

J2Fab Cobra Crank Support Installation

Torque specs:

Bearing plate - 75inlb (criss-cross pattern)

Adjuster tab - 75inlb

Aux. Idler bolt - 25ftlb

Pan rail support caps - 75inlb (criss-cross pattern)

Pan rail support bolts - 216inlbs/18ftlbs

Leg/Timing Cover bolts - Three even stages walking up to 28-32ft lb using ARP lube under head and threads.

Mandrel to balancer – 132inlb in two even stages (criss-cross pattern)

Installation tips:

- If you are installing the mandrel into a 2pc Innovators west balancer, start with measuring the bore diameter with a set of calipers. Bore should be 1.447-1.448. If bore is smaller than 1.447 it will be necessary to remove hub adapter to be honed to size.
- Never use the mandrel mounting bolts to draw the mandrel into the balancer, doing so will result in thread damage. Balancer should be warm and mandrel cool. Apply a small amount of lubricant, start the bolts to aid in alignment, and use rubber mallet to drive mandrel into bore.
- When tightening jack screws against oil pan, be certain you have achieved the right amount of pre-load on the support cap, and do not over-tighten jack screws. Jack screws should only be tightened slightly past touching as outlined in installation video.

Failure to follow instruction could lead to part or engine damage.

- When installing bearing onto a Gen1 Mandrel – apply a small amount of sleeve retainer. When installing bearing onto Gen2 Mandrel – apply a small amount of lubricant. Serial# 1-20 is Gen1, 21+ is all Gen2.
- Use of blue loc-tite is ok, I do not recommend red on anything other than the one part I mentioned.

<https://youtu.be/qdOwpK1rwAM> - *Installation video*

Parts should be installed by an experienced technician.

