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## Installation Tips DD05 Stroker Crank Kit for the Yamaha YFZ-450

1. You should check for clearance between the big end of the connecting rod and the counterbalance. In some cases, you may need to trim the counter balancer. Install the crank and counterbalance in the cases (without any other parts for now) and bolt the cases together with two or three bolts (just snug). Carefully rotate the crank and check the clearance between the counterbalance and rod. If you have less than 0.030" clearance, use a Sharpie or other felt-tip pen and mark the counter balancer. Remove the counter balancer and carefully remove just enough material to provide 0.030" clearance. Check for clearance again and repeat the process, if necessary.
2. Before installing the cylinder, insert the longer dowel pins from the kit into the holes at the top of the cases. Place a base gasket in position. Slide an O-ring on each end of the new water tube. One end of the water tube flange has a groove – that is the top side. Place the water tube into the hole in the cases. Place the spacer plate onto the cases. It should slide down the water tube and dowel pins and fit flush to the cases. Place the second base gasket over the spacer plate. You are now ready to install the cylinder.
3. The kit includes longer head bolts. The head bolts have a 7/16" head and will require a 12-point 7/16" socket to install. Torque the head bolts following the instructions in the Yamaha service manual. Before you install the cams, place each cam into position and be certain the cam clears the bolt head. If you do not have the bolt properly seated, the cam could hit the bolt.
4. The oil line extension kit includes two spacers and two bolts. Install the spacers under the oil line fittings, using the two bolts from the kit. The bolts are different diameters. A copper washer fits under the head of the banjo bolt on the oil line.
5. Two replacement top engine mounts are supplied in the kit.
6. Install the adjustable cam sprocket on the intake cam. We suggest you set the cam timing at the stock position, and try other settings to alter the powerband to best suit your riding and application.
7. Since you are increasing the engine size, you will need to alter the carburetor jetting. It is not unusual for the engine not to start with stock jetting, due to it being excessively lean. The settings listed below are a STARTING POINT and may not be suitable for your use. Please take care to jet the engine properly for your conditions.

Main Jet: 178–180

Pilot Jet: 485

Needle: CVP (Yamaha part # 5TA-14916-VP)