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International Stinson Club Knowledge Base

TECHNICAL CORNER

How many of you have checked the valve rocker adjustments of your Franklin?

This should be done as part of your annual each year. By checking this adjustment regularly each year and keeping a record of all adjustments made could give you advance warning of Cam and Lifter trouble before it really gets serious.

Valve clearance with lifters bled down and cold engine on all Franklins is .040".

To start with, position the piston on top center of its compression stroke. This can be made easier by removing the upper spark plugs and with your finger feel for an on rush of air as you turn the prop over (by hand of course). Now place the tool on the rocker arm (homemade tool at end of article) and apply force. Movement will be felt as the oil is bled from the lifter. The movement will stop suddenly at a very precise point when the lifter piston bottoms. At this point check the valve clearance and at the same time maintain pressure on the bleed down tool.

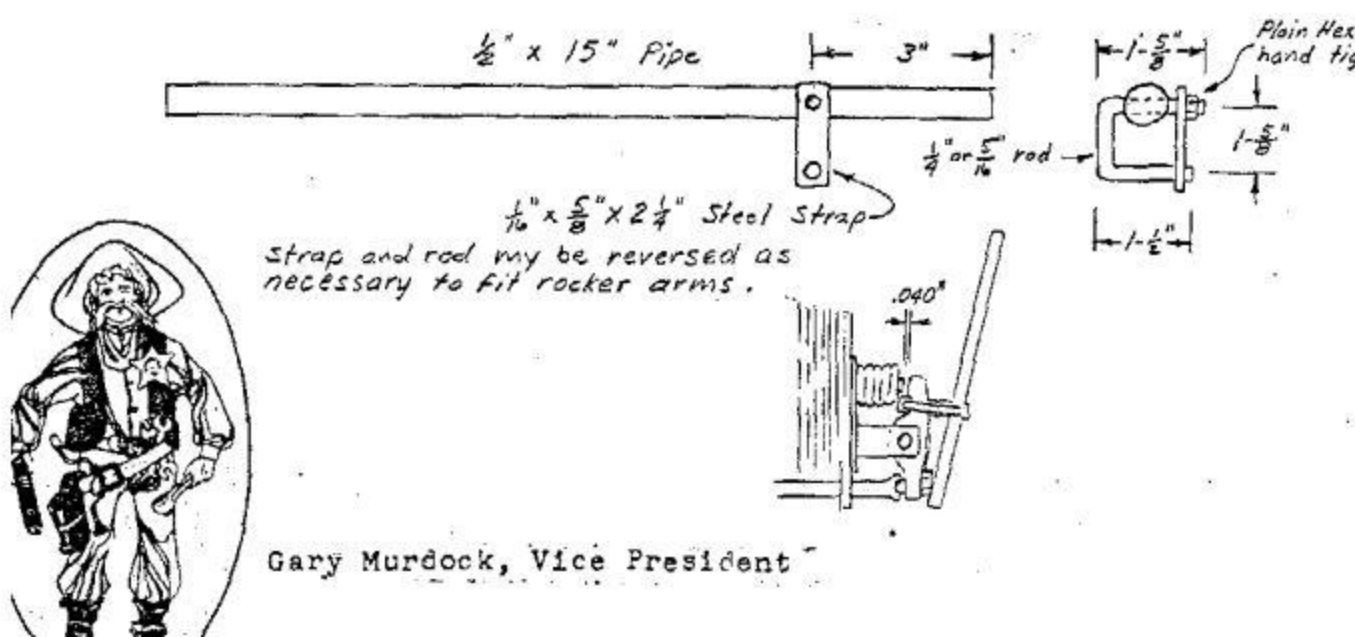
If you find one or more rockers needing more adjustment than the other rockers consistently, then its time to check the valve travel from closed to full open to determine if a Cam lobe or lifter is at fault.

The following are measurements I have for various engines:

Franklin 150 hp	.390"	minimum
Franklin 165 hp	.500"	minimum
Franklin 180 hp	.530"	minimum
Franklin 220 hp	.530"	minimum

You will need a dial indicator to check this measurement properly. Also to bleed the lifters down you will need the Franklin engine tool No. 11258. I found no A. P. mechanic in my area to have one of these tools. If this is the case in your area, then its likely they have not been checking your rocker adjustment.

One alternative is to make a tool to do the job. The drawing below is a tool I threw together. It works pretty good for me.



Gary Murdock, Vice President



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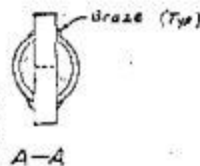
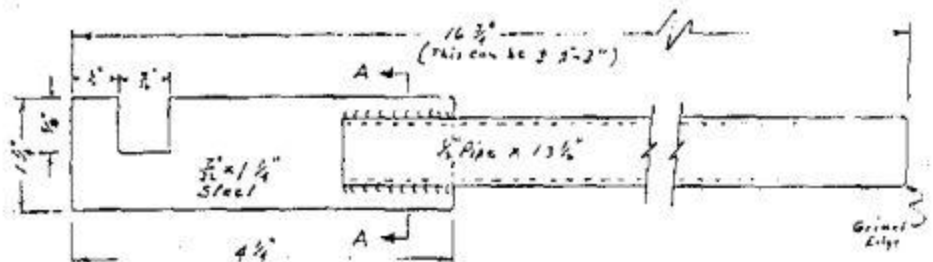
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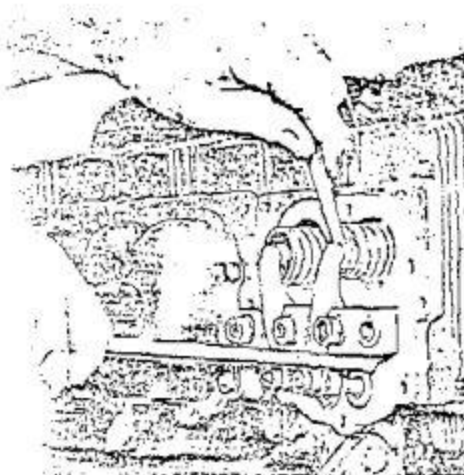
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Franklin Lifter Bleed Down Tool



By Gary Murdock
S/W Stinson Club



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