



**NOTE:** -Most 1981 and late 5.0L engines generally have a 4" length, refer to (D).

-All the PRO/RACER Dampers are drilled to accept both 3- & 4-bolt hole pulleys.

-Use LOCTITE to secure the crankshaft and pulley bolts and spigot sleeve in Damper.

6. Inspect crankshaft snout and ensure there are no burrs or rust, if required polish with very fine emery paper or steel wool, wash clean.
7. Examine key, should the key be damaged or loose in the keyway groove of the crankshaft, install a new key.
8. Replace the front timing cover oil seal.
9. The PRO/RACER Damper can be installed using a Damper Installation Tool. However, you can make installation much easier by immersing the Damper in boiling water for 15 minutes or placing in a pre-heated oven at the lowest temperature (max. 250°F or 120°C) for 15 minutes. This process will expand the hub of the Damper.
10. If you are NOT using a workshop installation tool, it is **ESSENTIAL** that the Damper be pre-heated as outlined in step 9. above, to expand the hub. All subsequent steps will need to be followed carefully.
11. Smear crank snout and the timing case oil seal with clean oil.
12. If you are not using a Damper installation tool, remove Damper from boiling water (or oven), using insulated, heat proof gloves. Smear bore of Damper with oil.

**IMPORTANT DO NOT ALLOW DAMPER TO COOL**

13. Immediately locate Damper on to the crankshaft and rotate until the hub engages in the key-way.
14. If using a Damper Installation Tool, install the Damper following the instructions supplied with your Damper installation tool and ignore step 15.
15. If you are not using an installation tool, quickly, utilizing a block of Aluminum to protect the machined face, drive the Damper onto the crankshaft. Rotate the Damper to ensure engagement in the keyway.
16. Promptly reinstall the Damper retaining bolt and washer and tension to 90 lb/ft torque.
17. Before reinstalling water pump, ensure there is a minimum of  $\frac{1}{8}$ " clearance between Damper Inertia Ring and the water pump housing, check that the pulley alignment is correct.
18. **WARNING:** Some cast iron water pumps have a casting lug which must be ground off to clear the Damper Inertia Ring.
19. Re-check for adequate clearance of all components before re-starting engine.

Should you have any difficulty installing your PRO/RACER "All Steel" Damper, please contact:

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