



## INSTALLATION INSTRUCTIONS

# 64276.....Oldsmobile 350-403-455 V8 externally balanced

**IMPORTANT: Before attempting installation please read these instructions fully.**

**NOTE:** The PRO/RACER "ALL STEEL" Crankshaft Vibration Damper has a specially machined inner bore, sized for an interference fit to the crankshaft which requires special attention prior to installing.

**IMPORTANT: DO NOT drill any holes in your PRO/RACER Damper as this may void SFI -18.1 Certification.**

1. Engine must be completely cold.
2. Remove original Damper, using a Damper puller or removal tool.
3. Inspect crankshaft snout to ensure there are no burrs or rust, if required polish with very fine emery paper or steel wool, wash clean.
4. Examine key, should the key be damaged or loose in the key-way groove of the crankshaft, install a new key.
5. Replace the front timing cover oil seal.
6. The PRO/RACER Crankshaft Vibration 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.
7. If you are NOT using a workshop installation tool, it is **ESSENTIAL** that the Damper be pre-heated as outlined in step 6. above, to expand the hub. All subsequent steps will need to be followed carefully.
8. Smear crank snout and the timing case oil seal with clean oil.
9. 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.
10. Immediately locate Damper on to the crankshaft and rotate until the hub locates in the key-way.

**IMPORTANT - DO NOT ALLOW DAMPER TO COOL.**

11. If using a workshop Damper installation tool, install the Damper following the instructions supplied with your installation tool and ignore step 12.
12. If you are not using an installation tool, quickly, utilizing a block of Aluminum or 2"x 4" block of timber to protect the machined face, drive the Damper on the crankshaft.
13. Promptly reinstall the Damper retaining bolt and washer and tension to 160 ft/lb torque.

**NOTE:** Use LOCTITE to secure the crankshaft and pulley bolts.

14. Check that the pulley alignment is correct.
15. Recheck for adequate clearance of all components before re-starting engine.

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

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23Oct2018