



## Supplementary Installation Instructions

#74265 & #74267 Supercharger Dampers.

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

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

1. The PRO/RACER #74000 series Dampers have been specially designed for supercharged applications with 6 tapped holes which align with most blower-pulleys. A second larger keyway has also been incorporated for very high-performance applications.
2. In some limited applications the six-blower pulley/attachment holes may require enlargement to align with the tapped holes in the Damper hub. Not all blower pulleys use the same bolt circle, however usually they are close enough that slight enlargement of the pulley holes will ensure correct alignment.
3. Some blower kits supply an Aluminium V-belt pulley which bolts to the stock three-hole Damper bolt pattern and then the blower pulley bolts to the Aluminium V-belt pulley. We recommend drilling out the six tapped holes in the Aluminium V-belt pulley and then fitting longer bolts which attach both the blower pulley and the V-belt pulley directly to the six holes in the PRO/RACER Supercharger Damper. If you elect to discard the V-belt pulley for any reason you will need to machine some type of centering spud to align the blower pulley with the Damper hub.
4. The second keyway in the Damper accepts a standard 1/4-inch key. It is common practice with many blown engines to machine a second keyway in the crank to avoid shearing the stock single 3/16-inch key. This is usually only necessary on setups exceeding 12 pounds of boost or for competition applications.
5. Please ensure that the attached PRO/RACER Damper fitting instructions are followed during damper installation.

### **IMPORTANT: - SPECIAL OIL SEAL NOTE FOR #74265 APPLICATIONS.**

It should be noted that for #74265 applications the diameter of the oil seal area on the Damper has been increased, as such the standard oil seal will not be suitable.

Therefore, it is necessary to change the oil seal in your timing cover prior to installing the #74265 Damper. A suitable oil seal has been provided with the PRO/RACER Damper (for future replacements use Chicago Rawhide #19215).

It should be noted that the supplied oil seal is slightly narrower than the stock seal as such care must be taken when installing the new oil seal in the timing cover to ensure that it is gently driven into the oil seal recess so that it is flush with the timing cover.

Smear the oil seal with engine oil prior to proceeding with Damper installation.

Should you have any difficulty fitting your PRO/RACER Supercharger Damper, please contact PRO/RACE technical assistance:

Australia: PRO/RACE Tech-line  
USA: PRO/RACE Tech-line  
Email: tech@pro-race.com

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