



INSTALLATION INSTRUCTIONS

34260....GM LS1 Camaro & Firebird, LS2 GTO
LS1 5.7L, 6L L76 V8 Holden Commodore VT-VZ 1999-06

34261....GM LS1, LS2, LS3 & LS6 Corvette & Pontiac G8 L98, LS3
L76, L98 6.0L V8 Holden Commodore VE 2006-8/2010
L77, L98 6.0L V8 Holden Commodore VE 9/2010-12

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

NOTE: The PRO/SPORT SFI Bonded Steel Crankshaft 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/SPORT Damper as this may void SFI 18.1 Certification.

1. Engine must be completely cold.
2. Remove Poly-V belt(s).
3. Remove original Damper, using a Damper puller or removal tool.
4. Inspect crank snout to ensure there are no burrs or rust, if required polish with very fine emery paper or steel wool, wash clean.
5. OEM crankshafts are not machined with a key-way groove; however, the PRO/SPORT Damper has been machined to accept 3/16" keys for circumstances when an aftermarket crankshaft with key-way groove is used, or if the OEM crankshaft has been custom machined. If appropriate install a new key in the crankshaft key-way groove and ensure the height of the key not hinder Damper installation.
6. Replace the front timing cover oil seal.
7. The PRO/SPORT Damper can be installed using a Damper Installation Tool. However, you can make installation much easier placing Damper 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.
8. If you are **NOT** using a Damper Installation Tool, it is **ESSENTIAL** that the Damper be pre-heated as outlined in step 7 above, to expand the hub. All subsequent steps will need to be followed carefully.
9. Smear crank snout and the timing case oil seal with clean oil.
10. If you are not using a Damper Installation Tool, remove Damper from oven, using insulated, heat proof gloves. Smear bore of Damper with oil.
11. Immediately locate Damper on to the crankshaft. If a custom keyway and key is fitted, rotate Damper until the hub locates in the key-way.

IMPORTANT - DO NOT ALLOW DAMPER TO COOL.

12. If using a professional Damper Installation Tool, install the Damper following the instructions supplied with your installation tool and ignore step 13.
13. If you are not using an installation tool, quickly, utilizing a block of Aluminum which fits into the recess of the Damper to protect the machined hub face, drive the Damper hub onto the crankshaft. **DO NOT** drive the Damper onto the crankshaft by the outer ring!
14. Install and tighten the old crankshaft Damper bolt to 240 lb/ft, make sure the Damper is fully seated. Remove and discard the old crankshaft Damper bolt.
15. Install a new OEM crankshaft Damper bolt GM #12557840 and tighten to 37 lb/ft, then tighten to final torque by turning an additional 140 degrees.

NOTE: Use LOCTITE to secure the crankshaft bolt.

16. Reinstall the Poly-V belt(s). The PRO/SPORT Damper has been designed to accept the standard 6-rib Poly-V accessory belt, or in supercharged applications an 8-rib Poly-V accessory belt can be used. If you are fitting the standard 6 rib Poly-V belt, ensure it is seated in the most forward 6 ribs of the front set of Poly-V grooves (the rear 2 grooves would be vacant).
17. Recheck for adequate clearance of all components before re-starting engine.

If you have any problems installing your PRO/SPORT Damper, please contact:

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