



## INSTALLATION INSTRUCTIONS

- # 34262.....Chevrolet 283-350 V8<sup>#</sup> (internal balance only)
- # 34263.....Chevrolet 396-427 V8
- # 34264.....Chevrolet 454-502 V8\* (externally balanced)
- # 34265.....Chevrolet 283-350 V8
- # 34266.....Chevrolet 400 V8\* (externally balanced)

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

**NOTE:** The PRO/SPORT SFI Spec 18.1 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.

**WARNING:** Some aftermarket chrome front timing covers, (including Milodon Aluminium Timing Cover) do not meet OEM tolerances and consequently may interfere with the #34266 Chev. 400 bolt-in counterweight. Please check timing cover to counterweight clearances carefully prior to installation and before starting engine.

**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 original Damper, using a Damper puller or removal tool.
3. Check the end of the crank snout to ensure that it has been drilled and threaded 7/16" UNF (some early model cranks require this modification).
4. Inspect crankshaft snout to ensure there are no burrs or rust, if required polish with very fine emery paper or steel wool, wash clean.
5. Examine key, should the key be damaged or loose in the key-way groove of the crankshaft, install a new key.
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 by 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 an 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 onto the crankshaft and rotate 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 to protect the machined face, drive the Damper on the crankshaft.
14. Promptly reinstall the Damper retaining bolt and washer then tension to 65 lb/ft torque.

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

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

Turn over...

**\* Special Note for Externally Balanced Dampers.**

The #34264 and #34266 Dampers are fitted with a bolt-in counterweight. The counterweight can be removed allowing the Damper to be used on an internally balanced engine. Conversely, counterweights are available separately for the #34263 and #34265 Dampers should it be necessary to convert them for use on an externally balanced engine.

**# The #34262 Damper is NOT drilled for a bolt-in counterweight** and can only be used for internally balanced engines.

**NOTE:** Chevrolet has used two different TDC locations. The PRO/SPORT Damper is designed to be used in-conjunction with the aftermarket "bolt-on" style timing tab indicator. Summit Racing have adjustable timing pointers to suit, see [www.summitracing.com](http://www.summitracing.com) and refer to timing pointers section of their catalogue for further details.

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

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