



## INSTALLATION INSTRUCTIONS

# 64271.....Ford 4.6L V8 Modular Engine

**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 Poly-V belt.
3. Remove original Damper, using a Damper puller or removal tool.
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/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.
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 boiling water (or oven), using insulated, heat proof gloves. Smear bore of Damper with oil.
11. Immediately locate Damper on to the crankshaft and rotate until the hub locates in the key-way.

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

12. If using a 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 and tension to 90 lb/ft torque.  
**NOTE:** Use LOCTITE to secure the crankshaft bolt.
15. The #64271 Damper has been machined to accept the standard Poly-V belt. The front of the Damper has three machined holes to facilitate use of a Damper puller for removal.
16. Recheck for adequate clearance of all components before re-starting engine.

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

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23 Oct2018