



INSTALLATION INSTRUCTIONS

64280..... Chrysler 331-354-392 Hemi V8

IMPORTANT: Before attempting installation please read these instructions fully.

NOTE: The PRO/RACER "ALL STEEL" Crankshaft Vibration Damper has a specially machined inner bore which requires special attention prior to fitting. It is also important to note that your PRO/RACER Damper is supplied 'IN BALANCE' condition, therefore, if any balancing operations are to be carried out on the engine, weight must be added or removed from the crankshaft only.

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

1. Engine must be completely cold.
2. Remove original Damper carefully, using Damper Puller or removal tool.
3. Check the end of the crankshaft to ensure the snout has been drilled and threaded.
4. Inspect crankshaft snout and 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 keyway groove of the crankshaft, install a new key.
6. Replace the front timing cover oil seal.
7. The PRO/RACER 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 workshop 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 workshop 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.
15. Check that the pulley alignment is correct. **NOTE:** The PRO/RACER Damper is drilled for early model pulleys which had an "offset" bolt hole. Be sure all pulley holes align when installing bolts.
16. Re-check for adequate clearance of all components before re-starting engine.

NOTE: This Damper has been engraved with 2 sets of timing marks, an (A) set and a (B) set which have been placed at 90 degrees to one another. Be sure to determine which set of timing marks suits your pointer prior to performing timing operations by either using a degree wheel and piston stop to determine true TDC or by comparing the PRO/RACER Damper TDC position to that of the original Damper fitted to your engine.

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

USA: PRO/RACE Tech-Line

Tel: 734 740 0922

Australia: PRO/RACE Tech-line

Tel: 61 3 9584 3522

Fax: 61 3 9584 5194

Email: tech@pro-race.com

Website: www.pro-race.com

10 Sept 2018