



INSTALLATION INSTRUCTIONS

34277..... Chrysler 273-360 "A" series V8

34278.....Chrysler 360 "A" series V8 (externally balanced)*

34279.....Chrysler 383-440 "B" series V8 incl. Hemi models^(a)

^(a) Suits Chrysler 440 Forged crank, 361-383 "B" engine forged cranks (1962-70), 413-426. Also suits Race and Street 426 Hemi with slight TDC adjustment - see below.

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.

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/SPORT Damper can be installed just like any other Damper 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 a professional 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 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 and tension to 90 lb/ft torque.
NOTE: Use LOCTITE to secure the crankshaft and pulley bolts.
15. Check that the pulley alignment is correct. NOTE: Some early model pulleys had an "offset" bolt hole. This must be elongated with a suitable tool eg. "rat tail" file to allow proper attachment to the Damper face.
16. Re-check for adequate clearance of all components before re-starting engine.

*** Note for Externally Balanced 34278.**

The 34278 Damper is fitted with a bolt-in counterweight. The counterweight can be removed allowing the Damper to be used on an internally balanced engine. Conversely, a counterweight is available separately for the 34277 so it can be used on an externally balanced engine.

^(a) Special Note for Race and Street HEMI Engines:

Due to the numerous TDC timing pointer locations used by Chrysler, it is necessary to make the following adjustments during timing operations on Race and Street Hemi engines.

- On RACE HEMI engines, it is necessary to SUBTRACT 7 degrees from the reading shown on the damper. (E.g. if the damper shows 7 degrees, the engine is at TDC).
- On STREET HEMI engines, it is necessary to ADD 2 degrees to the reading shown on the damper. (E.g. if the damper shows 10 degrees, the engine is at 12 degrees).

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

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