



# INSTALLATION INSTRUCTIONS

## INSTALLATION INSTRUCTIONS FOR THE FOLLOWING:

#24279: Chrysler 383 – 440 “B” series V8 incl. Hemi models\*

**NOTE:** Suits Chrysler 440 Forged crank, 361 – 383 “B” engine forged cranks (1962 – 70), 413 – 426. Also suits Street 426 Hemi with slight TDC adjustment by adding 2 degrees to the reading shown on the damper (e.g. if the damper shows 10 degrees, the engine timing is at 12 degrees).

PRO/STREET Nodular Iron Crankshaft Dampers are designed to be a direct replacement of the original equipment crankshaft damper used on your vehicle. However, they vary in several very important areas. One, they are made of nodular iron instead of simple gray iron. Two, the elastomer (rubber) is bonded to the hub and the ring which virtually eliminates any rotation of the outer ring, a common problem with stock dampers. And finally, our dampers feature bolt-in counterweights. This provides a great degree of flexibility if you are balancing your engine or decide to switch the damper from an external balanced engine to an internally balanced one, or vice-versa.

## **INSTALLATION PROCEDURE:**

1. Engine should be completely cold.
2. Remove original damper. This is best done with a damper removal tool.
3. Check the end of the crank to ensure the snout has been drilled and threaded.
4. Inspect crank snout to ensure there are no burrs or rust. If needed, polish with a very fine emery paper or steel wool. Wash clean.
5. Examine key. Should key be damaged or loose in the keyway, install new key.
6. Replace the front timing cover oil seal.
7. The PRO/STREET damper can be installed just like any other damper using an installation tool. However, you can make the installation much easier by placing damper in a pre-heated oven at the lowest temperature (usually 250°F or 120°C) for 15 minutes. This process will expand the hub of the damper and not damage the damper.
8. If you are not using a professional installation tool, it is essential that you heat the damper to expand the damper as outlined in 7.
9. Smear the crank snout and the timing cover oil seal with clean oil.
10. Using insulated heat proof gloves, remove the damper from oven. Smear damper bore with clean oil.
11. Immediately position the damper on the crank snout. Rotate to align the keyway in the damper with the key in the crank.



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**IMPORTANT – DO NOT ALLOW DAMPER TO COOL!**

12. If using an installation tool, install the damper per instructions provided with the tool. Ignore step.
13. If not using an installation tool, quickly, utilizing a block of aluminium on the front face of the damper, drive the damper onto the crank using a large hammer or mallet. Drive the damper on until seated against shoulder on crank.
14. Promptly reinstall the damper retaining bolt and washer and torque 90 ft- lb.
15. Check that the pulley alignment is correct. Note: Some early model pulleys had an "offset" bolthole. This must be elongated with a suitable tool e.g. "rat tail" file to allow proper attachment to the damper face.
16. Recheck for proper clearance of all components before restarting engine.

**NOTE ON EXTERNALLY BALANCED DAMPERS:**

Externally balanced dampers have bolt-in counterweights. The counterweight can be removed allowing the damper to be used on an internally balanced engine. Counterweights are also sold separately and may be added to use an internal style damper on an externally balanced engine.

**WARNING**

The PRO/STREET Nodular Iron Damper has been spin tested for one hour at 8,000 rpm and for five minutes at 12,500 rpm by the official SFI Test Lab. However, these are static tests unlike the dynamic workout that a damper receives when on an engine. In actual use a damper is subject to much more heat and harmonic stresses. As a result, we do not recommend that these dampers be utilized in applications over 6,000 rpm. You must observe this warning! If damper disintegrates at high speed, it can do serious damage to your vehicle or to anyone who might be in the vicinity. WARNING: DO NOT USE THESE CAST DAMPERS IN ANY RACING APPLICATION. FOR RACING, WE RECOMMEND OUR PRO/RACE LINE OF "ALL STEEL" SFI - SPEC DAMPERS. CALL FOR A FREE FULL COLOR PRO/RACE CATALOG.

Should you have any difficulty fitting your PRO/RACE "All Steel" Crankshaft Vibration Damper, please contact:

PRO/RACE Performance Products

Email: [tech@pro-race.com](mailto:tech@pro-race.com)

Website: [www.pro-race.com](http://www.pro-race.com)

OR alternatively please contact your place of purchase or closest Distributor.