



INSTALLATION INSTRUCTIONS

INSTALLATION INSTRUCTIONS FOR THE FOLLOWING:

#24290.....Holden V8 253/308

Important: Before attempting installation, please read these instructions.

WARNING: **DO NOT** use the PRO/STREET Nodular Iron Crankshaft Damper in any racing application. For racing, we recommend our PRO/RACE "All Steel" SFI Spec. 18.1 approved Dampers.

Note: The PRO/STREET Crankshaft Damper has a precision machined inner bore which requires special attention prior to fitting. It is also important to note that your PRO/STREET 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.

1. Engine must be completely cold.
2. Remove original Damper, using a Damper puller or removal tool.
3. Inspect crankshaft snout to ensure there are no burrs or rust, if required polish with very fine emery paper or steel wool, wash clean.
4. Examine key, should the key be damaged or loose in the key-way groove of the crankshaft, install a new key.
5. Replace the front timing cover oil seal.
6. The PRO/STREET Crankshaft 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.
7. If you are **NOT** using a professional installation tool, it is **ESSENTIAL** that the Damper be pre-heated as outlined in step 6. above, to expand the hub. All subsequent steps will need to be followed carefully.
8. Smear crank snout and the timing case oil seal with clean oil.
9. If you are not using a Damper installation tool, remove Damper from oven, using insulated, heat proof gloves. Smear bore of Damper with oil.
10. Immediately locate Damper on to the crankshaft and rotate until the hub locates in the key-way.

IMPORTANT - DO NOT ALLOW DAMPER TO COOL.



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11. If using a professional Damper installation tool, install the Damper following the instructions supplied with your installation tool and ignore step 12.
12. If you are not using an installation tool, quickly, utilizing a block of aluminium to protect the machined face, drive the Damper on the crankshaft.
13. Promptly reinstall the Damper retaining bolt and washer and tension to 100 lb/ft torque.

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

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

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

Website: www.pro-race.com

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