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Technical Assistance:

Visit our Website or Call

Toll Free (888) 377-9779

# PRW SFI Chromoly Series Flexplate Installation Instructions

Each Box Contains:

- 1 Flexplate
- 1 SFI 29.1 Certification Sticker
- 1 Drain plug replacement (1/8" NPT x 5/16" L) (SB & BB Ford only)

## Step 1

Clean and inspect all parts (verify that the serial number on the sticker matches the SFI number engraved on the flexplate).

## Step 2

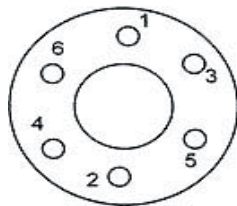
If not already completed, punch out the date on the SFI Decal and apply to the flexplate.

## Step 3

Using a rubber mallet or block of wood tap the flexplate into place onto the flange of the crankshaft. Tap it evenly and flush upwards alongside the crankshaft flange. DO NOT draw the flexplate onto the crank with bolts or impact wrench.

## Step 4

After the flexplate has been placed onto the crankshaft, using thread locker on the flexplate bolts and torque to OEM specifications. To receive proper torque on the bolts, follow the torque pattern below, use flat washers only.



## Step 5

Hand turn the crankshaft to verify there is no wobble in the ring gear and to make sure it clears the housing.

**NOTES:** 1) Welding weights on the flexplate for engine balancing is not recommended and voids warranty; 2) drilling holes for balance is permissible, but not recommended; 3) high performance and racing applications new flexplate bolts with a rating of 180,000 PSI or higher is recommended.

## SPECIAL NOTE: Ford SB & BB

Stock Torque Converter – remove standard drain plug and replace with special Allen Head drain plug (PRW PN 1800005) to preclude interference with flywheel. The use of a GM Converter requires a PQ Series Flexplate and Crank Adapter #1800460 (PRW 18460xx Platinum Series) or #1800302 (PRW 18302xx Platinum Series).

## Starter Alignment and Shimming

1. Begin the shimming process, if needed, by using a feeler gauge to measure the flexplate to starter clearance with the current setup. If, you don't have a set of feeler gauges, a paper clip can be used as a cheap alternative, they are normally around 0.035" thick. Insert the measuring tool between the flexplate teeth and starter teeth. You are looking for a clearance between 0.035" to 0.065". If clearance is too close, you will need to add shims to where the starter mounts to the block.

2. If shimming the starter is necessary, be sure that the starter-mounting surface is clean from any excessive gunk or paint. After cleaning reinstall the starter and recheck the clearance between the starter teeth and flexplate teeth.

3. After cleaning the mounting surface and rechecking the clearance, if the tooth-to-tooth clearance is still not correct start adding one shim at a time until proper clearance is achieved. Most aftermarket starter shims are 0.015" and increase the tooth-to-tooth clearance to about 0.0075". Normally using one shim will cure the alignment problem. If more than four shims are used, there is a good chance that the mounting surface has been machined down or it is warped. Please refer to your local machine shop for advice on your block.

4. After adding the shim or shims, recheck the clearance in several different locations, preferably 120 degrees apart.

5. One more critical location to check is the clearance between the flexplate ring gear and starter. Normally this is not an issue, but make sure there is a 0.100" clearance with a variance of +/- 0.040". Again check it in several locations. If there are clearance issues the flexplate may be warped and you should return it to your dealer. Although we check each flexplate that we manufacture for run out, the flexplate could have been damaged during shipping.

**Over→**

**ATTENTION:** PRW is not responsible for installation issues or mismatched parts. Do not install any flexplate with less than 0.0625" clearance between the torque converter and flexplate.

# PRW SFI Chromoly Series Flexplate Installation Instructions

(continued)

## Possible Causes for Damaged Flexplates

1. Not installing flexplate perpendicular to crankshaft flange
2. Engine or torque converter out of balance
3. Worn front pump bushing
4. Too much end play on the crank from excessive thrust bearing wear
5. Improper bolt torque and, or not in proper order according to OEM specs
6. A bad starter can wear or break off the teeth on the ring gear
7. Not properly shimming the starter, if needed, to align with the starter ring

*If you need technical information, or additional information regarding the installation of this product, call us toll - free at:*

(888) 377 - 9779

or

Email: [Tech@PRWnetwork.com](mailto:Tech@PRWnetwork.com)

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## STOP!!!! SPECIAL NOTES:

Before installing this flexplate, make certain that the application is correctly identified for your vehicle's engine, that the counterweight is correct for your application, the flexplate bolt pattern is correct for your make and model, and ring gear tooth count is correct. ***No returns are permitted for flexplates or flywheels that have been installed! PRW is not responsible for installation issues or mismatched parts.***

## CUMMINS and DODGE DIESEL FLEXPLATES

There are many variations and combinations of Cummins diesel engines and transmissions between 1989 and 2005+. The PRW flexplate for this application is designed for high performance and racing. ***Do not install this flexplate if there is less than 0.0625" clearance between the torque converter and flexplate. PRW recommends that this application be installed by a professional mechanic or transmission specialist with specific knowledge of Cummins engine/torque converter and transmission requirements.***

### LIMITATION OF WARRANTY

SELLER (PRW) hereby provides the following limited warranty as to description, quality, merchantability, fitness for any product's purpose, productiveness, or any other matter related to the SELLER's product sold herewith. The SELLER shall not be responsible for the product's open use and/or service. The BUYER hereby waives all rights other than those expressly written herein. This Warranty shall not be extended or varied except by a written agreement signed by SELLER and BUYER.

The Warranty is Limited to manufacturers defects for a period of one (1) year from the date of sale and restricted solely to the parts contained within the product's kit. Any products in question of Warranty require a Return Manufacturers Authorization for inspection. Product must be shipped prepaid to the SELLER and accompanied by a dated receipt or invoice and proof of purchase. All Warranty claims are subject to approval by PRW Industries, Inc.

Under no circumstances shall the SELLER be liable for any labor, travel time, or other expenses incurred in the diagnosis of defects, removal, or reinstallation of this product, or any other contingent expenses. Under no circumstances shall the SELLER be liable for any damage or expenses incurred by reason of the use or sale of any such equipment. Other limitations may apply.

IN THE EVENT THAT THE BUYER DOES NOT AGREE WITH THIS POLICY: THE BUYER MAY RETURN THIS PRODUCT, IN NEW AND UNUSED CONDITION TO THE PLACE OF PURCHASE. DATED PROOF OF PURCHASE IS REQUIRED WITHIN THIRTY (30) DAYS FROM ORIGINAL DATE OF PURCHASE TO OBTAIN A FULL REFUND. THE INSTALLATION OF THIS PRODUCT INDICATES THAT THE BUYER HAS READ AND UNDERSTANDS THIS AGREEMENT AND ACCEPTS THE TERMS AND CONDITIONS STATED HEREIN.