



"YOUR PARTNER IN PERFORMANCE"

For tech help, contact:

PRW

Toll Free (888) 377-9779

# Installation Instructions

For

## PRW SFI Fluid Dampers

### Each Box Contains:

- ◆ 1 *Vibration Damper*
- ◆ 1 *SFI 18.1 Certification Sticker*

### Tools and Procedures

1. A proper installation tool is required. The use of a hammer not recommended. See PRW damper installation/removal tool part # 1200100.
2. Make sure the SFI serial # is engraved on the damper.
3. All PRW dampers are tested in the manufacturing facility but damage can occur during shipping. For this reason, check to make sure there are no sticky fluids other than preservatives on the surface of the damper. If time permits, place the damper upside down for 24 hours to insure there is no silicone gel leaking from the inertia ring. Return to dealer if any leakage is detected.
4. Check the bore of the damper to insure there is no paint residue; if necessary, clean the area with a very fine abrasive paper.
5. A press fit of 0.0005" to 0.0015" is required for proper fit of the damper onto the crankshaft. Using a micrometer, measure the crank snout and the inside diameter of the damper hub to ensure they are compatible. Snout measurements on aftermarket and reconditioned crankshafts often vary significantly from OEM specifications. Please consult your local engine builder if you encounter this problem.

### Balancing and Installation

#### Step 1

Make certain the engine is cold.

#### Step 2

Line up the TDC mark on the damper with the timing tab before removal. Then, pull the original damper from the crank snout using your damper removal tool. If marks don't line up after the new damper is installed, you will need to get an aftermarket bolt-on timing tab.

#### Step 3

Check the end of the crank to ensure the crank has a tapped hole and that the threads are clean and not damaged. If the damper bolt does not thread easily into the crank, run a tap into the threads to clean them up.

#### Step 4

Examine the key. If it is damaged or loose in the keyway, replace it. Make sure the key does not sit too high in crank.

#### Step 5

Replace the oil seal in the front timing cover. This is optional but highly recommended.

#### Step 6

For external balanced engines remove the outer ring from the hub, then balance. After balancing is complete, the damper ring can be re-installed. Be sure to properly torque all bolts.

P/N's **2540001 & 2540011**: 38 foot-pounds

P/N's **2545401 & 2545411**: 50 foot-pounds

P/N's **2530201, 2530211, 2530202, & 2530212**:  
28 foot-pounds

#### Step 7

For internal balanced engines balance the assembly without the damper. The inertia ring inside is balanced at a close tolerance to the OE specs.

#### Step 8

Use emery cloth to remove burrs, nicks, and sharp edges on damper snout and any sharp keyway corners.

#### Step 9

Prior to installation heat the damper in boiling water or place in a preheated oven at a maximum of 250° Fahrenheit for 15 minutes. Use insulated heatproof gloves to handle after heating.

#### Step 10

Apply an anti-seize compound on crankshaft snout and in the damper hub.

#### Step 11

Position the damper on the crank snout. Rotate to align the keyway in the damper precisely with the key in the crank.

#### Step 12

Install the damper using the proper installation tool. Do not "hammer" the damper on. (this will void the warranty) You should meet smooth steady resistance until the damper is fully seated against the timing gear or spacer.

**Continued**



"YOUR PARTNER IN PERFORMANCE"

For tech help, contact:

PRW

Toll Free (888) 377-9779

# Installation Instructions

For

## PRW SFI Fluid Dampers (cont.)

### Step 13

Install damper bolt and washer to proper torque specs.

**Small Block Chevy:** 70 foot-pounds

**Big Block Chevy:** 110 foot-pounds

**Ford:** 110 foot-pounds

**Mopar:** 150 foot-pounds

**Pontiac, Oldsmobile, & Buick:** 160 foot-pounds

### Timing Check

#### Step 1

Check the ignition timing marks. Note: some engines have been equipped with different timing tabs over the years.

#### Step 2

Use the positive stop method to locate the true TDC (Top Dead Center). Relocate the timing tab if necessary.

### Pulley Installation

#### Step 1

Install the pulley onto the damper with damper or pulley mandrel. If mandrel is not used this could lead to side loads on the crankshaft. If necessary, drill new bolt holes in the pulley. Do not drill new holes in the damper. This could lead the damper to leak and void the warranty.

Notes: 1) P/N's 2545501 & 2545511 do not match stock pulley holes. For matching pulley refer to March Performance P/N 13041.2) P/N's 2539001 & 2539011 require aftermarket pulleys. Please refer to March Performance P/N 1971 for 1V pulley, P/N 1973 for 2V pulley, P/N 1975 for 3V pulley.

#### Step 2

Hand turn crank to insure there is no wobble to the damper or pulley.

*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)*

#### *Corporate Headquarters:*

*PRW Industries, Inc.*

*1081 North Batavia Street*

*Orange, CA 92867*

*Tele (714) 744-6200 · Fax (714) 744-9731*

*[www.PerformanceRacingWarehouse.com](http://www.PerformanceRacingWarehouse.com)*