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ELITE SERIES FLUIDGEL DAMPER INSTALLATION

<i>COMPONENTS</i>	<i>QTY</i>
HARMONIC DAMPER	1
SFI 18.1 CERTIFICATION STICKER	1

REMOVAL 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: 28 foot-pounds

P/N's 2545401 & 2545411: 38 foot-pounds

P/N's 2530201, 2530211, 2530202, & 2530212:
24 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.

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, and 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.