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INSTALLATION INSTRUCTIONS FOR PRW SPORTSMAN & SFI STEEL DAMPERS

PARTS LIST	
ITEM	QUANTITY
<i>Vibration Damper</i>	<i>1 each</i>
<i>SFI 18.1 Certification Sticker (Steel Dampers only)</i>	<i>1 each</i>

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. Check the bore of the damper to insure there is no paint residue; if necessary, clean the area with a very fine abrasive paper.
4. 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 undamaged. If damper bolt does not thread easily into the crank, run a tap into 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

All PRW neutral balanced dampers are manufactured to factory specs. However, it is highly recommend that you have your engine builder or balance shop check your new damper against the part it is replacing. There may be weight discrepancies between the two. If balancing holes must be drilled, make sure the new holes do not exceed a diameter of 3/8" and/or depth of 1/4". Any drilling should be done in the hub

area only. If balance weight must be added, Mallory metal can be used to accomplish this. It is imperative that the damper be balanced to the engine assembly.

Step 7

PRW external balanced dampers are also produced as close to OEM specs as possible. However, stock dampers are made from different materials than PRW uses. Consequently, it is virtually impossible to duplicate the exact weight. For this reason, all external balanced dampers should be match balanced to the engine assembly.

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

1. Check the ignition timing marks. Note: some engines have been equipped with different timing tabs over the years.
2. Use positive stop method to locate the true TDC (Top Dead Center). Relocate the timing tab if necessary.

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