



INSTALLATION INSTRUCTIONS

#TFS-19000.....Chevrolet 283-350 V8

#TFS-19001.....Chevrolet 400 V8* (externally balanced)

#TFS-19002.....Chevrolet 396-427 V8

#TFS-19003.....Chevrolet 454 V8* (externally balanced)

NOTE: The TRICK FLOW 'Bracket Racer' SFI Bonded Steel Crankshaft Harmonic Damper has a specially machined inner bore sized for an interference fit to the crankshaft which requires special attention prior to installing.

1. Engine must be completely cold.
2. Remove original Damper, using a Damper puller or removal tool.
3. Check the end of the crank snout to ensure that it has been drilled and threaded 7/16" UNF (some early model cranks require this modification).
4. Inspect crankshaft snout to ensure there are no burrs or rust, if required polish with very fine emery paper or steel wool, wash clean.
5. Examine key, should the key be damaged or loose in the key-way groove of the crankshaft, install a new key.
6. Replace the front timing cover oil seal.
7. The TRICK FLOW Damper can be installed just like any other Damper using a Damper installation tool. However, you can make installation much easier by immersing the Damper in boiling water for 15 minutes, or placing 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.
8. If you are NOT using a professional installation tool, it is **ESSENTIAL** that the Damper be pre-heated as outlined in step 7 above, to expand the hub. All subsequent steps will need to be followed carefully.
9. Smear crank snout and the timing cover oil seal with clean oil.
10. If you are not using a Damper installation tool, remove Damper from boiling water (or oven), using insulated, heat proof gloves. Smear bore of Damper with oil.
11. Immediately locate Damper onto the crankshaft and rotate until the hub locates in the key-way.
IMPORTANT - DO NOT ALLOW DAMPER TO COOL.
12. If using a professional Damper installation tool, install the Damper following the instructions supplied with your installation tool and ignore step 13.
13. If you are not using an installation tool, quickly, utilizing a block of aluminum to protect the machined face, drive the Damper on the crankshaft.
14. Promptly reinstall the Damper retaining bolt and washer and tension to 65 lb/ft torque.
NOTE: Use LOCTITE to secure the crankshaft and pulley bolts.
15. Check that the pulley alignment is correct.
16. Recheck for adequate clearance of all components before re-starting engine.

* Special Note for Externally Balanced Dampers.

The TFS-19001 and TFS-19003 Dampers are fitted with a bolt-in counterweight. The counterweight can be removed allowing the Damper to be used on an internally balanced engine.

NOTE: Chevrolet has used two different TDC locations. The TRICK FLOW Damper is designed to be used in-conjunction with the aftermarket "bolt-on" style timing tab indicator.

WARNING:

SOME AFTERMARKET CHROME FRONT TIMING COVERS DO NOT MEET OEM TOLERANCES AND CONSEQUENTLY MAY INTERFERE WITH THE TFS-19001 CHEV. 400 BOLT-IN COUNTERWEIGHT. PLEASE CHECK TIMING COVER TO COUNTERWEIGHT CLEARANCES CAREFULLY PRIOR TO INSTALLATION AND BEFORE STARTING ENGINE.

Should you have any difficulty fitting your TRICK FLOW Damper, please call:

TRICK FLOW Technical Department

Tel: (330) 630 1555, email: techinfo@trickflow.com

www.trickflow.com

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