

Installing SFI Dampers on Chevy LS Engines

Installing the hub onto the crank

Additional tools you may need: 1/2" 6 or 12 point socket

1. Remove existing damper bolt and damper from engine using a damper puller. **Save your old bolt for installation in the last step. (OEM bolts are a 1-time use only bolt - do not reuse as a primary bolt!)**

2. Depending on the year of your engine / vehicle you may notice a thin "friction" washer behind the damper hub in front of the first oil pump gear. This washer should be left in place and will not hurt anything if you are or are not pinning or keying your crankshaft. If your year does not have this washer and you would like to add one, there must be a machined "lip" provision on the back of the hub to do so. **If you are not using a key or pin, you must fill the key slot with some high temp silicone so no oil leaks past the damper bolt washer!**

3. This would be the time to consider whether or not you would like to pin the crankshaft as the SFI damper has a keyway in the hub unlike many OEM dampers. If you decide to pin the crankshaft (a must for super charging), you will need to purchase a Crank Pin Drill Fixture and follow the instructions enclosed with the Fixture before proceeding.

Installing an Accessory Pulley

Note! The SFI damper has a total of (9) bolts holding the assembly together and to the hub including the (3) bolts that hold the crank pulley to hub/damper.

Damper damage will occur if you do not use at least nine bolts total!

Using the GM Factory Bolt

Note! The GM factory bolt is a 1-time use bolt! Directions are for installing a new bolt only

1. Use your old bolt to install the damper and torque to 240 ft/lbs, then remove it. This is to seat the damper completely.
2. Install your new bolt and tighten to 37 ft/lbs. We recommend Blue or Red Loctite here if you are doing any high performance driving with this engine.
3. This step is to get a reference on the front of the engine. With the torque wrench hanging at the spot where the 37 ft/lbs was achieved, reference 140° clockwise for another tightening cycle. Put a mark or a piece of tape where you need to tighten.
4. Then go another 140° from the 37 ft/lbs starting point and you are now tight.