



Harmonic Dampers

Ultimate Dampers, Ultimate Performance.



2020 CATALOG

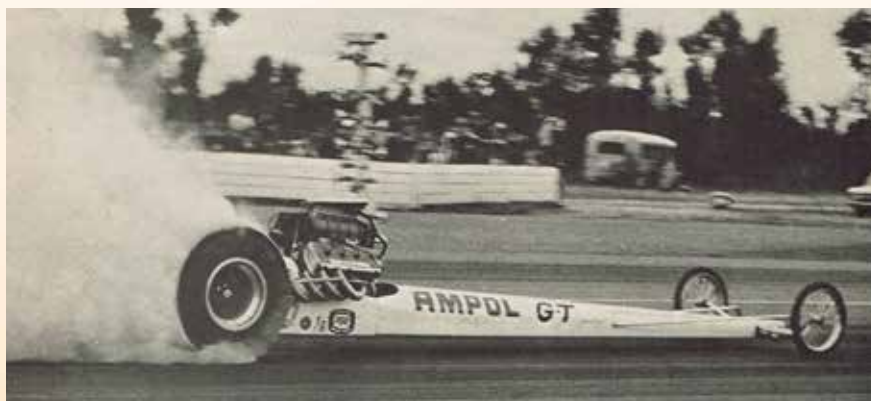
WWW.PRO-RACE.COM

ABOUT & CONTACT



PRO/RACE Performance Products is an Australian company owned by Graham Withers, an Australian Drag Racing Champion from the 1960's and 1970's. During his racing career, Graham held every outright speed and elapsed time record at every drag racing strip across Australia. He was Australian National Drag Racing Champion on three occasions, in a front engine race car he self designed and built.

After 5 years of dominating Top Fuel, Graham retired from the sport and embarked on a successful business career. He developed and patented one of the first SFI Spec Harmonic Dampers in the mid 1980's. PRO/RACE products have proven quality and durability.



Graham Withers in the AMPOL GT Dragster.

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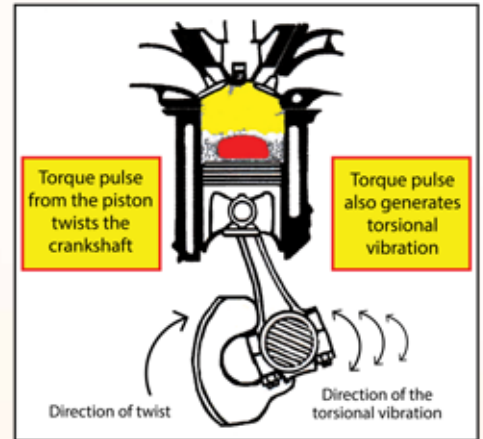
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CONTROLLING TORSIONAL VIBRATION

TORSIONAL VIBRATION

The forces exerted by the internal combustion engine during the power stroke creates vibrations in the crankshaft. If these vibrations match the natural frequency of the crankshaft or any other engine part, then they will resonate and amplify, slowly but surely increasing until they reach destructive levels. After the power stroke in each cylinder, the twisting stress created in the crankshaft releases and the crankshaft snaps back. These oscillations are occurring along the length of the crankshaft and are known as torsional vibration.



HOW DO TORSIONAL VIBRATION DAMPERS WORK?

The torsional vibration damper has been developed to prevent resonance developing between these two frequencies. It is fitted to the front of the crankshaft. This is where most of the torsional vibrations arrive, due to the fact the rear of the crankshaft has a heavy flywheel and a large load from its connection to the road. The basis of the torsional vibration damper is an inertia ring, coupled to the front of the crankshaft via an elastomer ring and a metal hub. At times of extreme torsion in the crankshaft, the inertia ring is accelerated in one direction by this torsion. The elastomer allows the inertia ring to continue rotating when the front of the crankshaft reverses its direction of twist. The inertia ring reaches the elastic limit of the elastomer and reverses its direction of rotation, meeting the crankshaft and hub coming in the opposite direction. These opposing torsional impacts between the inertia ring and the crankshaft hub continue, thereby reducing the magnitude of the torsional vibration in the crankshaft.

THE IMPORTANCE OF ELASTOMERS

The key to performance and longevity in a harmonic damper is in the elastomer. PRO/RACE dampers are not designed to be rebuilt, they are designed to last the journey, so the elastomer has to be durable and tuned to the right damping frequency to protect your engine through its entire performance range, and over its lifetime. The elastomer used by PRO/RACE resulted from intensive testing of compounds, reinforced with carbon. Of course all elastomers deteriorate to some extent over time. Exposure to heat, chemicals and physical impacts can have an effect. Add to that the additional strains imposed upon the damper when it's used as an accessory drive, the harmonic damper has to work pretty damn hard, but the PRO/RACE elastomer is the most durable on the market. The entire range of PRO/RACER, PRO/SPORT and PRO/STREET harmonic dampers have bonded elastomers to both the internal surface of the inertia ring and the external surface of the hub. Not all aftermarket dampers have bonded elastomeric elements. At PRO/RACE all bonded surfaces have treatment to increase the surface contact area of the elastomer. In the case of PRO/RACER dampers the surfaces are knurled which almost doubles the contact surface area of the elastomer. This is why PRO/RACER dampers go well beyond standard SFI test requirements and can be spun up to 18,000 RPM. Elastomer failure is not only detrimental to engine performance, it's downright dangerous and that's why the SFI specifications were introduced.

THE BOTTOM LINE

Harmonic damper failures can be spectacular, but in truth this rarely happens. Using a sub-standard harmonic damper results in accelerated wear in rotating components and timing gears. It's happening the entire time you operate your engine and you don't even know it. This means a loss of performance and a reduction in the life of these expensive to replace engine components. All harmonic dampers are not the same and not everybody needs a top shelf harmonic damper, but trying to save money by putting a sub-standard damper on your expensive engine is false economy. Understand your engine application and performance range and select the right damper for the job.

DAMPER RANGE

Our Range

PRO/RACE Performance Products manufactures a wide range of harmonic dampers to suit your needs and budget. We have a lifetime guarantee on all of our products as OE damper replacements.



PRO RACER ALL STEEL SFI HARMONIC DAMPERS

The PRO/RACER range of dampers provide superior vibration damping resulting in increased performance and engine life. These 18.1 SFI approved harmonic dampers are designed and manufactured for racing and high performance applications. PRO/RACER dampers are also a must for supercharged applications as they are engineered to withstand the increased horsepower and stresses generated by supercharged engines.



PRO SPORT SFI HARMONIC DAMPERS

The PRO/SPORT range of versatile dampers provide race quality, HIGH performance dampers at near replacement part prices and are designed for the bracket racer, providing an 18.1 SFI rated damper at affordable pricing. Ideal for those wanting a versatile damper on a lower budget, PRO/SPORT has you covered. PRO/SPORT dampers are made from high quality carbon steel and are ready for the Race Track, Performance or Street Applications.

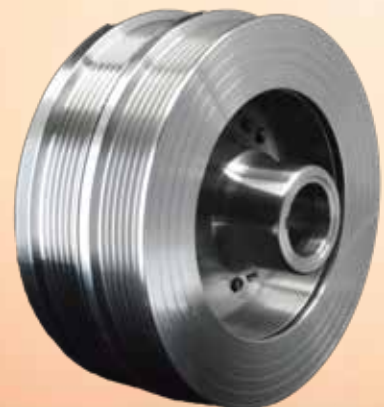


PRO STREET NODULAR IRON HARMONIC DAMPERS

The PRO/STREET range of dampers are best suited for heavy duty street or replacement applications. PRO/STREET dampers are cast from Nodular Iron, 30% stronger than gray iron. This means they are suitable for higher RPMs than most competitive models. All PRO/STREET dampers have been spin tested for one hour at 8,000 RPM and far exceed the standards of OE Stock dampers.

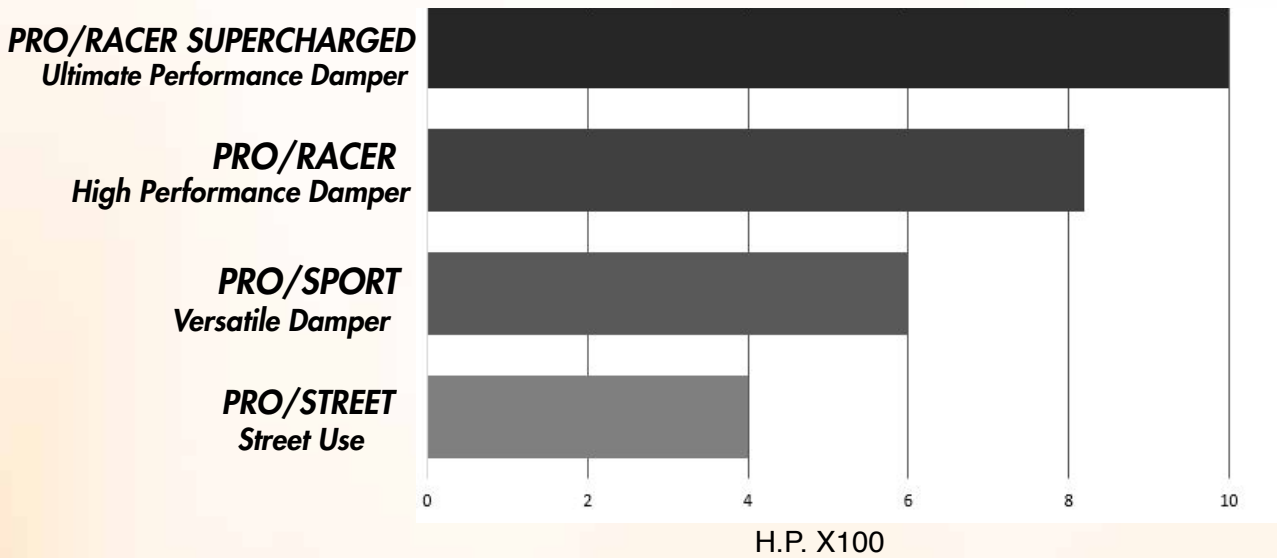
COMING SOON: FORD COYOTE DAMPER

PRO/RACE Performance Products is releasing two new PRO/RACER style dampers to suit the Ford Coyote 5.0L V8 engine family. We will be releasing a standard size and a 15% over drive version. Stay tuned to our social media channels for release dates and part numbers.



APPLICATION GUIDE FOR DAMPERS

Maximum Horse Power



Note: Damper performance as a guide only, refer to website for full terms and conditions.

SUPERCHARGED DAMPERS: Suitable for heavy duty, high-performance applications.

PRO/RACER DAMPERS: Designed for racing and high performance applications.

PRO/SPORT DAMPERS: Versatile dampers for bracket racing and street applications.

PRO/STREET DAMPERS: Best suited for heavy duty street or replacement applications.

	EXTREME H.P ENGINES	PROFESSIONAL RACING	BRACKET RACING	SFI APPROVED	OE REPLACEMENT	STREET USE
PRO RACER SUPERCHARGED	✓	✓		✓		✓
PRO RACER	✓	✓	✓	✓	✓	✓
PRO SPORT			✓	✓	✓	✓
PRO STREET					✓	✓

PRO/RACER SFI DAMPERS



PRO/RACER FEATURES:

- “All steel” construction.
- Exceeds SFI Spec. 18.1
- Spin tested to 18,000 RPM.
- 60 degrees of permanently engraved timing marks. (40 degrees on SB Ford models).
- Specially formulated bonded elastomer.
- 100% CNC machined.
- Billet steel inertia ring and hub.
- Splined inertia ring and hub.
- Accepts most crank trigger wheels.

PERFORMANCE

PRO/RACER harmonic dampers are tuned and built for ultimate performance in the PRO/RACE range of dampers, providing the largest boost to the raw performance of your engine, allowing you to squeeze out every last horsepower with ease. You can buy a PRO/RACER damper with the utmost confidence it will provide many years of reliable, trouble-free service.

DESIGN

The cutaway shows the bonding surface between the damper ring and hub, they have specially designed grooves to increase the surface area of the adhesive. This drastically improves bond strength between the steel damper components and the elastomer allowing for a much greater dampening effect when compared to competing products and designs.



QUALITY

PRO/RACER harmonic dampers are manufactured to extremely high quality standards that are constantly monitored and checked at every step of the manufacturing process. Our quality levels in bore tolerance and the finish of the machined surfaces, far exceed OE standards. PRO/RACER harmonic dampers also feature accurate laser engraved timing marks at 0, 90, 180 and 270 degrees (except Ford models). Once assembly of the damper is complete, the entire damper is highly polished and then treated with clear protective coating providing an extremely attractive appearance.

INSTALLATION

All PRO/RACER harmonic dampers come with installation instructions and spacer kits (where required) for pulley alignment. All PRO/RACER harmonic dampers are sold correctly balanced from our factory. As long as the factory balance of your original damper has not been changed, it will directly interchange. Bolt-in counterweights are sold separately.

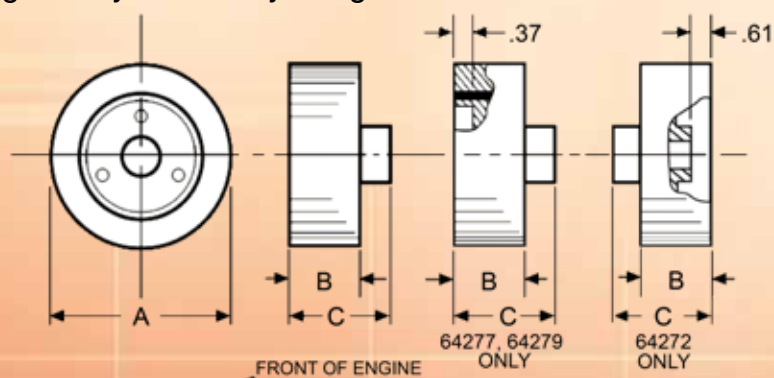
ENGINE LIFE

Due to the superior performance of the PRO/RACER range of harmonic dampers and significantly reduced vibrations, a greatly improved engine life is obtained using PRO/RACER dampers. Why spend thousands of dollars on a race engine only to ruin it by using a substandard harmonic damper.

PRO/RACER DAMPERS



SCAN FOR MORE INFORMATION



PRO/RACER APPLICATIONS

NOTE: weights are in pounds, dimensions are in inches.

Part No.	Application	Type	Weight	A	B	C
CHEVROLET						
64265	Chevrolet SB V8 - 283-350	Int.	10.37	6.61	1.54	2.38
64266	Chevrolet SB V8 - 400	Ext.	11.56	6.61	1.54	2.38
64267	Chevrolet BB V8 - 396-427	Int.	13.21	7.01	1.73	2.68
64268	Chevrolet BB V8 - 454-502	Ext.	14.53	7.01	1.73	2.68
74265	SuperCharged Use - Chevrolet SB V8 - 283-350	Int.	10.56	6.61	1.54	2.38
74267	SuperCharged Use - Chevrolet BB V8 - 369-427	Int.	12.96	7.01	1.73	2.68
74268	SuperCharged Use - Chevrolet V8 - 454-502	Ext.	14.33	7.01	1.73	2.68
FORD						
64269	Ford SB V8 - 289-351 except late 5.0L/302 (28 oz.in.)	Ext.	11.49	6.61	1.54	3.00
64270	Ford SB V8 - 5.0L/302 1981 & later only (50 oz.in)	Ext.	11.74	6.61	1.54	3.00
64271	Ford Modular V8 - 4.6L 2V/4V 1996 & later	Int.	10.25	6.61	1.54	2.17
64272	Ford BB V8 - 429-460	Int./Ext	10.43	6.61	1.54	2.09
74269	SuperCharged Use - Ford SB V8 - 28 oz.in	Ext.	11.78	6.61	1.54	3.00
74270	SuperCharged Use - Ford SB V8 - 50 oz.in	Ext.	12.10	6.61	1.54	3.00
PONTIAC						
64275	Pontiac V8 - 350-400-455 1961-1979 **	Int.	9.52	6.61	1.38	3.00
OLDSMOBILE						
64276	Oldsmobile V8 - 350-403-455	Ext.	11.57	6.61	1.54	3.00
CHRYSLER						
64277	Chrysler V8 - 273-360 + 340 forged crank	Int.	11.17	7.01	1.54	2.81
64278	Chrysler V8 - 318-360	Ext.	12.31	7.01	1.54	2.81
64279	Chrysler V8 - 361-383-440 including late model Hemi***	Int.	11.18	7.01	1.54	2.14
64280	Chrysler V8 - 331-354-392 Hemi	Int.	11.73	7.01	1.54	2.48
HOLDEN						
64290	Holden V8 - 253-308 including 4.9L EFI	Int.	9.59	6.61	1.54	2.91
64291	Holden 6 - 186-202 etc	Int.	9.59	6.61	1.54	2.17
AUSTIN HEALY						
64295	Austin Healy 100-4 / 100-6 / 3000	Int.	8.86	6.61	1.54	2.22
JAGUAR						
64296	Jaguar 6 cyl. 3.4 3.8 & 4.2L engines ****	Int.	10.20	6.61	1.54	1.73
Counterweights						
65266	Chevrolet SB V8 - 400 *	-	1.19	N/A	N/A	N/A
65268	Chevrolet BB V8 - 454 *	-	1.32	N/A	N/A	N/A
65269	Ford SB V8 - 28 oz.in *	-	1.13	N/A	N/A	N/A
65270	Ford SB V8 - 50 oz.in *	-	1.39	N/A	N/A	N/A
65278	Chrysler V8 360 (suits 64277)	-	0.76	N/A	N/A	N/A
65278-02	Chrysler V8 5.9 Magnum 1993-01 (suits 64277)	-	0.56	N/A	N/A	N/A
65278-05	Chrysler V8 318-340 Cast (suits 64277)	-	0.14	N/A	N/A	N/A
75270	SuperCharged Use - Ford SB V8 - 50 oz.in	-	1.79	N/A	N/A	N/A
Spacer Kit						
69270	Ford SB Replacement Pulley Spacer Kit (suits 64269-70)*****	-	N/A	N/A	N/A	N/A

Application Listing Notes

CAUTION: PRO/STREET OR PRO/SPORT Counterweights are not interchangeable with PRO/RACER Counterweights.

Note: PRO/RACER counterweight fitted to #64266 Chevrolet V8-400 Damper will NOT clear the Milodon cast aluminium and some stamped steel front timing covers.

* Counterweights will fit PRO/RACER and Supercharged models.

** To fit 61-68 requires 69 model timing chain cover, water pump.

*** Fits Chrysler 440 forged crank, 361-383 "B" engine forged cranks ('62-'72) and 413-426. Also fits Race and Street 426 Hemi with slight TDC adjustment as detailed in Instructions supplied with Damper. For Chrysler 331-354-392 Hemi use part number #64280.

**** Jaguar damper does not include pulley groove for XJ6 1968 and later.

***** Spacer Kit contains sleeve, circlip, 4 x 0.315" and 4 x 0.591" spacers.

PRO/SPORT SFI DAMPERS



PRO SPORT FEATURES:

- Meets SFI Spec. 18.1.
- Spin tested to 12,500 RPM.
- Fully machined from high quality carbon steel.
- Positively retained outer inertia ring.
- 60 degrees of permanently engraved timing marks. (40 degrees on SB Ford models)
- Pressure bonded elastomer. > 3000 lbs separation force
- Accurately balanced.
- Removable counterweights on externally balanced models.

PERFORMANCE

PRO/SPORT range of harmonic dampers are the ideal dampers for all Street Machines and Hot Rods and are available to suit most popular V8 engines. Not only do they look good but also meet the tough SFI Spec 18.1. PRO/SPORT dampers are made from high quality carbon steel, so these harmonic dampers are ready for the race track, performance or street applications.

DESIGN

The inertia ring is retained by a robust retention plate secured by six high tensile bolts to ensure maximum safety. The PRO/SPORT range features a bonded elastomer. The elastomer is injected at high temperature and under extreme pressure and is cured against a specially prepared surface on the inside of the ring and outside of the hub. The result is a bond similar to that of a motor mount which makes it almost impossible to separate the damper hub from the ring.

QUALITY

The PRO/SPORT range of harmonic dampers provide race quality performance dampers at near replacement part prices and is designed as a direct replacement of your OE damper. PRO/SPORT dampers have many features which exceed OE requirements and is manufactured to the quality standards you have come to expect from a specialist damper manufacturer. PRO/SPORT harmonic dampers are spin tested to 12,500 RPM for one hour to comply with the SFI Spec 18.1.

INSTALLATION

All PRO/SPORT harmonic dampers come with installation instructions to make installation a breeze. Permanently engraved timing marks make engine timing easy.

REMOVABLE COUNTERWEIGHTS

All PRO/SPORT externally balanced harmonic dampers feature accurately machined counterweights which bolt into the hub of the PRO/SPORT damper. This provides extremely accurate engine balance and also allows for easy conversion to neutral balance by unbolting the counterweight should that ever be required. Counterweights are available separately.

Always read Installation notes or Installation instruction sheets before installing a damper. If you install a damper incorrectly or the fit isn't tight, the damper will not be able to absorb the vibrations and could lead to a failure of the crank or possible engine damage.

www.pro-race.com/installation-instructions

PRO/SPORT APPLICATIONS

NOTE: weights are in pounds, dimensions are in inches.

Part No.	Application	Type	Weight	A	B	C
CHEVROLET						
31262	Chevrolet SB V8 - 283-350 6.1" 5.4 lbs	Int. Only	5.40	6.10	1.52	2.38
34262	Chevrolet SB V8 283-350 Internally Balanced Only *	Int. Only	10.15	6.61	1.52	2.38
34263	Chevrolet BB V8 - 396-427	Int.	12.79	7.01	1.73	2.68
34264	Chevrolet BB V8 454-502 Externally Balanced	Ext.	14.13	7.01	1.73	2.68
34265	Chevrolet SB V8 - 283-350	Int.	10.14	6.61	1.52	2.38
34266	Chevrolet SB V8 - 400 Externally Balanced	Ext.	11.29	6.61	1.52	2.38
GM						
33260	GM LS1 Camaro & Firebird, LS2 GTO without Poly-V grooves	Int.	9.80	7.01	1.38	2.72
34260	GM LS1 Camaro & Firebird, LS2 GTO	Int.	12.40	7.25	2.31	3.70
34261	GM LS1, LS2 Camaro LS3, LS6 Corvette	Int.	12.70	7.25	2.47	2.86
FORD						
34269	Ford SB V8 - 289-351 - except late 5.0L/302 (28 oz.in.)***	Ext.	11.01	6.61	1.52	3.00
34270	Ford SB V8 - 5.0L/302 - 1981 and later (50 oz.in.)***	Ext.	11.81	6.61	1.52	2.17
34271	Ford Modular V8 - 4.6L 1996 & Later	Int.	9.24	6.61	1.52	3.00
34272	Ford BB V8 - 429-460 (Suits Int. & Ext. Bal.)****	Int./Ext	9.96	6.61	1.52	2.19
CHRYSLER						
34277	Chrysler V8 - 273-360	Int.	11.14	7.01	1.73	2.85
34278	Chrysler V8 - 318-360	Ext.	11.93	7.01	1.73	2.85
34279	Chrysler V8 - 383-440 (Incl. Late Model Hemi)**	Int.	10.80	7.01	1.73	2.20
MG						
34297	MG B, MG A	Int.	3.99	5.20	1.07	0.49
Counterweights						
35264	Chevrolet V8 454-502 (suits 34263 or 34264)	-	1.32	N/A	N/A	N/A
35266	Chevrolet V8 400 (suits 34265 or 34266)	-	1.10	N/A	N/A	N/A
35269	Ford V8 28 oz.in. (suits 34269 or 34270)	-	1.13	N/A	N/A	N/A
35270	Ford V8 50 oz.in. (suits 34269 or 34270)	-	1.96	N/A	N/A	N/A
35278	Chrysler V8 360 (suits 34277 or 34278)	-	0.92	N/A	N/A	N/A

Application Listing Notes

CAUTION: PRO/SPORT counterweights are not interchangeable with PRO/RACER or PRO/STREET counterweights.

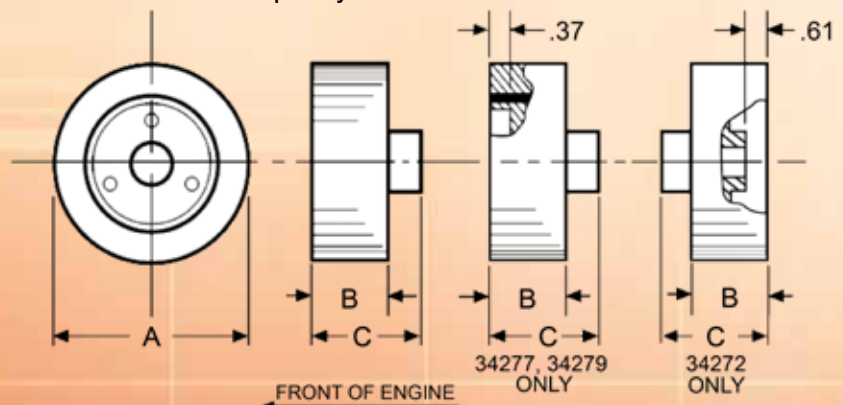
Note: The PRO/SPORT counterweight fitted to #34266 Chevrolet V8-400 damper will NOT clear the Milodon cast aluminium and some pressed steel front timing covers.

- * 34262 is not drilled to accept 400 Chevy counterweight #35266
- ** Fits Chrysler 440 forged crank 361-383 "B" engine forged cranks 62-70 and 413-426.
Also fits Race and Street Hemi with slight TDC adjustments as detailed in instructions supplied.
Will not fit 392 Hemi. For 331-345-392 Chrysler Hemi use part #64280.
- *** 34269-34270 drilled for both 3 & 4 bolt pulleys and are engraved with a third set of 40 degree timing marks.
- **** 34272 is drilled to suit both Chev. BB 3 bolt and Ford 4 bolt pulleys.

PRO/SPORT DAMPERS



SCAN FOR MORE
INFORMATION



PRO/SPORT UNDER DRIVE DAMPERS



PRO SPORT UNDER DRIVE DAMPERS & PULLEY KIT FEATURES:

- 20% and 25% Under Drive.
- SFI Spec. 18.1 bonded harmonic damper.
- High quality 'All Steel' construction.
- Robust outer ring retention design.
- Spin tested to 12,500 RPM.
- 60 degree precision engraved timing marks.
- Clear baked paint finish.

PRO/SPORT UNDER DRIVE DAMPERS

Accessory drive systems have been made more compact on late model V8 engines, like the Ford 4.6L and the GM LSI by machining serpentine belt grooves on the OD of the crankshaft damper. The crankshaft damper functions as a combination crank damper and crank pulley on these engines. Under Drive dampers are smaller in diameter than stock production crank dampers which slows the speed of the accessories and reduces the H.P. required to drive them. Since performance and racing engine applications generally run at higher RPM, the water pump, alternator and power steering pump speeds can be reduced to save H.P. and still meet engine cooling, electrical and vehicle steering requirements.

The trick is to reduce the crank damper diameter without losing the torsion control required to prevent engine vibration and possible damage. The PRO/SPORT Under Drive dampers have been specially tuned to control crankshaft torsional vibration to stock production levels.

Dynamometer tests of the PRO/ SPORT 25% Under Drive damper on a 2005 Mustang 4.6L 3V engine at Livernois Motorsport in Dearborn Heights, Michigan produced a 13HP gain over a stock production damper.

Warning: Engine cooling and battery charging will be reduced and may not be adequate for city driving.

1996 - 2006 FORD MUSTANG 4.6L V8 ENGINES

- Available in damper or damper & pulley kit configuration.
- 25% Under Drive Poly-V groove design.
- All Steel water pump pulley is finished in black powder coat.
- Steel Alternator pulley finished in black powder coat (where supplied).
- Kit contains new crank bolt, installation bolt & alternator bracket bolt.

GM LSI, LS2 & LS6 V8 ENGINES

- 25% Under Drive front Poly-V groove accessory drive.
- 22% Under Drive rear A/C Poly-V groove on 98-05 Camaro & Firebird & 04-06 GTO LSI & LS2 models.
- 7% Under Drive rear A/C Poly-V groove on 97-06 LSI, LS2 & LS6 Corvette models.
- 3/16" Keyway.

Always read Installation notes or Installation instruction sheets before installing a damper.
www.pro-race.com/installation-instructions

UNDER DRIVE APPLICATIONS

NOTE: weights are in pounds, dimensions are in inches.

Part No	Application	Configuration	Notes	Weight	A	B	C
	CHRYSLER HEMI						
32068	Dodge Hemi Car V8 - 20% Under Drive - 5.7L	Damper Only	Ref. Note #1	7.63	5.86	1.67	3.84
32088	Dodge Hemi Truck V8 - 20% Under Drive - 5.7L	Damper Only	Ref. Note #2	8.68	5.86	1.62	4.75
	GM						
32560	GM V8 - 25% Under Drive - LS1 Camaro & Firebird LS2 GTO	Damper Only	Ref. Note #3	11.07	6.14	2.53	3.88
32561	GM V8 - 25% Under Drive - LS1,2,3 & 6 Corvette Pontiac G8, L98, LS3	Damper Only	Ref. Note #4	11.76	6.75	2.63	3.03
32584	GM Truck V8 - 25% Under Drive - 4.8, 5.3, 6.0L	Damper Only	Ref. Note #5	11.97	5.86	2.54	4.54
42584	GM Truck V8 - 25% Under Drive Kit - 4.8, 5.3, 6.0L	Kit	Ref. Note #6	11.97	5.86	2.54	4.54
	FORD						
32571	Ford V8 - 25% Under Drive - 4.6L 1996 & Later 2V, 3V & 4V	Damper Only	Ref. Note #7	7.71	6.14	2.00	2.52
32581	Ford V8 - 25% Under Drive - 5.0L 2011 & Later	Damper Only	Ref. Note #1	9.59	5.36	2.83	3.53
42571	Ford V8 - 25% Under Drive Kit - 4.6L 1996-2000 2V & 4V	Kit	Ref. Note #8	7.71	6.14	2.00	2.52
42671	Ford V8 - 25% Under Drive Kit - 4.6L 2001-2004 2V & 4V	Kit	Ref. Note #9	7.71	6.14	2.00	2.52
42771	Ford V8 - 25% Under Drive Kit - 4.6L 2005 & Later 3V	Kit	Ref. Note #10	7.71	6.14	2.00	2.52

Application Listing Notes:

Note #1 This is a damper only. A shorter serpentine belt is required for installation.

Note #2 This is a damper only, but requires a new serpentine belt Gates #K060988 or Dayco #5060988. BELTS ARE NOT INCLUDED.

Note #3 This is a damper only, LS1 F-Bodies require 2 new belts, Gates #K060763 & #K040378. GTO requires 2 new belts Dayco. #760K6 & #405K4. BELTS ARE NOT INCLUDED. A new OE crankshaft damper bolt GM #12557840 is also required when installing damper.

Note #4 This is a damper only, but requires a new serpentine belt Dayco #5060780. BELTS ARE NOT INCLUDED. A new OE crankshaft damper bolt GM #12557840 is also required when installing damper.

Note #5 This is a damper only, but requires new serpentine belts. For Accessory belt use Gates #K060895, for A/C Belt use Gates #K040345 (A/C Belt for SS Truck Gates #K040335). BELTS ARE NOT INCLUDED. A new OE crankshaft damper bolt GM #12557840 is also required when installing damper.

Note #6 This kit includes a damper and alternator pulley kit with a 1.75" overdrive alternator pulley for improved charging. New serpentine belts are required: For Accessory belt use Gates #K060888, for A/C Belt use Gates #K040345 (A/C Belt for SS Truck Gates #K040335). BELTS ARE NOT INCLUDED. A new OE crankshaft damper bolt GM #12557840 is also required when installing damper.

Note #7 This is a damper only, 1996 & later Ford 4.6L V8 2V, 3V & 4V.

Note #8 This Kit includes a damper, a pulley for the long shaft water pump, alternator pulley, new crank bolt, alternator bracket bolt and an installation bolt. OE Belts to be used.

Note #9 This Kit includes a damper, a pulley for the short shaft water pump, alternator pulley, new crank bolt, alternator bracket bolt and an installation bolt. OE Belts to be used.

Note #10 This Kit includes a damper, a pulley for the long shaft water pump, new crank bolt, alternator bracket bolt and an installation bolt.

PRO/STREET NODULAR IRON DAMPERS



FEATURES:

- Nodular iron construction - over 30% stronger than gray iron.
- Bonded Elastomer - outer ring and inner hub are bonded (vulcanized) to the elastomer.
- Removable counterweights - externally balanced models feature bolt-in counterweights, making it easy to switch from an externally balanced engine to an internally balanced engine.
- 60 degrees of permanent easy to read timing marks (40 degrees on SB Ford models).

PERFORMANCE

While PRO/STREET harmonic dampers are not intended for racing, the fact they are cast of nodular iron, as opposed to regular gray iron, means they are suitable for higher RPMs than most competitive models. Note: The PRO/STREET nodular iron harmonic dampers are NOT SFI certified.

DESIGN

PRO/STREET harmonic dampers are machined to tolerances far exceeding those used by OEs. This provides great fitment around the bore and oil seal, and a great surface finish.

BONDED ELASTOMER

Unlike many OE dampers, or other replacement style dampers, the PRO/STREET range feature a bonded elastomer! The elastomer is injected at high temperature and under extreme pressure. In fact during the manufacturing process EACH AND EVERY PRO/STREET damper is subjected to elastomer bond test of 3000lbs separation force. If there is any sign of bond degradation then the damper is scrapped. Many OE dampers are not bonded at all.

NODULAR IRON

Nodular iron, also referred to as ductile iron, is typically the material used for heavy duty applications of cast iron products. It is approximately 30% stronger than regular gray iron. So it was only natural that when PRO/RACE developed the heavy duty OE replacement PRO/STREET dampers, high strength nodular iron was the material of choice.

REMOVABLE COUNTERWEIGHTS

PRO/STREET harmonic dampers are supplied in two styles; those for internally balanced engines and those for externally balanced engines. Externally balanced engines have a counterweight bolted into the hub of the damper. The advantage of having a removable counterweight in the hub is that it eliminates the possibility of having the counterweight mass move from its position plus it provides an extremely accurate external balance mass.

Always read Installation notes or Installation instruction sheets before installing a damper. If you install a damper incorrectly or the fit isn't tight, the damper will not be able to absorb the vibrations and could lead to a failure of the crank or possible engine damage.

www.pro-race.com/installation-instructions

PRO/STREET APPLICATIONS

NOTE: weights are in pounds, dimensions are in inches.

Part No.	Application	Type	Weight	A	B	C
CHEVROLET						
24262	Chevrolet SB V8 - 283-350	Int.	8.60	6.75	1.32	2.33
24263	Chevrolet BB V8 - 396-427	Int.	13.50	8.00	1.93	2.66
24264	Chevrolet BB V8 - 454-502	Ext.	14.50	8.00	1.93	2.66
24265	Chevrolet SB V8 - 283-350	Int.	10.60	8.00	1.47	2.33
24266	Chevrolet SB V8 - 400	Ext.	11.40	8.00	1.47	2.33
FORD						
24269	Ford SB V8 - 289-351 Except Late 5.0L/302 (28 oz.in)	Ext.	9.70	6.40	1.65	3.00
24270	Ford SB V8 - 5.0L/302 1981 & Later Only (50 oz.in)	Ext.	10.50	6.40	1.65	3.00
24272	Ford BB V8 - 429-460	Ext.	9.25	6.40	1.52	2.19
CHRYSLER						
24277	Chrysler V8 - 273-360	Int.	8.40	7.30	1.00	2.47
24278	Chrysler V8 - 318-360	Ext.	9.22	7.30	1.00	2.47
24279	Chrysler V8 - 383-440 Including Hemi*	Int.	8.00	7.30	0.94	1.80
Counterweights						
25264	Chevrolet V8 - 454-502 Fits 8" Cast BB Damper (suits 24263 Only)	-	1.99	N/A	N/A	N/A
25266	Chevrolet V8 - 400 Fits 8" Cast SB Damper (suits 24265 or 24266 Only)	-	1.73	N/A	N/A	N/A
25269	Ford V8 - 28 oz.in (suits 24269 or 24270 Cast Damper Only)	-	1.19	N/A	N/A	N/A
25270	Ford V8 - 50 oz.in (24269 or 24270 Cast Damper Only)	-	1.97	N/A	N/A	N/A
25278-01	Chrysler V8 - 360 (suits 24277 or 24278)	-	0.82	N/A	N/A	N/A
25278-05	Chrysler V8 340 Cast Crank	-	0.14	N/A	N/A	N/A

APPLICATION NOTES

CAUTION: PRO/STREET Counterweights are not interchangeable with PRO/RACER or PRO/SPORT Counterweights.

Note: The PRO/STREET counterweight fitted to #24266 Chevrolet V8-400 damper will NOT clear the Milodon cast aluminium and some pressed steel front timing covers.

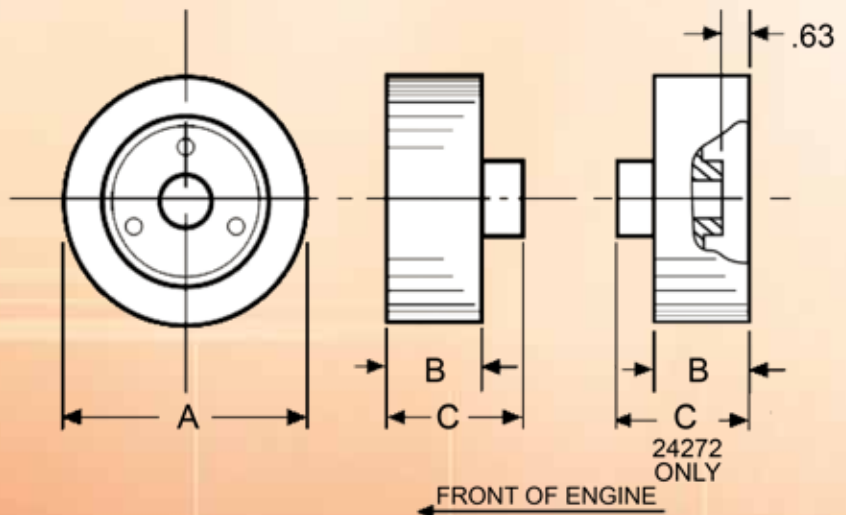
* Fits Chrysler 440 forged crank 361-381 "B" engine forged cranks (62-70) and 413-426.

Also fits Race and Street 426 Hemi with slight TDC adjustment as detailed in instructions supplied with damper.

PRO/STREET DAMPERS



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INFORMATION



INSTALLATION NOTES

Always read Installation notes or Installation instruction sheets before installing a damper. If you install a damper incorrectly or the fit isn't tight, the damper will not be able to absorb the vibrations and could lead to a failure of the crank or possible engine damage.

CHEV SMALL BLOCK (SB), BIG BLOCK (BB) AND V8 ENGINES

TIMING MARKS AND TIMING TABS:

Both small and big block Chev have two different positions for TDC. PRO/RACE and PRO/SPORT dampers are designed to use the after-market bolt-on timing tab indicator. Because our SB Damper is a different diameter than stock dampers, you may want to consider an after-market timing pointer. Please refer to SummitRacing.com online catalog for timing pointers.

COUNTERWEIGHTS:

400 small blocks and 454-502 big blocks are externally balanced engines. This means the damper has a counterweight attached to it to provide proper balance. The counterweight can be removed and the damper can be used on internally (neutral) balanced engines.

PONTIAC V8 ENGINES

#64275 - Installation of this damper on '65-'68 engines requires the use of a timing chain cover, water pump, pulleys, etc, from a '69 or later engine. These parts are available from wrecking yards or may be purchased from Year One at 1-800-932-7663 or www.yearone.com

FORD V8 ENGINES

All PRO/RACER SB Ford dampers use removable counterweights. If you are building a neutral balanced engine you may simply unbolt the counterweight and retain for future use. Note: Some Cast Iron OE water pumps have a casting lug which must be ground off to clear.

#64269, #34269 & #24269 - These dampers are designed to be used with Ford Engines requiring a 28.4 in.oz. damper imbalance. Each PRO/RACE damper has bolt patterns for both three bolt and four bolt pulleys. Most three bolt pulleys bolt directly to the damper and line up correctly. Four bolt pulleys of various types and styles are accommodated by the included sleeve and spacers. Note: the supplied pulley spacers are only suitable for accessory belt pulleys, not supercharger drives. Note: the **#64269** damper has two sets of timing marks to work with the various timing positions from Ford. Ford used a third position on some early engines which is not accommodated by this damper.

#34269 and **#24269** dampers are marked with the three sets of timing marks used by Ford.

#64270, #34270 & #24270 - These dampers are designed for '81 and later 5.0 engines requiring a 50 in. oz. damper counterweight. Note: the stock damper is 6.38" in diameter while our damper models are 6.61" in diameter. Resulting in some instances where the lower water pump bolt contacts the damper and some instances where the damper may contact the pump housing and/or timing chain cover. This is usually found on '95 covers. Spot facing the bolt pad on the water pump and some minor grinding on the water pump will alleviate the interference. Each damper includes a sleeve and pulley spacers. See notes under **#64269** for specifics.

#64272, #34272 - These dampers fit 429-460 engines which have used several different timing pointer locations. Most applications have the timing pointer at the "10 o'clock" position. PRO/RACER dampers have two keyways, 1/4" and 3/16". Using the 1/4" keyway will correctly position the damper on a production crank or custom crank with the crank post machined to "10 o'clock" pointer lines up correctly with 0 TDC on the damper. Use the 3/16" keyway with Ford Racing M6303-A600 & B600 crankshaft or a component of the M-6011-A600 & B600 short block kit. The "10 o'clock" timing pointer should align with zero-mark TDC on the harmonic damper.

INSTALLATION NOTES

Note: When using these dampers with a Ford M-6303-AG00/B600 crank, use a Ford Racing spacer M-6359-B460 for internally balanced engines and for externally balanced engines, the stock spacer (Ford Racing M-6359-D460) will need to be machined for the pulleys to line up correctly. These dampers have the stock four bolt pulley pattern along with the big block Chevy three bolt pattern which permits the use of most crank trigger setups. Pulley alignment must be checked and adjusted by machining the crankshaft spacer.

CHRYSLER V8 ENGINES

#64277, #34277 & #24277 - These dampers are for internally balanced engines, fitting all 318 V8 Standard and Magnum, all 273 and 340 engines with forged cranks. Does not suit '72-'73 cast crank engines.

#64278, #34278 & #24278 - These dampers are for externally balanced engines only with a cast crank (71-92). They will not work on a '93-'97 5.9 Magnum engine. (Refer to listings above).

#64279, #34279 & #24279 - For 383-440 internally balanced engines. They fit the 440 forged crank, 361-383 "B" and "RB" engine forged cranks ('62-'70), and 413-426W. Each damper has six bolt holes. Note: some Chrysler pulleys have offset bolt patterns with one bolt hole out of alignment. We suggest using a rat tail file to elongate the pulley bolt hole. These dampers cannot be used on a 400 cast crank engine or a 440 6-bbl (1970-71 4-bbl) with heavy Rods. These dampers can be used on a 426 Hemi with slight TDC modification.

#64280 - These dampers are for 331-354-392 Chrysler Hemi engines.

**FOR INDIVIDUAL INSTALLATION
INSTRUCTION NOTES PLEASE GO TO
WWW.PRO-RACE.COM/
INSTALLATION-INSTRUCTIONS**



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PROPOSITION 65 STATEMENT

PRO/RACE Performance Products manufacture harmonic dampers for the performance automotive industry. Our harmonic dampers will usually last the lifetime of the engine and are mostly 'set and forget' therefore are handled very infrequently. A characteristic of PRO/RACE dampers is that they are not rebuildable, as such there is no exposure to any internal elements of the damper. PRO/RACE harmonic dampers do not discharge any fluids or gases during operation. The only exposure customers and users of PRO/RACE dampers will have is to the final Acrylic coating on the external surfaces of the damper. In liquid form, the Acrylic paint and thinner contain active agents which are on the Proposition 65 list and this is why Proposition 65 warning labels appear on PRO/RACE products. PRO/RACE has written advice from the Head Chemist from the Acrylic paint supplier that the chemicals in question are highly volatile and evaporate during our oven curing process. Once baked dry these chemicals are not present in the paint film on the external surface of the damper.

Therefore you can be confident when purchasing PRO/RACE Performance Products harmonic dampers that you are receiving a product that represents minimal risk to you, and to the environment.

Harmonic Dampers

Ultimate Dampers, Ultimate Performance.



PRO RACE



SCAN TO GO TO
OUR WEBSITE
www.pro-race.com

Catalog Part No 1911-1

⚠ WARNING: Cancer
and Reproductive Harm -
www.P65Warnings.ca.gov