


## SUPER Street DAMPER



**CAUTION!**  
DAMPER ASSEMBLY MUST NOT BE DRILLED TO BALANCE. THE ASSEMBLY IS FULLY MACHINE BALANCED AND MUST NOT BE ALTERED.



**Important:** ATI dampers, in all cases, must be retained to the crank with a standard length bolt torqued to the manufacturer's specifications. Long bolts used to retain drive mandrels stretch when they get hot and should not be used. ATI manufactures special hubs for many engines to put the bolt below flush and allow drive mandrels to be located and bolted to the 3 pulley bolt holes. Mandrels are drilled and tapped to retain pulleys and dry sump drives. Mandrels, pulleys and accessory drives are available from:

ATI .....	800-284-3433	Moroso .....	203-453-6571
BLP Products.....	800-624-1358	Peterson Fluid Systems .....	800-926-7867
CV Products .....	800-448-1223	Jones Belt Drives .....	610-847-2028

### INSTALLATION:

**Tools needed:**

- Damper installation tool
- Torx T-40 **Plus** bit
- 3/8-12pt socket.

1. Inspect your crankshaft for burrs, nicks, etc. and file to clean up. Stone or file a slight radius on end to break sharp edge. Inspect your key and replace as necessary. 3/16 key stock, ATI Part #916325.
2. It is **mandatory** that you use anti-seize lubricant on the crankshaft before hub installation.
3. Press fit of the hub to the crankshaft is vital to transfer harmonics to the damper assembly.

Recommended press is as follows:

1.0000" - 1.2500"-----	.0009" to .0012"
1.2510" - 1.3750"-----	.0008" to .0011"
1.3750" - 1.6000"-----	.0007" to .0009"
1.6010" - 2.0000"-----	.0006" to .0008"
2.0010" - 2.5000"-----	.0005" to .0007"

OEM cranks are typically to tolerance +/- .0002 (two ten thousandth). If you are using an OEM GM crank you can hone the damper hub as follows:

Big Block -----	hone to 1.5993" +/- .0001"
Small Block -----	hone to 1.2460" +/- .0001"

On all other cranks, the crank must be checked with micrometers and the hub with a dial bore gauge to verify fit. Most OEM cranks are held to +/- .0002" while most aftermarket cranks are held to +/- .0005." Hub bores are tight to accommodate aftermarket cranks and most hubs will require honing.

4. The hub may be installed onto the crankshaft first, then the damper may be bolted to the hub. Use the proper puller / installer tool.
5. The damper assembly is indexed to the crank hub. The indent dimple on the hub and front of damper must be aligned for proper assembly.
6. The hub to damper fit is held to an extremely close tolerance. To install the damper to the hub:
  - a.) Align the indent dimples.
  - b.) Start three (3) 12-point bolts in front of the damper in the three holes that are not countersunk. Use 242 Loctite (blue). Do not pull down tight on these bolts yet!
  - c.) Start the six (6) countersunk flathead screws in the remaining six holes. Use Loctite 242 on these six screws. Draw the damper assembly onto the hub evenly. ***Torque the three (3) 12-point screws to 28-30 ft./lbs. They must be installed and torqued even if no pulleys are used.***
  - d.) Torque the 6 flathead screws to 16 ft./lbs.
7. The zero timing mark is keyed exactly as the OEM part.

## **BALANCE INFORMATION**

Zero balance units have **each part** individually balanced to two-tenths of a gram. These units should not be drilled and **should not** be on the crankshaft for balancing. Install the damper at engine assembly. Since the inertia weight in the Super Street Damper is not bonded, it may not be on center until the engine is started.

## **MAINTENANCE**

ATI Street Dampers are sealed and require NO maintenance. All standard hubs for Street Dampers or Super Dampers will fit and work together.

Should you need to return your Super Street Damper for any reason -- inspection, repair, etc. -- please call ATI at 410-298-4343 or 800-284-3433 to receive your RGA # (Returned Goods Authorization).