



INSTALLATION INSTRUCTIONS

- #SUM-C4263.....Chevrolet 396-427 V8
- #SUM-C4264.....Chevrolet 454 V8* (externally balanced)
- #SUM-C4265.....Chevrolet 283-350 V8
- #SUM-C4266.....Chevrolet 400 V8* (externally balanced)

NOTE: The SUMMIT '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 SUMMIT 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 C4264 and C4266 Dampers are fitted with a bolt-in counterweight. The counterweight can be removed allowing the Damper to be used on an internally balanced engine. Conversely, counterweights are available separately for the C4263 and C4265 Dampers should it be necessary to convert them for use on an externally balanced engine.

NOTE: Chevrolet has used two different TDC locations. The SUMMIT Damper is designed to be used in-conjunction with the aftermarket "bolt-on" style timing tab indicator. For Small Block Chevrolet, use SUMMIT SUM-B64261 timing pointer; for Big Block Chevrolet, use SUMMIT SUM-164700 timing pointer.

WARNING:

SOME AFTERMARKET CHROME FRONT TIMING COVERS DO NOT MEET OEM TOLERANCES AND CONSEQUENTLY MAY INTERFERE WITH THE #C4266 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 SUMMIT Damper, please call:

SUMMIT Technical Department Tel: (330) 630 0240 SUMMIT Customer Service Tel: (800) 517 1035