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SPORTSMAN, PRO, AND ELITE SERIES FLYWHEEL INSTALLATION INSTRUCTIONS

<i>COMPONENTS</i>	<i>QTY</i>
FLYWHEEL (FRICTION PLATE FOR BILLET ALUMINUM)	1
SFI-1.1 CERTIFICATION STICKER	1

Step 1

Be sure to make use of latex or other gloves as a protective measure. Use a rag to remove any residual oil and/or cosmoline from the flywheel surfaces. Remove any machining burrs or debris from the threaded holes and counter bores.

Step 2

Verify that the serial # on the SFI 1.1 sticker matches the engraved SFI number on the flywheel.

Step 3

Check the transmission and engine seals to insure that they are leak free. Replace any damaged seals.

Step 4

Be sure to completely remove any rust preventive additives from both the flywheel and pressure plate.

Step 5

Clean any burrs, rust, or other deposits from the crankshaft flange and flywheel.

Step 6

Place the flywheel in the clutch housing so that the dowel pin of the crankshaft enters the flywheel and centers it.

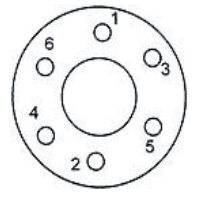
Step 7

Cover the flywheel bolts in blue threadlocker.

Step 8

Torque the flywheel bolts in a crossing pattern using the manufactures specifications. Follow the torque pattern below.

Do not use an impact wrench to mount the flywheel to the crankshaft. Using an impact wrench and/or failure to use the manufactures recommended torque specification may damage the flywheel and/or other components and will void the warranty.



Step 9

Place a dial indicator on the clutch housing, mounting it so the button of the indicator makes contact with the machined surface of the flywheel. Now hand - turn the crank to check for run - out. There should be no more than 0.008". If the run - out is excessive take the flywheel off and begin the process again, starting at step 4.

Starter Alignment and Shimming

1. Begin the shimming process by using a feeler gauge to measure the flywheel to starter clearance with the current setup. If you don't have a set of feeler gauges, a paper clip can be used as a cheap alternative. They are normally around 0.035" thick. Insert the measuring tool between the flywheel teeth and starter teeth. You are looking for clearance between 0.035" and 0.065". If clearance is too close, you will need to add shims where the starter mounts to the block.
2. If shimming the starter is necessary, be sure that the starter mounting surface is clean by removing any excessive gunk or paint. After cleaning reinstall the starter and recheck the clearance between the starter teeth and flywheel teeth.
3. After cleaning the mounting surface and rechecking the clearance, if the tooth - to - tooth clearance is still not correct, start adding one shim at a time until proper clearance is achieved. Most aftermarket starter shims are 0.015" and increase the tooth - to - tooth clearance to about 0.0075". Normally using one shim will cure the alignment problem. If more than four shims are used, there is a good chance that the mounting surface has been machined down, or it is warped. Please refer to your local machine shop for advice if you encounter this situation.
4. After adding the shim or shims, recheck the clearance in several different locations, preferably at 120° apart.
5. One more critical location to check is the clearance between the flywheel ring gear and starter. Normally this is not an issue, but make sure there is a 0.100" clearance with a variance of +/- 0.040". Again check it in several locations. If there are clearance issues the flywheel may be warped, and should be returned to your dealer.

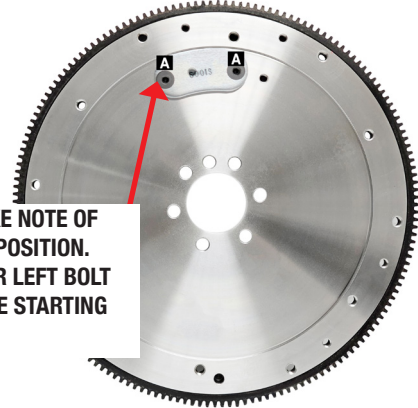
USE OF STOCK-STYLE CLUTCH DISK WITH A PERFORMANCE FLYWHEEL WILL OFTEN RESULT IN INSUFFICIENT OPERATING CLEARANCE BETWEEN THE DISK HUB AND FLYWHEEL BOLTS. PERFORMANCE AND SFI-APPROVED FLYWHEELS MUST BE MATCHED WITH PERFORMANCE CLUTCH DISKS ONLY. LOW HEAD FLYWHEEL CAP SCREWS ARE REQUIRED FOR ALL HIGH-PERFORMANCE AND RACING APPLICATIONS.

COUNTERWEIGHT LOCATIONS PER PART NUMBER:

CHEV 305-350 1986-92



1626282 ZERO/NEUTRAL/INTERNAL BALANCE



PLEASE TAKE NOTE OF MOUNTING POSITION. USE THE FAR LEFT BOLT HOLE AS THE STARTING POSITION.

1626282 W/6001S COUNTERWEIGHT

FORD 289-302-351W/C/M & 400 1963-2001



1628983 ZERO/NEUTRAL/INTERNAL BALANCE



**1628983 W/6050S COUNTERWEIGHT
50 oz.**



**1628983 W/6028S COUNTERWEIGHT
28 oz.**

FORD FORD 289-302-351 1963-95



1630283 ZERO/NEUTRAL/INTERNAL BALANCE



**1630283 W/6050S COUNTERWEIGHT
50 oz.**



**1628983 W/6028S COUNTERWEIGHT
28 oz.**

AMC-JEEP 360 V8 1972-91



1630482 ZERO/NEUTRAL/INTERNAL BALANCE



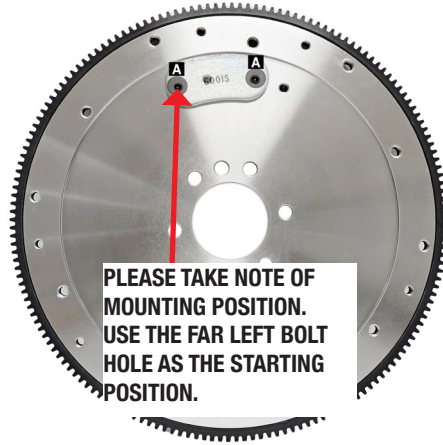
1630482 W/6001S COUNTERWEIGHT

CHEVY 305-350 1986-92,

CHEV 265-427 1955-85 (exc 400) and
572 GM Crate Motor



1630583 ZERO/NEUTRAL/INTERNAL BALANCE



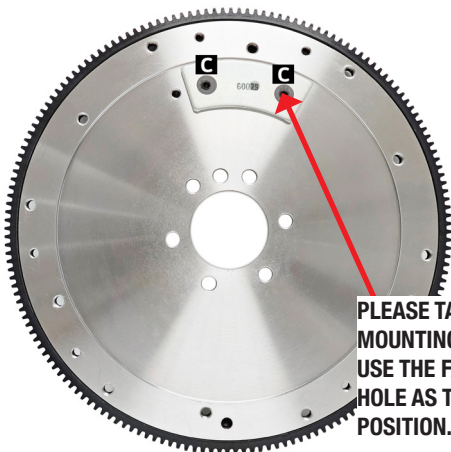
1630583 W/6001S COUNTERWEIGHT

PLEASE TAKE NOTE OF
MOUNTING POSITION.
USE THE FAR LEFT
HOLE AS THE STARTING
POSITION.

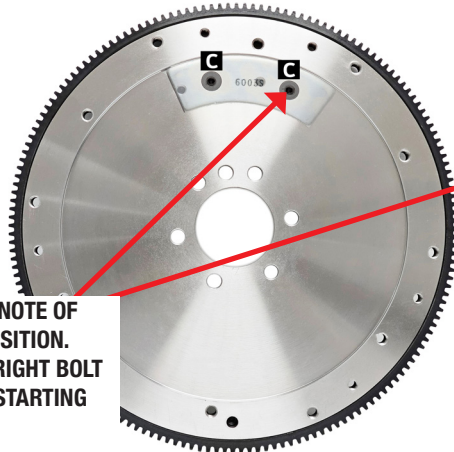


1635086 ZERO/NEUTRAL/INTERNAL BALANCE

CHEV 265-427 1955-85
(exc 400) and 572 GM Crate
Motor



1635086 FOR 383/400 1970-85 2 PIECE REAR SEAL
W/6002S COUNTERWEIGHT



1635086 FOR 454 1970-90, 2 PIECE REAR
SEAL W/6003S COUNTERWEIGHT

PLEASE TAKE NOTE OF
MOUNTING POSITION.
USE THE FAR RIGHT
HOLE AS THE STARTING
POSITION.

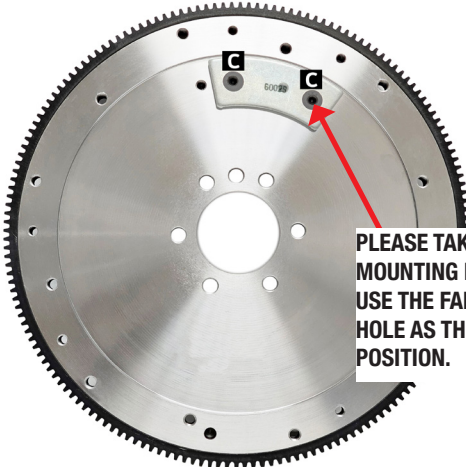


1635086 FOR 454 & 502, 1991-UP, ONE PIECE
REAR SEAL W/6004S COUNTERWEIGHT

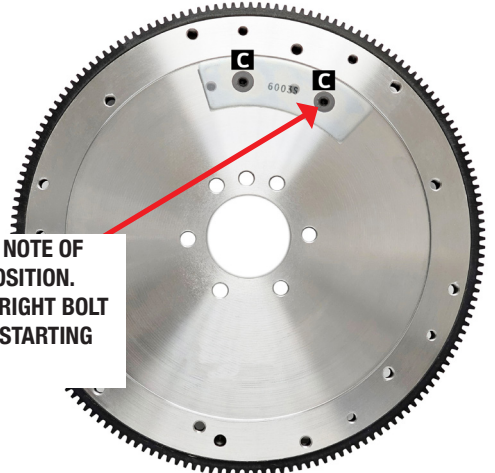
CHEVY 265-427 1955-85 (exc 400) and 572 GM Crate Motor



1635095 ZERO/NEUTRAL/INTERNAL BALANCE FOR CHEVY 265-427, 1955-85 (EXC 400) AND 572 CRATE MOTOR



1635095 FOR 383/400 1970-85 2 PIECE REAR SEAL EXT BAL W/6002S COUNTERWEIGHT



1635095 FOR CHEVY 454, 1970-90, 2 PIECE REAR SEAL, SAE, 210.5 GR WT, EXT BAL W/6003S COUNTERWEIGHT

PLEASE TAKE NOTE OF MOUNTING POSITION. USE THE FAR RIGHT BOLT HOLE AS THE STARTING POSITION.

AMC-JEEP 401 V8 1972-79, Ext Bal, 4.610" Crank Register

FORD 332-427 FE BB 1963-74



1640182 AMC-JEEP 401 V8 1972-79 ZERO/NEUTRAL/INTERNAL BALANCE



1640182 AMC-JEEP 401 V8 1972-79, EXT BAL W/6015SM COUNTERWEIGHT



1642783 FORD 332-427 FE Big Block, 1963-74 ZERO/NEUTRAL/INTERNAL BALANCE

FORD 332-427 FE BB 1963-74

FORD 332-427 BB 1963-74



1642783 FORD 332-428 BB 1963-74, EXT BAL, 28 IN. O.Z., W/6028S COUNTERWEIGHT



1642883 FORD 429-160 1969-78 ZERO/NEUTRAL/INTERNAL BALANCE



1642883 FORD 429-460 1969-78, 28 in. W/6028S COUNTERWEIGHT

FORD 460 1979-99,



1646083 FOR FORD 429-460 BB 1979-99
ZERO/NEUTRAL/INTERNAL BALANCE

FORD 460 1979-99,

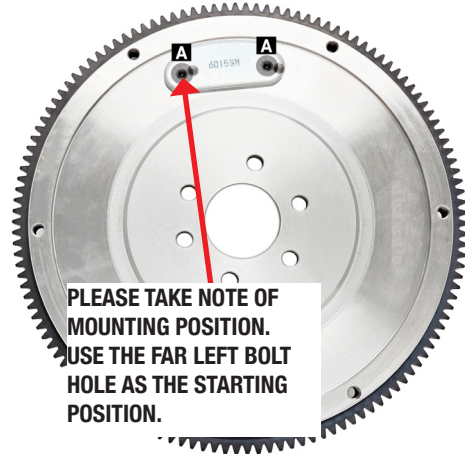


1646083 FOR 429-460BB EXTERNAL
BALANCE 28 IN/OZ.W/6028S
COUNTERWEIGHT

MOPAR 225 Slant 6 1960-87, 318, 340
1964-99, 383, 400, 440 1964-78, 6 Bolt,



1644086 FOR MOPAR 225 SLANT 6 & 273-440
INTERNAL BALANCE ZERO/NEUTRAL/
INTERNAL BALANCE



PLEASE TAKE NOTE OF
MOUNTING POSITION.
USE THE FAR LEFT BOLT
HOLE AS THE STARTING
POSITION.

1644086 MOPAR 1994-2002 MAGNUM-
W/6015SM COUNTERWEIGHT

MOPAR 225 Slant 6 1960-87, 318, 340
1964-99, 383, 400, 440 1964-78, 6 Bolt,



1644086 FOR MOPAR 1971-1993
360W/6016SM COUNTERWEIGHT

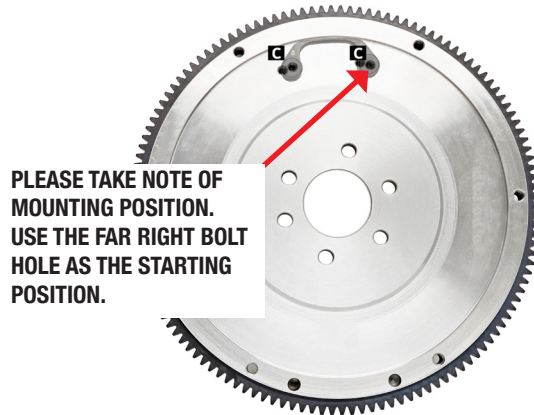


1644086 FOR MOPAR 1970-1978
383/440 CAST IRON CRANKW/6017SM
COUNTERWEIGHT



1644086 FOR MOPAR 340 CAST
IRON CRANK W/07
COUNTERWEIGHT

MOPAR 225 Slant 6 1960-87, 318, 340
1964-99, 383, 400, 440 1964-78, 6 Bolt,



1644086 FOR 197-1972 400 6
PACKW/08 COUNTERWEIGHT

PONTIAC 326-455 1963-79



1645572 FOR PONTIAC 326-455 1964-85
ZERO/NEUTRAL/INTERNAL BALANCE



1645572 FOR PONTIAC 326-
455 1964-85 W/
COUNTERWEIGHT

OLDSMOBILE 307, 350-455 '64-
85 & 400 '68-70



1645582 FOR OLDS 307, 350-455 1968-1985
& 100 1968-1970 ZERO/NEUTRAL/INTERNAL
BALANCE



1645582 FOR OLDS 307, 350-455
1968-1985 & 100 1968-1970 W/6001S
COUNTERWEIGHT