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Ford Mod Motor Install Instructions



Installation Notes:

Overdrive dampers may require grinding on the factory crank sensor mounting boss for clearance (see picture below).

The supplied crankshaft bolt is a non-torque to yield bolt and may be reused if needed. Make sure to apply some red Loctite to the supplied crank bolt prior to tightening to **90 ft-lbs.**

Use the supplied Extreme Pressure lube on the inside of the damper hub, outside of the crank snout and under the head of the bolt. This lube will help the damper install and remove easier. Additional lube can be purchased from Innovators West if needed.

An 8-Rib damper may be used on a 6-rib accessory drive if an upgrade to an 8-rib drive system is planned in the future.

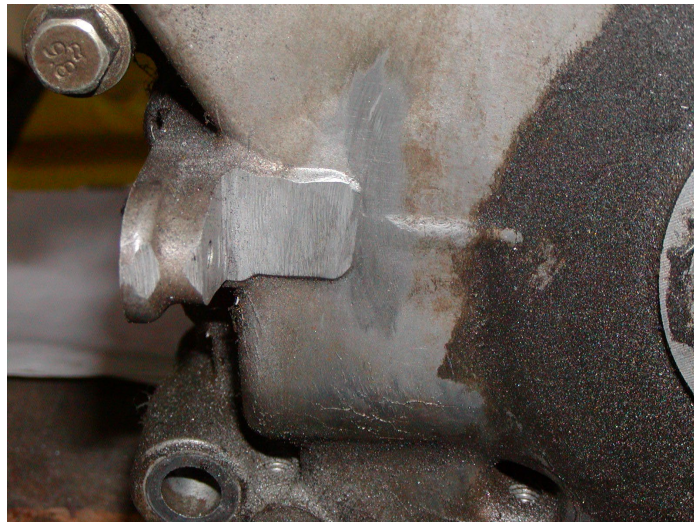
Dampers equipped with a Super Duty hub, a custom crank seal is included. **The included seal must be installed into the front cover of the engine.** Trying to use a stock front seal will result in a failed seal and an oil leak. Replacement seals are available on the Innovators West website under Part # 984.

DO NOT remove the hub from the damper case. Install as a complete assembly!

Innovators West Damper Install Video:
https://www.youtube.com/watch?v=S0swLZ3Q_sA

Overdrive Timing Cover Clearance Mod:

If you have purchased an 10% overdrive damper, measure over 3.800" (4.140" on 15 & 18% OD dampers) from the center of the crankshaft and make a mark on the crank sensor mounting boss. This mark will indicate how much of the boss must be removed for proper clearance. The boss must be ground down to within .070" of the surface of the timing cover for proper clearance on the rear of the damper. We also suggest checking the height of the factory TDC and 10° timing marks higher up on the cover and reducing the height of these cast in marks as needed.



Removal Notes:

To attach damper puller (see pictures below), remove 3 of the 6 - 5/16" – 18 **COUNTERSUNK** socket cap screws that secure the damper hub to the case. This will allow the puller to be secured into the steel hub at the back of the damper for removal as a complete unit.

NOTE: The puller used must be the style shown below. Combination units that install and remove dampers typically have a large bearing in the middle which does not allow the bolts to reach the small bolt pattern in the Mod dampers.



The 6 additional 5/16" cap screws on the front surface of the damper are there for accessory items such as pulleys and oil pump mandrels. These holes **are not** to be used to remove the damper.

Bolt Torque Specs:

During installation or when reinstalling after removal, it may be necessary to torque fasteners on the damper. The following chart can be used for bolt torques with the Innovators West dampers.

5/16"-18 Hub Bolts – 20 ft-lbs
5/16"-18 Cover Bolts – 15 ft-lbs

For any other fastener torque specs, please call Innovators West at 785-825-6166.