

Damper Puller / Installer Kit

Part #918999

KIT COMPONENTS

 Threaded Adapters
 [A] 1/2" x 7/16" - 918999-1
 [B] 1/2" x 1/2" - 918999-2
 [C] 1/2" x 5/8" - 918999-4

 Installed In Base Plate:
 (1) Bearing - 982040
 (1) Retaining Ring - 956312
 (2) Thrust Washer - 953020

 3/8-24 x 2-1/4
Hex Bolts
951225

 3/8-16 x 2-1/4
Hex Bolts
951043

 13/16" OD x
15/32" ID x 1/8"
Flat Washers
953016

 Puller Center Shaft
918999-3

**OPTIONAL COMPONENTS
SOLD SEPARATELY**

 Washer
Duramax Diesel / Toyota 2JZ Supra - 953084


Installation Stud Duramax Diesel / Toyota 2JZ Supra - 951392



Installation Stud LS1/2/3/6/7/9/A - 918999SC



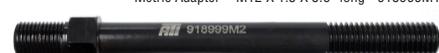
Installation Stud New Gen HEMI - 918999H



Installation Stud New Gen HEMI Hellcat / 2018 Demon - 918999HC



Metric Adapter - M12 X 1.5 X 5.6" long - 918999M1



Metric Adapter - M12 X 1.75 X 5.6" long - 918999M2



Metric Adapter - M14 X 1.25 X 5.6" long - 918999M3



Metric Adapter - M18 X 1.5 X 5.6" long - 918999M4

**INSTALLATION OF THE DAMPER AND HUB
ASSEMBLY TO THE CRANKSHAFT**

1. Inspect your crankshaft for burrs, nicks, and dings; file to clean up as needed.
2. Stone or file a slight radius on the end of crank to break any sharp edge.
3. Inspect the key and replace as necessary. ATI offers heat-treated key stock.
4. It is highly recommended that you use anti-seize lubricant on the crankshaft before hub installation.
5. Proper press fit of the hub to the crankshaft is vital to transfer harmonics to the damper assembly. Feel free to heat the hub on a hot plate or similar to allow it to grow a small amount and ease installation. If you have an OEM made crankshaft, there is a 99.99% chance it is accurate in size. If you have an aftermarket crankshaft and the hub goes on too easily or hard, it is probably not finished to OEM size and should be checked with micrometers to the .000X decimal. Vernier calipers of any type are not accurate enough.

RECOMMENDED PRESS FIT

Crankshaft OD	Interference
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"

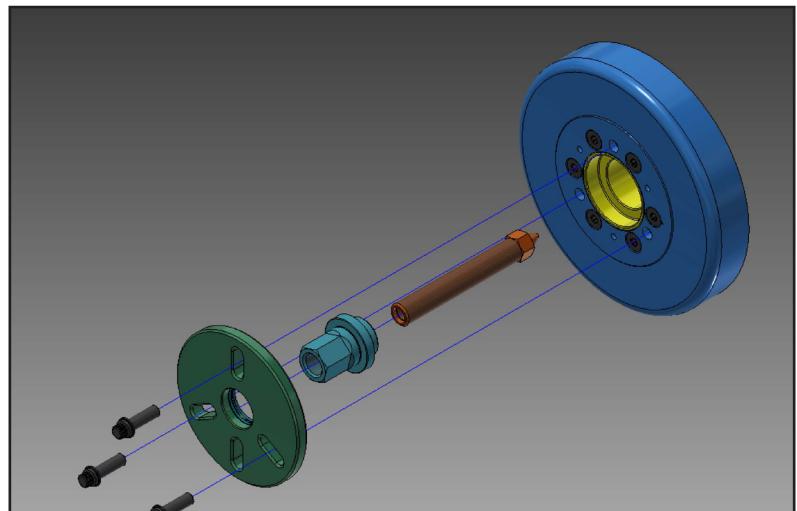
See page 2 for Damper Removal and Installation

DAMPER REMOVAL

(FIGURE 1)

Check that the pointed end of the shaft does not slip into the threads of the crank. If it does, find a suitable spacer to prevent it from doing so and lubricate the point. Use anti-seize on the threads of the shaft. Install the nut as shown and position the puller plate with bearing towards the crankshaft. Remove by turning the large nut with a 1-1/16" wrench.

To prevent the puller shaft from turning, use one of the threaded adapters and a wrench, as needed, in the exposed end of the shaft. Be sure to thread the proper sized bolts, with washers, evenly into the damper so that they all have equal load on them.

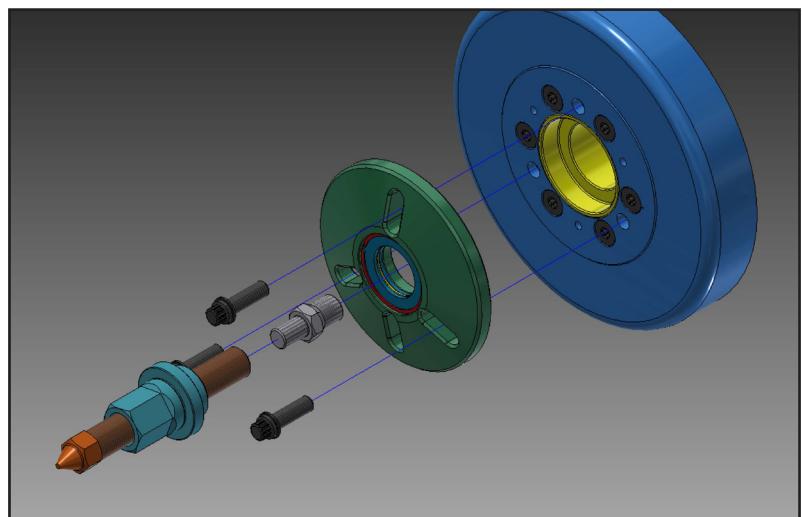


(FIGURE 1)

DAMPER & HUB INSTALLATION

(FIGURE 2)

The large flange nut needs to be taken off the shaft and installed in the other direction. Find the correct threaded adapter or shaft for your crankshaft threads. Tighten the correct threaded adapter stud into the crankshaft with the puller shaft and flanged nut as shown. Position puller plate with bearing away from crankshaft hub or damper. Install by turning the flange nut. The bolts are only needed to prevent the puller plate from turning.



(FIGURE 2)