Fitting procedure for Performance Developments Porsche Turbo and GT3 Damper.

Fits 996/997 GT3 and 996/997.1 Turbo engines. Damper was super ceded to include fitment to 997.2 engines MY 2010+. Use the "Black" Damper with overall diameter of 5.200ins.
GT3 engines use a 4.0mm dowel and Turbo engine use a 5.0mm dowel pin. 4.0mm pins are supplied. 5.0mm pins can be obtained from McMaster Carr or Performance Developments.
Dampers are installed with an interference fit onto the Crankshaft snout. An installation holding tool used in the final bolt tightening can be obtained from Performance Developments.

Do not attempt this if unsure and follow torque spec's supplied.

1. Remove accessory belt and the existing pulley bolt (counter clockwise direction) with 19.00mm socket. Make sure you lock the engine from turning.

2. Remove the dowel pin from the end of the Crankshaft. Check the depth of the receiving hole in the Crankshaft with the short dowel supplied to ensure the dowel will bottom and also engage into the Damper.

3. Using the Long dowel pin supplied, install this into the Crankshaft. Slide the Dampener onto the end of the Crankshaft using the long dowel pin as a guide.

4. Pull the Dampener onto the Crankshaft using the old bolt until it seats all the way. Check to ensure the Damper hub has clearance to the Front Main Seal. The stock shim is not required.

5. Remove the long guide pin and install the small dowel pin supplied making sure it engages into both the Crankshaft and the Damper.

6. With the small device, Q-tip or similar, add some Red Loctite to the internal threads of the Crankshaft. Install the new bolt supplied and torque to OEM specs. 250NM/185ft/lbs. If using the fitting tool to torque the new bolt, first check to see where the best position of the tool is to clear any other engine parts. You may have to rotate the engine some. Align the tool in the best position with the dowels and remove the three T40 countersunk screws that align with the tool. Fit the tool using the supplied 5/16" SHCS and torque to 16 ft/lbs. Once the new bolt is torqued, remove the tool and replace the 3 T40 screws with some blue Loctite and torque to 16 ft/lbs using T40 plus Torx bit.

7. Reinstall the accessory belt and check alignment if the belt to the other pulleys. In some cases a different belt may be required. Belt part numbers and info are available from Performance Developments.

The 9 T40 countersunk SHCS should be checked regularly especially after any track use. If you have to remove and reinstall make use threads are in good condition and use blue Loctite and torque to 16 ft/Lbs.

Thank you for the opportunity to supply you one of our many products. This product is not intended to provide additional performance to your car, but to add to its engine's reliability. Be sure to check with Performance Developments for any performance upgrades you may be interested in.