Installation Instructions

2010 & UP GM LS3 & L99 ENGINES

P/N 760111 With Stock Pulley

P/N 760121 With 25% Underdrive Pulley

Tools, Procedures, & Accessories

- Damper removal and installation tools (Kent-Moore J-41816 & J-41665 or equivalent)
- Anti-seize compound
- Sufficient torque wrench (see torque specs on page 2)
- Torque angle meter (Kent-Moore J-45059 or equivalent)
- Do not use hammers or pry bars to install or remove Fluidampr
- If installing Fluidampr P/N 760121 with 25% underdrive pulley for 2010-2012 applications, an 81.8" long accessory drive belt will be needed (Gates P/N K060819). For 2013 & UP applications, a 78" long belt will be needed (Gates P/N K060780).
- A new torque to yield crankshaft bolt (GM P/N 12557840) is required and must be obtained at your local GM dealer.

  IMPORTANT – You **CANNOT** reuse old damper crankshaft bolt.

- **DO NOT DRILL FLUIDAMPR** – The inertia ring and silicone fluid are in a hermetically sealed housing.

Notes On Balancing

Part No.	Balance	Application	Year
760111	Internal Balance	Chevrolet Camaro LS3 & L99 Stock Pulley	2010 & UP
760121	Internal Balance	Chevrolet Camaro LS3 & L99 25% Underdrive	2010 & UP

BALANCING OR MATCH BALANCING

- Each Fluidampr component is precision balanced during manufacturing, so NO additional balancing is required.
- **DO NOT ATTEMPT TO BALANCE THE CRANKSHAFT WITH FLUIDAMPR INSTALLED** - The inertia ring inside Fluidampr is balanced to a close tolerance at the factory and it rotates inside Fluidampr.
- If balancing the crankshaft is required, install the stock damper while balancing.

Step 1 – Stock Damper Removal

- Remove any equipment or accessories obstructing access to the stock damper per manufacturer's instructions.
- Remove the accessory drive belt and A/C compressor drive belt.

  NOTE - *There is no tensioner on the A/C belt. The belt will either have to be "walked" off of the pulley or cut and replaced with a new belt.*

- Remove the stock damper using a suitable puller. Save the stock damper crankshaft bolt to use during the Fluidampr installation process.
- On the rear of the stock damper hub you will find a thin metal washer held in place with a rubber gasket. This washer will need to be removed and installed on the Fluidampr. If you don't have a washer or the one you have is destroyed one can be obtained thru your local GM dealer (ref GM P/N 12603843).

Step 2 – Fluidampr Installation

CAUTION - It is recommended that the Fluidampr be pinned onto the crankshaft when using the Fluidampr on high horsepower or supercharged applications.

- Inspect the crankshaft snout for any burrs, scratches, or nicks. Carefully remove any surface imperfections by filing and polishing the crankshaft snout so that it's smooth and free of any surface irregularities.

NOTE – *If installing Fluidampr on an aftermarket crankshaft it is recommended to mic the crankshaft snout and the bore of the Fluidampr. There should be a .0015 to .0025" interference fit between the two. If your calculated value is greater, the bore of the Fluidampr can be lightly honed to achieve the proper fit.*

- Lightly coat the Fluidampr bore with anti-seize compound or moly grease to prevent galling during installation.
- Install the thin metal washer (GM P/N 12603843) on to the back of the Fluidampr hub. Carefully place the lip of the rubber gasket of the washer over the hub and make sure the washer is centered and seated fully on the back of the hub.
- Place the Fluidampr on the end of the crankshaft snout and thread the proper installation tool in the end of the crankshaft. As you tighten the nut on the installation tool you should experience a smooth steady resistance until the Fluidampr is fully seated against the timing gear.

NOTE - *It will take some effort to tighten the installation tool nut since the Fluidampr has a press fit on the crankshaft. If resistance increases dramatically before the Fluidampr is fully seated, stop and identify the problem before proceeding.*

- Remove the installation tool and install the old factory GM crankshaft bolt. Torque the bolt to 240 ft-lbs to ensure the Fluidampr is fully seated. Remove the bolt and discard it.

NOTE – *When the Fluidampr is fully seated the end of the crankshaft should be recessed in the bore by .094 to .176".*

- Place a few drops of Loctite 242 (or equivalent) thread locker on to the new torque to yield damper crankshaft bolt (GM P/N 12557840) and torque it to 37 ft-lbs. Tighten the bolt an additional 140° using a torque angle meter.
- Install the A/C drive belt by carefully "walking" it on to the rear Fluidampr and A/C compressor pulleys. Install the accessory drive belt and any equipment or accessories per manufacturer's instructions.

Part No.	Engine	Bolt Torque
760111	Chevrolet Camaro LS3 & L99 Stock Size	37 ft-lbs plus an additional 140°
760121	Chevrolet Camaro LS3 & L99 25% Underdrive	37 ft-lbs plus an additional 140°

WARNING - FAILURE TO USE THE PROPER BOLT TORQUED TO THE PROPER FACTORY SPECIFICATION WILL VOID WARRANTY AND COULD RESULT IN FLUIDAMPR OR CRANK DAMAGE.