PQ[X] PLATINUM SERIES FLEXPLATE
INSTALLATION INSTRUCTIONS

PARTS LIST	
ITEM	**QUANTITY**
Flexplate	***1 each***
SFI 29.3 Certification Sticker	***1 each***
Drain plug replacement (1/8" NPT x 5/16" L-SB & BB Ford only)	***1 each***

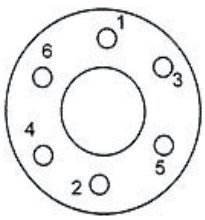
Step 1
Clean and inspect all parts (verify that the serial number on the sticker matches the SFI number engraved on the flexplate).

Step 2
If not already completed, punch out the date on the SFI Decal and apply to the flexplate.

Step 3
Use a rubber mallet or block of wood and tap the flexplate into place onto the flange of the crankshaft. Tap it evenly and flush upwards alongside the crankshaft flange. DO NOT draw the flexplate unto the crank with bolts or impact wrench.

Step 4

After the flexplate has been placed onto the crankshaft, use PRW threadlocker on the flexplate bolts and torque to OEM specifications. To receive proper torque on the bolts, follow the torque pattern below, use flat washers only.



Step 5
Hand turn the crankshaft to verify there is no wobble in the ring gear and to make sure it clears the housing.

NOTES: 1) Welding weights on the flexplate for engine balancing is not recommended and voids warranty; 2) drilling holes for balance is permissible, but not recommended; 3) high performance and racing applications new flexplate bolts with a rating of 180,000 PSI or higher is recommended.

SPECIAL NOTE: Ford SB & BB

Stock Torque Converter – remove standard drain plug and replace with special Allen Head drain plug (PRW PN 1800005) to preclude interference with flywheel. The use of a GM Converter may require a PRW Crank Adapter #1800460 (PRW 18460xx Platinum Series) or #1800302 (PRW 18302xx Platinum Series).

Possible Causes for Damaged Flexplates
1. Not installing flexplate perpendicular to crankshaft flange
2. Engine or torque converter out of balance
3. Worn front pump bushing
4. Too much end play on the crank from excessive thrust bearing wear
5. Improper bolt torque and, or not in proper order according to OEM specs
6. A bad starter can wear or break off the teeth on the ring gear
7. Not properly shimming the starter, if needed, to align with the starter ring

STOP!!!!

SPECIAL NOTES:

Before installing this flexplate, make certain that the application is correctly identified for your vehicle's engine, that the counterweight is correct for your application, the flexplate bolt pattern is correct for your make and model, and ring gear tooth count is correct. ***No returns are permitted for flexplates or flywheels that have been installed! PRW is not responsible for installation issues or mismatched parts.***

Flexplates are designed to allow for the "ballooning" that occurs at higher RPM. In most cases, our Platinum Series flexplates will work for street use. However, many require specialty drain plugs and other considerations not generally known by the end user.

Also, the Platinum Series flexplates are designed for "severe duty", and as such do not flex like an OEM flexplate. For that reason, these parts should be installed by trained personnel that understand the additional "clearances" that may be required to compensate for the torque convertor ballooning that occurs under severe loads and/or high engine RPM. Failure to do so may result in damage to the transmission pump and/or other transmission components.

CUMMINS and DODGE DIESEL FLEXPLATES

There are many variations and combinations of Cummins diesel engines and transmissions between 1989 and 2005+. The PRW flexplate for this application is designed for high performance and racing.

Do not install this flexplate if there is less than 0.125" clearance between the torque converter and flexplate. PRW recommends that this application be installed by a professional mechanic or transmission specialist with specific knowledge of Cummins engine/torque converter and transmission requirements.