



INSTALLATION INSTRUCTIONS

34297.....MG B, MG A

Moss 433-707

Note: This damper has been engraved with timing marks/TDC for MGB 18GG & later engines. Earlier MG A and MG B engines will need a new TDC marked as described below.

NOTE: The PRO/SPORT SFI Bonded Steel Crankshaft Damper has a specially machined inner bore, sized for an interference fit to the crankshaft which requires special attention prior to installing.

The #34297 has been engraved with timing marks/TDC for the MGB 18GG & later engines. You can check to see if the 34297 has the correct TDC for your application by comparing the position of the mark on your original damper/pulley with the #34297. This can easily be achieved by placing the original damper/pulley on top of #34297, align the keyways and looking if the engraved 0° mark corresponds with the original damper/pulley. If a new TDC mark is required for the earlier MG A and MG B applications, please refer to information at the bottom of the page.

1. Engine must be completely cold.
 2. Remove original Damper, using a Damper puller or removal tool.
 3. Inspect crankshaft snout to ensure there are no burrs or rust, if required polish with very fine emery paper or steel wool, wash clean.
 4. Examine key, should the key be damaged or loose in the key-way groove of the crankshaft, install a new key.
 5. Replace the front timing cover oil seal.
 6. The PRO/SPORT Damper can be installed just like any other Damper using a Damper installation tool. However, you can make installation much easier by immersing the Damper in boiling water for 15 minutes, or placing in a pre-heated oven at the lowest temperature (max. 250°F or 120°C) for 15 minutes. This process will expand the hub of the Damper.
 7. If you are **NOT** using a professional installation tool, it is **ESSENTIAL** that the Damper be pre-heated as outlined in step 6 above, to expand the hub. All subsequent steps will need to be followed carefully.
 8. Smear crank snout and the timing case oil seal with clean oil.
 9. If you are not using a Damper installation tool, remove Damper from boiling water (or oven), using insulated, heat proof gloves. Smear bore of Damper with oil.
 10. Immediately locate Damper onto the crankshaft and rotate until the hub locates in the key-way.
IMPORTANT - DO NOT ALLOW DAMPER TO COOL.
 11. If using a professional Damper installation tool, install the Damper following the instructions supplied with your installation tool and ignore step 12.
 12. If you are not using an installation tool, quickly, utilizing a block of aluminum to protect the machined face, drive the Damper on the crankshaft.
 13. Promptly reinstall the Damper retaining bolt and washer and tension to 70 lb/ft torque.
 14. Check that the pulley alignment is correct.
 15. Recheck for adequate clearance of all components before re-starting engine.
 16. Should you have any difficulty installing your PRO/SPORT Damper, please contact your local PRO/SPORT Distributor.
- If you have any problems installing your PRO/SPORT Damper, please contact:

USA: PRO/RACE Performance Products
Australia: PRO/RACE Performance Products

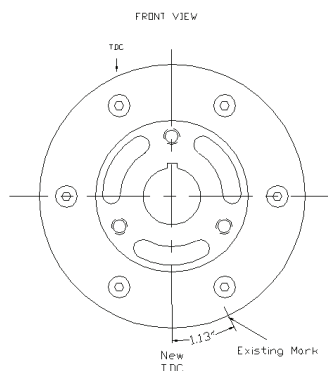
Tech-line, CA: Tel: 800 977 0767
Tech-line Tel: (03) 9584 3522

Fax: 800 803 0087
Fax: (03) 9584 5194

Email: tech@pro-race.com

Website: www.pro-race.com

...contact place of purchase.



NEW TIMING MARK PLACEMENT FOR EARLY MG A & MG B APPLICATIONS

The correct position for the earlier MG A and MG B applications is 180° opposite the keyway, and can be easily marked using permanent marker, white-out or white-paint, by using a ruler to project the center-line of the keyway to the outer ring (see NEW TDC), or by measuring 1.13" (29mm) clockwise from the Existing Mark - refer to diagram.

This new mark would be used for timing operations for these earlier applications.