



DriveGuardian SSM Installation Instructions

Preparing for Installation

DriveGuardian replaces the factory flywheel and damper plate assembly so they will need to be removed prior to installation. Please see your engine manufacturer's instruction manual for directions on how to gain access by removing the driveline/transmission & bellhousing.

Installation and Alignment

The DriveGuardian assembly is comprised of a billet aluminum housing with a wave spring that compresses the floating friction/damper plate between two steel drive plates. These parts are then mounted to a steel flexplate that is attached to the crankshaft. The floating friction/damper plate must be aligned with the center of the crankshaft so that the input shaft for the transmission will be properly engaged.

1. Be sure the mating surface of the crankshaft is clean and attach the flexplate to the crankshaft using the six ARP bolts that were provided with the DriveGuardian. Torque to the manufacturer's specifications.
2. Lay the housing face down on a flat surface and make sure the spring is resting inside the groove. It is important that any shims that were included with the assembly be installed next. They should lay flat against the spring. **WARNING:** Premature failure will occur if the shim(s) are not properly installed.
3. Next place the drive plate with the six ears in the housing. The painted side of the plate must face the shims/spring.
4. Now place the friction / damper plate into the housing. Note that the splined hub in the center of the plate is longer on one side than the other. This longer side should be placed into the housing face down so that when installed on the engine it will be facing away from the flywheel. The friction material must be kept clean and free from any grease or oil.
5. The entire assembly needs to be mounted to the flexplate using the (12) 3/8" bolts and washers. To aid installation it may help to thread two or three 3/8"-16 studs into the flexplate to hold it in place while you install the bolts and washers. Be sure to use blue Loctite on the threads.
6. Prior to tightening the bolts the center hub must be aligned to the center of the crankshaft / input shaft. A universal clutch alignment tool is the best method. Insert the tool through the splined hub and into the crankshaft bushing. When the plate is centered the bolts can be partially tightened to hold it in place.
7. The bolts should be tightened in a cross-pattern with 1-2 revolutions at a time. The housing will be under very high spring pressure so it is important that it is tightened evenly. Once the housing is flat against the steel plate the bolts can be torqued to 35 ft-lbs.



Manufacturer Warranty

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