DriveGuardian NXT 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 at 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 included ARP fasteners blue Loctite. Torque to the manufacturers specifications.

2. Remove the factory damper plate from the flywheel. Using the OEM fasteners and the supplied nuts attach the damper plate to the friction plate. Use red Loctite on the bolts and torque to 25 ft-lbs.

3. 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.

4. Next place the drive plate with the six ears in the housing. The painted side of the plate must face the shims/spring.

5. 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.
6. Next place the round drive plate on top of the assembly with the unpainted side against the friction plate.

7. The entire assembly needs to be mounted to the flexplate using the (6) 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.

8. 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.

9. 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 is tightened evenly. Once the housing is flat against the steel plate the bolts can be torqued to 35 ft-lbs.

Manufacturer Warranty

THE MANUFACTURER OF THIS PRODUCT HAS PROVIDED YOU, THE END USER AND BUYER WITH A ONE YEAR WARRANTY FOR PRODUCT DEFECTS NOT OTHERWISE CAUSED BY YOU. THIS WARRANTY IS IN LIEU OF ALL WARRANTIES, EXPRESSED OR IMPLIED, INCLUDING THOSE OF MERCHANTABILITY OR FITNESS FOR ANY PARTICULAR PURPOSE NOT EXPRESSLY SET FORTH HEREIN AND IS, IN FACT THE ONLY WARRANTY OFFERED BY THE MANUFACTURER. MANUFACTURER SHALL IN NO WAY BE LIABLE FOR ANY LOSSES, TIME EXPENSES, INCONVENIENCE, OR INCIDENTAL, SPECIAL, PUNITIVE AND/OR CONSEQUENTIAL DAMAGES. THE PARTY’S EXPRESSLY AGREE THAT MANUFACTURER SHALL ONLY BE RESPONSIBLE FOR THE REPAIR OR REPLACEMENT OF THE PRODUCT TO THE EXTENT IT IS FOUND TO BE DEFECTIVE IN ACCORDANCE WITH THE TERMS AND CONDITIONS OF THIS WARRANTY. BUYER WAIVES ANY RIGHT TO CLAIM ANY OTHER LOSSES OR CLAIMS FOR DAMAGES. THIS WARRANTY DOES NOT COVER AND SPECIFICALLY EXCLUDES WATER DAMAGE AND/OR FAULTY INSTALLATION. IN ADDITION, IF THE PRODUCT IS OPENED AND/OR THE SEAL TO THE PRODUCT IS OTHERWISE BROKEN, THE WARRANTY SHALL BE VOID AND OF NO EFFECT.

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