



**Fluidampr**  
Made in the USA  
MEETS SFI SPEC. 18.1

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MEETS SFI SPEC 18.1  
P/N 760121

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P/N 051211

**Fluidampr**  
THE ORIGINAL

PERFORMANCE DAMPERS  
FOR GAS & DIESEL ENGINES • VOLUME 19



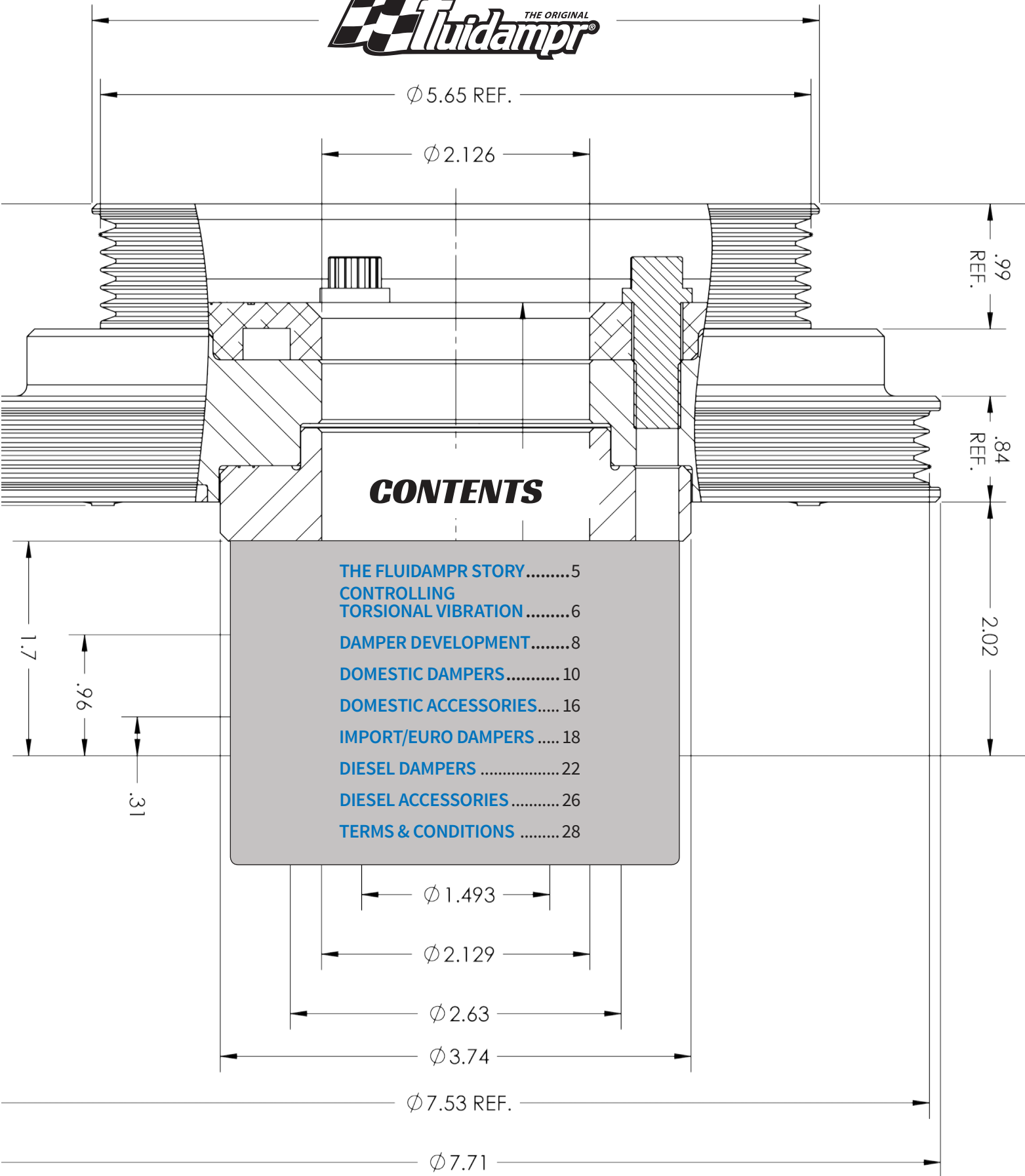
VOLUME 19





**ERS** **Outdamp®**  
performance harmonic dampers  
Made in the USA

MEETS SFI SPEC 18.1  
P/N 760121








***The Fluidampr Story*** Professional race engine builders approached Vibratex TVD, parent company to Fluidampr. The challenge was to apply durable, industry proven viscous damper technology to motorsports. It was the mid-80's. Fluidampr was born.

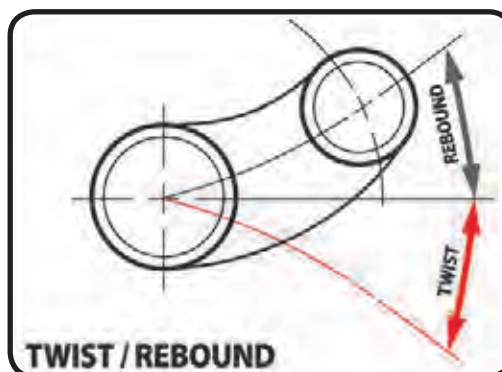
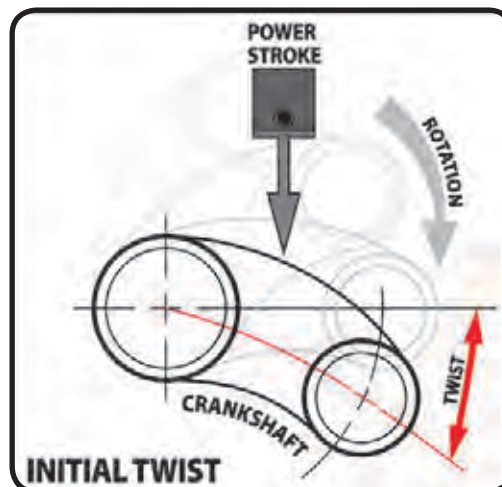
Today, racing demands a quality crankshaft damper that can protect engines across a broad RPM range. It needs to perform when you add horsepower and increase the temperatures under the hood. Racing pushes innovation in our design and manufacturing process. These advancements are passed on to our parent company, Vibratex TVD, and applied to exotic automotive, marine performance, and defense industry OEM applications.

OEM factory race teams and grassroots Saturday night racers have made us the leading viscous harmonic balancer in motorsports. Hot rodders and restorers trust Fluidampr. Performance Diesel competitors value our diesel heritage and high power experience. Import owners like how we optimize damper design and performance to their engine's needs. We are all American made, shipped world-wide, and proud of it. 

# CONTROLLING TORSIONAL VIBRATION

Torsional vibration is the end-to-end twisting and rebounding of the crankshaft. Each time the cylinder fires the applied force causes it to flex beyond its natural rotation. When pressure is relieved it rebounds past center. Much like striking a tuning fork with a hammer. This motion is repeated across all the cylinders through the RPM range. As a result various frequencies and amplitudes are generated. You often hear this referred to as engine harmonics. These can create stress and accelerated wear on critical engine components. When a torsional vibration frequency aligns with the resonance of the rotating assembly, the resulting amplitude spike can cause catastrophic engine failure.

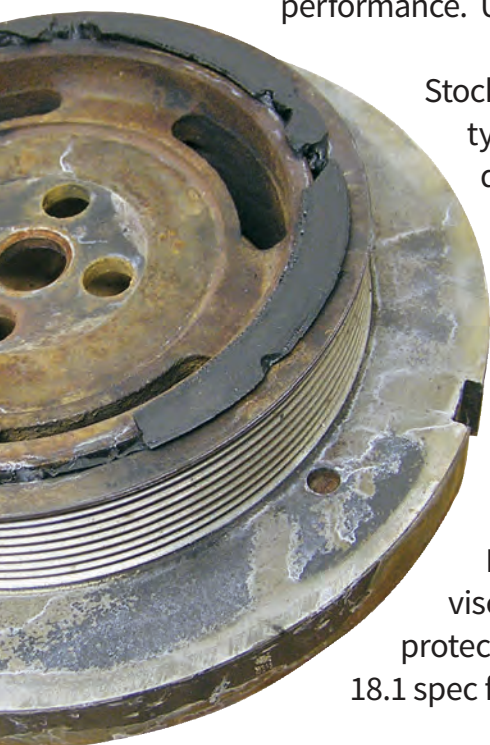
The primary job of a harmonic balancer is to protect against destructive torsional vibration. Proper vibration control also creates greater efficiency, durability and improves overall performance.



## The Fluidampr Advantage

Photo Shows Damaged Elastomeric (Rubber) Damper

A quality harmonic damper is a fundamental building block for engine durability and performance. Upgrade it early.



Stock automotive engines commonly use a narrow range, tuned elastomer type harmonic balancer. While cost-effective and adequate for daily drivers, performance modifications will affect its ability to provide optimum protection against torsional vibration. First, increasing torque and horsepower can overwork the stock harmonic balancer. Inspect for signs of cracked, bulging or missing rubber. Second, changes to the rotating assembly can shift where in the RPM range the most damaging vibrations occur. A stock, narrow range elastomer harmonic balancer will no longer be in 'tune' to provide the best protection.

Fluidampr performance dampers are a broad range, premium viscous harmonic balancer. Designed for extremely durable, consistent protection across the entire RPM range. No tuning or rebuilds required. SFI 18.1 spec for professional motorsports.

## What Is Fluidampr

Fluidampr is a torsional vibration damper. Its function is to provide durability by controlling destructive torsional vibration. A side benefit to vibration control is releasing lost torque and horsepower through greater efficiency.

The outer housing mounts to the crankshaft. When combustion triggers rapid twisting and rebounding (torsional vibration), the **(1) outer housing** and **(3) inner inertia ring** will move in-and-out of phase with each other. The motion of the inner inertia ring through the **(2) silicone** creates shear. Shear eliminates unwanted vibration.

## When To Install Fluidampr

Install a Fluidampr performance damper early in your engine build for optimum durability and performance.

## Pair With:

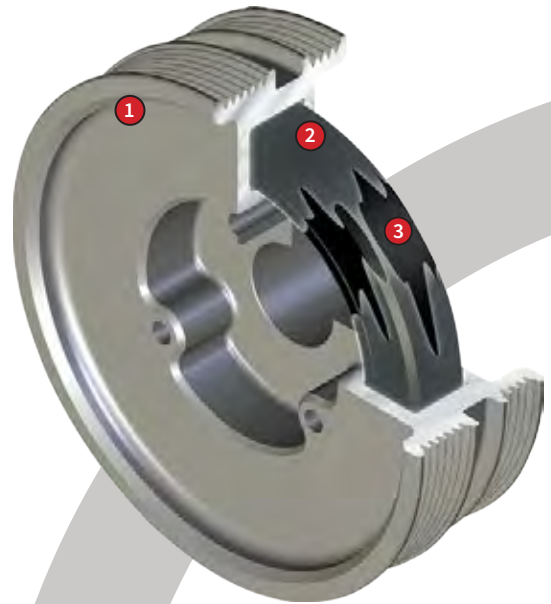
- High flow air kit
- High flow headers & exhaust
- Performance tune
- Forced induction
- Nitrous oxide & water-methanol kits
- Performance cam(s)
- Piston and/or connecting rods
- Performance crankshaft
- Single mass flywheel

**Improve valve timing accuracy.**

**Improve life of critical engine components.**

**Optimize the performance gains of other add-ons.**

**Safely gain HP & torque through improved efficiency.**



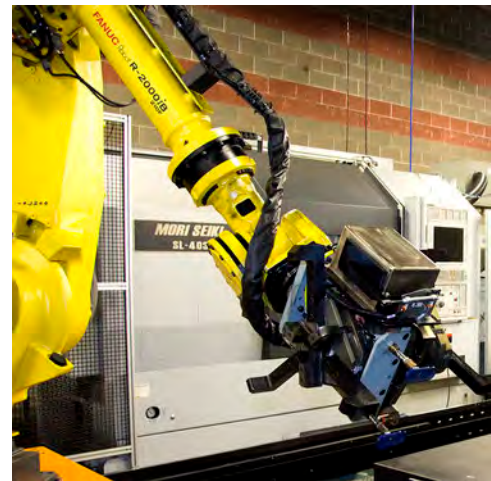
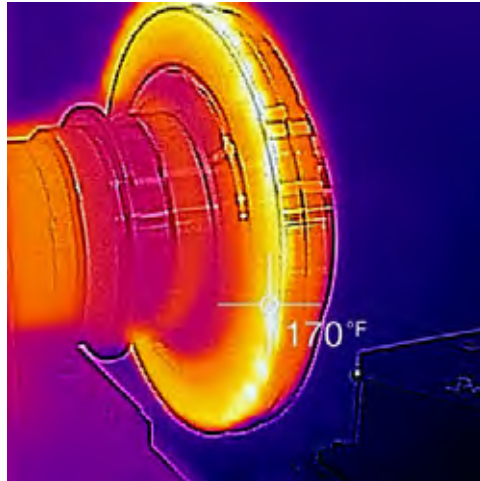


# DAMPER DEVELOPMENT

Automotive performance powertrain engineers, production engine builders, and aftermarket performance kit manufacturers gain an experienced partner with Fluidampr. We develop and integrate turn-key torsional dampers with exceptional quality.

At our core we are a torsional vibration solutions provider to OEMs and their suppliers through parent company, Vibratex TVD. We offer the widest application experience of torsional viscous dampers in the industry. From 1.1lb (0.5kg) automotive cam dampers to 7,000lb (3,175kg) gas compression pumping engine crankshaft dampers. 100hp to 25,000hp.

***We offer complete turn-key service to assist powertrain engineers accomplish their goals.***



Early collaboration with us during the design and development phase is essential to successfully integrating torsional vibration control. Building a relationship now with our engineering team leverages 70 years of torsional viscous damper development experience, saves time, provides flexibility and increases speed to market. Below are four helpful guidelines to consider when integrating a torsional damper in your design.

▪ **Establish Amplitude Limits**

What reasonable vibration amplitude limit is acceptable to achieve durability goals?

▪ **Mass**

Damping requires proper mass. Can overall weight goals be achieved while providing for optimum vibration control?

▪ **Adequate Envelope**

How does a damper with proper mass integrate with the overall package? What other component's layouts are affected?

▪ **Avoid Resonance**

Can damper mass establish resonance outside the operating range to further reduce torsional vibration?

<p><b>Industries</b></p> <ul style="list-style-type: none"> <li>• Automotive</li> <li>• Commercial</li> <li>• Defense</li> <li>• Marine</li> <li>• Off-Highway</li> <li>• Oil &amp; Gas</li> <li>• Rail</li> <li>• Transit</li> </ul> <p><b>Applications</b></p> <ul style="list-style-type: none"> <li>• Crankshaft</li> <li>• Camshaft</li> <li>• Driveline</li> <li>• Electric / Hybrid Drive</li> </ul>	<p><b>Capabilities</b></p> <ul style="list-style-type: none"> <li>• Powertrain torsional vibration analysis; including crankshaft, camshaft and driveline.</li> <li>• Torsional damper engineering.</li> <li>• Integrated design.</li> <li>• CAD simulation modeling.</li> <li>• Finite element analysis.</li> <li>• 3D additive printed prototypes.</li> <li>• Comparative product testing.</li> <li>• Advanced American manufacturing.</li> </ul>
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**Schedule An Engineering Consultation**









**DOMESTIC DAMPERS**

# CHEVY - Small Block

Part #	Notes	Housing	Finish	OD	Wt/Lbs (RWT*)	Bore Dia.	Length
<b>CHEVY SMALL BLOCK, BUICK, PONTIAC (262 - 350, 409 CID V-8, 90° V-6) - INTERNALLY BALANCED</b>							
<b>620101</b>	Will not fit LT1 '92 and up	ST	BZ	6-1/4"	8.0 (5.3)	Ø1.2450"	2.335"
<b>CHEVY SMALL BLOCK, BUICK, PONTIAC (283 - 350 CID V-8, 90° V-6 194 -292 CID IN LINE 6) - INTERNALLY BALANCED</b>							
<b>720101</b>	Will not fit LT1 '92 and up (194-292 CID Inline Six - Slight modification required machine 1/4" off the end of the Fluidampr hub)	ST	BZ	7-1/4"	12.1 (8.1)	Ø1.2450"	2.335"
<b>CHEVY ECOTEC, PONTIAC, SATURN - INTERNALLY BALANCED</b>							
<b>650101</b>	GM Ecotec 4-Cylinder / Single Pulley	ST	BZ	6-1/2"	6.6 (4.4)	Ø1.1026"	2.530"
<b>650111</b>	GM Ecotec 2.4L VVT / Dual Pulley w/PS Pulley	ST	BZ	6-1/2"	7.0 (4.7)	Ø1.1026"	3.535"
<b>CHEVY, PONTIAC, LSX - INTERNALLY BALANCED **SEE NOTE</b>							
<b>620121</b>	LSx, F Body, Camaro, Firebird, GTO (No Pulleys)	ST	BZ	6-1/4"	8.4 (5.6)	Ø1.4795"	2.637"
<b>620131</b>	LSx, Corvette, Cadillac CTS-V 04-07 (No Pulleys)	ST	BZ	6-1/4"	8.2 (5.5)	Ø1.4795"	2.252"
<b>740111</b>	LSx, F Body, Camaro, Firebird, GTO	ST	BZ	7-1/2"	11.0 (7.3)	Ø1.4795"	3.654"
<b>740121</b>	LSx, Corvette, Cadillac CTS-V 04-07 (Stock Diameter Pulleys) (Not compatible with supercharged applications)	ST	BZ	7-1/2"	10.9 (7.3)	Ø1.4795"	2.838"
<b>CHEVY CAMARO, LSX / LXX (5TH GEN) - GM, CHEVY, CADILLAC TRUCK &amp; SUV, LSX / LXX **SEE NOTE</b>							
<b>760111</b>	LSx / Lxx, Camaro SS V8, Trucks and SUV's	ST	Ring-BZ Pulley-HCA	7-3/4"	15.9 (10.6)	Ø1.4803"	4.380"
<b>760121</b>	LSx / Lxx Camaro SS V8, Trucks and SUV's (25% Under Drive Pulley)	ST	Ring-BZ Pulley-HCA	7-3/4"	15.2(10.1)	Ø1.4803"	4.380"
<b>CHEVY SMALL BLOCK - EXTERNALLY BALANCED</b>							
<b>720111</b>	400 CID V8	ST	BZ	7-1/4"	13.9 (9.3)	Ø1.2450"	2.335"
<b>CHEVY LT1 1992 &amp; UP, PONTIAC - INTERNALLY BALANCED</b>							
<b>740101</b>	Camaro, Firebird	ST	BZ	7-1/2"	13.2 (8.8)	Ø1.2450"	3.900"

\* Rwt. stands for rotating weight. \*\* For LSx / Lxx application - match Fluidampr to your pulley and accessories being used.  
AL=Aluminum BZ=Black Zinc Chromate HCA=Hard Coat Anodize ST=Steel





# CHEVY - Big Block

Part #	Notes	Housing	Finish	OD	Wt/Lbs (RWT*)	Bore Dia.	Length
<b>CHEVY BIG BLOCK (396 - 427 CID V-8) - INTERNALLY BALANCED</b>							
<b>620111</b>	Uses OEM GM Timing Pointer	ST	BZ	6-1/4"	8.9 (5.9)	Ø1.5990"	2.685"
<b>720121</b>	Uses OEM GM Timing Pointer	ST	BZ	7-1/4"	12.8 (8.5)	Ø1.5990"	2.685"
<b>800101</b>	Uses OEM GM Timing Pointer	ST	BZ	8"	15.3 (10.2)	Ø1.5990"	2.685"
<b>800131</b>	Same as 800101 but w/Dual Keyways (3/16" & 1/4")	ST	BZ	8"	15.3 (10.2)	Ø1.5990"	2.685"
<b>800151</b>	Same as 800101 but w/Dual Keyways (1/4" & 1/4")	ST	BZ	8"	15.2 (10.1)	Ø1.5990"	2.685"
<b>CHEVY BIG BLOCK (454 - 502 CID V-8) - EXTERNALLY BALANCED</b>							
<b>800111</b>	Uses OEM GM Timing Pointer	ST	BZ	8"	17.1 (11.4)	Ø1.5990"	2.685"
<b>800121</b>	Same as 800111 but w/Dual Keyways (1/4" & 1/4")	ST	BZ	8"	17.0 (11.3)	Ø1.5990"	2.685"
<b>800181</b>	Same as 800111 but w/Dual Keyways (3/16" & 1/4")	ST	BZ	8"	17.0 (11.3)	Ø1.5990"	2.685"

\* Rwt. stands for rotating weight. **BZ**=Black Zinc Chromate **ST**=Steel



Engine Build: Mike Mavrigian



Part #	Notes	Housing	Finish	OD	Wt/Lbs (RWT*)	Bore Dia.	Length
<b>FORD® 289, 302, 351 AND 400 CID V-8 28 OZ. COUNTERWEIGHT - EXTERNALLY BALANCED</b>							
<b>650211</b>	4 bolt standard Ford pulley bolt pattern. Pulley spacer may be required on some 1975 & later engines. Custom pulleys may be required on 1969 & earlier engines. Not recommended for 302 HO '82 and up.	ST	BZ	6-5/8"	12.6 (8.4)	Ø1.3745"	3.500"
<b>FORD 302 HO (5.0 LITER) V-8 1982 - 1992 34 OZ. COUNTERWEIGHT - EXTERNALLY BALANCED</b>							
<b>650221</b>	Stock 50 oz. (34 oz. counterweight, 16 oz. on flywheel). 4 bolt standard Ford pulley bolt pattern. '93-'95 stock pulleys will not fit Fluidampr.	ST	BZ	6-5/8"	13.6 (9.1)	Ø1.3745"	4.120"
<b>FORD 302 / 351 - INTERNALLY BALANCED</b>							
<b>650201</b>	Custom built small block V-8, SVO V-6. 3-bolt SVO pulley bolt pattern.	ST	BZ	6-5/8"	10.2 (6.8)	Ø1.3745"	3.020"
<b>650231</b>	4 bolt standard Ford pulley bolt pattern. Pulley spacers may be required on some 1975 & later engines. Custom pulleys may be required on 1969 & earlier engines. Not recommended for 302 HO '82 and up.	ST	BZ	6-5/8"	11.1 (7.4)	Ø1.3745"	3.500"
<b>650241</b>	302 HO 1982-1992. 4 bolt standard Ford pulley bolt pattern. '93-'95 stock pulleys will not fit Fluidampr.	ST	BZ	6-5/8"	11.7 (7.8)	Ø1.3745"	4.120"
<b>FORD 360, 429 - 460 CID V-8 - INTERNALLY BALANCED</b>							
<b>720201</b>	4 bolt standard Ford pulley bolt pattern. Crank key modifications may be required on some 429 Boss engines - may need a stepped key. Key slot width and length may be different. May be used on 332, 352, 390, 427, 428 "FE" engines when the sleeve between the damper and the timing gear is shortened by .500"; a .375" thick spacer is added between the damper and the pulley, and a stepped key is used.	ST	BZ	7-1/4"	12.1 (8.1)	Ø1.3745"	2.288"
<b>FORD FLATHEAD DAMPERS - INTERNALLY BALANCED</b>							
<b>550201</b>	Wide Belt Flat Head	ST	BZ	5-5/8"	10.8 (7.2)	Ø1.3105"	3.689"
<b>550203</b>	Wide Belt Flat Head	ST	CH	5-5/8"	10.8 (7.2)	Ø1.3105"	3.689"
<b>600201</b>	Narrow Belt 8BA Flat Head	ST	BZ	6"	7.8 (5.2)	Ø1.3105"	3.107"
<b>600203</b>	Narrow Belt 8BA Flat Head	ST	CH	6"	7.8 (5.2)	Ø1.3105"	3.107"

\* Rwt. stands for rotating weight. **BZ**=Black Zinc Chromate **CH**=Chrome **ST**=Steel



# CHRYSLER

Part #	Notes	Housing	Finish	OD	Wt/Lbs (RWT*)	Bore Dia.	Length
<b>CHRYSLER® A/LA 318, 340 &amp; 360 CID V-8 - INTERNALLY BALANCED</b>							
<b>720301</b>	6 Bolt Holes Evenly Spaced Pulley Pattern May Need to Redrill One Hole on Stock Pulley	ST	BZ	7-1/4"	12.3 (8.2)	Ø1.5300"	2.860"
<b>B/RB 383, 350, 361, 400, 413, 440, 426 HEMI, DODGE, PLYMOUTH - INTERNALLY BALANCED</b>							
<b>720311</b>	6 Bolt Holes Evenly Spaced Pulley Pattern. May Need to Redrill Stock Pulley.	ST	BZ	7-1/4"	11.8 (7.9)	Ø1.5300"	2.180"
<b>331, 354, 392 CID V-8 EARLY HEMI, DESOTO - INTERNALLY BALANCED</b>							
<b>720321</b>	6 Bolt Holes Evenly Spaced Pulley Pattern Timing Marks for Aftermarket Cover	ST	BZ	7-1/4"	8.9 (5.9)	Ø1.5300"	2.558"

\* Rwt. stands for rotating weight. **BZ**=Black Zinc Chromate **ST**=Steel



# PONTIAC/OLDSMOBILE

Part #	Notes	Housing	Finish	OD	Wt/Lbs (RWT*)	Bore Dia.	Length
<b>PONTIAC® 326, 389, 400, 421, 428, 455 CID V-8, OLDSMOBILE - INTERNALLY BALANCED</b>							
<b>650401</b>	4 Bolt Pattern on 3.300 Bolt Circle Holes in Pulley Must be Re-drilled, '69 or Later Timing Cover & Pulley May be Required on Early Models	ST	BZ	6-5/8"	10.2 (6.8)	Ø1.3720"	3.247"
<b>PONTIAC IRON DUKE 4 CYLINDER - INTERNALLY BALANCED</b>							
<b>620101</b>	151 CID (2.5 Liter)	ST	BZ	6-1/4"	8.0 (5.3)	Ø1.2450"	2.335"
<b>OLDSMOBILE V-8 - EXTERNALLY BALANCED</b>							
<b>650501</b>	350, 400, 403, 425, 455 CID	ST	BZ	6-5/8"	12.5 (8.3)	Ø1.4973"	3.200"

\* Rwt. stands for rotating weight. **BZ**=Black Zinc Chromate **ST**=Steel



# STREETDAMPR (NON-SFI)

Part #	Notes	Housing	Finish	OD	Wt/Lbs (RWT*)	Bore Dia.	Length
<b>CHEVY SMALL BLOCK, BUICK, PONTIAC (283 - 350 CID V-8, 90° V-6 194 -292 CID IN LINE 6) - INTERNALLY BALANCED</b>							
<b>670100</b>	Will not fit LT1 '92 and up / Plain steel / NON SFI STREETDAMPR®	ST	NONE	6-7/8"	10.5 (7)	Ø1.2455"	2.335"
<b>CHEVY SMALL BLOCK - EXTERNALLY BALANCED</b>							
<b>790100</b>	Plain Steel / NON SFI STREETDAMPR	ST	NONE	7-3/16"	11.7 (7.8)	Ø1.2450"	2.335"
<b>FORD® 289, 302, 351 AND 400 CID V-8 28 OZ. COUNTERWEIGHT - EXTERNALLY BALANCED</b>							
<b>620200</b>	Same fitment notation as 650211. Non-SFI Street damper	ST	NONE	6-1/4"	10.1 (6.7)	Ø1.3745"	3.500"

\* Rwt. stands for rotating weight. **ST**=Steel

Designed just for mildly built small block Chevys and Fords Streetdampr harmonic dampers use silicone fluid in a sealed, laser-welded housing to control crankshaft vibration at all engine rpm, just like their race-ready brothers. That means more accurate spark and valve timing and reduced bearing and valvetrain wear. About the only difference between the Streetdampr and Fluidampr is that the Streetdampers are not SFI-approved for racing.

# DOMESTIC ACCESSORIES

## Hubs

Part No.	Description (Fits p/n)	Notes	WT. (lbs.)
<b>CHEVY</b>			
100000	Adapter Ext. Balance 400 Chevy (720111)	Hub only single 3/16" Keyway	3.0
100001	Adapter Int. Balance BB Chevy (800101)	Hub only single 3/16" Keyway	2.0
100002	Adapter Ext. Balance BB Chevy (800111)	Hub only single 3/16" Keyway	4.0
100006	Adapter Ext. Balance BB Chevy (800181)	Hub only dual keys (3/16" & 1/4")	4.0
100007	Adapter Ext. Balance SB Chevy (720111)	Hub only dual keys (3/16" & 3/16")	4.0
100008	Adapter Ext. Balance BB Chevy (800121)	Hub only dual keys (1/4" & 1/4")	3.0
100009	Adapter Ext. Balance BB Chevy (800111)	Hub only dual keys (3/16" & 3/16")	4.0
100010	Adapter Int. Balance BB Chevy (800101)	Hub only dual keys (3/16" & 3/16")	2.0
100011	Adapter Int. Balance BB Chevy (800151)	Hub only dual keys (1/4" & 1/4")	2.0
100012	Adapter Int. Balance BB Chevy (800131)	Hub only dual keys (3/16" & 1/4")	2.0
<b>FORD</b>			
100003	Adapter for Ext. Balance Ford (650211)	Hub only single 3/16" Keyway	4.0
100004	Adapter for Ext. Balance Ford (650221)	Hub only single 3/16" Keyway	5.0
100013	Adapter Int. Balance Ford (650231)	Hub only single 3/16" Keyway	3.0
100014	Adapter Int. Balance Ford 302 HO (650241)	Hub only single 3/16" Keyway	3.0
<b>OLDSMOBILE</b>			
100005	Adapter Ext. Balance Oldsmobile (650501)	Hub only single 1/4" Keyway	4.0

## Damper Rings *(Call Factory for Details)*

Part No.	Description	Application	OD	Wt. (lbs.)
200000	Damper Ring	Chevy BB	8"	12.7
200001	Damper Ring	Chevy SB	7-1/4"	10.8
200002	Damper Ring	Ford SB	6-5/8"	8.6
200003	Damper Ring	Oldsmobile	6-5/8"	8.7

## Extra Keyways *(Call Factory for Details)*

These can be added to any damper for \$50.

## Damper Puller/Installer *(Also Works with Duramax)*

Part No.	Description	Application	Wt. (lbs.)
300001	Professional Damper Puller / Installer	Universal	9.0

Proper harmonic balancer removal and press-fit installation is critical to quality craftsmanship. Our kit is suitable for long term daily engine builder and service center use. The puller features a premium bushing and pivot center tool with a heavy-duty flange plate for smooth damper removal. Components are CNC precision machined from 4140 hardened high strength steel with a corrosion resistant chromate finish. Accompanying stud sizes include 3/8-16x2, 3/8-24x2, and 5/16-18x2 for a wide variety of applications.





**Part No. 100011**

Chevy Big Block  
Hub (Fits #800151)



**Part No. 100004**

Adapter for External  
Balance Ford (Fits #650221)



**Part No. 200001**

Damper Ring for  
Chevy Small Block



**Part No. 300001**  
Pro Damper Puller/Installer









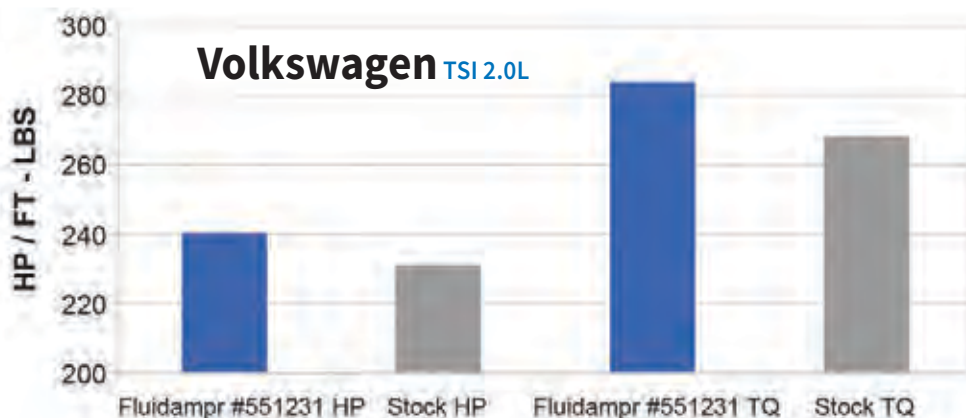
# **IMPORT/EURO DAMPERS**



# IMPORT/EURO DAMPERS

Part No.	Notes	Housing	Finish	OD	WT/Lbs (RWT*)	Bore Dia	Length
<b>HONDA</b>							
530601	S2000, F20C / F22C	ST	BZ	5-1/2"	5.8 (3.9)	Ø1.1823"	2.056"
570601	K Series	ST	BZ	5-7/8"	6.4 (4.3)	Ø1.1817"	1.973"
590601	All B Series PS, Air & Alt. Pulley	ST	BZ	5-7/8"	7.8 (5.2)	Ø1.800"	2.480"
620601	All B Series 35% Underdrive Atl. Pulley Only	ST	BZ	6-1/4"	8.8 (5.9)	Ø1.1800"	2.3229"
<b>TOYOTA</b>							
840801	1JZ, 2JZ I-6	ST	BZ	8-1/2"	9.8 (6.5)	Ø1.3783"	2.096"
<b>NISSAN</b>							
610901	RB26DET Phase-1 BNR32 GT-R	ST	BZ	6-1/8"	11.0 (7.3)	Ø1.1800"	3.131"
610911	RB26DET Phase-2 BCNR33 GT-R & BNR-34 GT-R	ST	BZ	6-1/8"	10.9 (7.3)	Ø1.1800"	2.995"
640901	VQ35 350Z V-6	ST	BZ	6-1/2"	10.3 (6.9)	Ø1.2585"	2.822"
<b>MITSUBISHI</b>							
570701	EVO X	ST	BZ	5-7/8"	7.1 (4.7)	Ø1.1028"	2.213"
610701	EVO 8 & 9	ST	BZ	6-1/8"	6.8 (4.5)	Ø1.7328"	1.779"
630701	4G63/T DSM	ST	BZ	6-3/8"	7.7 (5.1)	Ø1.7328"	1.807"
<b>MAZDA</b>							
521001	1993-2005 Mazda MX5 Miata	ST	BZ	5-1/4"	5.2 (3.4)	Ø1.499"	1.59"
571001	Duratech V-6 2.5L / 3.0L DOHC, 10% Underdrive Pulley	ST	BZ	5-7/8"	8.1 (5.4)	Ø1.2475"	2.460"
<b>SUBARU / SCION</b>							
531101	EJ Series	ST	BZ	5-3/8"	6.9 (4.6)	Ø0.9436"	1.927"
571101	2013+ Subaru BRZ, Scion FR-S, 2015+ WRX	ST	BZ	5-7/8"	5.8 (8.3)	Ø0.787"	1.62"
<b>VOLKSWAGEN/AUDI</b>							
551201	2000 - 2005 1.8L Turbo Motor, (4 bolt hole mounting)	ST	BZ	5-5/8"	6.1 (4.1)	Ø1.1823"	1.743"
551211	2006 - 2008 2.0L FSI Motor, (6 bolt hole mounting)	ST	BZ	5-5/8"	6.1 (4.1)	Ø1.1823"	1.743"
551221	VR-6, 12 & 24 V, 1993 - 2008	ST	BZ	5-5/8"	6.1 (4.1)	Ø1.3788"	1.571"
551231	TSI 2.0 / EA888.x	ST	BZ	5-5/8"	5.3 (3.5)	Ø0.646"	1.496"
651211	Audi 2.7T, 2.8 (12v, 30v) VW Passat B5 97-05 2.8	ST	BZ	6-1/2"	7.3 (4.8)	Ø1.225"	1.410"

\* Rwt. stands for rotating weight. **BZ**=Black Zinc Chromate **ST**=Steel



## Peak Performance

Fluidampr Gain = 9HP Over Stock

Average Gain = 4 HP

Testing conducted on a 2012 Jetta GLI equipped with a USP Downpipe, USP Stage 2 Intake, Spulen Throttle & Outlet Pipes, and APR Stage 2 tune on 93 octane engine using a Dynoject chassis dynamometer at USP Motorsports. Test performed same day, only the dampers were changed. Your results may vary.











# **PERFORMANCE DIESEL DAMPERS**



“ They actually came to our engine dyno and helped us do some R&D. Checked the harmonics of our engines because we were having harmonic balance issues and we’ve had incredible results with the Fluidampr products.”

~Lavon Miller, Firepunk Diesel  
**Multi-time** Ultimate Callout Challenge Champions

## ***Diesel Demands Great Damping***

Damping crankshaft torsional vibration generates heat. Especially in high torque diesel truck and tractor engines. While rubber in an elastomer type damper separates or cracks, the silicone found in Fluidampr performance dampers retains its properties to provide superior protection over time for your engine.

High torque and a typically longer crankshaft create greater amplitudes of destructive torsional vibration in diesel truck and tractor engines. Weight and size are critical to damper performance and engine longevity.

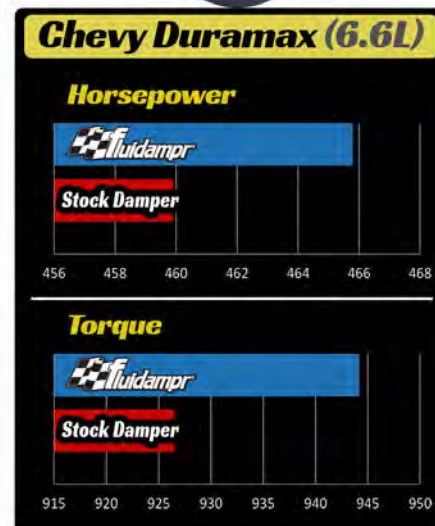
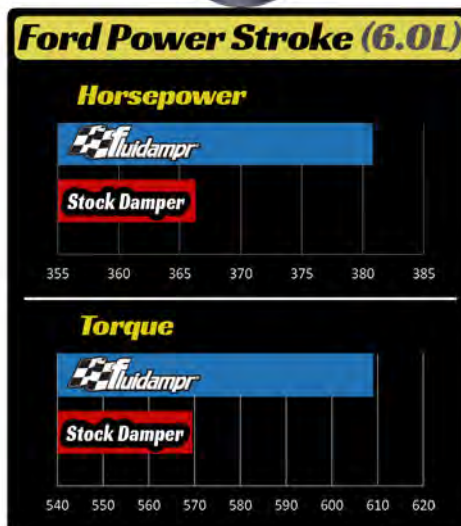
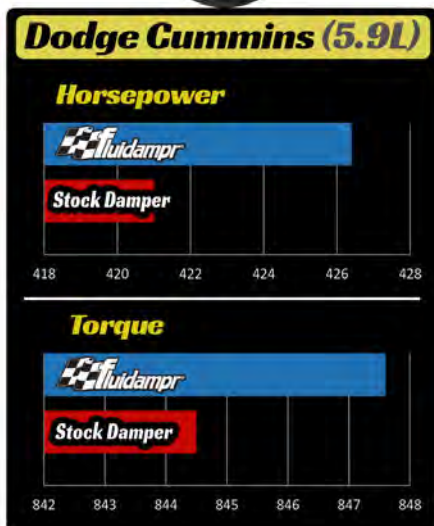




# DIESEL DAMPERS

Part #	Notes	Housing	Finish	OD	Wt/Lbs (RWT*)	Bore Dia.	Length
<b>DODGE CUMMINS® - INTERNALLY BALANCED</b>							
920301	5.9L Cummins 2003-2009	ST	BZ	9-1/4"	23.2 (15.5)	Ø.750	2.462"
920321	6.7L Cummins w/Reluctor Wheel 2007.5-2015	ST	BZ	9-1/4"	25.1 (16.7)	Ø.750	2.665"
960301	5.9L Cummins 24 Valve 1998.5-2002	ST	BZ	9-3/4"	24.1 (16.1)	Ø.750	2.617"
960311	5.9L Cummins 12 Valve 1989-1998, 4BT Standard May Require Sensor Relocation Kit 300003 (Included)	ST	BZ	9-3/4"	24.2 (16.1)	Ø.750	2.617"
960341	5.9L Cummins Comp Series (No Pulley)	ST	BZ	9-3/4"	22.7 (15.1)	Ø.750	1.363"
<b>FORD POWERSTROKE® - EXTERNALLY BALANCED</b>							
720211	7.3L Ford Trucks Late 1999-2003	ST	BZ	8"	22.2 (14.8)	Ø1.738	3.920"
720221	7.3L Ford Trucks Early 1994-1997 (Fan Spacer Included)	ST	BZ	8"	22.5 (15.0)	Ø1.738	3.920"
800211	6.4L Ford Trucks 2008-2010	ST	BZ	8"	20.8 (13.9)	Ø2.5453	4.050"
800221	6.7L Ford Trucks 2011-Present	ST	BZ	8"	17.3 (11.5)	Ø2.5206	3.130"
870201	6.0L Ford Trucks 2003-2007	ST	BZ	8-7/8"	21.7 (14.5)	Ø2.150	2.880"
870211	6.0L Ford Trucks Dual Alternator 2003-2007	ST	BZ	8-7/8"	29.1 (19.4)	Ø2.150	4.199"
<b>GM® / CHEVY DURAMAX - EXTERNALLY BALANCED</b>							
800141	6.2L / 6.5L GM/Hummer 1994-2002 (electronic)	ST	BZ	8"	17.3 (11.5)	Ø1.5993	2.443"
800191	6.2L / 6.5L GM 1982-1993 (mechanical)	ST	BZ	8"	17.8 (11.9)	Ø1.5993	3.180"
890101	6.6L GM Trucks 2001-2007 Duramax LLY & LB7	ST	BZ	8-3/8"	23.9 (15.9)	Ø1.9300	2.858"
830111	6.6L GM Trucks 2006-2016 Duramax LBZ & LMM	ST	BZ	8-3/8"	26.2 (17.5)	Ø1.9300	2.778"
830121	6.6L GM Trucks 2011-2016 Duramax LML & LGH	ST	BZ	8-3/8"	24.0 (16)	Ø1.9300	2.858"
<b>GM® / CHEVY DURAMAX - INTERNALLY BALANCED</b>							
760131	6.6L GM Trucks 2001-2018 Duramax	ST	BZ	7-3/4"	22.3 (14.7)	Ø1.927"	2.116"

\* Rwt. stands for rotating weight. BZ=Black Zinc Chromate ST=Steel



\* Comparative dyno testing with modified trucks. Your results may vary.



# DIESEL ACCESSORIES

Part No.	Description	Application	Size	WT. (Lbs.)
<b>CUMMINS</b>				
<b>300002</b>	Dodge Cummins Drill Pin Kit	Drill fixture, drill bit, reamer, 3 roll pins	N/A	1.0
<b>300003</b>	Dodge Cummins Sensor Relocation Kit	Use on 12V Trucks 1992-1998	N/A	2.0
<b>300007</b>	Cummins High Strength Bolt Kit	2003+ Dodge/Ram 5.9L / 6.7L Cummins up to 700hp / 1,250lb-ft torque	N/A	1.0
<b>300008</b>	Cummins Full Power Kit	1989+ Dodge/Ram 5.9L / 6.7L Cummins above 700hp / 1,250 lb-ft torque	N/A	2.0
<b>300009</b>	Cummins 5.9L 12v & 24v High Strength Bolt Kit	1989-2002 Dodge/ Ram 5.9L 12v & 24v Cummins up to 700hp / 1,250 lb-ft torque	N/A	1.0
<b>960341-FW01</b>	Cummins Friction Washer - 1pc	1989+ Dodge/Ram 5.9L / 6.7L Cummins	N/A	0.25
<b>960341-FW03</b>	Cummins Friction Washer - 3pc	1989+ Dodge/Ram 5.9L / 6.7L Cummins	N/A	0.25
<b>DURAMAX</b>				
<b>300010</b>	Duramax 6.6L High Strength Bolt Kit	2001+ GM/Chevy 6.6L Duramax	N/A	1.0
<b>760131-FW01</b>	Duramax Friction Washer - 1pc	2001+ GM/Chevy 6.6L Duramax	N/A	0.25
<b>760131-FW03</b>	Duramax Friction Washer - 3pc	2001+ GM/Chevy 6.6L Duramax	N/A	0.25
<b>POWER STROKE</b>				
<b>717675</b>	Ford PowerStroke 6.0L Dual Alternator Pulley	Pulley and Hardware	8"	9.0

Champion diesel engine builders continue to push new records using a Fluidampr Performance Diesel damper.

To exceed their requests to provide the industry's leading damper, Fluidampr proudly offers new hardware kits and installation recommendations to further achieve long term performance and durability. These kits were developed and tested in conjunction with several leading competitors of the Ultimate Callout Challenge.



**Part No. 300008**  
Cummins Full Power Kit

**Part No. 300002**  
Cummins Drill Pin Kit







HARLEY-DAVIDSON Official Motorcycle of NHRA

INDIANAPOLIS

Firepunk Diesel  
Multi-time Ultimate Callout Challenge Champions

# TERMS & CONDITIONS

All prices, terms and conditions are subject to change without notice.

**Terms:** Money order or credit card. Visa and Mastercard accepted. Sales tax will be added for New York State residents.

**Freight:** All orders are shipped UPS Ground Services unless otherwise requested by our customer. Customer responsible for freight charges.

**Freight Claims:** All parts are inspected for count and quality before shipping. Customer accepts responsibility for the product at the time of shipping. Any claims for damage or loss must be filed with freight carrier. Fluidampr will provide any shipping information if needed.

**International Orders:** All international orders must be paid in full prior to shipment by wire transfer or by sending a money order in "U.S. Funds Only". International customers must pay all shipping charges, duties, customs, taxes and other costs. Fluidampr will not be responsible for these charges. Fluidampr will use the best available carrier unless our customer specifies a carrier. Whatever services are used there must be tracking capabilities.

**Returns:** All returns must be made within 30 days from date of purchase. The return must have a Return Authorization Number from Fluidampr and must include a copy of the original purchase invoice. All returns must be in original packaging to be eligible. Customer pays for return freight. Fluidampr will exchange product or process a credit to your account. Any return sent C.O.D. will not be accepted.

**Warranty:** All warranty claims must be made with your point of purchase.

**Limited Warranty:** Fluidampr warranty extends to the original purchaser only and a copy of sales receipt must be provided. Keep your receipt. Fluidampr recommends to our customers that they have their Fluidampr products installed by a certified technician or engine builder as warranty does not cover installation errors. Fluidampr offers a 1 year warranty for defects in material and workmanship. Repair or replacement will be at Fluidampr's discretion. If purchased from Fluidampr: To obtain warranty service, call customer service to receive a return authorization number. Returns must include the RMA#, description of the problem and a copy of the purchase invoice/receipt. Returns without an RMA# will not be processed. Customers are responsible for freight charges to Fluidampr. If product is found to be faulty, Fluidampr will pay UPS Ground Freight when returning the product to customer. THIS WARRANTY DOES NOT INCLUDE AND IS NOT LIMITED TO THE FOLLOWING: • Failure due to improper installation or maintenance. Loss or injury incurred from use or operation of Horschel Motorsports products. • Misuse, abuse, modifications, or unauthorized repairs. • Removal or replacement cost. • Cost incurred due to downtime of vehicle. • Damage to other engine or vehicle components. • Normal wear and tear. • Use in racing applications or competitive purposes. Fluidampr limited warranty coverage is subject to change due to uncontrolled circumstances with or without notice.

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Fluidampr products are guaranteed to be free of defect at time of shipping.



# NOTES

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