

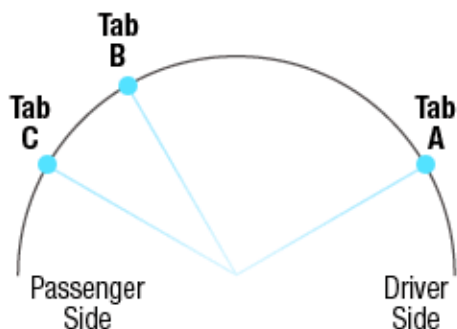


## How to find the correct Ford Small Block Damper

To choose the correct SBF Damper, you need to know the location of the timing tab, the bolt style of the pulley and the overall damper length - the distance measured from the front face of the damper to the back of the hub.

### 1. Timing Tab Location

Ford dampers come with one of three timing covers with the following tab locations:



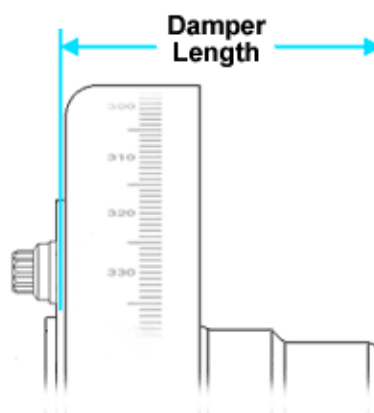
Small block engines with timing "Tab A" (driver side timing) would most likely be 260 (all), 289 (all), 302-(‘67-‘69) and Boss 302 (‘69-‘70).

### 2. Pulley Bolt Style

Ford pulleys come in two bolt styles - either 3-bolt or 4-bolt fronts. 3-bolt pulleys are found on dampers with a length of 3", 4-bolt pulleys are used on 4" dampers, and 3.35" (~3-3/8") dampers use both 3 and 4 bolt fronts. On ATI's damper charts, 3-bolt dampers are highlighted in Yellow and 4-bolt dampers are highlighted in Orange.

### 3. Damper Length

Ford dampers come in three lengths—the distance measured from the front face of the damper to the back of the hub. They are approximately 3", 3.35" (~3-3/8") or 4".



- 1982 and later 302 HO, 34 oz. in. use Damper #918910.
- External balance units are 28.2 oz.in. 302-351, except 302 HO part #918910 and 918913 which are 50.oz.
- Part #918911 (28 oz. in.): If you install a 351 external balance crank in a 302 HO and use the stock 302 HO timing cover.
- The 28.2 oz. in. units will work on all external balance engines EXCEPT the 1982 and later HO provided the timing tab is in the proper place or you can fabricate a pointer. The length is okay if you're using pulleys.

# Ford Dampers

FORD OEM FRONT - 3 BOLT PULLEY  
 FORD OEM FRONT - 4 BOLT PULLEY

|   | STEEL SHEELS                    |           | ALUMINUM SHELLS |             |   |          | CRANKSHAFT HUB PART NUMBERS |                       |            |
|---|---------------------------------|-----------|-----------------|-------------|---|----------|-----------------------------|-----------------------|------------|
|   | 7.074" OD                       | 6.325" OD | 7.074" OD       |             | 6.325" OD   |          | STEEL                       | ALUM                  |            |
|   | 3 RING                          |           | 3 RING          | 2 RING      | 3 RING  | 2 RING   |                             |                       |            |
| TOTAL WEIGHT  | 8.75 lbs                        | 6.00 lbs  | 6.25 lbs        | 5.00 lbs    | 3.90 lbs  | 3.30 lbs |                             |                       |            |
| INERTIA WEIGHT  | 4.50 lbs                        | 2.40 lbs  | 4.50 lbs        | 3.40 lbs    | 2.40 lbs  | 1.97 lbs |                             |                       |            |
| DAMPER ONLY LESS CRANKSHAFT HUB PART NUMBERS                  |                                 |           |                 |             |   |          |                             |                       |            |
| CHEVROLET FRONT   | 917010                          | 918940    | 917030          | 917020      | 917070  | 917050   | AVG WEIGHT<br>2.4 lbs       | AVG WEIGHT<br>.85 lbs |            |
| FORD OEM FRONT 3 BOLT PULLEY                                  | 917012                          | 918941    |                 | 917022      | 917076  | 917052   |                             |                       |            |
| FORD OEM FRONT 4 BOLT PULLEY                                  |                                 | 918930    | 918007          |             | 918935  |          |                             |                       |            |
| INTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS                 |                                 |           |                 |             |   |          |                             |                       |            |
| V8 SB (ALL) 6 CYL [2]   | CHEVY FRONT 3" C TIMING TAB [6] | 917514    | 917515          |             |   | 917661   |                             | 916560 [10, 12]       |            |
|   |                                 |           |                 |             |   | 917681   | 917651                      |                       | 916570 [1] |
|   | 3" C TIMING TAB [1]             |           | 917511          |             |   | 917660   | 917640                      | 916560 [1, 10, 12]    |            |
|   |                                 |           |                 |             |   | 917680   | 917650                      |                       | 916570 [1] |
|   | 3" C TIMING TAB                 |           | 917511AK        |             |   |          |                             | 916560K               |            |
|   | 3.35" C TIMING TAB              | 918022    | 918023          |             |   |          | 918029                      | 916563 [1]            |            |
|   | 3.35" C TIMING TAB              |           | 918920          | 918002      |   | 918923   |                             | 916561 [10]           |            |
|   | 4" C TIMING TAB                 |           | 918929          |             |   | 918927   |                             | 916564                |            |
| 4" B TIMING TAB   |                                 | 918921    |                 |             | 918924  |          | 916562                      |                       |            |
| 4" B TIMING TAB [4]   |                                 | 918917    | 918005          |             | 918918  |          | 916562G [8]                 |                       |            |
| V8 FE 332-428 [3]   | 918310                          | 918311    | 918320          | 918290      |   |          | 916580                      |                       |            |
| V8 385 429-460  | 917620                          | 917621    | 917630          |             | 918780  |          | 916610                      |                       |            |
| V8 '385' 429 - 460 WITH SHORT SNOUT FOR BRYANT CRANKSHAFT [4] | 917562                          | 917563    | 917564          |             |   |          | 916560G [8]                 |                       |            |
| PINTO 4 CYL HUB HAS 2 V-BELT PULLEYS                          |                                 |           |                 | 918230 [19] |   |          |                             | 916920                |            |
| EXTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS                 |                                 |           |                 |             |   |          |                             |                       |            |
| V8 SB ALL FORD 28.2 OZ.IN. EXCEPT '82 & UP 302 HO             | 3" A AND C TIMING TAB [1, 15]   |           | 918895 [7]      |             |   |          |                             | 916560 [10, 12]       |            |
|   | 3.35" C TIMING TAB              |           | 918900          |             | CLEVELAND AND WINDSOR   |          |                             | 916561 [10]           |            |
|   | 4" B TIMING TAB                 |           | 918911          |             | USE WHEN STROKING THE 302 HO WITH THE EXTERNAL BALANCE CRANK RETAINS STOCK 302 HO PULLEY LOCATION. 28.2 OZ IN IMBALANCE |          |                             | 916562 [10]           |            |
| '82-'95 302 HO ONLY 34 OZ.IN. OEM                             | 4" B TIMING TAB                 |           | 918910          |             | '82 & UP 302 HO ONLY  |          |                             | 916562 [10]           |            |

- These dampers have a 2.280 female pulley locating diameter & upon request, are supplied with an adapter to locate existing OEM pulleys with a 2.380 thorough bore (#916559).
- Minor modifications to water pump may be needed to clear 7" dampers. Most electric water pumps have clearance.
- 1957-1961 early FE - Requires adapter #916581 & shortening the spacer sleeve .375", to install stock pulleys in the OEM location.
- For use with aftermarket crank with key at front. Hub must be honed to fit. Hub has .150 counterbore for full length press fit. May not fit with Jesel belt drives. Call ati for info.
- Ford 3 bolt dampers will accept pulleys with std Ford 3 bolt 3.3" diameter circle.
- For early "A" timing tab, be sure to tell your Sales Tech that A timing tab is needed with driver's side timing marks.

- Timing marks 0-600 in 1° increments.
- This hub is bored straight through with no lead area & will not press fit onto OEM crankshafts with the keyway 1" back. It is intended for aftermarket cranks or "engine builder hone to fit" full length keys. Request counterbore if using an OEM crankshaft.
- Add "G" to part # for aftermarket crank. This hub is bored straight through with no lead area and will not press fit onto OEM crankshafts with the keyway 1" back. It is intended for aftermarket cranks or "engine builder hone to fit" full length keys. Request counterbore if using an OEM crankshaft.
- Add "U" to # for undersized specs.
- Contact an ATI Sales Tech for correct part # when used with Ford 3-bolt pulleys!
- Does not work with 2.0L Pinto.

# Ford Serpentine Dampers

| ENGINE  | DAMPER PART # | OUTER DIAMETER     | WEIGHT    | SHELL MATERIAL | SHELL ASSY # | RIBS         | HUB #       | HUB MATERIAL |
|---|---------------|--------------------|-----------|----------------|--------------|--------------|-------------|--------------|
| '96 - '04 MUSTANG GT & COBRA 4.6L   | 918036 [6]    | 6.78"              | 5.5 lbs   | ALUM           | 917078       | 6            | 916571      | STEEL        |
|   | 918037        | 6.78"              | 5.5 lbs   | ALUM           | 917079       | 8            | 916572      | STEEL        |
|   | 918041        | 5.5"<br>(15% UD)   | 7.55 lbs  | ALUM           | —            | 6            | 916575M     | STEEL        |
| '03 - '04 COBRA - WITH OEM CRANK SUPPORT 4.6L   | 918044        | 6.78"              |           | ALUM           | 917078       | 6            | 916584      | STEEL        |
| MUSTANG GT 4.6L<br>MOD MOTOR '05 -'10   | 918039        | 6.78" (OEM)        | 5.5 lbs   | ALUM           | 917021       | 6            | 916565 [2]  | STEEL        |
|   | 918042        | 5.5"<br>(15% UD)   | 7.55 lbs  | ALUM           | —            | 6            | 916575      | STEEL        |
|   | 918018        | 7.48"<br>(12% OD)  | -- lbs    | ALUM           | —            | 8            | 916565 [2]  | STEEL        |
|   | 918019        | 8.074"<br>(20% OD) | -- lbs    | ALUM           | —            | 8            | 916565 [2]  | STEEL        |
| GT500 & COBRA JET MID 2007-12 5.4L<br><br>GT500 2013-14 5.8L  | 918045        | 7.5"               | 9.75 lbs  | STEEL          | 917085       | 10           | 916576H     | STEEL        |
|   | 918049        | 7.81"<br>(10% OD)  | 11.85 lbs | ALUM           | 917115       | 10           | 916576H     | STEEL        |
|   | 918046 [4]    | 8.12"<br>(15% OD)  | 11.85 lbs | ALUM           | 917102       | 10           | 916576H     | STEEL        |
| 2011+ MUSTANG GT COYOTE 5.0 V8<br>2012-2013 BOSS<br>2011-2016 F-150<br><br>2013 COBRA JET NATURALLY ASPIRATED<br><br>2012-2013 COBRA JET SUPERCHARGED | 918047        | 6.78"              | 5.5 lbs   | ALUM           | 917104       | 6, 6 A/C     | 916124      | STEEL        |
|   | 918047A       | 6.78"              | 5.5 lbs   | ALUM           | 917104       | 6, 6 A/C     | 916124A     | ALUM         |
|   | 918047N       | 6.78"              | 5.5 lbs   | ALUM           | 917104       | 6 (No A/C)   | 916124      | STEEL        |
|   | 918047NA      | 6.78"              | 5.5 lbs   | ALUM           | 917104       | 6 (No A/C)   | 916124      | ALUM         |
|   | 918052        | 7.48"<br>(10% OD)  |           | ALUM           | 918052S      | 8, 6 A/C     | 916124      | STEEL        |
|   | 918053        | 7.795"<br>(15% OD) |           | ALUM           | 918053S      | 8, 6 A/C     | 916124      | STEEL        |
|   | 918048 [7,11] | 8.074"<br>(20% OD) | 12.0 lbs  | ALUM           | 917109       | 10, 6 A/C    | 916124K [8] | STEEL        |
|   | 918048N       | 8.074"<br>(20% OD) | 4.5 lbs   | ALUM           | 917109       | 10 (No A/C)  | 916124K [8] | STEEL        |
| 2010 - 2015 SVT RAPTOR & ALL 6.2L ENGINES   | 918062 [9]    | 6.78"              | 5.5 lbs   | ALUM           | 917134       | 8            | 916577      | STEEL        |
|   | 918063        | 6.78"              | 5.5 lbs   | ALUM           | 917134       | 8            | 916579 [10] | STEEL        |
|   | 918065        | 7.48"<br>(12% OD)  | 9.75 lbs  | ALUM           | 917133       | 8            | 916578 [10] | STEEL        |
| FORD GT SUPERCAR SUPERCHARGED 5.4L  | 918043        | 7.425"             | 9.75 lbs  | STEEL          | 917085       | 10           | 916576H     | STEEL        |
| 2014 COBRA JET SUPERCHARGED 5.0L  | 918066 [12]   | 7.88"<br>(20% OD)  |           | ALUM           |              | 10           | 916124K     | STEEL        |
| 2014 COBRA JET SUPERCHARGED 5.0L - NO A/C   | 918066N [12]  | 7.88"<br>(20% OD)  |           | ALUM           |              | 10<br>NO A/C | 916124K     | STEEL        |

2) Washer #954078 is required and included.

3) All hubs have 3/16 key @ std SB 10° location.

4) Std GT500 will require an 88" belt with a stock diam. blower pulley. For 2013 models with oil cooler, relocation fittings are available from EVO Performance.

6) An optional adapter ring and interchangeable blower drive pulleys are available from METCO Motorsports for this damper.

7) These dampers will not work with a stock water pump pulley. Requires Whipple pulley kit #WB-COY10-11 for 2011-2014 and WB-COY10-15 for 2015 to retain stock water pump or an electric pump must be used.

8) Hub #916124K has two (2) 3/16" keyways.

9) OEM replacement, can be used with a 6 rib belt to the rear.

10) Has oversized hub and special seal (#973138).

11) This damper does not fit the 2014 Cobra Jet without modifications to the rear of the shell.

12) No timing marks.

13) For an aluminum hub, add "A" to part number.

# Ford Power Stroke Diesel Dampers

| ENGINE               | DAMPER PART # | OUTER DIAMETER | WEIGHT | SHELL MATERIAL | RINGS | HUB #  | HUB MATERIAL |
|----------------------|---------------|----------------|--------|----------------|-------|--------|--------------|
| 6.7L ('11 - present) | 918892        | 7.074"         | —      | STEEL          | 3     | 916775 | STEEL        |
| 6.4L ('08 - '10)     | 918887 [7]    | 8.32"          | 26 lbs | STEEL          | 3     | 916764 | STEEL        |
| 6.0L ('03 - '07)     | 918888 [4]    | 7.8"           | 16 lbs | STEEL          | 3     | 916761 | STEEL        |
| 7.3L ('94 - '03)     | 918889 [11]   | 7.53"          | 15 lbs | STEEL          | 3     | 916754 | STEEL        |

[4] Requires front pulley #916118 for dual alternator.

[7] Drive pulley - #916162.

[11] Damper is 12% OD. Use NAPA belt 28-081253.

# Ford Supercharged Dampers

 FORD OEM FRONT - 4 BOLT PULLEY

|                | STEEL SHELLS |           | ALUMINUM SHELLS | CRANK HUB |
|----------------|--------------|-----------|-----------------|-----------|
|                | 7.425" OD    | 6.325" OD | 6.780" OD       |           |
|                | 3 RING       |           |                 | 3 RING    |
| TOTAL WEIGHT   | 8.75 LBS     | 6.00 LBS  | 5.45 LBS        | STEEL     |
| INERTIA WEIGHT | 4.50 LBS     | 2.40 LBS  | 3.70 LBS        |           |

## INTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS

|  |            |        |        |             |
|--|------------|--------|--------|-------------|
| SB V8 & 6 CYL. 4" LONG, B TIMING       |            | 918916 |        | 916566A [1] |
| MUSTANG COBRA - 4.6L V8 8 RIB - 12% OD | 918038 [3] |        |        | 916572      |
| MUSTANG ('96 - '04) - 4.6L V8 8 RIB    |            |        | 918037 | 918572      |

## EXTERNAL BALANCE DAMPER ASSEMBLY PART NUMBERS

|   |  |        |  |             |
|---|--|--------|--|-------------|
| V8 SB EXCEPT '82 & UP 302 HO 28.2 OZ IN |  | 918912 |  | 916566A [1] |
| V8 SB '82 & UP 302 HO ONLY 34 OZ IN     |  | 918913 |  | 916566A [1] |

[1] Hub #916566A has increased wall thickness & two 3/16" keyways for 4-bolt supercharged applications. Requires seal #973131. This hub is bored straight through with no counterbore for OEM crankshafts with the keyway 1" back. It is intended for aftermarket cranks or "engine builder hone to fit" full length keys. Request counterbore if using an OEM crankshaft. For undersized hub, order part #916566AU.

[3] Must grind and epoxy later model block's crank sensor area to clear the back outer diameter of the damper.

## How to read this chart

1. Locate the correct manufacturer's chart
2. Choose the specific engine application listed down the left side of the chart
3. Determine if the damper needs to be internally or externally balanced ( external balance dampers are constructed of steel only). Black bars that extend horizontally across the entire chart designate these sections
4. Determine if you need steel or aluminum shells. Labels for this information are listed across the top of the chart in columns 2 and 3.
5. Once you have determined the shell material, you need to find the outside diameter (OD) of the desired steel or aluminum shell. Then choose between 2 or 3 rings and the desired weight of the damper.
6. From the far right section of the chart, select either a steel or aluminum hub for your desired engine application. To determine the correct damper assembly part number that intersects is the correct damper assembly.
7. Assembly part numbers that are color coded correspond to the pulley mount bolt pattern listed near the top of the charts.