

QUALITY PROTECTION. PROVEN PERFORMANCE.
MADE IN THE USA ISO 9001:2008 CERTIFIED VOLUME 16
PERFORMANCE VISCOUS DAMPERS



THE ORIGINAL
Fluidampr



5 ⁷/₈"
Honda Damper
#570601

DAMPERS DESIGNED TO FIT YOUR NEEDS



Dyno testing for new Subaru BRZ/Scion FR-S Damper.



Fluidampr performance viscous dampers and performance engine parts are designed for street and race applications. Fluidampr offers dampers to fit most popular domestic and import performance gas engines as well as dampers for performance diesel applications.

Fluidampr also designs dampers per customer request for specific applications of production engines or performance kits.

Whether you are rebuilding an old muscle car or tuning a street racer and need a custom damper, or a company developing a new engine model, we can help.



Fluidampr's parent company, Vibratex TVD, designs and develops dampers to control torsional harmonics in many applications. Our heavy duty dampers are found protecting high power engines that move our economy in industries including: Agricultural, On-Highway, Off-Highway, Oil and Gas Compression, Mass Transit, Aviation, Rail, Competition Pulling Tractors, etc.

CAPABILITIES INCLUDE:

- Powertrain torsional vibration analysis; including crankshaft, camshaft and driveline.
- CAD simulation modeling
- Finite element analysis
- 3D additive printed prototypes
- Comparative product testing
- Advanced American precision CNC manufacturing



MADE IN THE USA

WHY YOUR ENGINE NEEDS FLUIDAMPR

PROTECTION from harmful torsional harmonics. Most O.E. dampers are cheap rubber dampers designed to fit a narrow harmonic range on a stock engine. When you build or add performance upgrades to your engine you can move the frequency band effectively rendering the O.E. damper inadequate. Fluidampr offers a broad range protection for whatever you throw at it. You will have increased horsepower, increased torque, and a noticeably smoother running engine. Mechanically you will find: Increased life of main bearings, belts accessory drives, etc. as a result of Fluidampr controlling the torsional harmonics.

Install a Fluidampr viscous damper when any of the following combination of performance upgrades are made:

- High Flow Headers and Exhaust
- High Flow Air Intake
- Computer Performance Changes
- Turbo Kit or Turbo Modifications
- Supercharger
- Nitrous Oxide Kits
- Cam(s)
- Performance Cylinder Head(s)
- Pistons and/or Connecting Rods
- Performance Crankshaft

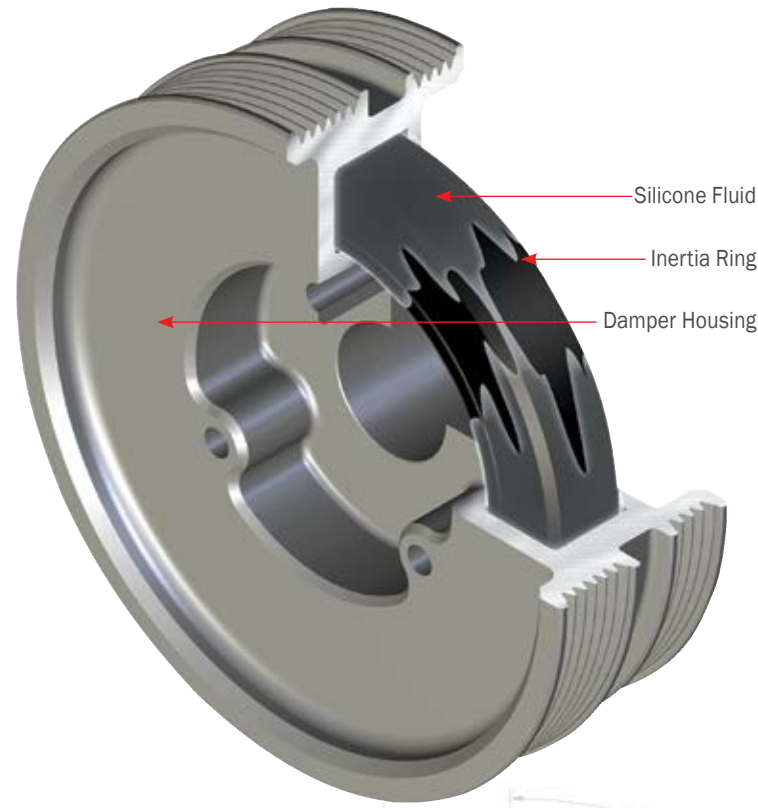


Photo Courtesy: DSPORT

AKRAM AZMI



JEFF CHENG SUBARU WRX



PONTIAC/OLDSMOBILE

| PART # | NOTES | HOUSING | FINISH | O.D. | WT/LBS (RWT*) | BORE DIA. | LENGTH |
|--|--|---------|--------|--------|---------------|-----------|--------|
| PONTIAC® 326, 389, 400, 421, 428, 455 CID V-8, OLDSMOBILE - INTERNALLY BALANCED | | | | | | | |
| 650401 | 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" |
| PONTIAC IRON DUKE 4 CYLINDER - INTERNALLY BALANCED | | | | | | | |
| 620101 | 151 CID (2.5 Liter) | ST | BZ | 6-1/4" | 8.0 (5.3) | Ø1.2450" | 2.335" |
| OLDSMOBILE V-8 - EXTERNALLY BALANCED | | | | | | | |
| 650501 | 350, 400, 403, 425, 455 CID | ST | BZ | 6-5/8" | 12.5 (8.3) | Ø1.4973" | 3.200" |

CHRYSLER

| PART # | NOTES | HOUSING | FINISH | O.D. | WT/LBS (RWT*) | BORE DIA. | LENGTH |
|---|--|---------|--------|--------|---------------|-----------|--------|
| CHRYSLER® A/LA 318, 340 & 360 CID V-8 - INTERNALLY BALANCED | | | | | | | |
| 720301 | 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/RB 383, 426, 440 CID 426 HEMI, DODGE, PLYMOUTH - INTERNALLY BALANCED | | | | | | | |
| 720311 | 6 Bolt Holes Evenly Spaced Pulley Pattern | ST | BZ | 7-1/4" | 11.8 (7.9) | Ø1.5300" | 2.180" |
| 331, 354, 392 CID V-8 EARLY HEMI, DESOTO - INTERNALLY BALANCED | | | | | | | |
| 720321 | 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" |

FORD

| PART # | NOTES | HOUSING | FINISH | O.D. | WT/LBS (RWT*) | BORE DIA. | LENGTH |
|---|--|---------|--------|--------|---------------|-----------|--------|
| FORD® 289, 302, 351 AND 400 CID V-8 28 OZ. COUNTERWEIGHT - EXTERNALLY BALANCED | | | | | | | |
| 620200 | Same fitment notation as 650211. Non-SFI Street damper | ST | NONE | 6-1/4" | 10.1 (6.7) | Ø1.3745" | 3.500" |
| 650211 | 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" |
| FORD 302 HO (5.0 LITER) V-8 1982 - 1992 34 OZ. COUNTERWEIGHT - EXTERNALLY BALANCED | | | | | | | |
| 650221 | 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" |
| FORD 302 / 351 - INTERNALLY BALANCED | | | | | | | |
| 650201 | 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" |
| 650231 | 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" |
| 650241 | 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" |
| FORD 4.6L / 5.4L - INTERNALLY BALANCED | | | | | | | |
| 740201 | 2005-2010 (6 Rib Pulley) | ST | BZ | 7-1/2" | 13.4 (8.9) | Ø1.2488" | 2.689" |
| FORD 360, 429 - 460 CID V-8 - INTERNALLY BALANCED | | | | | | | |
| 720201 | 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" |
| FORD FLATHEAD DAMPERS - INTERNALLY BALANCED | | | | | | | |
| 550201 | Wide Belt Flat Head | ST | BZ | 5-5/8" | 10.8 (7.2) | Ø1.3105" | 3.689" |
| 550203 | Wide Belt Flat Head | ST | CH | 5-5/8" | 10.8 (7.2) | Ø1.3105" | 3.689" |
| 600201 | Narrow Belt 8BA Flat Head | ST | BZ | 6" | 7.8 (5.2) | Ø1.3105" | 3.107" |
| 600203 | Narrow Belt 8BA Flat Head | ST | CH | 6" | 7.8 (5.2) | Ø1.3105" | 3.107" |

* Rwt. stands for rotating weight. (CH=Chrome, ST=Steel, AL=Aluminum, BZ=Black Zinc Chromate, HCA=Hard Coat Anodize, GZ=Gold Zinc)
SFI 18.1 CERTIFIED UNLESS NOTED.



**Mopar Big Block 499 Engine
Featuring Fluidampr P/N 720311**

Featured in Performance & Hot Rod Business

Build, article and photos by Mike Mavrigian, owner & operator of Birchwood Automotive in Creston, Ohio

CHEVROLET – CT GOLD

Designed for modified and late model racing. Durable viscous silicone and centering technology provide lasting protection through your entire RPM range including long runs over 6000 rpm. SFI 18.1 certified.

| PART # | NOTES | HOUSING | FINISH | O.D. | WT/LBS (RWT*) | BORE DIA. | LENGTH |
|--------|-------|---------|--------|------|---------------|-----------|--------|
|--------|-------|---------|--------|------|---------------|-----------|--------|

CT GOLD - CHEVY SMALL BLOCK - INTERNALLY BALANCED

| | | | | | | | |
|--------|--|----|-----------|--------|-----------|----------|--------|
| 62260D | 262-350, 409 CID V-8, 90 degree V-6 Internal balance (One piece damper design) | ST | Gold Zinc | 6-1/4" | 7.9 (5.3) | Ø1.2450" | 2.335" |
|--------|--|----|-----------|--------|-----------|----------|--------|

CT GOLD - CHEVY BIG BLOCK - EXTERNALLY BALANCED

| | | | | | | | |
|--------|--|----|----------------|----|-------------|----------|--------|
| 80251E | 454-502 CID V8, External Balance (Single keyway 3/16" / Two piece damper design: ring & adapter hub) | ST | Ring-GZ Hub-BZ | 8" | 17.2 (11.5) | Ø1.5990" | 2.685" |
| 80252E | 454-502 CID V8, External Balance (Dual keyways 3/16" & 1/4" / Two piece damper design: ring & adapter hub) | ST | Ring-GZ Hub-BZ | 8" | 17.1 (11.4) | Ø1.5990" | 2.685" |
| 80253E | 454-502 CID V8, External Balance (Dual keyways both 1/4" / Two piece damper design: ring & adapter hub) | ST | Ring-GZ Hub-BZ | 8" | 17.1 (11.4) | Ø1.5990" | 2.685" |
| 80254E | 454-502 CID V8, External Balance (Dual keyways both 3/16" / Two piece damper design: ring & adapter hub) | ST | Ring-GZ Hub-BZ | 8" | 17.2 (11.5) | Ø1.5990" | 2.685" |

CT GOLD - CHEVY BIG BLOCK - INTERNALLY BALANCED

| | | | | | | | |
|--------|--|----|----------------|----|-------------|----------|--------|
| 80250E | 396-427 CID V8, Internal Balance (Two piece damper design: ring & adapter hub / Single keyway 3/16") | ST | Ring-GZ Hub-BZ | 8" | 15.4 (10.3) | Ø1.5990" | 2.685" |
| 80255E | 396-427 CID V8, Internal Balance (Two piece damper design: ring & adapter hub / Dual keyways both 3/16") | ST | Ring-GZ Hub-BZ | 8" | 15.4 (10.3) | Ø1.5990" | 2.685" |
| 80256E | 396-427 CID V8, Internal Balance (Two piece damper design: ring & adapter hub / Dual keyways both 1/4") | ST | Ring-GZ Hub-BZ | 8" | 15.4 (10.3) | Ø1.5990" | 2.685" |
| 80257E | 396-427 CID V8, Internal Balance (Two piece damper design: ring & adapter hub / Dual keyways 1/4" & 3/16") | ST | Ring-GZ Hub-BZ | 8" | 15.4 (10.3) | Ø1.5990" | 2.685" |

CHEVROLET

| PART # | NOTES | HOUSING | FINISH | O.D. | WT/LBS (RWT*) | BORE DIA. | LENGTH |
|--------|-------|---------|--------|------|---------------|-----------|--------|
|--------|-------|---------|--------|------|---------------|-----------|--------|

CHEVY® SMALL BLOCK, BUICK, PONTIAC (262 - 350, 409 CID V-8, 90° V-6) - INTERNALLY BALANCED

| | | | | | | | |
|--------|-----------------------------|----|----|--------|-----------|----------|--------|
| 620101 | Will not fit LT1 '92 and up | ST | BZ | 6-1/4" | 8.0 (5.3) | Ø1.2450" | 2.335" |
|--------|-----------------------------|----|----|--------|-----------|----------|--------|

CHEVY SMALL BLOCK, BUICK, PONTIAC (283 - 350 CID V-8, 90° V-6 194 -292 CID IN LINE 6) - INTERNALLY BALANCED

| | | | | | | | |
|--------|---|----|------|--------|------------|----------|--------|
| 670100 | Will not fit LT1 '92 and up / Plain steel / NON SFI STREETDAMPR® | ST | NONE | 6-7/8" | 10.5 (7) | Ø1.2455" | 2.335" |
| 720101 | 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" |

CHEVY ECOTEC, PONTIAC, SATURN - INTERNALLY BALANCED

| | | | | | | | |
|--------|--|----|----|--------|-----------|----------|--------|
| 650101 | GM Ecotec 4-Cylinder / Single Pulley | ST | BZ | 6-1/2" | 6.6 (4.4) | Ø1.1026" | 2.530" |
| 650111 | GM Ecotec 2.4L VVT / Dual Pulley w/PS Pulley | ST | BZ | 6-1/2" | 7.0 (4.7) | Ø1.1026" | 3.535" |

CHEVY, PONTIAC, LSx - INTERNALLY BALANCED **See Note

| | | | | | | | |
|--------|--|----|-----|--------|-----------|----------|--------|
| 720102 | LSx, F Body, Camaro, Firebird, GTO Pulley Offset (10% Under Drive) | AL | HCA | 7-1/4" | 7.4 (4.9) | Ø1.4829" | 3.654" |
|--------|--|----|-----|--------|-----------|----------|--------|

CHEVY, PONTIAC, LSx - INTERNALLY BALANCED **See Note

| | | | | | | | |
|--------|--|----|----|--------|------------|----------|--------|
| 620121 | LSx, F Body, Camaro, Firebird, GTO (No Pulleys) | ST | BZ | 6-1/4" | 8.4 (5.6) | Ø1.4795" | 2.637" |
| 620131 | LSx, Corvette, Cadillac CTS-V 04-07 (No Pulleys) | ST | BZ | 6-1/4" | 8.2 (5.5) | Ø1.4795" | 2.252" |
| 740111 | LSx, F Body, Camaro, Firebird, GTO | ST | BZ | 7-1/2" | 11.0 (7.3) | Ø1.4795" | 3.654" |
| 740121 | 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" |

CHEVY CAMARO, LSx / Lxx (5TH GEN) - GM, CHEVY, CADILLAC TRUCK & SUV, LSx / Lxx **See Note

| | | | | | | | |
|--------|--|----|--------------------|--------|-------------|----------|--------|
| 760111 | LSx / Lxx, Camaro SSV8, Trucks and SUV's | ST | Ring-BZ Pulley-HCA | 7-3/4" | 15.9 (10.6) | Ø1.4803" | 4.380" |
| 760121 | LSx / Lxx Camaro SSV8, Trucks and SUV's (25% Under Drive Pulley) | ST | Ring-BZ Pulley-HCA | 7-3/4" | 15.2(10.1) | Ø1.4803" | 4.380" |

CHEVY SMALL BLOCK - EXTERNALLY BALANCED

| | | | | | | | |
|--------|-----------------------------------|----|------|---------|------------|----------|--------|
| 720111 | 400 CID V8 | ST | BZ | 7-1/4" | 13.9 (9.3) | Ø1.2450" | 2.335" |
| 790100 | Plain Steel / NON SFI STREETDAMPR | ST | NONE | 7-3/16" | 11.7 (7.8) | Ø1.2450" | 2.335" |

CHEVY LT1 1992 & UP, PONTIAC - INTERNALLY BALANCED

| | | | | | | | |
|--------|------------------|----|----|--------|------------|----------|--------|
| 740101 | Camaro, Firebird | ST | BZ | 7-1/2" | 13.2 (8.8) | Ø1.2450" | 3.900" |
|--------|------------------|----|----|--------|------------|----------|--------|

* Rwt. stands for rotating weight. (ST=Steel, AL=Aluminum, BZ=Black Zinc Chromate, HCA=Hard Coat Anodize, GZ=Gold Zinc) SFI 18.1 CERTIFIED UNLESS NOTED.

** For LSx / Lxx application - match Fluidampr to your pulley and accessories being used.



PHOTOS COURTESY:
MARY NEFFKE

CHEVROLET

| PART # | NOTES | HOUSING | FINISH | O.D. | WT/LBS (RWT*) | BORE DIA. | LENGTH |
|--------|-------|---------|--------|------|---------------|-----------|--------|
|--------|-------|---------|--------|------|---------------|-----------|--------|

CHEVY BIG BLOCK (396 - 427 CID V-8) - INTERNALLY BALANCED

| | | | | | | | |
|--------|--|----|----|--------|-------------|----------|--------|
| 620111 | Uses OEM GM Timing Pointer | ST | BZ | 6-1/4" | 8.9 (5.9) | Ø1.5990" | 2.685" |
| 720121 | Uses OEM GM Timing Pointer | ST | BZ | 7-1/4" | 12.8 (8.5) | Ø1.5990" | 2.685" |
| 800101 | Uses OEM GM Timing Pointer | ST | BZ | 8" | 15.3 (10.2) | Ø1.5990" | 2.685" |
| 800131 | Same as 800101 but w/Dual Keyways (3/16" & 1/4") | ST | BZ | 8" | 15.3 (10.2) | Ø1.5990" | 2.685" |
| 800151 | Same as 800101 but w/Dual Keyways (1/4" & 1/4") | ST | BZ | 8" | 15.2 (10.1) | Ø1.5990" | 2.685" |

CHEVY BIG BLOCK (454 - 502 CID V-8) - EXTERNALLY BALANCED

| | | | | | | | |
|--------|--|----|----|----|-------------|----------|--------|
| 800111 | Uses OEM GM Timing Pointer | ST | BZ | 8" | 17.1 (11.4) | Ø1.5990" | 2.685" |
| 800121 | Same as 800111 but w/Dual Keyways (1/4" & 1/4") | ST | BZ | 8" | 17.0 (11.3) | Ø1.5990" | 2.685" |
| 800181 | Same as 800111 but w/Dual Keyways (3/16" & 1/4") | ST | BZ | 8" | 17.0 (11.3) | Ø1.5990" | 2.685" |



Tyrolsport's 2012 Golf R; NASA NE Time Trial TTB Racer
Featuring Fluidampr

| PART # | NOTES | HOUSING | FINISH | O.D. | WT/LBS (RWT*) | BORE DIA. | LENGTH |
|--|--|---------|--------|--------|---------------|-----------|--------|
| MAZDA, FORD, LINCOLN, MERCURY - INTERNALLY BALANCED | | | | | | | |
| 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" |
| VOLKSWAGEN, AUDI - INTERNALLY BALANCED | | | | | | | |
| 551201 | 1.8L Turbo Motor 2000-2005, 4 Hole Mounting | ST | BZ | 5-5/8" | 6.1 (4.1) | Ø1.1823" | 1.743" |
| 551211 | 2.0L FSI Motor 2006-2008, 6 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 | TFSI/TSI Engine Base EA888 | ST | BZ | 5-5/8" | 5.3 (3.5) | Ø.646" | 1.496" |
| HONDA B SERIES, ACURA - INTERNALLY BALANCED | | | | | | | |
| 590601 | Street Series - P/S, Air and Alt. Pulley | ST | BZ | 5-7/8" | 7.8 (5.2) | Ø1.1800" | 2.480" |
| 620601 | Race Series - 40% Underdrive Alt. Pulley Only | ST | BZ | 6-1/4" | 8.8 (5.9) | Ø1.1800" | 2.329" |
| HONDA K SERIES, ACURA - INTERNALLY BALANCED | | | | | | | |
| 570601 | Street Series | ST | BZ | 5-7/8" | 6.4 (4.3) | Ø1.1817" | 1.973" |
| HONDA S2000 | | | | | | | |
| 530601 | Honda F20C & F22C S2000 | ST | BZ | 5-1/2" | 5.8 (3.9) | Ø1.1823" | 2.056" |
| CHEVY ECOTEC, PONTIAC, SATURN - INTERNALLY BALANCED | | | | | | | |
| 650101 | GM Ecotec 4-Cylinder / Single Pulley | ST | BZ | 6-1/2" | 6.6 (4.4) | Ø1.1026" | 2.530" |
| 650111 | GM Ecotec 2.4L VVT / Dual Pulley w/PS Pulley | ST | BZ | 6-1/2" | 7.0 (4.7) | Ø1.1026" | 3.540" |
| TOYOTA, LEXUS - INTERNALLY BALANCED | | | | | | | |
| 840801 | 1JZ, 2JZ | ST | BZ | 8-1/2" | 9.8 (6.5) | Ø1.3783" | 2.096" |
| NISSAN - INTERNALLY BALANCED | | | | | | | |
| 610901 | RB26DET Phase 1 BNR32 GT-R | ST | BZ | 6-1/8" | 11 (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" |
| MINI COOPER, PLYMOUTH - INTERNALLY BALANCED | | | | | | | |
| 570701 | EVO X | ST | BZ | 5-7/8" | 7.1 (4.7) | Ø1.1028" | 2.213" |
| 610701 | EVO VIII & EVO IX | 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" |
| SUBARU, SAAB - INTERNALLY BALANCED | | | | | | | |
| 531101 | EJ Series | ST | BZ | 5-3/8" | 6.9 (4.6) | Ø0.9436" | 1.927" |
| 571101 | Subaru BRZ / Scion FR-S | ST | BZ | 5-7/8" | 5.8 (3.8) | Ø0.787" | 1.62" |

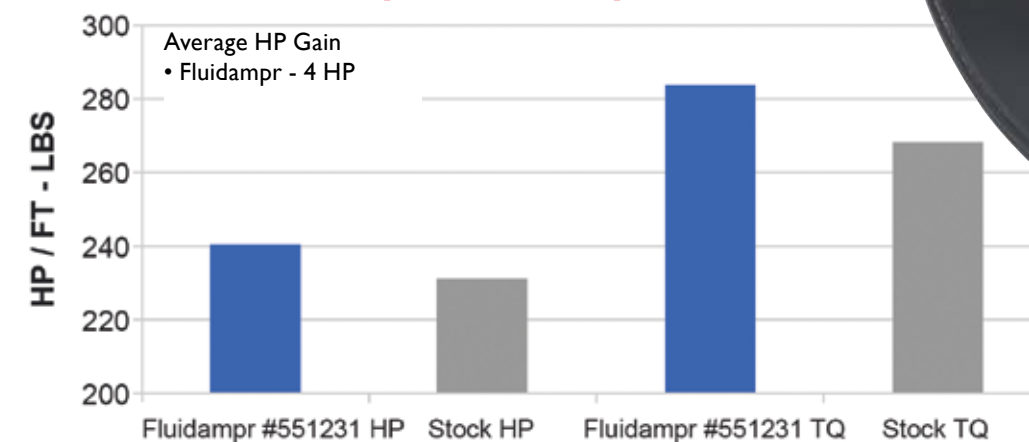
* Rwt. stands for rotating weight. (ST=Steel, AL=Aluminum, BZ=Black Zinc Chromate, HCA=Hard Coat Anodize, GZ=Gold Zinc) SFI 18.1 CERTIFIED UNLESS NOTED.



Performance Damper 551231 for VOLKSWAGEN TFSI/TSI Engine Base EA888

Photo Courtesy:
Ben Bainbridge

Peak Performance Fluidampr Gain - 9hp Over Stock

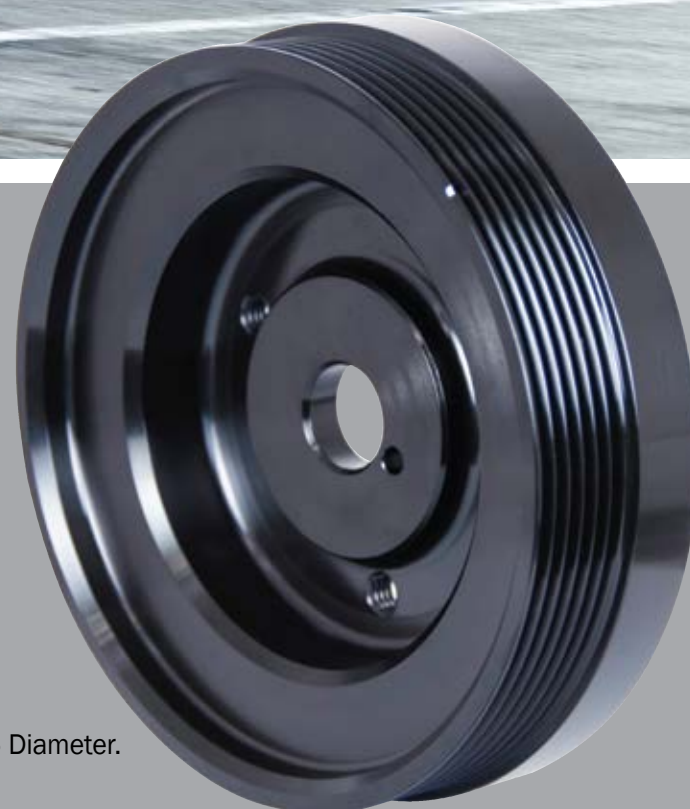


Testing conducted on a 2012 Jetta GLI equipped with a USP Downpipe, USP Stage 2 Intake, Spulen Throttle & Outlet Pipes, and APR Stage 2 tune on 93 octane engine using a Dynoject chassis dynamometer at USP Motorsports. Test performed same day, only the dampers were changed. Your results may vary.

Performance Damper 571101 for SUBARU BRZ/SCION FR-S ENGINE



Photo Courtesy: DSPORT



571101 COMPLETE APPLICATION LIST

FA20 Engines

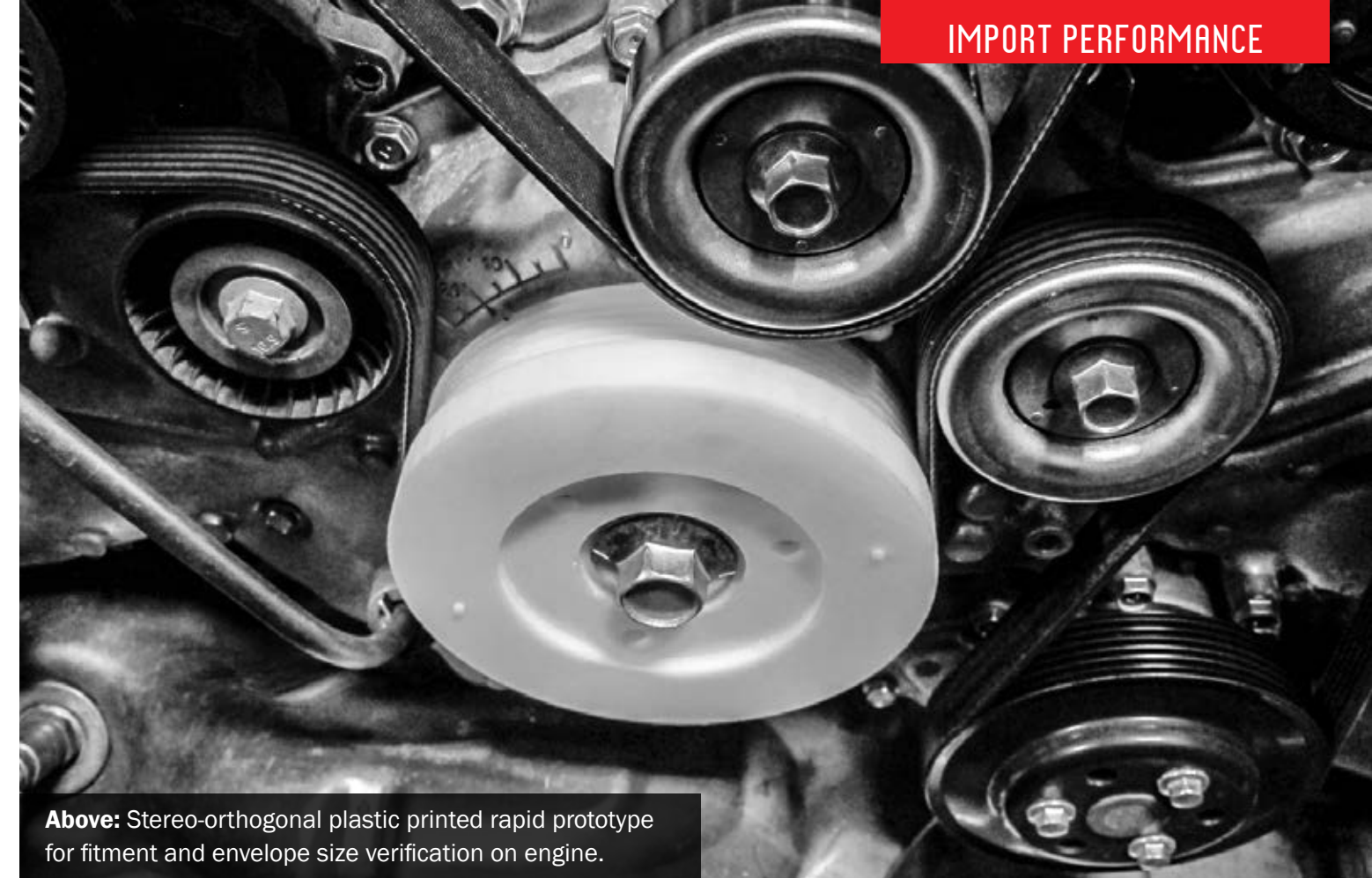
- 2013 - 2015 Subaru BRZ
- 2013 - 2015 Scion FR-S
- 2013 - 2015 Toyota GT86
- 2015 Subaru WRX 2.0L
- 2015 Subaru Forester 2.0XT

FB Engines

- 2011+ Subaru Forester
- 2012+ Subaru Legacy
- 2012+ Subaru XV Crosstrek

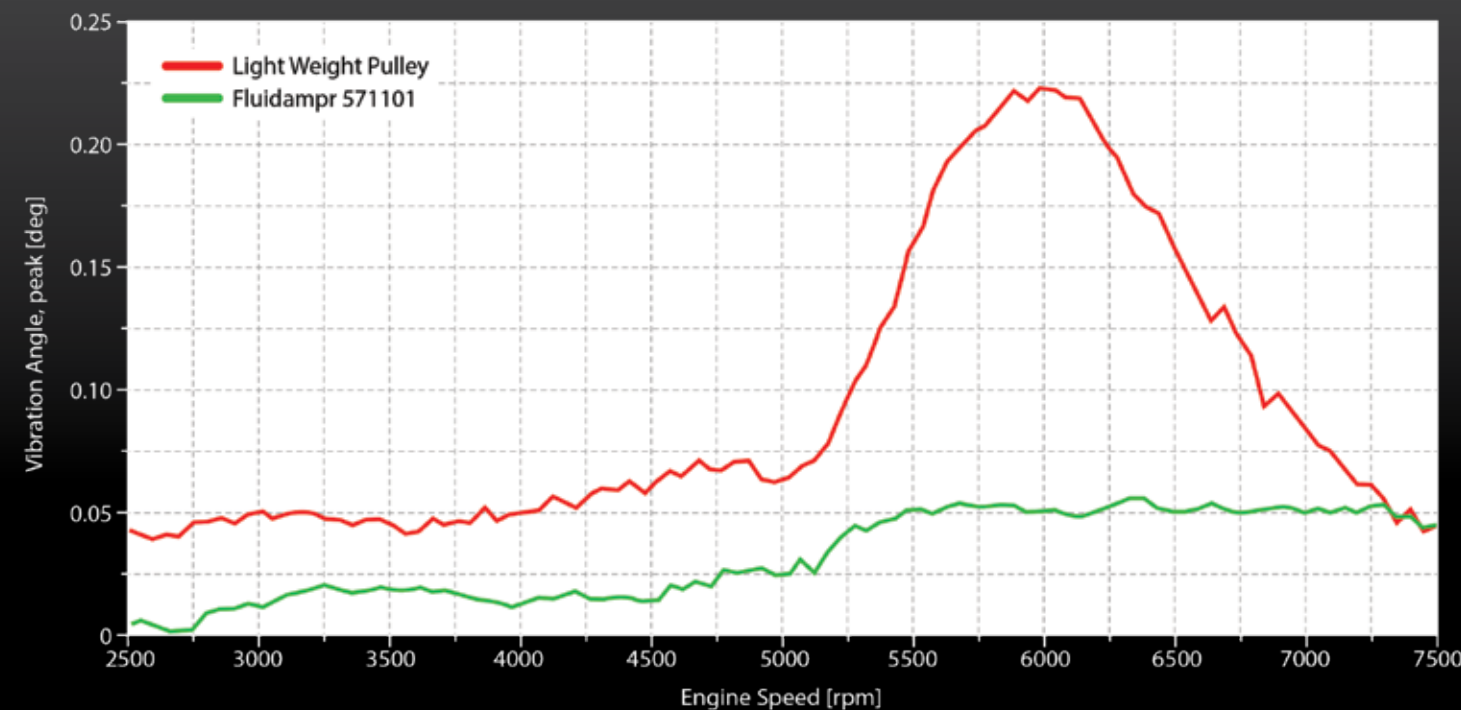
571101 SPECS

- Housing: Steel
- Finish: Black Zinc
- Outer Diameter: 5-7/8"
- Weight: 5.8 lbs
- Rotating Weight: 3.8 lbs
- Bore Diameter: 0.787"
- Length: 1.62"
- Safety: SFI 18.1 Certified
- Accessory Bolt Pattern: 3 Bolt Hole Circle on a Ø2.75 Diameter. 5/16 - 18 UNC Thread. 1.815 Pilot Diameter for Accessory Drives.

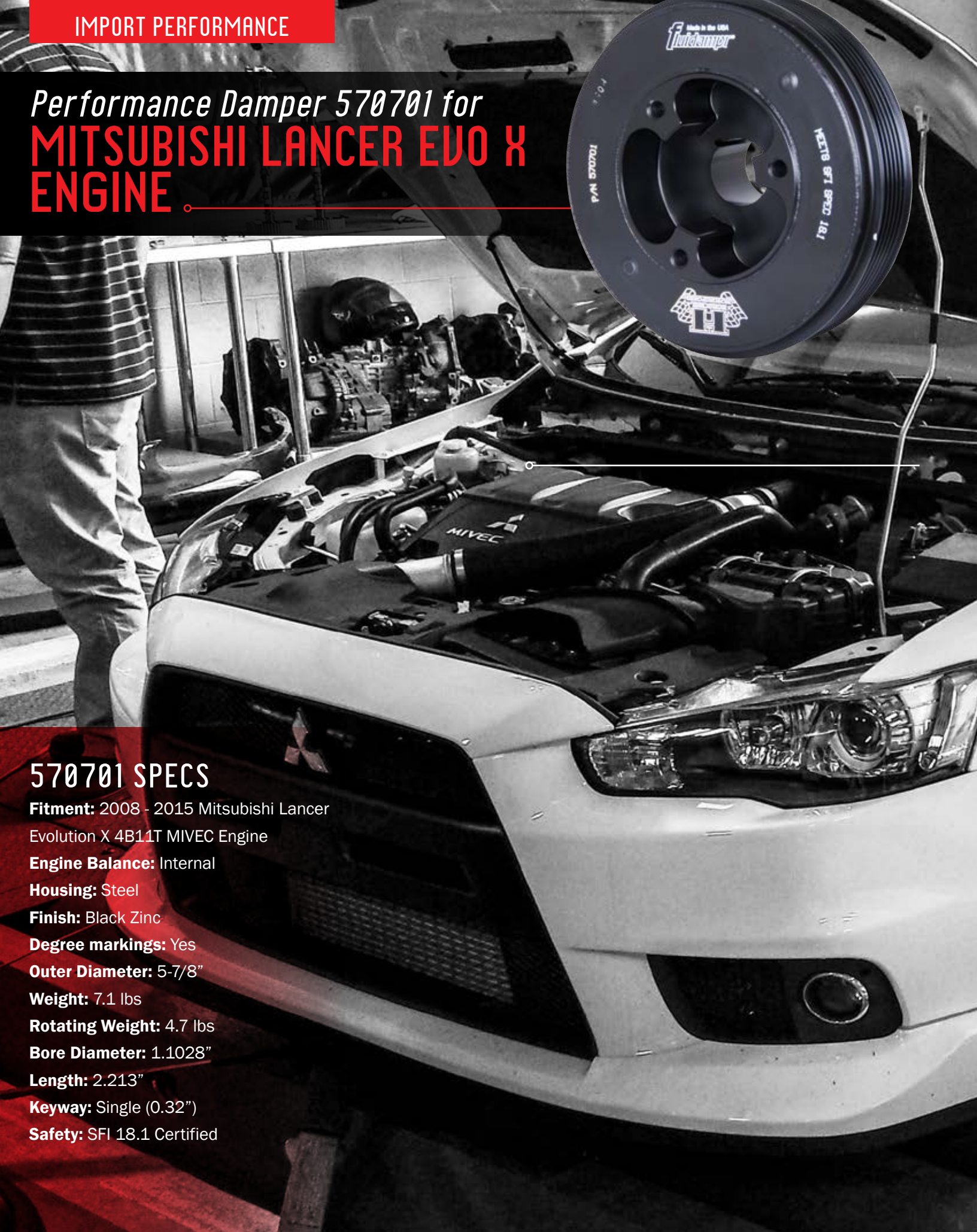


Above: Stereo-orthogonal plastic printed rapid prototype for fitment and envelope size verification on engine.

Vibration Magnitude Difference
Lightweight pulley vs Fluidampr Performance Damper 571101
Vibration Angle, Peak [deg] / Subaru FA20 Engine



Performance Damper 570701 for MITSUBISHI LANCER EVO X ENGINE

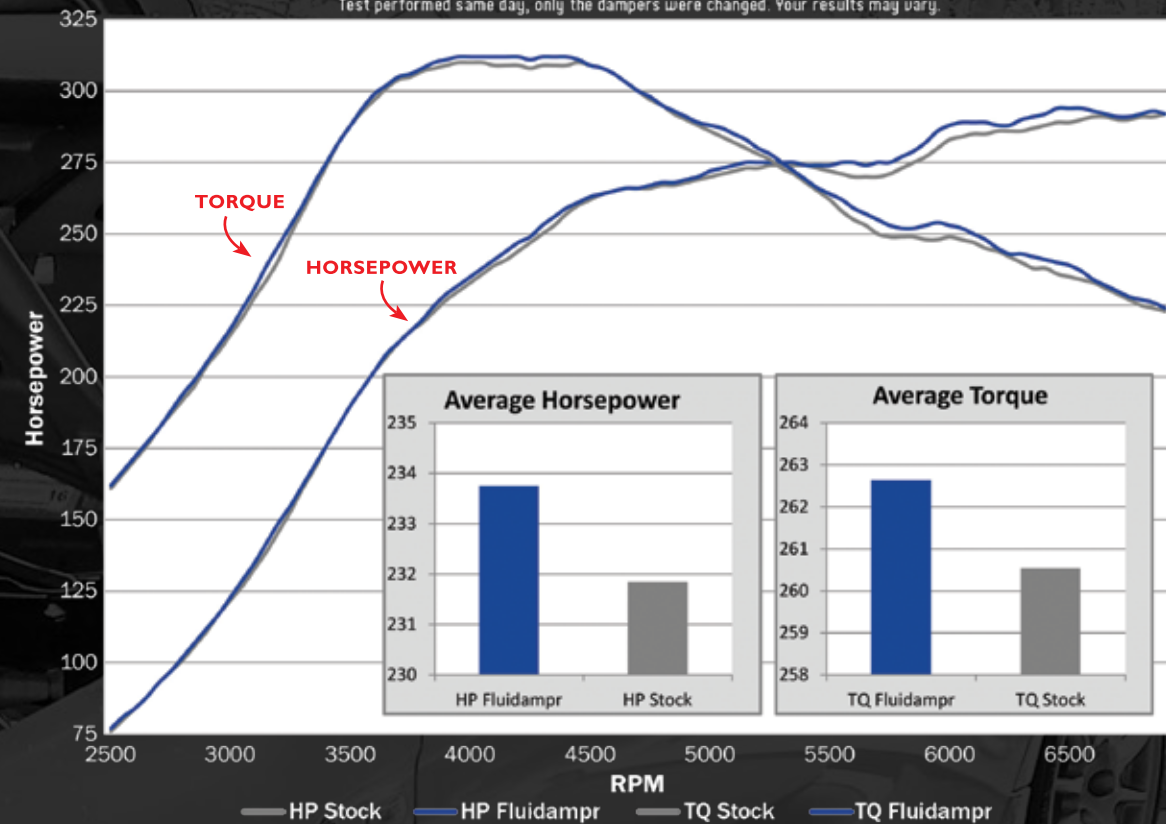


570701 SPECS

- Fitment:** 2008 - 2015 Mitsubishi Lancer Evolution X 4B11T MIVEC Engine
- Engine Balance:** Internal
- Housing:** Steel
- Finish:** Black Zinc
- Degree markings:** Yes
- Outer Diameter:** 5-7/8"
- Weight:** 7.1 lbs
- Rotating Weight:** 4.7 lbs
- Bore Diameter:** 1.1028"
- Length:** 2.213"
- Keyway:** Single (0.32")
- Safety:** SFI 18.1 Certified

Fluidampr #570701 vs Stock Damper

Testing conducted on a near stock 2014 Mitsubishi Evo X 2.0L 4B11T engine using a Mustang chassis dynamometer at STM Tuned. Test performed same day, only the dampers were changed. Your results may vary.



Vibration Angle, peak (deg) 10 Order Summation Comparison

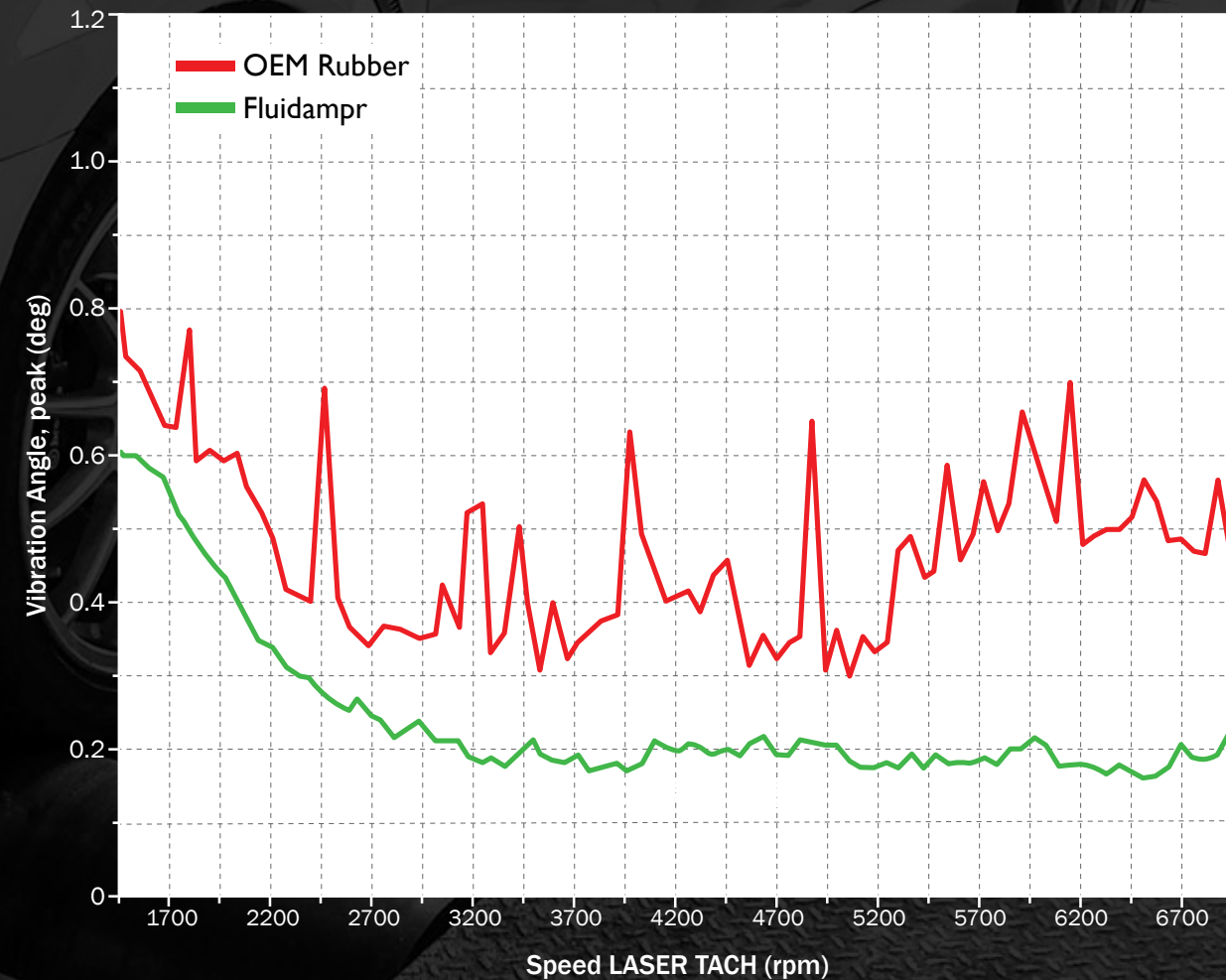


Photo Courtesy: HAISLEY MACHINE



FIND OUT WHY THE BEST USE THE BEST

When OEMs require premium engine protection and durability for their heavy-duty diesel agriculture equipment, they trust Vibratex TVD, the parent company of Fluidampr. Champion truck and tractor pullers do too.

THE REASON IS SILICONE CLEAR

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 and Vibratex TVD heavy-duty damper retains its properties to provide superior protection over time for your engine.

WEIGHT & SIZE MATTER

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. Vibratex TVD manufactures different damper diameters and weights to suit most applications. In some cases Vibratex TVD dampers can be modified to work with custom bolt patterns.

SAFETY RULES MAY NOT REQUIRE SFI 18.1

Unless noted otherwise, all Fluidampr performance dampers are SFI 18.1 certified for professional competition. Vibratex TVD heavy duty dampers are not. At the point where a Vibratex TVD heavy duty damper is needed for the high torque performance levels of professional tractor pulling, many sanctioning organizations prefer an even higher safety standard that includes incorporating a catch basket for rotating assembly parts. Certification of the damper itself is not required. Be sure to always consult each sanctioning body's rulebook regarding safety requirements.

NOT JUST FOR COMPETITION.

All hard working diesel engines will benefit from a Fluidampr Performance Diesel Damper. Fluidampr provides maximum control of destructive crankshaft vibration at all speeds which translates to more horsepower and torque, extended crankshaft and bearing life, improved valve timing accuracy and ignition stability. Performance tuned or stock, your diesel engine will run more efficiently with a viscous Fluidampr installed.

Photo Courtesy: PHILIP PALMER



| PART # | NOTES | HOUSING | FINISH | O.D. | WT/LBS (RWT*) | BORE DIA. | LENGTH |
|--|---|---------|--|--------|---------------|-----------|--------|
| DODGE CUMMINS® INTERNALLY BALANCED | | | | | | | |
| 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" |
| FORD POWERSTROKE® EXTERNALLY BALANCED | | | | | | | |
| 720211 | 7.3L Ford Trucks Late 1999-2003 | ST | BZ | 8" | 22.3 (14.9) | Ø1.738 | 3.920" |
| 720221 | 7.3L Ford Trucks Early 1994-1997 (Fan Spacer Included) | ST | BZ | 8" | 20.8 (14.9) | 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" |
| GM® EXTERNALLY BALANCED | | | | | | | |
| 800141 | 6.2L / 6.5L GM/Hummer 1994-2000 (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" |
| 830111 | 6.6L GM Trucks 2006-2010 Duramax LBZ & LMM | ST | BZ | 8-3/8" | 26.2 (17.5) | Ø1.9300 | 2.778" |
| 830121 | 6.6L GM Trucks 2011-Present Duramax LML & LGH | ST | BZ | 8-3/8" | 24.0 (16) | Ø1.9300 | 2.858" |
| 890101 | 6.6L GM Trucks 2001-2005 Duramax LLY & LB7 | ST | BZ | 8-3/8" | 23.9 (15.9) | Ø1.9300 | 2.858" |
| DIESEL ACCESSORIES | | | | | | | |
| 300002 | Cummins Drill Pin Kit | Dodge | Drill fixture, drill bit and roll pins | | | N/A | |
| 300003 | Cummins Sensor Relocation Kit | Dodge | Use on 12V trucks 1989 - 1998 | | | N/A | |
| 717675 | Powerstroke Dual Alternator Pulley | Ford | Pulley and Hardware | | | 8" | |

* Rwt. stands for rotating weight. (ST=Steel, AL=Aluminum, BZ=Black Zinc Chromate, HCA=Hard Coat Anodize, GZ=Gold Zinc) SFI 18.1 Certified unless noted.



Photo Courtesy:
ANTHONY REAMS



Joe Eder – Geico 75th Edition

300002 CUMMINS DRILL PIN KIT
For use on high horsepower and high RPM engines to prevent fretting. Installation of new bolts is recommended.



717675 POWERSTROKE DUAL ALTERNATOR PULLEY



300003 CUMMINS SENSOR KIT
Used to relocate sensor on 12 Valve trucks using tach/alternator pick-up. Included w/P/N 960311



ACCESSORIES FOR GAS ENGINE DAMPERS

| PART # | DESCRIPTION | FITS P/N | NOTES | O.D. |
|--------|-------------|----------|-------|------|
|--------|-------------|----------|-------|------|

CHEVY HUBS

| | | | | |
|--------|---------------------------|--------|------------------------------------|-----|
| 100000 | 400 CID V8 (External) | 720111 | Hub Only Single 3/16" Keyway | N/A |
| 100001 | 396-427 CID V8 (Internal) | 800101 | Hub Only Single 3/16" Keyway | N/A |
| 100002 | 454-502 CID V8 (External) | 800111 | Hub Only Single 3/16" Keyway | N/A |
| 100006 | 454-502 CID V8 (External) | 800181 | Hub Only Dual Keys (3/16" & 1/4") | N/A |
| 100007 | 400 CID V8 (External) | 720111 | Hub Only Dual Keys (3/16" & 3/16") | N/A |
| 100008 | 454-502 CID V8 (External) | 800121 | Hub Only Dual Keys (1/4" & 1/4") | N/A |
| 100009 | 454-502 CID V8 (External) | 800111 | Hub Only Dual Keys (3/16" & 3/16") | N/A |
| 100010 | 396-427 CID V8 (Internal) | 800101 | Hub Only Dual Keys (3/16" & 3/16") | N/A |
| 100011 | 396-427 CID V8 (Internal) | 800151 | Hub Only Dual Keys (1/4" & 1/4") | N/A |
| 100012 | 396-427 CID V8 (Internal) | 800131 | Hub Only Dual Keys (3/16" & 1/4") | N/A |

FORD HUBS

| | | | | |
|--------|----------------------------------|--------|------------------------------|-----|
| 100003 | 289/302/351/400 (External) 28 oz | 650211 | Hub Only Single 3/16" Keyway | N/A |
| 100004 | 289/302/351/400 (External) 34 oz | 650221 | Hub Only Single 3/16" Keyway | N/A |
| 100013 | 302/351/400 (Internal) | 650231 | Hub Only Single 3/16" Keyway | N/A |
| 100014 | 302 HO (Internal) | 650241 | Hub Only Single 3/16" Keyway | N/A |

DAMPER RINGS

| | | | | |
|--------|----------------------------------|--------------------------------|------------------|--------|
| 200000 | Chevy Big Block | Chevy Big Block | Damper Ring Only | 8" |
| 200001 | Chevy Small Block | 100000, 100007 | Damper Ring Only | 7-1/4" |
| 200002 | Ford Small Block | 100013, 100014, 100003, 100004 | Damper Ring Only | 6-5/8" |
| 200003 | Olds 350 / 400 / 403 / 425 / 455 | Damper Ring | Damper Ring Only | 6-5/8" |

We recommend the use of an install tool for all press fit applications. Detailed installation and removal instructions are included with each Fluidampr.
NOTE: Extra keyways can be added to any damper for an additional charge.