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## **POWERFORCE+PLUS Racing Harmonic Damper for Honda B-16, Acura GSR, and Type R Engines. 90050**

Note: This damper is intended for racing applications. It meets SFI Specification #18-1 and is legal for all sanctioned racing. Note that this damper has one 4-groove Poly-V pulley which is underdriven compared to the stock pulley. See specific underdriven amounts at bottom right of this page.

## **POWERFORCE Harmonic Damper for Honda B-16, Acura GSR, and Type R Engines. 80051, 80052, 80053**

#80051 - B-16

#80052 - GSR

#80053 - Type R

Note: These three dampers are intended for high performance street applications. Dampers are dimensionally the same as the equivalent stock factory damper.

### **Installation Instructions for all Professional Products Acura/Honda Dampers**

#### **Removal of Stock Pulley -**

Remove bolt from end of crankshaft. Slide stock damper off of crank. Inspect crank snout to see that there are no burrs or rust. If needed, polish with a very fine emery paper or steel wool. Wash the crank snout clean and wipe dry. Examine the key. If the key appears to be damaged or loose in the keyway, install a new key. Make sure key does not sit too high in crank or damper will not go on properly or be damaged.

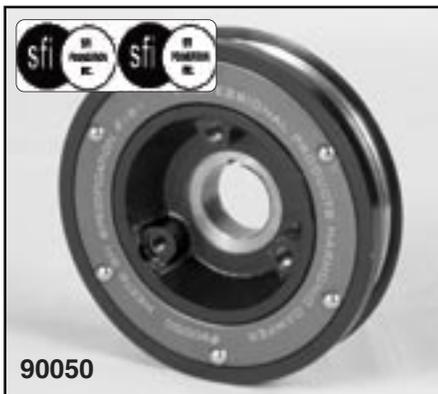
**Installation of New Damper -** For added security for racing applica-

tions, the Professional Products harmonic damper is a light press fit onto the crank. Smear grease or silicone spray onto crank snout. Position the damper so the keyway is lined up with the key. Using the crank bolt and washer (this may require a longer bolt than stock to start with) thread the bolt into the crank and by screwing down on the bolt, force the damper onto the crank. Damper can also be tapped onto the crank using a hammer and a piece of aluminum. Place piece of aluminum against machined front face and tap damper into place.

Once the damper is fully seated, torque the original stock crank bolt to 135 lb. ft. of torque.

#### **Special Note -**

If damper needs to be removed in the future, use a conventional three-legged damper puller with bolts threaded into the three holes on the front of the damper. This type of puller has a large bolt that goes against the end of the crank. Be sure you don't damage the threads in the end of the crank. Place a piece of thick metal over end of crank to protect threads.



**Note: The #90050 damper only has a drive pulley for the alternator. The size of this pulley provides an 11% underdrive on a B-16, 12% underdrive on a GSR, and 7% underdrive on a Type R engine. There is no provision for a power steering pump or for an A/C compressor drive. The #90050 damper meets SFI Specification #18-1**

