



Installing a Timing Gear on the Aluminum Flywheel

Place the aluminum flywheel in the freezer.
Place the steel timing ring in the oven at 400 degrees F.
Wait an hour.

While you wait, get a rubber mallet, a firm, flat work surface, and a bottle of Loctite Green ready. Loctite Red will do if Green is unavailable. Also get 4 of your flywheel-to-crankshaft mounting bolts, and a pair of gloves.

After one hour:

Take the factory flywheel and place it face-down on the flat work surface.
Take the 928 Motorsports aluminum flywheel out of the freezer and place it face down on top of the factory flywheel. Line up the mounting holes and "pin" them in place by placing the 4 mounting bolts through the mounting bolt holes of both flywheels.

Spread a film of Loctite around the outside of the aluminum flywheel where the timing gear goes.

Put on a pair of gloves, and place the hot timing gear down around the outside of the cold flywheel. Line up the notch in the timing gear with the notch in the timing gear on your factory flywheel. You will need to hold the steel timing gear in place for a moment while it cools before it will stay in place - about one minute.

When the timing gear no longer slips when you remove your hands, lift the entire aluminum flywheel off of the stock flywheel and set it on the work surface face down. Pound the timing gear down with the rubber mallet all around the edges of the aluminum flywheel to even it out.

You are done. There should be no need to pin the steel timing gear to the aluminum flywheel. As the engine gets hot, the crankshaft heats up, and the aluminum flywheel will expand. Aluminum expands at 300% the rate of steel, so as it heats up, the flywheel will grab the timing gear tighter and tighter.

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