DIESEL

PERFORMANCE DAMPERS

FACT:

A DAMPER IS *NEEDED* TO CONTROL HARMFUL TORSIONAL HARMONICS

RESULTS OF CONTROLLED HARMONICS

- Reduced bearing wear and risk of crankshaft failure.
- Improved valve timing and valvetrain operation.
- Improved engine and fuel efficiency.

*All of the above equals **increased horsepower & torque!***

ADDITIONAL BENEFITS OF FLUIDAMPR

- Effective at all RPM ranges, even after performance modifications have been made.
- Will not crack, bulge or separate.
- No rebuilding or tuning necessary, even after performance modifications have been made.
- Have been used on diesel engines for over 65 years.
- SFI 18.1 Certified.
- Made in the USA.

WHY ELASTOMER DOESN'T STACK UP

- Tuned or frequency sensitive.
- Designed to work at a narrow bandwidth set by O.E. spec's.
- Wears out due to exposure to heat, solvents, and time.
- Requires rebuilding or replacement.
- Dodge Cummins recommends inspecting your damper every 30,000 miles.

If you make any performance upgrades, you will change the harmonics of your engine; ***protect it with Fluidampr!*** Even if you don't make any performance upgrades to your engine, Fluidampr will still control harmonics better than your stock damper, meaning ***even more increased HP and TQ for you!***

THE ORIGINAL fluidampr®

quality protection, proven performance

sfi SFI FOUNDATION INC.

Made in the USA | photo courtesy: Philip Palmer

180 Zoar Valley Road | Springville NY 14141 | ph: 716-592-1000 | fax: 716-592-1001 | www.fluidampr.com

CHECK YOUR DAMPER

When performance enhancements are made to a stock engine, the increase in performance overworks the stock rubber damper because of its inability to self tune to the subsequent increased harmonic vibrations.

Worn stock rubber damper

"Fluidampr, you guys have the best damper on the market.
After installing this on my truck I have noticed that the engine seemed to rev smoother and vibrations in the engine were gone. Quality product from a quality company. Glad you could be a part of the Bully Dog Team."
"Ironman" Jarid Vollmer

"The problem is, over a period of time, the rubber in the damper tends to wear out for much the same reason the crankshaft has problems in the first place... Heat starts to break down the rubber causing it to harden and crack. Eventually, the damper starts to lose its effectiveness. So, torsional twist will start taking its toll on the crankshaft... I believe the best way to dampen harmonics is with a damper that incorporates a heavy silicone gel."
Bob McDonald, 04/12 Engine Builder Magazine

<<Scan Here To Learn More

TORQUE & HORSEPOWER

	Stock Damper	Fluidampr
Cummins 5.9 L		
HP	421.0	426.4
Torque	844.5	847.6
PowerStroke 6.0 L		
HP	366.3	380.8
Torque	569.5	609.0
Duramax 6.6 L		
HP	459.9	465.8
Torque	926.5	944.2

PART #	NOTES	HOUSING	FINISH	O.D.	WT./LBS. (RWT.*)	BORE DIA. MIN/MAX	LENGTH
DODGE CUMMINS® INTERNALLY BALANCED							
920301	5.9L Cummins 2003-2009	ST	BZ	9-1/4"	23.0 (15.4)	NA / NA	2.462"
920321	6.7L Cummins w/Reluctor Wheel 2007.5-2014	ST	BZ	9-1/4"	25.0 (17.3)	NA / NA	2.665"
960301	5.9L Cummins 24 Valve 1998.5-2002	ST	BZ	9-3/4"	23.9 (15.9)	NA / NA	2.617"
960311	5.9L Cummins 12 Valve 1989-1998, 4BT Standard May Require Sensor Relocation Kit 300003 (Included)	ST	BZ	9-3/4"	24.0 (16.1)	NA / NA	2.617"
960341	5.9 L Cummins Comp Series (No Pulley)	ST	BZ	9-3/4"	22.6 (15.1)	NA / NA	1.363"
FORD POWERSTROKE EXTERNALLY BALANCED							
720211	7.3L Ford Trucks Late 1999-2003	ST	BZ	8"	22.2 (14.8)	1.7375 / 1.7385	3.920"
720221	7.3L Ford Trucks Early 1994-1997 (Fan Spacer Included)	ST	BZ	8"	22.2 (14.8)	1.7375 / 1.7385	3.920"
800211	6.4L Ford Trucks 2008-2010	ST	BZ	8"	21.0 (15.8)	NA / NA	4.050"
800221	6.7L Ford Trucks 2011-Present	ST	BZ	8"	17.5 (12.3)	NA / NA	3.130"
870201	6.0L Ford Trucks 2003-2007	ST	BZ	8-7/8"	21.9 (14.6)	NA / NA	2.880"
870211	6.0L Ford Trucks Dual Alternator 2003-2007	ST	BZ	8-7/8"	29.0 (19.4)	NA / NA	4.199"
GM EXTERNALLY BALANCED							
800141	6.2L / 6.5L GM/Hummer 1994-2000 (electronic)	ST	BZ	8"	17.7 (11.8)	1.5988 / 1.5998	2.443"
800191	6.2L / 6.5L GM 1982-1993 (mechanical)	ST	BZ	8"	18.4 (12.3)	1.5988 / 1.5998	3.180"
830111	6.6L GM Trucks 2006-2010 Duramax LBZ & LMM	ST	BZ	8-3/8"	25.4 (16.9)	1.9295 / 1.9305	2.858"
830121	6.6L GM Trucks 2011-Present Duramax LML & LGH	ST	BZ	8-3/8"	25.0 (16.8)	1.9295 / 1.9305	2.858"
890101	6.6L GM Trucks 2001-2005 Duramax LLY & LB7	ST	BZ	8-3/8"	24.1 (16.1)	1.9295 / 1.9305	2.858"

* 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.

sfi SFI FOUNDATION INC.

Made in the USA

THE ORIGINAL fluidampr®

180 Zoar Valley Road | Springville NY 14141 | ph: 716-592-1000 | fax: 716-592-1001 | www.fluidampr.com