



Technical Service Bulletin

Solid Flywheel Conversion

The solid flywheel option is designed to replace the original-equipment dual-mass flywheel. The solid flywheel must be used for the clutch set designed for it, and cannot be used with the original-equipment clutch and disc. Additionally, propshaft damper must be installed. The purpose of the damper is to balance the inertia of the engine with the drivetrain and eliminate vibration.



PDL Conversion Kit



Solid Flywheel Option

For installation of the propshaft damper in two-wheel drive applications, GM part #15664906 is required. **Note:** Two-wheel drive trucks equipped with a propshaft brake (all 15,000-GVW models) do not require the installation of a damper, as the added mass of the brake balances engine and drivetrain inertia values.

For installation of the propshaft damper in four-wheel drive applications, GM part #15635329 is required. The damper is installed between the transmission and the transfer case. The transmission rear extension housing must be removed to install the damper.

Tech Tip:

- When upgrading to a solid flywheel, use only the bolts supplied with the new flywheel.
- Torque the flywheel to crankshaft bolts in a star pattern to 65 ft-lb
- Torque the clutch to flywheel bolts in a star pattern to 25 ft-lb.
- When installing the yoke damper nut, use Loctite® 242 on the nut threads and torque to 325 ft-lb
- When installing the retaining nut, apply Loctite® 242 to the nut threads and torque to 325 ft-lb

Affected Applications:

Year	Make	Model	Engine
1992-1995	Chevrolet	C,K 1500-3500	8 Cyl 6.5L 396"
1992-1995	GMC	C,K 1500-3500	8 Cyl 6.5L 396"

* For additional information and more detailed installation instructions, refer to GM bulletin #66-72-02B.