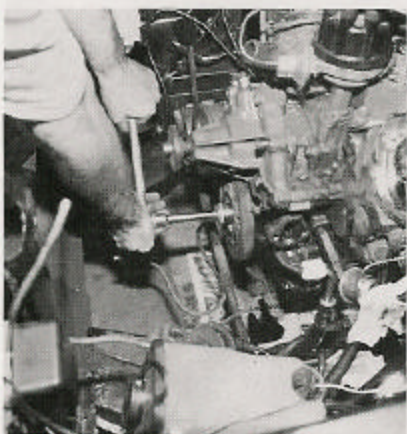
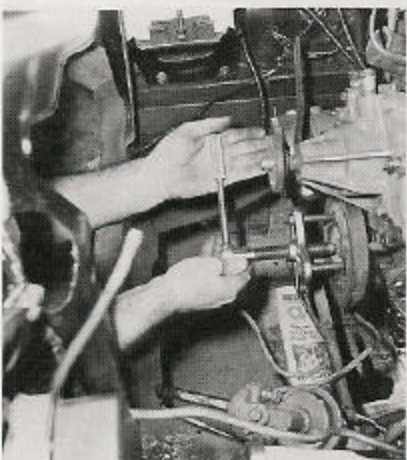


**3** Ewww. A balancer with this kind of wear can cause some serious vibration problems or worse yet, the ring can come loose and wreak havoc on a really nice engine bay. We'll contact Damper Dudes for a rebuilt damper.



**4** Think long handle or breaker bar on the balancer bolt. If you have air tools, use the air impact wrench to get the bolt to release since engine compression may not be enough.



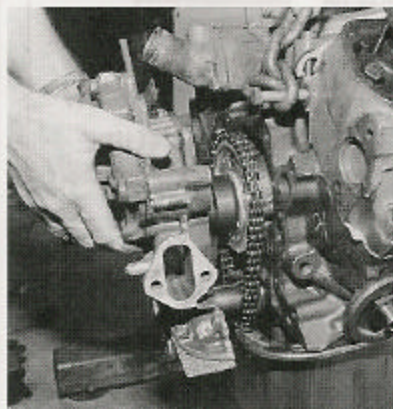
**5** Buy/rent a harmonic balancer puller to get the old balancer off. It's the only surefire way to do the job right.

### SO YOU DON'T WANT TO REMOVE THE PAN...

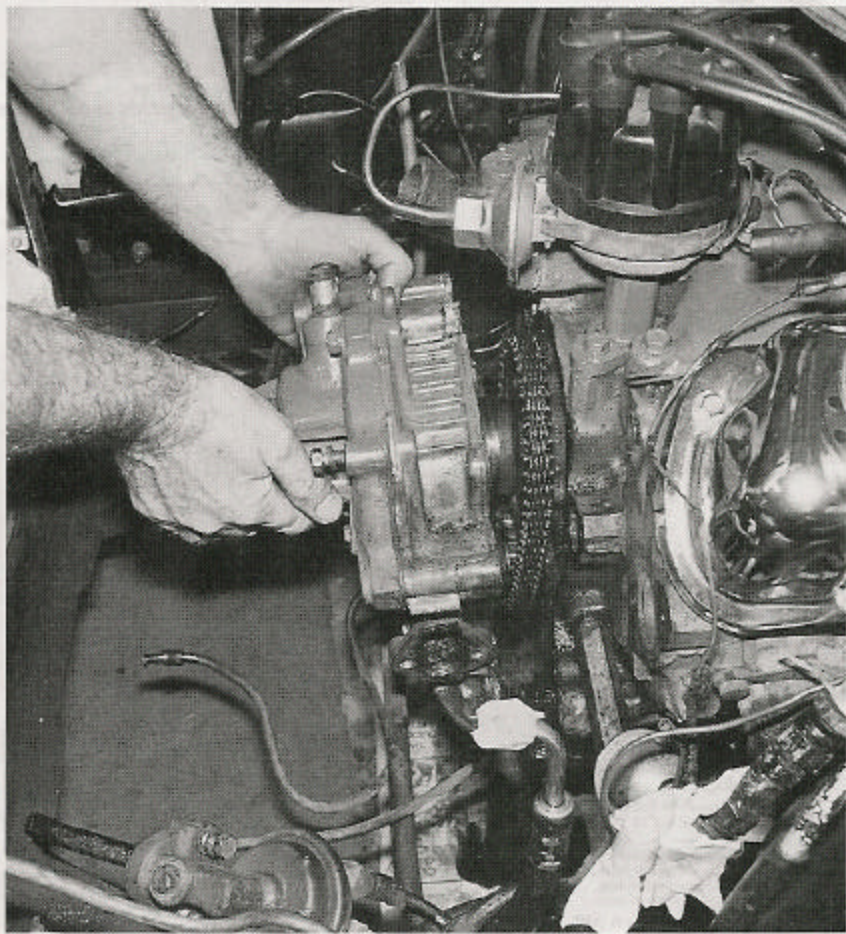
This, my friends, is at best a quick fix for those of you just wanting to get by. It will work, but you'll probably get some oil seepage around the timing-chain cover and the oil pan. Be advised that you'll want to put a pretty good glob of silicone where the gaskets meet.



The gasket needs to be cut at the water pump housing to mate up. We still recommend replacing the crankshaft seal and the pan gasket as shown.



After letting the gasket seat and the RTV dry, apply a thin film of RTV to the pan and the gasket. Slide the timing cover onto the crank and you're ready to go.



**6** Since we're not interested in replacing the water pump or its gaskets, we'll leave it attached to the timing chain cover. However, if your timing cover is bad, these are now available from most Mustang parts vendors.