

***INSTRUCTIONS FOR REPLACEMENT OF  
FLEXPLATE***

*The “**EXCALIBUR**” edition*

**WARNING**

- ! Never reach hands or other body parts in or near moving parts!
- ! Maintain a safe distance from any fixed or moving propeller!
- ! Prior to beginning any work on your project, turn off the main battery switch and/or remove the battery terminals and ignition keys!
- ! Parts are heavy. The unit components weigh approx... 70#. Take necessary precautions to avoid injury during installation of the drive unit.

**Always have a co-worker or assistant available to help.**

**If you have any questions or need technical assistance,  
contact Customer Service or Technical Representative at 814-677-  
7100.**

**Century Drive Systems Inc.  
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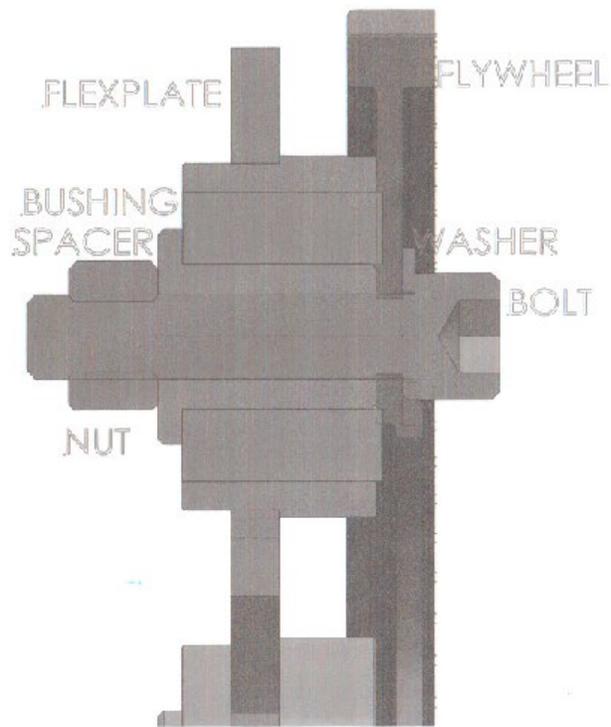
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## **INSTRUCTION FOR REPLACEMENT OF THE FLEXPLATE**

1. The entire Gearbox will need to be removed to replace the flexplate. See installation instructions for removal procedure.
2. If you are having troubles with your flexplate and/or soft drive couplings you will want to start with checking your flywheel for flatness with a dial indicator. Most flywheels/starter ring gears are stampings. We have found them to have run out on the face up to .060 thousandths. We recommend you use a magnetic base dial indicator on the face of the engine block and indicate the 6 areas on the flywheel where the drive unit bolts and spacers will be at when mounting the Gear Drive Flexplate. These 6 areas should be within .005 thousandths of each other. We suggest removing the spark plugs to allow the engine to be turned through by hand with a ratchet and socket on the harmonic balancer. Since the plates are just steel stampings, the only true way to get them to run true is with a hook bar and dead blow hammer. Slowly spring the plate using a strong area of the engine block to pry on near where the engine block and head meet. This may take a few tries to get the plate running true, but will save you many potential problems in the future
3. Once the Gearbox is removed from the engine, Remove (6) 7/16-20 bolts from the center of Flexplate. \*\*You may need to give these a sharp hit with a medium hammer to shock threads loose. Then use an impact wrench to remove.
4. The flexplate is very tight on the drive hub. Take a mallet and tap from the back side away from box. You will have to rotate it and tap in different areas as it is rotated. You may also use a propane

torch to heat the aluminum flexplate to expand the bore to help with removal process.

5. Once removed, make sure all surfaces of drive hub and new Flexplate are clean, free of burrs and debris.
6. \*\*\***Logo faces toward the Gearbox / Away from the engine**\*\*\*
7. Put a thin coating of Loctite on the drive hub face and on each of the (6) new bolts.
8. While the flexplate is still loose, start all (6) bolts into drive hub. Be sure lock washers are installed on the bolts.
9. Find a round pipe or socket that fits inside of the bolt circle. Drive flexplate onto drive hub. A small amount of heat may be applied if necessary, to expand the center hole.
10. Once plate is flat to hub face, continue tightening bolts in a criss-cross pattern snug to plate. Finish tightening with a ½” impact wrench set to #1.
11. Re-install Gearbox to engine per original installation instructions.
12. Both the engine flywheel and soft drive flex plate have (6) offset holes in them. Rotate both so that an outer most hole is at the bottom of the bellhousing area.
13. Use the (6) 7/16” bolts nuts and washers provided to mount the soft drive to the flywheel as shown below. Installation configuration MUST be as shown.



Only sung bolts/nuts at this time. Once all are snug, rotate engine through 3-4 times to allow soft drive to find its own center. Tighten down the (6) bolts/nuts to 45 FT/LBS. Rotate engine to be sure flywheel and flex plates are flat and parallel.

Any questions, please feel free to visit our website or contact us directly at 814-677-7100.

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