



POWERBOND HARMONIC BALANCER REPLACEMENT TIPS

Powerbond recommends the following general removal/fitment instructions as a guide only and in all cases the vehicle manufacturer's procedures should always be followed.

REMOVAL

- Remove any items that will prevent the removal of the harmonic balancer
- Loosen and remove harmonic balancer retaining bolt
- Remove the harmonic balancer using a purpose built removal tool to avoid damaging the balancer and crankshaft

INSTALLATION

- Compare the Powerbond harmonic balancer to the balancer removed from the vehicle to ensure correct part is being fitted
- Inspect your crankshaft for burrs and file to clean up as necessary. Stone or file a slight radius on the end of the crankshaft to break the sharp edge.
- If the balancer runs an oil seal replace with a new one
- Clean inhibitor off nose of the balancer with kerosene
- Lightly coat seal surface of the balancer with engine oil
- Lightly coat the keyway slot in the harmonic balancer with quality sealant and place key in position on the crank shaft
- Carefully align keyway and slide balancer onto the crank until it bottoms (Care must be taken when aligning the key in the bore of the balancer with the key slot on the crank shaft.) If the balancer is an interference fit on the crank shaft, slide the balancer on until interference occurs than a draw bolt will be required to pull the balancer onto the crank the remaining distance.
- Ensure any accessories or crank triggers are aligned correctly with matching components
- Check the harmonic balancer retaining bolt and washer, if distorted replace with new OEM bolt and washer
- Tighten balancer retaining bolt to the vehicle manufactures torque specifications
- Replace all items removed when fitting balancer
- Check all drive belts for correct tension and alignment

HELPFUL HINTS

- Use a purpose built balancer puller for the vehicle, universal 3 legged pullers are discouraged as they can cause damage to the balancer or crank shaft
- Always replace the old oil seal with a new one, this will help prevent future oil leaks
- It is recommended that a new key is used when refitting the balancer to avoid the key binding on the balancer
- If belts do not align correctly check that the balancer has bottomed on the crank, burrs or the key rolling up can cause this to happen