

ZZ Performance

GEN 2 PULLEY PULLER INSTRUCTIONS

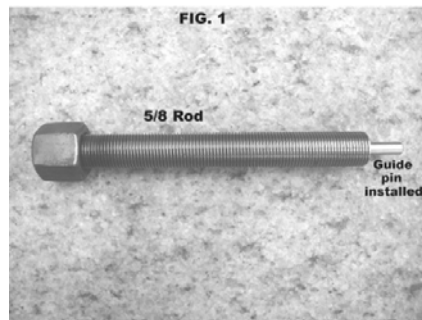
Our pulley puller tool is designed for swapping press fit pulleys on Eaton M62, M90, and M112 Superchargers.

Preparation

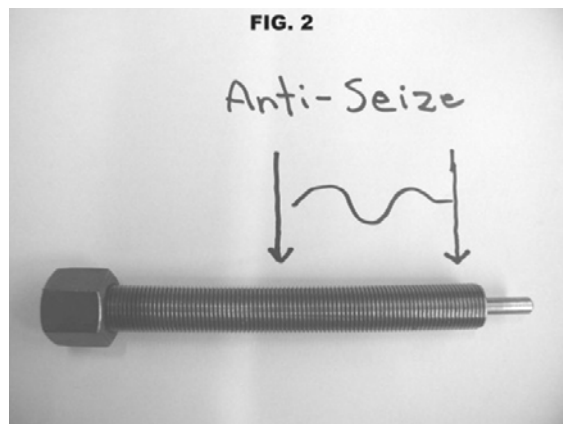
- Disconnect the negative terminal from the battery.
- Clear the work area by moving necessary components. This will vary depending on vehicle. On 97 and 98 GPs the supporting bracket for the alternator must be removed
- Remove the breather nut or plastic plug on the end of the supercharger shaft.
- Remove the supercharger belt. Tension on the belt is released by turning the 15mm nut clockwise; this will rotate the entire idler pulley lever.

Removing the pulley

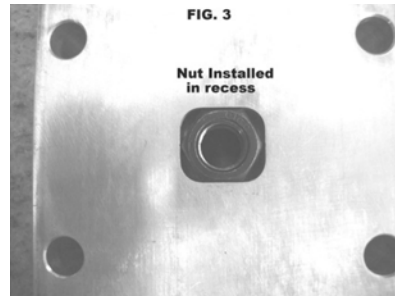
- **Take time to pre-read the entire instruction sheet before beginning. Failure to follow these instructions could result in damage to the pulley, supercharger or puller tool.**
- Thread the alignment pin into the threaded hole in the end of the 5/8 threaded rod. Install the pin just far enough so that none of the threaded portion is exposed and only the smooth machined end is protruding from the end of the 5/8" rod.
- **(See fig. #1)**



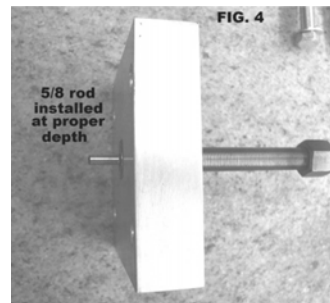
- Apply **anti-seize** to the 5/8" rod on the first 3 inches of thread from the alignment pin side of the rod **(See fig. #2) DO NOT SKIP THIS STEP!!**.



- Install the 5/8 nut into the machined recess in the middle of the top puller plate (See fig. #3).



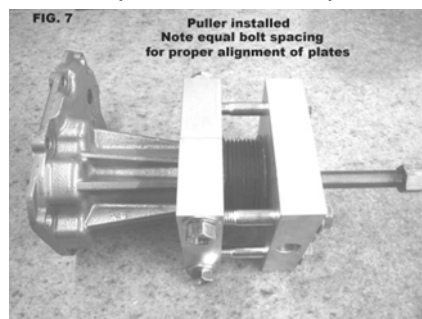
- Thread the 5/8 rod into the top plate from the **NON-NUT** side. Thread the 5/8 rod just far enough to clear the nut in the top plate (See fig. #4).



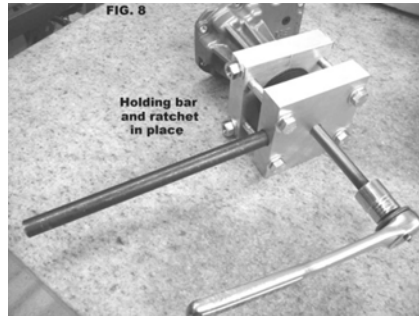
- Place the two halves of the bottom plate over the supercharger snout behind the pulley. The hole for the SC snout is tapered so make sure you have it facing the right direction with the larger end towards the driver's side of the engine. The bottom unit has dowels sticking out 1" which will guide the top piece in.
- Place the small brass washer over the end of the alignment pin. Use a dab of anti-seize on both sides of the washer (See fig. #6). Be careful that the washer does not fall off when installing the top plate over the pulley, the anti-seize should help to hold it in place. **(FAILURE TO INSTALL THE BRASS WASHER MAY CAUSE DAMAGE TO THE SUPERCHARGER SHAFT).**



- Place the top plate over the pulley and install the four 1/2" x 4" bolts through the top plate and into the threaded holes in the bottom plate, sandwiching the pulley between the two plates (See fig. #7). Lightly snug the four bolts equally so that the top and bottom plates are parallel and square to each other.



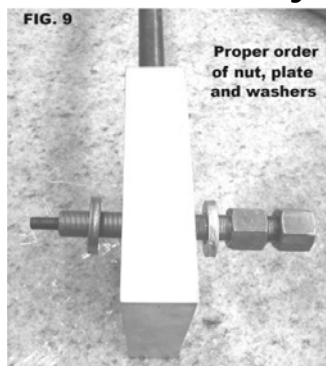
- Install the holding bar into the side of the top plate. Either hold the bar to keep the puller from spinning or let the bar rest up against some part of the car (use a rag between the bar and any painted surface to prevent damage). Turn the 5/8 rod clockwise with a 15/16" wrench or ratchet to remove the pulley (**See fig #8**).



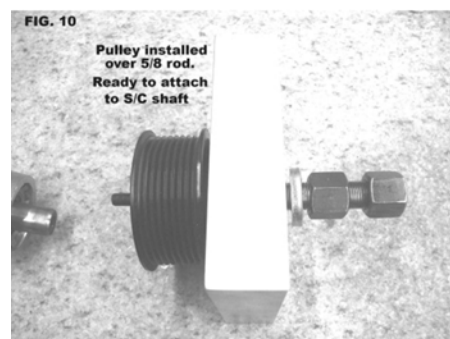
- The pulley may take quite a bit of force to remove. It is common to hear a *pop* when the pulley breaks free. Continue tightening the 5/8 rod until the pulley is removed. (**We do not recommend the use of an impact wrench for this procedure; it usually damages the 5/8 rod and nut**).

Install the new supercharger pulley

- Take time to pre-read the entire instruction sheet before beginning. **Failure to follow these instructions could result in damage to the pulley, supercharger or puller tool.**
- If any corrosion is present on the supercharger shaft, use scotch-brite or steel wool to buff clean.
- Replace the alignment pin in the end of the 5/8" rod with the 8mm threaded allen screw. Remove the 5/8 nut from the recess in the top plate then thread the 5/8 nut most of the way onto the 5/8 shaft, followed by a large washer, the top plate, then another large washer (**See fig. #9**). **Note: The large washers should be installed with the beveled sides away from the top plate.**



- Coat the bore of the pulley and supercharger shaft with **anti-seize or oil**. Slide the new pulley or hub over the end of the rod checking to make sure that the proper side is facing out (**See fig. #10**).



- Thread the entire assembly into the end of the supercharger shaft using the exposed portion of the 8mm allen screw by twisting the 5/8" rod in a clockwise direction. The M8 allen screw and 5/8 rod must remain tight on the supercharger shaft or M8 screw breakage may result.
- Install the holding bar into the side of the top plate. Place a 15/16" wrench on the 5/8 nut and a 15/16" socket / ratchet on the end of the 5/8" rod (**See fig. #11**). While holding the bar **and the ratchet** stationary, or if possible, letting them rest against some part of the vehicle, turn the 5/8" **nut** clockwise until the pulley is fully seated flush with the end of the supercharger shaft. **Both the puller tool and the 5/8" shaft must be prevented from turning while you tighten the 5/8 nut. This means you need to hold both the bar and the ratchet, you cannot just use one or the other.** Sometime a second person to hold the bar and ratchet from turning is helpful. Watch carefully to make sure the pulley is properly aligned and straight with the shaft during installation.



- Install any components removed such as the belt, breather nut or plug, fuse block and negative power cable. Verify that all tooling has been removed from the engine bay.

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