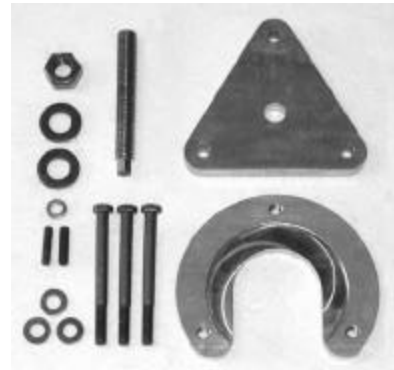


# Pulley Boys™

## M90 - Pulley Puller and Installation Tool

The Pulley Boys™ pulley tool is specifically designed for exchanging the press fit pulley on Eaton M90 superchargers. Known applications are 1997-2003 Grand Prix GTP and Bonneville SSEi, Buick Regal GS and Park Avenue Ultra and Ford Lightning. The directions described herein are appropriate for late model GM cars, but is similar in all applications.



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### Pulley Tool parts list:

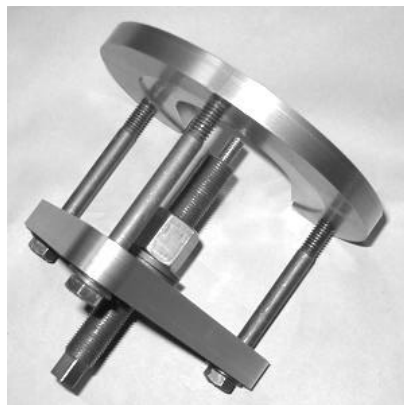
- |                      |                   |
|----------------------|-------------------|
| (1) steel top plate  | (1) 3/8 x 8" bolt |
| (1) steel back plate | (3) 3/8 washers   |
| (1) 5/8 main rod     | (2) M8 studs      |
| (1) 5/8 nut          | (2) M8 washers    |
| (2) 5/8 washers      | Anti-seize        |
| (3) 3/8 x 4" bolts   |                   |

### Additional tools and items recommended:

- 15/16 wrench for the 5/8 nut on pulley tool main rod
- 1/2 socket and ratchet for the pulley tool main rod
- 5/16 wrench for battery terminal
- 10 mm wrench for fuse box removal
- 21 mm wrench for breather nut removal, 1997-2002 GM L67
- 15 mm wrench for tensioning idler pulley
- Good Year Gatorback belt (not absolutely necessary, but a very good idea). #4060660 for 3.25" and larger pulleys, #4060650 for 3.25 and smaller pulleys.

### Preparation

- ✓ Begin with a warm but not hot engine. One half hour cool down from the road is good.
- ✓ Disconnect the negative terminal from the battery.
- ✓ Clear the work area by moving necessary components. This may include the radiator reservoir bottle (except for '97-98 GTP) and the fuse block housing. Full disconnects are not necessary, just move out of the way.  
Note: the fuse block only has one 10mm nut on the top and the lower half is located within a slot. Simply lift up and it will come loose. Disconnection of one wire connection and fender clip below the fuse box may be necessary.
- ✓ 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 15 mm nut clock-wise; this will *rotate* the entire idler pulley lever.
- ✓ Important; use a fresh M8 screw and washer for every pulley swap.



Pull



Install

## Pull the OEM supercharger pulley

- ✓ Apply **anti-seize** to the 8mm stud and install into the end of the 5/8 threaded rod, the 8mm washer and then install the 5/8 rod assembly into the end of the supercharger shaft.
- ✓ Apply **anti-seize** to the 5/8-rod assembly where the 5/8 nut will have thread contact during the pull. Install the 5/8 nut and then both of the washers after that. The two washers together, with **anti-seize** between them, will act as a thrust bearing.
- ✓ Place the triangular top plate over the 5/8-rod and fasten to the back plate with three 3/8 bolts tightened at an equal length.
- ✓ Hold the 5/8 rod steady with a 1/2 socket and ratchet while turning the 5/8 nut counter-clockwise against the top plate with a 15/16 wrench, this will remove the pulley. The ratchet handle may be rested on the strut tower with a rag placed under it as to not mar your paint.
- ✓ The pulley may take quite a bit of force to remove. It is common to hear a *pop* when the pulley breaks free.
- ✓ After the pulley removal, the 5/8 rod may be very tight on the supercharger shaft and may be left in place for the installation.



## Install the new Pulley Boys supercharger pulley

- ✓ If any corrosion is present on the supercharger shaft, use scotch-brite to buff clean.
- ✓ Coat the bore of the pulley and supercharger shaft with **anti-seize**. With the 5/8-rod still in place on the supercharger shaft, place the new pulley over the rod with the flat face side facing out, then the triangular plate, and both 5/8 washers followed by the nut. Alternately, the triangular plate may be omitted, but the benefit of using the plate is that it will stop against the end of the supercharger shaft and keep pressure on the pulley only. The M8 screw and 5/8 rod must remain tight on the supercharger shaft or M8 screw breakage may result.
- ✓ Similar to the pulling configuration, place the 1/2" socket and ratchet on the end of the 5/8 stud with the ratchet handle up against the strut tower. To counteract the rotational force of the puller tool assembly, install the 3/8 x 8" bolt into the side hole of the triangular plate.
- ✓ Tighten the 5/8 nut, pressing the pulley on to the supercharger shaft, using even steady pressure. Verify that everything is straight and remains properly aligned.
- ✓ Once the pulley has started on the supercharger shaft, remove the side bolt from the triangular plate to enable ratcheting action for quicker installation.
- ✓ The pulley is fully installed when the face of the pulley is flush with the end of the supercharger shaft.
- ✓ 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.



# Pulley Boys™

<http://www.pulleyboys.com/>

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