

IMPORTANT!

- 1) When taking off the drive pulley there may or may not be round spacing shims on the shaft, if there are, save these and don't forget to put them back on when bolting the pulley to the new shaft.
- 2) Once you get the old shaft out, thoroughly clean the inside of the bearing housing, you can use a bit of 220 grit sand paper to scuff up the inside of the bearing housing. Make sure everything is clean and oil free, clean the surface of the new shaft and shaft bearings as they come oiled.
- 3) **IMORTANT**, do not reinstall the spring washer that was originally inside of the bearing housing, this is no longer necessary and will cause issues because it will cause too much pressure on the bearings.

Also, the tick aluminum spacer ring may or may not need to be reused. If you put the housing together and the shaft does not spin freely you will have to either sand down or remove the thick aluminum spacer ring.

(Although, the shafts we sell are all identical the superchargers are not so we are not able to tell who will or will not need to remove/sand down the spacer ring.)

- 4) Another option, instead of pressing in the shaft with a bearing press, is to put the bearing housing in the oven at 350F for about an hour. This will expand the housing and allow the shaft to slip in without the need for a press. A hammer and a piece of wood can then be used to tap the shaft into the housing.
- 5) **If pressing in the new shaft be very careful!!!** The shaft is hollow and it will bend if pressed in incorrectly. Make sure the shaft is aligned perfectly straight into the bearing housing. If the shaft is not going in, start over instead of pressing harder and potentially damaging the shaft. Put pressure on the bearing races only and not on the end of the shaft. In order to do this a pipe slightly larger than the shaft will need to be used to slide over the shaft and apply pressure to the bearing races.

- 6) Apply Loctite 680 to the outer surfaces of the bearing, where they will touch the bearing housing, and also apply to the bearing housing. Do not get the Loctite on any other part of the bearing or shaft.**
- 7) Once the shaft is in the housing with the Loctite applied, try not to rotate the shaft. The shaft can be left to dry, out of the car, for 24 hours or it can be reinstalled back onto the car and left to dry on the car, do not put the drive belt on during the 24 hour drying period.**
- 8) Lastly, installing the grease fitting into the bearing housing IS MANDATORY. I cannot guarantee the performance of this shaft if the grease fitting is not installed. The grease fitting will go on the housing, in the space between the two bearings. The bearing housing is 2” wide and the hole for the zerk fitting will have to be drilled right in the middle of the housing. The hole will then have to be tapped to accept a standard 1/4” grease fitting/zerk fitting. Adding grease every couple of oil changes will help prolong the life of your bearings.**

(Do not over grease the housing as the extra grease will come out at the pulley and make a mess on your drive belt and engine bay, the space between the bearings is small and will only hold a small amount of grease.)

Below are 2 pictures of the spring washer that will not be reused.



Below are 2 pictures of the aluminum spacer ring that you may or may not need to be reused. It may also need to be sanded down per instructions above.



Below is a picture of the grease fitting and where it should be placed. If looking down at the housing it is important to have the fitting centered on the x-axis, the y-axis does not have to be centered.

