

## The Toughest Engines

## The Toughest Applications



## Demand The Toughest Harmonic Balancers



# POWERBOND MANUFACTURING PROCESS

## METALLURGY

### STREET PERFORMANCE

OEM Style balancers are usually manufactured from cast iron. Not all cast iron is created equal and to save cost some aftermarket balancers use regular “grey” cast iron which has limited strength and is prone to cracking.

All POWERBOND STREET series balancers are manufactured exclusively from high strength S.G. iron (also known as nodular iron) which is the same material used in most crankshafts. This high-grade iron has much greater resistance to cracking than the cheaper grey iron.

### SFI RACE - NEW POWER FORGED HUBS

POWERBOND RACE balancers now feature forged steel hubs and rings for greater strength without extra weight. Steel is stronger and more wear resistant than aluminium alloy used in some products. Wear resistance is critical in the oil seal and crank nose areas.

Whilst alloy is a lighter base material careful design of the balancer can minimize the weight variance when using the stronger steel base material.



## DAMPENING MATERIAL

All POWERBOND balancers use a rubber formula that has been developed over 30 years in the balancer business. The formula is exceptionally resistant to ageing and gives excellent control of elasticity in the pressure bonding process employed.

## ASSEMBLY - PRESSURE BONDING

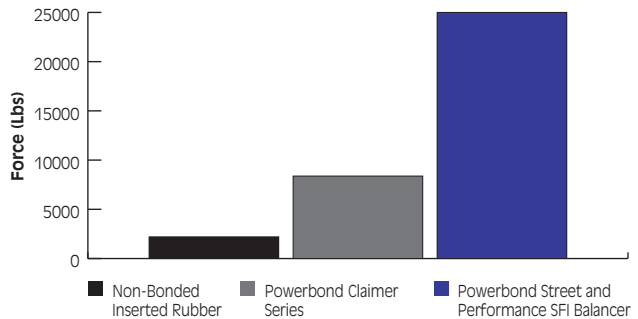
The most time consuming and secure method of balancer assembly used by prestige and performance carmakers such as Mercedes Benz, BMW and Porsche. Balancer components are chemically primed and assembled in highly accurate pre-heated steel press dies.

Specifically formulated rubber is injected into purpose built bonding presses and cured in the mould until optimum strength is achieved. This method gives unrivalled rubber to metal bonding strength, resistance to ring dislocation and control of rubber duro or elasticity. All POWERBOND balancers are assembled using state of the art pressure bonding methods.

Claimer Series balancers are assembled using an economical fast-cure low pressure bonding process in 20 tonne bonding machines. This process gives the Claimer series far superior push apart strength than OEM style inserted or glue bonded rubber competitors.

Street Performance and SFI Race Powerbond Balancers use the ultimate in bonding technology with a slow cure 220 tonne bonding cycle following a 5 stage preparation process. The slow cure high pressure bond gives 10 times the push apart strength of inserted balancers and 3 times the strength of the entry level Powerbond Claimer series.

## Push apart force comparison

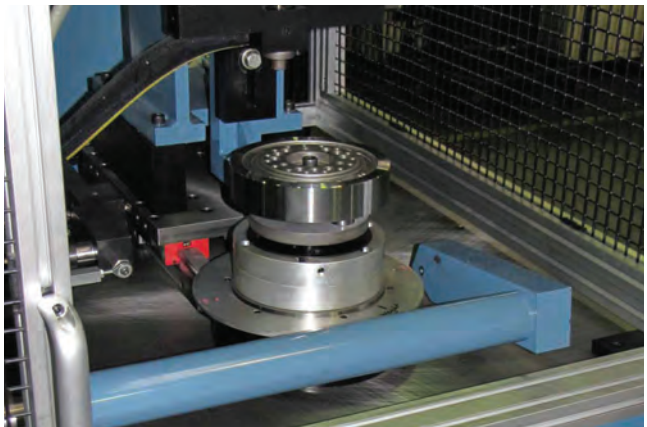


## BALANCE

Assembly of balancers can result in severe run out conditions and eccentricity of rings and centres. One crude method of correcting this problem is to machine the balancer all over after assembly but this only disguises any misalignment in the rubber and ring.

POWERBOND balancers are assembled with extremely accurate tooling, making post press machining unnecessary and every balancer is dynamically balanced at the factory for total peace of mind.

All counterweighted POWERBOND RACE balancers have milled counterweights as close to factory balance specifications as possible. Integral counterweights are more secure than bolt in alternatives used by some manufacturers.



## SERPENTINE UNDERDRIVE DESIGNS

Powerbond is the leading source worldwide for underdrive balancer systems for serpentine belt engines.

On most Serpentine engines you can choose from 10%, 20% and up to 25% underdrive on the balancer accessory drives.

Power steering, air conditioning water pump and alternators drag considerable horsepower and in modern engines are over engineered for high rpm use. Alternators often overcharge, power steering over boosts and water pumps cavitate as RPMs increase.

By underdriving the belts the horsepower used to drive these units is significantly reduced without compromising these engine functions.

Powerbond make a huge range of Underdrive balancers listed within for GM LS and V6 engine families, Ford Modular, Chrysler Hemi V8 and several popular sport compact models.



# Your new choice in affordable diesel performance balancers.

- Strong billet steel construction.
- Ultra reliable Powerbond rubber technology.
- SFI approved for race use.
- Delivered in strong reusable wooden shipping box.

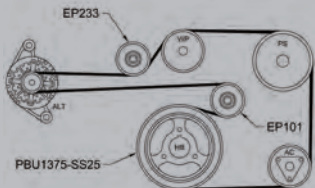
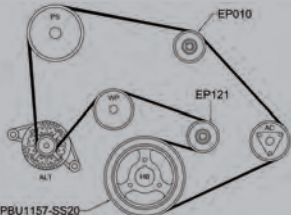
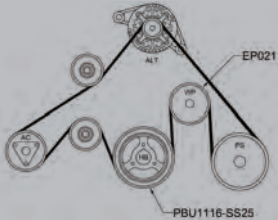
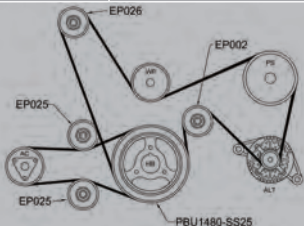


APPLICATION	KIT PART NUMBER
<b>CHEVROLET</b>	
6.6L V8 Diesel inc. Turbo (Avalanche, Silverado, Suburban, Tahoe) 2001 - 05	PB1648-DP
6.6L V8 Diesel inc. Turbo (Avalanche, Express, Silverado, Tahoe) 2006 - 09	PB1649-DP
6.6L V8 Diesel inc. Turbo (Avalanche, Express, Silverado, Suburban, Tahoe) 2010 - 12	PB1647-DP
6.2L, 6.5L V8 Diesel 1982 - 93	PB1102-DP
6.5L V8 Diesel 1994 - 02	PB1490-DP
<b>DODGE</b>	
5.9L Cummins Diesel inc. Turbo (D250, W150, W250, Ram 2500, 3500) w/ 2 slots 1989 - 97	PB1644-DP
5.9L Cummins Diesel inc. Turbo (Ram 2500, 3500) 1998 - 02	PB1558-DP
5.9L Cummins Diesel inc. Turbo (Ram 2500, 3500) 2003 - 09	PB1643-DP
6.7L Cummins Turbo Diesel (Ram 2500, 3500, 4500, 5500) 2007 - 12	PB1641-DP
<b>FORD</b>	
7.3L V8 Turbo Diesel (Econoline, Excursion, F250, F350, F450) 1988 - 2003	PB1492-DP
6L V8 Diesel inc. Turbo (E350, E450, F250, F350, F450, F550, Excursion) 2003 - 2010	PB1640-DP
6.7L V8 Diesel (F250, F350, F450) 2011 - 2012	PB1645-DP
6.4L V8 Diesel inc. Turbo (F250, F350, F450) 2008 - 2010	PB1646-DP
<b>GMC</b>	
6.2L, 6.5L V8 Diesel 1982 - 93	PB1102-DP
6.5L V8 Diesel 1994 - 02	PB1490-DP
8.1L V8 Diesel (C3500, K2500, Sierra 2500, 3500, Yukon) 2001 - 06	PB1514-ST
6.6L V8 Turbo Diesel (Sierra, Silverado, Yukon) 2001 - 2005	PB1648-DP
6.6L V8 Turbo Diesel (Sierra, Silverado, Yukon) 2006 - 2009	PB1649-DP
6.6L V8 Diesel inc. Turbo (Savana, Sierra, Yukon) 2010 - 12	PB1647-DP

# Powerbond Power Pulley Kits. Bolt on power and reliability for your late model car, truck or SUV.

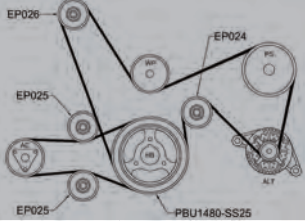
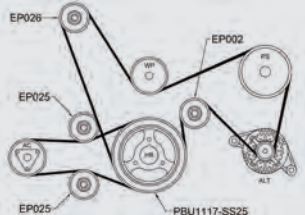
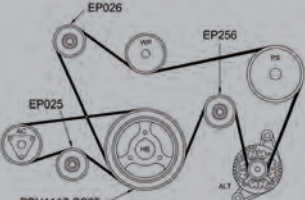


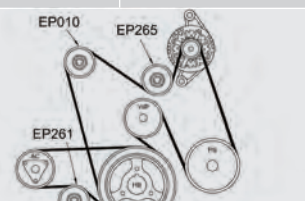
- Under drive balancer kit produces more horsepower by reducing parasitic power loss from driving engine accessories including alternator, power steering and air conditioning.
- Smaller diameter harmonic balancer reduces inertia for faster engine acceleration.
- POWERBOND SFI Race harmonic balancer included for unbeatable strength and durability on the street or race track.
- Includes full set of all metal NULINE heavy duty idler pulleys with high speed bearings.
- Premium performance poly V drive belts included for quiet running and minimum belt slip.



APPLICATION		KIT PART NUMBER
<b>Chrysler</b>		
5.7L Hemi, 6.1L SRT8 V8 Serpentine Belt 6.89" OD		PBK005
<b>CONTAINS</b> 25% Underdrive Race Balancer (PBU1375-SS25) Idler Pulley (EP101), Tensioner Pulley (EP233) Drive Belt (6PK2025)		
<b>FORD 6 Cylinder Australia</b>		
4.0L DOHC 6cylinder BA-FG inc. XR6 Turbo 20% underdrive		PBK003
<b>CONTAINS</b> 20% Underdrive Race Balancer (PBU1157-SS20) Idler Pulley (EP010), Tensioner Pulley (EP121) Drive Belt (6PK2160)		
<b>FORD V8</b>		
5.4L V8 Modular Falcon BA, BF, FG		PBK1116-SS251
<b>CONTAINS</b> 25% Underdrive Race Balancer (PBU1116-SS25) Water Pump Pulley (EP021)		
<b>GM USA</b>		
LS1 5.7L V8 Camaro-Firebird 98-00 Serpentine Belt 25% Under Drive 6.22" OD		PBK004
<b>CONTAINS</b> 25% Underdrive Race Balancer (PBU1480-SS25) Idler Pulley (EP002), Idler/Tensioner Pulley (EP025 x 2), Tensioner Pulley (EP026) Drive Belts (6PK1930), (4PK0960)		



# Powerbond Power Pulley Kits

APPLICATION	KIT PART NUMBER
<b>GM USA cont.</b>	
<p><b>LS1 5.7L V8 Camaro, Firebird 01-02 Serpentine Belt 25% Underdrive 6.22" OD</b></p> <p><b>CONTAINS</b>            25% Underdrive Race Balancer (PBU1480-SS25)            Idler Pulley (EP024), Idler/Tensioner Pulley (EP025 x 2), Tensioner Pulley (EP026)            Drive Belts (6PK1930), (4PK0960)</p>	<p><b>PBK008</b></p> 
<p><b>LS1 5.7L V8 Corvette 97-04 Serpentine Belt 25% Under Drive 6.22" OD</b></p> <p><b>CONTAINS</b>            25% Underdrive Race Balancer (PBU1117-SS25)            Idler Pulley (EP002), Idler/Tensioner Pulley (EP025 x 2), Tensioner Pulley (EP026)            Drive Belts (6PK1970), (4PK1040)</p>	<p><b>PBK009</b></p> 
<p><b>LS2 6.0L, LS3 6.2L V8 Corvette 05-09 Serpentine Belt 25% Underdrive 6.22" OD</b></p> <p><b>CONTAINS</b>            25% Underdrive Race Balancer (PBU1117-SS25)            Idler Pulley (EP256) Tensioner Pulley (EP025), Tensioner Pulley (EP026)            Drive Belts (6PK1970), (4PK1005)</p>	<p><b>PBK010</b></p> 
<p><b>LS1 5.7L, LS2 6.0L V8 Pontiac GTO 04-06 Serpentine Belt 25% Under Drive 6.22" OD</b></p> <p><b>CONTAINS</b>            25% Underdrive Race Balancer (PBU1480-SS25)            Idler Pulley (EP024), Idler/Tensioner Pulley (EP025 x 2), Tensioner Pulley (EP026)            Drive Belts (6PK1930), (4PK0960)</p>	<p><b>PBK011</b></p> 
<p><b>LS3 6.2L V8 Camaro 2010-11 Serpentine Belt 25% underdrive 6.22" OD</b></p> <p><b>CONTAINS</b>            25% Underdrive Race Balancer (PBU1190-SS25)            Idler Pulley (EP256), Tensioner Pulley (EP278)            Drive Belts (6PK2100), (4PK870 Stretch Fit)</p>	<p><b>PBK012</b></p> 
<p><b>6.0L, 6.2L V8 GM Truck 07-08 Escalade, Yukon 09 Serpentine Belt 25% Under Drive 6.22" OD</b></p> <p><b>CONTAINS</b>            25% Underdrive Race Balancer (PBU1190-SS25)            Idler Pulley (EP010), Tensioner Pulley (EP261), Tensioner Pulley (EP265)            Drive Belts (6PK2255), (4PK0876)</p>	<p><b>PBK013</b></p> 

# Powerbond Power Pulley Kits

## APPLICATION

## KIT PART NUMBER

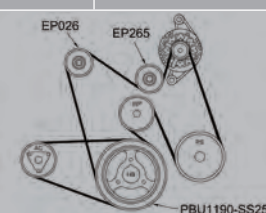
### GM USA cont.

6.0L, 6.2L V8 GM Truck 09, Silverado, GMC Sierra 09 Serpentine belt 25% underdrive 6.22" OD

PBK015

#### CONTAINS

25% Underdrive Race Balancer (PBU1190-SS25)  
 Idler/ Tensioner Pulleys (EP026), (EP265)  
 Drive Belts (6PK2255), (4PK0876)

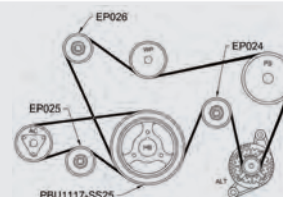


6.0L L76 Auto, 6.2L LS3 V8 Manual Pontiac G8 Serpentine belt 25% underdrive 6.22" OD

PBK018

#### CONTAINS

25% Underdrive Race Balancer (PBU1117-SS25)  
 Idler Pulley (EP024), Idler/Tensioner Pulley (EP025), Tensioner Pulley (EP026)  
 Drive Belts (4PK1080), (6PK1880)



### GM Australia/ Middle East

LS1 5.7L, 6L L76 V8 Holden Commodore VT-VZ 1999-06, Chev Lumina Serpentine belt 25% underdrive

PBK001

#### CONTAINS

25% Underdrive Race Balancer (PBU1480-SS25)  
 Idler Pulley (EP024), Idler/Tensioner Pulley (EP025 x 2), Tensioner Pulley (EP026)  
 Drive Belts (6PK1930), (4PK1015)

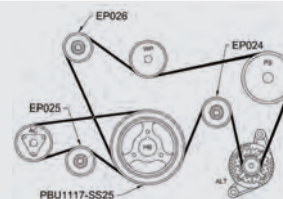


L76, L98 6.0L V8 Holden Commodore VE 2006-8/2010, Chev Lumina Serpentine belt 25% underdrive

PBK002

#### CONTAINS

25% Underdrive Race Balancer (PBU1117-SS25)  
 Idler Pulley (EP024), Idler/Tensioner Pulley (EP025), Tensioner Pulley (EP026)  
 Drive Belts (6PK1905), (4PK1040)

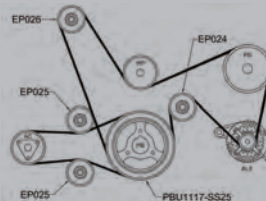


L77, L98 6.0L V8 Holden Commodore VE 9/2010-12, Chev Lumina Serpentine belt 25% underdrive

PBK016

#### CONTAINS

25% Underdrive Race Balancer (PBU1117-SS25)  
 Idler Pulley (EP024), Idler/Tensioner Pulley (EP025 x 2), Tensioner Pulley (EP026)  
 Drive Belts (6PK1905), (4PK1065)



### GM High Feature OHC V6

3.6L OHC V6 LY7, LLT Serpentine belt 20% underdrive Holden Commodore VZ-VE to 8/09

PBK007

#### CONTAINS

20% Underdrive Race Balancer (PBU1177-SS20)  
 Tensioner Pulley (EP075), Idler Pulley (EP141)  
 Drive Belt (6PK2507)

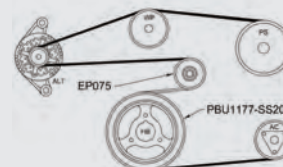


3.6L OHC V6 LY7, LLT Serpentine belt 20% underdrive Holden Commodore VE to From 9/09 - 12

PBK017

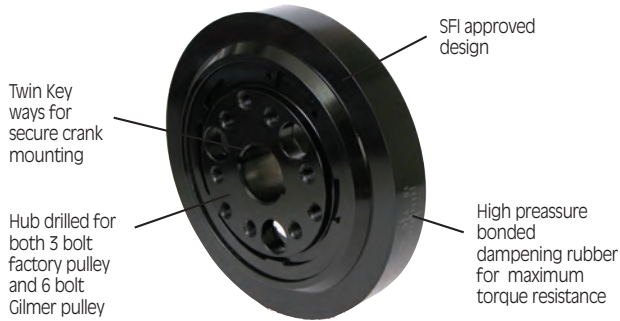
#### CONTAINS

20% Underdrive Race Balancer (PBU1177-SS20)  
 Tensioner pulley (EP075)  
 Drive Belt (6PK2075)



# Powerbond Supercharger Balancers

## Chevrolet Small Block and Big Block features



## Serpentine Balancer Design features



APPLICATION				RACE PART NUMBER WEIGHT (lbs)
OUTSIDE DIAMETER (INCHES)	OVERALL DEPTH	RING WIDTH	BALANCE	

## CHEVROLET

<b>283 - 350 Small Block V8 7"</b>				<b>PB2221-SC</b>
6.75	2.36	1.32	NEUTRAL	8.1
<b>283 - 350CI Small Block V8 7" to suit big block crank snout</b>				<b>PB1161-SC</b>
6.75	2.36	1.32	NEUTRAL	8.1
<b>454 Big Block V8 8"</b>				<b>PB1018-SC</b>
8.0	2.68	1.95	C/W HUB	16.8
<b>454 Big Block light weight Neutral Balance 7" Diameter</b>				<b>PB1019-SC</b>
7.1	2.68	1.42	NEUTRAL	9.7
<b>350 (5.7L) LT1 Small Block 8 Rib Serpentine Belt Suit Supercharger Conversions</b>				<b>PB81481-SC</b>
7.5	N/A	1.34	NEUTRAL	6.4
<b>LS1 5.7L, LS2 6.0L V8 8 Rib Serpentine Belt Suit Supercharger Conversions</b>				<b>PB81480-SC</b>
7.5	3.88	2.46	NEUTRAL	11.4
<b>LS1 5.7L, LS2 6.0L V8 8 Rib Serpentine Belt 8 Rib 10% Overdrive</b>				<b>PB081480-SC10</b>
7.5	3.88	2.46	NEUTRAL	11.4
<b>LS6 5.7L, LS2 6.0L, LS3 6.2L V8 Serpentine Belt Corvette, 8 Rib Suit Supercharger conversions</b>				<b>PB81117-SC</b>
7.5	2.83	2.42	NEUTRAL	8.55
<b>LS6 5.7L, LS2 6.0L, LS3 6.2L V8 Serpentine Belt Corvette, 8 Rib 10% Overdrive</b>				<b>PB081117-SC10</b>
7.5	2.83	2.42	NEUTRAL	8.55
<b>2010-11 Camaro 6.2 V8 LS3 Manual L99 Auto 8 Rib 10% Overdrive</b>				<b>PB081190-SC10</b>
7.5	4.53		NEUTRAL	11.75
<b>LS7 7.0L V8 Serpentine Belt Corvette Z06 8 Rib 10% Overdrive</b>				<b>PB081503-SC10</b>
7.64	2.64		NEUTRAL	9.74
<b>99 - 08 4.8/5.3/6.0L Silverado, Sierra and 06 - 07 Trailblazer SS 8 Rib 10% Overdrive</b>				<b>PB081190-SC10</b>
6.22	4.53		NEUTRAL	11.75

## CHRYSLER

<b>5.7L, 6.1L SRT Hemi 300C, Daytona, RAM Truck 8 Rib</b>				<b>PB81375-SC</b>
6.85	3.98		NEUTRAL	7.76

## GM 3800 V6

<b>3.8L V6 L36 &amp; L67 Supercharged 8 Rib 5% Overdrive</b>				<b>PB081461-SC5</b>
7.28	3.45	2.26	C/W HUB	11.83
<b>3.8L V6 L36 &amp; L67 Supercharged 8 Rib 5% Overdrive</b>				<b>PB081197-SC5</b>
7.28	3.45	2.26	NEUTRAL	9.75

## HOLDEN V8

<b>253, 308, 4.9L EFI V8</b>				<b>PB1081-SC</b>
6.55	2.93	1.14	NEUTRAL	8.3

# Upgrade your LS supercharger drive with Powerbond 8 Rib pulley kits.

- Available with Powerbond standard diameter or 10% over drive SFI Race balancer.
- Kits include steel 8 rib idler and tensioner pulleys with high-speed bearings.
- All kits include 8 rib power steering pulley.
- Kits include unique Nuline 8 rib Alternator overrun pulley to reduce belt whip and stretch that can lead to belt slippage or failure.
- Available for all popular LS engine applications.
- Pulleys can be ordered separately to build you own drive system.



APPLICATION	PERFORMANCE BALANCER	TENSIONER PULLEY	IDLER PULLEY	POWER STEER PULLEY	OVERRUNNING ALTERNATOR PULLEY	PART NUMBER
Holden Commodore / Chev Lumina VT, VX, VY, VZ, 5.7L V8 LS1, 6L V8 L76 1999-06	PB81480-SS	EP8026	EP8024	EP8170	OAP080	<b>PK8030</b>
Holden Commodore / Chev Lumina VT, VX, VY, VZ, 5.7L V8 LS1, 6L V8 L76 1999-06	PB081480-SC10	EP8026	EP8024	EP8170	OAP080	<b>PK8031</b>
Holden Commodore / Chev Lumina VE 6L V8 L98, L76, 2006-9/2010	PB81117-SS	EP8026	EP8024	EP8275	OAP097	<b>PK8032</b>
Holden Commodore / Chev Lumina VE 6L V8 L98, L76, 2006-9/2010	PB081117-SC10	EP8026	EP8024	EP8275	OAP097	<b>PK8033</b>
Chevrolet Corvette V8 5.7L LS1 1997-04	PB81117-SS	EP8026	EP8002	EP8276	OAP095	<b>PK8034</b>
Chevrolet Corvette V8 5.7L LS1 1997-04	PB081117-SC10	EP8026	EP8002	EP8276	OAP095	<b>PK8035</b>
Chevrolet Corvette 6L V8 LS2 2005-07, 6.2L V8 LS3 2008-10	PB81117-SS	EP8026	EP8256	EP8277	OAP096	<b>PK8036</b>
Chevrolet Corvette 6L V8 LS2 2005-07, 6.2L V8 LS3 2008-10	PB081117-SC10	EP8026	EP8256	EP8277	OAP096	<b>PK8037</b>
Chevrolet Camaro V8 6.2L V8 LS3 2010-11	PB081190-SC10	EP8278	EP8256	EP8274	OAP113	<b>PK8038</b>
Chevrolet Corvette 7.0L LS7 2006-07	PB081503-SC10	EP8026	EP8256	EP8277	OAP096	<b>PK8039</b>

For more product information and videos visit our website [www.precisionparts.com.au](http://www.precisionparts.com.au)



# Eliminate belt slippage and breakage with Nuline 6 rib or 8 rib alternator overrun pulleys.

- Overrun pulleys (OAPs) eliminate inertia effect of alternator on engine overrun allowing alternator to free wheel which stops severe belt whip and stress on belt tensioner.
- OAPs suitable for normally aspirated and supercharged engines that are prone to belt slippage and failure due to belt instability.
- 6 Rib and 8 rib versions available – simple bolt in place of solid alternator pulley.
- Impact fitting tools available separately and in complete tool kits for general OAP service.



APPLICATION	6 RIB OVERRUNNING ALTERNATOR PULLEY	8 RIB OVERRUNNING ALTERNATOR PULLEY
<b>GM</b>		
1999-2006 Holden Commodore VT, VY, VX, VZ 5.7L LS1, 6.0L L76	OAP019	OAP080
2009-10 Holden commodore VE V8 6.0L L98, L76	OAP026	OAP097
1997-04 Chevrolet Corvette V8 5.7L LS1	OAP081	OAP095
2005-07 Chevrolet Corvette V8 6.0L LS2	OAP087	OAP096
2008-10 Chevrolet Corvette V8 6.2L LS3	OAP087	OAP096
2006-09 Chevrolet Corvette V8 7.0L LS7	OAP087	OAP096
2010-11 Chevrolet Camaro V8 6.2L LS3, L99 Man / Auto Trans	OAP112	OAP113

## FORD

2002-05 Ford BA Inc XR8 V8 5.4L Barra 220, Boss 260	OAP047	
2005-09 Ford Mustang GT V8 4.6L	OAP047	

## Fitting Tools

33 Tooth Spline Impact Rattle Tool	OAPT001	
17mm Hex Impact Rattle Tool	OAPT002	
13 Pce Tool Kit	OAPTK001	



33 Tooth Spline Impact Rattle Tool



17mm Hex Impact Rattle Tool



13 Pce Tool Kit

APPLICATION				CLAIMER PART NUMBER WEIGHT (lbs)	STREET PART NUMBER WEIGHT (lbs)	RACE PART NUMBER WEIGHT (lbs)
OUTSIDE DIAMETER (INCHES)	OVERALL DEPTH	RING WIDTH	BALANCE			
<b>CHEVROLET</b>						
283, 307, 327 CUBIC INCH 6 1/4" Street stock speedway light weight				<b>PB1012-NE</b>	<b>PB1012-ST</b>	<b>PB1012-SS</b>
6.1	2.32	1.34	NEUTRAL	4.55	4.55	5.8
283, 307 CUBIC INCH 6 1/4" light weight to suit big block crank snout						<b>PB1160-SS</b>
6.1	2.36	1.34	NEUTRAL			8.5
283 - 350 Small Block V8 7"				<b>PB2221-NE</b>	<b>PB2221-ST</b>	<b>PB2221-SS</b>
6.75	2.36	1.32	NEUTRAL	7.1	7.1	8.1
283 - 350 Small Block V8 7" to suit big block crank snout						<b>PB1161-SS</b>
6.75	2.36	1.32	NEUTRAL			8.1
283 - 350 Small Block V8 8"				<b>PB1046-NE</b>	<b>PB1046-ST</b>	<b>PB1046-SS</b>
8.0	2.33	1.6	NEUTRAL	10.4	10.4	11.2
400 Small Block V8 8"				<b>PB1050-NE</b>	<b>PB1050-ST</b>	<b>PB1050-SS</b>
8.0	2.33	1.6	C/W RING	7.9	7.9	10.7
400 Small Block V8 7" light weight						<b>PB1118-SS</b>
7.0	2.33	1.6	C/W RING			7.8
396, 402, 427 Big Block V8 8"				<b>PB1211-NE</b>	<b>PB1211-ST</b>	<b>PB1211-SS</b>
8.0	2.68	1.95	NEUTRAL	13.2	13.2	15.4
454 Big Block V8 8"				<b>PB1018-NE</b>	<b>PB1018-ST</b>	<b>PB1018-SS</b>
8.0	2.68	1.95	C/W HUB	15.1	15.1	16.8
454 Big Block V8 light weight Neutral Balance 7" Diameter					<b>PB1019-ST</b>	<b>PB1019-SS</b>
7.1	2.68	1.42	NEUTRAL		8.9	9.7
350 (5.7L) Small Block LT1 1993 - 1997 (Crank flange mount) Serpentine Belt					<b>PB1481-ST</b>	<b>PB1481-SS</b>
7.5	N/A	1.28	NEUTRAL		8.89	9.25
350 (5.7L) LT1 Small Block 10% Under Drive 6.750" OD Serpentine Belt						<b>PBU1481-SS10</b>
6.75	N/A	1.28	NEUTRAL			8.37
350 LT1 Steel Crank Flange (short style) suit F Body 96-97 & Corvette 1996						<b>FHXS1481-SS</b>
Replaces OEM No. 12550097 Length 3.417 use with PB1481-SS, PBU1481-SS and PB81481-SS						
350 LT1 Steel Crank Flange (short style) suit F Body 93-95 & Corvette 92-95						<b>FHS1481-SS</b>
Replaces OEM No. 12553250 Length 3.516 use with PB1481-SS, PBU1481-SS and PB81481-SS						
350 LT1 Steel Crank Flange (long style) suit Caprice & Impala 93-95						<b>FHL1481-SS</b>
Replaces OEM No. 10168570 Length 4.09 use with PB1481-SS, PBU1481-SS and PB81481-SS						
LS1 Generation III All Alloy 5.7L V8 (Camaro & Firebird) Serpentine Belt					<b>PB1480-ST</b>	<b>PB1480-SS</b>
7.5	3.66	2.22	NEUTRAL		10.5	11.2
LS1 5.7L V8 Serpentine Belt 10% Under Drive 6.81" OD						<b>PBU1480-SS10</b>
6.81	3.66	2.20	NEUTRAL			10.9
LS1 5.7L V8 Serpentine Belt 25% Under Drive 6.220" OD						<b>PBU1480-SS25</b>
6.22	3.86	2.48	NEUTRAL			10.7
LS6 5.7L, LS2 6.0L, LS3 6.2L V8 Serpentine Belt Corvette, SSR						<b>PB1117-SS</b>
7.5	2.83	2.42	NEUTRAL			8.55

APPLICATION				CLAIMER PART NUMBER WEIGHT (lbs)	STREET PART NUMBER WEIGHT (lbs)	RACE PART NUMBER WEIGHT (lbs)
OUTSIDE DIAMETER (INCHES)	OVERALL DEPTH	RING WIDTH	BALANCE			

## CHEVROLET cont.

LS6 5.7L, LS2 6.0L, LS3 6.2L V8 Serpentine Belt Corvette, SSR 10% Underdrive						<b>PBU1117-SS10</b>
6.75	2.83	2.42	NEUTRAL			7.61
LS6 5.7L, LS2 6.0L, LS3 6.2L V8 Serpentine Belt Corvette, SSR 25% Underdrive						<b>PBU1117-SS25</b>
6.22	2.83	2.42	NEUTRAL			7.4
2010-11 Camaro 6.2 V8 LS3 Manual L99 Auto 8 Rib 25% Underdrive						<b>PBU1190-SS25</b>
6.22	4.53		NEUTRAL			11.75
LS7 7.0L V8 Serpentine Belt Corvette Z06						<b>PB1503-SS</b>
7.64	2.64		NEUTRAL			9.74
99 - 08 4.8/5.3/6.0L Silverado, Sierra SUV and 06 - 07 Trailblazer SS 25% Underdrive						<b>PBU1190-SS25</b>
6.22	4.53		NEUTRAL			11.75

## CHRYSLER

245 - 265 Hemi 6 Cylinder					<b>PB1003-ST</b>	<b>PB1003-SS</b>
6.85	1.7	1.41	NEUTRAL		8.4	8.79
Chrysler 318 340 Small Block					<b>PB1004-ST</b>	<b>PB1004-SS</b>
7.11	2.56	1.2	NEUTRAL		7.7	9.4
360 V8 CW					<b>PB1108-ST</b>	<b>PB1108-SS</b>
7.26	2.56	1.2	C/W RING		7.7	9.4
392 Big Block Hemi					<b>PB1115-ST</b>	<b>PB1115-SS</b>
7.08	2.49	1.1	NEUTRAL		7.7	9.1
383, 440 Big Block V8					<b>PB1112-ST</b>	<b>PB1112-SS</b>
7.24	2.56	1.2	NEUTRAL		7.7	9.4
5.7L Hemi 300C, Daytona, RAM Truck 8 Rib						<b>PB81375-SS</b>
6.85	3.98		NEUTRAL			7.76
5.7L, 6.1L SRT Hemi 300C, Daytona 25% Underdrive						<b>PBU1375-SS25</b>
5.78	3.70		NEUTRAL			7.29
NEW 6.4L V8 300 SRT						<b>PBU1639-SS25</b>
5.78	3.70	2.36	NEUTRAL			7.29

## DODGE

NEW 5.7L, 6.1L V8 Charger, Magnum						<b>PBU1375-SS25</b>
6.87	3.70	1.28	NEUTRAL			7.29
NEW 6.1L V8 Challenger 2008-10						<b>PBU1375-SS25</b>
6.87	3.70	1.43	NEUTRAL			7.29
NEW 6.1L, 6.4L V8 Challenger 2011-12						<b>PBU1639-SS25</b>
5.78	3.70	2.36	NEUTRAL			7.29
NEW 6.4L V8 Charger 2012						<b>PBU1639-SS25</b>
5.78	3.70	2.36	NEUTRAL			7.29

## FORD 4 CYLINDER

Focus 25% Underdrive						<b>PBU1155-SS25</b>
4.06	1.42	.98	NEUTRAL			2.43



APPLICATION				CLAIMER PART NUMBER WEIGHT (lbs)	STREET PART NUMBER WEIGHT (lbs)	RACE PART NUMBER WEIGHT (lbs)
OUTSIDE DIAMETER (INCHES)	OVERALL DEPTH	RING WIDTH	BALANCE			

## FORD 6 CYLINDER (AUSTRALIA)

200 - 250 CI 6 Cylinder					<b>PB1007-ST</b>	
6.87	2.56	1.28	NEUTRAL		5.8	
250 CI 6 Cylinder EFI 4 Bolt Race Balancer 12% Underdrive					<b>PB1021-ST</b>	<b>PBU1021-SS12</b>
6.614	2.55	1.43	NEUTRAL		6.3	9.14
3.9L OHC 6 Cylinder EA to 8/89					<b>PB1057-ST</b>	
6.36	3.54	2.36	NEUTRAL		9.6	
3.9 / 4L OHC 6 Cylinder EA - ED 9/89 - 8/94					<b>PB1073-ST</b>	
6.36	3.54	2.36	NEUTRAL		9.7	
4L OHC 6 Cylinder EF Falcon					<b>PB1283-ST</b>	
6.85	2.91	1.48	NEUTRAL		9.7	
4L OHC 6 Cylinder AU With Factory Crank Trigger					<b>PB1462-ST</b>	
6.85	2.91	1.48	NEUTRAL		9.7	
4L OHC 6 Cylinder BA, BF, FG DOHC inc XR6 Turbo 20% underdrive						<b>PBU1157-SS20</b>
6.85	2.91	1.48	NEUTRAL			9.7
NEW 4L 6 Cylinder Falcon EF-EL 9/96 -8/98 with out crank trigger						<b>PB1432-ST</b>
6.85	2.91	1.48	NEUTRAL			9.7

## FORD V8

302, 351 Cleveland V8					<b>PB1082-ST</b>	<b>PB1082-SS</b>
6.5	3.5	1.39	C/W HUB		9.3	10.9
NEW 351 Cleveland V8 4 Bolt, Hub Counter weight, XW - XY GTHO Phase I, II, III					<b>PB1054-ST</b>	
6.5	3.5	2.01	C/W HUB		14.52	
289, 302 Windsor 3 Bolt (Countersunk pulley location)					<b>PB1008-ST</b>	
6.33	3.0	0.77	C/W HUB		6.6	
289, 302 Windsor 3 Bolt (Raised pulley location)					<b>PB1202-ST</b>	
6.33	3.45	0.77	C/W HUB		6.7	
302, 351 Windsor V8 3 Bolt (Raised pulley location) 28 oz. in.					<b>PB1203-ST</b>	<b>PB1203-SS</b>
6.5	3.18	1.39	C/W HUB		9.2	10.9
302, 351 Windsor V8 3 Bolt (Countersunk pulley location) 28 oz. in.				<b>PB1009-NE</b>	<b>PB1009-ST</b>	<b>PB1009-SS</b>
6.5	3.18	1.39	C/W HUB	9.1	9.1	10.9
302, 351 Windsor 4 Bolt (Raised Pulley Location) 28 oz. in.					<b>PB1060-ST</b>	<b>PB1060-SS</b>
6.5	4.09	1.25	C/W HUB		10.1	11.4
302 Windsor EFI V8 4 Bolt 50 oz. in.				<b>PB1084-NE</b>	<b>PB1084-ST</b>	<b>PB1084-SS</b>
6.4	4.13	1.57	C/W RING	9.1	9.1	10.9
302 Windsor 4 Bolt Hub Counter Weight Ring					<b>PB1070-ST</b>	
6.4	4.13	1.57	C/W RING		9.1	
5.8L EFI Windsor V8 4 Bolt					<b>PB1214-ST</b>	
6.4	4.08	1.20	C/W RING		9.2	
5L EFI Windsor With Factory Crank Trigger (AU Falcon)					<b>PB1463-ST</b>	
6.38	4.05	1.48	C/W RING		9.6	
Windsor Small Block 6" Stock Speedway Lightweight 3 Bolt					<b>PB1479-ST</b>	<b>PB1479-SS</b>
5.9	3.1	1.26	NEUTRAL		6.6	5.9

APPLICATION				CLAIMER PART NUMBER WEIGHT (lbs)	STREET PART NUMBER WEIGHT (lbs)	RACE PART NUMBER WEIGHT (lbs)
OUTSIDE DIAMETER (INCHES)	OVERALL DEPTH	RING WIDTH	BALANCE			

## FORD V8 cont.

302, 351 Windsor Neutral Balance Light Weight 4 Bolt					<b>PB1086-ST</b>	<b>PB1086-SS</b>
6.37	4.13	1.57	NEUTRAL			8.0
390 Big Block FE V8 Internal Balance					<b>PB1111-ST</b>	<b>PB1111-SS</b>
7.0	1.574	1.102	NEUTRAL		7.7	8.9
460 Big Block V8 Internal Balance					<b>PB1210-ST</b>	<b>PB1210-SS</b>
6.62	1.62	1.37	NEUTRAL		8.32	9.60
PB1210-SS Can be used on externally balanced 460 with factory winged counterweight						
4.6L V8 (Mustang, Crown Victoria)					<b>PB1478-ST</b>	<b>PB1478-SS</b>
6.75	1.75	1.25	NEUTRAL		6.8	7.8
4.6L V8 (Mustang, Crown Victoria) Large Seal Version						<b>PB1187-SS</b>
6.75	1.75	1.25	NEUTRAL			7.8
4.6L V8 (Mustang, Crown Victoria) 25% Underdrive						<b>PBU1187-SS25</b>
5.06	1.75	1.25	NEUTRAL			7.8
4.6L V8 (Mustang, Crown Victoria) 8 Rib Belt Suit Supercharger Conversions						<b>PB81478-SS</b>
6.75	1.75	1.25	NEUTRAL			7.8
5.4L V8 Modular (Mustang, Falcon BA, BF, FG) Serpentine Belt					<b>PB1116-ST</b>	<b>PBU1116-SS10</b>
7.05	2.32	1.83	NEUTRAL		9.03	9.1
5.4L V8 Modular (Mustang, Falcon BA) 25% underdrive Race Balancer & Water Pump Pulley Kit						<b>PBK1116-SS25</b>
7.05	2.32	1.83	NEUTRAL		9.03	9.1
4.6L V8 (Mustang, Crown Victoria) 8 Rib Belt Suit Supercharger Conversions						<b>PB81478-SS</b>
6.75	1.75	1.25	NEUTRAL			7.8
4.6L V8 (Mustang, Crown Victoria) 25% Underdrive						<b>PBU1478-SS25</b>
6.10	2.50	1.96	NEUTRAL			7.4
5.4L V8 Modular (Mustang, Falcon BA, BF, FG) Serpentine Belt					<b>PB1116-ST</b>	<b>PBU1116-SS10</b>
7.05	2.32	1.83	NEUTRAL		9.03	9.1
5.4L V8 Modular (Mustang, Falcon BA) 25% underdrive Race Balancer & Water Pump Pulley Kit						<b>PBK1116-SS25</b>
7.05	2.32	1.83	NEUTRAL		9.03	9.1
5L V8 Coyote 25% underdrive						<b>PBU1638-SS25</b>
6.10	3.62	1.25	NEUTRAL			7.8

## GENERAL MOTORS 3800 V6

3.8L V6 Series 1 & 2 suit normally aspirated & 8 rib Supercharger conversion					<b>PB1083-ST</b>	<b>PBO81083-SC5</b>
7.28	3.45	2.26	C/W HUB		10.38	10.38
3.8L V6 Series 3 suit normally aspirated & 8 rib Supercharger conversion					<b>PB1207-ST</b>	<b>PBO81207-SC5</b>
7.28	3.45	2.26	C/W HUB		10.38	10.38
3.8L V6 L36 & L67 Supercharged 5% overdrive on S/C pulley 8 rib						<b>PBO81461-SC5</b>
7.28	3.45	2.26	C/W HUB			11.83
3.8L V6 L36 & L67 Supercharged STD diameter on S/C pulley 8 rib						<b>PB81461-SS</b>
6.94	3.45	2.26	C/W HUB			10.5
3.8L V6 L36 & L67 Supercharged STD diameter on S/C pulley 8 rib neutral balance						<b>PBO81197-SC5</b>
7.28	3.45	2.26	NEUTRAL			9.75
3.6L High Feature OHC V6 LY7, LLT 20% Underdrive						<b>PBU1177-SS20</b>
6.77	2.36		NEUTRAL			6.84

APPLICATION				CLAIMER PART NUMBER WEIGHT (lbs)	STREET PART NUMBER WEIGHT (lbs)	RACE PART NUMBER WEIGHT (lbs)
OUTSIDE DIAMETER (INCHES)	OVERALL DEPTH	RING WIDTH	BALANCE			

## HOLDEN (GM AUSTRALIA)

149 - 202 Red 6 Cylinder					PB17A-ST	PB17A-SS
6.01	1.2	0.75	NEUTRAL		3.6	4.0
149 - 202 Red 6 Cylinder High Inertia Race Balancer 12% Underdrive						PBU17A-SS12
6.18	1.85	1.496	NEUTRAL			6.45
2.8 & 3.3L Blue and Black 6 Cylinder					PB9752-ST	PB9752-SS
6.01	1.2	0.73	NEUTRAL		3.6	4.0
3.0L VL RB30 6 Cylinder inc Turbo 25% Underdrive						PBU1085-SS25
5.08	2.62	2.30	NEUTRAL			7.21
3.8L V6 VN-VP to Eng. 1274843 suit normally aspirated & 8 rib Supercharger conversion					PB1083-ST	PB081083-SS5
7.28	3.45	2.26	C/W HUB		10.38	10.38
3.8L V6 VP, VR from Eng. 1274844 suit normally aspirated & 8 rib Supercharger conversion					PB1207-ST	PB081207-SS5
7.28	3.45	2.26	C/W HUB		10.38	10.38
3.8L V6 VS-VY L36 & L67 Supercharged 5% overdrive on S/C pulley 8 rib						PB081461-SC5
7.28	3.45	2.26	C/W HUB			11.83
3.8L V6 VS-VY L36 & L67 Supercharged STD diameter on S/C pulley 8 rib						PB81461-SS
6.94	3.45	2.26	C/W HUB			10.5
3.8L V6 VS-VY L36 & L67 Supercharged 5% overdrive on S/C pulley 8 rib neutral balance						PB081197-SS5
7.28	3.45	2.26	NEUTRAL			9.75
3.0L, 3.6L Alloy Tech OHC V6 VZ, VE 20% Underdrive						PBU1177-SS20
6.77	2.36		NEUTRAL			6.84
253, 308, 4.9L EFI V8 Including Stroker Engines					PB1081-ST	PB1081-SS
6.55	2.93	1.14	NEUTRAL		7.3	8.3
5.7L LS1, 6.0L LS2 V8 Serpentine Belt (VT-VZ Commodore)					PB1480-ST	PB1480-SS
7.5	3.66	2.22	NEUTRAL		10.5	11.2
5.7L LS1, 6.0L LS2 V8 10% Underdrive (VT-VZ Commodore)						PBU1480-SS10
6.75	3.66	2.2	NEUTRAL			10.9
5.7L LS1, 6.0L LS2 V8 25% Underdrive (VT-VZ Commodore)						PBU1480-SS25
6.22	3.86	2.48	NEUTRAL			10.7
L76, L98 6.0L, LS3 6.2L V8 Serpentine Belt VE Commodore and HSV						PB1117-SS
7.5	2.83	2.42	NEUTRAL			8.55
L76, L98 6.0L, LS3 6.2L V8 Serpentine Belt 10% Underdrive VE Commodore and HSV						PBU1117-SS10
6.75	2.83	2.42	NEUTRAL			7.61
L76, L98 6.0L, LS3 6.2L V8 Serpentine Belt 25% Underdrive VE Commodore and HSV						PBU1117-SS25
6.22	2.83	2.42	NEUTRAL			7.4

## JEEP

NEW	5.7L V8 Commander					PBU1375-SS25
	5.78	3.70		NEUTRAL		7.29
NEW	5.7L, 6.1L V8 Grand Cherokee					PBU1375-SS25
	5.78	3.70		NEUTRAL		7.29
NEW	6.4L V8 Grand Cherokee					PBU1639-SS25
	5.78	3.70		NEUTRAL		7.29



APPLICATION				CLAIMER PART NUMBER WEIGHT (lbs)	STREET PART NUMBER WEIGHT (lbs)	RACE PART NUMBER WEIGHT (lbs)
OUTSIDE DIAMETER (INCHES)	OVERALL DEPTH	RING WIDTH	BALANCE			

## LEXUS

NEW	3L 6cyl 2JZGE (GS300, GS430, IS200, IS300)					PB1174-ST
	5.90	2.08	1.69	NEUTRAL		10.3
NEW	4.7L V8 2UZFE (GX470, LX470, SC400)					PB1146-ST
	6.25	2.78	1.50	NEUTRAL		10.8

## NISSAN

NEW	2L 4cyl. SR20 DET Sylvia, 180SX, 200SX 25% Underdrive					PBU1104-SS25
	5.16	2.56	2.28	NEUTRAL		6.68
NEW	1.8L 4cyl. CA18 DET Sylvia, 180SX, 200SX 25% Underdrive					PBU1504-SS25
	5.98	2.6		NEUTRAL		7.05
NEW	Patrol 4.8L 6 Cylinder TB48					PB1380-SS
	5.16	2.56	2.28	NEUTRAL		6.68

## PONTIAC

287 TO 455 CI V8				PB1056-NE	PB1056-ST	PB1056-SS
6.79	3.24	1.26	NEUTRAL		6.8	10.4
GTO 5.7L LS1, 6.0L LS2 V8 Serpentine Belt					PB1480-ST	PB1480-SS
7.5	2.25	1.37	NEUTRAL		10.5	11.2
GTO 5.7L LS1, 6.0L LS2 10% Underdrive						PBU1480-SS10
6.75	2.25	1.37	NEUTRAL			9.9
GTO 5.7L LS1, 6.0L LS2 25% Underdrive						PBU1480-SS25
6.22	2.13	1.37	NEUTRAL			9.9
G8 L98 6.0L, LS3 6.2L V8 Serpentine Belt						PB1117-SS
7.5	2.83	2.42	NEUTRAL			8.55
G8 L98 6.0L, LS3 6.2L V8 Serpentine Belt 10% Underdrive						PBU1117-SS10
6.75	2.83	2.42	NEUTRAL			7.61
G8 L98 6.0L, LS3 6.2L V8 Serpentine Belt 25% Underdrive						PBU1117-SS25
6.22	2.83	2.42	NEUTRAL			7.4














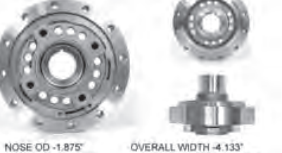










## SUBARU

WRX EJ20 97-2000 25% Underdrive						PBU1164-SS25
4.02	1.93	1.48	NEUTRAL			3.37

## TOYOTA

NEW	4.7L V8 2UZFE (Landcruiser, Sequoia, Tundra)					PB1146-ST
	6.25	2.78	1.50	NEUTRAL		10.8
NEW	2.5L 6cyl 1JZGTE, 3L 6cyl 2JZGE, 2JZGTE (Crown, Soarer, Supra)					PB1174-ST
	5.90	2.08	1.69	NEUTRAL		10.3
NEW	4.5L 6cyl 1FZFE (Landcruiser)					PB1413-SS
	6.94	3.11	2.44	NEUTRAL		13.5

























# Powerbond Harmonic Balancers

<b>PB1003-SS</b>  NOSE OD -2.003" -50.90mm CRANK BORE -1.344" -34.15mm OVERALL WIDTH -1.712" -43.50mm PULLEY DIAMETER -6.820" -173.25mm	<b>PB1004-SS</b>  NOSE OD -2.188" -55.60mm CRANK BORE -1.529" -38.86mm OVERALL WIDTH -2.559" -65.00mm PULLEY DIAMETER -7.086" -180.00mm	<b>PB1009-SS</b>  NOSE OD -1.877" -47.70mm CRANK BORE -1.374" -34.90mm OVERALL WIDTH -3.003" -76.50mm PULLEY DIAMETER -6.505" -165.25mm	<b>PB1012-SS</b>  NOSE OD -1.763" -44.90mm CRANK BORE -1.244" -31.61mm OVERALL WIDTH -2.047" -52.0mm PULLEY DIAMETER -6.112" -155.5mm
<b>PB1018-SS</b>  NOSE OD -2.334" -59.30mm CRANK BORE -1.598" -40.61mm OVERALL WIDTH -2.685" -68.20mm PULLEY DIAMETER -6.791" -172.50mm	<b>PB1019-SS</b>  NOSE OD -2.334" -59.30mm CRANK BORE -1.599" -40.62mm OVERALL WIDTH -2.606" -66.2mm PULLEY DIAMETER -7.0" -177.5mm	<b>PB1046-SS</b>  NOSE OD -1.764" -44.80mm CRANK BORE -1.244" -31.61mm OVERALL WIDTH -2.345" -59.50mm PULLEY DIAMETER -7.962" -202.25mm	<b>PB1050-SS</b>  NOSE OD -1.764" -44.80mm CRANK BORE -1.244" -31.61mm OVERALL WIDTH -2.345" -59.50mm PULLEY DIAMETER -7.962" -202.25mm
<b>PB1056-SS</b>  NOSE OD -1.877" -47.65mm CRANK BORE -1.374" -34.92mm OVERALL WIDTH -3.348" -82.50mm PULLEY DIAMETER -6.791" -172.50mm	<b>PB1060-SS</b>  NOSE OD -1.877" -47.70mm CRANK BORE -1.374" -34.90mm OVERALL WIDTH -4.114" -104.50mm PULLEY DIAMETER -6.505" -165.25mm	<b>PB1081-SS</b>  NOSE OD -1.763" -44.80mm CRANK BORE -1.238" -31.47mm OVERALL WIDTH -2.029" -74.40mm PULLEY DIAMETER -6.535" -166.00mm	<b>PB1082-SS</b>  NOSE OD -1.876" -47.67mm CRANK BORE -1.374" -34.90mm OVERALL WIDTH -3.507" -89.10mm PULLEY DIAMETER -6.505" -165.25mm
<b>PB1084-SS</b>  NOSE OD -1.875" -47.65mm CRANK BORE -1.374" -34.90mm OVERALL WIDTH -4.133" -105.00mm PULLEY DIAMETER -6.387" -162.25mm	<b>PB1086-SS</b>  NOSE OD -1.875" -47.65mm CRANK BORE -1.374" -34.90mm OVERALL WIDTH -4.133" -105.00mm PULLEY DIAMETER -6.062" -154.00mm	<b>PB1108-SS</b>  NOSE OD -2.185" -55.00mm CRANK BORE -1.529" -38.86mm OVERALL WIDTH -2.460" -62.50mm PULLEY DIAMETER -7.263" -184.50mm	<b>PB1111-SS</b>  NOSE OD -1.994" -50.30mm CRANK BORE -1.374" -34.90mm OVERALL WIDTH -1.472" -37.40mm PULLEY DIAMETER -6.908" -177.50mm
<b>PB1112-SS</b>  NOSE OD -2.188" -55.60mm CRANK BORE -1.530" -38.87mm OVERALL WIDTH -1.811" -46.00mm PULLEY DIAMETER -7.076" -179.75mm	<b>PB1117-SS</b>  NOSE OD -2.127" -54.05mm CRANK BORE -1.877" -37.50mm OVERALL WIDTH -2.519" -64.00mm PULLEY DIAMETER -7.047 / 7.326" -179.00 / 186.10mm	<b>PB1118-SS</b>  NOSE OD -1.763" -44.80mm CRANK BORE -1.244" -31.61mm OVERALL WIDTH -2.342" -59.50mm PULLEY DIAMETER -6.732" -171.00mm	<b>PB1160-SS</b>  NOSE OD -2.334" -59.30mm CRANK BORE -1.598" -40.61mm OVERALL WIDTH -2.242" -56.50mm PULLEY DIAMETER -7.962" -202.25mm
<b>PB1161-SS</b>  NOSE OD -2.334" -59.30mm CRANK BORE -1.598" -40.61mm OVERALL WIDTH -2.342" -59.50mm PULLEY DIAMETER -7.962" -202.25mm	<b>PB1203-SS</b>  NOSE OD -1.876" -47.67mm CRANK BORE -1.374" -34.91mm OVERALL WIDTH -3.169" -80.50mm PULLEY DIAMETER -6.486" -164.75mm	<b>PB1210-SS</b>  NOSE OD -2.175" -55.25mm CRANK BORE -1.374" -34.91mm OVERALL WIDTH -2.381" -60.50mm PULLEY DIAMETER -6.603" -169.25mm	<b>PB1211-SS</b>  NOSE OD -2.334" -59.30mm CRANK BORE -1.598" -40.62mm OVERALL WIDTH -2.685" -68.20mm PULLEY DIAMETER -7.962" -202.25mm

Some images are shown with machined finish to highlight detail. All Powerbond balancers delivered with durable clear coat over black paint treatment.



# Powerbond Harmonic Balancers

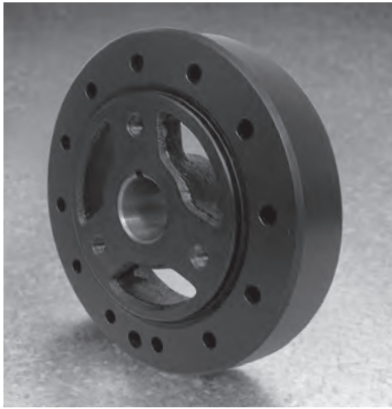
<p><b>PB1480-SS</b></p>  <p>NOSE OD - 2.129" - 54.0mm CRANK BORE - 1.480" - 37.61mm</p> <p>OVERALL WIDTH - 3.661" - 93.0mm PULLEY DIAMETER - 7.240" / 7.515" - 179.9 / 187.0mm</p>	<p><b>PB1481-SS</b></p>  <p>NOSE OD - N/A CRANK BORE - 1.872"</p> <p>OVERALL WIDTH - 3.228" PULLEY DIAMETER - 6.732"</p>	<p><b>PB17A-SS</b></p>  <p>NOSE OD - 1.763" - 44.8mm CRANK BORE - 1.115" - 28.43mm</p> <p>OVERALL WIDTH - 1.200" - 30.50mm PULLEY DIAMETER - 6.003" - 152.50mm</p>	<p><b>PB2221-SS</b></p>  <p>NOSE DIA - 1.763" - 44.8mm CRANK BORE - 1.244" - 31.61mm</p> <p>OVERALL WIDTH - 2.342" - 59.5mm PULLEY DIA - 6.751" - 171.5mm</p>
<p><b>PB9752-SS</b></p>  <p>NOSE OD - 1.763" - 44.8mm CRANK BORE - 1.115" - 28.43mm</p> <p>OVERALL WIDTH - 1.200" - 30.50mm PULLEY DIAMETER - 6.003" - 152.50mm</p>	<p><b>PB081480-SS10</b></p>  <p>NOSE OD - 2.125" - 54.0mm CRANK BORE - 1.480" - 37.60mm</p> <p>OVERALL WIDTH - 3.925" - 99.70mm PULLEY DIAMETER - 7.086" / 8.043" - 180.0mm / 204.30mm</p>	<p><b>PB081117-SS10</b></p>  <p>NOSE OD - 2.125" - 54.0mm CRANK BORE - 1.480" - 37.6mm</p> <p>OVERALL WIDTH - 3.1" - 78.75mm PULLEY DIAMETER - 7.08 / 8.1" - 180.0 / 205.710mm</p>	<p><b>PB081197-SS5</b></p>  <p>NOSE OD - 1.935" CRANK BORE - 1.373"</p> <p>OVERALL WIDTH - 3.432" PULLEY DIAMETER - 7.283"</p>
<p><b>PB081461-SS5</b></p>  <p>NOSE OD - 1.836" - 49.18mm CRANK BORE - 1.373" - 34.89mm</p> <p>OVERALL WIDTH - 3.432" - 87.70mm PULLEY DIAMETER - 6.937" / 7.283" - 176.20 / 185.00mm</p>	<p><b>PB081503-SS10</b></p>  <p>NOSE DIA - 2.125" - 54.0mm CRANK BORE - 1.480" - 37.61mm</p> <p>OVERALL WIDTH - 2.822" - 66.50mm PULLEY DIA - 8.055" / 7.322" - 204.6mm / 186.0mm</p>	<p><b>PBU1085-SS25</b></p>  <p>NOSE OD - N/A CRANK BORE - 1.160" - 29.98mm</p> <p>OVERALL WIDTH - 2.391" - 60.75mm PULLEY DIAMETER - 3.808" / 5.108" - 98.0 / 129.75mm</p>	<p><b>PBU1104-SS25</b></p>  <p>NOSE OD - 1.812" - 46.05mm CRANK BORE - 1.180" - 29.98mm</p> <p>OVERALL WIDTH - 2.503" - 63.00mm PULLEY DIAMETER - 3.987" / 4.645" / 5.000" - 99.00 / 118.00 / 127.00mm</p>
<p><b>PBU1116-SS10</b></p>  <p>NOSE OD - 1.877" - 47.70mm CRANK BORE - 1.249" - 31.73mm</p> <p>OVERALL WIDTH - 2.322" - 59.00mm PULLEY DIAMETER - 5.937" - 150.80mm</p>	<p><b>PBU1116-SS25</b></p>  <p>NOSE DIA - 1.878" - 47.7mm CRANK BORE - 1.248" - 31.72mm</p> <p>OVERALL WIDTH - 2.48" - 63.0mm PULLEY DIA - 4.92" - 125.0mm</p>	<p><b>PBU1117-SS10</b></p>  <p>NOSE OD - 2.125" - 54.05mm CRANK BORE - 1.480" - 37.81mm</p> <p>OVERALL WIDTH - 2.826" - 71.80mm PULLEY DIAMETER - 6.919" / 7.065" - 165.0 / 179.50mm</p>	<p><b>PBU1117-SS25</b></p>  <p>NOSE OD - 2.125" - 54.05mm CRANK BORE - 1.480" - 37.61mm</p> <p>OVERALL WIDTH - 2.83" - 72.0mm PULLEY DIAMETER - 4.51 / 6.14" - 140.0 / 156.0mm</p>
<p><b>PBU1157-SS20</b></p>  <p>NOSE OD - 1.750" - 44.45mm CRANK BORE - 1.249" - 31.73mm</p> <p>OVERALL WIDTH - 2.007" - 51.00mm PULLEY DIAMETER - 5.250" - 133.60mm</p>	<p><b>PBU1164-SS25</b></p>  <p>NOSE DIA - 2.480" - 63.0mm CRANK BORE - 0.945" - 24.025mm</p> <p>OVERALL WIDTH - 1.921" - 48.90mm PULLEY DIA - 3.937" - 100.00mm</p>	<p><b>PBU1177-SS20</b></p>  <p>NOSE OD - 1.970" - 50.0mm CRANK BORE - 1.465" - 37.6mm</p> <p>OVERALL WIDTH - 2.262" - 58.5mm PULLEY DIAMETER - 5.07" - 128.5mm</p>	<p><b>PBU1190-SS25</b></p>  <p>NOSE OD - 2.125" - 54.00mm CRANK BORE - 1.480" - 37.61mm</p> <p>OVERALL WIDTH - 4.527" - 115.00mm PULLEY DIAMETER - 5.629" - 143.00mm</p>
<p><b>PBU1375-SS25</b></p>  <p>NOSE OD - 1.978" - 50.25mm CRANK BORE - 1.474" - 37.45mm</p> <p>OVERALL WIDTH - 3.790" - 94.00mm PULLEY DIAMETER - 4.952" - 125.8mm</p>	<p><b>PBU1480-SS10</b></p>  <p>NOSE OD - 2.125" - 54.0mm CRANK BORE - 1.480" - 37.61mm</p> <p>OVERALL WIDTH - 3.661" - 93.00mm PULLEY DIAMETER - 6.334" / 6.661" - 160.90 / 168.0mm</p>	<p><b>PBU1480-SS25</b></p>  <p>NOSE OD - 2.125" - 54.0mm CRANK BORE - 1.480" - 37.61mm</p> <p>OVERALL WIDTH - 3.878" - 98.5mm PULLEY DIAMETER - 5.55" - 141.0mm</p>	<p><b>PBU1504-SS20</b></p>  <p>NOSE DIA - N/A CRANK BORE - 1.181" - 30.00mm</p> <p>OVERALL WIDTH - 2.381" - 60.5mm PULLEY DIA - 3.751" / 4.417" / 4.862" - 95.5mm / 112.2mm / 123.5mm</p>

Some images are shown with machined finish to highlight detail. All Powerbond balancers delivered with durable clear coat over black paint treatment.



# POWERBOND RANGE

## CLAIMER SERIES



One of the challenges for circle track 'Claimer' motor builders is to choose engine components that are both economical and reliable enough to stand up to the punishment of racing.

Harmonic balancers are no exception, and traditional cheap OEM style balancers are usually made from weak grey cast iron and have the rubber pressed in by the normal insertion method. As a result, the balancer castings are prone to cracking and the inertia ring will tend to spin on the rubber which is both dangerous and affects the engine balance and tuning.

Now Powerbond, the manufacturer of street and race performance bonded harmonic balancers, has developed the economical 'Claimer' series OEM style balancer.

Using economical fast cure pressure bonding technology the Powerbond Claimer series has three times the push-apart strength of traditional inserted OEM balancers for the best possible resistance to inertia ring spinning and dislocation.

Powerbond Claimer balancers also use SG iron hubs for maximum strength and crack resistance and each assembly is factory balanced for smooth operation.

Every Claimer balancer features easy to read laser etched timing marks.

The most remarkable feature of the Powerbond Claimer range is the price. It is comparable and in most cases less expensive than the cheap imported OEM style balancers making it a perfect heavy duty standard replacement balancer.

## STREET PERFORMANCE



The POWERBOND Street Series is the economical choice for high powered street engines.

POWERBOND Street Balancers are also perfect for limited spec race classes such as late model stock that require an OEM style balancer.

The unique high pressure long cure bonded dampening rubber in every POWERBOND Street and Race Series balancer eliminates spinning and component separation giving reliable performance in engines used to 6500rpm.

POWERBOND Street Series combine new high strength SG (Nodular) Iron balancer centres and inertia rings, bonded then balanced to extremely tight tolerances.

All POWERBOND Street balancers feature easy to read permanently etched timing marks on the outer ring.

## SFI RACE



The POWERBOND Race Series brings the advantages of bonded balancers to high revving race and street/race applications where an SFI approved balancer is required.

Every Race Series POWERBOND balancer features a precision CNC machined AUSI 1045 forged steel hub bonded to an equally strong forged steel inertia ring.

Advanced design means that Race Series balancers are very light for an all steel product and generally much lighter than other all steel balancers on the market.

The steel inertia ring of the Race Series models is positively protected against forward and backward movement and has the assurance of bonded rubber to eliminate spinning.

Every model has easy to read computer etched timing marks.

The new two stage clear over black finish is extremely resistant to scratching and corrosion.

All POWERBOND Race series balancers meet SFI specification 18.1.

**precision** PTY. LTD.  
P A R T S



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