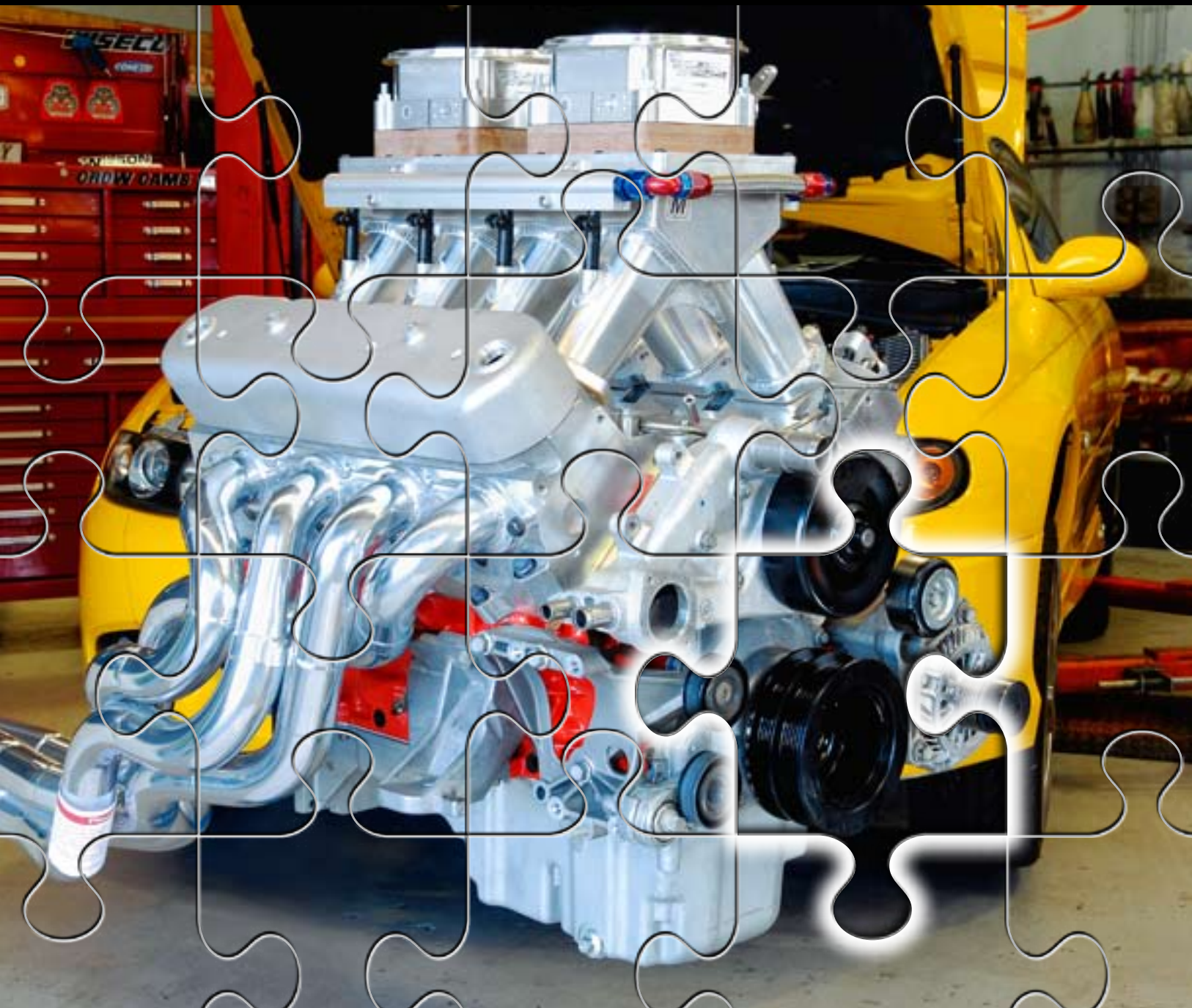


# **POWERBOND**

Harmonic Balancers

An Essential Piece of the Performance Puzzle



**2010 APPLICATION GUIDE**

# HARMONIC BALANCER CONSTRUCTION

## 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.

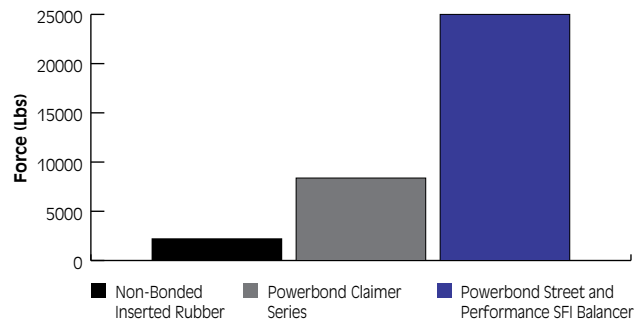
Specifically formulated rubber is injected into purpose built bonding presses and cured in the mould until optimum strength is achieved. This method gives unrivalled rubber to metal bonding strength, resistance to ring dislocation and control of rubber duro or elasticity. All POWERBOND balancers are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

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

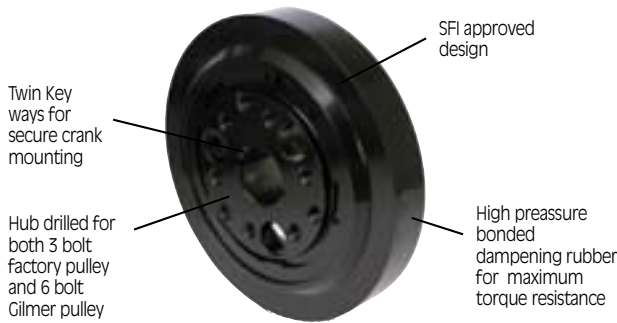
- Under drive balancer kit produces more horsepower by reducing parasitic power loss from driving engine accessories including alternator, power steering and air conditioning.
- Smaller diameter harmonic balancer reduces inertia for faster engine acceleration.
- POWERBOND SFI Race harmonic balancer included 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 25% Under Drive 6.89" OD CHRYSLER	PBK005
<b>FORD 6 Cylinder Australia</b>	
4.0L DOHC 6cylinder BA-FG inc. XR6 Turbo 20% underdrive	PBK003
<b>GM USA</b>	
LS1 5.7L V8 Camaro-Firebird 98-00 Serpentine Belt 25% Under Drive 6.22" OD	PBK004
LS1 5.7L V8 Camaro-Firebird 01-02 Serpentine Belt 25% Under Drive 6.22" OD	PBK008
LS1 5.7L V8 Corvette 97-04 Serpentine Belt 25% Under Drive 6.22" OD	PBK009
LS2 6.0L, LS3 6.2L V8 Corvette 05-09 Serpentine Belt 25% Under Drive 6.22" OD	PBK010
LS1 5.7L, LS2 6.0L V8 Pontiac GTO 04-06 Serpentine Belt 25% Under Drive 6.22" OD	PBK011
L76 6.0 L V8 Pontiac G8 Auto Serpentine Belt 25% Under Drive 6.22" OD	PBK016
LS3 6.2 L V8 Pontiac G8 Manual Serpentine Belt 25% Under Drive 6.22" OD	PBK017
LS3 6.2L V8 Camaro 2010 Serpentine Belt 25% Under Drive 6.22" OD	PBK012
6.0L, 6.2L V8 GM Truck 07-08 Escalade, Yukon 09 Serpentine Belt 25% Under Drive 6.22" OD	PBK013
6.0L V8 GM Truck 09 Serpentine Belt 25% Under Drive 6.22" OD	PBK014
6.2L V8 Silverado Sierra 09 Serpentine Belt 25% Under Drive 6.22" OD	PBK015
<b>GM Australia/ Middle East</b>	
LS1 5.7L V8 Holden Commodore VT-VZ 1999-06, Chev Lumina Serpentine Belt 25% Under Drive	PBK001
L98 6.0L V8 Holden Commodore VE 2006-On, Chev Lumina Serpentine Belt 25% Under Drive	PBK002
<b>GM High Feature OHC V6</b>	
3.6 I OHC V6 LY7, LLT Serpentine Belt 20% Underdrive	PBK007

# Powerbond Supercharger Balancers

## Chevrolet Small Block and Big Block features



## Serpentine Balancer Design features



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

### Chevrolet

<b>283 - 350 Small Block V8 7"</b>				<b>PB2221-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 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 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 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 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

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

## CHEVROLET

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

<b>APPLICATION</b>				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.

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

## CHRYSLER

<b>245 - 265 Hemi 6 Cylinder</b>					<b>PB1003-ST</b>	<b>PB1003-SS</b>
6.85	1.7	1.41	NEUTRAL		8.4	8.79
<b>Chrysler 318 340 Small Block</b>					<b>PB1004-ST</b>	<b>PB1004-SS</b>
7.11	2.56	1.2	NEUTRAL		7.7	9.4
<b>360 V8 CW</b>					<b>PB1108-ST</b>	<b>PB1108-SS</b>
7.26	2.56	1.2	C/W RING		7.7	9.4
<b>392 Big Block Hemi</b>					<b>PB1115-ST</b>	<b>PB1115-SS</b>
7.08	2.49	1.1	NEUTRAL		7.7	9.1
<b>440 Big Block V8</b>					<b>PB1112-ST</b>	<b>PB1112-SS</b>
7.24	2.56	1.2	NEUTRAL		7.7	9.4
<b>5.7L Hemi 300C, Daytona, RAM Truck 8 Rib</b>						<b>PB81375-SS</b>
6.85	3.98		NEUTRAL			7.76
<b>5.7L, 6.1L SRT Hemi 300C, Daytona 25% Underdrive</b>						<b>PBU1375-SS25</b>
6.89	3.7		NEUTRAL			6.84

## FORD 4 CYLINDER

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

## FORD 6 CYLINDER (AUSTRALIA)

<b>200 - 250 CI 6 Cylinder</b>					<b>PB1007-ST</b>	
6.87	2.56	1.28	NEUTRAL		5.8	
<b>NEW</b>	<b>250 CI 6 Cylinder EFI 4 Bolt Race Balancer 12% Underdrive</b>				<b>PB1021-ST</b>	<b>PBU1021-SS12</b>
6.614	2.55	1.43	NEUTRAL		6.3	9.14
<b>3.9L OHC 6 Cylinder EA to 8/89</b>					<b>PB1057-ST</b>	
6.36	3.54	2.36	NEUTRAL		9.6	

<b>APPLICATION</b>				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) cont.

<b>3.9 / 4L OHC 6 Cylinder EA - ED 9/89 - On</b>					<b>PB1073-ST</b>	
6.36	3.54	2.36	NEUTRAL		9.7	
<b>4L OHC 6 Cylinder EF</b>					<b>PB1283-ST</b>	
6.85	2.91	1.48	NEUTRAL		9.7	
<b>4L OHC 6 Cylinder AU With Factory Crank Trigger</b>					<b>PB1462-ST</b>	
6.85	2.91	1.48	NEUTRAL		9.7	
<b>4L OHC 6 Cylinder BA DOHC inc XR6 Turbo 20% underdrive</b>						<b>PBU1157-SS20</b>
6.85	2.91	1.48	NEUTRAL			9.7

## FORD V8

<b>302, 351 Cleveland V8</b>					<b>PB1082-ST</b>	<b>PB1082-SS</b>
6.5	3.5	1.39	C/W HUB		9.3	10.9
<b>289, 302 Windsor 3 Bolt (Countersunk pulley location)</b>					<b>PB1008-ST</b>	
6.33	3.0	0.77	C/W HUB		6.6	
<b>289, 302 Windsor 3 Bolt (Raised pulley location)</b>					<b>PB1202-ST</b>	
6.33	3.45	0.77	C/W HUB		6.7	
<b>302, 351 Windsor V8 3 Bolt (Raised pulley location) 28 oz. in.</b>					<b>PB1203-ST</b>	<b>PB1203-SS</b>
6.5	3.18	1.39	C/W HUB		9.2	10.9
<b>302, 351 Windsor V8 3 Bolt (Countersunk pulley location) 28 oz. in.</b>				<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
<b>302, 351 Windsor 4 Bolt (Raised Pulley Location) 28 oz. in.</b>					<b>PB1060-ST</b>	<b>PB1060-SS</b>
6.5	4.09	1.25	C/W HUB		10.1	11.4
<b>302 Windsor EFI V8 4 Bolt 50 oz. in.</b>				<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
<b>302 Windsor 4 Bolt Hub Counter Weight Ring</b>					<b>PB1070-ST</b>	
6.4	4.13	1.57	C/W RING		9.1	
<b>5.8L EFI Windsor V8 4 Bolt</b>					<b>PB1214-ST</b>	
6.4	4.08	1.20	C/W RING		9.2	
<b>5L EFI Windsor With Factory Crank Trigger (AU Falcon)</b>					<b>PB1463-ST</b>	
6.38	4.05	1.48	C/W RING		9.6	
<b>Windsor Small Block 6" Stock Speedway Lightweight 3 Bolt</b>					<b>PB1479-ST</b>	<b>PB1479-SS</b>
5.9	3.1	1.26	NEUTRAL		6.6	5.9
<b>302, 351 Windsor Neutral Balance Light Weight 4 Bolt</b>						<b>PB1086-SS</b>
6.37	4.13	1.57	NEUTRAL			8.0
<b>390 Big Block FE V8 Internal Balance</b>					<b>PB1111-ST</b>	<b>PB1111-SS</b>
7.0	1.574	1.102	NEUTRAL		7.7	8.9
<b>460 Big Block V8 Internal Balance</b>					<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						
<b>4.6L V8 (Mustang, Crown Victoria)</b>					<b>PB1478-ST</b>	<b>PB1478-SS</b>
6.75	1.75	1.25	NEUTRAL		6.8	7.8

<b>APPLICATION</b>				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.

<b>4.6L V8 (Mustang, Crown Victoria) 8 Rib Belt Suit Supercharger Conversions</b>						<b>PB81478-SS</b>
6.75	1.75	1.25	NEUTRAL			7.8
<b>5.4L V8 Modular (Mustang, Falcon BA) Serpentine Belt</b>					<b>PB1116-ST</b>	<b>PBU1116-SS10</b>
7.05	2.32	1.83	NEUTRAL		9.03	9.1
<b>5.4L V8 Modular (Mustang, Falcon BA) 25% underdrive Race Balancer &amp; Water Pump Pulley Kit</b>						<b>PBK1116-SS25</b>
7.05	2.32	1.83	NEUTRAL		9.03	9.1

## GENERAL MOTORS 3800 V6

<b>3.8L V6 Series 1 &amp; 2 suit normally aspirated &amp; 8 rib Supercharger conversion</b>					<b>PB1083-ST</b>	<b>PB081083-SS5</b>
7.28	3.45	2.26	C/W HUB		10.38	10.38
<b>3.8L V6 Series 3 suit normally aspirated &amp; 8 rib Supercharger conversion</b>					<b>PB1207-ST</b>	<b>PB081207-SS5</b>
7.28	3.45	2.26	C/W HUB		10.38	10.38
<b>3.8L V6 L36 &amp; L67 Supercharged 5% overdrive on S/C pulley 8 rib</b>						<b>PB081461-SS5</b>
7.28	3.45	2.26	C/W HUB			11.83
<b>3.8L V6 L36 &amp; L67 Supercharged STD diameter on S/C pulley 8 rib</b>						<b>PB81461-SS</b>
6.94	3.45	2.26	C/W HUB			10.5
<b>3.8L V6 L36 &amp; L67 Supercharged STD diameter on S/C pulley 8 rib neutral balance</b>						<b>PB081197-SS5</b>
7.28	3.45	2.26	NEUTRAL			9.75
<b>3.6L High Feature OHC V6 LY7, LLT 20% Underdrive</b>						<b>PBU1177-SS20</b>
6.77	2.36		NEUTRAL			6.84

## HOLDEN (GM AUSTRALIA)

<b>149 - 202 Red 6 Cylinder</b>					<b>PB17A-ST</b>	<b>PB17A-SS</b>
6.01	1.2	0.75	NEUTRAL		3.6	4.0
<b>NEW</b>	<b>149 - 202 Red 6 Cylinder High Inertia Race Balancer 12% Underdrive</b>					<b>PBU17A-SS12</b>
6.18	1.85	1.496	NEUTRAL			6.45
<b>2.8 &amp; 3.3L Blue and Black 6 Cylinder</b>					<b>PB9752-ST</b>	<b>PB9752-SS</b>
6.01	1.2	0.73	NEUTRAL		3.6	4.0
<b>3.0L VL RB30 6 Cylinder inc Turbo 25% Underdrive</b>						<b>PBU1085-SS25</b>
5.08	2.62	2.30	NEUTRAL			7.21
<b>3.8L V6 VN-VP to Eng. 1274843 suit normally aspirated &amp; 8 rib Supercharger conversion</b>					<b>PB1083-ST</b>	<b>PB081083-SS5</b>
7.28	3.45	2.26	C/W HUB		10.38	10.38
<b>3.8L V6 VP, VR from Eng. 1274844 suit normally aspirated &amp; 8 rib Supercharger conversion</b>					<b>PB1207-ST</b>	<b>PB081207-SS5</b>
7.28	3.45	2.26	C/W HUB		10.38	10.38
<b>3.8L V6 VS-VY L36 &amp; L67 Supercharged 5% overdrive on S/C pulley 8 rib</b>						<b>PB081461-SS5</b>
7.28	3.45	2.26	C/W HUB			11.83
<b>3.8L V6 VS-VY L36 &amp; L67 Supercharged STD diameter on S/C pulley 8 rib</b>						<b>PB81461-SS</b>
6.94	3.45	2.26	C/W HUB			10.5
<b>3.8L V6 VS-VY L36 &amp; L67 Supercharged STD diameter on S/C pulley 8 rib neutral balance</b>						<b>PB081197-SS5</b>
7.28	3.45	2.26	NEUTRAL			9.75
<b>3.6L Alloy Tech OHC V6 VZ, VE 20% Underdrive</b>						<b>PBU1177-SS20</b>
6.77	2.36		NEUTRAL			6.84



<b>APPLICATION</b>				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) cont.**

<b>253, 308, 4.9L EFI V8</b>					<b>PB1081-ST</b>	<b>PB1081-SS</b>
6.55	2.93	1.14	NEUTRAL		7.3	8.3
<b>5.7L LS1, 6.0L LS2 V8 Serpentine Belt</b>					<b>PB1480-ST</b>	<b>PB1480-SS</b>
7.5	3.66	2.22	NEUTRAL		10.5	11.2
<b>5.7L LS1, 6.0L LS2 10% Underdrive</b>						<b>PBU1480-SS10</b>
6.75	3.66	2.2	NEUTRAL			10.9
<b>5.7L LS1, 6.0L LS2 25% Underdrive</b>						<b>PBU1480-SS25</b>
6.22	3.86	2.48	NEUTRAL			10.7
<b>L98 6.0L, LS3 6.2L V8 Serpentine Belt VE Commodore and HSV</b>						<b>PB1117-SS</b>
7.5	2.83	2.42	NEUTRAL			8.55
<b>L98 6.0L, LS3 6.2L V8 Serpentine Belt 10% Underdrive VE Commodore and HSV</b>						<b>PBU1117-SS10</b>
6.75	2.83	2.42	NEUTRAL			7.61
<b>L98 6.0L, LS3 6.2L V8 Serpentine Belt 25% Underdrive VE Commodore and HSV</b>						<b>PBU1117-SS25</b>
6.22	2.83	2.42	NEUTRAL			7.4

## **PONTIAC**

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























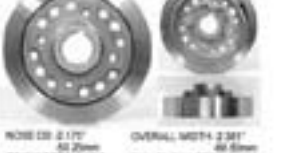

## **NISSAN**

<b>200 SX 94-on SR20 DET 25% Underdrive</b>						<b>PBU1104-SS25</b>
5.16	2.56	2.28	NEUTRAL			6.68
<b>Sylvia CA18 DET 25% Underdrive</b>						<b>PBU1504-SS25</b>
5.98	2.6		NEUTRAL			7.05

## **SUBARU**

























<b>WRX EJ20 97-2000 25% Underdrive</b>						<b>PBU1164-SS25</b>
4.02	1.93	1.48	NEUTRAL			3.37

# Powerbond Harmonic Balancers

 <p><b>PB1003-SS</b></p> <p>NOSE OD: 2.80" 48.26mm CRANK BORE: 1.34" 34.14mm</p> <p>OVERALL WIDTH: 1.71" 43.19mm PULLEY DIAMETER: 4.80" 121.92mm</p>	 <p><b>PB1005-SS</b></p> <p>NOSE OD: 2.98" 75.93mm CRANK BORE: 1.50" 38.10mm</p> <p>OVERALL WIDTH: 2.84" 72.14mm PULLEY DIAMETER: 7.00" 177.80mm</p>	 <p><b>PB1006-SS</b></p> <p>NOSE OD: 1.81" 47.15mm CRANK BORE: 1.24" 31.50mm</p> <p>OVERALL WIDTH: 2.00" 50.80mm PULLEY DIAMETER: 4.80" 121.92mm</p>	 <p><b>PB1013-SS</b></p> <p>NOSE OD: 1.75" 44.14mm CRANK BORE: 1.24" 31.50mm</p> <p>OVERALL WIDTH: 2.04" 51.92mm PULLEY DIAMETER: 4.13" 104.95mm</p>
 <p><b>PB1016-SS</b></p> <p>NOSE OD: 2.93" 74.83mm CRANK BORE: 1.24" 31.50mm</p> <p>OVERALL WIDTH: 2.84" 72.14mm PULLEY DIAMETER: 7.00" 177.80mm</p>	 <p><b>PB1019-SS</b></p> <p>NOSE OD: 2.25" 57.15mm CRANK BORE: 1.24" 31.50mm</p> <p>OVERALL WIDTH: 2.94" 74.68mm PULLEY DIAMETER: 7.2" 182.88mm</p>	 <p><b>PB1046-SS</b></p> <p>NOSE OD: 1.74" 44.14mm CRANK BORE: 1.24" 31.50mm</p> <p>OVERALL WIDTH: 2.34" 59.43mm PULLEY DIAMETER: 7.84" 199.10mm</p>	 <p><b>PB1050-SS</b></p> <p>NOSE OD: 1.74" 44.14mm CRANK BORE: 1.24" 31.50mm</p> <p>OVERALL WIDTH: 2.34" 59.43mm PULLEY DIAMETER: 7.84" 199.10mm</p>
 <p><b>PB1055-SS</b></p> <p>NOSE OD: 1.81" 47.15mm CRANK BORE: 1.24" 31.50mm</p> <p>OVERALL WIDTH: 2.24" 57.15mm PULLEY DIAMETER: 4.74" 120.41mm</p>	 <p><b>PB1060-SS</b></p> <p>NOSE OD: 2.01" 51.17mm CRANK BORE: 1.24" 31.50mm</p> <p>OVERALL WIDTH: 2.14" 54.41mm PULLEY DIAMETER: 6.90" 175.26mm</p>	 <p><b>PB1081-SS</b></p> <p>NOSE OD: 1.74" 44.14mm CRANK BORE: 1.24" 31.50mm</p> <p>OVERALL WIDTH: 2.44" 62.00mm PULLEY DIAMETER: 4.80" 121.92mm</p>	 <p><b>PB1083-SS</b></p> <p>NOSE OD: 1.81" 47.15mm CRANK BORE: 1.24" 31.50mm</p> <p>OVERALL WIDTH: 2.34" 59.43mm PULLEY DIAMETER: 4.80" 121.92mm</p>
 <p><b>PB1084-SS</b></p> <p>NOSE OD: 1.81" 47.15mm CRANK BORE: 1.24" 31.50mm</p> <p>OVERALL WIDTH: 4.14" 105.18mm PULLEY DIAMETER: 4.80" 121.92mm</p>	 <p><b>PB1085-SS</b></p> <p>NOSE OD: 1.81" 47.15mm CRANK BORE: 1.24" 31.50mm</p> <p>OVERALL WIDTH: 4.14" 105.18mm PULLEY DIAMETER: 4.80" 121.92mm</p>	 <p><b>PB1105-SS</b></p> <p>NOSE OD: 2.10" 53.34mm CRANK BORE: 1.24" 31.50mm</p> <p>OVERALL WIDTH: 2.40" 60.96mm PULLEY DIAMETER: 4.80" 121.92mm</p>	 <p><b>PB1111-SS</b></p> <p>NOSE OD: 1.84" 47.00mm CRANK BORE: 1.24" 31.50mm</p> <p>OVERALL WIDTH: 1.47" 37.48mm PULLEY DIAMETER: 4.80" 121.92mm</p>
 <p><b>PB1112-SS</b></p> <p>NOSE OD: 2.24" 57.15mm CRANK BORE: 1.24" 31.50mm</p> <p>OVERALL WIDTH: 1.81" 45.95mm PULLEY DIAMETER: 4.74" 120.41mm</p>	 <p><b>PB1117-SS</b></p> <p>NOSE OD: 2.10" 53.34mm CRANK BORE: 1.24" 31.50mm</p> <p>OVERALL WIDTH: 2.54" 64.52mm PULLEY DIAMETER: 7.04" 178.70mm</p>	 <p><b>PB1118-SS</b></p> <p>NOSE OD: 2.10" 53.34mm CRANK BORE: 1.24" 31.50mm</p> <p>OVERALL WIDTH: 2.44" 62.00mm PULLEY DIAMETER: 4.74" 120.41mm</p>	 <p><b>PB1160-SS</b></p> <p>NOSE OD: 2.24" 57.15mm CRANK BORE: 1.24" 31.50mm</p> <p>OVERALL WIDTH: 2.24" 57.15mm PULLEY DIAMETER: 4.80" 121.92mm</p>
 <p><b>PB1161-SS</b></p> <p>NOSE OD: 2.24" 57.15mm CRANK BORE: 1.24" 31.50mm</p> <p>OVERALL WIDTH: 2.44" 62.00mm PULLEY DIAMETER: 4.74" 120.41mm</p>	 <p><b>PB1203-SS</b></p> <p>NOSE OD: 1.81" 47.15mm CRANK BORE: 1.24" 31.50mm</p> <p>OVERALL WIDTH: 2.54" 64.52mm PULLEY DIAMETER: 4.40" 111.76mm</p>	 <p><b>PB1210-SS</b></p> <p>NOSE OD: 2.17" 55.20mm CRANK BORE: 1.24" 31.50mm</p> <p>OVERALL WIDTH: 2.31" 58.58mm PULLEY DIAMETER: 4.80" 121.92mm</p>	 <p><b>PB1211-SS</b></p> <p>NOSE OD: 2.24" 57.15mm CRANK BORE: 1.24" 31.50mm</p> <p>OVERALL WIDTH: 2.84" 72.14mm PULLEY DIAMETER: 7.84" 199.10mm</p>

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

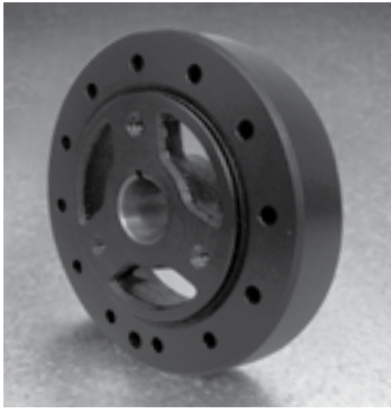
# Powerbond Harmonic Balancers

<p><b>PB1480-SS</b></p>  <p>NOSE OD - 3.031" - 74.9mm CRANK BORE - 1.482" - 37.8mm</p> <p>OVERALL WIDTH - 3.887" - 97.9mm PULLEY DIAMETER - 7.247" - 182.7mm</p>	<p><b>PB1481-SS</b></p>  <p>NOSE OD - 3.434" - 87.3mm CRANK BORE - 1.912" - 48.7mm</p> <p>OVERALL WIDTH - 4.247" - 107.8mm PULLEY DIAMETER - 4.712" - 119.7mm</p>	<p><b>PB17A-SS</b></p>  <p>NOSE OD - 1.767" - 44.8mm CRANK BORE - 1.112" - 28.4mm</p> <p>OVERALL WIDTH - 1.252" - 31.8mm PULLEY DIAMETER - 4.922" - 125.0mm</p>	<p><b>PB221-SS</b></p>  <p>NOSE OD - 1.762" - 44.8mm CRANK BORE - 1.247" - 31.6mm</p> <p>OVERALL WIDTH - 2.342" - 59.5mm PULLEY DIA - 4.707" - 119.6mm</p>
<p><b>PB9752-SS</b></p>  <p>NOSE OD - 1.757" - 44.8mm CRANK BORE - 1.122" - 28.4mm</p> <p>OVERALL WIDTH - 1.297" - 32.9mm PULLEY DIAMETER - 4.822" - 122.5mm</p>	<p><b>PB081480-SS10</b></p>  <p>NOSE OD - 2.027" - 51.5mm CRANK BORE - 1.482" - 37.8mm</p> <p>OVERALL WIDTH - 2.822" - 71.7mm PULLEY DIAMETER - 7.087" - 179.9mm</p>	<p><b>PB081117-SS10</b></p>  <p>NOSE OD - 2.027" - 51.5mm CRANK BORE - 1.482" - 37.8mm</p> <p>OVERALL WIDTH - 3.1" - 78.7mm PULLEY DIAMETER - 7.48" - 190.0mm</p>	<p><b>PB081187-SS5</b></p>  <p>NOSE OD - 1.837" - 46.5mm CRANK BORE - 1.272" - 32.3mm</p> <p>OVERALL WIDTH - 3.482" - 88.5mm PULLEY DIAMETER - 7.282" - 185.0mm</p>
<p><b>PB081481-SS5</b></p>  <p>NOSE OD - 1.827" - 46.2mm CRANK BORE - 1.272" - 32.3mm</p> <p>OVERALL WIDTH - 3.482" - 88.5mm PULLEY DIAMETER - 8.827" - 225.0mm</p>	<p><b>PB081503-SS10</b></p>  <p>NOSE DIA - 2.127" - 54.0mm CRANK BORE - 1.482" - 37.8mm</p> <p>OVERALL WIDTH - 2.822" - 71.7mm PULLEY DIA - 8.827" - 225.0mm</p>	<p><b>PBU1085-SS25</b></p>  <p>NOSE OD - 3.6" - 91.4mm CRANK BORE - 1.252" - 31.8mm</p> <p>OVERALL WIDTH - 2.987" - 75.8mm PULLEY DIAMETER - 8.322" - 211.5mm</p>	<p><b>PBU1104-SS25</b></p>  <p>NOSE OD - 1.812" - 45.7mm CRANK BORE - 1.187" - 30.1mm</p> <p>OVERALL WIDTH - 2.822" - 71.7mm PULLEY DIAMETER - 5.812" - 147.8mm</p>
<p><b>PBU1116-SS10</b></p>  <p>NOSE OD - 1.812" - 45.7mm CRANK BORE - 1.247" - 31.7mm</p> <p>OVERALL WIDTH - 2.822" - 71.7mm PULLEY DIAMETER - 5.927" - 150.6mm</p>	<p><b>PBU1116-SS25</b></p>  <p>NOSE DIA - 1.812" - 45.7mm CRANK BORE - 1.247" - 31.7mm</p> <p>OVERALL WIDTH - 2.8" - 71.1mm PULLEY DIA - 4.922" - 125.0mm</p>	<p><b>PBU1117-SS10</b></p>  <p>NOSE OD - 2.027" - 51.5mm CRANK BORE - 1.482" - 37.8mm</p> <p>OVERALL WIDTH - 3.8" - 96.5mm PULLEY DIAMETER - 8.122" - 206.2mm</p>	<p><b>PBU1117-SS25</b></p>  <p>NOSE OD - 2.027" - 51.5mm CRANK BORE - 1.482" - 37.8mm</p> <p>OVERALL WIDTH - 3.8" - 96.5mm PULLEY DIAMETER - 8.122" - 206.2mm</p>
<p><b>PBU1157-SS20</b></p>  <p>NOSE OD - 1.757" - 44.8mm CRANK BORE - 1.247" - 31.7mm</p> <p>OVERALL WIDTH - 2.822" - 71.7mm PULLEY DIAMETER - 5.252" - 133.8mm</p>	<p><b>PBU116A-SS25</b></p>  <p>NOSE DIA - 3.482" - 88.5mm CRANK BORE - 2.482" - 63.0mm</p> <p>OVERALL WIDTH - 1.917" - 48.8mm PULLEY DIA - 4.922" - 125.0mm</p>	<p><b>PBU1177-SS20</b></p>  <p>NOSE OD - 1.872" - 47.5mm CRANK BORE - 1.482" - 37.8mm</p> <p>OVERALL WIDTH - 2.987" - 75.8mm PULLEY DIAMETER - 5.027" - 127.6mm</p>	<p><b>PBU1190-SS25</b></p>  <p>NOSE OD - 2.127" - 54.0mm CRANK BORE - 1.482" - 37.8mm</p> <p>OVERALL WIDTH - 4.827" - 122.6mm PULLEY DIAMETER - 5.822" - 147.8mm</p>
<p><b>PBU1375-SS25</b></p>  <p>NOSE OD - 1.812" - 45.7mm CRANK BORE - 1.412" - 35.8mm</p> <p>OVERALL WIDTH - 3.197" - 81.2mm PULLEY DIAMETER - 4.252" - 108.0mm</p>	<p><b>PBU1480-SS10</b></p>  <p>NOSE OD - 3.027" - 76.9mm CRANK BORE - 1.482" - 37.8mm</p> <p>OVERALL WIDTH - 3.827" - 97.4mm PULLEY DIAMETER - 6.247" - 158.8mm</p>	<p><b>PBU1480-SS25</b></p>  <p>NOSE OD - 2.127" - 54.0mm CRANK BORE - 1.482" - 37.8mm</p> <p>OVERALL WIDTH - 3.827" - 97.4mm PULLEY DIAMETER - 5.027" - 127.6mm</p>	<p><b>PBU1504-SS20</b></p>  <p>NOSE DIA - 3.6" - 91.4mm CRANK BORE - 1.252" - 31.8mm</p> <p>OVERALL WIDTH - 2.822" - 71.7mm PULLEY DIA - 8.712" - 221.8mm</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.

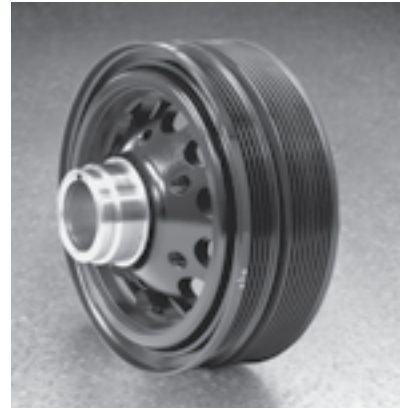
POWERBOND Street Balancers are also perfect for limited spec race classes such as late model stock that require an OEM style balancer.

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 with new 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**  
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P A R T S



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2010