



INSTRUCTIONS FOR BOLT ON SAND SEAL PULLEY

Thank you for purchasing an Paruzzi Bolt on Sand Seal Kit 1937 for stock size pulley or 1970 for power pulley. This kit requires no case or pulley machining and comes complete with all the necessary parts to perform the conversion. Before starting this project check to make sure that you received the following four items:

1. Precision Machined Aluminum Degree Pulley
2. Precision Machined Aluminum Retainer w/Seal
3. Precision Machined 1/8" Thick Large Crank Pulley Spacer
4. Precision Machined 1/8" Thick Small Gen/Alt. Pulley Spacer

You are ready to begin. First loosen your Gen/Alt. Pulley nut, your crank pulley bolt, and then remove the belt. Using Pulley Puller 1114 or two long screwdrivers one on each side of the crank pulley, slowly pry off your old pulley and set it aside. Clean the outer surface of the case where the old pulley was pulled off the crank. Next Insert the 1/8" large steel crank pulley spacer onto the end of the crankshaft. Some keys might have been damaged during initial installation on the crankshaft and therefore prevent the spacer from sliding on easily. In this event carefully file the sides of the notch in the spacer until it slides on smoothly. **DO NOT OVERSIZE.**

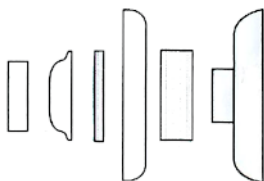
Next we recommend applying a light film of liquid gasket 50555 to the rear outer surface of the aluminum seal retainer and to the respective area of the case, refer to Diagram. This will help seal both surfaces together and prevent any possible leakage.

At this point go ahead and install the seal assembly in the case. Now you are ready to install the pulley. Apply a lubricant such as part 50875 to the inner and outer surfaces of pulley. This will enable easier Installation and prevent possible seal damage. Our pulleys are machined to exact tolerances and should slide onto the crank snug. If pulley will not go completely on by hand, tap the center evenly using a rubber or plastic mallet. (A block of wood and a hammer will do). Never use a steel object to install pulley, for it will damage the pulley. 1940 Crank Bolt & Washer must be used (It is longer than stock). We also recommend using Locktite as a thread sealer. Tighten pulley bolt and washer to 33 ft/lbs. now you are 2/3 of the way there. Now take the nut, washers & pulley off of Gen/Alt. Remove key, (it's small so don't forget where you put it) Next install small 1/8" thick Gen/Alt. spacer on shaft and reinstall key. If you had problems removing your pulley, apply lubricant to assist in installation. Make sure the key remains on the shaft while installing the pulley.

Reinstall the belt at this time. If it shows any excessive wear, now is the time to replace it. Part 3941 or 1941 for kit 1937 and 1942 for kit 1970. Make sure shim geometry is correct and tighten Gen/Alt. nut to 43 ft. lbs.

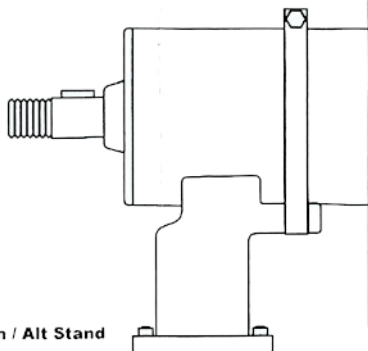
Pulley halves

(#4) 1/8" Small Steel Spacer



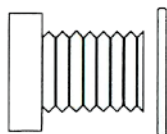
Spacer Shims
(No less than 10 Total)

Gen / Alt Stand



Apply Sealant

Apply Lube



File Here
(only if necessary)

(#3) 1/8" Steel Crank Spacer

(#2) Aluminum Retainer W/Seal

