

Bracket Assy.	None
Bolt Packages:	
Bracket	711531 (Inc. items 8-12)
Pulley	None
Idler	None
Tensioner	None

Make	Chevy/GMC C4500
Engine	6.6L
Fuel	Diesel
Year	2003
Equipment	Turbo, with A/C
Revised	D 3-23-04

Item	Part No.	Description
1.	715005	Engine bracket
2.	711216	Pump mount bracket
3.	740144	Clutch
4.	-----	-----
5.	745001	Crank pulley assy.
6.	711484	Flat washer, 2.00" x .188"
7.	*	Pump
8.	110425	3/8-16 x 1 1/4 Bolt
9.	110676	3/8 Flat washer
10.	110672	3/8 Lock washer
11.	110113	M10 x 1.5 x 90 Bolt
12.	110558	M8 x 1.25 x 50 Bolt
13.	OEM	Bolt
14.	740289	Tensioner
15.	740294	Idler pulley
16.	110250	3/8-16 x 2 1/2 Socket head bolt
17.	110707	M10 x 1.5 x 25 LH Bolt
18.	-----	-----
19.	711486	1/2-13 x 3/4 socket head bolt w/.665" dia. head
20.	720242	Hose, trans. cooler 45"
21.	720243	Hose, trans. cooler 26"
22.	742008	Belt, Micro-V K060594

FIG. 1
BELT DIAGRAM

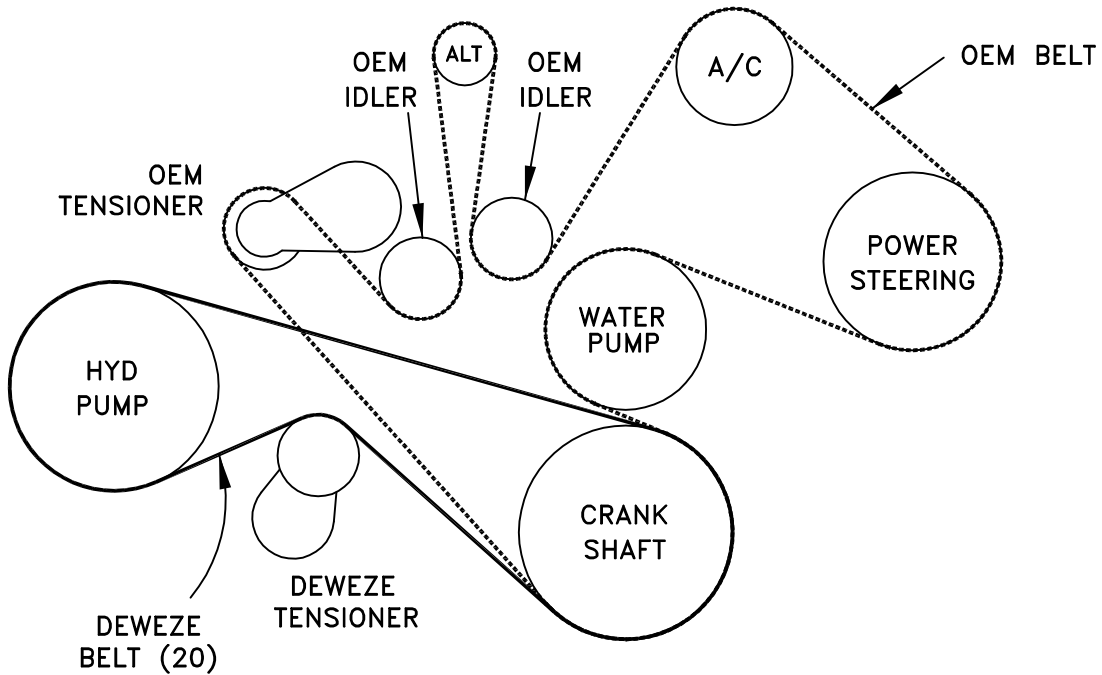
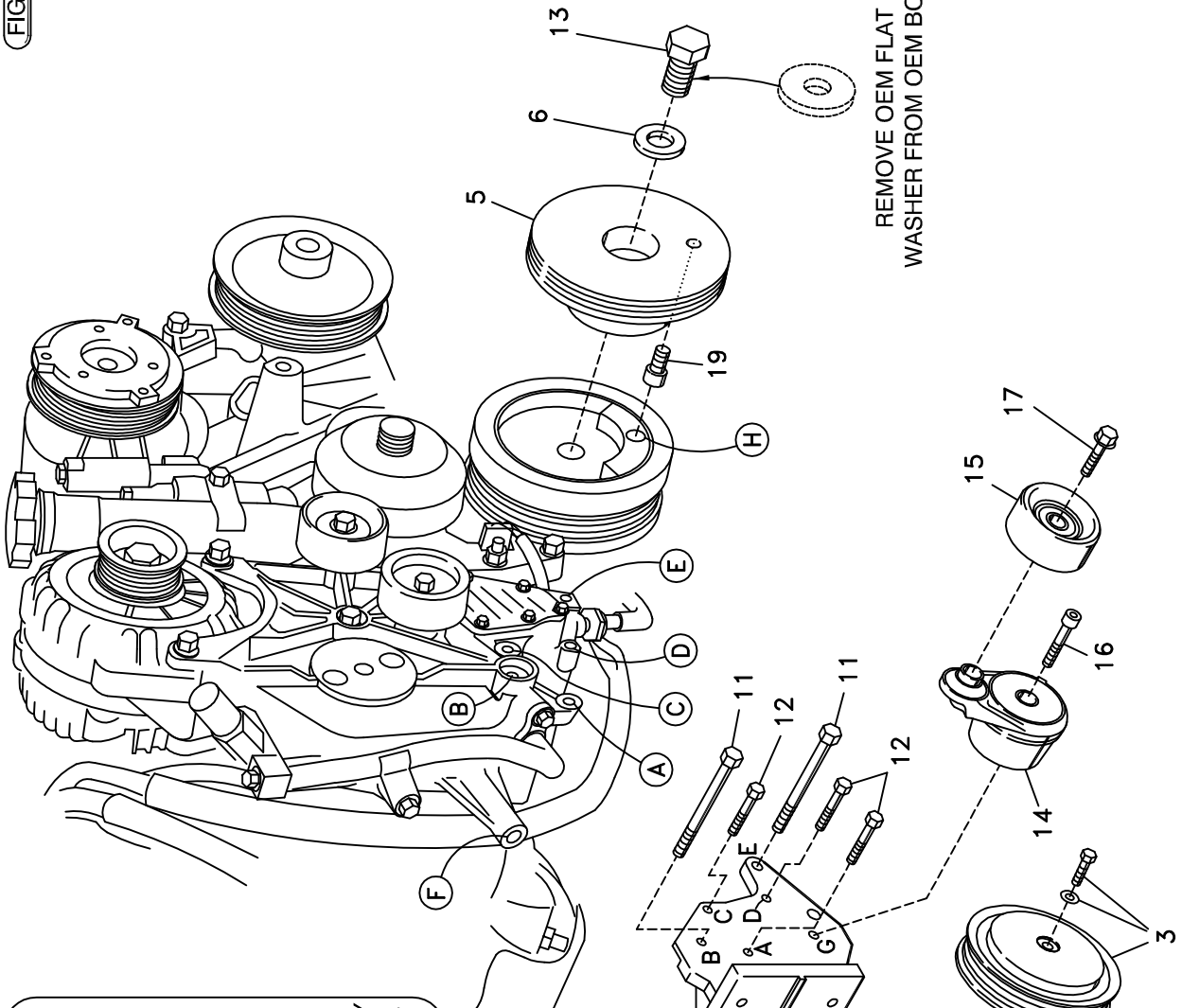
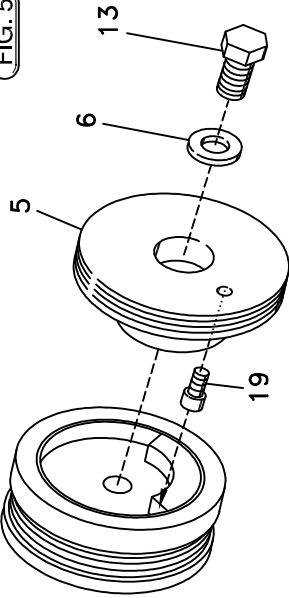


FIG. 2

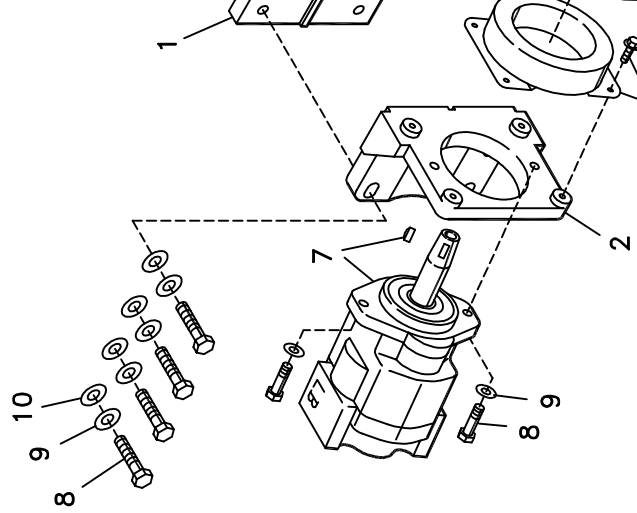


REMOVE OEM FLAT
WASHER FROM OEM BOLT

FIG. 5



IF THE DAMPER DOES NOT HAVE THE HOLE IN THE
COUNTERWEIGHT (LOCATION H), ROTATE THE PULLEY
SO THE BOLT HEAD RESTS AGAINST THE END OF THE
COUNTERWEIGHT AS SHOWN HERE.



DewEze

Clutch Pump Kit

Kit # 700413
CHEVY/GMC 6.6L
C4500, C5500
'A' mount pump
2003-

INSTALLATION INSTRUCTIONS

1. Disconnect the battery.
2. Drain the coolant from the radiator. Remove the lower hose where it is connected to the radiator. Cut the straight section of the hose off at where the hose begins to bend (See Fig. 3). Reconnect the hose and clamp it. This is for clearance to get the hose away from the clutch pulley and belt.
3. Refer to Fig. 3 for the following: The transmission cooling lines will be in the way of the clutch pulley and need to be relocated. Cut and remove the two transmission lines at the places shown. Follow the one line to the oil cooler behind the front bumper. Cut this line at the cooler. Replace this line with the 45" hose (20). Replace the other hose with the 26" hose (21).
4. Remove the OEM bolts from Locations A through F. Push the wiring cables back against the engine so they will clear the bracket when it is bolted on (Fig. 4).
5. Mount the engine bracket (1) to the engine using the two M10 x 90 bolts (11) at Locations B and E (torque to 25 lb-ft), and the three M8 x 50 bolts (12) at Locations A, C and D (torque to 14 lb-ft).
6. Bolt pump (7) to pump plate (2) with two 3/8 x 1 1/4 bolts (8) and two 3/8 flat washers (9). Attach the clutch coil (3a) with the four supplied 1/4 x 1/2 flange bolts (3b). Mount the clutch pulley (7c) to the pump shaft with the 5/16 x 1 1/4 bolt (7d) and heavy flat washer (7e) making sure the key is in place on the shaft.
7. Mount the DewEze tensioner (14) at Location G using the 3/8 x 2 1/2 socket head bolt (16).
8. Remove the OEM bolt and large flat washer from the center of the crank balancer. If the 1/2 x 3/4 socket head bolt (19) is not in the back (the side with the hub) of the DewEze crank pulley (5), thread it in and tighten. Put the pulley in place making sure the socket head bolt goes into the hole in the balancer counterweight (Location H). If the balancer does not have a hole in the counterweight, turn the pulley counter-clockwise until the bolt bumps against the counterweight. Secure the pulley with the OEM bolt (13) and the DewEze flat washer (6). Torque bolt to 350 lb-ft.
9. Install the belt (20) as shown in the diagram (Fig. 1).
10. Replace the coolant in the radiator. Connect the battery cable.
11. Run the engine and check for any clearance or alignment problems. Adjust as needed.