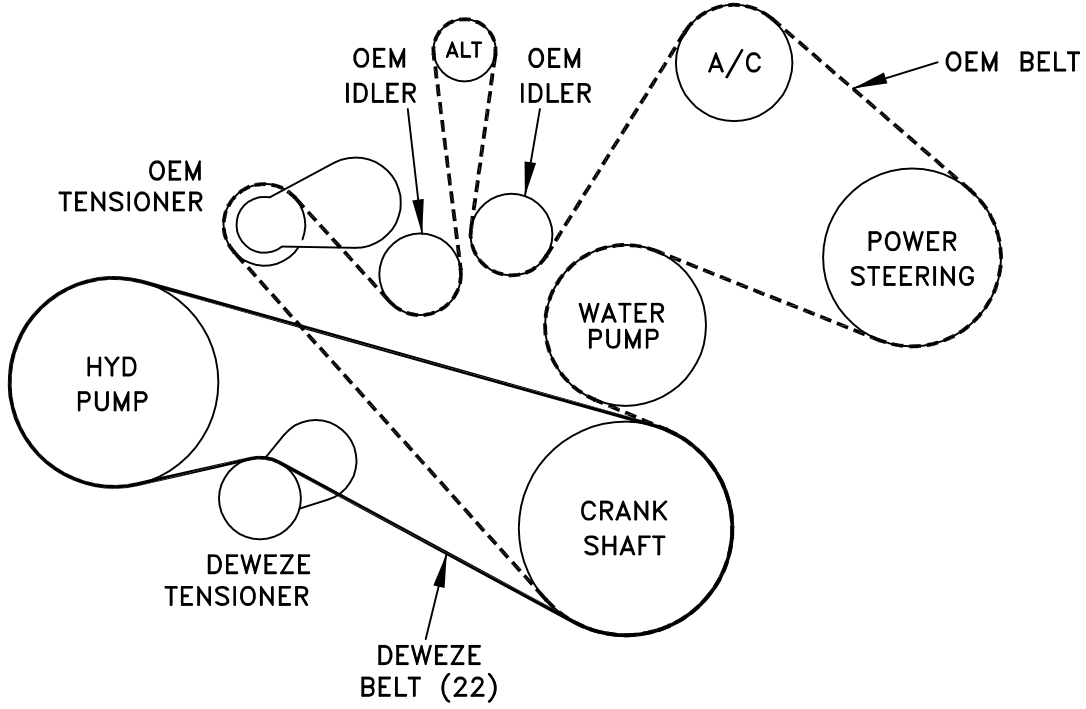


Bracket Assy.	None
Bolt Packages:	
Bracket	711487 (Inc. items 10-12)
Pulley	None
Idler	None
Tensioner	None

Make	Chevy/GMC C4500
Engine	6.6L
Fuel	Diesel
Year	2003-
Equipment	Turbo, with A/C
Revised	A   2-28-05

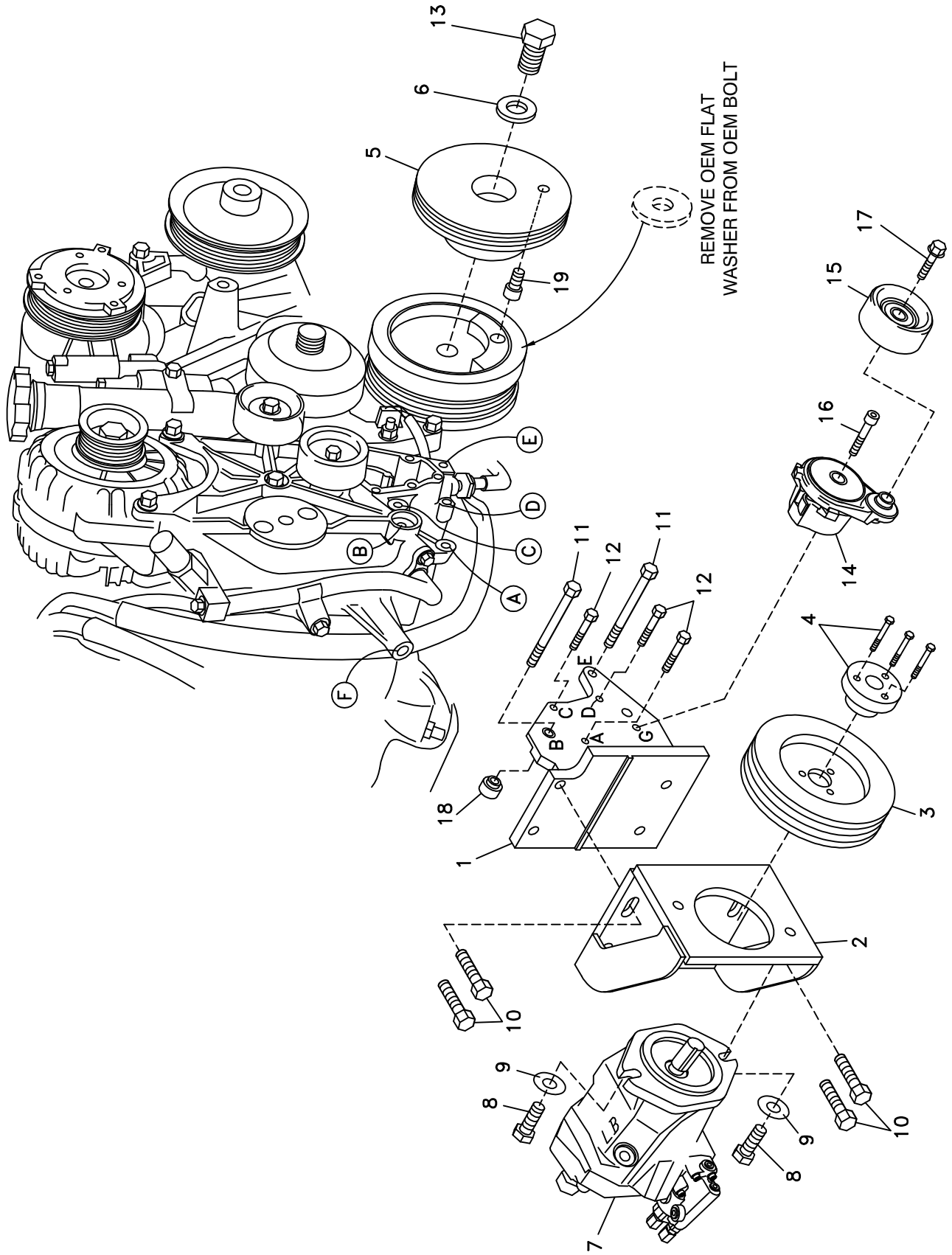
Item	Part No.	Description
1.	715002	Engine bracket
2.	715003	Pump mount bracket
3.	740284	Pump pulley
4.	510241	QD bushing
5.	740367	Crank pulley
6.	711484	Flat washer, 2.00" x .188"
7.	*	Pump (52R)
8.	110086	1/2-13 x 1 Bolt
9.	110658	1/2 Flat washer
10.	110442	1/2-13 x 1 1/4 bolt
11.	110113	M10 x 1.5 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.	711483	Bushing, .350"
19.	711486	1/2-13 x 3/4 socket head bolt w/.665" dia. head
20.	720242	Hose, trans. cooler 45"
21.	720248	Hose, trans. cooler 26"
22.	740268	Belt, Poly-Cog 5060620

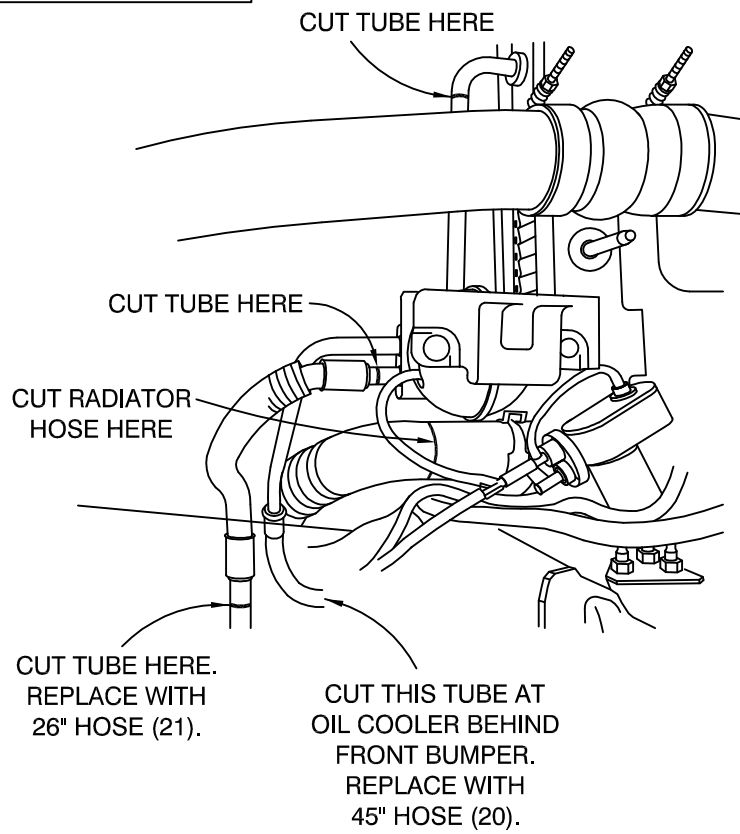
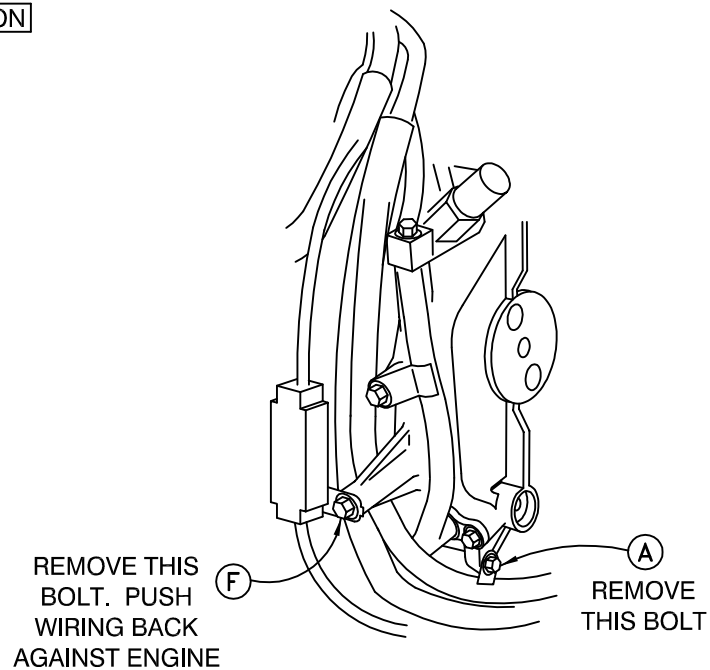
**FIG. 1**  
**BELT DIAGRAM**



(A),(B),(C)... Denotes bolt holes in engine to locate corresponding holes in Pump Brkt.

FIG. 2



**FIG. 3****TRANSMISSION COOLER TUBE  
MODIFICATION AND REPLACEMENT****FIG. 4****WIRING RELOCATION**

# DewEze

## Clutch Pump Kit

Kit # 700409  
CHEVY/GMC 6.6L  
C4500, C5500  
'B' mount pump  
2003-

# INSTALLATION INSTRUCTIONS

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1. Disconnect the battery.
2. Remove the radiator support rod to better access the engine where the pump mounts (Fig. 3).
3. 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.
4. 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).
5. Remove the OEM bolts from Locations A and F. Push the wiring cables back against the engine so they will clear the bracket when it is bolted on (Fig. 4).
6. Remove the OEM cover plate held on with six bolts right above Location E and right below the lowest OEM idler. It will not be replaced.
7. If the .350" bushing (18) is not in place in the hole in the milled pocket on the back of the engine bracket (1) at Location B, press it into the hole. Mount the bracket 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).
8. Bolt pump (7) to pump plate (1) with two 1/2 x 1 1/4 bolts (8) and two 1/2 flat washers (9). Attach the pump pulley (3) with the QD bushing (4) to the pump shaft using three bolts supplied with the bushing.
9. Mount the DewEze tensioner (14) at Location G using the 3/8 x 2 1/2 socket head bolt (16).
10. 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 side (the side with the hub) of the DewEze crank pulley (5), thread it in. Mount the pulley with the OEM bolt (13) and the DewEze flat washer (6). Torque the bolt to 260 lb-ft.
11. Install the belt (22) as shown in the diagram (Fig. 1).
12. Replace the coolant in the radiator. Connect the battery cable.
13. Run the engine and check for any clearance or alignment problems. Adjust as needed.