



**Muncie®
Power
Products**

CMKF03-6000-YP8-AC

2003-07 Ford Truck F-250-550

6.0 Diesel

W-WO/AC, WO/Dual Alt.

INSTALLATION NOTES

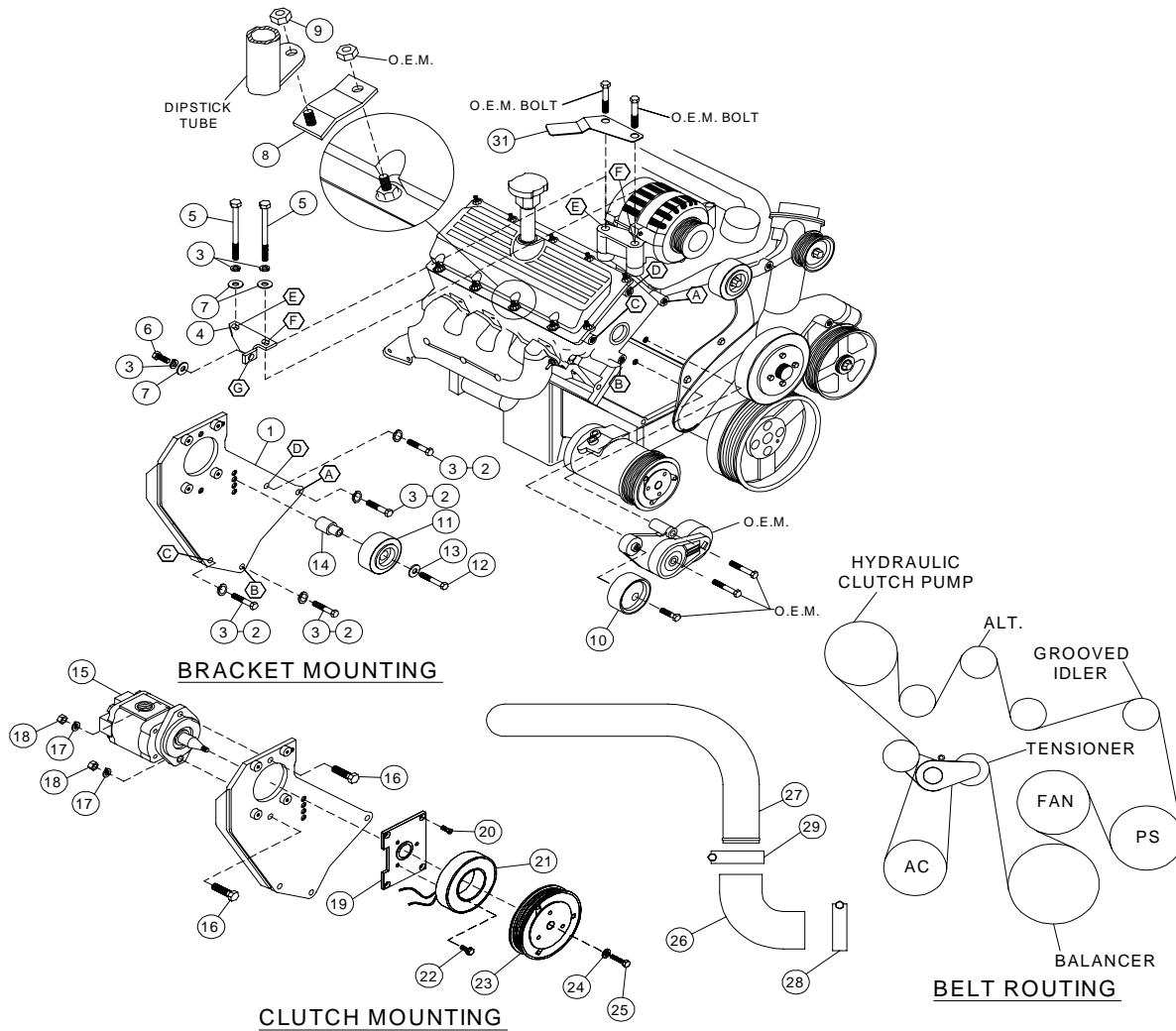
1. Disconnect the negative battery cables. Remove the OEM belt. Remove the turbo cooler tube, leaving the 2-1/2" elbow attached to the turbo. Remove the OEM belt tensioner.
Note: Removing the fan, fan shroud, and diffuser is not necessary, but will make installation easier.
2. Bend the air conditioner line to provide adequate clearance for the bracket. Install bracket (1) onto the engine with bolts (2) and lockwashers (3) at locations A, B, C, and D. Torque bolts to 40 ft. lbs. Remove the two alternator bolts at locations E and F. Install brace (4) with bolts (5), lockwasher (3), and flatwasher (7) at locations E and F; and bolt (6) with lockwasher (3) and flatwasher (7) at location G. Tighten all three bolts finger tight, then torque them to 35 ft. lbs. If the truck is equipped with an automatic transmission, remove the nut holding the dipstick tube to the valve cover-stud. Install the dipstick tube brace (8) onto the valve cover-stud with the O.E.M. nut and the dipstick tube to brace (8) with nut (9). This should allow enough clearance to run the pressure and suction hoses between the transmission dipstick tube and the engine oil fill.
3. Remove the grooved idler from the O.E.M. tensioner and replace it with idler (10), reusing the O.E.M. hardware. Torque the bolt to 30 ft. lbs. Install idler (11) with bolt (12), lockwasher (13), and bushing (14) in the second hole from the top on the main bracket. Torque bolt to 35 ft. lbs. Install pump (15) onto bracket (1) using bolts (16) with lockwashers (17) and nuts (18). Torque nuts to 35 ft. lbs. Install coil adaptor (19) with bolts (20) and torque to 10 ft. lbs. Install the coil and clutch per manufactures instructions. Install the tensioner back to its original location. Install the new belt (30) and route it according to the belt diagram.
Note: The steel tab on the tensioner may need to be bent out of the way for belt clearance.
4. Cut off or bend up the battery box flange to provide enough clearance for the 90° blue elbow. Install the blue elbow (26) with clamp (28) onto the cooler tube and the other end pointed straight up. Install clamp (29) onto the elbow, then install the steel tube (27) onto the vehicle. Position the tube for the best fit, then tighten clamps (28), (29), and the O.E.M. clamp on the turbo. The new turbo tube may hit the hood insulation. If this is not acceptable to the customer, the insulation will need to be cut away from above the tube to gain clearance. Connect the battery cables. Run the engine and check for proper belt tracking and clearances.

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PARTS LIST

- | | | |
|-------------------------------|-------------------------------------|---------------------------------------|
| 1. FMP 68A-I8 (1) | 12. 12mm x 65mm 1.75 10.9 (1) | 23. Clutch (<i>Sold Separately</i>) |
| 2. 10mm x 45mm 1.50, 10.9 (4) | 13. 12mm FW (1) | 24. Flat Washer-21MZ3487 (1) |
| 3. 10mm LW (7) | 14. FMB 682-I8 (1) | 25. Capscrew-19T38756 (1) |
| 4. FMB 681-I8 (1) | 15. Clutch Pump Assembly | (t=20 ft/lbs) |
| 5. 10mm x 90mm 1.50, 10.9 (2) | (<i>Sold Separately</i>) | 26. TP-140 (3 1/4"-3" Rubber |
| 6. 10mm x 20mm 1.50 10.9 (1) | 16. 3/8 x 1 1/2 NC (2) | Elbow) (1) |
| 7. 10mm FW (3) | 17. 3/8 LW (2) | 27. 325CT Cooler Tube (1) |
| 8. FMB 688 (1) | 18. 3/8 Nut NC (2) | 28. 250-87 Hose Clamp (1) |
| 9. Dipstick Tube Brace | 19. MCA01 Clutch Mtg Plate (1) | 29. 250-84 Hose Clamp (1) |
| 10. 1/4 Nut NC (2) | 20. 1/4 X 3/4 NC FHSCS (4) | 30. K8 x 149.0 Dayco (1) |
| 11. 89016 Idler Dayco (1) | 21. Coil (<i>Sold Separately</i>) | (<i>Main Drive belt</i>) |
| | 22. Capscrew-19T34530 (3) | 31. FMB 687 (1) Tube Support |
| | (t=8-10 ft/lbs) | |