



Muncie[®]
Power
Products

CMKF95-73DI-A-AC
CMKF95-73DI-AH-AC

1994 1/2-97 Ford Truck 250,350,450

7.3 Direct Injected Diesel W-WO/AC

INSTALLATION NOTES

(Serpentine)

1. Disconnect positive battery terminals. Remove serpentine belt, fan and shroud. Use wrenches (22 & 23) to hold water pump pulley when removing fan (*right hand thread*). Install drive pulley (1) with provided bolts.
2. Remove alternator, idlers and bolts at locations "A-D" from alternator bracket. Install bracket (5) at locations "A & F" with bolts provided. Install alternator with O.E.M. bolts and spacer (17) at location "I". Secure bolts at all locations.
3. Install pump (25) to mounting plate (7) with pump bolts provided. Align clutch pulley with drive pulley (1), secure pump bolts. Install and align idler (19) using shim washers (20), secure. Re-install all three O.E.M. idlers to alternator bracket.
4. Install serpentine belt, make sure belt is properly positioned in all pulleys. Install pump drive belt (26). Using jackbolt (16), adjust pump plate (7) for proper belt tension. Tighten bolts (12) and jamnut (15).
5. Install fan spacer nut (4). Install fan and shroud. Tighten fan and spacer nut to 163 ft/lbs. (*factory recommended spec.*) (*right hand thread*). **NOTE:** A mild grade of Loctite type sealant on threads may be advisable. Install tabs (6) and turnbuckles (24) to hold radiator in place or slightly ahead. **IMPORTANT:** Remove radiator X-brace straps on engine side of radiator.
6. Check and tighten all bolts. Connect battery terminal. Re-tighten belts after break in period. Make sure jackbolt does not contact hood.

CAUTION: Check all engine compartment vacuum hoses and electrical wiring that may have been disturbed or re-routed during kit installation to be sure that hoses are not kinked, that they do not touch any high temperature item, and that they do not interfere with any linkage components.

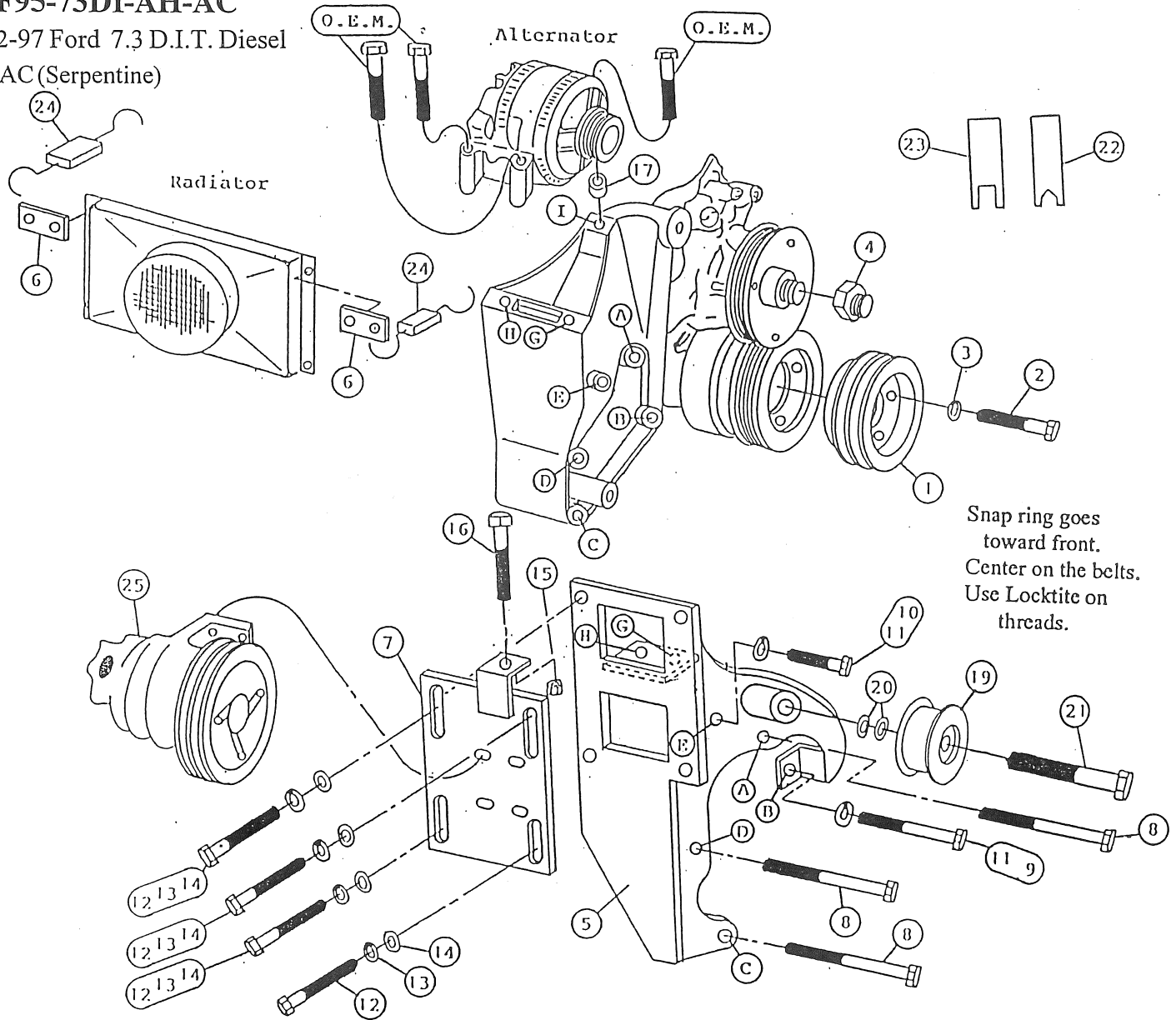
NOTE: This kit is designed to operate successfully with the standard fan supplied by the manufacturer of your truck. Due to O.E.M. assembly tolerances, visually make certain that there is adequate clearance between fan and drive pulley, and also between fan and radiator. If there is little clearance to the radiator, check to insure that it will not flex into the radiator before operating. It is not uncommon for radiator to flex toward fan while driving highway speed or through rough terrain. Provide adequate clearance (*1" minimum between fan and top tank*) before operating, move radiator forward if necessary. Turnbuckles provided usually keep standard radiator from being blown into fan but cannot keep truck from flexing. Super cooling radiator has less fan to radiator clearance.

NOTE: Tighten belt to eliminate excessive belt whip.

NOTICE: FOR 1995 - 1997 MODELS ONLY: SEE PROCEDURE FOR RELOCATING RADIATOR RESERVOIR ON FOLLOWING ATTACHED PAGE.

CMKF95-73DI-A-AC
CMKF95-73DI-AH-AC

1994 1/2-97 Ford 7.3 D.I.T. Diesel
 W-WO/AC (Serpentine)



PARTS LIST

- | | |
|-------------------------|--|
| 1. FPC 65212 (1) | 16. 3/8 X 2 1/2 NC Sq. HSS (1) |
| 2. 10mm X 40mm 1.5 (3) | 17. SP88-0.250 (1) |
| 3. 10mm LW (3) | 19. IPCD (1) |
| 4. FSK 6525 (1) | 20. IPW 14 (8) |
| 5. FMB 650 (1) | 21. 5/8 X 3 NC (1) |
| 6. FMB 651 (2) | 22. 1 3/4" Wrench (1) |
| 7. FMP 651 (1) | 23. 1 1/8" Wrench (1) |
| 8. 10mm X 110mm 1.5 (3) | 24. Turnbuckles (2) |
| 9. 10mm X 90mm 1.5 (1) | 25. Clutch Pump Assembly (1) |
| 10. 10mm X 30mm 1.5 (2) | (Sold Separately) |
| 11. 10mm LW (3) | 26. AX-64 (2), H.D.: AX-67 (Not Shown) |
| 12. 3/8 X 1 1/4 NC (4) | 27. FMB 652 (1) |
| 13. 3/8 LW (4) | 28. 1/4 X 3/4 (4) |
| 14. 3/8 FW (4) | 29. 1/4 LW (4) |
| 15. 3/8 NC (1) | 30. 1/4 NC (4) |

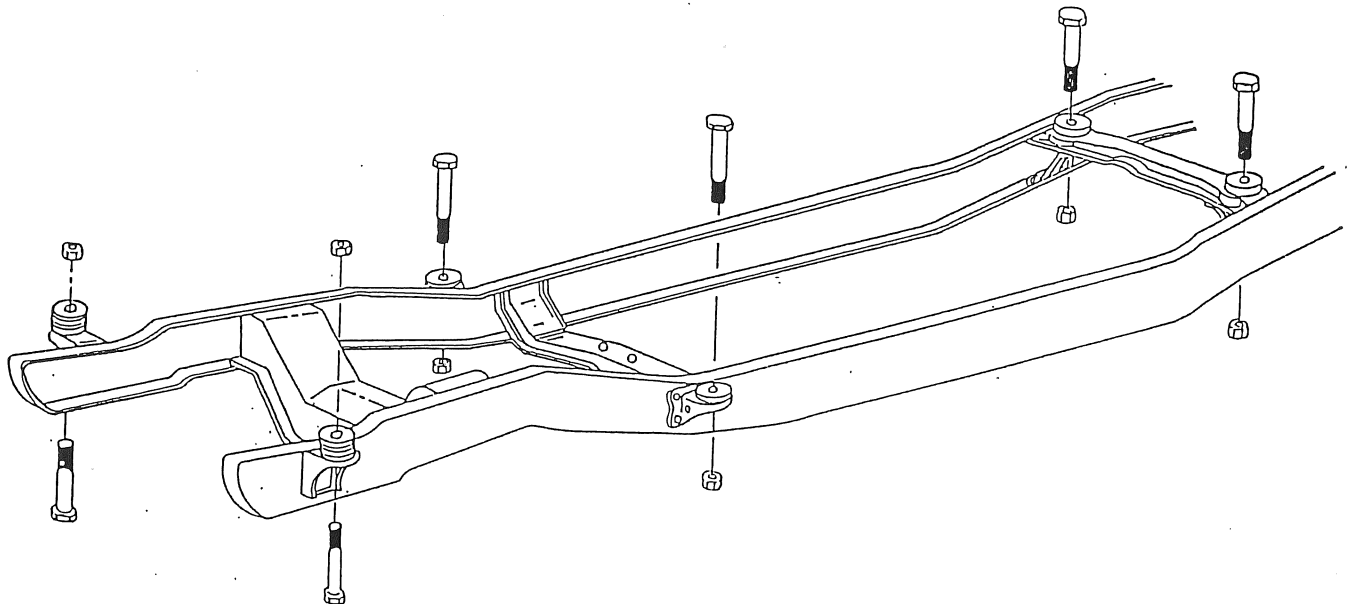


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Ford 7.3 Diesel & 7.5 Gas Fan to Radiator Clearance

Due to Ford's assembly tolerance, fan to radiator clearance can vary from a usually acceptable 1 - 1 1/4 in. to an unacceptable 3/8 - 7/8 in. This variation is due to engine being forward in motor mounts, cab being rearward in frame mounts or both. A small percentage of trucks (3-4%) have experienced radiator damage due to engine moving forward or radiator flexing toward engine.

To prevent further failures two methods of gaining additional clearance are recommended. Moving cab forward on frame will usually gain 1/2 - 3/4" additional clearance and takes approx. 15 min. to do. On diesels (88-94) moving radiator forward by modifying support brackets (with supplied brackets) will gain 5/8" clearance and takes less than an hour. On 94 and newer DIT, remove upper radiator hose, unbolt and re-install radiator ahead of core support, using washers to shim ahead as much as possible-usually 1/2". Gas radiators can be carefully moved approx. 1/4" forward by modifying mounts. It is your responsibility to assure adequate clearance between fan and radiator taking the time to do both modifications is recommended.



Moving cab forward requires loosening six body mount bolts. Two bolts by radiator are reached from under the truck, loosen until rubber bushings feel loose, **do not remove bolts**. Two bolts are under floor mat (one is under brake pedal) which require laying floor mat/carpet back to gain access to small covers which conceal bolts. Move seat ahead for access to rear bolts, loosen four cab bolts until finger loose, **do not remove bolts**.

DIESEL NOTE: Turbo charger may limit moving the cab forward, although very close, has not limited adjustment to date.

Carefully push against back of cab to slide cab forward. If doing one side at a time, tighten bolt behind seat, then do other side. Tighten bolts to 50-70 ft/lb. **DO NOT LUBRICATE BOLTS**. Reinstall carpet. Check shifter linkage to assure transmission is in gear properly, adjust if necessary.



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FOR CMKF95-73DI-A-AC KITS ONLY

1995 - 1997 MODELS

PROCEDURE FOR RELOCATING RADIATOR RESERVOIR

Remove passenger side battery. Drill out the two rivets and remove the brace that holds the radiator overflow and washer tank assembly to the battery box. Bolt strap (27) to the overflow/washer tank assembly using holes A & B with 1/4 X 3/4 bolts, nuts and lockwashers. Connect the tank and strap assembly to the battery box using holes C & D. Make sure the brace from the fender is connected to the battery box at hole D. Install O.E.M. brace back on the battery box and onto the tank assembly. Install battery.

- | | |
|-------------------|----------------|
| 27. FMB 652 (1) | 29. 1/4 LW (4) |
| 28. 1/4 X 3/4 (4) | 30. 1/4 NC (4) |

