



CW MILL EQUIPMENT CO., INC.
P.O. Box 246 • Sabetha, Kansas 66534
(913) 284-3454 • FAX (913) 284-3601

FMK 43 -1 Belt
1988-97 Ford
F-250,350, Super Duty
460 W-WO/AC
(2 poly v-belts)

NOTE: MUST USE SIDE PORTED PUMP.

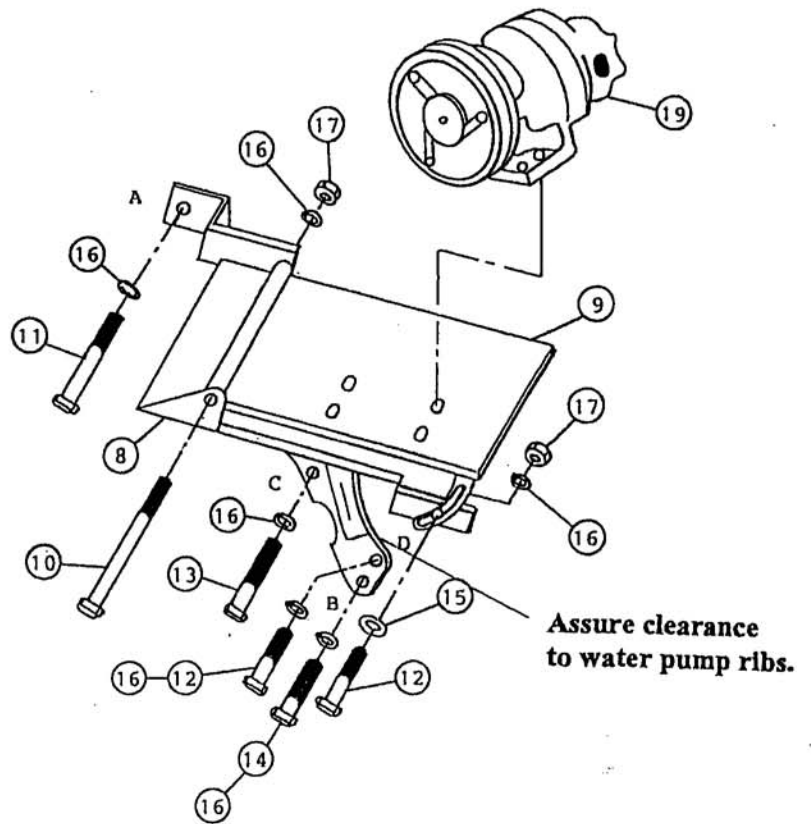
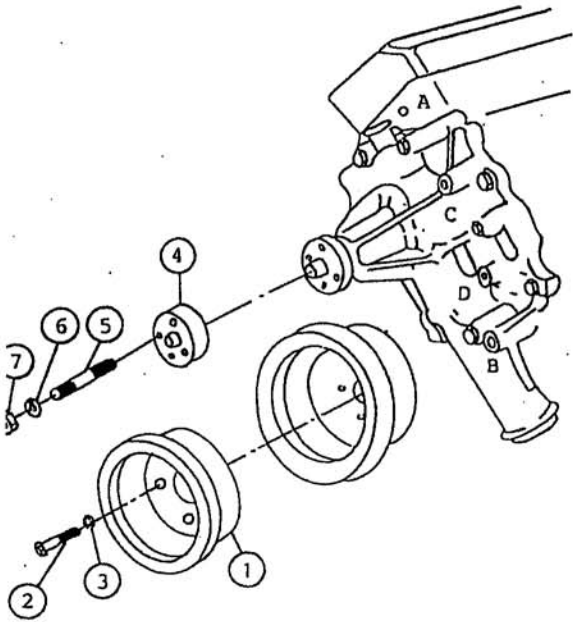
INSTALLATION NOTES

1. Disconnect battery terminal. Loosen both poly v-belts. Remove fan and shroud.
2. Remove belts from pulley on crankshaft. Install drive pulley (1) with provided bolts and lockwashers.
CAUTION: Be sure bolts have the same threads as O.E.M. bolts removed. **NOTE:** Be sure center bolt on crankshaft pulley is torqued to 70-90 ft/lbs.
3. Remove bolt from alternator bracket at location "A", where alternator bracket fastens to head. It is hidden by heater hoses.
4. Install mounting bracket (8) using bolt (11) at location "A". Locations "B,C & D" are the three exposed tapped holes on water pump. Location "B" (no spacer) use bolt (14), location "C" (short spacer) use bolt (13), location "D" (long spacer) use bolt (12). **NOTE:** Bracket (8) has been notched to allow clearance for the small water hose going to throttle body. Be sure hose is not rubbing or pinched by bracket. Tighten bolts at all locations.
5. Put fan and shroud back in place, secure shroud. Thread studs completely into water pump before installing lockwashers and nuts (6 & 7). Secure fan.
6. Install pump (19) to pump plate (9) with provided bolts. **NOTE:** Install bolts through plate with nuts to pump flange. Do not tighten.
7. Install plate (9) to bracket (8) with provided bolts. Align clutch pulley to drive pulley (1), tighten pump bolts securely.
8. Install and tension O.E.M. belts. Install pump drive belts (18), adjust pump plate (9) for proper belt tension, tighten bolts (10 & 12). Connect battery.
9. **CAUTION:** Check all engine compartment hoses and wiring to insure they are not kinked, touching any high temperature item, or do not interfere with any linkage components.
NOTE: Due to O.E.M. assembly tolerances, visually make certain that there is adequate clearance between fan and drive pulley and also fan to radiator. It may be necessary to use a longer spacer for pulley clearance. If there is little clearance to the radiator - *provide adequate clearance between fan and radiator before operating.*

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(2 ea. poly v-belts)



PARTS LIST

- | | |
|-----------------------------|---|
| 1. FPC 421 (1) | 11. 3/8 X 1 3/4 NC (1) |
| 2. 3/8 X 1 3/4 NC GR. 8 (4) | 12. 3/8 X 1 1/2 NC (2) |
| 3. 3/8 LW (4) | 13. 3/8 X 1 1/4 NC (1) |
| 4. FSO 605 (1) | 14. 3/8 X 1 NC (1) |
| 5. 5/16 X 2 1/2 ST (4) | 15. 3/8 FW (1) |
| 6. 5/16 LW (4) | 16. 3/8 LW (6) |
| 7. 5/16 NC (4) | 17. 3/8 NC (2) |
| 8. FMB 430 (1) | 18. A56K (1)(Not Shown)
(#2 A55K, #4 A53K) |
| 9. FMPS 43(0-4) (1) | 19. Clutch Pump Assembly (1)
(Sold Separately) |
| 10. 3/8 X 6 NC (1) | |

NOTE: With 7" Clutch #2 A56K, #4 A55K.

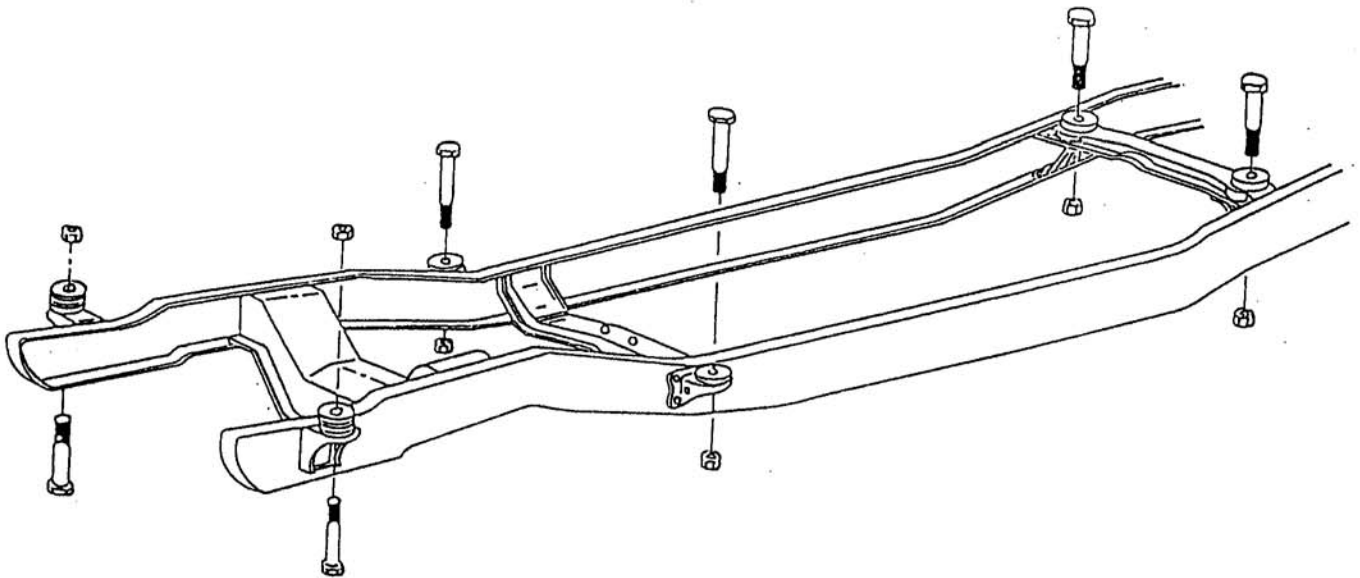


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Ford 7.3 Diesel & 7.5 Gas Fan to Radiator Clearance

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.