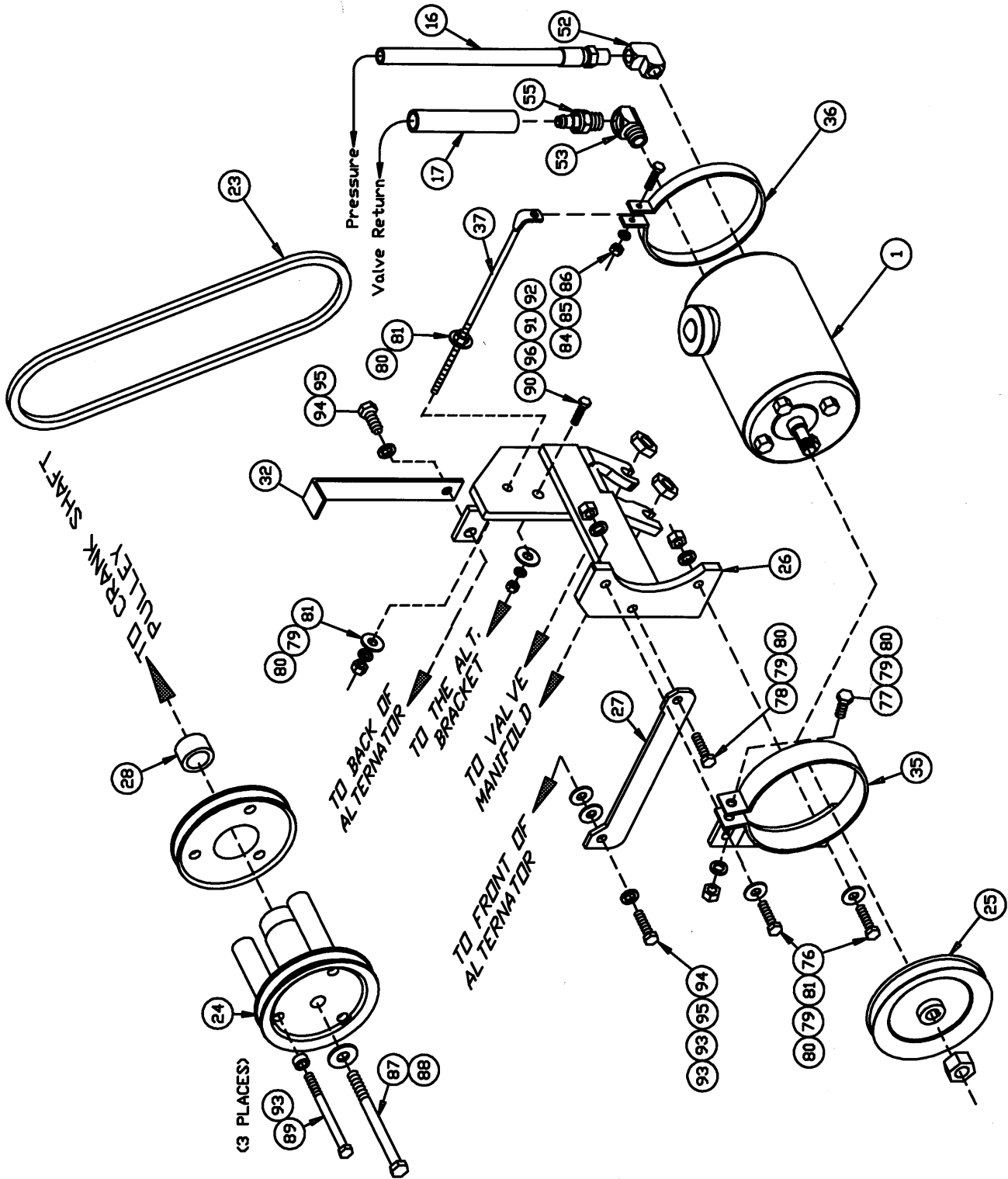


CHEV/GMC
V6 4.3L; V8 5.0L & 5.7L
w-w/o AC, w-w/o ABS
w/o Dual Batteries

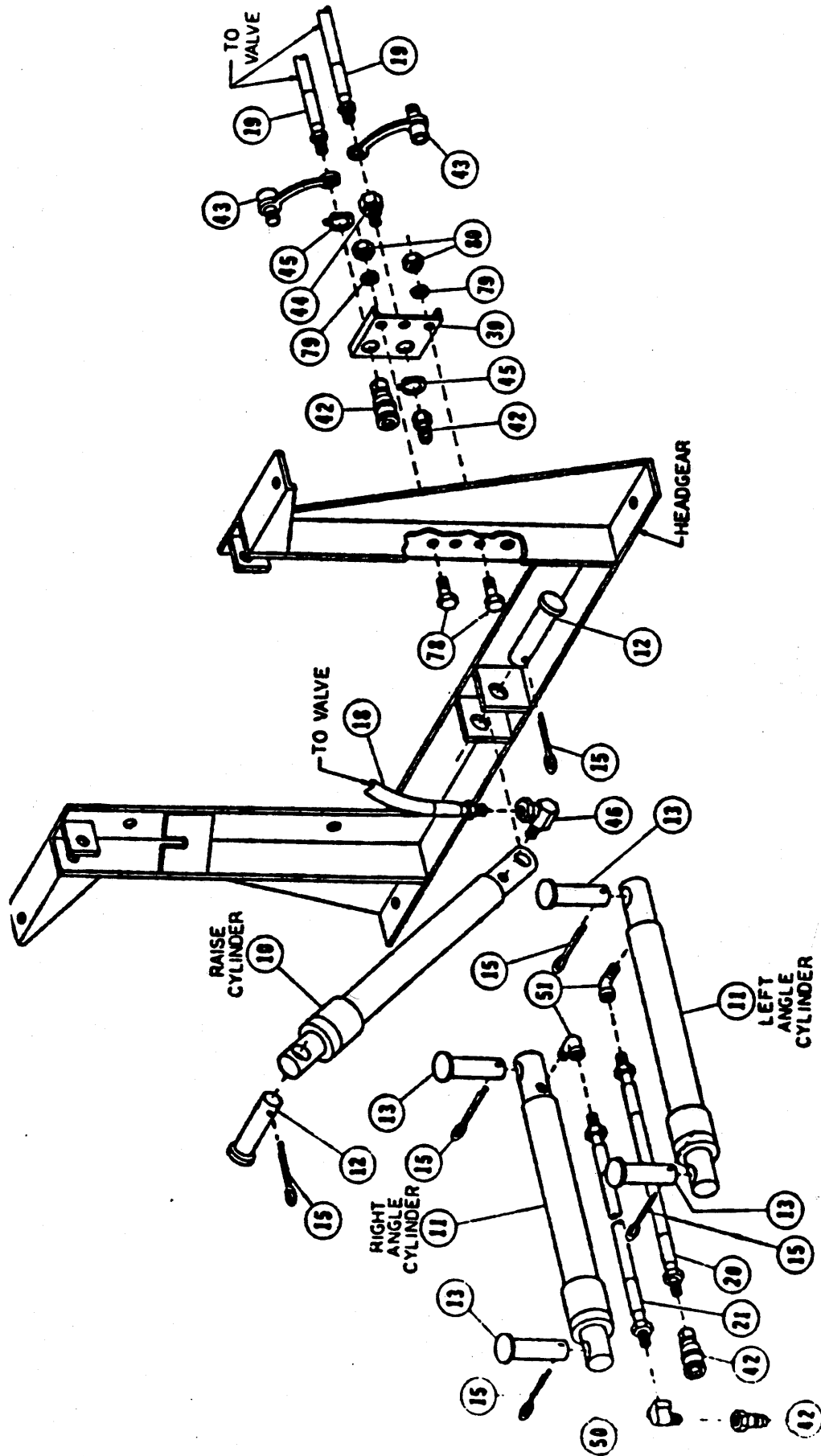
1990 -1995

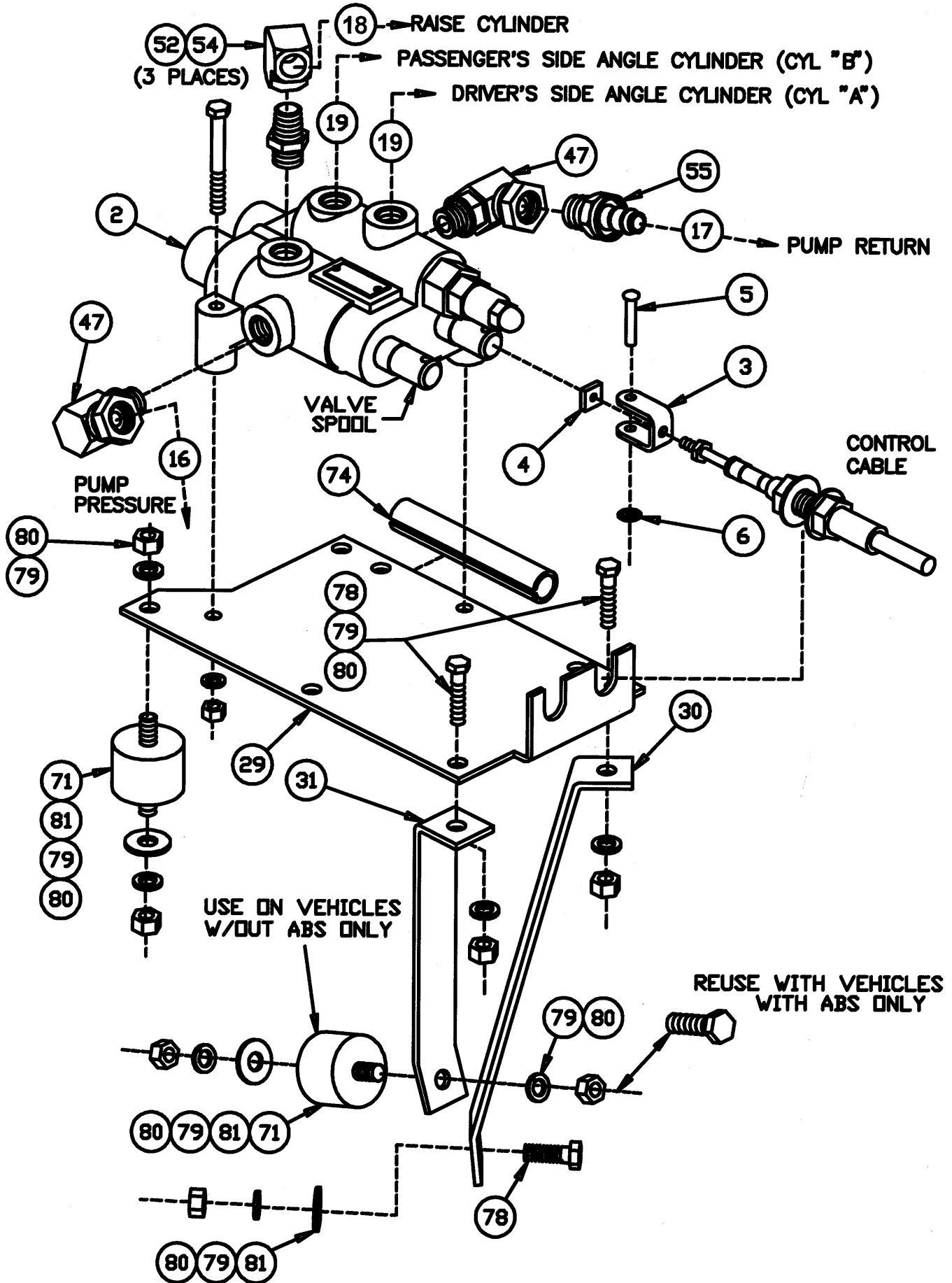
7545

Peculiar Hydraulics
Belt Drive



20383





Hydraulics Parts List

Ref #	Qty	In Kit	Part #	Description	Ref #	Qty	In Kit	Part #	Description
# A4468-40 7545 * Part of 20381 Bolt Bag					# A4468-40 7545 * Part of 20381 Bolt Bag				
1	1		A2311	Pump tank assembly	50	1	*	765	1/4 Npt x 90 Deg Street Elbow
2	1		A4466	Control Valve Assembly	51	2		2780	1/4 Npt x 90 Deg Street Elbow Frgd
3	2		4483	Clevis - VM	52	4	*	2318	1/4 Npt x 90 Deg Union Elbow
4	2		4494	10-32 Square Nut - VM	53	1	*	3979	3/8 NPT x 90 Deg Street Elbow
5	2		4491	Clevis Pin - 3/16" x 1	54	3	*	3058	9/16 O-ring to 1/4 Adapter
6	2		4493	3/16" Push Nut Zp	55	2		1658	Quill - 3/8 Nptm to 3/8 ID Hose
7	1		8764	Filter Kit	56				
8		1	4419	SLC Head - Belt Drive	57				
9		2	A4926	78" Control Cable, SLC	58				
10	1		A318	1-1/2" x 10" Cylinder Assembly	59				
11	2		A3660	1-1/2" x 12" Cylinder Assembly	60				
12	2		6814	Clevis Pin - 1 x 3-5/16	61				
13	4		6816	Anchor Pin - 1 x 4	62				
14					63				
15	6		90601	1/4" x 1-1/2" Cotter Pin	64				
16		1	21214	26" HP Hose--1/4P-3/8P Flat Crimp	65				
17	1		5653	28" LP Hose	66				
18	1		6066	66" HP Hose, 1/4P to 1/4P	67				
19	2		5192	60" HP Hose, 1/4P to 1/4P	68				
20	1		376	32" HP Hose, 1/4P to 1/4P	69				
21	1		4424	36" HP Hose, 1/4P to 1/4P	70				
22					71	2	*	5529	Shock Mount
23	1		358	51" V-Belt	72	1		5704	Caution Label - Cab
24	1		20056	Drive Sheave **	73	2		3042	Grommet - Rubber, Split
25	1		3696	Pump Sheave	74	1	2	*4477	Grommet - Split Hose
26	1		8215	Pump Bracket	75	3	5	*3666	Hose Tie, nylon 3/16 x 8
27	1		7009	Pump Bracket Brace	76	2	*	90048	5/16 x 1-1/4 (NC) Gr. 5 Cap screw
28	1		*20057	Drive Sheave Bushing .750 **	77	1		90054	5/16 x 1-1/2 (NC) Gr. 5 Cap Screw
29	1		5329	Valve Plate	78	4	2	*90042	5/16 x 1 (NC) Gr. 5 Cap Screw
30	1		20366	Valve Plate Brace, Long	79	6	8	* 90360	5/16 Sp Lk Washer
31	1		20367	Valve Plate Brace, Short	80	7	8	*90332	5/16 (NC) Nut
32	1		20368	Cable Support Brace	81	4	3	*90313	5/16 Flat Washer
33					82				
34					83		1	*8992	3" Fitting Protector
35		1	8210	Saddle Bracket	84	1		90614	1/4 x 1-1/4 (NC) Gr. 5 Cap Screw
36	1		2036	Rear Tank Strap	85	1		90359	1/4 Sp Lk Washer
37	1		2116	Universal Brace Rod	86	1		90330	1/4 (NC) Nut
38					87		1	*90202	7/16 x 5-1/4 (NF) Gr. 5 Cap Screw
39		1	4467	Disconnect Mounting Plate	88	1		*90317	7/16 Flat Washer ZP
40					89	3		*90154	3/8" x 4" (NF) Gr. 5 Cap Screw
41					90	1		*90103	3/8" x 1 (NC) Cap Screw
42	2		A1587	Hose Disconnect Assembly	91	1		*90361	3/8 SP LK Washer
43	2		1588	Dust Plug - Closure/Male	92	1		*90334	3/8" (NC) Nut
44		1	* 4486	Adapter - Bulkhead 1/4" Npt	93	5	*	4268	5/8" Spacer Washer
45		2	* 4485	Snap Ring - 7/8" External Bowed	94	2		*90605	M8 x 1.25 x 35 Gr. 8.8 Cap Screw
46	1		319	1/4" x 90 Swivel Adapter	95	2		*90428	M8 Lock Washer
47	2		2315	9/16-18 w/O-Ring x 3/8 F Pi Swivel	96	1		*90315	3/8 Flat Washer

FASTENER TORQUE (FT-LB)			
DIAMETER- THREADS PER INCH	GRADE		
	G2	G5	G8
1/4 - 20	6	9	13
5/16 - 18	11	18	28
3/8 - 16	19	31	46
7/16 - 14	30	50	75
1/2 - 13	45	75	115
9/16 - 12	66	110	165
5/8 - 11	93	150	225
9/16 - 12	150	250	370
7/8 - 9	150	378	591
1 - 8	220	583	893

** Order PN 20058 for Drive Sheave w/Bushing for Service

1. Cylinder & Cylinder Hose Assembly

- A. Using bench vise to hold lift cylinder (10), remove closure from port. Screw 90 degree swivel adapter (46) into port. Place lift cylinder with installed adapter between ears on underside of lift arm and lower headgear ears. Attach cylinder to ears using clevis pins (12) and cotter pins (15).
- B. Using bench vise to hold 32" HP hose (20), install female half of hose disconnect assembly (42) directly to hose. Then, holding 36" HP hose (21), install brass bar street ell (50) and male half of hose disconnect assembly (42) on the same hose end.
- C. Using a bench vise to hold angle cylinders (11), remove closures from ports and screw brass forged street ells (51) into ports so that ells are parallel with cylinder and point toward live end. Install 32" HP hose with female disconnect half to driver's side angle cylinder street ell. Install other HP hose with male disconnect half to passenger side angle cylinder street ells. Install angle cylinders to "A" frame on their respective sides so that ells are between cylinders and "A" frame. Secure cylinders with anchor pins (13) at port end and ram end. Secure anchor pins with cotter pins (15).

2. Control Head & Control Cables

Note: Dash bracket, hardware, drilling guide and mounting instructions will be found in peculiar attachments box.

- A. Drill three 5/8" holes in the firewall for the control cables and wiring harness using drilling guide as a reference only. **Be sure both sides of the firewall are clear of obstructions before drilling.** Drill 1/2" hole in underside of dash as shown in dash illustration.
- B. Install the dash bracket as per dash bracket instructions.
- C. Loosen the "jam nuts" on control head end of cables (9) and install into slots in control head (8). (Raise cable centers in beginning of lower slot.) Snap cable ends onto ball studs and tighten jam nuts to secure cables to control head. Remove the nuts and washers from the valve end of the cables. Route the cables out through the firewall up to top of the driver side fender well. Attach control head to dash bracket as per dash bracket instructions. Install rubber grommets (73) around cables where they pass through the fire wall.

3. Valve & Valve Plate

- A. Using a bench vise to hold control valve assembly (2), remove closures from valve ports. Screw the 90 degree swivel adapter unions (47) into the "in" and "out" ports. Screw quill (55) into installed adapter in the "out" port.

Note: Valve fittings are installed as described to insure proper operation. First indication of incorrect installation is failure of plow to lift although plow will angle.

Install three 9/16" O-ring to 1/4" pipe adapters (54) in lift and angle ports. Install one 1/4" brass bar ell (52) to each adapter. When tight, elbows should point at approximately 2:00 o'clock with the spools at 12:00 o'clock.

- B. Mount valve to valve plate (29) using two 1/4" x 1 3/4" cap screws, lock washers, and nuts from the valve bag. Install valve plate braces (30) and (31) to holes on valve plate as per illustration using 5/16" x 1" cap screws (78), lockwashers (79), and nuts (80). Attach a rubber shock mount (71) to the valve plate as per illustration using a 5/16" lockwasher (79) and a nut (80). Leave braces loose on the valve plate to allow movement. Remove and save the forward bottom bolt from the anti-lock brake system. Place the valve plate on the driver's side fender in front of the anti-lock brake system with the control cable bulkheads pointed toward the passenger side. Route control cables over brake master cylinder, over the engine and connect them to the valve plate by first reinstalling jam nuts and washers on cables. Then place control cables in respective slots of valve plate bulkhead with nut and washer on each side of bulkhead. Center cables in slots so that they are exactly in line with valve spool centers. Attach cable clevis (3) to cables using square nuts (4). Slip cable clevises over spools. Install clevis pin (5) through clevis and spool and secure with push nut (6) on clevis pin. Temporarily adjust cables so that control lever is somewhere near centered in control head.
- C. With the cable bulkheads of the valve plate pointed toward the passenger side of the vehicle, attach the shorter valve plate brace to the ABS bracket using the previously removed bolt. Cut a 6" split hose grommet (74) in half

and install one of the halves onto the edge of the valve plate to protect the vacuum canister. Mark and drill 11/32" holes in the fender for the long valve plate brace and the rubber shock mount. Fasten the long valve plate brace with a 5/16" x 1" cap screw (78), flat washer (81), lock washer (79), and nut (80). Fasten the rubber shock mount with a 5/16" flat washer (81), lock washer (79), and nut (80). The valve should be canted up at a slight angle. **NOTE:** For vehicles not equipped with ABS, fasten a rubber shock mount (71) onto the bottom hole of the short valve plate brace using a 5/16" lock washer (79) and nut (80). Mark and drill an 11/32" hole in the fender and fasten shock mount using a 5/16" flat washer (81), lock washer (79), and nut (80).

- D. With valve plate fastened to inner fender, re-adjust control cables so that control head lever is centered between both angle and raise/lower positions. If cable clevis does not allow enough adjustment, reposition cable at valve plate bulkhead. After checking to see that the valve spools are in the centered position, tighten cable clevis nuts.

Caution: Valve spools must be free and self centering when cables and control head are attached. Failure to center spools will restrict fluid flow through valve. This may cause hydraulic fluid to overheat resulting in pump damage and/or hydraulic hose failure. Hose failures can cause engine fires.

When adjusted, the control lever must be in the neutral position to allow enough spool travel each way for proper valve actuation.

Caution: Before inserting bushing, check center of crankshaft for rust or any foreign material and remove.

4. Drive Sheave Installation

- A. Remove serpentine belt. Remove and discard the three cap screws holding vehicle crank pulley to vibration damper. Remove and discard cap screw and flat washer holding vibration damper to crankshaft, if vehicle is so equipped. Check vehicle crank pulley and remove any burrs around the holes that the cap screws were removed from.
- B. Install drive sheave bushing (28) into center of crank shaft, reinstall vehicle sheave. Place the drive sheave (24) center hub through the vehicle sheave and bushing. Place a 7/16 x 5-1/4 (NF) Gr. 5 cap screw (87) and flat washer (88) in center of sheave, plus three 3/8 x 4 (NF) Gr. 5 cap screws (89) with spacer washers (93) through sheave spacers. **Tighten 7/16 x 5-1/4 cap screw (torque to 50 ft-lbs) before tightening the three 3/8 x 4 cap screws torque to 31 ft-lbs.**

5. Pump and Pump Bracket

Caution: Pump tank fill must be vertical to engine.

- A. Remove and save both nuts from front exhaust manifold port. Remove and discard bolt on back of alternator, above valve cover. Remove and discard bolt on front of alternator to left of fan. Install pump bracket (26) by placing slots onto manifold studs and reinstall previously removed nuts. **Do not fully tighten any fasteners until all fasteners and braces are installed.** Align tab on pump bracket and the cable support brace (32) with the hole in the back of the alternator. Fasten with an M8 x 1.25 x 35 Gr. 8.8 cap screw (94) and M8 lock washer (95). Fasten pump bracket brace (27) to remaining hole in front of alternator with one M8 x 1.25 x 35 Gr. 8.8 cap screw (94), M8 lock washer (95), and two spacer washers (93) between brace and alternator. **Cropped out portion of pump bracket brace should be positioned towards alternator cooling fins.** Attach other end of brace to middle hole in pump bracket with one 5/16" x 1" Gr. 5 (NC) cap screw (78), lock washer (79), and nut (80). Tighten all pump bracket fasteners. Using hole above manifold in pump bracket as a guide, drill a 13/32 hole through rear alternator bracket and fasten with a 3/8" x 1" cap screw (90), flat washer (96), lock washer (91), and nut (92). Tighten. Install a 6" split hose grommet (74) over the control cables where they contact the brake master cylinder and secure it with plastic wire ties (75). Install the other half of the cut split hose grommet over the control cables where they contact the cable support brace and secure it to brace with a plastic wire tie (75).
- B. Holding pump tank (1) in bench vise, screw 1/4" brass bar elbow (52) onto pressure port and 3/8" brass bar street ell (53) with quill (55) into return port. These fittings should point slightly inward (approximately 1 o'clock) while looking at rear of pump tank. Install pump sheave (25) onto pump shaft using lock nut and key supplied with pump. Remove pump from vise and install saddle bracket (35) on front of pump. Secure with a 5/16 x 1-1/2 Gr. 5 cap screw (77), lock washer (79) and nut (80). Attach saddle bracket and pump to pump bracket using two 5/16 x 1-1/4 cap screws (76), flat washers (81), lock washers (79) and nuts (80).
- C. Reinstall serpentine belt. Install 51" V-belt (23) on over installed drive and pump sheaves. (If belt will not go over pump sheave, rotate pump in saddle bracket again.) Align sheaves and tighten 1-1/2" saddle bracket fastener.

Adjust for proper tension by pivoting saddle bracket on top bolt. (Make sure pump is clearing hydraulic lines going into anti-lock brake system.)

Caution: Position power steering hoses so there is at least 1-1/2 " clearance from the pump "V" belt.

Install rear tank strap (36) on over rear of pump. Install one 5/16 nut (80) and 5/16 flat washer (81) onto universal brace rod (37). Install bent end of brace rod between ears of tank strap while inserting other end through hole in remaining hole on pump bracket. Cut universal brace rod to proper length. Fasten brace rod to ears of tank strap with a 1/4 x 1-1/4 cap screw (84), lock washer (85) and nut (86). Fasten other end of brace rod to tab with a 5/16 flat washer (81), 5/16 lock washer (79) and nut (80). Use brace rod to adjust alignment of drive and pump sheaves. Check belt for proper tension. Tighten power steering and alternator belts.

6. Hydraulic Hose Installation

- A. Attach the 26" Hp hose (16) to 1/4" brass bar elbow on pump tank and push 28" LP hose (17) onto quill on pump tank. Route these hoses to the control valve. Cut 28" hose to proper length.

Caution: Keep hoses away from hot or moving engine components. Failure to do so may cause hose to burst resulting in a possible fire.

Screw HP hose into 90 degree swivel on valve. Turn swivel so hose goes just over the top and not hitting the window washer reservoir. Route LP hose along HP hose and push onto quill on valve. Tie hoses together with tie wrap (75).

- B. Remove driver's side parking light and drill an 1-7/8" hole in the radiator core support approximately 6" below driver's side head light (grille may have to be removed to facilitate drilling operation and hose routing). Install a split hose grommet (74) around the hole. Attach the 66" Hp hose (18) to the raise port of the valve. Attach the two 60" Hp hoses (19) to the angle ports (CYL 'A' and CYL 'B') in the valve. Run valve hoses under valve plate, out through rubber grommet behind parking light, and out through grille near center of grille. Vehicles with heavy duty cooling and air conditioning will need the 3" fitting protector (83) on hoses rubbing edge of coils between radiator and grille. Place fitting protector around all three hoses and secure with tie wrap (75). Attach the 66" Hp hose the 1/4" x 90 degree swivel (46) on the lift cylinder (10).
- C. Install the in-line oil filter (7) as per instructions located in the common hydraulics kit.

7. Disconnect Assembly

- A. With disconnect mounting plate (39) held in bench vise, install disconnect halves as shown in illustration. Bulk-head adapter (44) and male disconnect half (42) go in bottom hole. Female disconnect half (42) goes in the top hole. Secure both with 7/8" snap rings (45). Attach mounting plate to back of driver's side headgear post with two 5/16 x 1 cap screws (78), lock washers (79) and nuts (80). Install dust plugs (43) over ends of hoses routed to front of vehicle in the previous step. Attach the 60" Hp hose from the CYL 'A' port on the valve to back of male disconnect installed in the bottom hole of disconnect mounting plate. Attach the 60" Hp hose from the CYL 'B' port to top (female) disconnect. Tighten by holding hoses and rotating the disconnect halves in the mounting plate.

8. Operations

- A. Check all fittings and fasteners for tightness. Secure hoses with nylon tie wraps (75). Place caution label (72) on the dash beside the control head.
- B. Fill reservoir with type "A" automatic transmission fluid. Start the engine, lift and angle the blade. **If the blade angles opposite from the control lever position, reverse the two Hp hose connections on valve.** Raise the front end of the vehicle until the plow is clear of the ground with the lift cylinder fully retracted. Check the reservoir oil level. Angle the blade (with the lift cylinder retracted) to remove air from the system. Recheck the reservoir oil level.

Note: The installer must inform the end user of the proper procedure for removing any residual hydraulic pressure that may be trapped in the raise or angle hoses. The plow will be much easier to install or remove if the proper procedures are followed. Before coupling or uncoupling the hydraulic disconnects you must first turn off the ignition. Move the control to all four plowing positions and return the control to lower. You may then remove or install the plow.