



The Isolator mounts on the transmission cooler mounting bracket for C-K trucks and suburban diesels with Automatic Transmissions. For manual transmission, it mounts on the factory holes designed for the transmission cooler bracket.

The electrical connection at the PMD is a sealed, weather-tight type that is not affected by water, mud or snow. The PMD Isolator is a very durable design and is not susceptible to road hazard damage.

Step 1: The install can be completed by either loosening the front grill and tilting back, or to gain better access remove front grill. To remove front grill, there are several video tutorial that can be found.

Step 2: (AUTOMATIC TRANSMISSION) **SEE FIGURE 1** Locate the transmission cooler and remove the top mounting bolts. (Yellow Arrows). Using the new stainless steel mounting bolts in the new kit, install the Dieselsite PMD aluminum isolation plate with the PMD mounted. **SEE FIGURE 2**

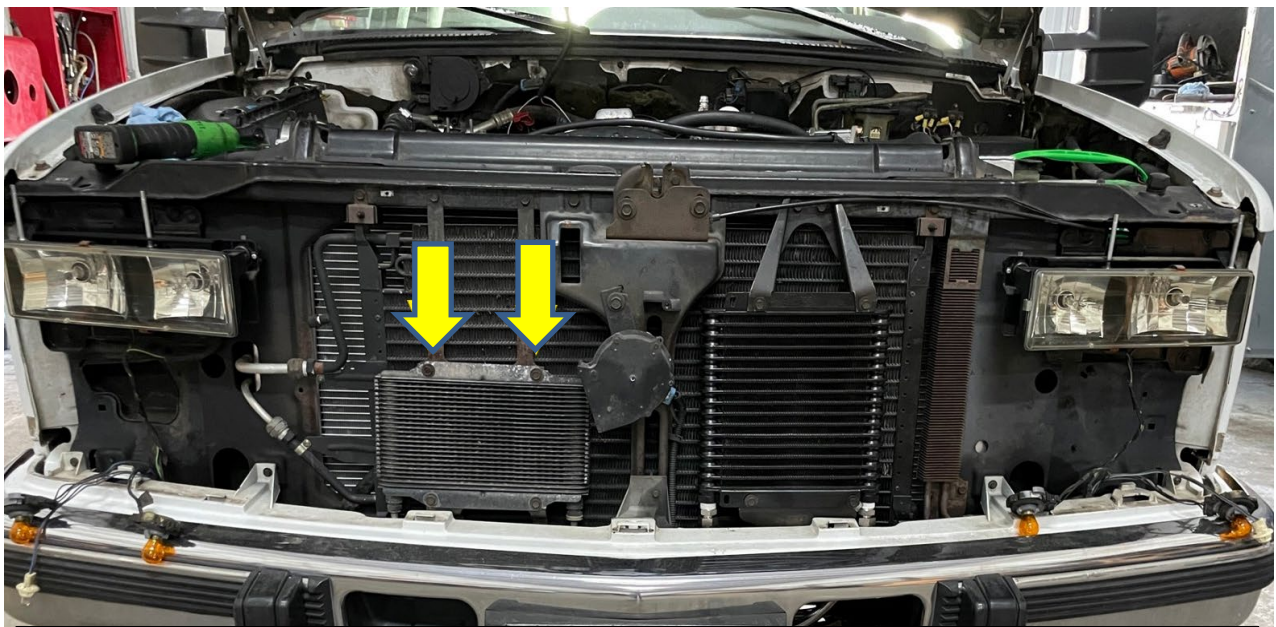


FIGURE 1: LOCATION FOR MOUNTING BOLTS WHEN INSTALLING ON AUTOMATIC TRANSMISSION

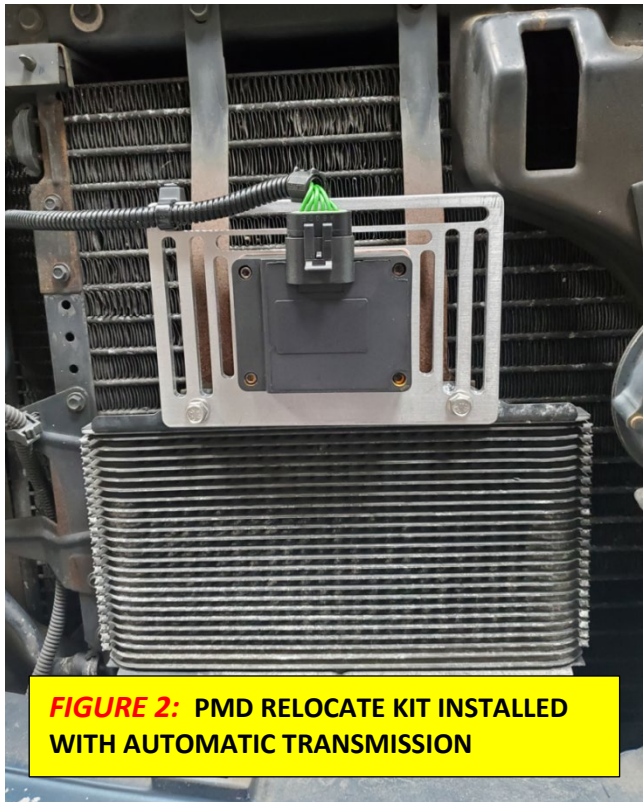


FIGURE 2: PMD RELOCATE KIT INSTALLED WITH AUTOMATIC TRANSMISSION

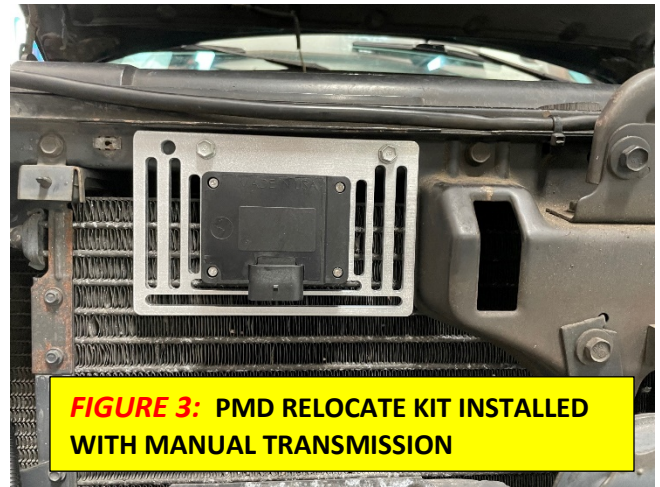


FIGURE 3: PMD RELOCATE KIT INSTALLED WITH MANUAL TRANSMISSION

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(MANUAL TRANSMISSION) **SEE FIGURE 4** Locate the two holes in the upper part of the frame that the PMD Isolator Plate will mount. (Yellow Arrows). These are the holes used for the bracket for the cooler for automatic transmission. Using the supplied self-drilling screws, attach the PMD Isolation plate. **SEE FIGURE 3**



FIGURE 4: LOCATION FOR MOUNTING BOLTS WHEN INSTALLING PMD RELOCATED KIT ON VEHICLE WITH MANUAL TRANSMISSION

Step 3: Once the isolation plate and PMD are mounted, you will need to connect the harness to the PMD and carefully route the new DieselSite extension harness up to the factory pump harness. We suggest removing the factory pump harness from the old PMD located on the side of the Injection Pump so you can identify where the new DieselSite extension harness must route and attach.

Step 4: SEE FIGURES 5 & 6 The next step is to release the latch holding the factory pump harness to the PMD mounted on the fuel injection pump. When the latch is released, the connector will move backwards and out of its connection to the black box. On dual thermostat engines, this can be a little tough to get to. Use a screwdriver or pick to raise the latch, then slide it out of the old PMD module.

Step 5: Route the harness from the new PMD Isolator plate being careful to fasten it away from pulleys and belt and connect to the factory pump harness. Use the zip ties included in the kit to secure the new cable. Finally, tuck the newly made connection back down into the area adjacent to the injection pump as shown.

