



XD Billet Aluminum
Power Steering Pump Pulley

GM Duramax 6.6L Diesel (2001-2010)

Part Number: PP2466T
PP2466G
PP2466B



PP2466T (Teal Blue)



PP2466G (Gun Metal Gray)

Installation Guide



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General Installation Information

What Comes In The Kit

- One (1) PP2400-748 Pulley Hub
- One (1) PP2466 Pulley
- Six (6) 1/4 -28 NF x 3/4" Flange Bolts
- One (1) .005 ml Tube of Red 271 Thread Locker

Tools Needed

- One (1) Power Steering Pump Pulley Installer/Removal Tool Combo — PSC Part #PSP01 (available for purchase if needed)
- One (1) 3/8" Torque Wrench (rated for 5 – 80 ft-lb)
- One (1) 3/8" Ratchet
- One (1) Standard Socket Set
- One (1) Standard Wrench Set

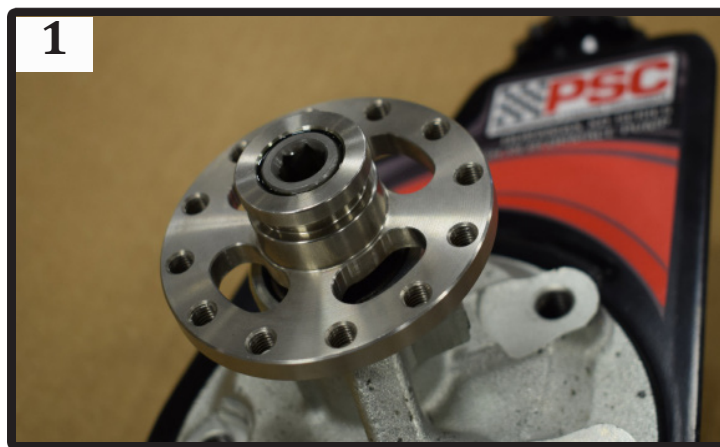
Estimated Install Time: 1.5Hrs

STEP 1: With the power steering pump on the bench, install the PP2400-748 hub to the pump using a pulley installer. NOTE: The PP2400-748 hub will sit flush with the end of the pump shaft when fully installed.



STEP 2: Install all OEM brackets from the OEM power steering pump.

STEP 3: Install the power steering pump to the vehicle using the original mounting brackets and hardware.



STEP 4: On the bench, apply one dab of the provided thread locker to each of the six (6) 1/4 -28 NF x 3/4" flange bolts.



STEP 5: Loosely install the PP2466 pulley to the pump using the six (6) 1/4 -28 NF x 3/4" flange bolts.



STEP 6: Using a 3/8" socket and a torque wrench, tighten the bolts to 13 ft-lb in a cross pattern.



NOTE: All pictures were shot on the bench and do not fully show installation of pump and pulley on vehicle.



Bleeding Procedure

With the kit installed, the last step is adding PSC 715 or PSC TRU BLUE® power steering fluid and bleeding the system of all air. This part takes patience and diligence to do it properly—but it's critical to purge all the air out of the system to prevent damage to the pump.

Step 1: With the engine off, jack up the front of the vehicle and put jack stands under the front axle. This makes the bleeding process easier.

Step 2: Add PSC fluid to the reservoir until it's about 1" to 1-1/2" from the top or with an OEM reservoir keep the level between min and max. **NOTE:** With a PSC reservoir make sure the filter submerged in fluid at all times.

Step 3: Turn the steering wheel lock-to-lock (all the way right and all the way left) to pull more fluid through the system. Continue adding fluid as needed, checking the dipstick each time, until the level consistently falls between the Add and Full marks — not bouncing around.

Step 4: Put the cap on the reservoir and start the engine for about 30 seconds—but **do not turn the steering wheel yet.**

NOTE: The fluid level in the reservoir will drop and get aerated. Letting a few minutes pass between startups will allow air bubbles to work their way out of the system. Refill the reservoir and repeat this process a couple of times.

Step 5: Start the engine and turn the steering wheel completely right and then left 10-15 times. Shut the engine off and let the vehicle sit for 10 minutes. Check and add fluid as necessary. Repeat this process 3-4 times.

At this point the fluid level should move about one inch up or down when cycling the steering, and no bubbles should be visible in the reservoir.



Bleeding Procedure Cont

Step 6: Lower the vehicle to the ground and repeat the process above one more time. Check the fluid level again.

Step 7: Take the vehicle for a test drive. Listen for pump noise-that's a sign of fluid aeration. If you hear it, shut the vehicle off to let the bubbles dissipate.

If noise keeps coming back, double check the low-pressure lines and make sure all fittings are tight. Top off the fluid and drive the vehicle again. Let the system cool down once you believe it's properly bled.

Step 8: Remove the reservoir cap and have someone start the vehicle while you watch the fluid level.

- If the level drops on startup, there's still air in the system.
- If it stays steady, you'll be good.

NOTE: Getting all the air out of the system can take some time. If the pump is whining, you are aerating the fluid which is not good for the pump. If you're running your vehicle for an extended time and your pump has not stopped whining, it needs to be addressed as soon as possible. Sometimes this can be as simple as letting the vehicle sit to get the last of the air out. Always make sure the fluid level is good and there are no leaks.

Scan to Order PSC715, Tru Blue® or PSC729 flushing fluid



PSC 715



PSC Tru Blue



PSC 729



CONTACT US

Questions about an install or need help finding the right part?

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