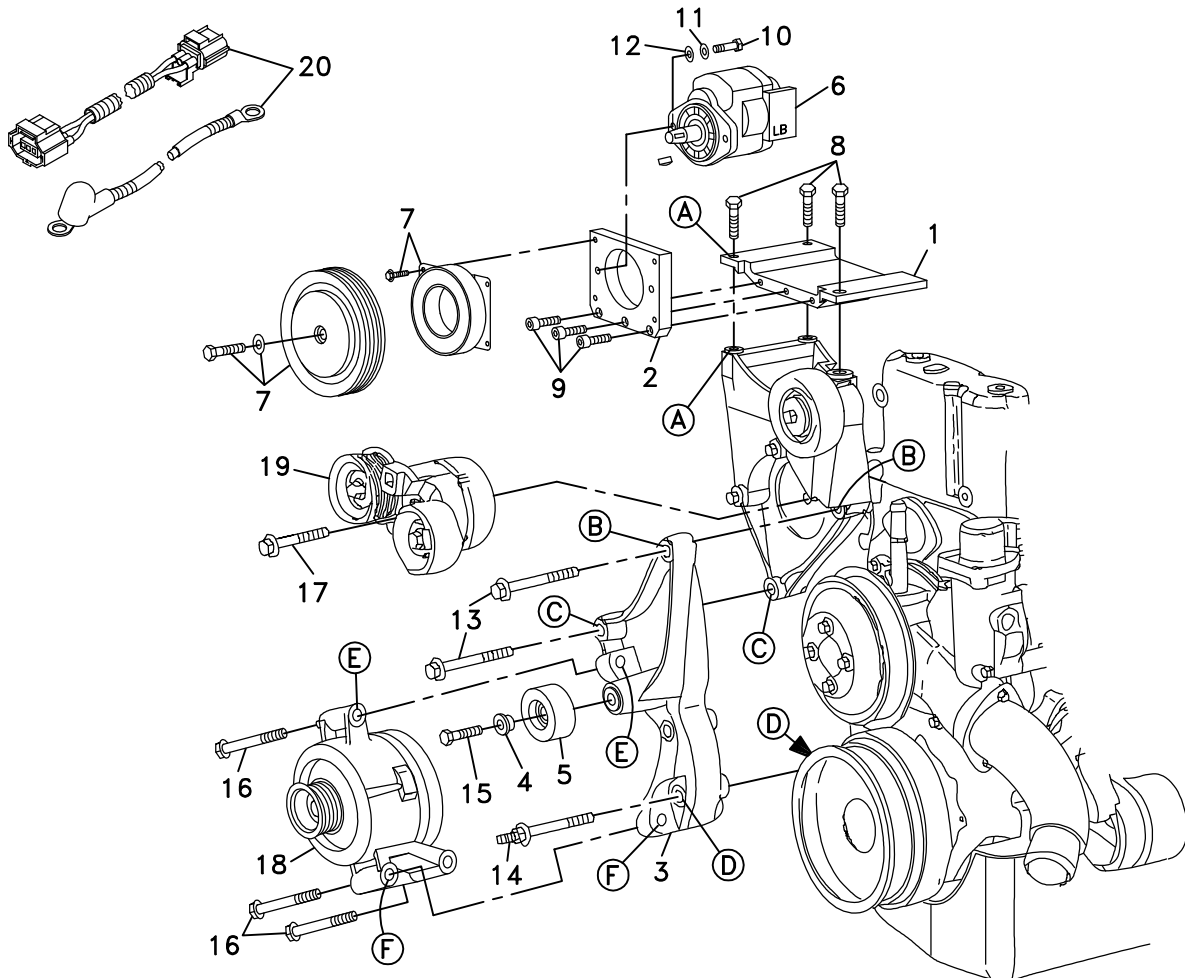


710091	Bracket Assy. (Inc. item 1, 2)		Kit No.	700337
711192	Bracket Bolt Pkg. (Inc. items 8, 9, 13, 14)		Make	Ford (Van)
None	Pulley Bolt Pkg.		Engine	7.3L
711193	Idler Bolt Pkg. (Inc. items 4, 15)		Fuel	Diesel
None	Fan Spacer Bolt Pkg.		Year	1998
			Equipment	A/C, Turbo
			Revised	A 2-3-00

ITEM	PART #	DESCRIPTION
1.	711169	Base plate
2.	711190	Pump plate
3.	711194	Lower alternator brkt.
4.	711073	Idler bushing
5.	740249	Idler pulley 2.50" dia.
6.	*	Pump
7.	740148	Clutch
8.	110479	M10 x 30 bolt
9.	110395	3/8 x 1 Socket head bolt
10.	110425	3/8NC x 1 1/4 Bolt
11.	110672	3/8 Lock washer
12.	110676	3/8 Flat washer
13.	110567	M10 x 80 Bolt
14.	110232	M10 - M12 x 78 Stud bolt
15.	110526	M10 x 40 Bolt
16.	OEM	Bolt
17.	OEM	Bolt
18.	OEM	Alternator
19.	OEM	Tensioner
20.	730021	Jumper wires/Lower alternator
21.	740263	Serp. belt/Ford F8T2-8620-GA

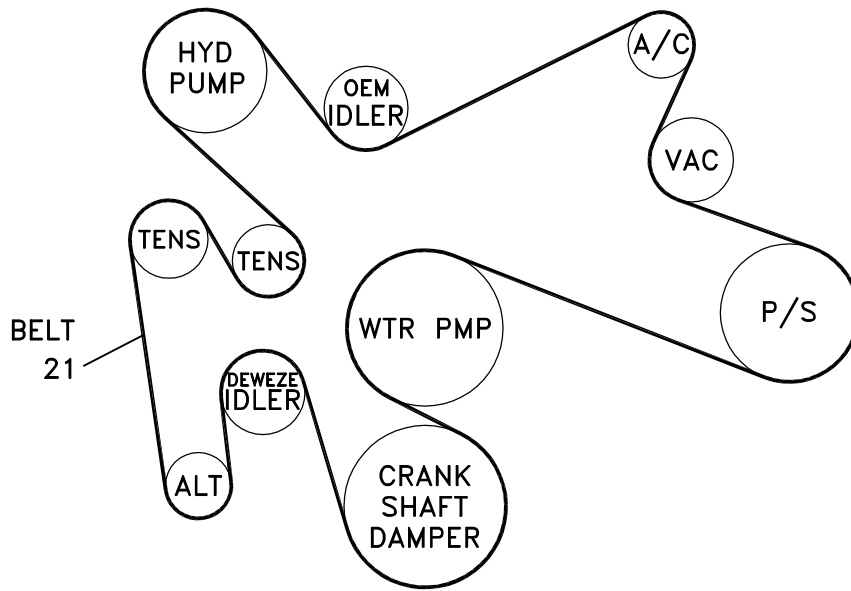
* See master list for pump part no.



(A)(B)(C)... Denotes bolt holes in engine to locate corresponding holes in Pump Brkt.

FIG. 2

BELT DIAGRAM



DewEze

Clutch Pump Kit
#700337
Ford 7.3L
V A N
1998-

INSTALLATION INSTRUCTIONS

NOTE: Suction hose to pump must be a wire braid hose; minimum 1" I.D. for 7 & 9 gpm pumps; 1¼" I.D. for 12 & 17 gpm pumps. Installations with smaller suction hoses will void the pump warranty.

1. Disconnect battery.
2. Remove OEM serpentine belt.
3. Disconnect wiring from alternator.
4. Remove alternator from top OEM location by removing three bolts. Keep these bolts.
5. Remove the dual tensioner.

If your truck has the heavy duty alternator, place the alternator on the lower mounting bracket (3) before bolting it on the engine and check to make sure the alternator sets flat on the mounting surfaces and there is clearance between the alternator and the bracket. If there is any contact, grind away that part of the bracket so there is sufficient clearance. Tightening the bolts if it does not set flat could break the alternator case.

6. Mount the alternator to the lower alternator bracket (3) using the OEM alternator bolts.
7. Connect the jumper wires (20) from the plug at the wiring harness to the alternator. Mount the alternator and lower alternator bracket to the original alternator bracket using two M10 x 80 bolts (13) at locations B and C, and the M10 - M12 x 78 stud bolt (14) at location D.
If the plug on the supplied alternator jumper wire does not fit the plug on the alternator, the existing wiring can be pulled out of the wiring harness and run to the lower alternator. One of the wires may then have to be spliced to the alternator with a butt connector.
8. Insert idler bushing (4) into snap ring side of idler pulley (5). With the snap ring facing forward, attach idler to mounting boss on lower alternator bracket using M10 x 40 bolt (15).
9. Install the dual tensioner to its original location using the OEM bolt.
10. Attach the pump (6) to the back of the pump plate (2) using two 3/8 x 1¼ bolts (10), two 3/8 lock washers (11), and two 3/8 flat washers (12).
11. Attach the clutch coil (7) to the front of the pump plate using the four flange bolts provided with the clutch. The front of the pump plate is identified by the three countersunk holes at the bottom of the plate. Attach the clutch pulley (7) to the pump shaft using the bolt and heavy flat washer provided with the clutch.

12. Mount the base plate on top of the OEM alternator bracket at location A using three M10 x 30 bolts (8).
13. Connect the hoses to the pump before it is mounted in place as it will be difficult to get behind the pump after it is bolted on.
14. Mount the pump and pump plate assembly to the front of the base plate using three 3/8 x 1 socket head bolts (9).
15. Install the new serpentine belt (20) as shown in in Fig. 2.
16. Connect the battery.
17. Run the engine and check for any clearance or alignment problems. Adjust as needed.