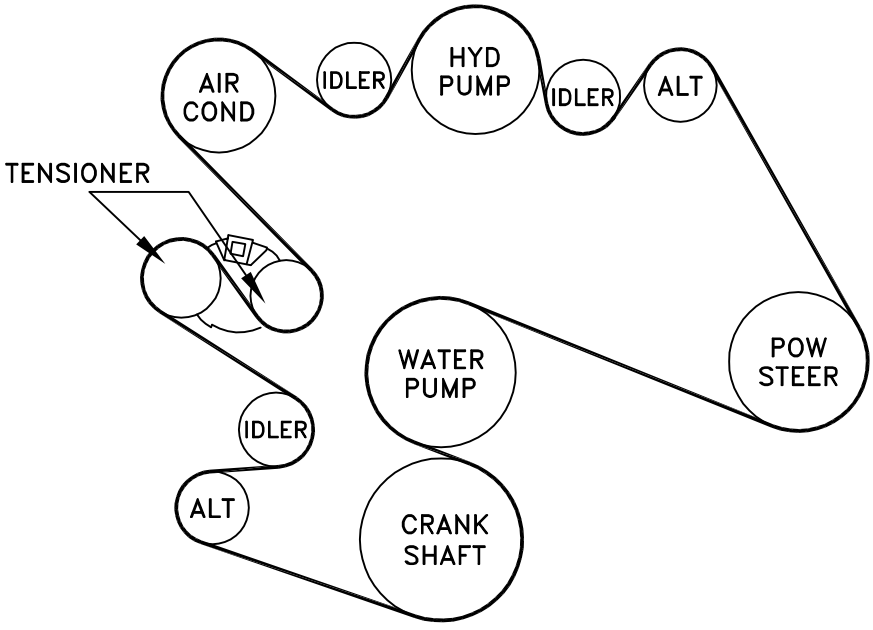
DewEze CLUTCH PUMP KIT

None	Bracket Assy.	Kit No.	700376	
711327	Bracket Bolt Pkg. (Inc. items 7, 8, 10, 14)	Make	Ford	
None	Pulley Bolt Pkg.	Engine	7.3L	
711345	Idler Bolt Pkg. (Inc. items 3, 11)	Fuel	Diesel	
None	Fan Spacer Bolt Pkg.	Year	2000	
		Equipment	A/C, dual alter.	
		Revised	B	8-28-01

ITEM	QUAN	PART #	DESCRIPTION
1.	1	711324	Pump mounting bracket
2.	3	740302	Flat idler pulley
3.	3	711072	Reducer bushing
4.	2	OEM	Flat idler pulley
5.	1	*	Pump
6.	1	740183	Clutch
7.	2	110489	M10 x 95 x 1.5 Bolt
8.	3	110270	M8 x 130 x 1.25 Bolt
9.	2	110465	3/8-16 x 1 1/4 Skt head bolt
10.	1	110515	1/4-20 x 1/2 Bolt
11.	3	110479	M10 x 30 x 1.5 Bolt
12.	2	OEM	Bolt
13.	1	730022	Jumper wire
14.	1	130011	Adel clamp
15.	1	110271	3/8 Lock washer, .55 O.D. x .13 thick
16.	1	OEM	Belt

* See master list for pump part no.

FIG. 1
BELT DIAGRAM



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

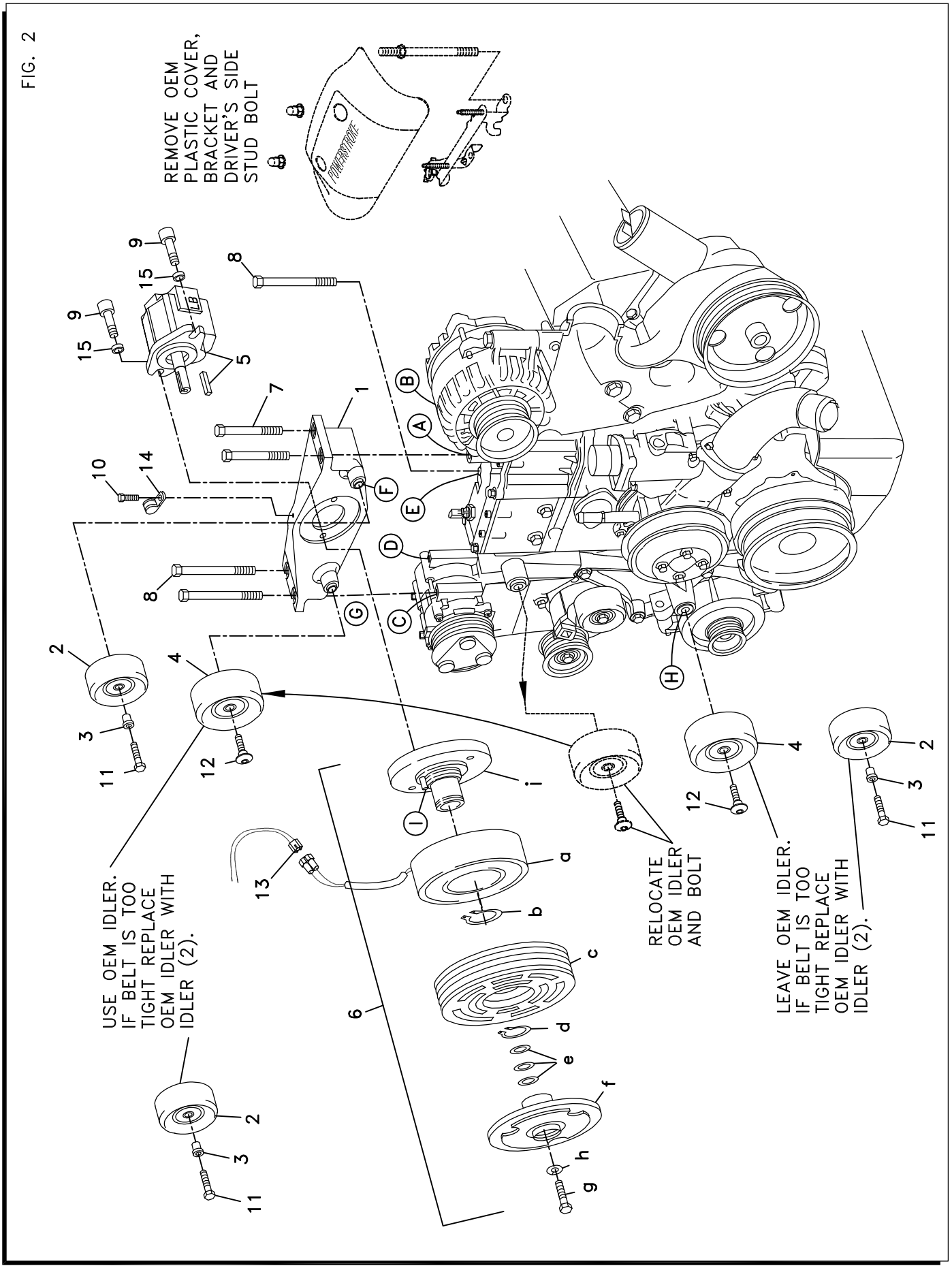


FIG. 2
REMOVE OEM PLASTIC COVER, BRACKET AND DRIVER'S SIDE STUD BOLT
USE OEM IDLER. IF BELT IS TOO TIGHT REPLACE OEM IDLER WITH IDLER (2).
RELOCATE OEM IDLER AND BOLT
LEAVE OEM IDLER. IF BELT IS TOO TIGHT REPLACE OEM IDLER WITH IDLER (2).

Clutch Pump Kit
#700376
Ford 7.3L
with A/C
Dual alternator
'AA' mount
2000

DewEze

INSTALLATION INSTRUCTIONS

1. Disconnect the battery.

2. Drain the radiator so the coolant level is below the top radiator hose. Remove the end of the hose from the radiator only.

3. Lock the OEM tensioner open and remove the OEM belt.

4. Remove the OEM plastic cover and its mounting bracket from between the A/C and the alternator. Remove the driver"s side stud bolt at location E that is used to mount that bracket. Replace it with one of the M8 x 130 bolts (8). Torque to 14 ft-lb.

5. Remove the OEM idler (4) from the A/C bracket and mount it using the OEM bolt (12) on the boss at location G on the DewEze bracket (1). Torque to 25 ft-lb. Leave the OEM idler at location H down by the alternator.

6. Install the 3¨ DewEze idler (2) onto the boss at location F on the pump bracket (1). Insert the M10 x 30 bolt (11) through the idler bushing (3) and idler and thread into the bracket. Torque to 25 ft-lb.

7. Hold pump (5) onto back of bracket (1) and clutch hub (6i) onto front of bracket, making sure anti-rotation pin (I) on front of hub is on top. Place two 3/8 x 1 1/4 socket head bolts (9) and 3/8 lock washers (15) through pump, through mounting plate and thread into hub. Torque to 20 ft-lb.

8. Slide coil (6a) over hub, aligning hole in the back plate of coil with the anti-rotation pin (G) in the hub. The wires from the coil should be on the same side as the pin (I). Install large snap ring (6b) to hold coil in place.
   NOTE: THE BEVEL ON BOTH SNAP RINGS MUST FACE AWAY FROM THE PUMP. REFER TO INSTRUCTION SHEET FOR THE CLUTCH FOR CORRECT INSTALLATION OF SNAP RINGS.

9. Slide clutch pulley (6c) onto hub. Install small snap ring (6d) to hold pulley in place.

10. Place the key (5) onto the pump shaft. Slide the hub/armature (6f) onto the pump shaft aligning the keyways.
    NOTE: SET THE AIR GAP BETWEEN THE HUB/ARMATURE AND THE PULLEY USING SHIMS (6e) ACCORDING TO INSTRUCTION SHEET FOR CLUTCH.

11. Thread bolt (6g) and lock washer (6h) into pump shaft. Torque to value in clutch instruction sheet.

12. Place the Adel clamp (14) over the clutch wire and bolt to the top of the pump bracket with the 1/4 x 1/2 bolt (10), keeping the wire snug so it does not contact the pulley.

13. Install the fittings on the pump.

14. Set the pump bracket with pump and idlers into place on the air conditioner and alternator. Thread the M10 x 95 bolts (7) through the bracket and into the alternator at locations A and B. Torque to 25 ft-lb. Thread the M8 x 130 bolts (8) through the bracket and into the air conditioner at locations C and D. Torque to 14 ft-lb.

15. Install the OEM serpentine pump drive belt (15) per diagram. If the belt is too tight to slip on the pulleys, replace the OEM 3 1/2 ¨idler at location H with one of the DewEze 3¨ idlers (2), idler bushing (3) and M10 x 30 bolt (11). If the belt is still too tight to go on, replace the OEM 3 1/2 ¨ idler at location G with a DewEze 3¨ idler (2), idler bushing (3) and M10 x 30 bolt (11). Attach the top radiator hose. Replace the coolant in the radiator.

16. Connect the battery.

17. Run the engine and check for any clearance or alignment problems. Adjust as needed.