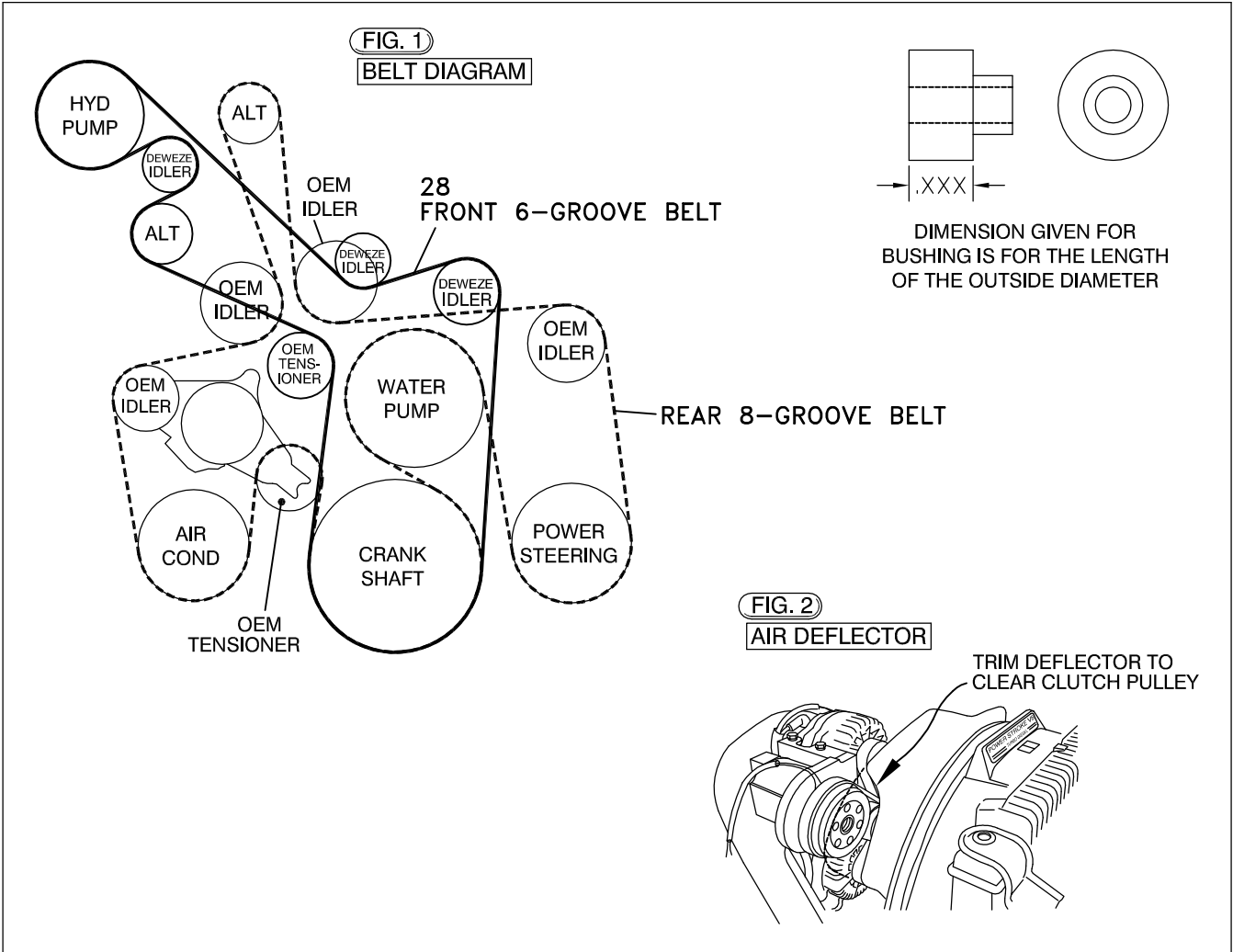


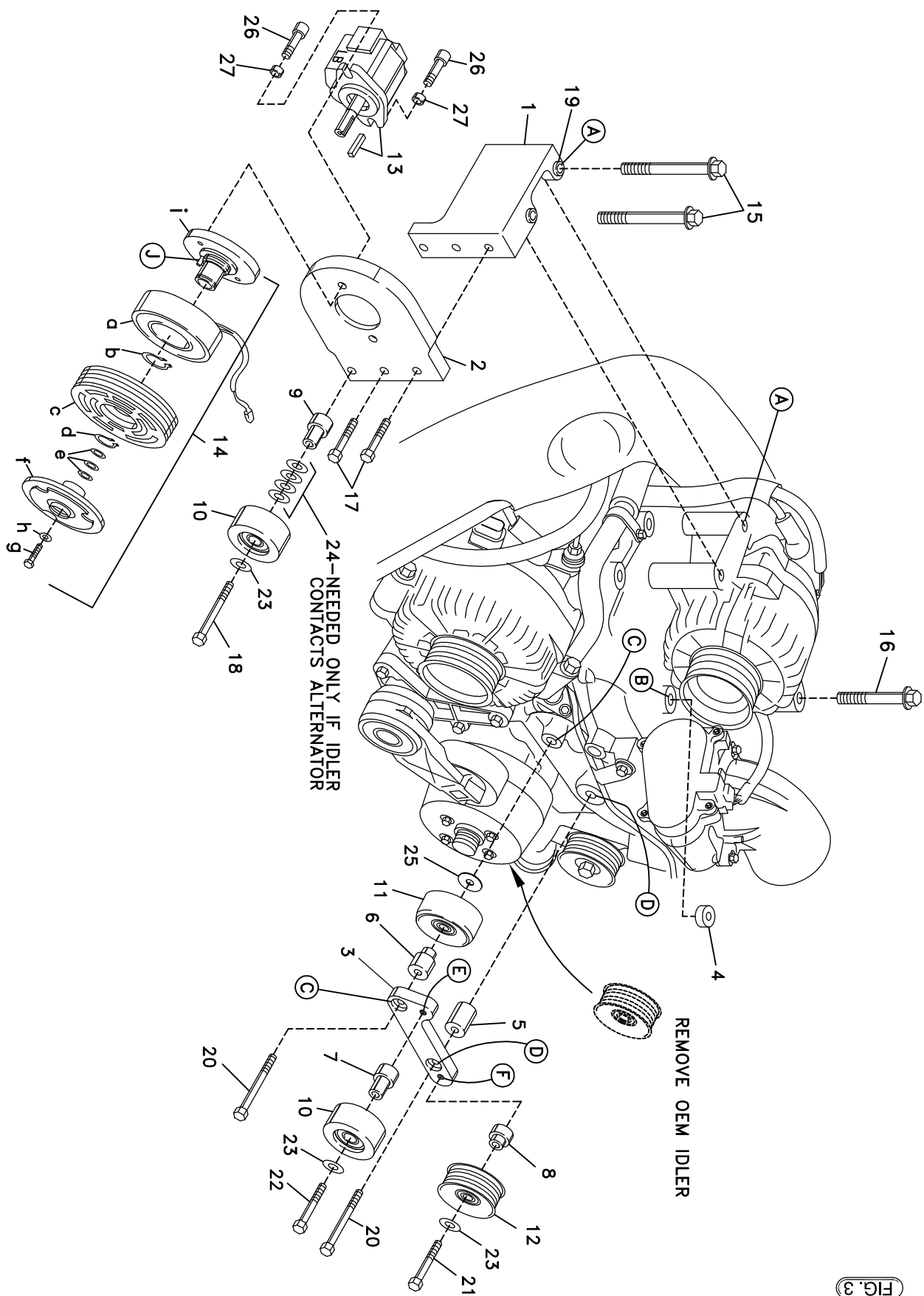
Bracket Assy.	None
Bolt Packages:	
Bracket	711498 (Inc. items 4, 15-17)
Pulley	None
Idler	711499 (Inc. items 5-9, 18, 20-23)
Tensioner	None

Make	Ford
Engine	6.0L
Fuel	Diesel
Year	2003-
Equipment	Dual alternator
	Turbo, A/C
Revised	NC 1-9-03

Item	Part No.	Description
1.	711488	Alternator bracket
2.	711489	Pump plate
3.	711490	Idler bracket
4.	711491	Spacer, alternator .500"
5.	711492	Spacer, idler bracket 1.500"
6.	711494	Bushing, idler bracket .725"
7.	711495	Bushing, idler .325"
8.	711496	Bushing, idler .440"
9.	711497	Bushing, idler 1.400"
10.	740242	Idler pulley, flat 2.500" dia.
11.	OEM	Idler pulley, flat
12.	OEM	Idler pulley, grooved
13.	*	Pump, AA mount, rear port
14.	740162	Clutch
15.	110487	M10 x 120 x 1.5 Bolt
16.	110580	M10 x 85 x 1.5 Bolt
17.	110526	M10 x 40 x 1.5 Bolt
18.	110183	M10 x 100 x 1.5 Bolt
19.	711493	Bushing, alternator bracket
20.	110217	M10 x 70 x 1.5 Bolt
21.	110488	M10 x 45 x 1.5 Bolt
22.	110705	M10 x 55 x 1.5 Bolt
23.	110676	3/8 Flat washer
24.	110204	Shim, .015" thick
25.	OEM	Flat washer, large
26.	110465	3/8-16 x 1 1/4 Socket head bolt
27.	110271	3/8 Lock washer, .55 O.D. x .13 thick
28.	740368	Belt, Micro-V K060870

* See master list for pump part number





DewEze

Clutch Pump Kit

Clutch Pump Kit
700410
Ford 6.0
Diesel
Dual Alternator
2003-

INSTALLATION INSTRUCTIONS

1. Disconnect the battery.
2. Remove the air deflector shield from the top of the fan shroud. Drain about 1 1/2 gallons of coolant from the radiator. Disconnect the top radiator hose from the radiator. Remove the front fan shroud.
3. Remove the front belt. Lock the 8-groove tensioner open. Leave the rear belt in place.
4. Remove two 6-groove idlers: one is down by the lower radiator hose (this one will not be used again), and the other idler (12) is at Location D (this one will be used over).
5. Remove the OEM flat idler (11) from Location C. The idler has a large flat washer (25) behind it. Be sure to save it.
6. Insert one M10 x 70 bolt (20) through hole C in the idler bracket (3), through the .725" idler bushing (6), which pushes into the OEM flat idler (11), and place the OEM large flat washer (25) onto the bolt in back of the idler. Insert the other M10 x 70 bolt (20) into the idler bracket at hole D and through the 1.50" spacer (5). Hold the idler bracket up to the engine and thread the bolts into Locations C and D. Tighten these two bolts. Insert the M10 x 55 bolt (22) through the 3/8 flat washer (23), through the 2.50" dia. flat idler (10) with the .325" idler bushing pushed in the back and thread into the idler bracket at Location E. Insert the M10 x 45 bolt (21) through the 3/8 flat washer (23), the OEM grooved idler (12) with the .44" idler bushing (8) pushed in the back, and thread into the idler bracket at Location F.
7. Remove the three OEM bolts mounting the alternator. Lift up the alternator and slide the alternator bracket (1) over the two mounting holes on the alternator at Location A. Insert two M10 x 120 bolts (15) into the bushings on top of the bracket. Place the .50" spacer onto the mounting boss at Location B. Insert the M10 x 85 bolt (16) into the alternator and tighten the three bolts.
8. Unlock the tensioner making sure the belt is aligned on all the pulleys.
9. Hold pump (13) onto back of mounting plate (2) and clutch hub (14i) onto front of mounting plate, making sure clutch wire and anti-rotation pin (J) on front of hub is pointed up. Place two 3/8 x 1 1/4 socket head bolts (26) with 3/8 high collar lock washers (27) through pump, through mounting plate and thread into hub.
10. Slide coil (5a) over hub, aligning hole in the back plate of coil with the anti-rotation pin (J) in the hub. The wires from the coil should be on the same side as the pin (J). Install large snap ring (5b) 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.
11. Slide clutch pulley (5c) onto hub. Install small snap ring (5d) to hold pulley in place.
12. Place the key (4) onto the pump shaft. Slide the hub/armature (5f) onto the pump shaft aligning the keyways.
NOTE: SET THE AIR GAP BETWEEN THE HUB/ARMATURE AND THE PULLEY USING SHIMS (5e) ACCORDING TO INSTRUCTION SHEET FOR CLUTCH.

13. Thread bolt (5g) and lock washer (5h) into pump shaft. Torque to value in clutch instruction sheet.

14. Mount the pump plate (2) onto the alternator bracket's top two holes with two M10 x 40 bolts (17). Insert the M10 x 100 bolt (18) through the 3/8 flat washer (23), through the 2.50" flat idler (10), through the 1.40" idler bushing (9) pushed into the back of the idler and threaded into the bottom hole of the pump plate. If this idler contacts the alternator, place as many .015" shims (24) as needed to space the idler out so it rotates freely.

15. Install the belt (28). For a better view of the front of the engine before the fan shroud is put back in place, the engine can be run at this time to be sure the belt is aligned and everything clears.
NOTE: DO NOT ENGAGE THE PUMP WITHOUT HOSES CONNECTED AND OIL SUPPLIED TO THE PUMP. THE PUMP WILL BE DAMAGED WITHOUT OIL.

16. Replace the fan shroud, the radiator hose and the coolant.

17. Hold the deflector shield in place on top of the fan shroud before snapping into place, noting where it contacts the clutch pulley. Trim away that portion of the shield. Snap the shield into place making sure it does not make contact. See Fig. 2.

18. Reconnect the battery.

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