





# DewEze

## Clutch Pump Kit

Clutch Pump Kit  
700489  
UD 1400  
'A' mount  
2008+

## INSTALLATION INSTRUCTIONS

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1. The installation of this kit requires trained decision-making concerning clearances, tying components together, rerouting, or relocating OEM components, etc. It is impossible to describe all of the clearance and vibration points, etc. in the installation instructions. Therefore, the technician must exercise professional judgment to achieve the best quality installation.
2. Disconnect the battery.
3. Drain the coolant down to remove the top radiator hose. Remove the radiator support rod. Remove the intercooler tube.
4. Remove the OEM top alternator bracket and take-up bolts. Remove the alternator. Remove the OEM bottom alternator bracket.
5. Remove the fan shroud and fan. Remove the OEM fan stud bolts. Replace with the M8 x 45 stud bolts (19).
6. Remove the OEM crank pulley bolts, leaving the OEM pulley in place. Attach the DewEze crank pulley (7) with six M12 x 1.5 x 100 bolts (18).
7. Check the bracket mounting bosses on the engine at Locations A and B for burrs. If burrs are present, remove them with a flat file. Do not use a grinder, as that would remove too much material and change the bracket alignment. Place Loctite® on short-threaded end of stud bolts (12) and thread into engine at Locations A and B. Place bracket (1) on the engine at Locations A, B, C, and D. There is a ledge below the hole at Location A. Be sure to set the bracket above the ledge so the bracket does not get hung up outside the ledge which would change the bracket alignment. Fasten the bracket with two M10 nuts (25) and two 3/8 flat washers (15) at Locations A and B and the two OEM bolts at Locations C and D. Insert OEM bolt (5) through bracket at Location E into engine block. Snug all bolts and nuts evenly – tighten them a little one by one, then a little more until they are all tight. Tightening some bolts all the way, then tightening the other bolts would put the bracket in a bind causing it to break.
8. Set the alternator on the engine bracket at Location F using the OEM bolt (16). Mount the OEM top alternator bracket (4) using the OEM bolts (24). Attach the top of the alternator with the OEM alternator take-up (23).
9. Attach the pump (9) to the pump plate (2) with two 3/8 x 1 1/4 bolts (11) with two 3/8 flat washers (15). Attach the pump plate with pump to the engine bracket with five 3/8 x 1 1/4 socket head bolts (13).
10. Mount the clutch coil (10a) with the four 1/4 x 1/2 flange head bolts provided with the clutch. Mount the clutch pulley (10b) with the 5/16 x 1 1/4 bolt and heavy flat washer provided with the clutch.
11. Insert the .25 x 1 dowel pin (26) into the back side of the tensioner spacer (3) until it is flush on the front side. See Fig. 2 for correct orientation. Unbolt the idler pulley (8d) from the tensioner arm (8a). Place the three .015" shims (22) on the idler boss on the tensioner. Replace the idler on the boss, place the OEM washer (8c) on the idler, and thread the OEM bolt (8b) back

into the tensioner. Mount the tensioner assembly (8) to the bracket with the M10 x 70 bolt (17).

12. Put the belt (21) in place on the pulleys. Mount the fan spacer on the stud bolts. Replace the fan and fan shroud. Replace the OEM nuts onto the stud bolts.
13. Replace the radiator hose and the coolant. Replace the OEM intercooler tube using the OEM clamps. Replace the radiator support rod.
14. Reconnect the battery.
15. Run the engine and check for any clearance or alignment problems. Adjust as needed.