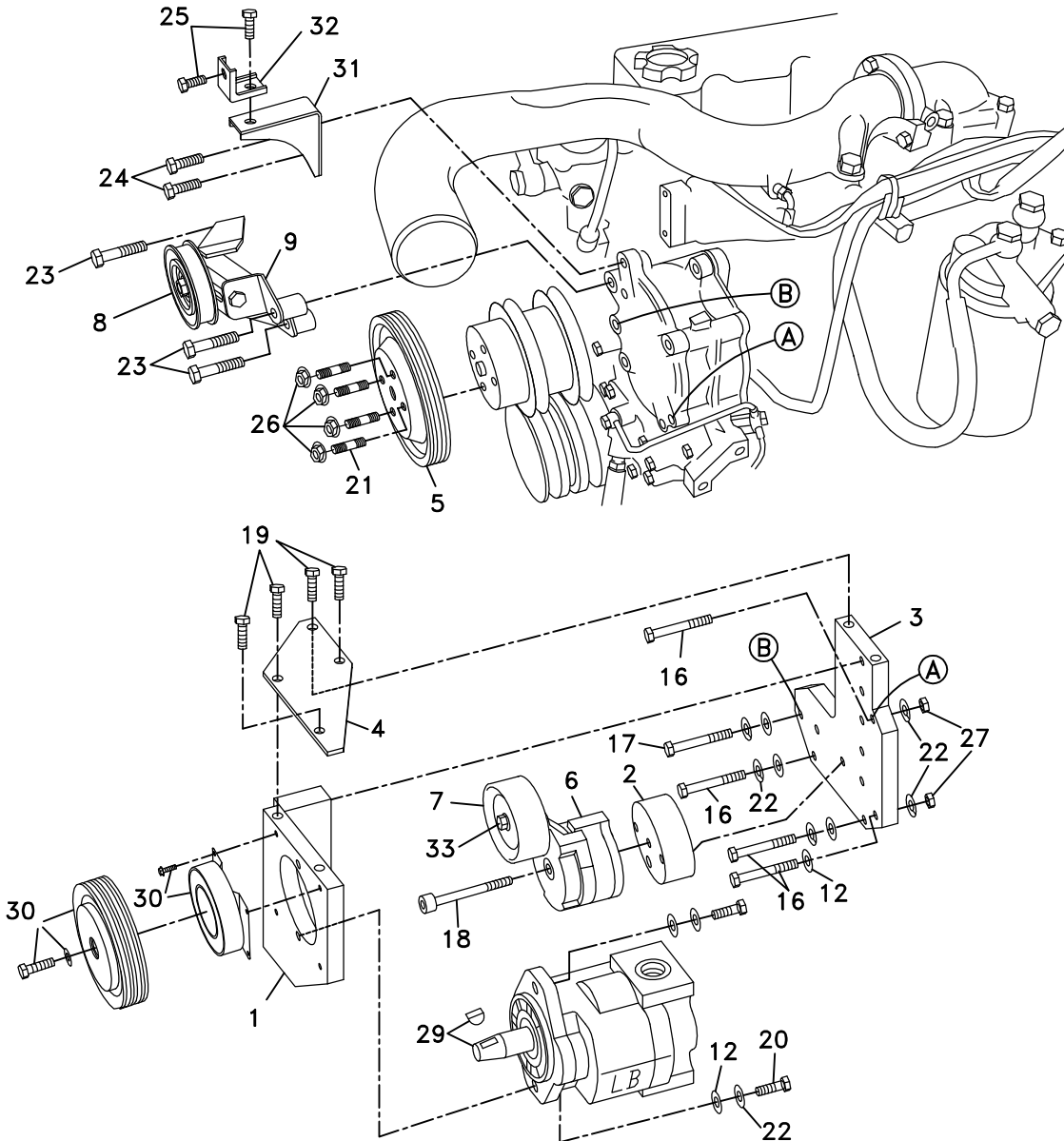


711279	Bracket Assy. (Inc. items 1-4)	Kit No.	700363
711288	Bracket Bolt Pkg. (Inc. items 12, 15-17, 19)	Make	UD
711290	Pulley Bolt Pkg. (Inc. item 21)	Engine	Nissan
711289	Idler Bolt Pkg. (Inc. items 10-13, 18)	Fuel	Diesel
None	Fan Spacer Bolt Pkg.	Year	1999
		Equipment	A/C, Turbo
		Revised	NC 3-14-00

ITEM	PART #	DESCRIPTION	ITEM	PART #	DESCRIPTION
1.	711280	Pump mount bracket	18.	110250	3/8-16 x 2 1/2 Socket head bolt
2.	711283	Tensioner block	19.	110433	3/8-16 x 3/4 Bolt
3.	711286	Engine bracket	20.	110425	3/8-16 x 1 1/4 Bolt
4.	711287	Gusset	21.	710349	M8 x 40 x 1.25 Stud bolt
5.	740306	Pump drive pulley	22.	110676	3/8 Lock washer
6.	740310	Tensioner	23.	OEM	Bolt
7.	740294	Idler pulley	24.	OEM	Bolt
8.	740311	Idler pulley	25.	OEM	Bolt
9.	OEM	A/C Belt tensioner	26.	OEM	Nut
10.	110665	5/16 Flat washer	27.	OEM	Nut
11.	110643	M8 x 1.25 Nut	28.	OEM	Bushing
12.	110676	3/8 Flat washer	29.	*	Pump
13.	110204	Shim, .015" Thick	30.	740144	Clutch
14.	OEM	Bearing insert	31.	OEM	Support/Intercooler tube
15.	110395	3/8-16 x 1 Socket head bolt	32.	OEM	L bracket
16.	110487	M10 x 120 x 1.5 Bolt	33.	110249	7/16-14 x 1.375 LH Bolt
17.	110184	M10 x 110 x 1.5 Bolt	34.	740307	Belt/Micro-V K060500

* See master list for pump part no.



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

FIG. 2
MOVE INTERCOOLER TUBE
OUT OF THE WAY

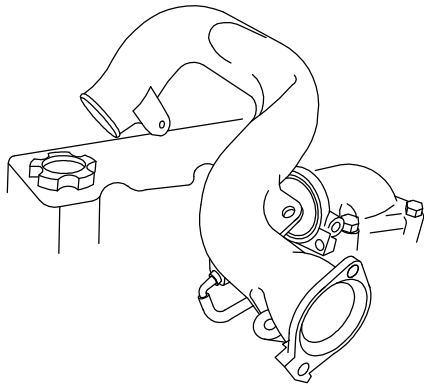


FIG. 3
REAR VIEW OF PUMP BRACKET ASSY.

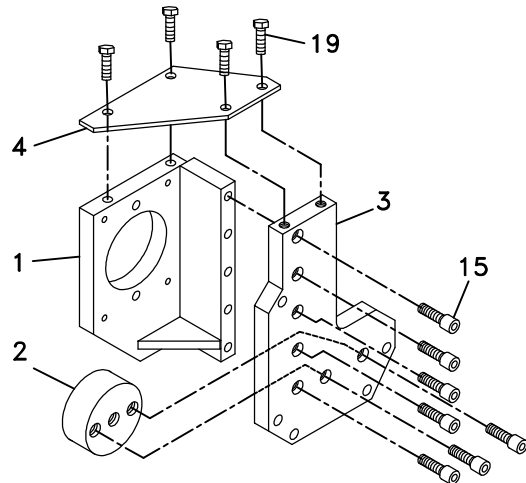
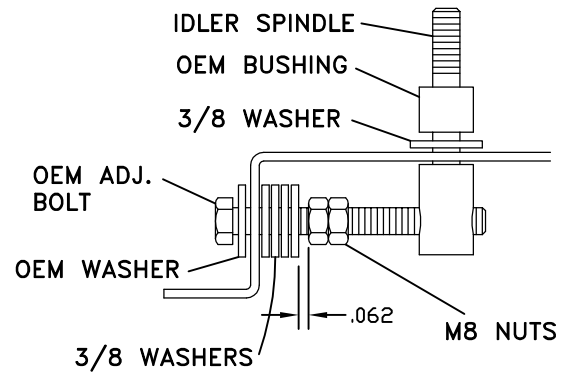
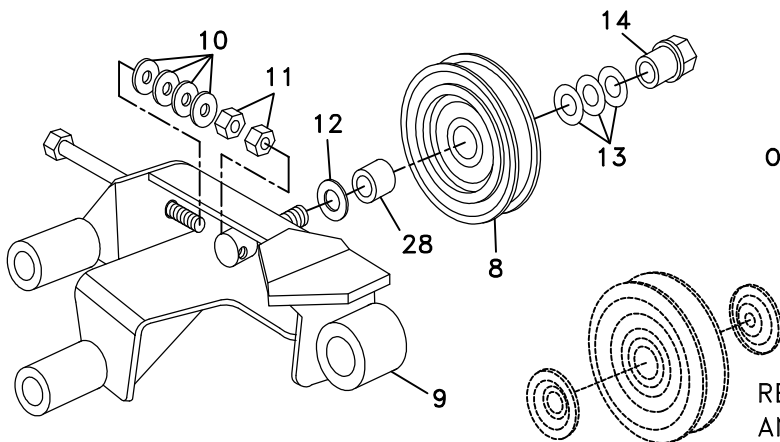
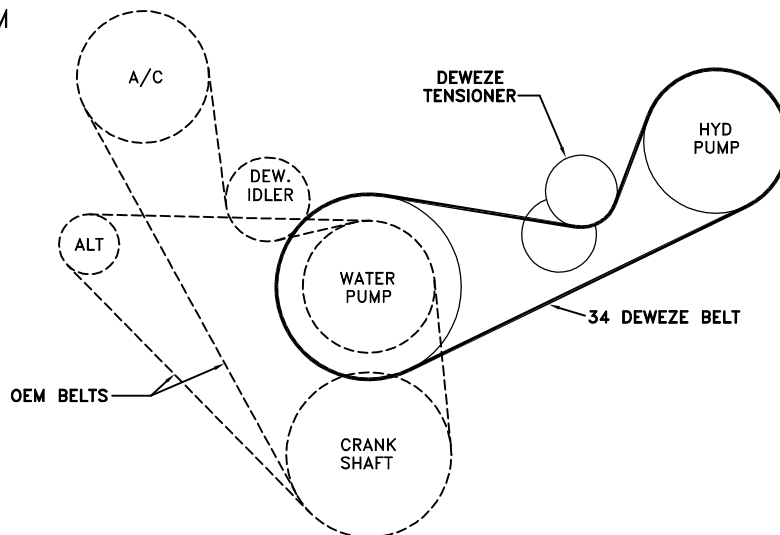


FIG. 4
OEM A/C TENSIONER MODIFICATION
REAR VIEW



REMOVE OEM IDLER
AND WASHERS

FIG. 5
BELT DIAGRAM



DewEze

INSTALLATION INSTRUCTIONS

1. Disconnect the battery.
2. Remove the intercooler tube support bracket (31) and the L bracket (32). Unbolt the cast intercooler tube and lay it on top of the engine to get it out of the way (Fig. 2).
3. Loosen the belts by loosening the A/C tensioner and pivoting the alternator.
4. Using a marker make marks on the fan just outside where the mounting bolts are. This will aid you in getting the bolts in the holes when reassembling as you can't see the holes. Unbolt the fan from the clutch and lay it inside the shroud against the radiator. Unbolt the clutch from the water pump.
5. Remove the water pump pulley. Remove the stud bolts in the water pump. Replace with M8 x 40 stud bolts (21). The short threaded end goes into the water pump.
6. Replace the OEM water pump pulley. Place the DewEze serpentine pulley (5) on the end of that. Bolt the fan clutch back on. Bolt the fan onto the clutch placing bolts adjacent to the marks you made on the fan.
7. Unbolt the OEM A/C tensioner bracket and remove it. Unbolt the idler pulley. Push out the threaded insert from the center of the OEM pulley and place it in the DewEze flanged idler pulley (8). Thread the tensioner adjusting bolt out from the pulley spindle. Place four 5/16 flat washers (10) on the bolt, then thread on two M8 nuts (11). Run the first nut almost up to the top. Do not tighten. Leave enough free play so the bolt will turn. Then tighten the other nut down against the first nut. Thread the adjusting bolt back into the idler spindle. Remove the OEM bushing from the outside of the spindle. Place a 3/8 flat washer (12) on the spindle then replace the bushing. See Fig. 4. Thread the DewEze idler pulley (8) with the OEM threaded insert onto the spindle. Replace the tensioner bracket back in its original location with the OEM bolts.
8. Insert an M10 x 120 bolt (16) into hole A in the engine bracket (3). Hold the pump bracket (1) onto the front of the engine bracket. Thread five 3/8 x 1 socket head bolts (15) through the five vertical counterbored holes in the back of the engine bracket and into the pump bracket. Hold the round tensioner mount block (2) onto the front of the engine bracket with the untapped hole at the bottom and thread two 3/8 x 1 socket head bolts (15) into the two remaining counterbored holes and into the tensioner block.
9. Mount the tensioner (6) onto the round block placing the alignment pin on the back of the tensioner into the hole at the bottom of the block. Insert the 3/8 x 2 1/2 socket head bolt (18) through the tensioner and thread into the block.
10. Attach the pump (29) to the back of the pump plate with two 3/8 x 1 1/4 bolts (20), two 3/8 lock washers (22), and two 3/8 flat washers (12).
11. Install the pump and pump bracket on the engine by inserting the M10 x 120 bolt already in the bracket into hole A. Place a 3/8 lock washer (22) and an OEM nut (27) on the bolt. Insert the M10 x 110 bolt (17) with a 3/8 lock washer (22) and a 3/8 flat washer (12) into hole B in the bracket and into hole B in the engine. Place an M10 x 120 bolt (16) with a 3/8 flat washer into hole C in the bracket and through the engine. Place a 3/8 lock washer and an OEM (27) nut on the bolt. Thread

two M10 x 120 bolts (16) with 3/8 lock washers and 3/8 flat washers into the two remaining mounting holes in the bracket.

12. Align the gusset (4) over the top of the bracket and bolt down with four 3/8 x 3/4 bolts (19).
13. Attach the clutch coil (30) to the front of the bracket using four flange bolts supplied with the clutch. Mount the clutch pulley (30) onto the pump shaft using the bolt and washer supplied with the clutch.
14. Place the OEM belts back on their pulleys and tighten the alternator and the A/C tensioner. These belts should be checked regularly. The V-belts drive the serpentine pulley. If the V-belts slip the pump may not run.
15. Install the pump drive belt (27) making sure pulleys are aligned and the belt runs true.
16. Reconnect the battery.
17. Run the engine and check for alignment problems.