

Bracket Assy.	None
Bolt Packages:	
Bracket	711604 (Inc. items 15, 26)
Pulley	None
Idler	711605 (Inc. items 5-8, 20-23)
Tensioner	None

Make	Ford
Engine	6.0L
Fuel	Diesel
Year	2004-
Equipment	Dual alternator
	Turbo, A/C
Revised	E 8-23-05

Item	Part No.	Description
1.	715009	Alternator bracket
2.	710936	Pump plate
3.	711594	Idler bracket
4.	-----	-----
5.	711492	Spacer, idler bracket 1.500"
6.	711494	Bushing, idler bracket .725"
7.	711495	Bushing, idler .325"
8.	711667	Bushing, idler .510"
9.	-----	-----
10.	740242	Idler pulley, flat 2.500" dia.
11.	OEM	Idler pulley, flat
12.	OEM	Idler pulley, grooved
13.	*	Pump, A mount, rear port
14.	742016	Clutch
15.	110171	M10 x 110 x 1.5 Socket head bolt
16.	-----	-----
17.	110425	3/8-16 x 1 1/4 Bolt
18.	700271	Intercooler tube
19.	700277	Hose elbow
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.	-----	-----
25.	OEM	Flat washer, large
26.	110465	3/8-16 x 1 1/4 Socket head bolt
27.	-----	-----
28.	740347	Belt, Micro-V K061015

* See master list for pump part number

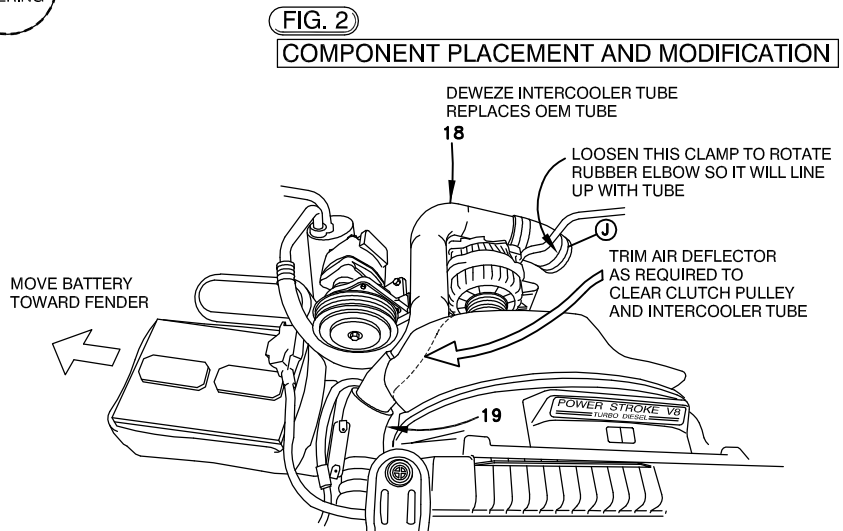
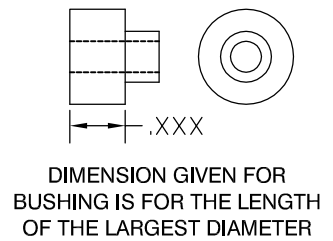
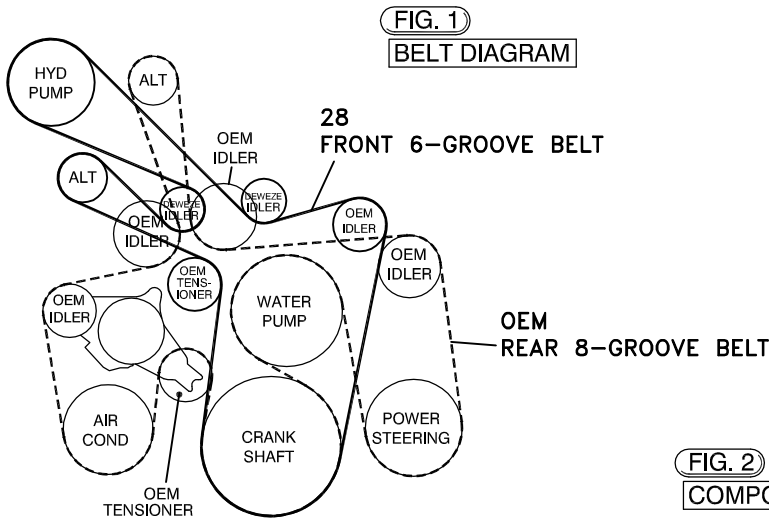
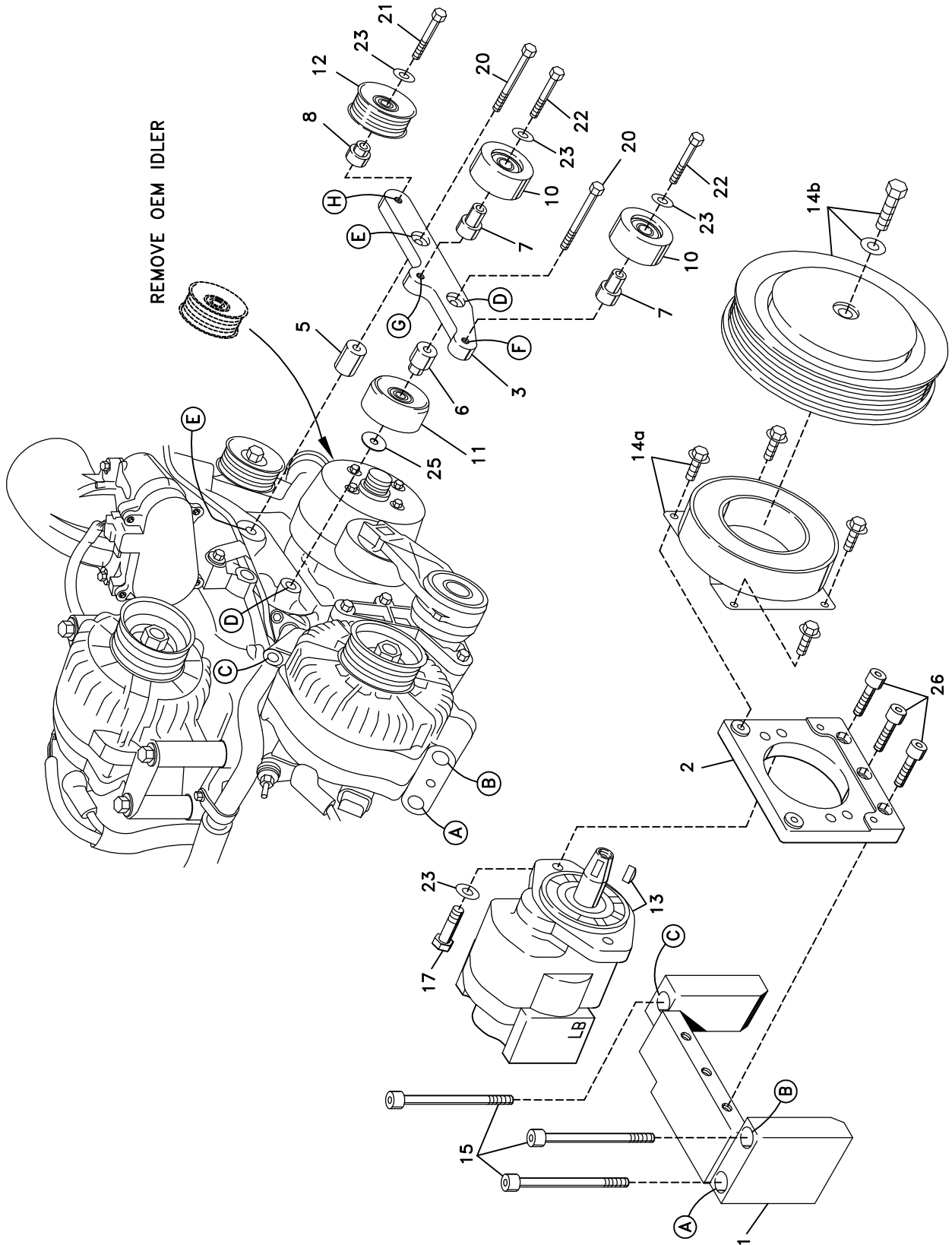


FIG. 3



DewEze

Clutch Pump Kit

Clutch Pump Kit
700426
Ford 6.0
Diesel
Dual Alternator
2004-

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 OEM intercooler tube and front elbow the tube goes into. See Fig. 2.
4. Remove the front belt. Lock the 8-groove tensioner open. Leave the rear belt in place.
5. 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 E (this one will be used over).
6. Remove the OEM flat idler (11) from Location D. The idler has a large flat washer (25) behind it. Be sure to save it.
7. Insert one M10 x 70 bolt (20) through hole D 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 E and through the 1.50" spacer (5). Hold the idler bracket up to the engine and thread the bolts into Locations D and E. Tighten these two bolts. Insert an M10 x 55 bolt (22) through a 3/8 flat washer (23), through a 2.50" dia. flat idler (10) with a .325" idler bushing (7) pushed in the back and thread into the idler bracket at Location F. Assemble the other 2.50" idler the same way and mount at Location G. 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 H. The stator will need to be trimmed to clear the idlers.
8. Remove the three OEM bolts mounting the alternator at Locations A, B, and C. Place the alternator bracket (1) over the alternator. Attach the bracket with three M10 x 110 socket head bolts (15).
9. Bolt the pump (13) to the footmount bracket (2) with two 3/8 x 1 1/4 bolts (17) and two 3/8 flat washers (23). Bolt the footmount with pump to the engine bracket (1) with three 3/8 x 1 1/4 socket head bolts (26).
10. Attach coil (14a) with four 1/4 x 1/2 flange bolts supplied with clutch. Torque these to 6 ft-lb. Attach clutch pulley (14b) to pump shaft with 5/16NF x 1 1/4 bolt and heavy washer supplied with clutch. Torque to 14 ft-lb.
11. Unlock the tensioner making sure the belt is aligned on all the pulleys.
12. 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.
13. Replace the fan shroud, the radiator hose and the coolant.
14. Install the DewEze intercooler tube (18) and front hose elbow (19). See Fig. 2. Loosen the clamp on the rear hose elbow (Location J) to allow the elbow to align with the tube. Tighten all clamps.
15. 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.
16. Reconnect the battery.
17. Run the engine and check for any clearance or alignment problems. Adjust as needed.