

Ford, 5.4L, 6.8L:G, Van, 2008+, A SF Pump, Side Port

Bolt Packages:

Bracket	711983 (Inc. 7, 10)
Idler pulley	711891 (Inc. 8, 10)
Pulley	None
Tensioner	None

Bracket Assy.	None	(Inc. items)
Issue Date	4-20-09	Revision Date A 12-10-09

Item Part No. Description

1.	711962	Pump bracket	12.	OEM	Idler pulley
2.	-----	-----	13.	OEM	Nut
3.	*	Pump	14.	OEM	Wire
4.	742016	Clutch	15.	742057	Belt, Dayco 1298K6
5.	740242	Idler pulley	16.	OEM	Air tube
6.	OEM	Stud bolt	17.	702079	Cap, Heat shrink
7.	110180	M10 x 1.25 x 60 Bolt	18.	110915	Plug, tapered silicone, 1 7/16"
8.	110210	M10 x 1.5 x 50 Bolt	19.	711944	Plate, alternator bridge
9.	110440	3/8 x 1 Flange Bolt	20.	OEM	Bolt
10.	110676	3/8 Flat washer	21.	OEM	Bolt
11.	-----	-----	22.	702101	Plug, recessed button 1 5/16"

FIG. 1
BELT DIAGRAM

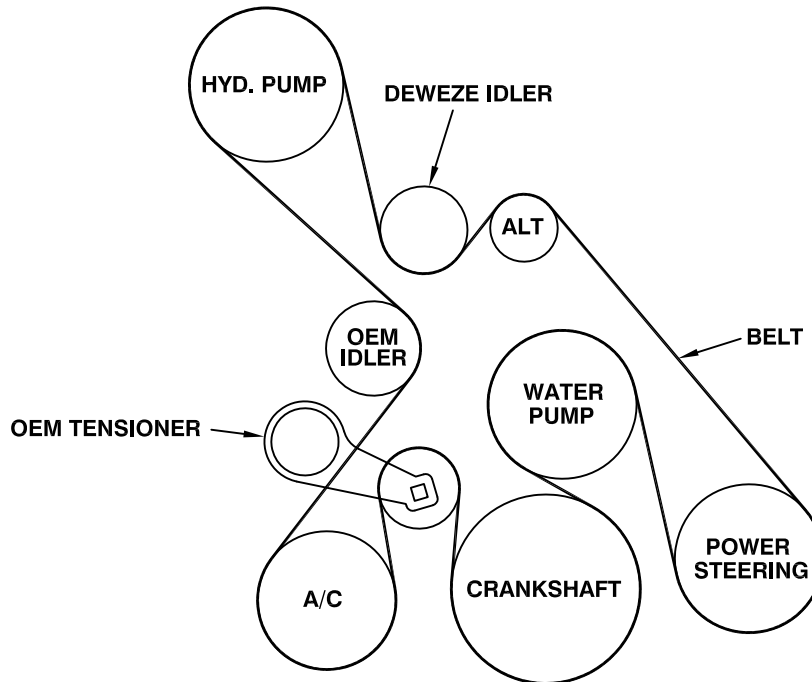


FIG. 4
MODIFY ALTERNATOR BRACKET 2009

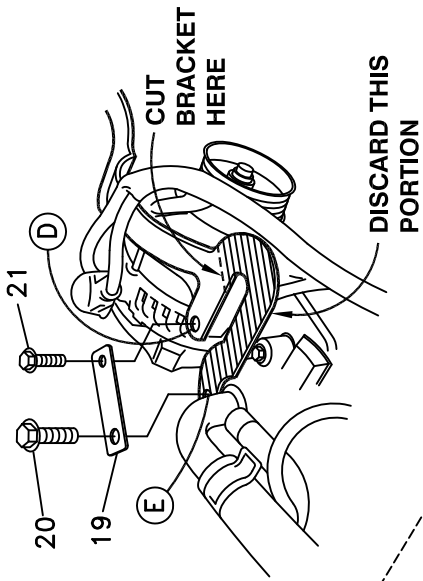


FIG. 2

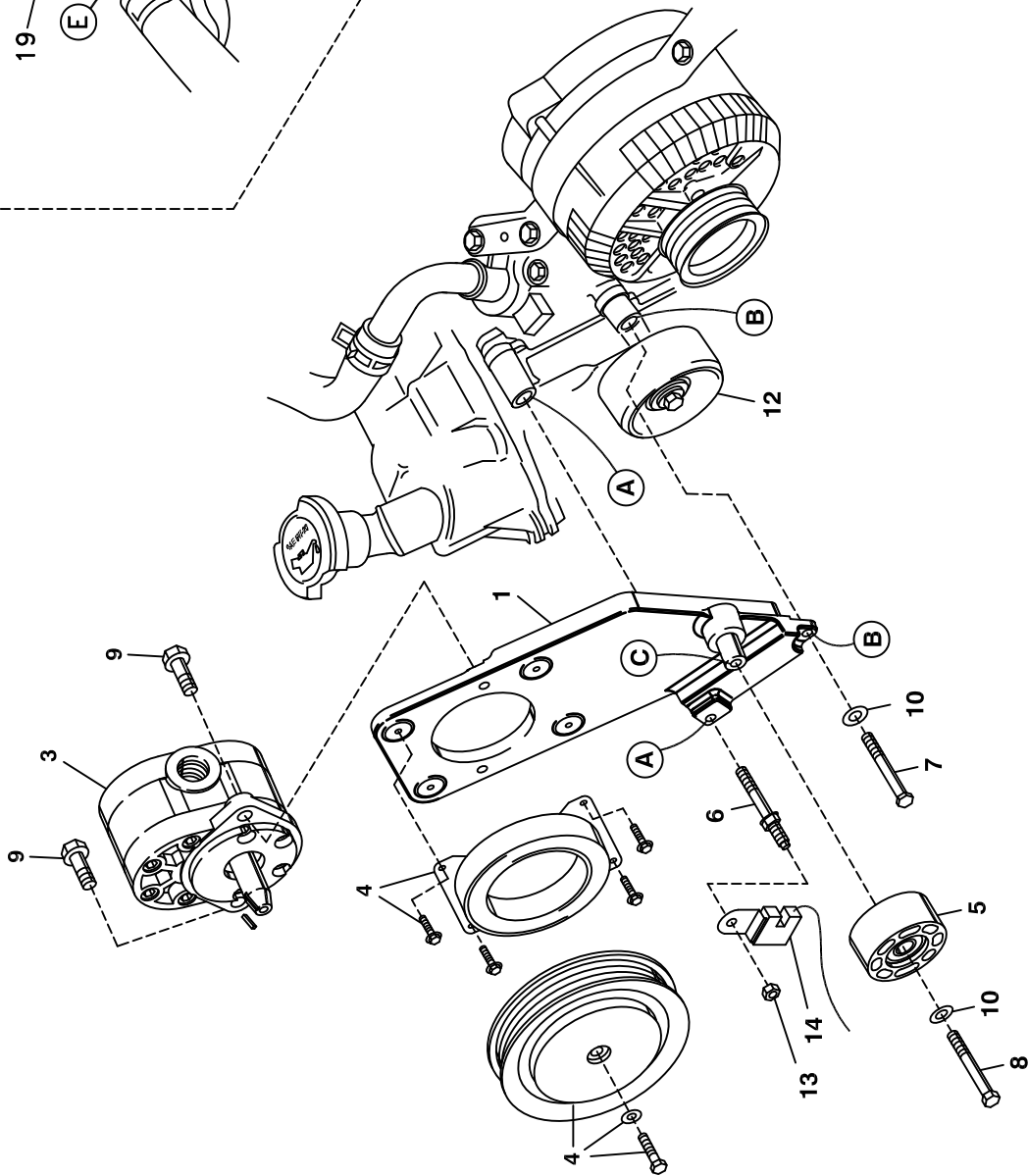
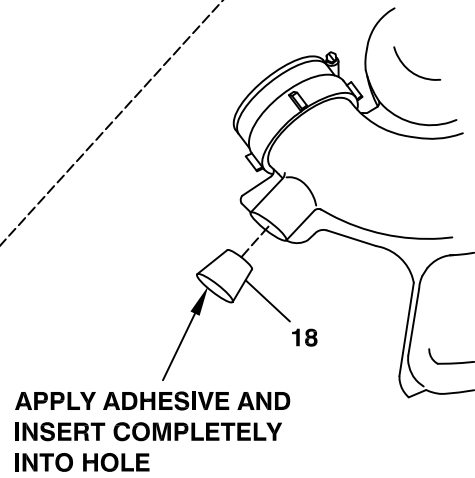
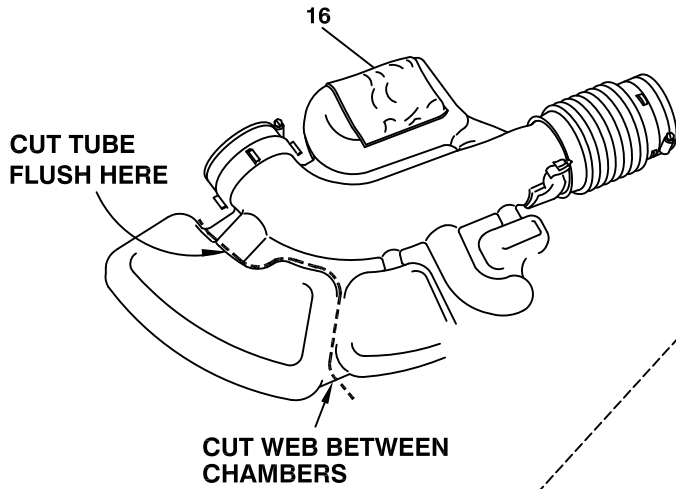
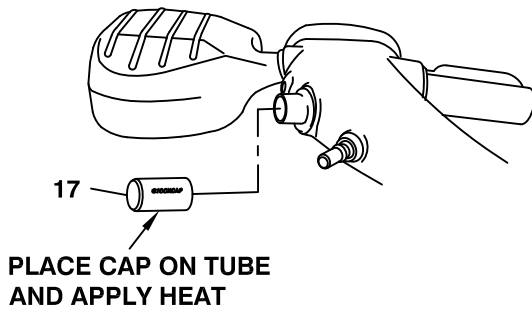
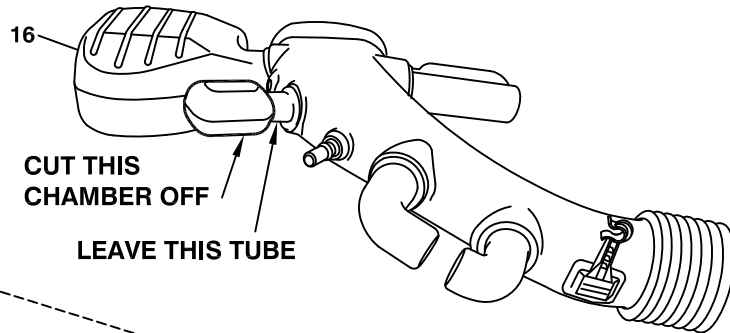


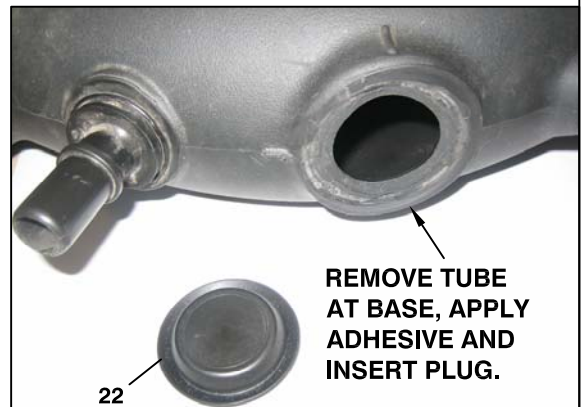
FIG. 3 5.4L AIRBOX MODIFICATION



6.8L AIRBOX MODIFICATION



OR



DewEZE Clutch Pump Kit 700498

Ford 5.4L, 6.8L, Van, A SF Pump, 2008+

INSTALLATION INSTRUCTIONS

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. Loosen clamps at the end of the large plastic airbox and remove airbox.
4. Remove the OEM belt.
5. On 2009 and later trucks, remove the OEM bracket over the top of the alternator. Cut the bracket along the dotted line and discard the shaded portion as in Fig. 4. Reinstall this bracket. Place the bridge plate (19) on top of the alternator bracket (Location D) and over to where the removed portion of the OEM bracket was attached (Location E), using the OEM bolts (20, 21).
6. Remove OEM idler pulley (12) to gain access to mounting bolt at location B. Keep the pulley and bolt.
7. Remove nut (13) holding wire at location A. Remove stud bolt (6) at location A. Remove OEM bolt at location B.
8. Install the hose adapters into the pump ports. Bolt pump (3) onto pump plate (1) with two 3/8 x 1 flange bolts (9). Attach coil (4a) with four 1/4 x 1/2 flange bolts (4b). Torque these to 6 ft-lb. Attach clutch pulley (4c) to pump shaft with 5/16NF x 1 1/4 bolt (4d) and heavy washer (4e). Torque to 14 ft-lb.
9. Attach the idler pulley (5) to the boss on the front of the pump mount bracket (1) at Location C with the M10 x 60 bolt (8). Torque to 19-25 ft-lb.
10. See Fig. 5. Disconnect the wiring from the alternator, pull it from the attachment points on the valve cover and push it back on top of the valve cover. Make sure the alternator wiring will not be pinched between the engine and the pump bracket when it is installed.

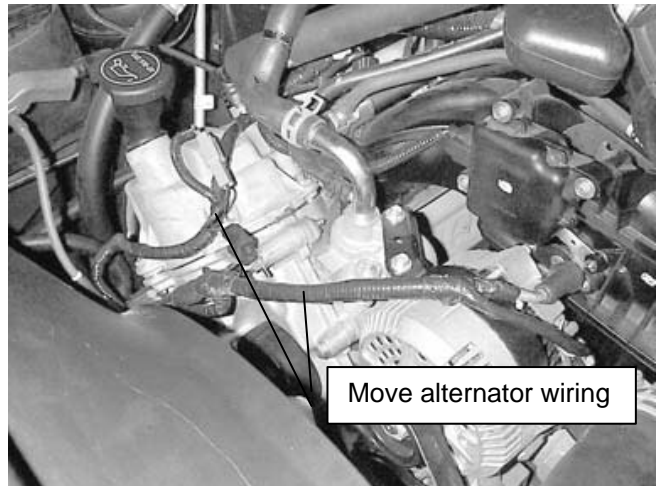


Fig. 5

11. Attach the pump mount bracket (1) to the engine with the OEM stud bolt (6) at Location A and the M8 x 60 (7) bolt at Location B. Torque these bolts to 19-25 ft-lb.
12. Reinstall OEM idler (12) using the OEM bolt in its original location. Torque to 19-25 ft-lb.
13. Install the serpentine pump drive belt (15) per diagram.
14. Replace the wire (14) on the stud bolt (6) rotating it 180 degrees from the OEM position so it points away from the pump bracket so it is not in the belt line. See Fig. 6.



Fig. 6

15. Set the airbox in place and check to see if it contacts the pump or bracket. If it does, it is necessary to remove part of the airbox for clearance.

On the **5.4L** engine airbox, the large chamber on the passenger end that interferes with the pump must be removed. Cut the web between the chamber and the main tube. Cut the connecting tube flush with the chamber leaving about one inch of tube. Apply a heat-resistant adhesive to the tapered silicone plug (18) and insert completely into hole.

On the **6.8L** engine, there are two options for airbox modification. **Option 1** - Cut off the 2nd, smaller, chamber from the rear. Leave the connecting tube from the chamber to the main tube. Place the heat shrink cap (17) onto the tube. Apply heat evenly around the diameter of the cap, until it is uniformly shrunken and conforms to the tube that it is covering. The cap begins to shrink at 120°. Immediately remove the heat source and allow the cap to cool slowly before you apply physical stress to it. Any commercial heat shrink gun can be used to shrink the cap. Since uncontrolled heat can cause uneven shrinkage and physical damage, the use of open flame is not recommended. **Option 2** – Remove tube at base where it connects to main tube. Apply a heat-resistant adhesive to the recessed button plug (22) and insert firmly into hole.

16. Replace the air box (16) and re-tighten the two clamps.
17. Connect the battery.
18. Run the engine and check for any clearance or alignment problems. Adjust as needed.