

Bracket Assy.	None
Bolt Packages:	
Bracket	711584 (Inc. items 7, 11-13, 16)
Pulley	None
Idler	None
Tensioner	None

Make	Ford	
Engine	6.0L	
Fuel	Diesel	
Year	2003-	
Equipment	Turbo, w/ and w/o A/C	
Revised	A	12-9-03

Item	Part No.	Description
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1.	711575	Pump mount bracket	11.	110561	1/4-20 x 3/4 Bolt
2.	711583	Belt guard***	12.	102024	Vinyl clamp, 2 1/2"
3.	700272	Intercooler tube	13.	710586	1/4 x 1 Self tap screw
4.	*	Pump	14.	**	Insulation, pressure hose
5.	742009	Clutch	15.	**	Insulation, suction hose
6.	740261	Idler pulley	16.	110673	1/4 Flat washer
7.	110488	M10 x 45 x 1.5 Bolt	17.	740360	Belt, Poly-Cog 1490K8
8.	110213	M10 x 40 Torx head shoulder bolt	18.	715007	Belt guard***
9.	110425	3/8-16 x 1 1/4 Bolt			
10.	110676	3/8 Flat washer			

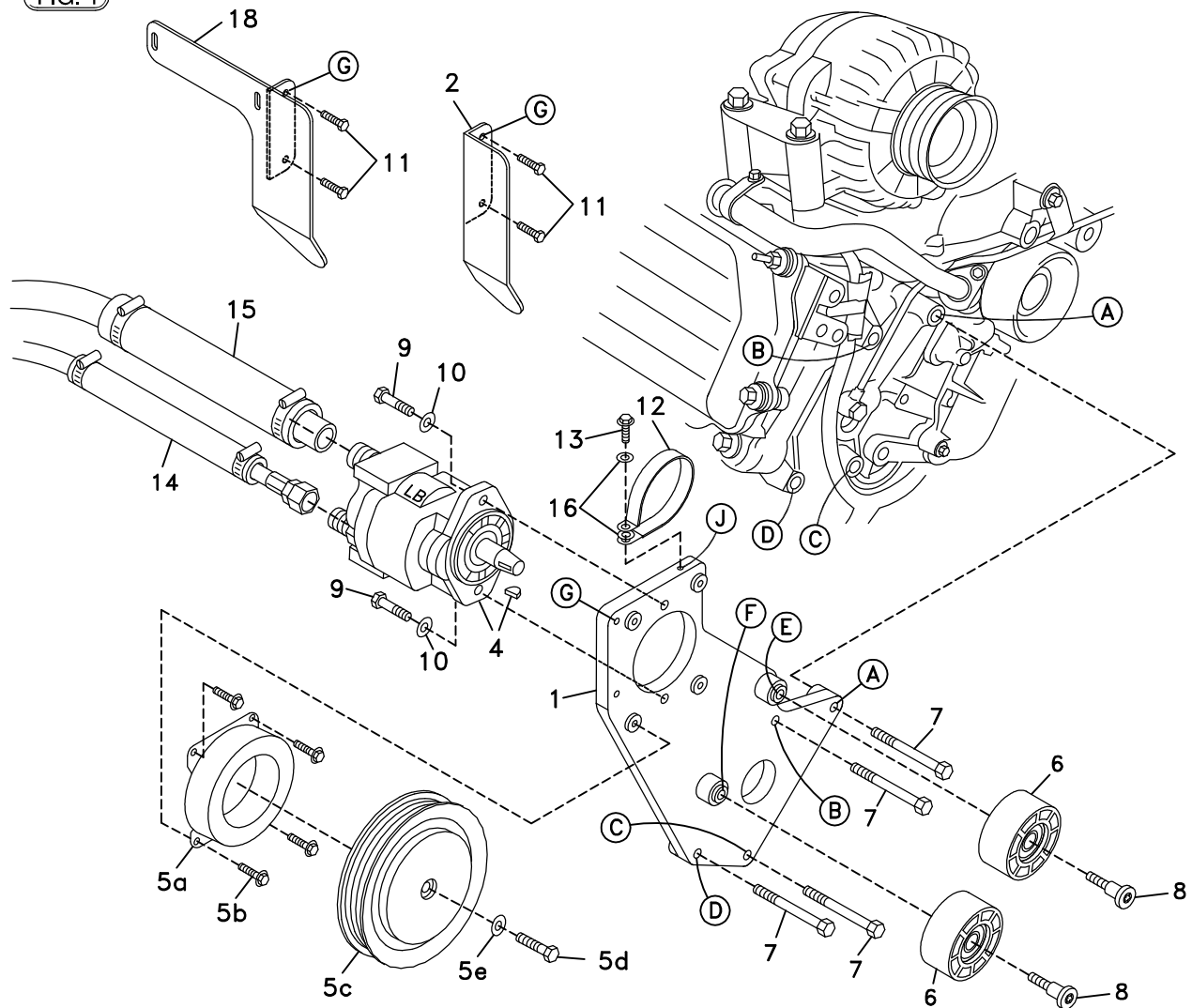
\*\*\* Either one of the belt guards may be included.

\* See master list for pump part number

\*\* Hose sizes depend on the pump size. Hose insulation diameter depends on the hose size.

The smaller diameter insulation goes on the pressure hose, and the larger diameter insulation goes on the suction hose.

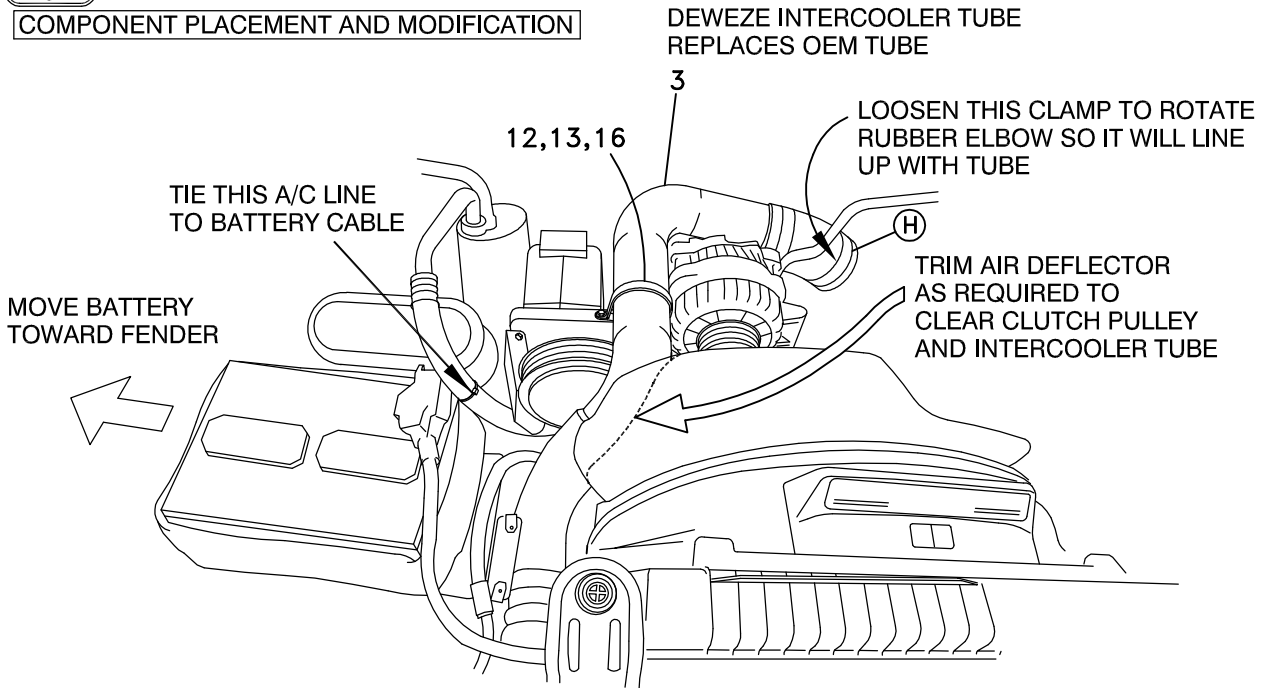
FIG. 1



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

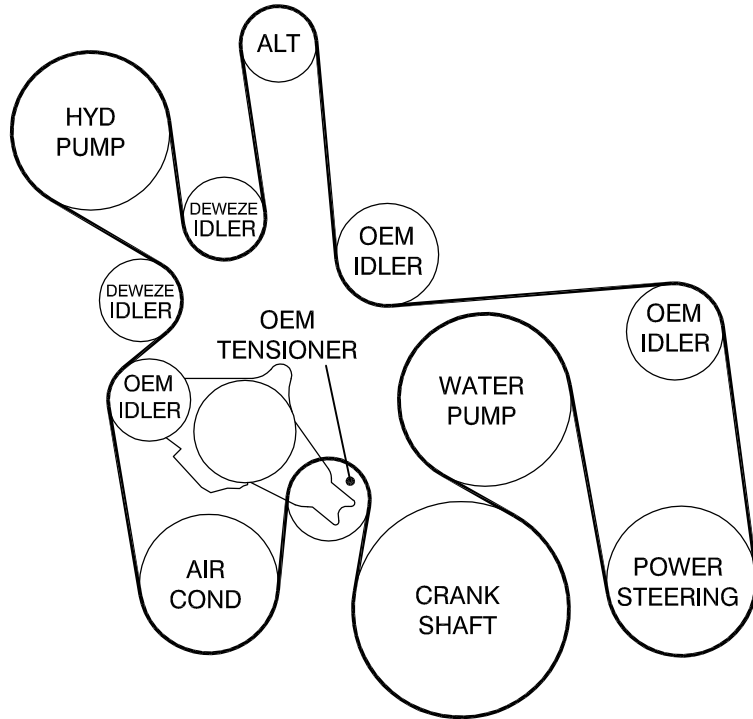
**FIG. 2**

**COMPONENT PLACEMENT AND MODIFICATION**



**FIG. 3**

**BELT DIAGRAM**



# DewEze

## Clutch Pump Kit

Clutch Pump Kit  
700421  
Ford 6.0  
Diesel  
With A/C  
2004-

# INSTALLATION INSTRUCTIONS

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1. Disconnect the battery.
2. Remove the air deflector shield from the top of the fan shroud.
3. Remove the OEM intercooler tube.
4. Remove the OEM belt. The tensioner has a spring to lock it open without any tension. Remove two bolts mounting the tensioner. Just let it lay against the shroud to allow room to mount the pump bracket.
5. Loosen the battery hold down clamps and slide the battery out toward the fender. Tighten the hold down clamps. Tie the air conditioner line to the positive battery cable running down the rear of the battery. See Fig. 2.
6. Slip the small hose insulation sheath (14) over the pressure hose. Slip the large hose insulation sheath (15) over the suction hose. Place the sheaths where the hoses run close to the exhaust to protect the hoses from the heat. Route the hoses back to the firewall and down running them outside the frame.
7. Mount pump (4) onto bracket (1) with the two 3/8 x 1 1/4 bolts (9) with two 3/8 flat washers (10). Install the adapters into the inlet and outlet ports in back of the pump. Connect the hoses to the pump. Mount the bracket onto the engine with the four M10 x 45 bolts (7). Reattach OEM tensioner with the OEM bolts.
8. Mount the belt guard (2 or 18) onto the front of the pump bracket at Location G with two 1/4 x 3/4 bolts (11).
9. Mount the two idler pulleys (6) to the bosses on the pump bracket at Locations E and F with the M10 x 40 Torx® head shoulder bolts (8).
10. Mount the clutch coil (5a) to the pump bracket with four 1/4 x 1/2 flange bolts (5b). Mount the clutch pulley (5c) to the pump shaft with the 5/16 x 1 1/4 bolt (5d) and heavy flat washer (5e) making sure the key is in place on the shaft.
11. Install the belt (17) as shown in the diagram (Fig. 3). Release the lock on the tensioner to tighten the belt.
12. Install the DewEze intercooler tube (3) into the same location as the OEM tube was. It may be necessary to to loosen the hose clamp on the rubber elbow on the turbo (Location H) so the elbow can be rotated to line up with the intercooler tube. Place the 2 1/2" clamp (12) around the intercooler tube. Insert one 1/4" flat washer (16) between the upper and lower tabs of the clamp and one washer on top. Secure the clamp with the 1/4" self-tapping screw (13) into the pump bracket at Location J. Tighten the OEM hose clamps.
13. Hold the deflector shield in place on top of the fan shroud before snapping into place, noting where it contacts the intercooler tube or 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.
14. Reconnect the battery.
15. Run the engine and check for any clearance or alignment problems. Adjust as needed.