

Ford 6.7L: D, Dual Alt, 2011+, A Pump, Side Port

BOLT PACKAGES:

BRACKET	716043 (Inc. item 2, 4-9, 15)	6-25-10	ISSUE DATE	NC	6-25-10	REVISION DATE
IDLER PULLEY	None					
CRANK PULLEY	None					
TENSIONER	None					
FAN SPACER	None					

Item Part No. Description

1.	716055	Pump plate	12.	740425	Idler
2.	716040	Stator bushing	13.	OEM	Bolt
3.	716041	Stator offset clip	14.	OEM	Stator
4.	110141	M8 x 1.25 Flange nut	15.	110703	M8 Flat washer
5.	110270	M8 x 1.25 x 130 Hex head bolt	16.	110440	3/8-16 x 1 Flange head bolt
6.	110927	M8 x 1.25 x 120 Socket head bolt	17.	742085	Belt, Micro-V, 2-Sided, JK8-1263
7.	110928	M8 x 1.25 x 140 Hex head bolt			
8.	110929	M8 x 1.25 x 20 Flange head bolt			
9.	110930	M8 x 1.25 x 25 Flange button socket head bolt			
10.	*	Pump, slide port			
11.	742009	Clutch			

FIG. 1

BELT DIAGRAM

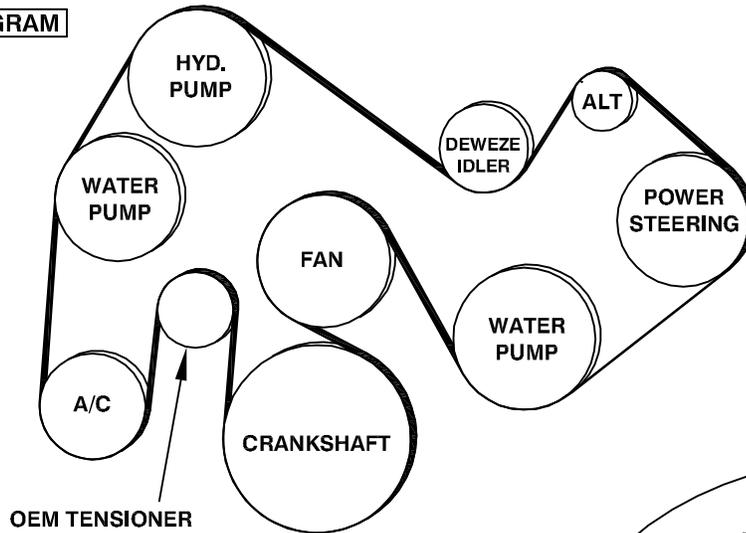


FIG. 2

REMOVE AIR BOX



FIG. 3
BRACKET INSTALLATION

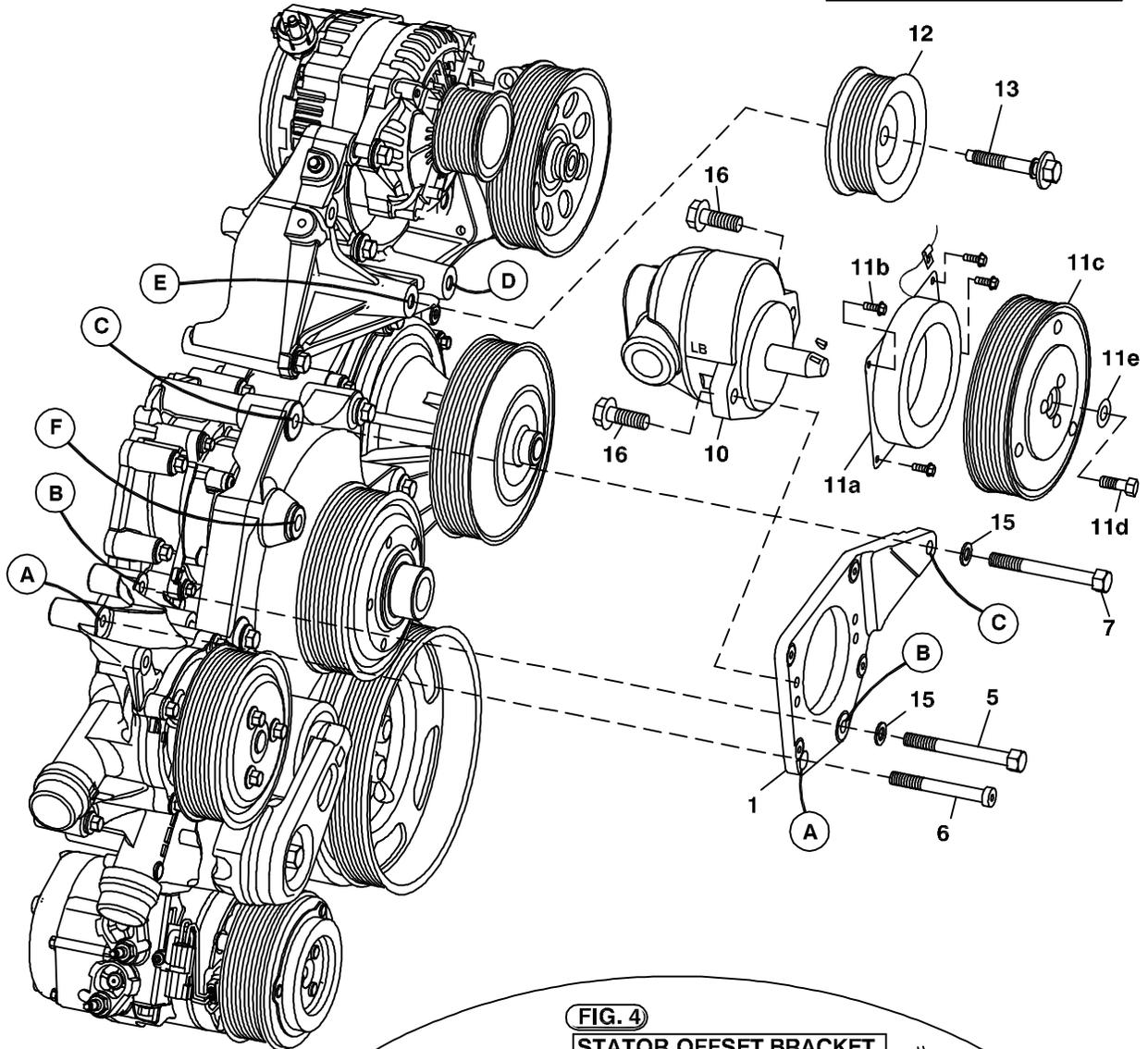
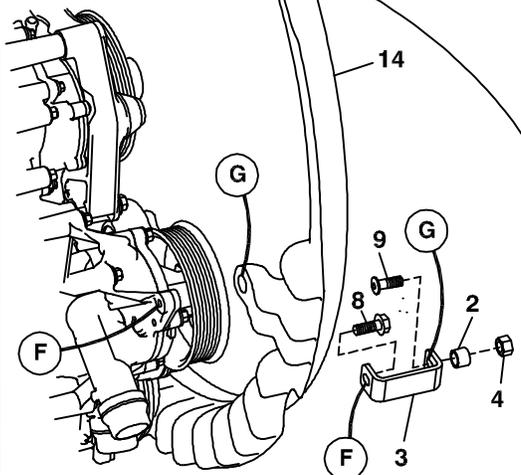


FIG. 4
STATOR OFFSET BRACKET

REMOVE OEM
SPACER.
REPLACE WITH
BRACKET 3.



Deweze Clutch Pump Kit 700514

Ford 6.7L, Dual Alt., A Pump, 2011 +

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. Open all clips to the air cleaner lid and loosen clamp on the air inlet of engine. Remove the entire air intake tube and air cleaner lid as an assembly.
4. Remove the OEM belt from the truck. Remove both OEM idler pulleys from the truck at locations D and F. Note: the bolt will remain in the pulley. Remove the bolt from one Idler assembly, making sure the plastic ring stays on the bolt, this centers the pulley. Reinstall this bolt and ring assembly into Deweze idler (12). Install the Deweze Idler at location E.
5. Remove bolts at locations A, B and C. Remove the Stator bushing shown in Fig. 4. There is a 13mm nut on the front side of the stator tab. To remove the OEM spacer it will be helpful to also remove the nut on the stator spacer on the upper driver side of engine to allow the stator to move forward slightly.
6. Insert stator bushing (2) into large hole in rear of stator at Location G. Insert the stator offset clip (3) between points F and G. Thread M8 x 20 flange head bolt (8) through rear hole of clip into engine at Location F. Insert M8 x 25 button socket head bolt (9) into front hole of clip, through stator with bushing (2), and thread M8 flange nut (4) onto bolt.
7. Install fittings into pump (10). Bolt pump onto pump plate (1) with two 3/8 x 1 1/4 bolts (16) and two 3/8 flat washers (17). Make sure the suction fitting on the inside is pointing towards the front of the truck to just clear the pump bracket. Do not mount clutch at this time.
8. Install bracket (1) with pump onto the truck using M8 x 120 socket head bolt (6) at location A, M8 x 130 hex head bolt (5) at Location B and M8 x 140 hex head bolt (7) at location C as shown in Fig. 3.
9. Attach coil (11a) with four 1/4 x 1/2 flange bolts (11b) supplied with clutch. Attach clutch pulley (11c) to pump shaft with 5/16NF x 1 1/4 bolt (11d) and heavy washer (11e) supplied with clutch.
10. Install the new belt (17) with the new routing shown in Fig. 1.
11. Make all hose connections to the pump.
12. Reinstall the intake air tube and air cleaner lid as removed.
13. Reconnect the battery.
14. Run the engine and check for any clearance or alignment problems. Adjust as needed.