

Ford 6.2L: G, 2011-2013, A Pump, Side Port

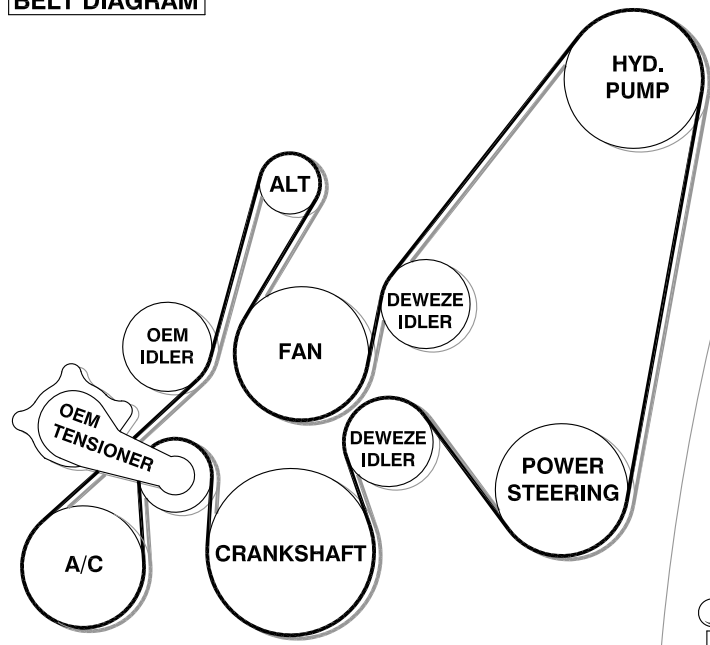
BOLT PACKAGES:

BRACKET	716053 (Inc. item 4, 8, 11-19, 33, 34)
IDLER PULLEY	None
CRANK PULLEY	None
TENSIONER	None
FAN SPACER	None

3-8-10 ISSUE DATE E 11-7-14 REVISION DATE

Item	Quan.	Part No.	Description
1.	1	716047	PUMP MOUNT BRACKET
2.	1	716048	IDLER BRACKET
3.	1	716049	BRACE, PUMP MOUNT
4.	1	716050	BUSHING, BRACE
5.	1	710936	PUMP PLATE
6.	1	740151	IDLER, FLAT
7.	1	740427	IDLER, 6-GROOVE
8.	1	110662	WASHER, 1/2 FLAT
9.	1	*	PUMP
10.	1	742016	CLUTCH, 6 GROOVE w/DIODE
11.	1	110775	BOLT, M8 X 1.25 X 60
12.	2	110569	BOLT, M8 X 1.25 X 65 LOWHEAD SOCKET
13.	3	110558	BOLT, M8 X 1.25 X 50 HEX HEAD
14.	2	110933	BOLT, M16 X 2.0 X 35 FLANGE 10.9
15.	1	110437	BOLT, 3/8-16 X 0.75 WIZ FLNG
16.	1	110435	BOLT, 3/8-16 X 1.5 HEX HEAD
17.	5	110703	WASHER, M8 FLAT
18.	1	110676	WASHER, 3/8 FLAT
19.	3	110465	BOLT, 3/8-16 X 1.25 SCKT HEAD
20.	--	-----	-----
21.	2	110425	BOLT, 3/8-16 X 1.25 HEX HEAD
22.	2	110672	WASHER, 3/8 LOCK
23.	1	702111	AIR TUBE
24.	1	702112	REDUCER, AIR INTAKE
25.	1	702113	ELBOW, AIRBOX
26.	3	702114	CLAMP, 3.5"
27.	1	702115	CLAMP, 4"
28.	1	120088	HOSE SPLICE
29.	1	716052	HOSE, 1.5" ID X 2.25" LONG
30.	2	511002	CLAMP, HOSE #24 1.5"
31.	5	100578	CABLE TIE, 14"
32.	1	740283	BELT
33.	1	110080	BOLT, M8 X 1.25 X 35 HEX HEAD
34.	1	111019	WASHER, 5/16 FLAT, 1.25 OD

FIG. 1
BELT DIAGRAM



LOCATION Q.
PULL CABLE CLAMP FROM THIS HOLE. CUT OFF FRONT OF THIS TAB LEAVING HOLE TO PLACE CLAMP BACK INTO.

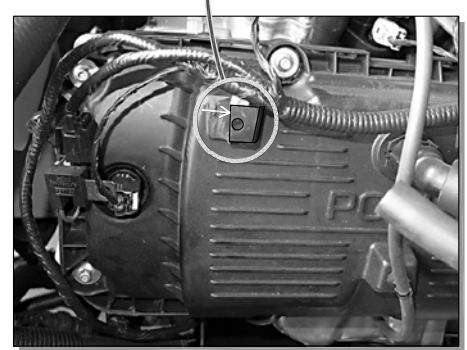


FIG. 8
VALVE COVER MODIFICATION FOR 2013+

FIG. 3
BRACKET BRACE INSTALLATION

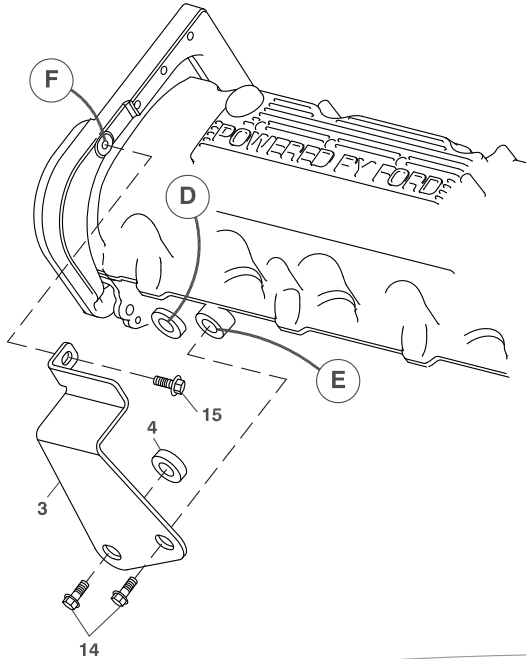


FIG. 7
VALVE COVER MODIFICATION FOR 2012+



LOCATION P.
PULL CABLE CLAMP FROM
THIS HOLE. CUT OFF THIS TAB.

FIG. 4
AIR TUBE REPLACEMENT

PLACE HOSE FROM
COOLANT TANK
BETWEEN STEERING
RESERVOIR AND FAN
SHROUD

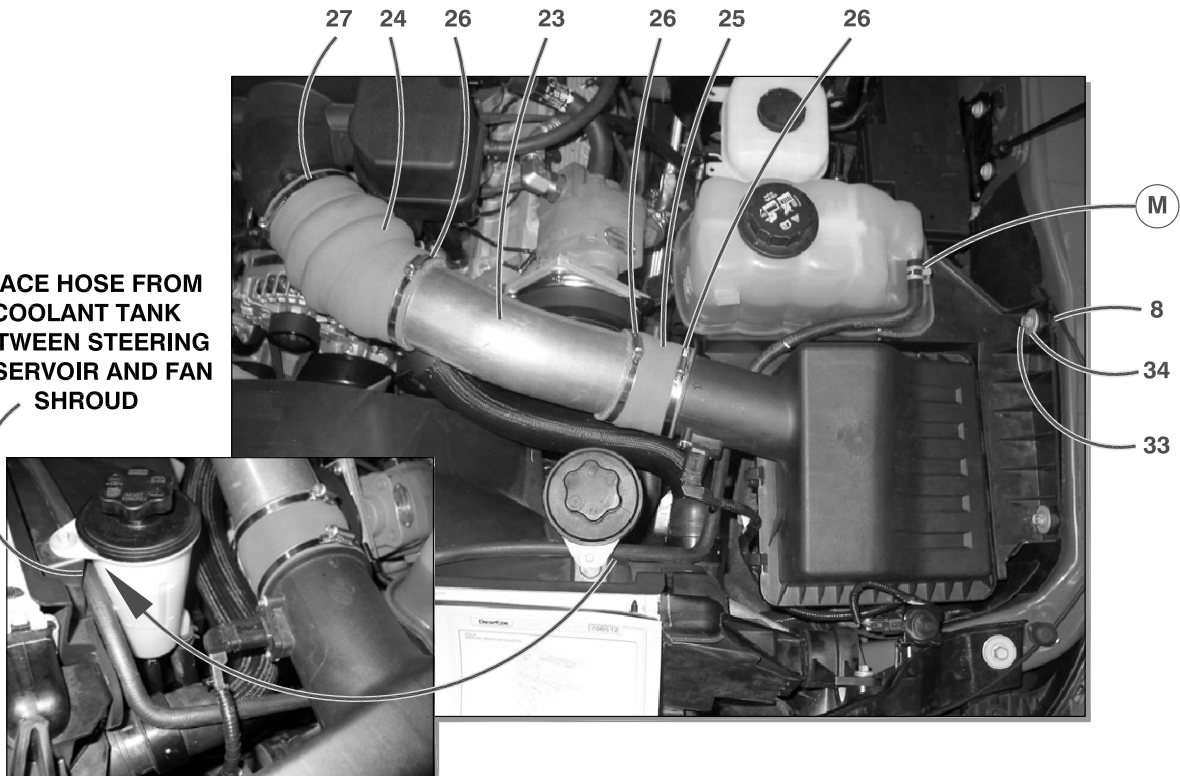


FIG. 5
BRACKET LOCATION
RADIATOR HOSE SPLICE

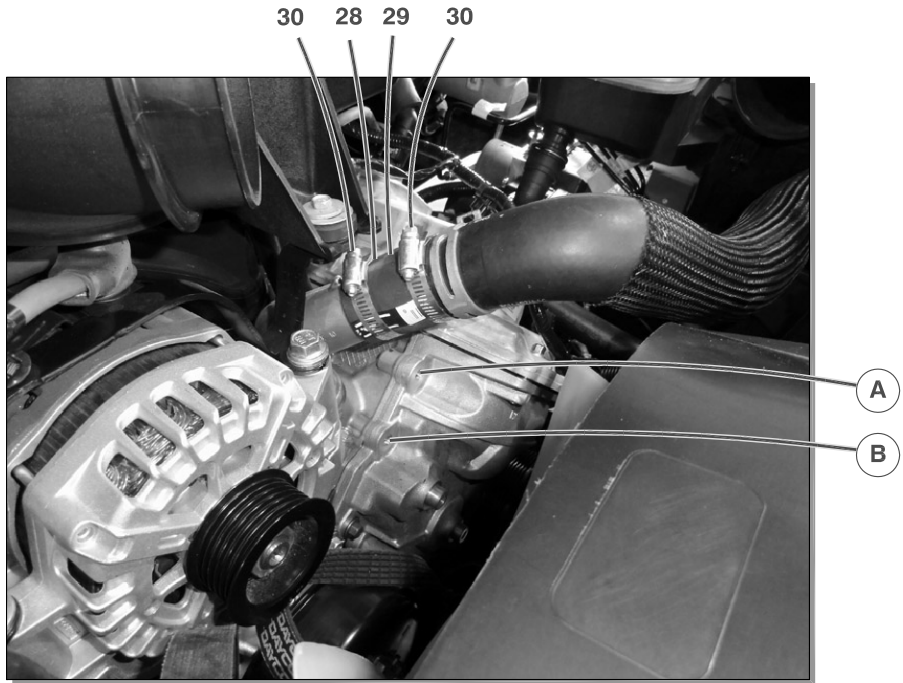
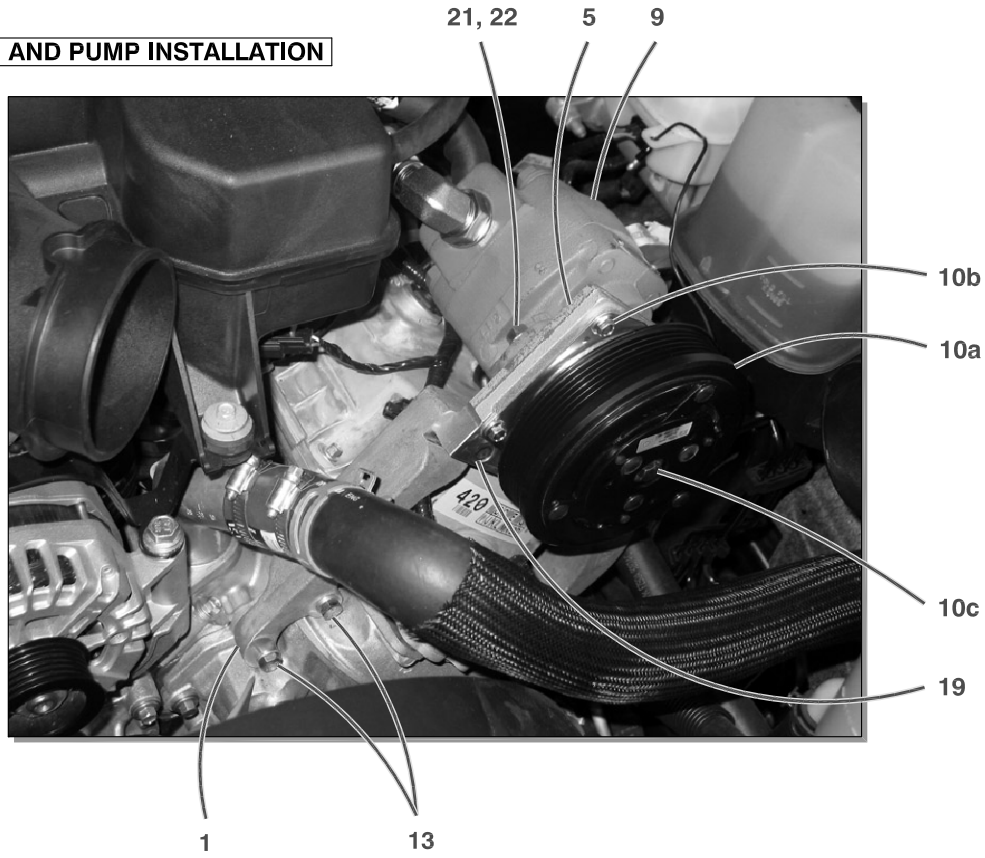


FIG. 6
BRACKET AND PUMP INSTALLATION



DewEze Clutch Pump Kit 700512

Ford 6.2L Gas, A Pump, Side Port, 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. Remove the air tube connecting the air filter box to the intake box on top of the engine. Drain just enough of the engine coolant to remove the upper radiator hose from the engine water neck. Insert the hose splice (28) into the OEM radiator hose, push the short piece of radiator hose (29) onto the splice and onto engine with two 1.5" hose clamps (30). Unclamp the hose from the top front of the coolant tank (Location M), thread it between the power steering reservoir and the fan shroud and connect it back to the coolant tank. Replace coolant.
4. The supply hose for the power steering pump must be rotated to clear the new belt routing. Hold the spring clamp with locking pliers, and rotate the hose as far towards the driver side fender as possible. Using a cable tie (31), secure the steering hose to the radiator hose running between the coolant tank and the radiator. On 2012 and newer trucks, pull the wiring cable from the attachment point on the lower front of the driver's side valve cover at Location P, Fig. 7. Cut off that tab from the cover to give clearance for the belt. On 2013 and newer trucks, pull the wiring cable from the attachment point on top of the driver's side valve cover (Location Q, Fig. 8). To give clearance for the bracket (1), cut off the front section of the tab leaving the hole to attach the wiring cable.
5. Remove the rear bolt from the airbox attached to the fender, Fig. 4, and place the 1/2" heavy washer (8) between the airbox and the fender to angle the outlet tube forward. Fasten with M8 x 35 bolt (33) and 5/16 large dia flat washer (34).
6. Remove the three bolts on the lower portion of engine at Locations G, H, and J. Install the idler bracket (2) with two M8 x 65 hex head bolts (12) and two M8 flat washers (17) at Locations G and J. Insert the M8 x 60 low head socket head bolt (11) at Location H. Install the flat idler (6) with 3/8 x 1 1/2 bolt (16) and 3/8 flat washer (18) at Location L.
7. Install the pump bracket brace (3) to the two large threaded holes on the side of the cylinder head at Locations D and E, placing the bushing (4) between the front hole and the bracket using M16 x 35 flange bolts (14). Do not completely tighten.
8. Remove the OEM flat idler at Location K. Remove the OEM stud bolt holding the wiring clip at Location N. Let the wiring rest below the pump. Remove the three bolts at locations A, B, and C. Install the pump bracket (1) with three M8 x 50 hex bolts (13) and three M8 flat washers (17). Fasten brace to pump bracket with 3/8 x 3/4 flange head bolt (15) through brace into back of pump bracket. Tighten all the bolts on the brace. Install the 6-groove idler (7) at Location K with the OEM bolt.
9. Mount the pump (10) to the back of the pump plate (5) with two 3/8 x 1 1/4 bolts (21) and two 3/8 flat washers (22). Install fittings to pump, then install pump plate with three 3/8 x 1.25 socket head bolts. Mount the clutch coil (10a) to the pump bracket with four 1/4 x 1/2 flange bolts (10b). Mount the clutch pulley (10c) to the pump shaft with the 5/16 x 1 1/4 bolt (10d) and heavy flat washer (10e) making sure the key is in place on the shaft.
10. Install belt (32) according to diagram.
11. Place elbow (25) onto airbox with 3.5" clamp (26). Insert DewEze air tube (23) into elbow using a 3.5" clamp (26). Place 3.5" end of reducer onto air tube using 3.5" clamp (26), also pushing 4" end onto air intake using the 4" clamp (27). Make sure there is clearance between the air tube and the clutch. Adjust the air tube and elbow by twisting them if needed.
12. Reconnect the battery.
13. Run the engine and check for any clearance or alignment problems. Adjust as needed.