

FORD 6.7L, Single Alt., 2012+, A PUMP

Bolt Packages:

Bracket	716283
Idler	None
Crank pulley	None
Tensioner	None

Belt Dia. Decal	702189
NOTE	
Issue Date	7-7-21
Revision Date	NC

Item	Part No.	Description
1.	716281	Pump mount bracket
2.	716040	Strator Bushing
3.	716041	Stator Offset Clip
4.	110141	M8-1.25 Wiz Flng Nut, Gr 8.8, Zinc
5.	110270	M8-1.25 X 130, Hhcs Bolt 10.9 Zinc
6.	110927	M8-1.25 X 120 Shcs Bolt
7.	110928	M8-1.25 X 140 Hhcs Bolt
8.	110929	M8-1.25 X 20 Wiz Flng Bolt
9.	110930	M8-1.25 X 25 Button Hd Bolt
10.	*	Pump, side port
11.	742009	Clutch
12.	740151	Idler Assy, 3" Flat X 1.285
13.	OEM	Bolt
14.	OEM	Stator
15.	110703	Washer, M8 Flat, Zinc
16.	110437	3/8-16X3/4 Flange head bolt
17.	711663	Idler Bushing
18.	110989	M10-1.5 X 50 Flange Bolt
19.	740463	Micro-V K081401 Belt, 140.1"

* To be determined at time of purchase.

Fig. 1 Belt Diagram

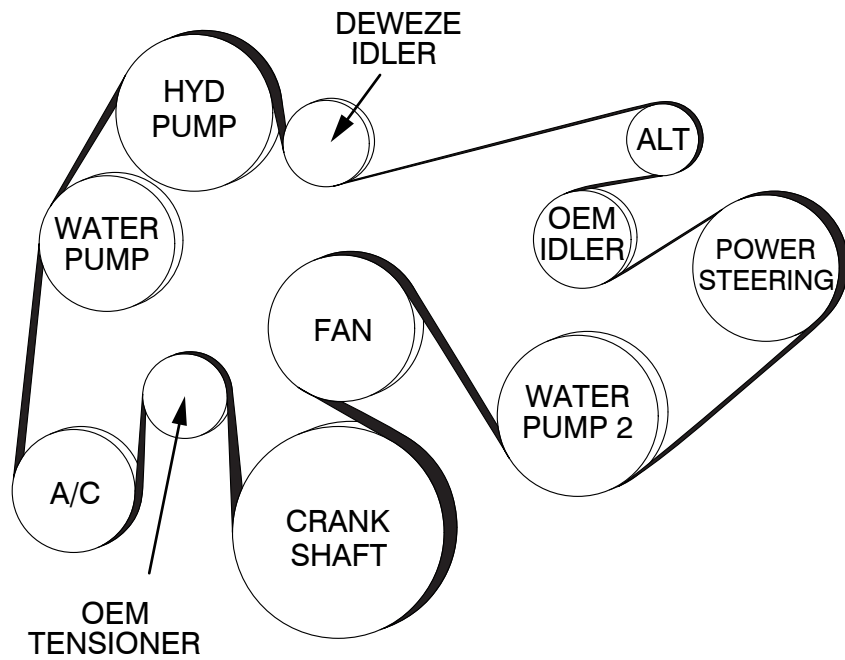


Fig. 2 Remove Air Box



Fig. 3 Bracket Installation

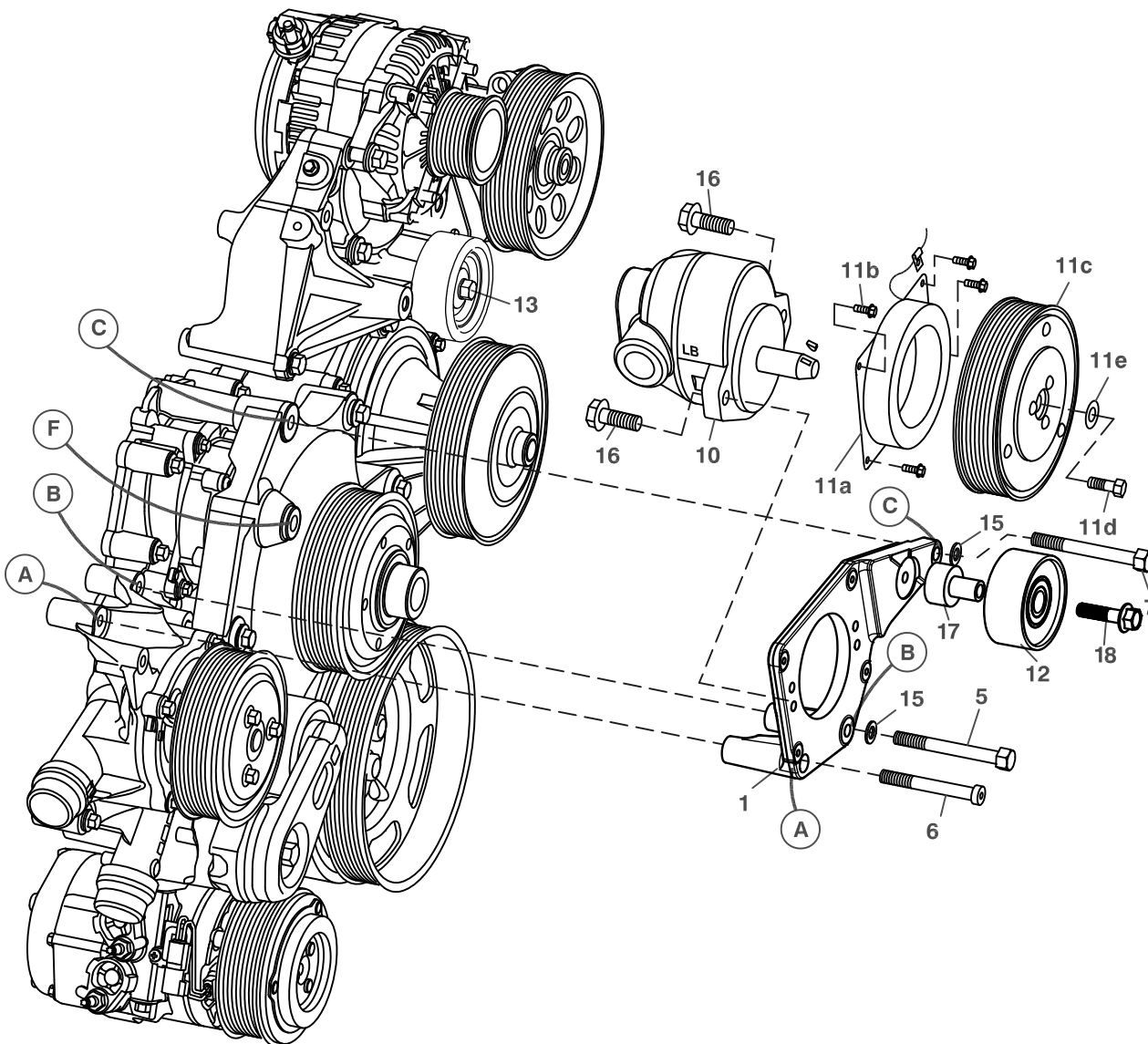
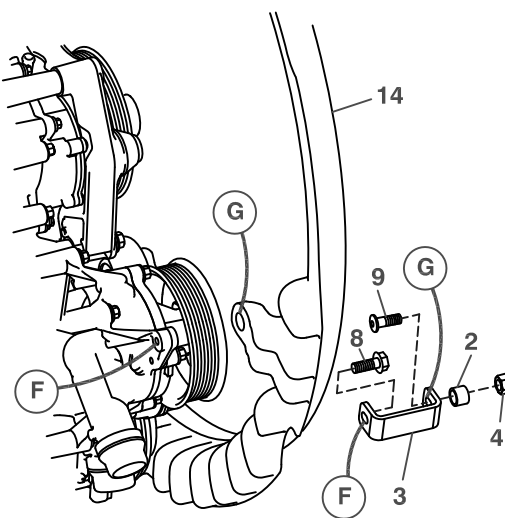


Fig. 4 Strator Offset Bracket

REMOVE OEM
SPACER.
REPLACE WITH
BRACKET 3.



Deweze CLUTCH PUMP KIT 700612

FORD 6.7L, Single Alt., 2012+, A PUMP INSTALLATION INSTRUCTIONS

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.

1. Disconnect the battery.
2. Open all clips to the air cleaner lid and loosen clamp on the air inlet of the engine. Remove the entire air cleaner lid as an assembly.
3. Unbolt the clamp holding the fan wiring harness and disconnect the plug. Remove the OEM engine belt. Remove the OEM idler pulley from the truck at Location (F). Install the new belt (19). Replace the fan wiring harness clamp and connect the plug.
4. Remove bolts at locations (A,B, and C). Remove the stator bushing shown in Fig. 4. There is a 13 mm 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.
5. 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 bolt (8) through rear hole of clip (3) into engine at location (F). Insert bolt (9) into front hole of clip (3), through stator with bushing (2), and thread nut (4) onto bolt (9).
6. Install fittings into pump (10). Bolt pump onto pump plate (1) with two bolts (16) and two 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.**
7. Install bracket (1) with pump onto the truck using bolt (6) at location (A), bolt (5) at location (B), and bolt (7) at location (C) as shown in Fig. 3.
8. Install the new bushing (17), idler (12), and bolt (18) onto the bracket as shown in Fig. 3.
9. Attach coil (11a) with four bolts (11b) supplied with clutch. Attach clutch pulley (11c) to pump shaft with bolt (11d) and heavy washer (11e) supplied with clutch.
10. Install the belt (19) onto the truck 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.

NOTE: If the kit is being installed on a F-650 or F-750 with an air compressor, the belt driving the air compressor must be removed for the clutch pump kit installation. This belt is a stretch fit type belt; please consult Ford dealer for proper removal and reinstallation procedures of the air compressor drive belt.

STARTUP INSTRUCTIONS

After the installation of the kit, startup of a hydraulic system requires that the hydraulic pump be started following professional fluid power standards. Our testing shows that running a pump for as little as 30 seconds without oil can cause damage that shortens the life of the pump. Therefore, the pump with a non-flooded inlet must be primed; air bled out of the system, so oil reaches the pump immediately. Cycle the clutch at low load, 10-15 times to break in surfaces. This should be done at a rate of 3 cycles per minutes.