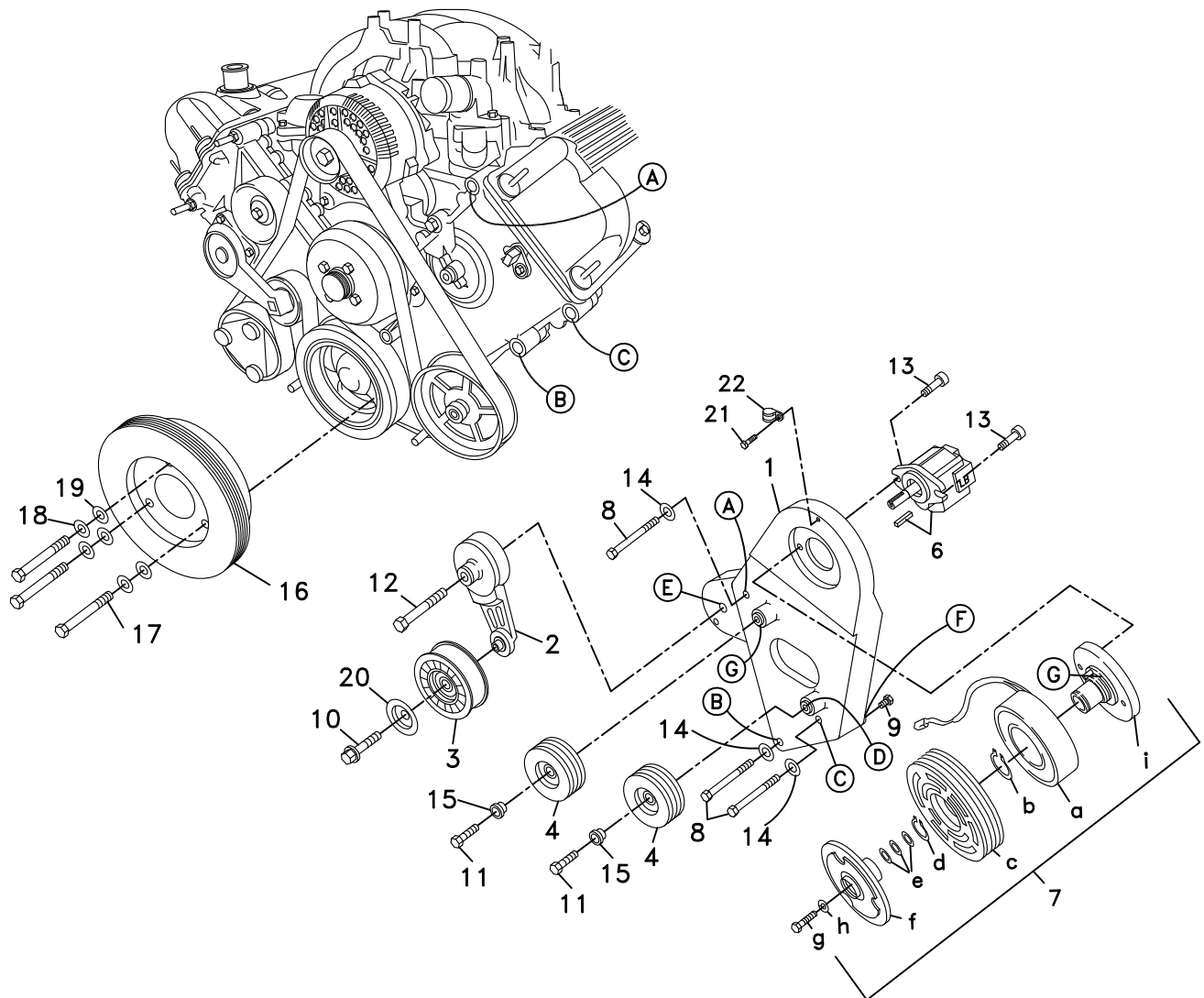


711266	Bracket Assy. (Inc. item 1)	Kit No.	700359	
711267	Bracket Bolt Pkg. (Inc. items 8, 9, 14, 21, 22)	Make	Ford pickup	
711183	Pulley Bolt Pkg. (Inc. 17-19)	Engine	5.4, 6.8L	
711268	Idler Bolt Pkg. (Inc. items 11, 12, 15, 20)	Fuel	Gas	
None	Fan Spacer Bolt Pkg.	Year	1999	
740296	Tensioner Assy. (Inc. items 2, 3, 10, 20)	Equipment	With A/C	
		Revised	G	3-24-10

ITEM	PART #	DESCRIPTION			
1.	711266	Pump mount bracket	13.	110395	3/8-16 x 1 Socket head bolt
2.	740297	Tensioner Arm (only)	14.	110676	3/8 Flat washer
3.	740145	Flat idler	15.	711072	Bushing
4.	740233	Serpentine idler	16.	740257	Crankshaft pulley
5.	110252	Washer	17.	110180	M10 x 60 x 1.5 Bolt
6.	*	Pump	18.	110689	M10 Lock washer
7.	740162	Clutch	19.	110676	3/8 Flat washer
8.	110183	M10 x 100 x 1.5 Bolt	20.	110252	Dished washer
9.	110422	5/16-18 x 3/4 Bolt	21.	110515	1/4-20 x 1/2 Bolt
10.	110718	M10 x 25 x 1.5 Bolt	22.	130011	Adel clamp
11.	110479	M10 x 30 x 1.5 Bolt	23.	740262	Belt/Micro-V K060703
12.	110255	1/2-13 x 3 Bolt			

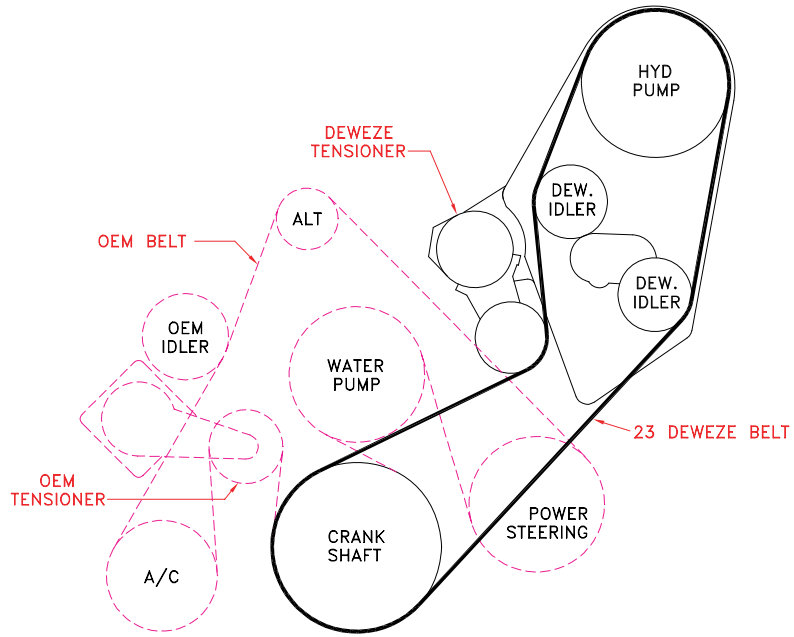
* See master list for pump part no.



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

FIG. 2

BELT DIAGRAM



DewEze

INSTALLATION INSTRUCTIONS

Clutch Pump Kit
#700359
Ford
5.4L, 6.8L
w/ and w/o A/C
'AA' mount
1999-

1. Disconnect the battery.
2. Drain the radiator.
3. Remove the air cleaner assembly.
4. Remove the upper radiator hose. Make note as to which end is which, as it will be turned around when it is installed later.
5. Remove the fan shroud and fan.
6. Remove OEM bolts from engine at locations A, B, and C. Lay the wiring off to the side.
7. Mount the crank pulley (16) to the damper using three M10 x 60 bolts (17), 10mm lock washers (18), and 3/8 flat washers (19).
8. Hold pump (6) onto back of mounting plate (1) and clutch hub (7) onto front of mounting plate, making sure anti-rotation pin (G) on front of hub is on the side that will be away from the engine. Place two 3/8 x 1 socket head bolts (13) through pump, through mounting plate, and thread into hub.
9. Slide coil (7a) over hub, aligning hole in the back plate of the coil with anti-rotation pin (G) in the hub. The wires from the coil should be on the same side as the pin (G). Install large snap ring (7b) to hold coil in place.

NOTE: THE BEVEL ON BOTH SNAP RINGS MUST FACE AWAY FROM THE PUMP. REFER TO INSTRUCTION SHEET FOR THE CLUTCH FOR CORRECT INSTALLATION OF SNAP RINGS.

10. Place the adel clamp (22) over the clutch wires and mount the clamp to the top of the pump bracket with the 1/4 x 1/2 bolt (21).
11. Slide clutch pulley (7c) onto hub. Install small snap ring (7d) to hold pulley in place.
12. Place the key (6) onto the pump shaft. Slide the hub/armature (7f) onto the pump shaft aligning the keyways.

NOTE: SET THE AIR GAP BETWEEN THE HUB/ARMATURE AND THE PULLEY USING SHIMS (7e) ACCORDING TO CLUTCH INSTRUCTION SHEET.

13. Thread bolt (7g) and lock washer (7h) into pump shaft. Torque to value in clutch instruction sheet.
14. Attach the flat idler pulley (3) to the tensioner arm (2) with the 7/16 x 1 3/16 flange bolt (10). Mount the tensioner assembly on the pump bracket at location E with one 1/2 x 3 bolt (12), inserting the bolt head on the back of the tensioner into the small hole on the tensioner mounting pad.
15. Insert an M10 x 30 bolt (11) through an idler bushing (15) and into a serpentine idler pulley (4). Do this to the other serpentine idler also. Mount one idler onto the boss at location D and the other idler on the boss at location G.

16. Mount the pump bracket onto the engine at locations A, B, and C with the three M10 x 100 bolts (8) with 3/8 flat washers (14). Torque these bolts to 30-41 ft/lbs.
17. Bolt the wiring harness holder to the back of the pump bracket at location F using a 5/16 x 3/4 bolt (9).
18. Mount the clutch pulley (7) onto the pump shaft using the bolt and washer supplied with the clutch.
19. Install the pump drive belt (21) making sure pulleys are aligned and belt runs true.
20. Replace the upper radiator hose, turning the ends opposite from the way it was originally. This is to give enough clearance between the clutch and the hose.
21. Replace the coolant in the radiator.
22. Reconnect the battery.
23. Run the engine and check for alignment and clearance problems.