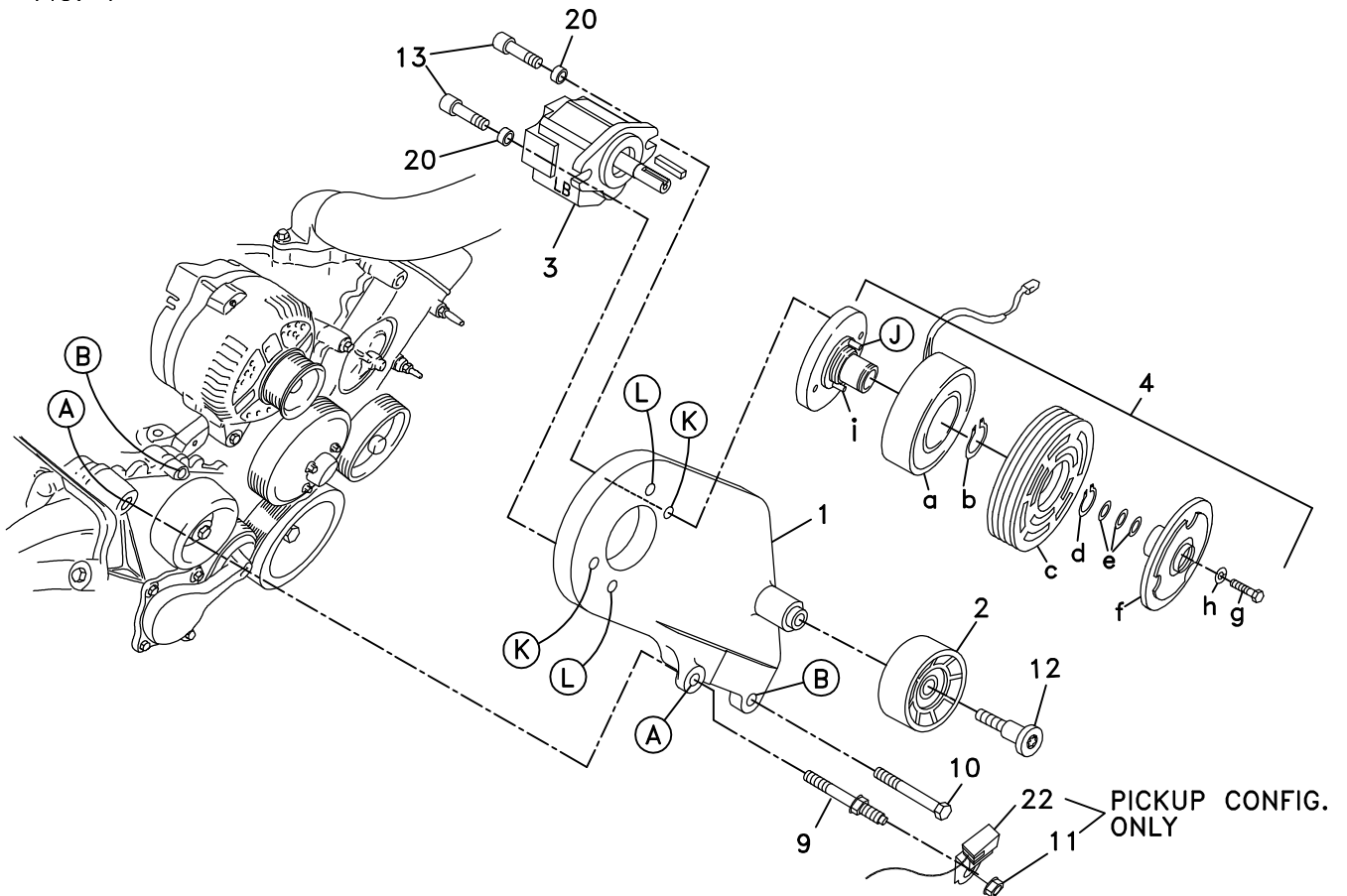


None	Bracket Assy.		Kit No.	<b>700375</b>	
711343	Bracket Bolt Pkg. (Inc. items 10, 14)		Make	Ford	
None	Pulley Bolt Pkg.		Engine	5.4L, 6.8L	
None	Idler Bolt Pkg.		Fuel	Gas	
None	Tensioner Bolt Pkg.		Year	2000-01	
			Equipment	Pickup, van w/ A/C	
			Revised	D	9-21-05

ITEM	PART #	DESCRIPTION
1.	711342	Pump bracket
2.	740261	Idler pulley
3.	*	Pump (rear port)
4.	740183	Clutch
5.	OEM	Plug bracket
6.	OEM	Large black plug
7.	OEM	Small gray plug
8.	OEM	Small black plug
9.	OEM	Bolt
10.	110180	M10 x 60 x 1.5 Bolt
11.	OEM	Nut
12.	110213	M10 x 40 Shoulder bolt
13.	110479	3/8 x 1 1/4 Socket hd. bolt
14.	110484	M6 x 16 x 1.0 Bolt
15.	OEM	Alternator mount bolt
16.	OEM	Plug bolt
17.	OEM	Ground strap
18.	OEM	Idler pulley
19.	OEM	Heater hose (pickup, Fig. 4)
20.	110271	3/8 Lock washer, .55 O.D. x .13 thick
21.	740277	Belt/Dayco 5081265BK
22.	OEM	Wire
23.	200020	Adel clamp
24.	100578	Cable tie
25.	OEM	Bolt

\* See Master List for pump part number

FIG. 1



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

FIG. 2  
OEM VAN CONFIGURATION

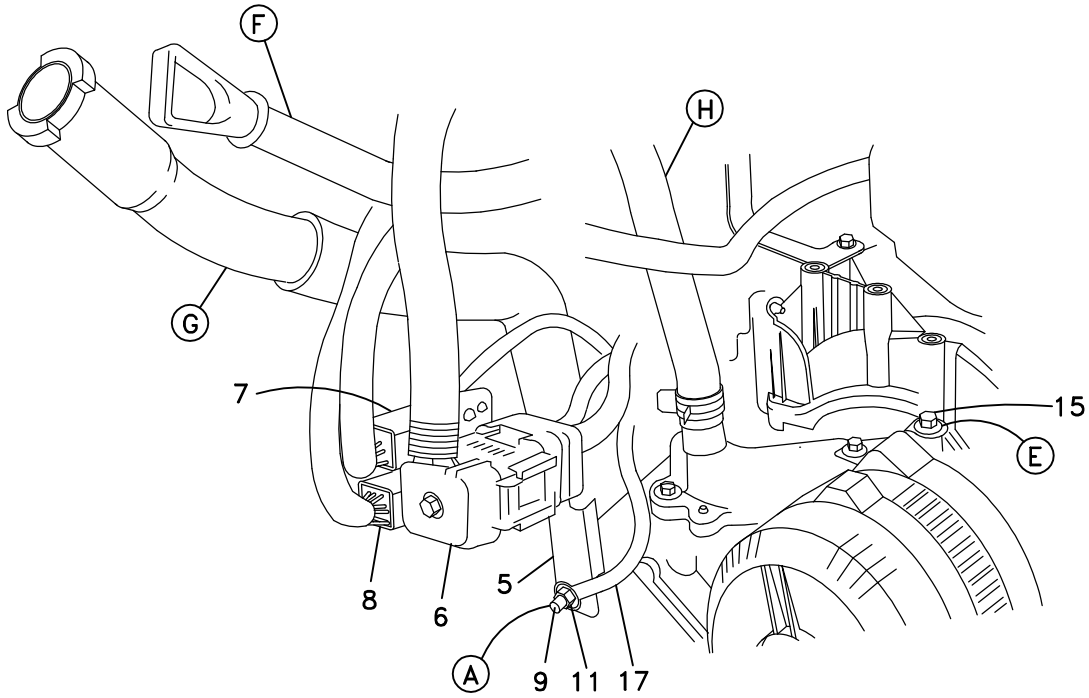


FIG. 3  
VAN WIRING RELOCATED

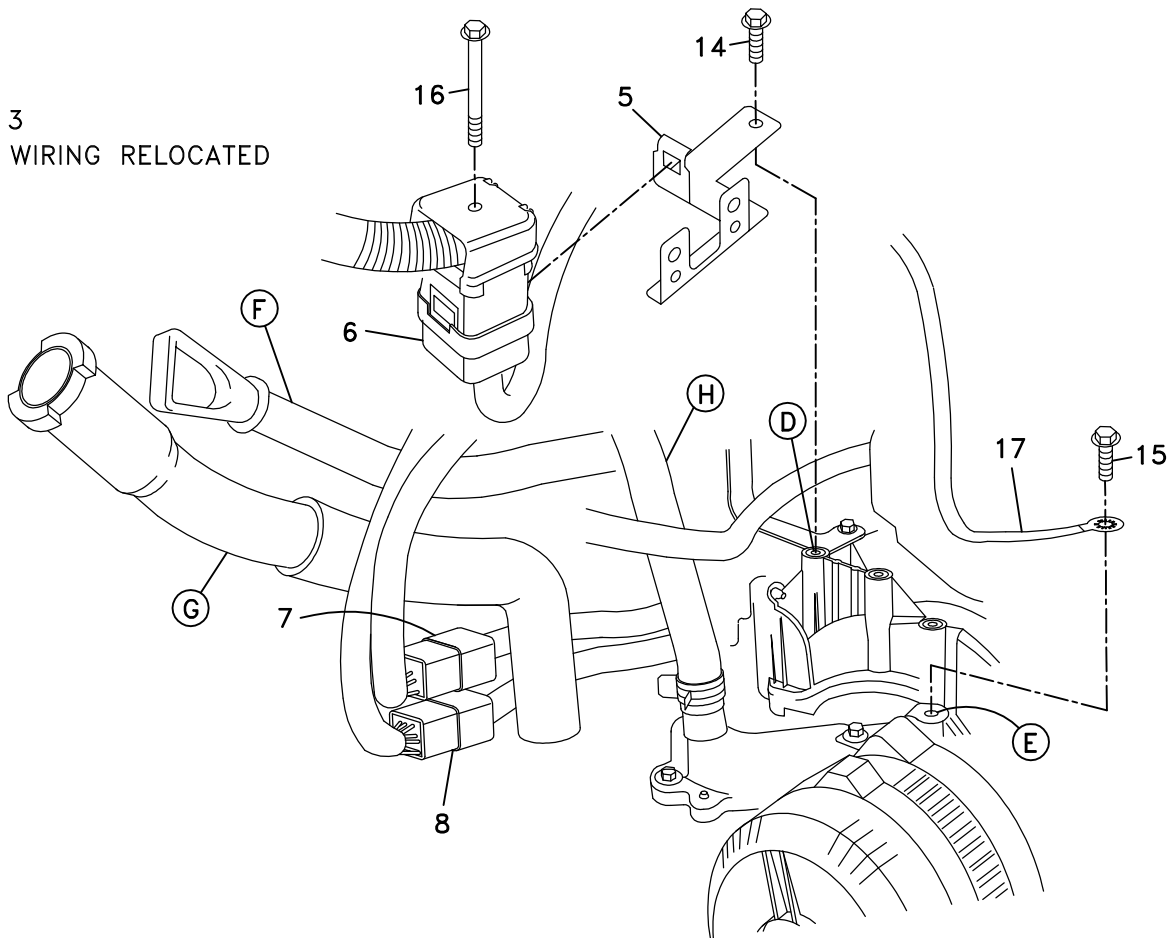


FIG. 4

OEM PICKUP CONFIG.

PICKUP AFTER MODIFICATIONS

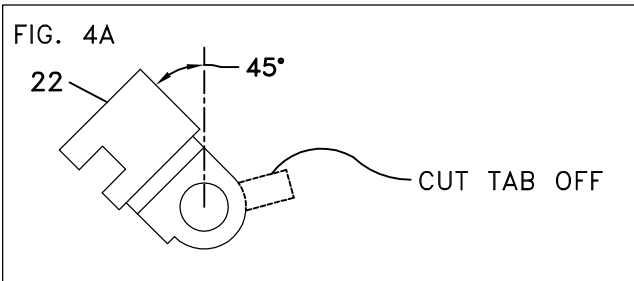
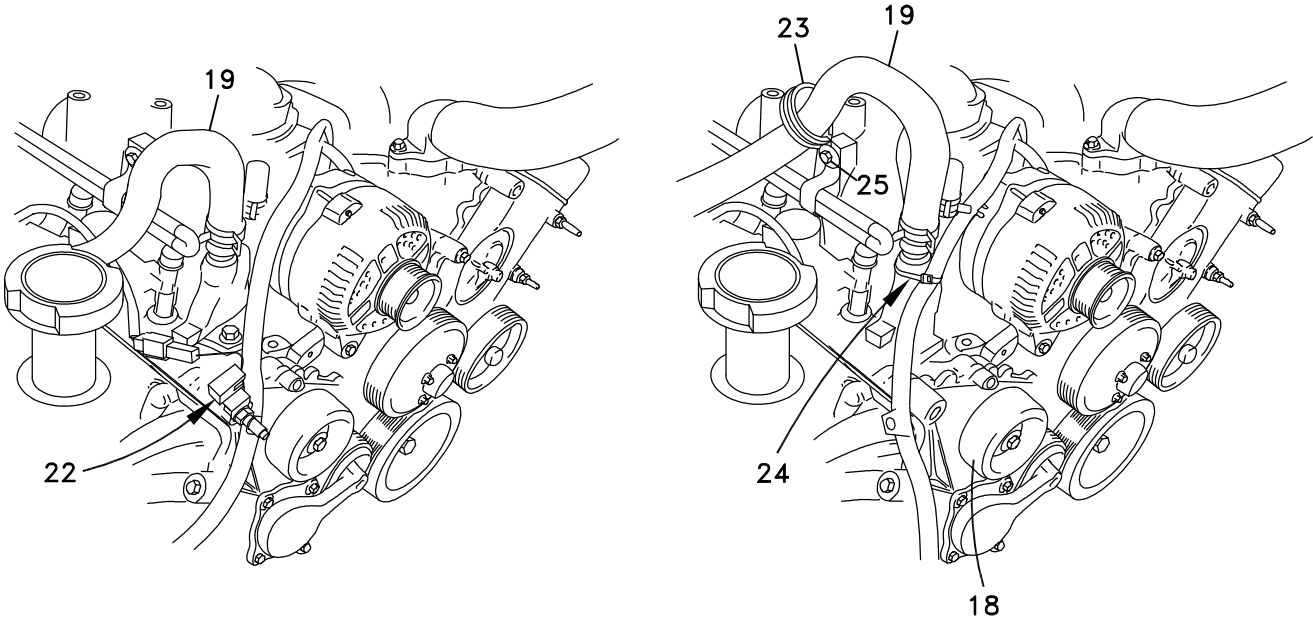
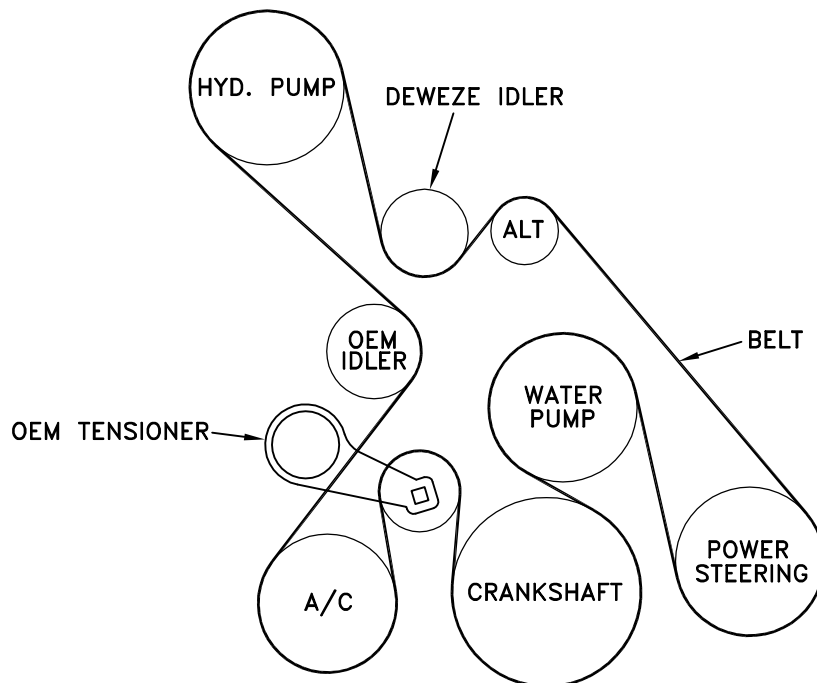


FIG. 5  
BELT DIAGRAM



# DewEze

Clutch Pump Kit  
#700375  
Ford 5.4L, 6.8L  
with A/C  
'AA' mount  
2000-01

## INSTALLATION INSTRUCTIONS

1. Disconnect the battery.
2. Remove the OEM belt. Remove the fan shroud and fan.
3. Remove OEM idler pulley (18) to gain access to mounting bolt at location B.
4. Remove nut (11) holding wire (22, **pickup only**) at location A. Remove stud bolt (9) at location A. Remove OEM bolt at location B.

### **Items 5 and 6 apply to relocating the wiring harness on the van only (Fig. 2 and 3):**

5. Remove the air cleaner housing. Unscrew bolt (16) holding 42-pin connector (6) together. Pull the two halves apart. Detach the connector from the mounting bracket (5). Pull the smaller gray (7) and black (8) connectors from that bracket also. Unthread the nut (11) holding the bracket on. Remove the ground strap (17) and the mounting bracket. Remove the stud bolt (9) from this location (A). Remove the bolt from the engine block at location B.
6. Pull the small gray (7) and black (8) connectors apart. Route the female ends of the connectors (coming from the rear hood opening) on top of the transmission fill tube (F) and the engine oil fill tube (G). Plug the gray and black connectors back into their respective sockets. They will lie between the engine oil fill tube (G) and the heater. Take the end of the big connector (6) coming from the rear of the engine and route it behind the heater hose (H). Remove the alternator mounting bolt (15) at location E. Insert it through the ground strap (17) and bolt it back into its original location. Bolt the connector mounting bracket (5) onto the intake manifold at location D with the M6 x 16 bolt (14). Attach the rear half of the big connector (6) to the connector bracket. Put both halves of the connector together. Replace the bolt (16) holding the connector together. Torque to 36-50 lb-in.
7. All pumps except the .80 cu. in. pump will mount on the holes at Location K. If the .80 pump is used, it mounts on the holes at Location L. Hold pump (5) onto back of bracket (1) and clutch hub (8i) onto front of bracket, making sure anti-rotation pin (G) on front of hub is on top. Place two 3/8 x 1 1/4 socket head bolts (13) and 3/8 high collar lock washers (20) through pump, through mounting plate and thread into hub. Torque to 20 lb-ft.
8. Slide coil (8a) over hub, aligning hole in the back plate of coil with the anti-rotation pin (J) in the hub. The wires from the coil should be on the same side as the pin (J). Install large snap ring (8b) 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.**
9. Slide clutch pulley (8c) onto hub. Install small snap ring (8d) to hold pulley in place.
10. Place the key (5) onto the pump shaft. Slide the hub/armature (8f) onto the pump shaft aligning the keyways.  
**NOTE: SET THE AIR GAP BETWEEN THE HUB/ARMATURE AND THE PULLEY USING SHIMS (8e) ACCORDING TO INSTRUCTION SHEET FOR CLUTCH.**
11. Thread bolt (8g) and lock washer (8h) into pump shaft. Torque to value in clutch instruction sheet.
12. Install the fittings on the pump.

13. Attach the idler pulley (2) to the boss on the front of the pump mount bracket (1) with the M10 x 40 shoulder bolt (12). Torque to 19-25 ft-lb.

**Items 14 and 15 apply to modifications to the pickup only (Fig. 4):**

14. Unclamp the heater hose (19) where it attaches to the engine and rotate the hose so it points to the rear of the truck. Clamp the heater hose back to the manifold. Remove the OEM bolt (25) from the fuel rail. Place the Adel clamp (23) around the hose and attach it to the fuel rail with the OEM bolt you just removed.
15. Pull the alternator wiring as far toward the passenger side of the engine as possible and attach to the heater hose outlet on the manifold casting with the plastic cable tie (24). Make sure the alternator wiring is not pinched between the engine and the pump bracket when it is installed.
16. Attach the pump mount bracket (1) to the engine with the OEM stud bolt (9) at location A and the M10 x 60 bolt at location B. Torque these bolts to 19-25 ft-lb.
17. **On the pickup only:** Cut the tab off of the wire (22). Replace on the stud bolt (9) flipping it over from the OEM position so it protrudes away from the pump bracket. Point it at about a 45° angle toward the passenger side so it is not in the belt line. See Fig. 4A.
18. Reinstall OEM idler (18) in its original location. Torque to 19-25 ft-lb.
19. Install the serpentine pump drive belt (21) per diagram.
20. Connect the battery.
21. Run the engine and check for any clearance or alignment problems. Adjust as needed.