

**Ford 6.7L: D, 2011+, AA Pump, Side Port**

**BOLT PACKAGES:**

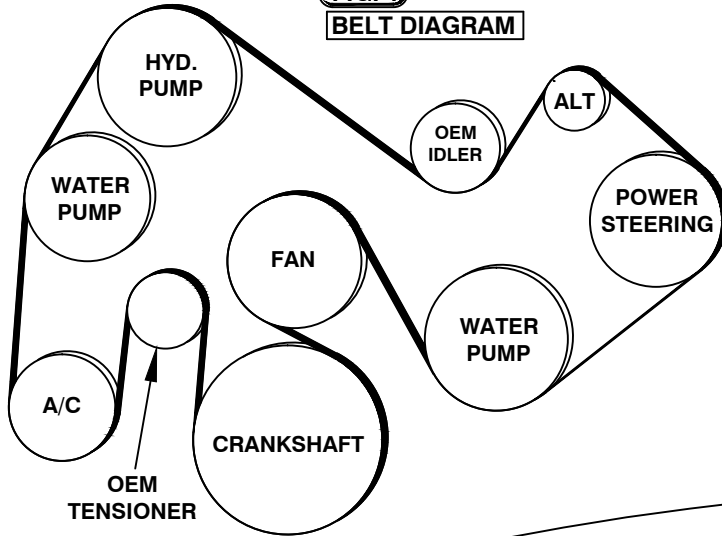
BRACKET	716043 (Inc. item 2, 4-9, 15)
IDLER PULLEY	None
CRANK PULLEY	None
TENSIONER	None
FAN SPACER	None

3-8-10 ISSUE DATE : NC 3-8-10 REVISION DATE

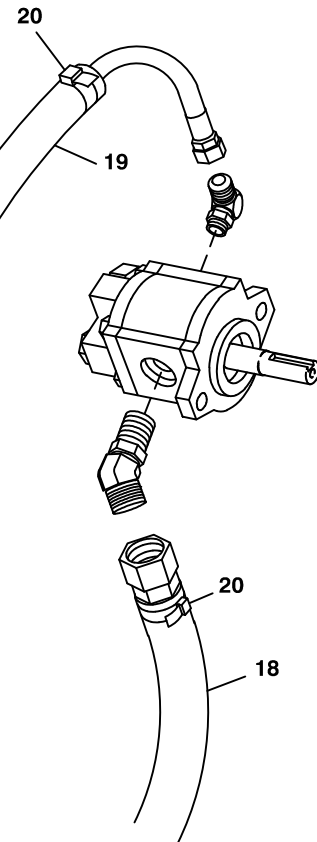
**Item Part No. Description**

1.	716039	Pump plate	12.	OEM	Idler
2.	716040	Stator bushing	13.	OEM	Bolt
3.	716041	Stator offset clip	14.	OEM	Stator
4.	110141	M8 Flange nut	15.	110703	M8 Flat washer
5.	110270	M8 x 130 Hex head bolt	16.	110465	3/8 x 1 1/4 Socket head bolt
6.	110927	M8 x 120 Socket head bolt	17.	110271	3/8 Lock washer, .55 O.D. x .13 thick
7.	110928	M8 x 140 Hex head bolt	18.	700256	Hose insulation, 1.75 x 30, suction
8.	110929	M8 x 20 Flange head bolt	19.	700257	Hose insulation, 1.50 x 30, pressure
9.	110930	M8 x 25 Flange button socket head bolt	20.	100465	Cable tie
10.	*	Pump			
11.	742029	Clutch			

**FIG. 1**  
**BELT DIAGRAM**



**FIG. 2**  
**REMOVE AIR BOX**



**FIG. 5**  
**PUMP FITTINGS AND HOSES**



# DewEZE Clutch Pump Kit 700510

Ford 6.7L, AA 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. Loosen engine belt and slide belt off of the upper idler pulleys and move aside; **DO NOT REMOVE THE OEM BELT FROM THE TRUCK.** Remove both OEM idler pulleys from the truck at locations D and F. Reinstall one idler and bolt 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). See Fig. 5. Suction fitting points down and to the front at a 45° angle. The pressure fitting points straight up. Hold pump (10) onto back of bracket (1) and clutch hub (11i) onto front of bracket. Place two 3/8 x 1 1/4 socket head bolts (16) and 3/8 high collar lock washers (17) through pump, through mounting plate and thread into hub. Torque to 20 lb-ft.
8. Slide coil (11a) over hub. Install large snap ring (11b) 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 (11c) onto hub. Install small snap ring (11d) to hold pulley in place.
10. Place the key onto the pump shaft. Slide the hub/armature (11f) onto the pump shaft aligning the keyways.  
**NOTE: SET THE AIR GAP BETWEEN THE HUB/ARMATURE AND THE PULLEY USING**

**SHIMS (11e) ACCORDING TO INSTRUCTION SHEET FOR CLUTCH.**

11. Thread bolt (11g) and lock washer (11h) into pump shaft. Torque to value in clutch instruction sheet.
12. 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.
13. Reinstall the OEM belt with the new routing shown in Fig. 1.
14. Place the hose insulation sheaths where the hoses run close to the EGR assembly to protect the hoses from the heat. Slip the small hose insulation sheath (19) over the pressure hose. Slip the large hose insulation sheath (18) over the suction hose all the way up to the pump fitting. Fasten the sheaths to the hoses with the nylon cable ties (20). Make all hose connections to the pump.
15. Reinstall the intake air tube and air cleaner lid as removed.
16. Reconnect the battery.
17. Run the engine and check for any clearance or alignment problems. Adjust as needed.