

FORD 6.7L, Dual Alt., 2012+, A Pump

Bolt Packages:

Bracket	716283
Idler	None
Crank pulley	None
Tensioner	None

Belt Dia. Decal	702188
NOTE	*Removal of secondary alternator is REQUIRED. The truck's PCM will need to be RECONFIGURED at the dealer.
Issue Date	7-7-21
Revision Date	NC

Item	Part No.	Description
1.	716282	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.	---	Original Belt Re-used

* To be determined at time of purchase.

Fig. 1 Belt Diagram

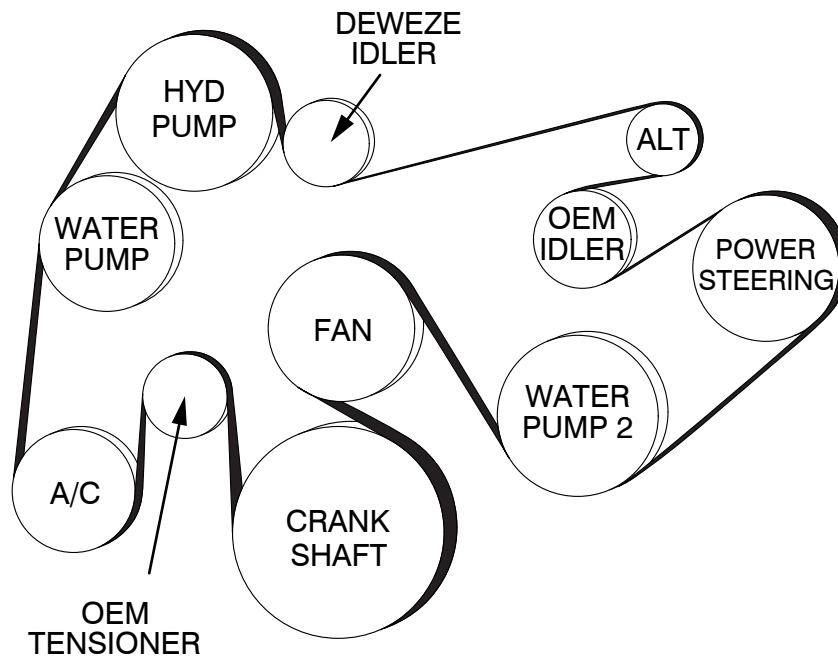


Fig. 2 Remove Air Box



Fig. 4 Mounting Locations

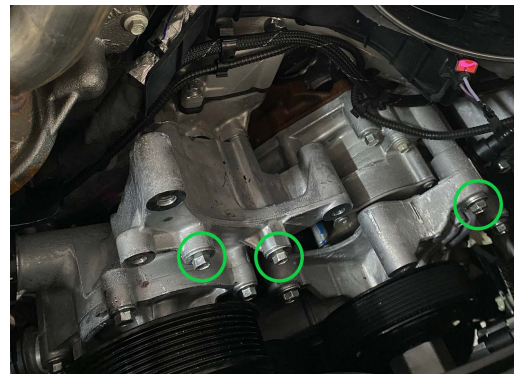


Fig. 3 Bracket Installation

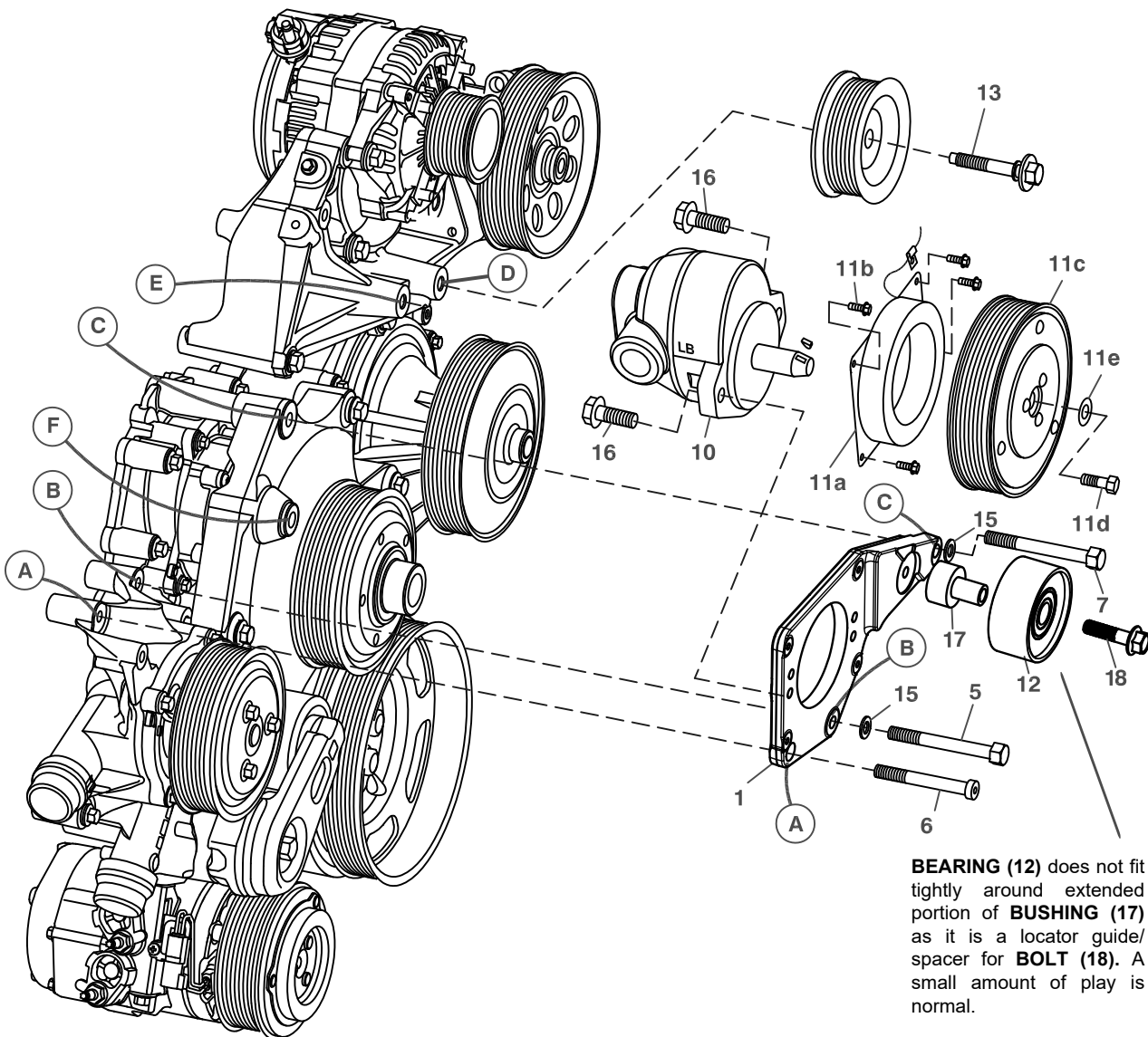
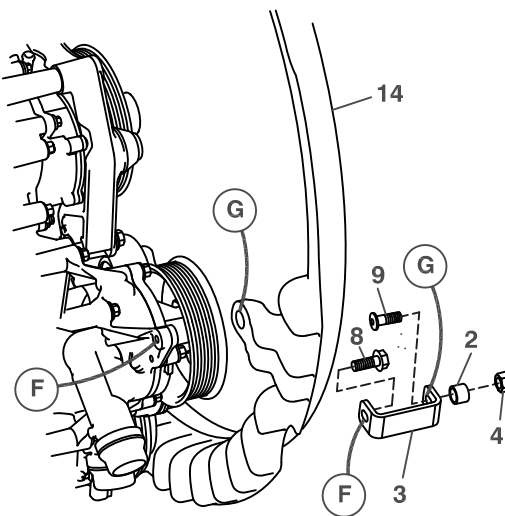


Fig. 4 Strator Offset Bracket

REMOVE OEM SPACER. REPLACE WITH BRACKET 3.



DEWEZE CLUTCH PUMP KIT 700611

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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.

NOTE: The installation of this kit REQUIRES the removal of the secondary alternator from the truck. The clutch pump kit is designed to mount in the secondary mounting location. The truck PCM will have to be re-configured for use with single alternator. See your dealer for these procedures. Refer to Ford service bulletin Q160R2 dated 2/17/17 and Q-266 dated

2/20/17. The latest release of service updates can be found on the Ford bodybuilder website at:

www.fleet.ford.com/truckbbas/topics/hotinfo.html

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 intake tube and air cleaner lid as an assembly.

3. Remove the OEM belt from the truck. Remove the secondary alternator. Remove OEM idler pulleys from the truck at locations (E) and (F). **NOTE:** The bolt will remain in the pulley.

Reinstall the idler at location (D).

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 place (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 OEM belt back 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.

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.

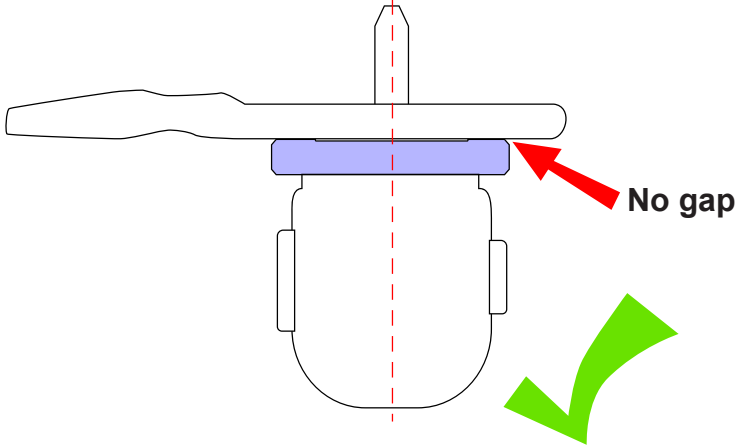
Pump & Clutch Installation

Raised circular guide around the pump shaft should slide completely into the cutout of the bracket. Use fine grit emery cloth **sparingly** to smooth any burrs, paint or defects preventing the two surfaces from mating.

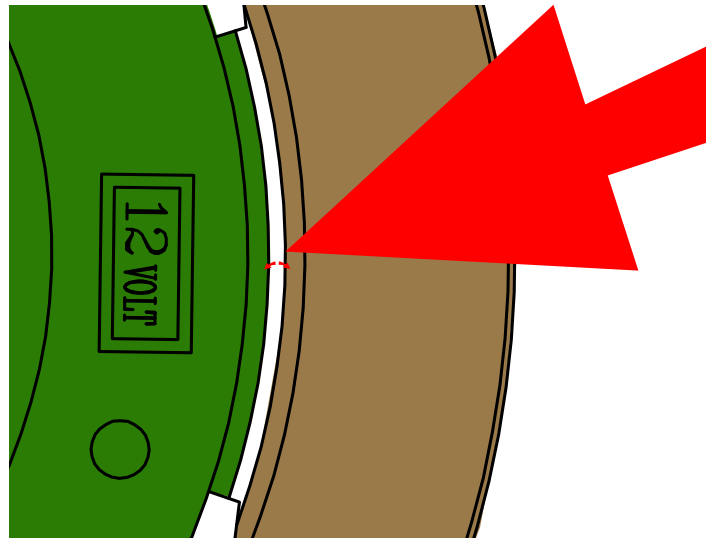
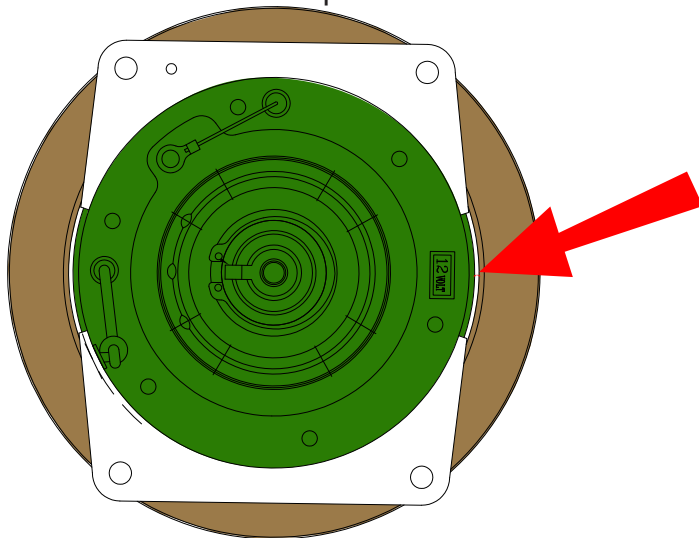
Pump face (in blue) should be absolutely flush with the bracket.



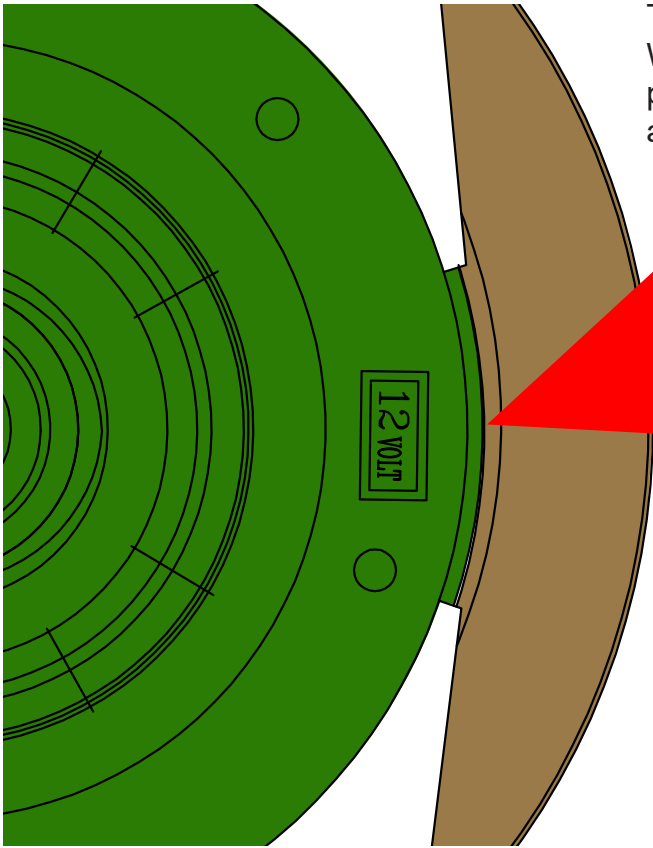
Not even a **paper's width** of gap should be measured around the circumference of the pump mounting.



The distance between the clutch pulley and magnet is so small, installation **HAS** to be precise.

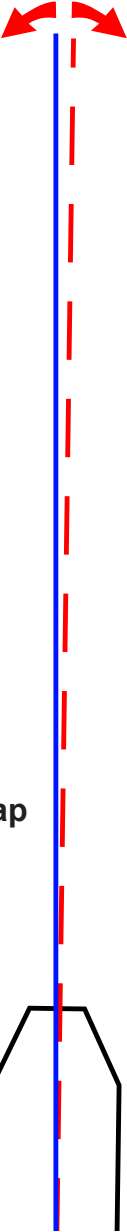
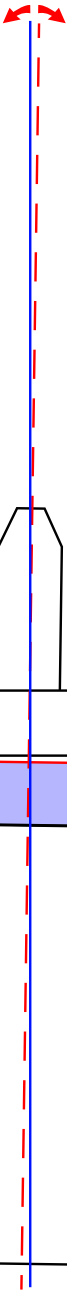


Nearly 100% of burnt clutches are due to installation error. It is extremely rare to get an actual manufacturing defect from either the Ogura or Warner brands.



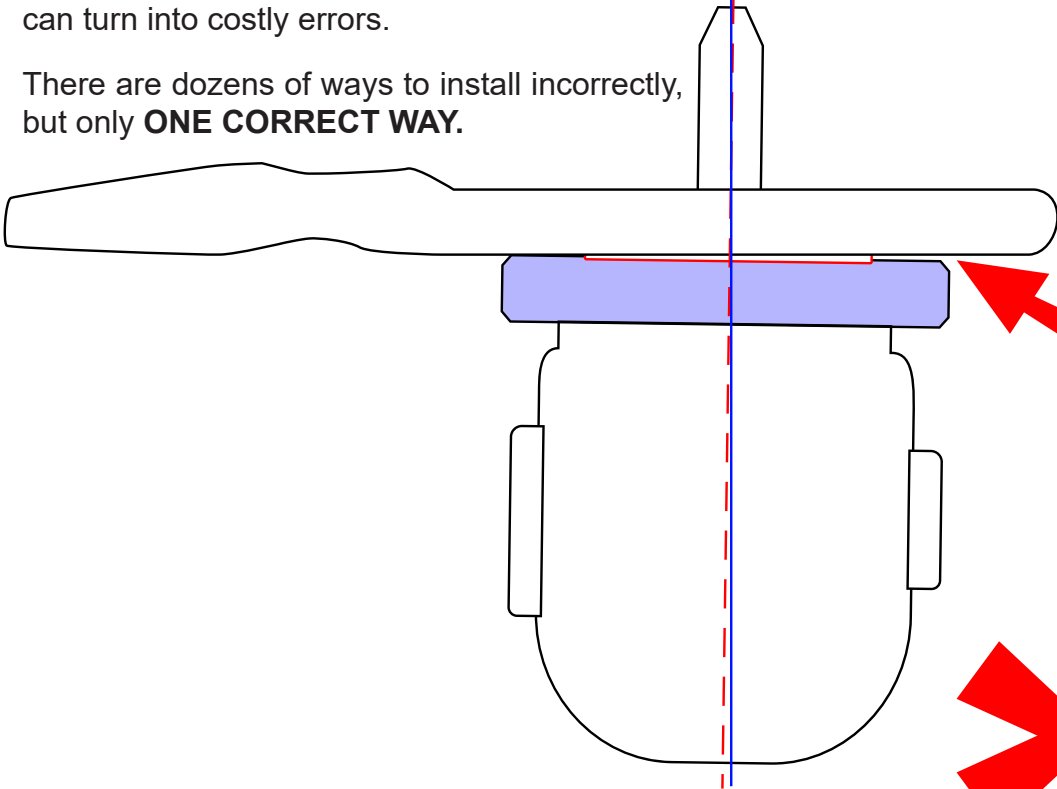
The magnet will always mount true center. With even a slightly crooked pump shaft, the pulley will mount crooked, rub the magnet and quickly build extreme heat.

Blue line is true center. Red line is how far off the pulley will be due to the crooked shaft.

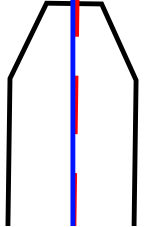


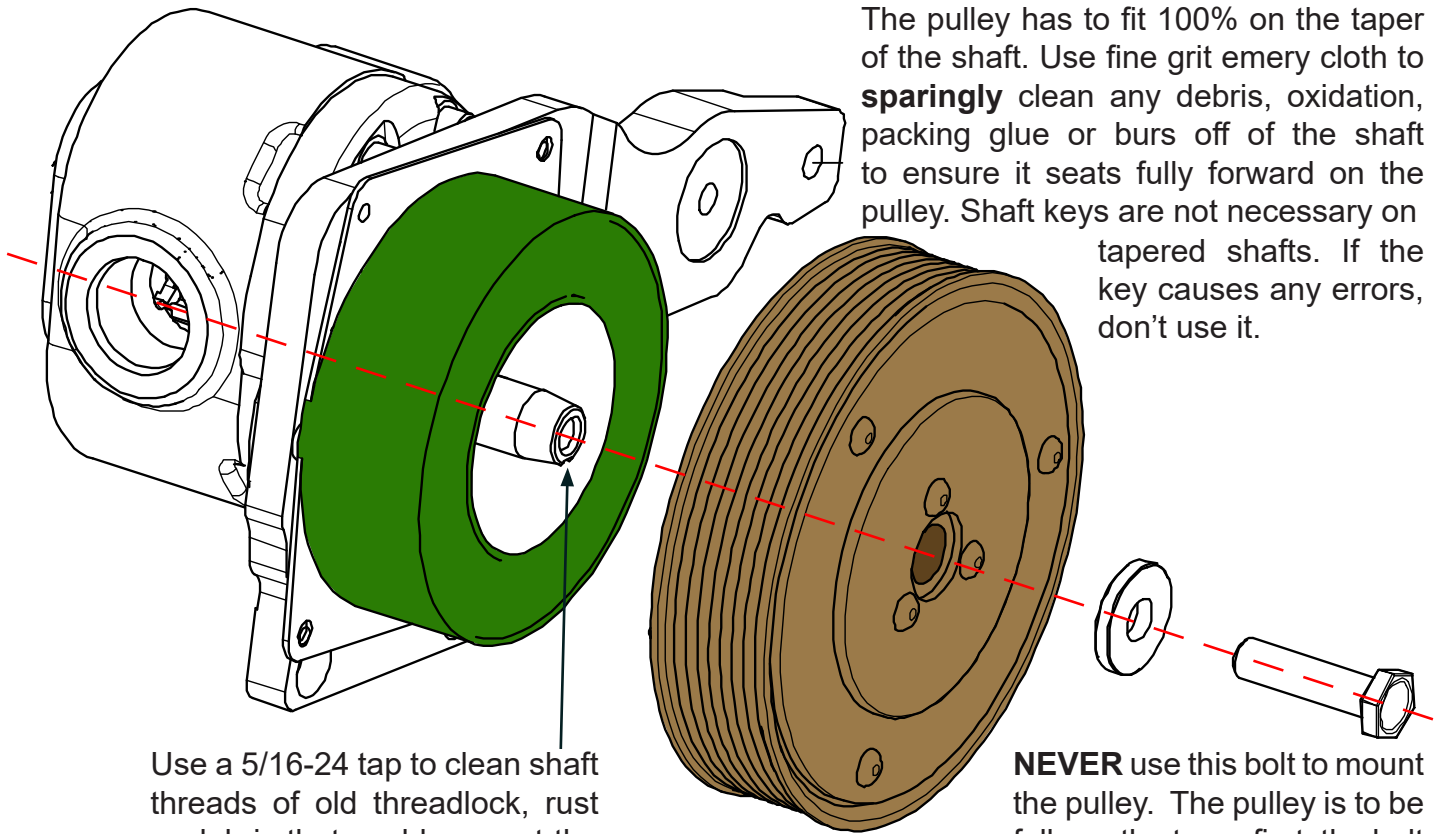
This clearly illustrates how even the slightest variance in mounting the pump to the bracket can turn into costly errors.

There are dozens of ways to install incorrectly, but only **ONE CORRECT WAY**.



Tiny gap

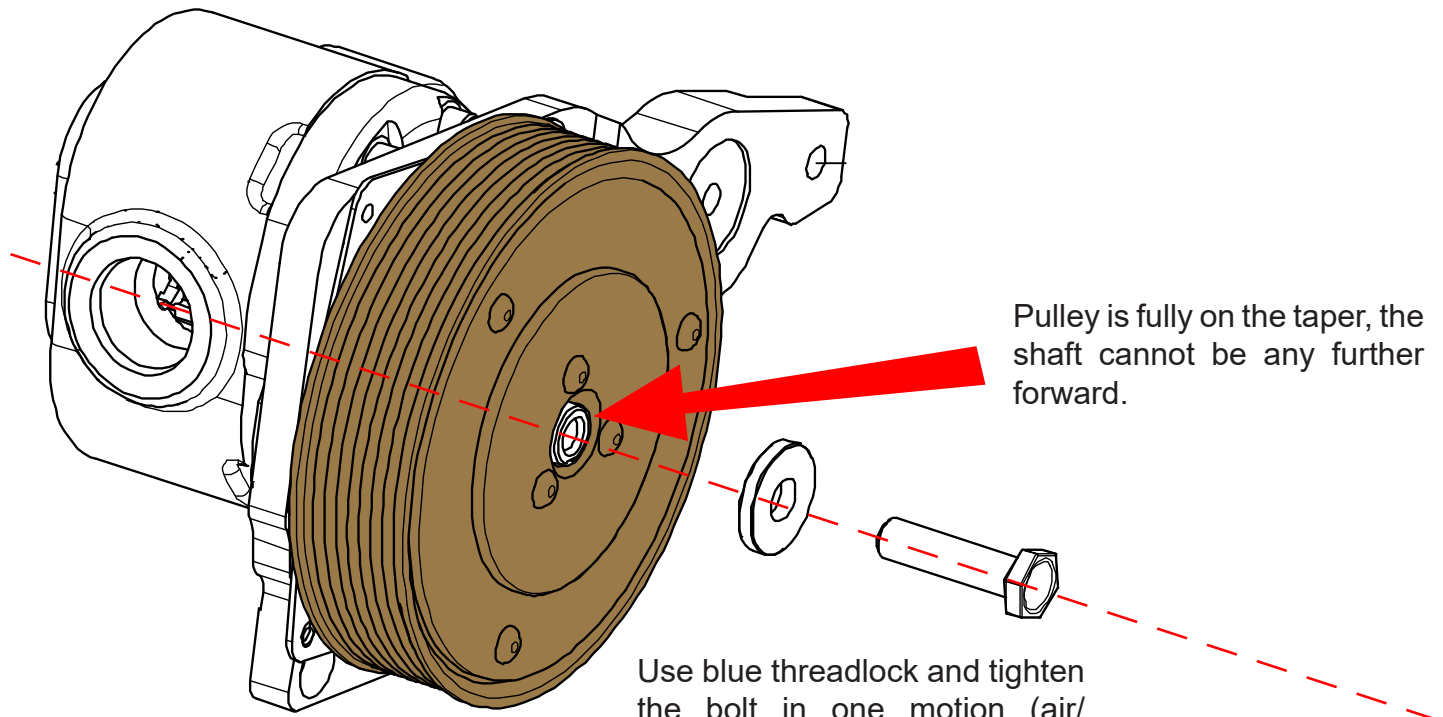




The pulley has to fit 100% on the taper of the shaft. Use fine grit emery cloth to **sparingly** clean any debris, oxidation, packing glue or burs off of the shaft to ensure it seats fully forward on the pulley. Shaft keys are not necessary on tapered shafts. If the key causes any errors, don't use it.

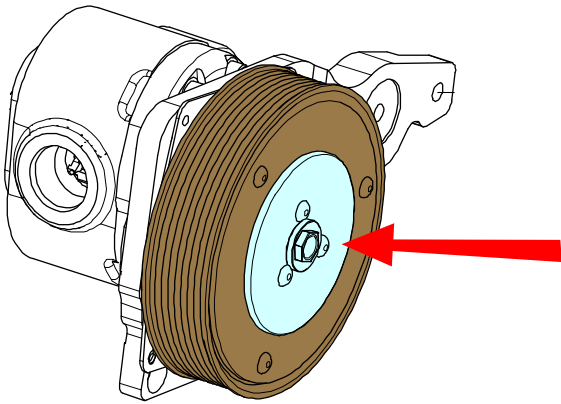
Use a 5/16-24 tap to clean shaft threads of old threadlock, rust or debris that could prevent the bolt from fully tightening.

NEVER use this bolt to mount the pulley. The pulley is to be fully on the taper first, the bolt simply holds things in place.



Pulley is fully on the taper, the shaft cannot be any further forward.

Use blue threadlock and tighten the bolt in one motion (air/electric ratchet) to 20 ft-lbs max.



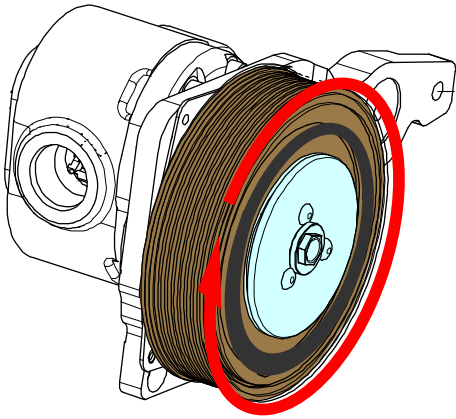
Burnishing a Clutch

Turn a new clutch on for a few seconds then off for a few seconds 30-40 times to do a “final machining.” This is **BURNISHING** a clutch.

The clutch face slips slightly each time it is engaged. Burnishing prepares both surfaces for better grip and hold, extending the life of the clutch tenfold.

Two issues of not burnishing:

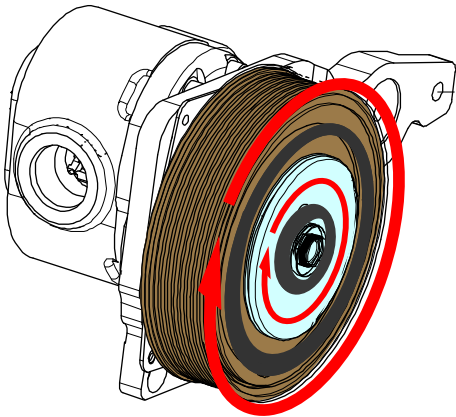
1. **Heat glazing:** The grip surfaces slip constantly. The pump won't spin enough to get good flow.
2. **Friction weld:** The clutch face won't let go of the pulley. Gentle taps with a soft-blow hammer may free it.



OFF

The clutch pulley spins independently of the pump as the vehicle runs.

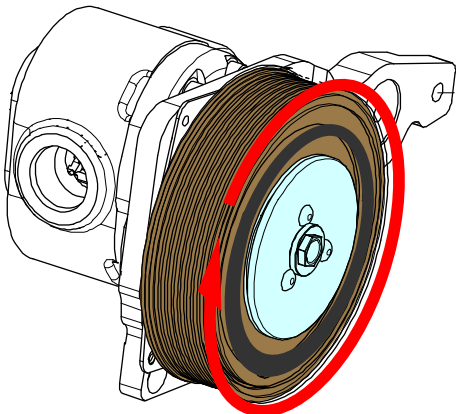
1-sec.



ON

Flipping the switch delivers 12VDC to the magnet, the clutch face grips the pump shaft and creates hydraulic flow.

1-sec.



OFF

Repeat the process 30-40 times.

1-sec.