



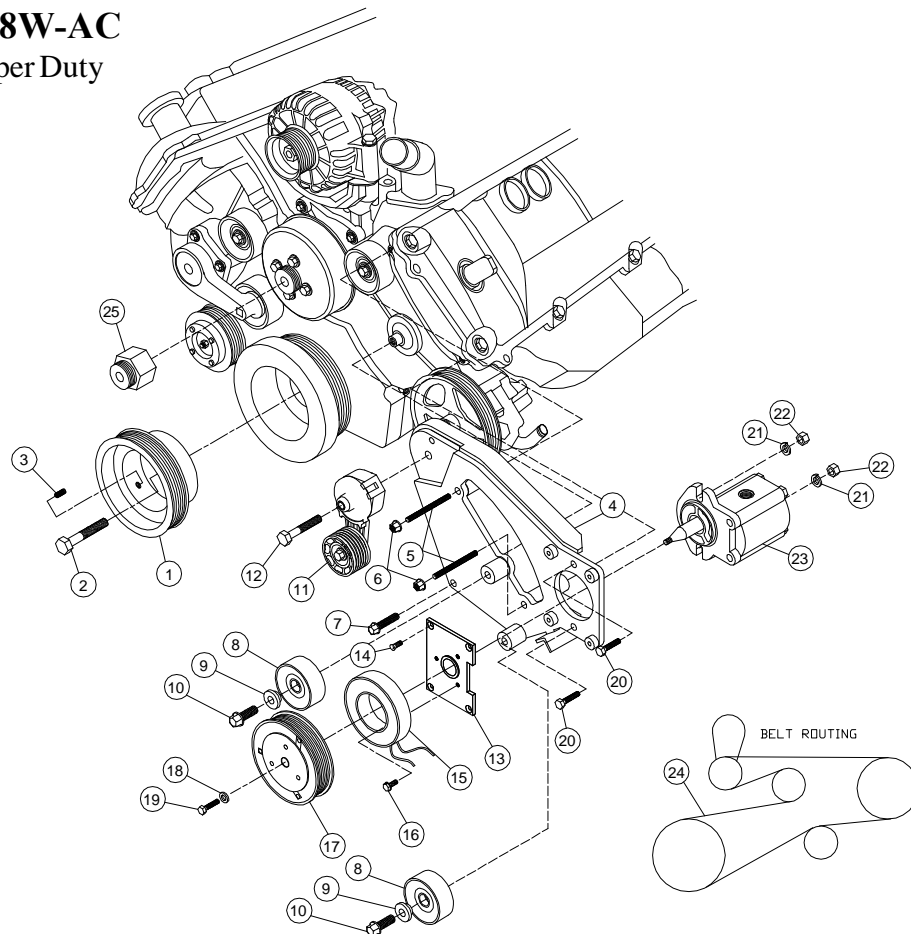
INSTALLATION NOTES

1. Disconnect the battery and drain engine coolant. Remove the fan and upper radiator hose. Fan has right hand threads. (It is not necessary to remove the fan from the fan shroud, but care must be taken not to damage the radiator). Remove the damper bolt and clean any silicon or dirt from the damper pilot. Install the pump drive pulley (1) using bolts (2,3). Torque bolt (2) to 150-160 ft. lbs. Install set screws (3) into the pulley using a mild grade of loc-tite and turn them in until they just make contact with the damper. Tighten them 1/8 turn at a time in a criss cross pattern until you reach 35-40 **Inch lbs.** NOTE: (ALLEN BOLTS MUST BE TIGHTENED EVENLY).
2. Install new water pump(33) according to water pump installation sheet. Remove the clip holding the hose onto the radiator reservoir and remove the hose. Remove the power steering reservoir from the fan shroud and drain the fluid. Relocate the ABS module rearward with included hardware (26-31) (**Reference Attachment**). Remove the top two bolts from the drivers side timing cover and install studs (5) into those locations. Install the pump (23) and clutch (17) onto the bracket (4) per manufactures instructions. Install the pump and bracket assembly onto the engine with the bottom bushing going over the unused idler location on the timing cover using bolt (7) and nuts (6). Install the idlers (8) onto the bracket using alignment bushings (9) and bolts (10). Install the tensioner (11) onto the bracket using bolt (12). Install the belt (24) as shown in the illustration.
3. Replace the upper radiator hose to its original location. Using hose (31), hose barb (32) and hose clamps (33,34), reroute the radiator reservoir hose. Approximately 1" can be cut from the nipple on the reservoir to let the 90 degree elbow go on further and gain more clearance to the pump. Install the power steering reservoir hose extension (35) using hose barb (36) and hose clamps (37). Replace and refill the reservoir. Use hose clamp (38) to secure the power steering hose to the bracket just below the clutch. Install the fan spacer (25) and fan.
4. Make certain all wires and hoses will not come on contact with any hot or moving parts. Run the engine and check for proper belt tracking.

CMKF11-620-ZP8W-AC

2011-Current Ford Super Duty

6.2L Triton Gas



PARTS LIST

1. FPC488 (1)
2. 14mm x 120mm (1)
3. 8mm x 16mm Set Screw (3)
4. FMP 48A-8 (1)
5. 8mm x 130mm Stud (2)
6. 8mm Flange Nut (2)
7. 8mm x 50mm Flange Bolt (1)
8. 89016 Dayco (2)
9. FMB 480 Alignment Bushing (2)
10. 10mm x 30mm Flange Bolt (2)
11. 89213-8 Tensioner (1)
12. 12mm x 65mm Short Head (1)
13. MCA01 (1)
14. 1/4 x 3/4 FHSCS (4)
15. Coil (*Sold Separately*)
16. Capscrew-19T34530 (3) (t=8-10ft/lbs)
17. Clutch
18. Flat Washer-21MZ3487(1)
19. Capscrew-19T38756 (1)(t=20ft/lbs)
20. 3/8 x 1 1/2 Bolt (2)
21. 3/8 LW (2)
22. 3/8 NC (2)
23. Pump (*sold separately*)
24. 5080750 Dayco (1)
25. FSK 6.8B (1)

ITEMS 26-30 (ABS BRAKE MODULE KIT) NOT SHOWN

26. FMB 481-1 (Module Bracket) (1)
27. FMB 482-1 (Module Brace) (1)
28. 8mm x 20mm Flange Bolt (1)
29. 8mm x 16mm Hex Head Bolt (1)
30. 8mm Flange Nut (2)

ITEMS 31-34 (COOLANT HOSE KIT) NOT SHOWN

31. FMB 484 (Coolant Hose Extension) (1)
32. 4200-16-16 Hose Barb (1)
33. #16 Hose Clamp (3)
34. #20 Hose Clamp (2)

ITEMS 35-38 (P.S. HOSE KIT) NOT SHOWN

35. 4" of 3/4" Oil Hose (1)
36. 4200-12-12 Hose Barb
37. #12 Hose Clamp (2)
38. #20 Hose Clamp (1)

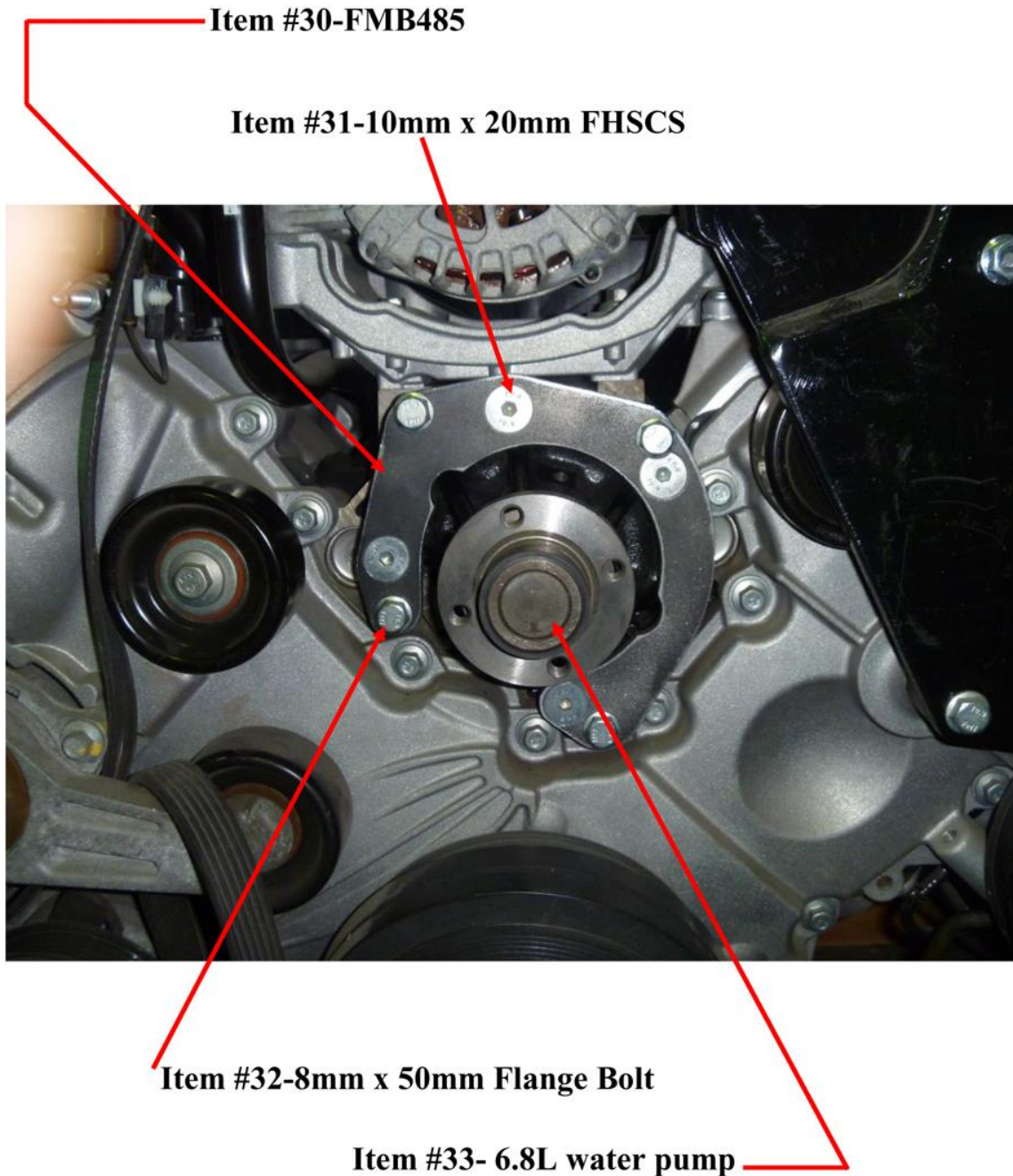
ITEMS 39-42 (WATER PUMP KIT)

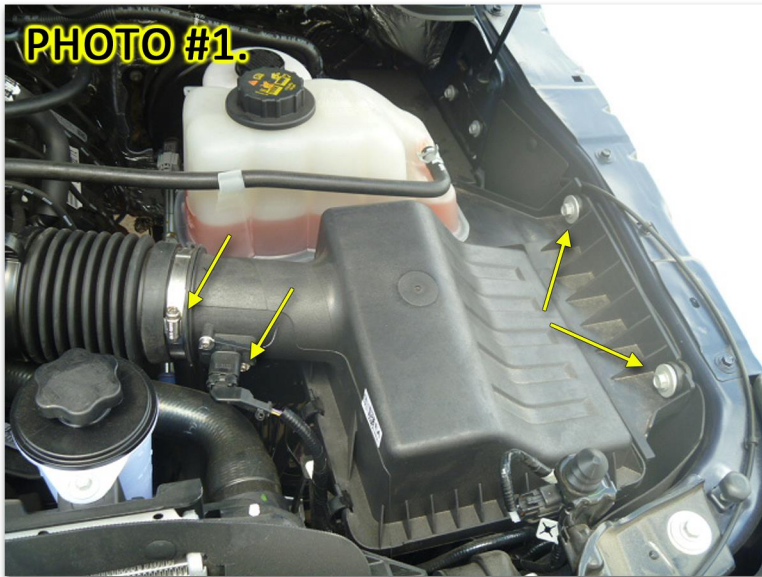
39. FMB485 (1)
40. 10mm x 20mm FHSCS (4)
41. 8mm x 50mm Flange Bolt (4)
42. 6.8L water pump (1)

Water Pump Installation

Removal

1. Drain the cooling system.
2. Remove water pump pulley bolts and remove the water pump pulley.
3. Remove the four water pump bolts.
4. Remove the water pump from the cylinder block. Clean and inspect the mating surfaces.
CAUTION! Do not rotate the water pump housing once installed on the engine.
Damage to the O-ring can occur, causing the water pump to leak.
5. Lubricate the new O-ring seal. Ford recommends using Premium Cooling System Fluid.
6. Position the water pump into the engine block.
7. Install the Bolts. Torque in staggered sequence to 15-22 lb/ft.
8. Install water pump pulley.





1. a. Remove the two bolts.
b. Lift air box from rubber grommets, lay aside.
2. a. Remove the 2 nuts and one bolt holding the ABS module bracket on.
3. a. Remove 2 steel brake lines from the plastic retainer on the OEM ABS bracket.
(Plastic retainer is shown within photo #2.)
b. Remove the nuts holding the OEM ABS bracket inside the frame.
c. Remove Bracket.
d. Remove plastic brake line retainer from the ABS bracket and install onto new bracket.
e. Install new ABS bracket onto the truck in the same location as the OEM bracket, reusing the OEM nuts.
f. Tighten nuts securely.
g. Snap brake lines back into the plastic brake line retainer.
4. a. Install the ABS module brace onto the ABS bracket using the 8mm x 16mm hex head head bolt at location B, as shown in photo #3.
DO NOT TIGHTEN.

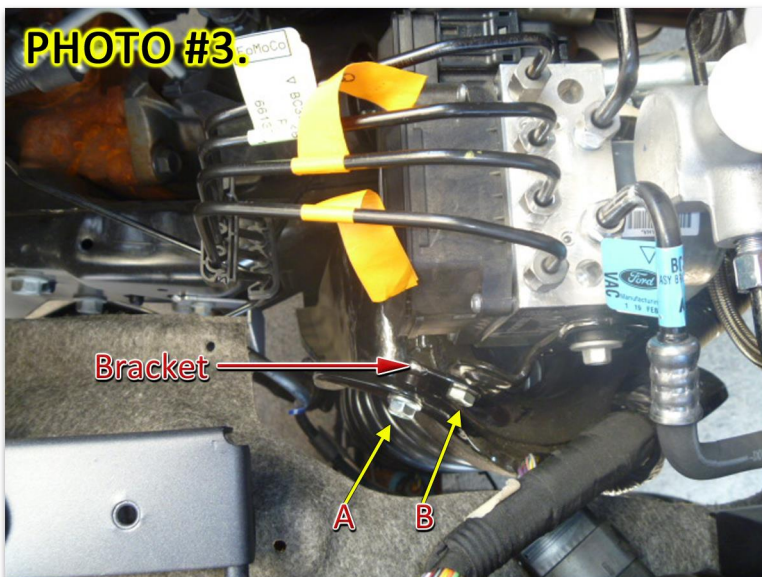
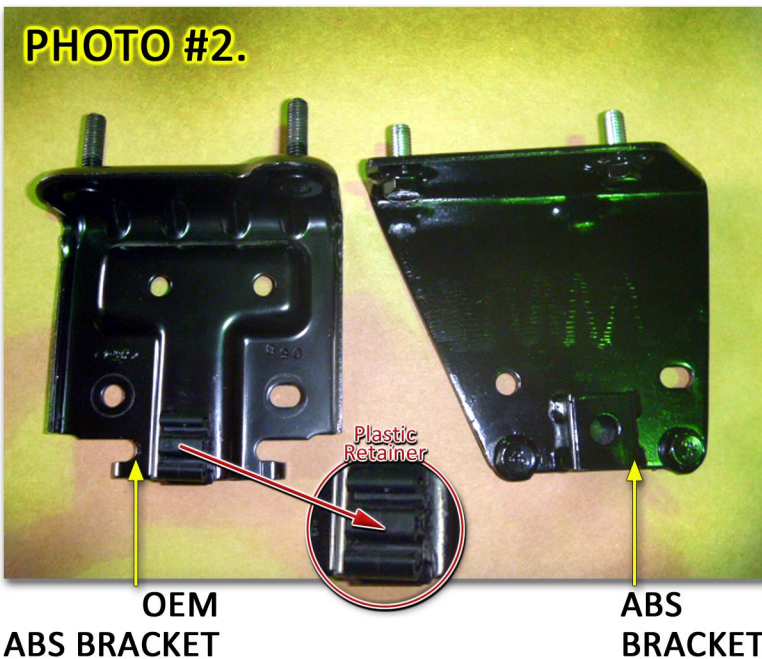
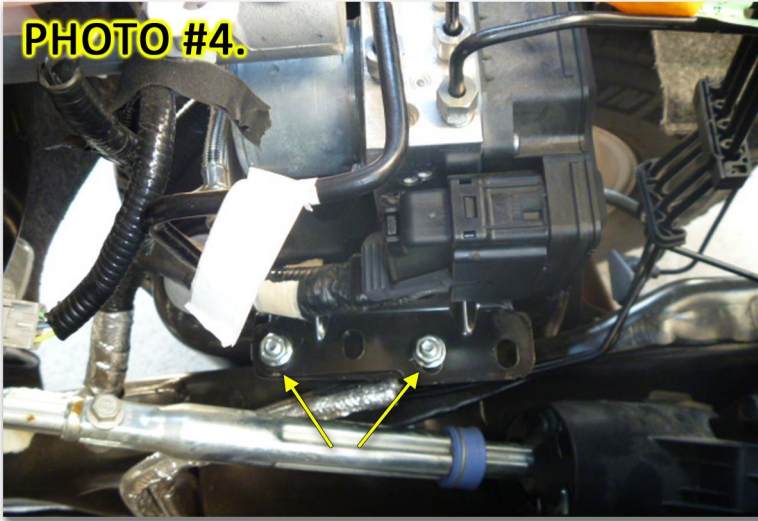
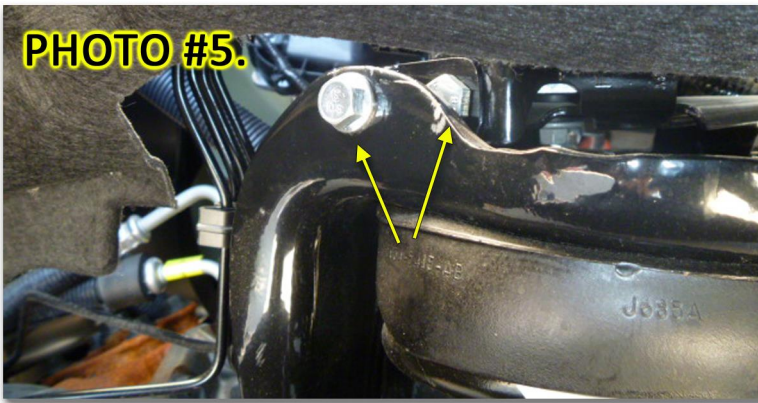


PHOTO #4.



5. a. Lift up on ABS module and place it over the studs as shown in photo #4.
- b. Install the 8mm x 20mm flange bolt into the ABS brace as shown in photo #5.
- c. With the module in place, tighten the two bolts and nuts securely.
- d. Verify all brake line clearances as described within the photo on page 3.
- e. Replace the air filter box, air filter, and air filter cover.
- f. Secure the hose clamp and reconnect the MASS air flow sensor plug.
- g. Connect battery cable.

PHOTO #5.



6.2L Ford

Driver's System Warning Brake Fluid Level Low Indicator Switch →

Brake Fluid Reservoir

Factor for Movement & Eliminate Rub Potential Between Brake Lines and Fuse Box

Determine & Minimize the Maximum Potential Movement of the Fuse Box & Other Components

Factor for Movement & Eliminate Rub Potential Between Brake Lines & Master Cylinder

Determine & Minimize the Maximum Potential Movement of all Brake Lines.

Note: A technician may properly adjust the bend on the brake lines to eliminate the rub potential based upon their trained decision making while addressing component movement causes and component movement minimization on a case-by-case basis. Maximize the amount of air gap when factoring for all related component movement and eliminate the potential of rub wear.