



1995.5-1997 Ford Water Pump with Integrated Coolant Filter Kit Installation Instructions (*not* for dual alternator setups)

Included with your new Water Pump

- New water pump with integrated coolant filter
- Water pump replacement Gasket
- Thermostat with gasket (square cut o-ring)
- (1) 5/8"x3/4" barbed brass fitting
- New mounting hardware
 - (4)-metric 8 flanged bolts 4 3/8" (110mm) long
 - (2)-metric 8 flanged bolts 2 3/8" (60mm) long
 - (3)-metric 8 flanged bolts 1 1/8" (30mm) long
- (1) 1" Barbed Union Fitting
 - (2)-#16 Mini stainless hose clamp
- (1) New DIESELSITE silicone long life lower radiator hose
 - (1)-#40 large stainless hose clamp
 - (1)-#32 medium stainless hose clamp
- (3) New Baldwin B5134 non-charged coolant filters
- (1)-#8 mini stainless hose clamps
- (1) Tube of thread locker

What you will need

- Bucket or coolant drain pan
- Basic Metric tool kit
- Coolant: we suggest Evans Waterless Coolant, Motorcraft Green coolant, or equivalent
- Fan clutch hub wrench kit – available for rent at many auto parts stores.

Installation

TIP: You may want to disconnect the negative battery cable for each battery before starting.

1. Drain the cooling system into a bucket by opening the valve located on bottom of the radiator. Opening the expansion tank cap will speed the draining process.
2. Disconnect the upper and lower radiator hoses from the radiator using a hose clamp tool or large plier. Disconnect the heater hose from the top of the water pump.
3. Loosen the fan clutch. You will need a fan clutch wrench for this job. You can buy these at most auto parts stores and some will rent these to you.
4. Unbolt the fan shroud from the radiator. Pull the fan and fan shroud out of the engine bay together. Be mindful of the radiator as you do not want to damage it by accidentally bumping into it.
5. Remove the fan belt by applying leverage on the tensioner pulley. To do this, simply take a 1/2 drive breaker bar (no socket attached), stick it in the square hole, and pull the ratchet towards the passenger side of the truck to apply pressure to loosen the tension on the belt. If you do not have the original diagram on the radiator showing the routing of your belt, here is the schematic to use:

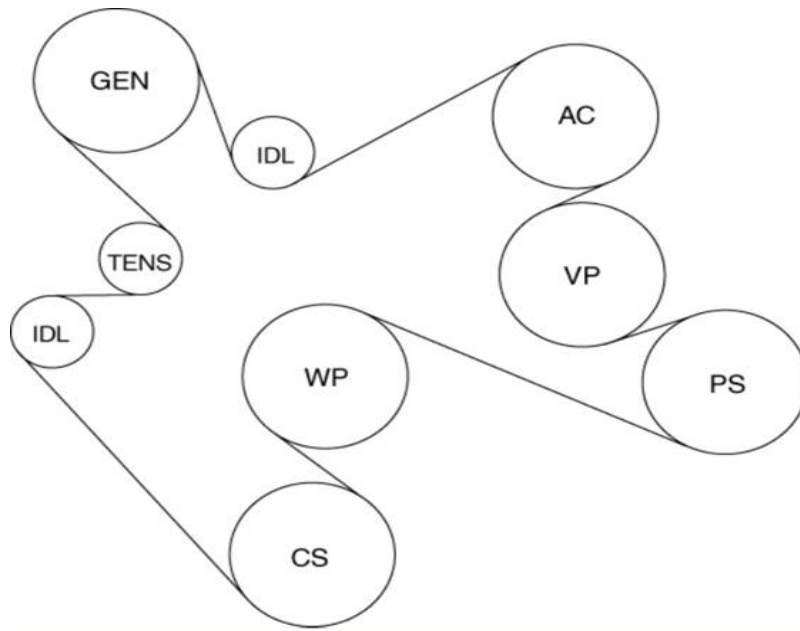


FIGURE 1

6. Remove the 9 bolts on the water pump and then remove the water pump from the engine block. Discard all original water pump mounting bolts. You will be installing new bolts that are included in your kit.
7. Clean the pockets inside the front cover behind the water pump and all mounting surfaces.
8. Once the engine block mounting area is clean, you are ready to install the new water pump.
9. Complete these tasks before mounting your new pump.
 - a. Install the large brass barbed fitting into your new water pump using the thread locker provided in your kit
 - b. Remove the silver pipe plug - found immediately to the left of the thermostat housing - from your water pump using a 3/8 allen wrench.
 - c. Find and remove your OE coolant temperature sensor from your old water pump. This can be found immediately to the left of the thermostat housing.
 - d. Install your OE coolant sensor into the new water pump where you removed the silver pipe plug using the thread locker provided in your kit.
 - e. Install the new black water pump gasket provided in your kit by pushing it into the gasket groove on the backside of the new pump. No silicon is needed.
 - f. Install the new thermostat into the new water pump
 - i. If you are re-using your OE thermostat housing or a previously purchased Dieselsite Billet housing, remove from your old pump and install on the new pump.
 - ii. If you purchased a new Dieselsite Black Billet Thermostat Housing with your new pump, install it at this time.
 NOTE: The supplied O-ring sits on top of the thermostat. The housing is placed directly over the gasket and thermostat. If using a torque wrench, torque specs between 100-110 in./lbs. are sufficient for this application
 - g. Remove the round black plastic impeller guard from the back of your new water pump before installing onto the engine block.
10. Install the new water pump to your engine block. (*Please see the new Bolt Pattern Schematic located in these instructions below*) Torque all bolts to approximately 15-20 FT-pounds.
11. Reinstall the bottom radiator hose onto the new water pump with the new hose provided and tighten using the larger #40 hose clamp on the water pump side. Use the medium #32 clamp on the radiator. The 1" barb union is used to connect the lower hose "tee" to the 1" fill hose coming from the expansion tank. Use the 2 #16 hose clamps provided to secure.

12. Route the OEM heater hose that went to the top of your OEM water pump to the new brass barb fitting and secure with the #8 hose clamp provided. You may find that after re-routing this hose to its new location that you will cut the hose shorter to clean up the install.
13. Reinstall the fan pulley onto the new water pump. Install pulley bolts and hand tighten.
14. Reinstall your serpentine belt being careful to route it exactly the way it was. Refer to the pulley routing schematic if you are unsure. Finish tightening the pulley bolts with a wrench.
15. Carefully reinstall your fan, clutch, and shroud.
16. Reconnect the upper radiator hose to the thermostat housing. Use your original hose clamp to secure the hose. (*If you purchased the New Dieselsite billet housing and hose combo with your kit, you can secure the new hose using either the original OE clamps or the stainless steel clamps provided with the new hose.*)
17. Using one of the new coolant filters provided, screw the filter onto the water pump and turn ½ turn after the rubber gasket makes contact with the pump.
18. Make sure your coolant valve is running in the North-South direction (open). East-West direction is closed. Close the valve only when changing your filter.
 - a. We suggest changing your filter every 3 months for the first year, then once per year after that.
19. Make sure everything is clear of moving objects. Special consideration should be placed on upper and lower hoses to make sure they will not come in contact with either the fan or the belt when in operation. If it looks like they might, simple adjustments of turning the hoses slightly at either end is all it takes to remedy this.
20. Refill your cooling system, reconnect the wiring harness for your coolant sensor, and reconnect your negative battery cable if disconnected. Start your engine and then check for leaks.

For Technical help call DieselSite at 888-414-3457

