

REPLACEMENT PUMP FITTING INSTRUCTIONS

In order to achieve maximum life and performance from your replacement water pump, it is important that you read and understand the following instructions.

- Flush engine cooling system if it shows signs of corrosion, and where applicable, clean out impeller cavity in cylinder block.
- All joint surfaces on engine which require a gasket must be thoroughly cleaned of any old gasket, and any burrs removed.
- If a separate pulley or hub is to be fitted to the pump, the opposite end of the shaft must be supported whilst fitting. Steady pressure only should be applied to the pulley. Do not strike the pulley or shaft as this may damage the bearing(s). (See separate detail for assembly dimensions where applicable).
FAILURE TO FOLLOW THESE INSTRUCTIONS MAY RESULT IN PREMATURE BEARING FAILURE.
- Coat new gasket sparingly with suitable jointing compound, and together with new O-Rings (when applicable), place in position. Note: Gaskets may contain asbestos.
- Assemble water pump to engine and tighten bolts to recommended torque using a “crossing” pattern, or as directed in vehicle manufacturer’s manual.
- Check pump by hand for free rotation. Some seal friction will be felt and is normal.
- Check that all associated parts, i.e. fan, fan belt, hoses, thermostat, etc are in good working order. Replace any worn or suspect parts.
- Connect hoses and fit fan belt(s). Fan belt(s) must be adjusted to vehicle manufacturer’s recommendations. Do not over tighten.
- Refill system with recommended coolant solution and check for leaks.
- Start engine and run until normal operating temperature is reached. Check for leaks and smooth operations. Never stand in line with, or near fan when engine is running. Do not run water pump dry as this may damage the seal. Check coolant level and top up if necessary.

Note: some small initial water leakage from the pump seal may be experienced. This is normal and will cease after a short period of running when the seal becomes fully operational.