

FIXING A LEAKING WATER PUMP

John Rollston.

I first carried out this mod some years ago on my '49 Light 15. Not one drop of water has since leaked. I now have a '51 French 11BL with slightly different pump housing (no ring nut), so my first step is to fit a modified "English(?)" pump. Could someone inform me, will I violate the originality by fitting a water pump with ring nut to the French '51 11BL?

No longer need that annoying *drip, drip, drip*, or worse, with its attendant risk of water in the clutch area, plague your every trip, or, at very least, show that unsightly puddle under the water pump.

This modification replaces the original packing with a neoprene seal, with no noticeable change in pump appearance.

The first step is to dismantle the pump and examine the bush at the impeller end for wear. If this is too loose, side play in the shaft will even cause the neoprene seal to leak.

Having ascertained good shaft fit in the bush, parts required are:
1 seal, Gaco No.DPSMI5247,
OD 24mm, ID 15mm, modified by grinding OD down to 23mm to fit housing.

1 63022RS bearing for a clean front bearing area;

Both supplied by General Bearing Supplies, 463 Victoria St, West Brunswick, 3055. Phone 387 4966.

1 spacer sleeve —
OD 22.9mm, ID 16mm.

Length, 13mm, made from mild steel or similar, to fill out to original seal length and allow ring nut to retain seal in housing.

Preparation of shaft

To prevent damage to seal on assembly, bevel the rear corner of the groove which retains the bearing retainer collets.

Assembly

Pass shaft through pump bush and then ease seal onto shaft, ensuring the exposed spring faces rear. Then fit on spacer sleeve, original compressor sleeve and ring nut, finally bearing and pulley.

As can be seen, the removal of the original packing leaves some latitude in the positioning of the seal, so if your shaft is a bit rough in this area, you may position the seal on the best part of the shaft.