

CLASSIC CAR CONNECTION AG

Lichtensteig, Dec. 2022

93457, Jensen-Healey, water pump rebuild instructions

Please read carefully before starting!

- Before taking pump apart, measure the distance between pulley mounting face and the mating face of the pump body to the block, and record this size. You will need this when reassembling the pump to retain the alignment of the drive belt.
- Using an appropriate puller, start by pulling the hub off the shaft.
- CAUTION: the pump body can split if you attempt to push the old bearing out by pushing the end of the shaft or by pushing the bearing out without heating the housing first!
- Using the tool provided in this kit, which will press on the outer shell of the bearing, locate water pump in a press and apply approx.. 1 ton of pressure to the bearing. Heat the pump body so that it expands, allowing the bearing to start to slide out. Once the bearing starts to move, increase the pressure of the press until the bearing is fully out.
- Clean the pump body and inspect for porosity, wear and corrosion. If the seat of the shaft seal is badly corroded, the body will need replacing, or welding and re-machining.
- Put the pump back together vice-versa – the body will need to be heated again!
- When pressing the bearing in, it is important to make sure, that the tool is pressing on the outer shell of the bearing only. Pressing on the shaft will lead to premature failure of the bearing! Press in until the outer shell of the bearing is flush with the front face of the pump body.
- Using the tool provided, fit the new seal over the end of the shaft and into the recess in the pump housing. Use a smear of sealant on the seal seating face to insure there will be no leak. NOTE: the tool is matched to the seal to allow the correct clearance of the internal dimensions of the seal.
- Locate the pump in the press, supported on the lower bearing shaft, NOT the pump body. Apply a small amount of bearing retainer paste to the front end of the shaft and press the new hub onto the shaft, again with the tool provided, to the distance you had recorded in the first step.
- Reverse the pump in the press so that it is supported on the nose of the bearing only. Apply a small amount of bearing retainer paste to the rear end of the shaft and press on the impellor whilst supporting the other end of the shaft (not the hub or the pump body).
- The clearance between the impellor and the pump body should be between 0.010 and 0.015in (or 0,25 – 0,40mm)
- The pump is now ready to fit to the engine as per the workshop manual instructions. NOTE: later cars were not fitted with a gasket between pump and block. Instead, use some sealant here.