

## Supplemental Information & Instructions for 835-020 or GWP112 Water Pump, w/ Pulley for 3/8" Belt BN7, BT7 from 29EH2246, BJ7,BJ8 to 29K-H10271

These pumps are lightly oiled, wrapped in rust inhibiting paper, and sealed in poly bags to prevent rust prior to installation.

Prior to painting, the outside surface of the pump should be thoroughly cleaned with a commercial degreaser like Dupont's Prep-Sol or equivalent. Use a suitable primer. Carefully mask off the impellor and the surface of the casting that will touch the gasket.

The gasket is included with the pump.

### **How the Carbon Seal Works**

This pump has a carbon seal (a ring of carbon material) that is pressed lightly up against the back of the impellor by a spring. The impellor spins, and the fixed carbon seal rides against the spinning surface.

### **Why New Pumps Sometime Leak**

Occasionally, when a new pump is installed and the cooling system is filled, a trickle of water will come out of a drain hole on the underside of the water pump housing. This type of leak is usually discovered prior to starting the engine, when the cooling system is not pressurized. A leak of this type is due to an imperfect seal between the carbon ring and the back face of the impellor. Since the hard carbon seal is pressed against the cast iron or brass impellor with only light spring pressure, it is not difficult to see how this could leak if there are minor imperfections in the face of the carbon seal.

### **Bedding the Seal**

The best way to insure that the carbon seal is properly seated is to actually spin the pump prior to installation. This can be done very effectively by holding the impellor against the wire brush side of a bench grinder. Spinning up the dry pump for 15-30 seconds eliminates any minor imperfection in the face of the carbon ring and insures a good lapped seat. Alternatively, the seal in a new pump can be bedded after installation in the vehicle. Start the engine without coolant and run it dry for 30 seconds or so. The coolant acts as a lubricant and actually inhibits this important seal break-in procedure.

*Although every effort has been made to ensure the accuracy and clarity of this information, errors and/or omissions on our part are almost inevitable. Any suggestions that you may have that will improve the information (especially detailed installation notes) are welcome. Please use the simple email form on the "Contact Us" page on the Moss website: <http://www.mossmotors.com/AboutMoss/ContactUs.aspx> If you prefer, you may call our Technical Services Department at 805-681-3411. So many people call us for help that we are often not able to answer the calls as fast as we'd like, and you may be asked to leave a message. We apologize in advance for the inconvenience. We will get back to you within 2 business days.*



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