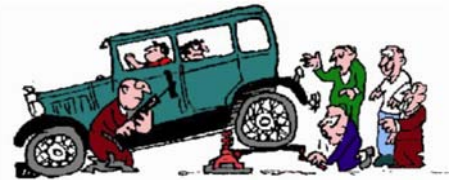




# From the Garage -

by Paul Hunter



**T**he Hard Luck 'Bone Award' is given to a non-operable car during a Club event - even if it is repaired and continues in the event. The Bone is given in good "fun" and is to be displayed on the cars bumper until awarded to another vehicle. Currently it is held by Larry Whipple.



## Stock Design Model A Water Pump Shortfalls

The original design of the rear bushing (impeller end) allows water (not a good lubricant) into the bushing, and can cause premature wear of the bushing and shaft.

The packing nut has to be tightened continually to stop water leaks. This leakage not only causes a loss of coolant but is also messy.

The wear that occurs on the impeller end of the shaft and wear of the boss in the head causes considerable endplay. This endplay in the shaft generates misalignment of the fan pulley and can even cause wear on the pump by the pulley.

The original design of the front bearing (fan end) will cause premature wear of the shaft. If not replaced, it can cause the shaft to break and do considerable damage to the hood, radiator, etc.

The best way to grease the pump is to drain the coolant below the level of the pump. Back the packing nut off the rear bushing, add only a very small amount of grease to the fitting and apply grease with your fingers into the packing nut and around the shaft and edge of the rear bushing. Use waterproof grease (SHELL Retinax LX-2 all purpose lubricant is an excellent high-temp and waterproof multipurpose chassis lube), in the rear bushing. Not too much so it doesn't get in the radiator. Then only tighten the packing nut enough for no leaks.

## Special Features of the "Original" Leakless Model A Water Pump

Machined for a sealed bearing at the front of the pump (fan end).

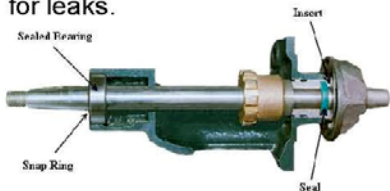
Rear bushing is machined for a neoprene lip seal uniquely installed into the bushing (impeller end).

A stainless steel insert is machined and installed into the bushing on top of the seal so that the wear area of the bushing is still the same size.

A 17-4 ph stainless steel shaft is used and has been heat treated to increase the hardness.

The stainless steel shaft is machined for a snap ring (fan end) to eliminate endplay.

Each pump is pressure tested for leaks.



## Advantages of the "Original" Leakless Model A Water Pump

Modifications cannot be detected when the pump is installed.

The front (fan end) bearing will never need lubrication.

There is a Three (3) year warranty.

With proper care this leakless pump will last a long time and will not leak water.

A new gasket, cotter key, woodruff key, and fan nut are supplied.

## Extreme Duty Leakless Model A Water Pump

Sealed Bearings at the front and rear of the pump.

Machined for a sealed bearing at the front of the pump (fan end).

A machined stainless steel housing retains both the sealed bearing and the neoprene lip seal at the rear of the pump (impeller end).

A 17-4 ph stainless steel shaft is used, and has been heat treated to increase the hardness.

The stainless steel shaft is machined for a snap ring (fan end) to eliminate endplay.

Each pump is pressure tested for leaks.

## Advantages of the Extreme Duty Leakless Model A Water Pump

Modifications cannot be detected when the pump is installed.

This pump will never need lubrication.

This pump was designed to withstand the extreme fan belt tension used on alternators.

There is a Five (5) year warranty.

A new gasket, cotter key, woodruff key, and fan nut are supplied.

