



232 Branford Rd.
North Branford, CT 06471
Orders: 203.481.9460
Tech: 203.481.9943
Fax: 203.481.9641

Product Instructions

WATER PUMP INSTALLATION

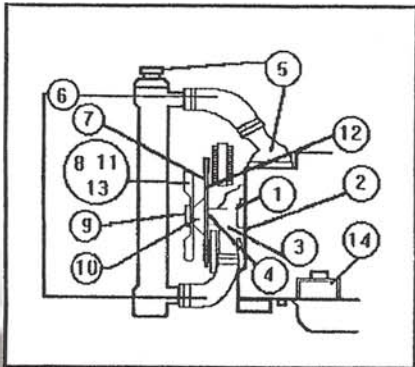
INSTALLING YOUR NEW WATER PUMP,

please follow all instructions furnished with the pump. Failure to follow instructions can void the warranty.

Handle your new water pump with care. Never strike the shaft. This will damage the bearing. Always inspect the fan clutch, fan, belts and pulley when installing a new water pump. Before working on an engine, disconnect the battery ground cable. (Refer to the owner's manual and O.E.M. instructions for restarting after reconnecting the battery ground cable.)

FOR YOUR PROTECTION, NEVER STAND IN LINE WITH THE FAN WHEN RUNNING THE ENGINE.

Follow this sequence:



1. Always flush the entire cooling system. Thoroughly clean the engine cavity and gasket surface. Tighten any backplate bolts.
2. Position new gaskets on the pump using sealer on both sides.
3. Carefully install the new pump. **DO NOT STRIKE THE SHAFT.** Tighten the bolts using a crisscross pattern.
4. Turn the pump by hand. Be sure it turns freely.
5. Inspect and replace the thermostat or radiator cap if they are sticking or leaking.
6. Inspect and replace any hoses and belts with signs of wear or visible defects. Rubber parts over 4 years old should always be replaced.
7. Reconnect the hoses. Refer to the owner's manual or OEM instructions for any special fill procedures. Fill the cooling system and inspect it for leaks. Use a mixture of distilled water (or its equivalent) 50/50 and fresh anti-freeze. (High mineral content, acid, or alkaline water reduces pump life, voiding its warranty.) Increase the amount of anti-freeze only if needed for your winter conditions. A 50/50 ratio using low silicate anti-freeze is best for optimum cooling and prolonged pump life. (Never use "WATER PUMP LUBRICANT" additives.) Always dispose of used coolant according to EPA requirements.
8. Inspect and replace any fan with cracks, bends, loose rivets, etc. **NEVER STRAIGHTEN A BENT FAN.**

CONTINUED ON REVERSE

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NOTE:

The following can cause premature water pump failure: Dirty or corrosive coolant or systems; defective, bent or unbalanced fans; defective or unbalanced clutches; wrong belt tension; fan shroud or radiator interference; loose or broken motor mounts; striking the bearing shaft on its end.

CHECK EVERYTHING WHILE INSTALLING YOUR NEW WATER PUMP TO HELP AVOID FUTURE FAILURES. IF HEAT WARNING LIGHTS OR TEMPERATURE GAGES INDICATE OVERHEATING, CHECK THE COOLING SYSTEM TO AVOID ENGINE DAMAGE.

THIS PRODUCT IS INTENDED FOR USE ONLY AS ORIGINALLY SPECIFIED BY THE O.E.M. MANUFACTURER AND/OR THE CATALOG.

NOT RECOMMENDED FOR AIRCRAFT USE.

9. **INSPECT AND REPLACE ANY FAN CLUTCH WITH EXCESSIVE WOBBLE, LOOSENESS, DAMAGE, ROUGHNESS, BINDING OR LOSS OF OIL. A BAD OR MISALIGNED CLUTCH WILL DAMAGE A WATER PUMP.**
10. Make sure any pulley or clutch sits squarely on the pump hub. Using lockwashers, torque the bolts evenly so all parts turn without wobbling.
11. Rotate the fan by hand to see if it wobbles: Maximum to be 3/32" at the outer edge if no clutch, 1/4" with a clutch.
12. On engines without automatic tensioners, adjust belts to proper tension using a tension gage. Refer to any manufacturer's specs., or adjust the belts for a deflection of 1/2" to 3/4". Inspect and replace any defective automatic tensioner or idler pulley. (HINT: Automatic tensioners will normally tighten with use.)
13. Check fan blade tip clearances to the radiator and any shroud. Check any electric cooling fan to insure it is functioning properly.
14. Inspect and replace the motor mounts if there are signs of wear or splitting. Tighten any loose bolts.
15. Start the engine and run it until it reaches normal operating temperature. Check for smooth operation. However: **NEVER STAND NEAR OR IN LINE WITH THE FAN WHEN RUNNING AN ENGINE. FOR YOUR OWN PROTECTION THE HOOD SHOULD BE CLOSED WHEN REVVING ENGINE.** Turn the engine off and check for leaks.