

COOLING SYSTEM

NoA-4

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TO: ALL ROOTES DEALERS  
MODEL: SUNBEAM IMP  
SUBJECT: WATER PUMPS

When repairing water pumps which have failed due to leakage, past the seals causing bearing failure, etc., special attention should be paid to the following recommended procedure:-

Remove the pump unit and dismantle as described in W.S.M.141, Section 'A'.

Remove the seals and bearings and scrub off any corrosion in the casings (usually a white deposit) using a stiff brush (not wire).

Wash off in clean, hot water. Examine seal location bores for excessive pitting; if evident, replace the relevant casing (body inlet or outlet).

Examine the impellor and shaft assembly bearing surfaces for pitting and corrosion, paying particular attention to both locations on which the seal carbons bear. If any pitting evident, replace the impellor and shaft assembly, Part No. 7100413. This assembly is not part of the repair kit and must be ordered separately.

If not already incorporated, modify the impellor by drilling four 1/4" (6.35 mm) diameter holes between the vanes, See Fig. 1. No attempt should be made to dismantle the impellor from its driving spindle.

Re-assemble the pump with new bearings, new water seals (check carefully before fitting for any damage to seal carbon faces or cracking of the rubber), new water thrower and gasket.

Before fitting the seals, coat the casings lightly in the seal location bores using Wellseal Jointing Compound. Take care that no jointing compound penetrates to the bearings or gets on to the seal carbon bearing surfaces.


NOTE - The Super Seal, 7100450, (See Fig. 2) supplied in the Repair Kit, Part No. 7050105 (Export only) must be fitted to the high pressure (fan) end of the pump.

Early kits will contain 1 - Super Oil Seal and 1 - Gaco Seal.

Later kits will have only 2 - Super Oil Seals.

ADDENDUM - Reference initial early kits, these will contain one improved Pioneer seal High Pressure side and one Gaco, Low Pressure side.

ROOTES MOTORS INCORPORATED

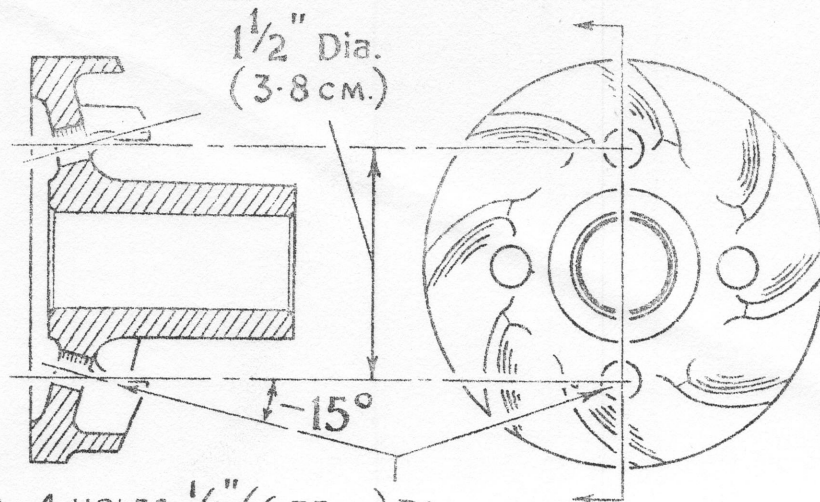


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Fig. 1.



DRILL 4 HOLES 1/4" (6.35mm) Dia.

EQUALLY SPACED AND BETWEEN VANES AS SHOWN

NOTE :- NO ATTEMPT IS TO BE MADE TO DISMANTLE THE IMPELLOR FROM ITS DRIVING SPINDLE . SHOULD EITHER THE IMPELLOR OR THE SPINDLE BE DAMAGED IT WILL BE NECESSARY TO FIT A NEW MATCHED ASSEMBLY.

Fig. 2.

