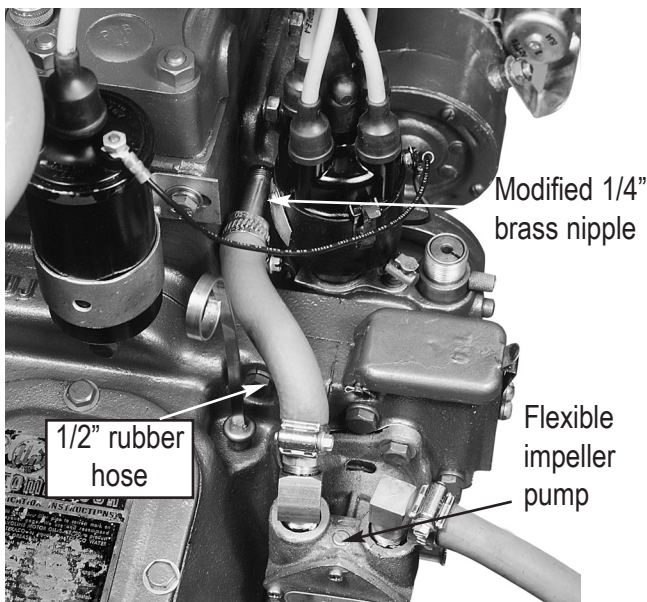


BACKGROUND

Flexible impeller pumps produce considerably less output pressure than the “positive displacement” design of the original gear type pumps. Therefore, when replacing an early model gear pump with a flexible impeller model, it is necessary to replace the 3/8” metal tube between the pump and the water jacket side plate with a less restrictive hose to obtain best performance from the flexible impeller pump.

GENERAL LAY-OUT



DISASSEMBLY

- 1) Remove the gear pump.
- 2) Remove the 3/8” brass tubing and fittings, being careful not to crack or otherwise damage the cast iron water jacket side plate.

NOTE: If the water jacket side plate has not been removed for cleaning in the past several years, it is advisable to do so at this time. Be especially careful to clean out the central passage running through the length of the plate and the three small holes directing the water into the block.

INSTALLATION OF KIT

- 1) Install the modified 1/4” brass nipple into the 1/4” pipe threaded hole in the aft end of the water jacket side plate. Use a good sealer on the threads and *be careful not to over-tighten and crack the cast iron side plate.*

NOTE: It is advisable to run a 1/4” pipe tap in the end of the side plate to clean up the threads. Clean threads are less likely to result in cracked castings.

- 2) After mounting the new pump, install the 45 degree brass street-el and 3/8” X 1/2” hose barb into the discharge of the pump.

- 3) Install the hose between the unthreaded end of the 1/4” brass nipple and the street-el, making sure to point the street-el in the pump so that the hose clears the oil dip stick as shown in the photo.

- 4) Start engine and check for leaks.