

Remanufactured Water Pumps

Haldex

Innovative Vehicle Solutions

- Remanufactured to OEM specs or better
- Full range of light and medium/heavy duty applications
- 100% functional/leak tested prior to shipment
- Backed by Haldex one-year/100,000 mile warranty

LIKE-NU

LIKE-NU Quality
LIKE-NU Performance

Housings are cleaned, gauged and visually inspected for wear and damage.

Pulleys, gears and impellers are accurately measured to ensure proper press fit.

Impellers are reconditioned to OEM specification or replaced.

Shafts are cleaned and polished, checked for hardness and gauged for proper dimensions.

All internal bearings go through a detailed inspection process before they are reused or replaced.

Torque applications are carefully controlled on critical fasteners.

Gears and pulleys are reconditioned to OEM specifications or replaced.

Includes all necessary gaskets, hardware and seals for trouble-free installation.



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Do's and Don'ts of Water Pump Installations

GENERAL INFORMATION

To avoid problems when installing your water pump, follow the simple, step-by-step instructions below. Handle your replacement water pump with care. If the unit is dropped, the internal ceramic seal may crack. **NEVER STRIKE THE SHAFT**, as this can damage the shaft or bearings. Always check the fan, pulleys, belts and fan clutch. **CAUTION: FOR YOUR PROTECTION, CLOSE HOOD WHEN REVVING ENGINE.**

INSTALLATION INSTRUCTIONS

1. Flush cooling system if it shows signs of corrosion. Dirt particles in the coolant can cause seal failure. Clean the water pump impeller cavity and gasket surface. Also, check the radiator cap, thermostat, hoses and clamps. Check fan belt for wear. A glazed belt will slip at high RPM. Replace if necessary.
2. Carefully install the replacement water pump, always use a new gasket. All pumps are greased at the factory. Do not grease. **NEVER STRIKE THE SHAFT**. Tighten all bolts in a staggered sequence.
3. Turn pump shaft by hand to check for free rotation. If the shaft does not turn freely then recheck your installation.
4. Check fan belt tension. Belt should deflect 1/2" to 3/4". Over tightening will cause damage to the water pump and void warranty.
5. Reconnect hoses and refill cooling system. Be sure there are no leaks.
6. Check the fan blade for bent or cracked blades, loose rivets or any other damage. **NEVER STRAIGHTEN A BENT BLADE**. Replace the entire fan when defects are found.
7. Check the fan clutch (if installed) for loss of oil, looseness or wobble. If there is more than 1/4" of play at the blade edges the bearing is bad and the fan clutch needs to be replaced. A bad or misaligned clutch will damage a water pump.
8. Check fan clearances at blade tip, between fan and shroud, and between fan and radiator.
9. Check motor mounts for wear or splitting. Check bolt tightness.
10. Start the engine and run until normal operating temperature is reached. Check for leaks and unusual vibration. **NEVER STAND IN LINE WITH OR NEAR FAN WHEN REVVING THE ENGINE. THE HOOD SHOULD BE CLOSED WHEN REVVING THE ENGINE.**

IMPORTANT!

Leaks, loose fan belts or defective fan clutches cause cooling system problems more often than defective water pumps. Water pump failure can be caused by defective, crooked or unbalanced fans; defective or unbalanced fan clutches; excessive (too-tight) fan belt tension; dirty cooling systems; insufficient clearance between the fan and the shroud or radiator; loose or broken motor mounts. **MANY FUTURE PROBLEMS CAN BE AVOIDED IF EVERYTHING IS CHECKED OUT WHEN THE WATER PUMP IS REPLACED.**