



WP173

Belt Drive Cam and Short Style Small Block Ford

(Danny B, Robert Yates and 94 – UP 302 & 351)

In The Box

- 1 Pump
- 4 5/16 – 18 x 3 1/4 stainless socket head bolts
- 4 5/16 AN washers
- 1 1" NPT plug
- 1 Wiring harness w/ 30 amp fuse
- 2 Contingency stickers

The inlet fitting must be ordered separately to match your lower radiator hose or AN fitting

To Do The Job You'll Need

- * Scraper or wire brush
- * Brake cleaner
- * Sealant; Form A Gasket (Aviation), Form A Gasket 2 (Non-Hardening), Gaskacinch or RTV silicon
- * Thread sealant: RTV silicon or liquid pipe thread sealant
- * 5/16 hex socket
- * Spanner wrench or see **Inlet** section for substitute procedure

Mounting The Back Plate (94 – UP factory timing cover)

Remove stock [water pump](#), clean and degrease the gasket surface. Apply sealant to both sides of factory gasket and tack to the backside of the Meziere back plate p/n WP174. Align gasket to bolt holes and bolt to timing cover using 3/4 x 5/16 – 18 hardware provided.

Mounting Pump

Use silicone to seal the pump to the belt drive cover or back plate. Bolt pump in place using 5/16 – 18 x 3-1/4 provided. **Run all four bolts up snug before tightening to 35 ft./ lbs.**

Running

Fill the cooling system. Replace fill cap and turn on pump. Remove fill cap and top off coolant level. Recheck level (cold) after one heat cycle. **DO NOT RUN PUMP DRY for more than a few seconds.**

Inlet

Our hose inlets are designed to be tightened using a spanner wrench. We understand that not every mechanic owns a spanner wrench. The job can be done using a pair of drill bits placed in the spanner holes and a screwdriver bridged across the drill bits. It is necessary to use a small amount of RTV silicon or liquid pipe thread sealant on the 1" pipe threads of the inlet and the plug to prevent leaks.

Wiring

The **BLUE** wire connects to **positive** (+)

The **BLACK** wire connects to chassis ground or battery **negative** (-)

TO AVOID MOTOR FAILURE be sure to use the fuse holder supplied with the harness or install your own 15 to 30 amp fuse and holder. **WARNING: NOT USING A FUSE CIRCUIT WILL VOID YOUR WARRANTY.**

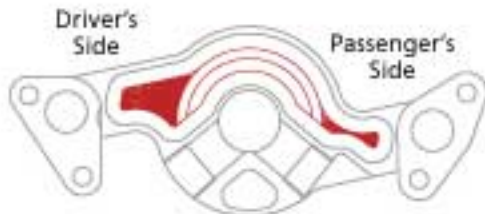
Beauty Tip

Your pump comes to you polished and waxed. An occasional waxing will allow dirt or debris to be wiped right off the pump and also offer some protection from UV light (the anodized color on your pump can fade from prolonged exposure to sunlight).

Thank you for purchasing our product. Feel free to contact us if we can be of further assistance and enjoy your pump for a long, long time.

WARNING: NOT USING A FUSE CIRCUIT WILL VOID YOUR WARRANTY.

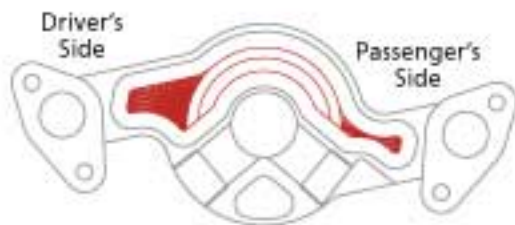
WP111 is the most common pump body for small block Ford engines. It will bolt up to front covers from the very early 1964 style through 1993 and slightly beyond. It has been used as the heart of many cooling systems and can be coupled with one of several different back plates to complete your system right.



Note: Carefully compare this graphic with the graphic found on the next page to confirm which part number pump will mate correctly to your front cover.

WP173 is the right choice if you have a later model front cover on your 5.0 or 351 engine. This is known as the 1994-1995 design and is also shared by Ford Motorsport front covers. In addition, this has been the design chosen universally for fronts covers purchased with belt cam drive systems. This pump is shipped with O-rings for a positive pump-to-plate seal.

**35 GPM Standard
40 GPM Heavy Duty**



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