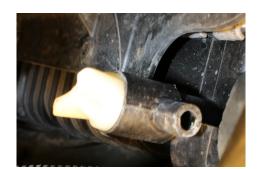


Inside of Water Pump







Coolant Drain Plug



Draining Engine Coolant

New Water Pump

Engine coolant splashed out a lot from water pump when the pressure was asserted.

The engine coolant must be drained first by opening drain plug under radiator.

New water pump is sold along with O-ring and gasket. When installed, sufficient amount of RTV (Room Temperature Vulcanizing) silicone adhesive/sealant must be applied not to get undesirable leaking.

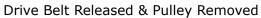


Old Water Pump Installed



Drive Belt Tensioner (Tension Idler)







Nut of Water Pump Metal Inlet Tube Removed







Long Nut-bar Removal Problem (Vehicle Design Flaw)

Passenger's side engine room panel made by metal prevented removing a long nut-bar.

To remove the long nut-bar, a hole was made on the metal panel by using special drill bits (Reamer).



Special Drill Bits (Reamer) Made a Hole



Old Water Pump with Inlet Tube Removed



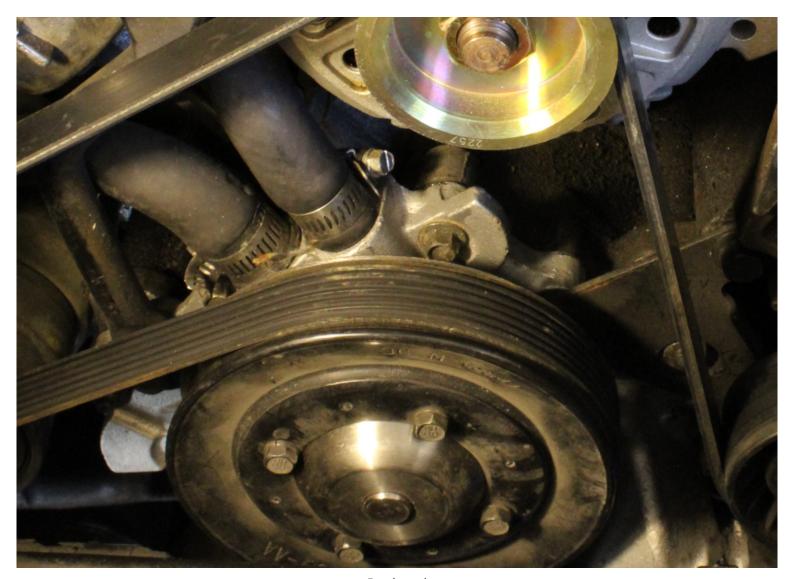
Old Water Pump & Inlet Tube Removed

There is no replaceable water pump inlet tube at market.

Sole resolution was to detach the old water pump inlet tube and connected it to new water pump.

The inlet tube was cut out from old water pump using angle grinder with metal cut-off wheel as well as metal-cut hand saw for more sensitive cut that needed accuracy.

Vertical black material (center; three portions) is old decayed O-ring. O-ring & sufficient amount of RTV silicone must be applied to seal new water pump and inlet tube perfectly.



Replaced