



Water pump & sealing paste

Technical Bulletin - November 2010



All applications.



Recommendations for the use of sealing paste during water pump installation.



A lot of water pump failures are directly related to incorrect installation. The applying of sealing paste onto the water pump is a key factor of the water pump lifespan and leakage prevention. In this Technical Bulletin, SKF lists the main steps to ensure a proper fitting.

Use of sealing paste:

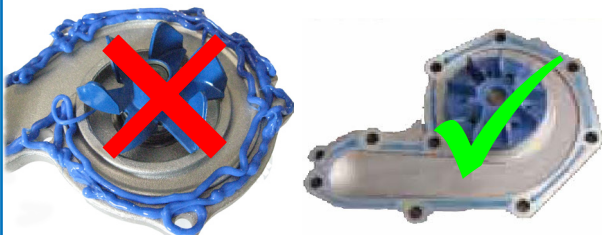
Case 1:
No seal included
with the water pump

Case 2:
Paper seal is included
with the water pump

Step 1

Limit apply the sealing paste!

Too much sealing paste will damage the water pump, as the cooling circuit can become clogged!



DO NOT USE SEALING PASTE!



Step 2

Let the sealing paste dry fully **BEFORE** starting the engine - there is a risk of mixing sealing paste and engine coolant.

Soak the paper seal in coolant to keep the seal in position during installation into the engine.

Step 3

Gradually tighten the bolts in a cross diagonal pattern, following vehicle manufacturer torque recommendations.



For other sealing solutions such as O'ring and metal rubber seals, do not use the sealing paste!



General SKF recommendations for water pump and cooling system fittings.

1. Wait until the engine has cooled to room temperature.
2. Ensure that the cooling system is flushed correctly.
3. Replace the engine coolant completely - do not just top up.
4. Do not start the engine without coolant as there is a high risk of damaging the water pump dynamic seal.



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