

# Wine & Water Pumps

## Craig Runions

On Saturday, August 19th, nine Morgans, two Bentleys (the Mote's 1936 is to die for! and Button's '53 ain't that bad either!), a TR3, a new Mini, a Subaru, and a nonmember guest of the Harris' in a Triumph TR4A ate, drove, and sipped their way through the hills of the Willamette Valley wine country. What a perfectly spectacular, hot day. Beautiful country, great roads, and the traffic was not too bad. Then there was the Saturday evening party at the Harris' home in McMinnville, where it was still 97° at 7:00pm, with more wine, food and desserts galore. Wow! I obviously had a great time. See below.

----- Original Message -----

From: MOGNW

To: Harris, Wayne

Cc: Tilden, Dick ; Stinson, Bob ; Nelson, Roscoe ; Mote, Bill ; Miles, Ken ; Hodges, Roy ; Hauge, Bob ; Hammond, David ; Glover, Eric ; Davee, Doug ; Button, Bill ; Barofsky, Doug

Sent: Sunday, August 20, 2006 4:41 PM

Subject: Wine Tour 2006

Wayne, Linda, and to all the Wine Tour 2006 participants -

You always remember the first time, right? Whatever that 'first time' was. Well, this year was my first time (hard to believe, but true) and Wine Tour 2006 was indeed memorable, as I'm sure they have all been. Special thanks go to Wayne and Linda for their jobs as organizers and hosts.

Yes, I am safely home. For those of you who didn't know, my water pump bearing started to fail unbeknownst to me sometime in the past but it became quite audible Saturday afternoon. So I had plenty to dream about and to consider all the worse case scenarios all Saturday night. 200 miles on I-5 on a hot Sunday was not on my wish list. I do carry a spare rebuilt pump, but replacing it under anything but ideal conditions was daunting.

The trip home Sunday morning was uneventful. That is, if you enjoy the right hand lane of I-5 at 60 mph. Otherwise, it was painful. Passed by every trucker this side of the Rockies, motorhomes, a group of '55-'57 T-birds on tour, Harleys, and 20-year old Toyota pick-ups. Definitely not my typical freeway driving style, but today was all about preservation of the species. Hang in there. Don't overwork the beast. Get home safely.

I behaved myself and my Morgan rewarded me accordingly. My gas mileage probably improved, too. Saw not one cop. Zip, zero, nada. Where were they? I know I would have found a few along the way had I been in the left lane! I did get lots of looks, stares, thumbs up, and a few beeps.

I had a great weekend, enjoyed seeing lots of Oregon MOGNW members and oh those great Oregon back country roads! The wine wasn't all that bad, either (grin.) From this member, thanks to all who participated.

Cheers,

Craig

### Now for the water pump replacement details

I don't know about 4/4s, but on +4s you have to (re)move the radiator in most instances to gain access to the fan, pulley and water pump bolts. Obviously, you have to drain the radiator, remove the top and bottom hoses, the temp sender and the spreader bar that goes between the valences / wings behind the radiator. Last time, only three years ago(!), I took off the grill, bonnet halves and cowl and removed the radiator out the front/top.

This time, I took off the grill and the radiator support brackets and moved (dropped) the radiator down. Notice I didn't say "removed the radiator." The top header tank wouldn't clear the narrowed curved forward inner valences, so it did not drop completely out. The extended filler pipe required plenty of jockeying around to clear the cross head frame, as did the lower radiator hose connection to clear the steering arm. All that was sufficient to go at the water pump from the front.

Another glitch was removing the pulley from the old water pump. Even after only three years, it was well seized on the shaft. So pump removal involved loosening 2 nuts and 1 bolt

equally a bit at a time, move the pump forward a bit and continue to undo the nuts and bolt in the space between the back of the pulley and the water pump housing.

I didn't plan on rebuilding this particular standard TR pump (without the grease zerk fitting), so I pretty much sacrificed it by hammering away on the end of the shaft to free the pulley. It took more than two hands, but with Judy's help at the workbench, the pump finally dropped free.

I can't begin to tell you how many times I was down and up off the garage floor (most often on my back). Down and up, down and up. It could have been a hundred by the time I was done. The front end was raised up and on jack stands. This was also an opportune time to do the front steering / suspension grease gun job. What an exercise the whole job was, and the tools! Oh my gosh! It took me an hour to clean, sort and put my three different tools boxes correctly back together.

### More on water pumps and their replacement

<http://www.team.net/www/morgan/tech/plus4h20pump.html>