

General Service Bulletin (GSB):	Coolant Pump Inspection
GSB Overview:	This General Service Bulletin details warrantable/non warrantable condition of coolant pumps
NOTE: This information is not intended to replace or supersede any warranty, parts and service policy, Work Shop Manual (WSM) procedures or technical training or wiring diagram information.	

GSB Topics Covered Include:

- Coolant pump design characteristics & features
- Normal staining example
- Leaking example
- Diagnostic leak tip

Coolant Pump Inspection

Coolant pump design characteristics

Newer Ford engines use a coolant pump with a seal that is lubricated by coolant and utilize an integral weep chamber in the pump housing.

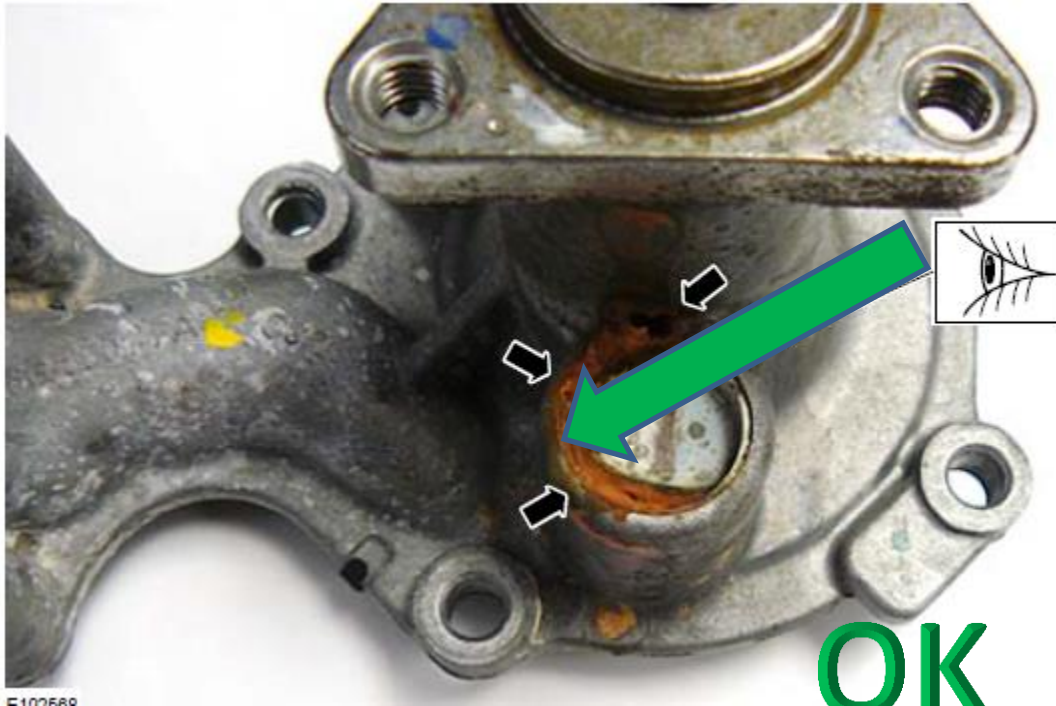
The coolant is used to lubricate the water pump seal. At this point it collects in the weep chamber, and later evaporates with normal usage.

This can sometimes result in the exterior cosmetic staining due to the vapor escaping past the vent hole and collecting on the pump housing instead of inside the weep chamber.



Coolant Pump Inspection

Signs of corrosion and or coolant staining water pump example



Staining on the pump indicates an earlier event or normal operation which does not constitute as a water pump failure. Slight staining and residual dried coolant build up around the weep chamber vent is considered normal

Coolant Pump Inspection

Leaking water pump example



Coolant pump will have wet coolant residue with an evident puddle occurring on the pump weep chamber.

Coolant Pump Inspection

- Dry the coolant pump housing using a paper towel, then refer to Workshop Manual Section 303-03 for determination of coolant loss.
- After test, re-wipe pump with a new clean towel and examine.

Towel has only dry/waxy residue - coolant pump seal is working properly-do not replace pump

Towel is wet - coolant pump is leaking - replace coolant pump

