Once again this meet was organized and executed by the teams of Natalie and Peter Koziell, Liz and Steve Dunn and Jane and Bill Lenharth. Keep watching the group website (www.nencca.org) for information on future meets, photos and information on group activities.

Submitted, William Lenharth #2189

****

Water Pump Tech Tip

from Jim Walton #5762

During the 1950's several water pump repair kits were available through the Nash Parts Network, some of these units did not provide great trouble free service under pressure and time. The best of which was the kit easily identified by the oil cap on top of the assembly and an aluminum oil reservoir tube protruding downward. These kits were available for the Statesman and Ambassador models. This kit contained a flat carbon faced, spring loaded seal that closely resembled those in most other high quality water pumps still in use today. It was without doubt the best effort Nash made toward making a lasting water tight seal in these pumps. The kit included the shaft, copper sealing washer, impeller, seal assembly, seal housing to pump body O Ring and the seal housing. Many of these are still in use on these cars and even a few NOS seal kits, such as the part # 311 9819 for the Ambassador, can be found today. The rubber parts in these seal kits are mostly somewhat the victim of deterioration due to hardening because of their age.

We have found that the large O Ring can be obtained online from www.allorings.com , part # B1000-6 35x25.40. They are 6.35 mm x 25.40 mm Buna-N O Rings 70D Black. The carbon seal assembly can be obtained under part number PS-290 from your quality local seal supplier.

In using the new seal assembly you must remove the flat rubber gasket on the rear of the seal assembly and you should apply a small amount of waterproof sealer to the stainless seat before pressing the seat onto the shaft housing. The impeller, sealing washer and shaft must be placed in the pump body before attempting to install the seal housing into the pump body.

When installing the large O Ring into the pump body, the O Ring should be placed on the smallest diameter of the seal housing so that the O Ring is rolled into the pump body and up the ramp on the seal housing at the same time when the unit is pressed into the pump body.

Care must be taken not to damage the carbon seal as it is easily broken. Once installed correctly the pump should provide excellent service for years to come.

Hope this helps some of our Nashin friends.

Jim Walton #5762