

WATER PUMP - IMPELLER

I have had a water impeller problem. The '76 model has a new impeller that has a very minor design change. I winterized the boat last year with Prestone without diluting it, which caused the impeller to decompose and disintegrate. I got the new impeller from Vosbury. Jabsco has not come out with a changeable item. (Note: Jabsco does have a replacement impeller for pre-1976 models.)

The 76 model has an audio-visual alarm for overheating and no gauge. With the new impeller, after running the engine for half an hour there was no problem, but I didn't take the boat out right away. The morning we left for the Wye River we were motoring out the channel and the light and warning came on again. We came back and anchored. I took the impeller off and put it back on, ran the engine for half an hour and the alarm started again. We anchored overnight and the next day we went out again. There was no problem and we sailed all the way to Eastern Bay and down to Herring Bay. After 15 minutes of motoring into Herring Bay the light came on. That is the way it has been since. It will come on from time to time, but if I throttle back it goes off; and it is pumping water all right.

- Phil Rogers

Neoprene-type water pump impellers are very durable, but over time pieces of the blades will break off, thereby reducing cooling water flow. This is a gradual process that can cause engine headaches while going undetected. Remove the cover plate and check the impeller at least once a year. If the blades are brittle or incomplete, change the impeller and gasket.

The water pump on my 1972 MD6A diesel began to leak badly, filling up the drip pan underneath the engine after a couple of hours. So I removed the water pump from the engine -- see Jim Hartzler's writeup and diagram on the next page -- to replace the shaft seals. The purpose of this note is to advise that my water pump did not have an "O-ring" between the two seals. The parts manual also did not show an "O-ring." John Thorp reported that Volvo no longer makes the "O-ring," which can safely be omitted.

- Art Levin

VOLVO MD6A WATER PUMP

The accompanying diagram shows the construction of the water pump. The Volvo parts book makes a distinction between early and late model engines so be sure to have your engine serial number when you go for parts.

When replacing or servicing the impeller, do not withdraw the impeller and shaft further than to have the impeller emerge from the housing, otherwise the "O" ring will be pulled off the shaft and drop between the seals. Removal of the water pump from the engine will then become necessary.

For any servicing of the water pump, I recommend removing the insulation--covered boards that form the rear partition of the engine compartment. There are about 8-10 flat head brass wood screws to remove and the time needed is well worth it.

Removal of the water pump from the engine is not very difficult. First remove both water hoses from the pump by loosening the hose clamps and then twisting the hoses off. Removal of two hex-head machine bolts will then permit you to remove the pump. In my case the bolts were not at all tight, so they could be removed by hand once they had been turned about $\frac{1}{4}$ turn.

Jim Hartzler

