

# Tech Help

## Water Pump Restoration and Rebuilt by Harold Louisiana and Denny Williams

Printed in January, 1989 issue of *Classic Chevy World*.  
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The original water pumps had a flat plate on the backside of the pump, which was secured to the pump assembly with six slotted pan-head screws (See Photo #1). The original water pump did not have a plug in the top of the pump housing as is common in later model water pumps. The original 1955/1956 V-8 water pump had a casting number of 3704911. This water pump had the small cad plated nipple for the heater hose. This nipple had an outer thread diameter of 5/8 inches. The original water pump for the 1957 V-8 had a casting number of 3736493. This pump used the larger cad plated nipple for the heater hose. The outer thread diameter for this nipple is 3/4-inches. We should mention that the casting number 9 may look like an 8 in many of the casting numbers found on GM parts, such as: water pumps, exhaust manifolds, engine blocks, etc.

When the original water pumps were rebuilt, a non-flat plate was used to compensate for the different seal assembly that was used to rebuild the water pump (See Photo #3). It is extremely difficult to come up with an original water pump for a car if you are in original or one of the restored original classes. Shafer's Classic Reproductions makes an excellent water pump rebuilding kit with a flat rear plate. This kit uses a special impeller which allows the use of the flat plate. The kit has the correct slotted pan-head machine screws used to secure the flat plate to the backside of the water pump housing. Thus, you can restore a water pump to original by using this kit. These kits are available here at Classic Chevy for \$30.00, just order Part #18-99. (See photo #4).

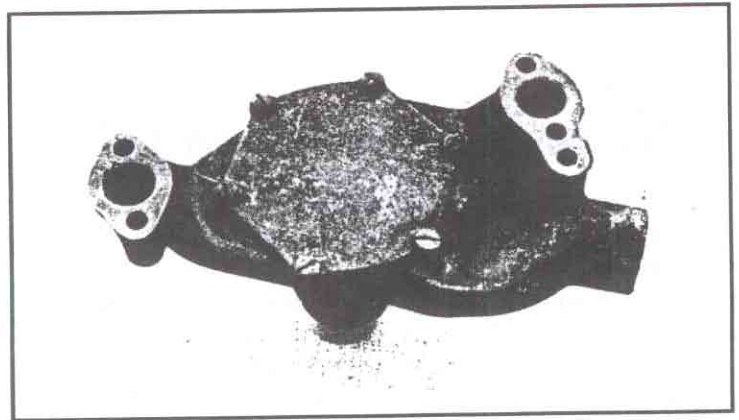


Photo #1 — The correct backing for the water pump

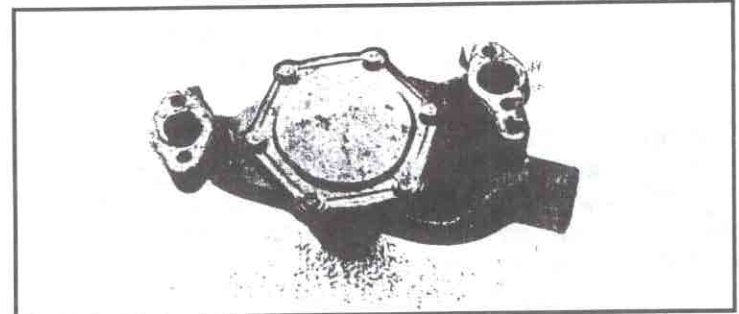


Photo #3 — Incorrect backing

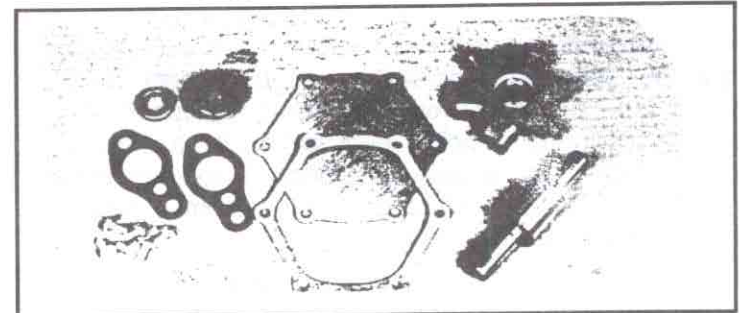
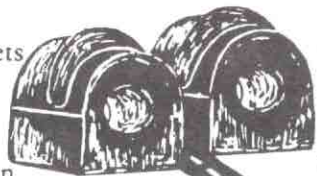


Photo #4 — Water Pump Kit (Part #18-99)

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## Empty Toothpaste Tube - a Handy Tool

— Robert Vugas, Morgan Hill, California

When redoing a fiberglass repair on the rear wheel area of my 1959, I noticed that fiberglass mat had been applied over the wheel opening reinforcement lip and that the excess bonding adhesive ridge had been ground off. To restore this ridge, I used an empty plastic toothpaste tube by cutting off the bottom, cleaning out the inside and then using a small putty knife, I applied approximately a golf ball size portion of bonding adhesive through the bottom. A uniform bead can then be produced by rolling and pressing the tube from the bottom forward.

We have compared them to original and rated them A.A.