

Quejas

Fugas en sello de bomba, Códigos 35 y 38

Quejas Secundarias:

- Códigos Varios de Switch
- Flujo reducido del enfriador
- Volumen reducido de la bomba

Causa

Espacio excesivo entre el cuello y el buje que causa un volumen reducido de la bomba.

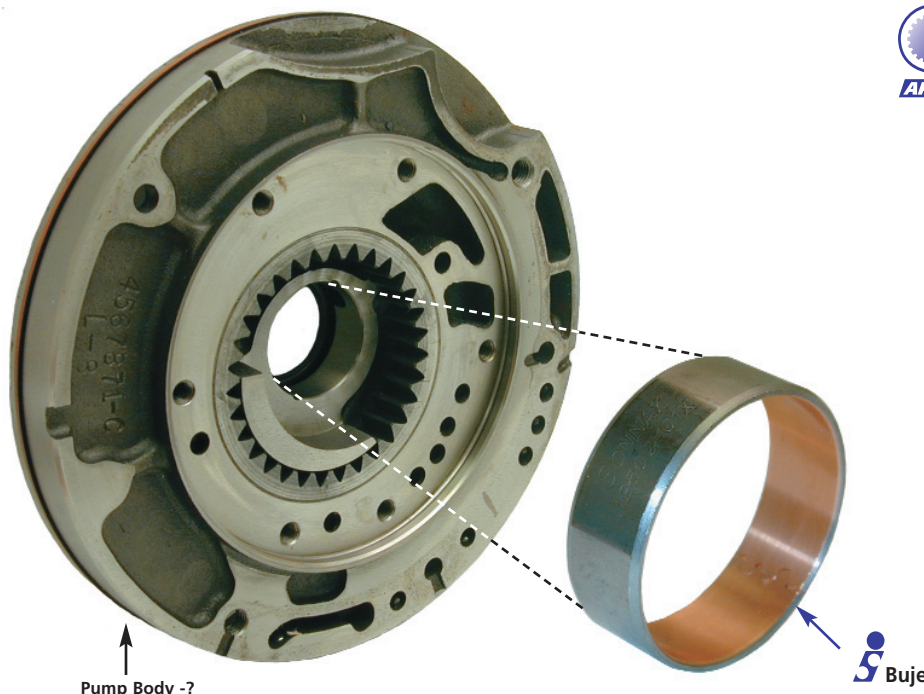
Corrección

Este buje con medidas precisas va a restaurar el espacio necesario para un funcionamiento correcto y también puede bajar la pérdida de aceite.

Part No. 12502-01

5 Bujes de bomba de frente

BUJE DE BOMBA CON MEDIDAS PRECISAS



SONNAX PART SUMMARY

Excessive converter hub to front pump bushing clearance can result in code 38,35, TCC complaints and front seal leakage. The Sonnax pump bushing 12502-01 will restore the clearance necessary for proper operation.

The original Chrysler bushing is machined in place, allowing Chrysler to use a wider tolerance on its pump housing diameters. This wide tolerance is problematic to the rebuilder since it results in a wide clearance range when aftermarket bushings are used. Current aftermarket bushings allow too much clearance for most pump assemblies, allowing on average 10 times more oil loss than the Sonnax design because of excess clearance between the pump bushing and the converter hub. The Sonnax bushings should be used when the housing diameter is greater than 1.6175", which will be in most cases.

INSTALLATION INSTRUCTIONS

Remove the worn bushing from the pump housing using an appropriate bushing driver. Inspect the pump housing bore for any damage. Also inspect the torque converter hub for signs of wear. The hub diameter should be no less than 1.497". Press in the Sonnax replacement bushing, again using the correct size bushing driver. Stake the bushing in place at the two notch locations. Be careful not to raise the surface of the I.D. of the bushing.



Check converter hub to pump bushing clearance after installation. Ideally, clearance should be .003" - .005". Do not use the Sonnax bushing if the clearance is .002" or less.

