

I've dismantled a LHM pump to find out how it works and if there is any possibility of being able to repair one. The answer to the repair question is very unlikely. However it should be possible to change the pulley. Different pulley sizes are used.

What surprised me was the way the unit is assembled. The cover of the pump is just 'pushed on' to the body and there is a rubber sealing ring (green painted) to provide the LHM seal. It was difficult to remove and I resorted to cutting it with an angle grinder!

The pulley is a shrink fit on to the shaft and it should be possible to remove it by applying a lot of heat to the boss. I was really surprised to find no keyway or other means of transmitting power to the pump, the cut away drawing clearly shows this, but then again starter ring gears are only shrunk on to flywheels.

The shaft is supported by a conventional ball race at the front and by a needle roller at the rear.

Inside the pump are 5 separate pistons driven by an angled plate. In the pump I dismantled one of these pistons was stuck and probably explained why the pump was useless!

Wear can be clearly seen on the valve discs.

Bob Smith













