

# K Bike Water/Oil Pump Rebuild Using New-Style Seals Update #3

By Nick Stokes

Original Article Jon Diaz May 2003 (Updated July 2002)

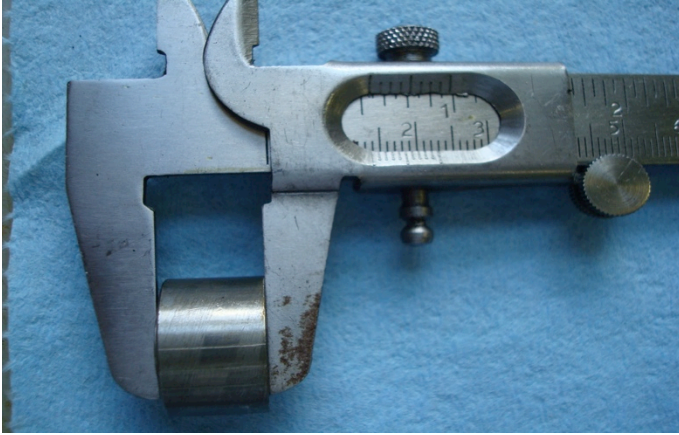
#2 Update - Don Forsman (May 2003)

Thanks to both Jon and Don for the excellent procedures and pictures. This update is not to correct nor expand their procedures but to ensure it is widely known that an update to the second-generation slip-ring seal requires the updated spacer bushing.

My 1993 K75S (11/92) developed a small coolant leak after about 66K miles. After replacing all the parts listed in the previous procedures I had a worse leak. Further research and assistance from others on the tech-list led me to believe that the spacer bushing had been updated at the same time as the slip-ring seal.



The original seal on my K75S used a spacer bushing 14mm long.



This spacer bushing is too long for use with the new slip-ring seal.

You must have spacer bushing #11511464902 which is 10mm long for use with slip-ring seal #11411741870.



After using the new spacer bushing with the new slip-ring and spacer bushing, no leaks.