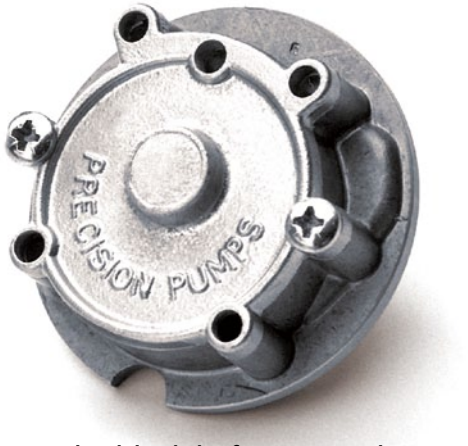
FITTING INSTRUCTIONS

Oil pump

Partnumber: 013.547



The pumps are thoroughly cleaned when assembled, so only priming the pump is necessary prior to fitment. A precautionary testing of the pump prior to priming is recommended - merely turn the rotor using thumb and forefinger engaged on the pump drive. It should turn freely. If it does not, it will be necessary to strip the pump down to make sure no debris is causing the problem. Make careful note which way up the annulus fits and ensure it goes back the same way. Prime the pump with preferably engine building lubricant (less likely to drain away before start up is effected). If not properly primed, oil pressure may not be obtained; crankshaft and bearing damage may result.

Make sure the retaining bolts do not bottom out in the relevant tapped holes in the block before securely clamping the pump to the block. Any air leaks caused by using bolts that are too long will cause oil pressure deficiencies, drain-down and oil supply problems. Do not over-tighten the retaining bolts - the torque setting is only 8-10 lb ft. Over-tightening will cause the same problems detailed above by causing the gasket to split.

The pump should only be fitted once the rest of the engine has been assembled - block assembly, timing gears, cylinder head and gearbox and after initial valve clearances have been set. Once the engine is fitted into the car, turn engine over on starter in short bursts with spark plugs removed until oil pressure is achieved before finally starting the engine.
The oil pump is the heart of the engine - literally. If it malfunctions or fails, so will the engine. The results can be catastrophic and costly so investment in a decent oil pump is essential - particularly on tuned engines that are likely to see more arduous use than the standard one.

An especially effective and high capacity ‘four into five’ rotor and annulus is used in conjunction with efficient porting throughout the whole range, ensuring maximum flow at all rpm levels (although nearly 40% of all oil pumped is dumped straight back into the sump via the oil pressure relief valve) - the same style as used on the old steelbacked design Holbon Eaton pump.