

## OIL PUMP INSTALLATION

Make sure that you are installing the proper Oil Pump with the right camshaft in your engine! The proper oil pump is determined by the style of the camshaft being used. There are 2 styles of Camshafts being used in V.W. Engines. The first type is the one displayed in Figure A. This type is known as the 3 rivet type mostly used on all 1200cc engines from 40 HP, to 1600cc DP up to 1971. This type of cam uses our pump #9206. The other type of cam in Figure B is the camshaft that is used on 1600 DP engines from 8/71 on.

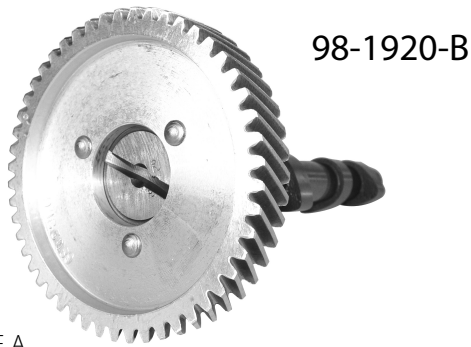


FIGURE A  
3 Rivet Flat Style Cam Fits  
Early Application Pump  
#MB 9206

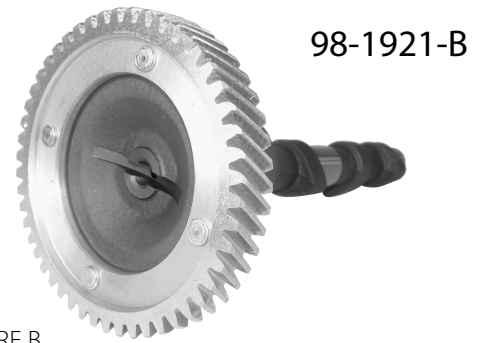


FIGURE B  
4 Rivet Dish Late Cam uses  
Application Pump #MB 9207

Installing the new oil pump is just about the same as installing a stock type oil pump. Special length bolts have been supplied to replace the stock mounting studs. Make sure when you install the new oil pump, that both the case surface and the pump surface are thoroughly clean. Apply Permatex or Gasegacinch to the mating surface of the pump and the block and install the new gaskets with the pump. Do not use assembly lube on the front cover assembly.

MB 9206



FIGURE C

Install your pump as shown in Figure C. The Filter is designed to be installed to the left side of the engine only (9:00 o'clock position). If pump is installed improperly it will result in **SEVERE DAMAGE** to pump and engine. Before starting engine, disconnect coil or condenser wire. Crank engine over until oil pressure light goes out or oil pressure gauge shows oil pressure. Then reconnect primary or coil wire and start engine. Let engine run for 10 minutes and check for leaks.