

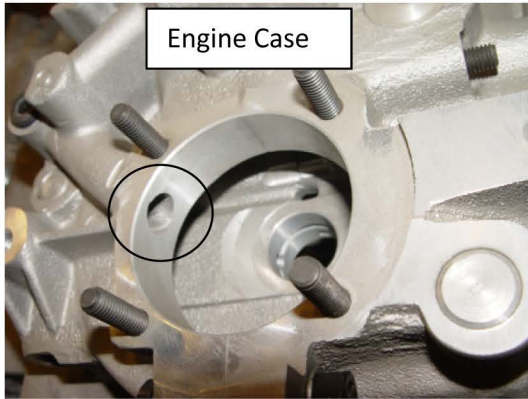
Instructions for Full Flow Oil Pump/Cover System

Part Numbers 16-9714, 16-9716 & 16-9718

THIS OIL PUMP MAY ONLY BE USED IN A FULL-FLOW SYSTEM....THE OIL RETURN PASSAGE HAS BEEN BLOCKED.

The Oil Return Port in the Engine Case must also be Threaded and Plugged to route oil thru the Full Flow Front Cover. The Engine Case must also be threaded for Full Flow Oil Return or a Full Flow Adaptor (Pt#16-9517) may be used.

We suggest using an Aluminum Plug on the Engine Case and aluminum Oil Pumps....and a Steel Plug on Steel Oil pumps (Plugs are not included).



1. Locate and identify the Oil Return Port on the Engine Case. Looking at the Pulley Side of the case, the Oil Return Port will be the Upper-Left Port.
2. Tap Oil Return Port for $\frac{1}{4}$ " NPT Plug. Run the tap in as far as possible and be certain to deburr. Make certain Tap and Plug size/threads match.
3. Plug should be recessed enough so as not to interfere with pump installation.
4. Thoroughly clean engine case.
5. Or...use Full Flow Adaptor (Pt#16-9517) if installing on an assembled engine. This is for Engine Case Only.

NOTE: It is NOT recommended to thread the Oil Return Port on an assembled engine case.

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