

# Instructions for Full Flow Oil Pump/Cover System

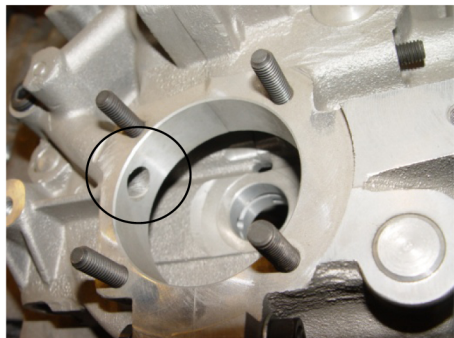
Part Numbers 16-9715, 16-9717 & 16-9719

**FAILURE TO FOLLOW THESE DIRECTIONS MAY RESULT IN LOSS OF OIL PRESSURE AND SUBSEQUENT ENGINE DAMAGE.**

Oil Return Ports in both the Engine Case and Oil Pump must 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. Identify Oil Return Port on Oil Pump and Engine Case.
  - a. Engine Case: Looking at the Pulley Side of the case, the Oil Return Port will be the Upper-Left Port.
  - b. Oil Pump: With the Drive Gear on Top, the Oil Return Port will be the Upper-Left Port



Engine Case



Drive Gear



Oil Pump

2. Remove Gears from Oil Pump
3. 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.
4. Plug should be slightly recessed but not so far as to interfere with pump gear.
5. Thoroughly clean pump body and reassemble.
6. Locate Oil Return Port on Left Half of Engine Case.  
NOTE: It is NOT recommended to thread the Oil Return Port on an assembled engine case.
7. 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.
8. Plug should be recessed enough so as not to interfere with pump installation.
9. Thoroughly clean engine case.
10. Or...use Full Flow Adaptor (Pt#16-9517) if installing on an assembled engine. This is for Engine Case Only.