

SRM HIGH DELIVERY OIL PUMP A7 A10

Fitting & Priming Instructions FOR BSA A7 A10

Congratulations on purchasing SRM's High Delivery Oil Pump.

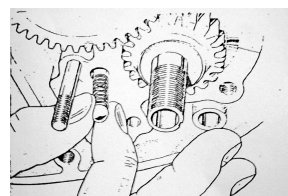
When fitting the pump follow these instructions carefully and it will give years of trouble free service. We DO NOT recommend the fitting of any obstruction in the oil lines such as filter kits or non return valves! The pump demands more oil from the oil tank and any restriction in the flow will be end in disaster!

Before fitting the new pump you must be 100% sure that the oil system is free of any particles that might damage the internals of the pump. Drain the oil tank and the crankcase sump. (The SRM Sump filter kit is an advantage making draining the sump a breeze). For the best results the oil tank needs to be thoroughly cleaned and dried - ideally with a pressure Washer. We also recommend fitting a new Pressure Release Valve also available from SRM part Number SRM-71.2370

NB As the oil pump is a new item and made to tight tolerances the pump maybe tight to turn or have a tight spot, this is normal and will bed itself in , each pump is tested on our test bed for oil flow and pressure at different rpm. Do not try and turn pump by hand using the rev drive tabs, or turn pump the opposite way to its normal rotation.

Fitting the Oil Pump

1.Remove old oil pump by undoing the three securing nuts and then remove the three studs.



1. Re-fit the oil pump ball and spring A7,A10 Needle Roller Converted engines ONLY, (Ignore if your engine has the standard plain main bush.). Use grease on the pump to locate the ball bearing.

2. Offer up the new pump to the Clean gasket area then fit a new greased gasket (supplied)Note use only the gasket supplied, (DO NOT use any other washers or oil pump will be distorted). and fit using the new Allen bolts supplied.

3. Carefully tighten the bolts evenly to avoid tilting the pump. Torque to 11Nm or 8ft lbs

4. Re-fit the oil supply pipes and refill the oil tank with clean oil. Re-fit the timing cases using new gaskets.

(On some A10 engines, the inner timing cover can make contact with the Oil pump due to casting irregularities. In these circumstances some material may need to be removed from the cover for correct fitment to be achieved.

Priming the oil system Note we cannot stress the utmost importance of this !

The oil system and pump must be primed with fresh oil before the engine is started. Ensure the engine is switched off, remove the spark plugs, then using the kick start gently spin the engine to prime the pump. Keep turning the engine over using the kick start until a good flow comes through the PRV housing. Refit the Pressure Release Valve. Refit the spark plugs.

Note (New engine builds - using an oil can, fill the FEED oil line with fresh oil whilst turning the engine over with the kick start). Continue this operation until you see fresh oil from the hole where the PRV fits. Refit the PRESSURE RELEASE VALVE. Connect the FEED oil line to the oil tank and fill with fresh oil to the correct level. The system is now primed. If the procedure is not carried out, the engine will be running with no oil feed to the bearing shells, it will destroy them very quickly.

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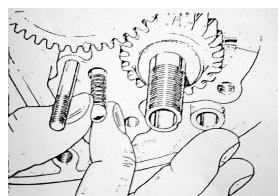
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