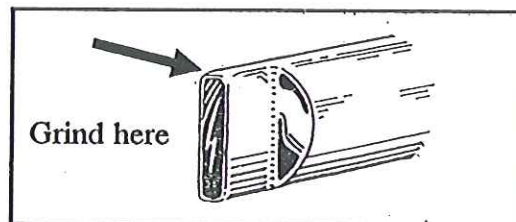


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OIL PUMP REINFORCING RING

The oil pump reinforcing ring is a derivative of ipd's racing experience. To put it simply, it works - and it's easy to install. Follow these simple directions and add that extra insurance to your engine rebuild.

- Assemble oil pump according to manufacturers specifications. Be sure you have thoroughly oiled the pump before you begin tapping on the ring.
- Inspect the reinforcing ring. You will note one end has an internal bevel. This bevel is to help start the ring over the shaft.
- Holding the pump with one hand, set the ring over the shaft (beveled side first), using a pressing action. Once you have it started, tap it all the way on using a BRASS or PLASTIC hammer. Gentle but firm taps will do it.
- BEFORE you install the pump: Check that the shaft turns (counter clockwise) freely. Check that the distributor drive shaft slides into the oil pump slot. (Usually you will need to grind a little off the O.D. of the shaft to clear the reinforcing ring. Don't grind too much, just enough for easy installation)
- Install the pump as per manufacturer's specs. We recommend you "prime" the oil system with ipd's oil pump priming shaft (#2T9500) before you start the engine.



To remove the ring, simply remove the oil pump lid, then gently tap on the shaft with a hammer and brass punch. The ring can be reused.

Service Tip: When rebuilding an engine, and/or installing the distributor gear, check the brass bushing in the block for excess play. If it has excessive clearance (.025 - .040") it should be replaced. A badly worn bushing can cause ignition timing fluxuation and harmful pounding between the camshaft and distributor drive gears. When installing the new bushing, be sure to align the oil hole in the bushing with the oil hole in the block. During an IMSA race one weekend, we had a series of broken distributor drive gears. This, we found later, was caused by a badly worn block bushing. Now we carefully check the bushing on a regular basis.