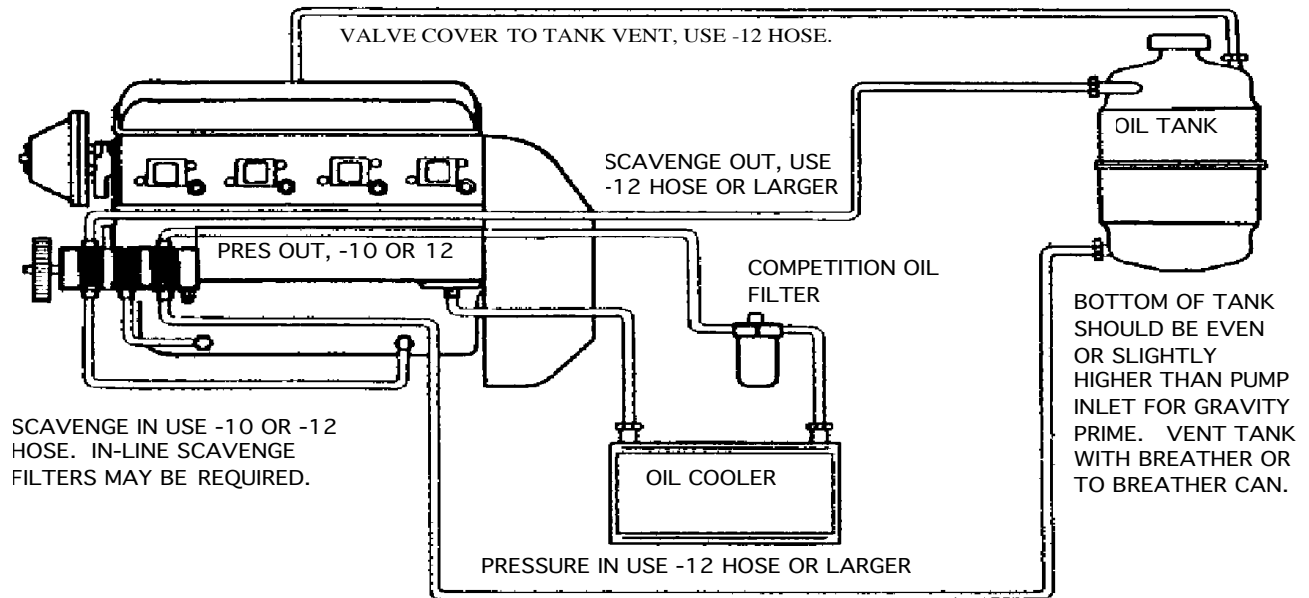


PLEASE READ THE FOLLOWING INFORMATION BEFORE INSTALLING YOUR NEW DRY SUMP OIL PUMP!

Your dry sump oil pump is either a three (3) stage pump with two (2) scavenge sections and one (1) pressure section, a four (4) stage pump with three (3) scavenge sections and one (1) pressure section, or a five (5) stage pump with four (4) scavenge sections and one (1) pressure section. The dry sump pump is just one part of your dry sump oiling system. As the diagram below indicates, other necessary parts of your dry sump system are a dry sump pan, remote oil tank, a high performance oil filter, oil pump drive kit and necessary plumbing to attach all oil system components. An oil cooler may be necessary depending upon the type of racing you are doing. Also if your dry sump pan does not have screened oil pick-ups, scavenge filters should be used to catch harmful debris before it reaches the pump.



DRY SUMP PUMP - The following is an overview of certain things you should be familiar with on your dry sump pump and its installation. Since each dry sump system is different based on the type of racing and the components involved, it is important for you to discuss the specifics of your dry sump system with an expert familiar with your type of racing prior to the initial fire-up of the engine.

1. Your dry sump pump comes with -12 fittings for the scavenge in, scavenge out and pressure in lines. A -10 or -12 fitting is used for the pressure out line. All scavenge sections are internally cross-ported on the scavenge outlet side, allowing you to run single or multiple lines from the oil pump to the oil tank without pump modifications. If only one scavenge line is used, plug the other scavenge sections using a -10 or -12 plug depending on the port in the sections.
2. Your pump is designed to bolt directly to the front of the engine by using threaded accessory holes or adapters as necessary. Depending on your engine accessories (water pump, alternator, etc.), it may be necessary to fabricate spacers to move the pump forward in order to properly align the oil pump drive pulley to the crank drive pulley.
3. Since you are using a dry sump pump, the standard oil pump is not used. In order to prevent oil leakage from the passage where the stock oil pump feed the system, it is necessary to block the passage.
4. The oil pressure return line to the engine is usually returned to the stock oil filter pad. Some blocks may also have provisions for other inlet points.
5. Prior to initial start-up, make sure all components of your oiling system are clean. Any debris or engine trash left in the system could severely damage your new pump and/or your motor. Also, in order to prevent damage to the bearings on initial start-up, the oil system must be primed. To do this, install the pump on the motor, correctly attach all lines of the oiling system and turn the pump drive shaft clockwise with a hand drill until a constant pressure is read on the oil pressure gauge.
6. Once the system is installed to adjust the pressure to the desired PSI, loosen the nut on the pressure regulation screw and turn screw in for more pressure or turn screw out for less pressure. After the desired pressure is achieved, tighten the nut to keep the screw secure.