

American Cycle Fabrication's Oil Pump Upgrade

Designed to improve cylinder, piston and general cooling on all Harley Davidson Flathead Motors. Has capability of running oil injection-squirters.

*****These pumps are Bonneville Tested and a Proven Achievement*****

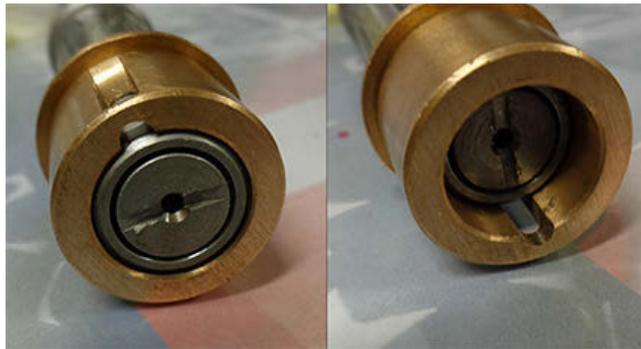
There are **3 different versions** of a Flathead pinion shaft.

1. One has a plug pressed in it.
2. One has a grub screw.
3. One has a countersunk left hand screw.

There are also different ways to do the 360° oil conversion.

The way we do it is to flood the back of pinion bushing which then allows the oil to get to the end of the shaft rather than the side.

We achieve this by grinding a slot from the existing oil slot to the back of the bushing.



Then to get oil into pinion shaft you will need to, depending on which shaft you have, drill a hole. The shaft with a plug pressed in simply gets drilled with a **.090** hole. **(3/32)**

If you have the shaft with the grub screw or left hand countersunk screw you can remove the grub screw or the left hand screw and again drill a **.090** hole. **(3/32)**



The last step in the way we achieve 360° Oiling is to plug the relief hole Harley drilled in 1938 and later cam covers.

If you flood the back of the bushing with the relief hole open you will lose all pressure out of that relief hole and starve the flywheels for oil.

The very early covers do not have this hole drilled.
We plug that relief hole with an 8-32 grub screw (Not Drilled).

You only drill the grub screw that goes in the end of the pinion shaft.



Another way to do 360° oiling is to put a groove all the way around the pinion shaft.



This requires the shaft to be in your hand,
as it is very hard to do on an engine that is together.

If this is the method you chose we still recommend that you plug the relief hole
in the cam cover if it is there.

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