Parts Required

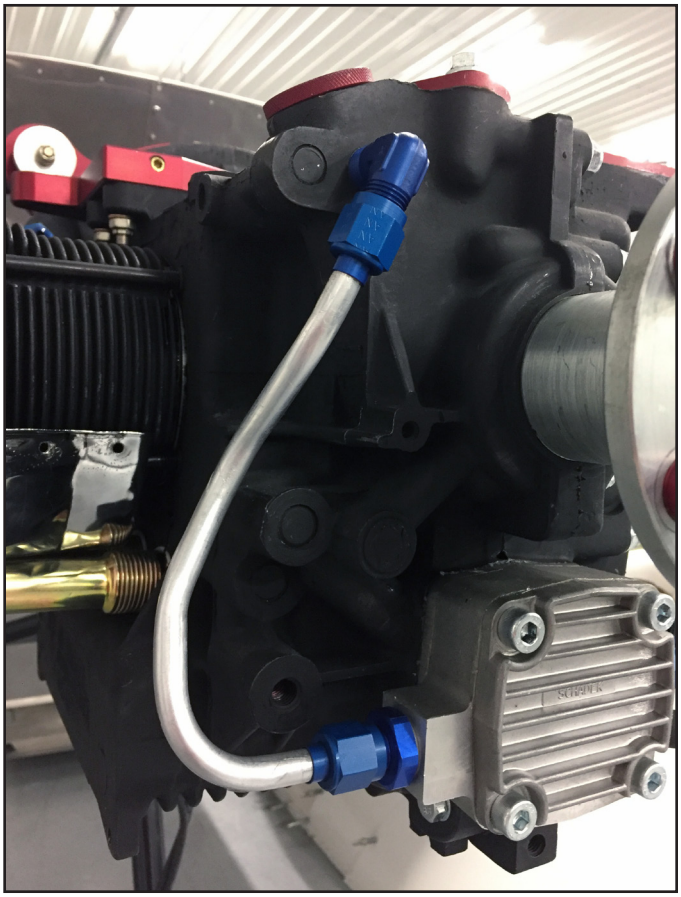
__ Coupling Nut, AN818-6D, (Qty. 2)
__ Coupling Sleeve, AN819-6D (Qty. 2)
__ Elbow, 90-degree, 1/4 NPT to 37-degree Flare, AN822-6D, Qty. 1
__ Aluminum Tubing, 3/8 OD x .035 3003-O, approx. 24"
__ ACV-T05-44, -6 AN Flare to 16mm x 1.5 Fitting Adapter, Qty. 1
__ ACV-T05-45, Crush Washer, Qty. 1

Installation Instructions:

Important. Never use teflon tape on any oil system connection as it may block oil flow. Use teflon paste on all NPT pipe threads. No paste should be used on the threads of a flared tubing connector.

__ 1. **IMPORTANT: If you are performing this step on an assembled engine care must be taken to prevent debris from entering the crankcase.**

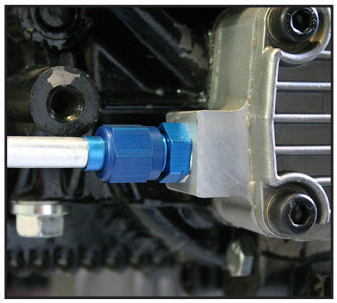
Drill and tap a 1/4 NPT hole centered approximately 1.5" below the oil filler port. The 90-elbow will be installed in this hole in step 2. See photo below.



Oil line from the right port of the secondary oil pump to a hole tapped in the engine case approximately 1.5" below the oil fill cap.

__ 2. Install the 90-degree elbow / flare fitting in the engine case.

__ 3. Install the ACV-T05-44 -6 AN to 16mm Fitting Adapter with an ACV-T05-45 Crush Washer in the right hand port of the Secondary Oil Pump.



__ 4. Place a Coupling Nut and Coupling Sleeve one end of the aluminum tube and flare that end of the tube with a 37-degree flaring tool. This end be attached to the oil pump.

__ 5. Form the tubing so it is routed near the case and as directly as possible to the 90-degree elbow. When the cooling baffles are installed this tube will need to pass through a hole in the baffle and be protected by a grommet.

__ 6. Place a Coupling Nut and Coupling Sleeve on the free end of the aluminum tube.

__ 7. Confirm the tube is correctly formed and trimmed and flare the end of the tube with a 37-degree flaring tool.

__ 8. Secure the tube assembly to the 90-degree elbow on the engine.

