

1981 OIL PUMP/CRANKCASES 1200/1340cc MODELS

1981 Oil Pump Changes

1981 1340cc engines feature a new style oil pump with improved pressure regulation. The new oil pump assemblies feature a larger relief hole in the cover as shown in Figure 1. All new style covers with the larger relief hole will work with 1973 and later style oil pump bodies. See the 1981 Parts Catalogs for the correct part numbers.

See Figure 2. The new style oil pump body is fitted with a PIN, Part No. 223, in the pressure relief tower. This pin protects the spring from excessive compression on initial start up. Also new for 1981 is the tower PLUG, Part No. 26263-80, and O-RING, Part No. 11105. This plug and O-ring are also used above the new CHECK BALL SPRING, Part No. 26262-80 (not shown in Figure 2). Both plugs should be torqued to 5-15 ft-lbs. Do not use these plugs on 1980 or earlier style pumps.

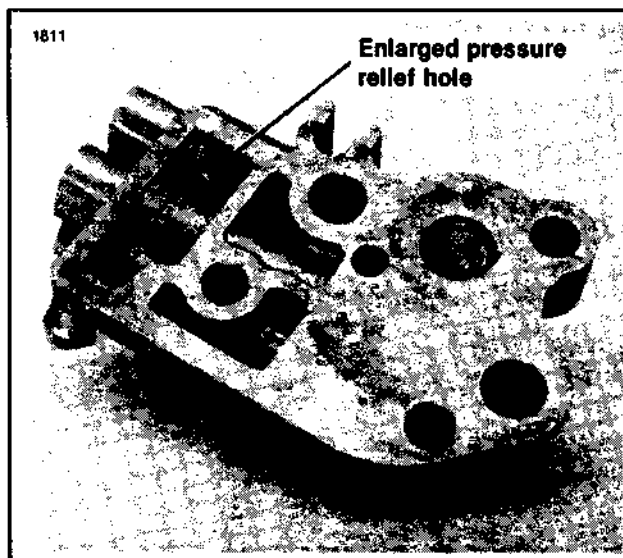


Figure 1. New Style Oil Pump Cover

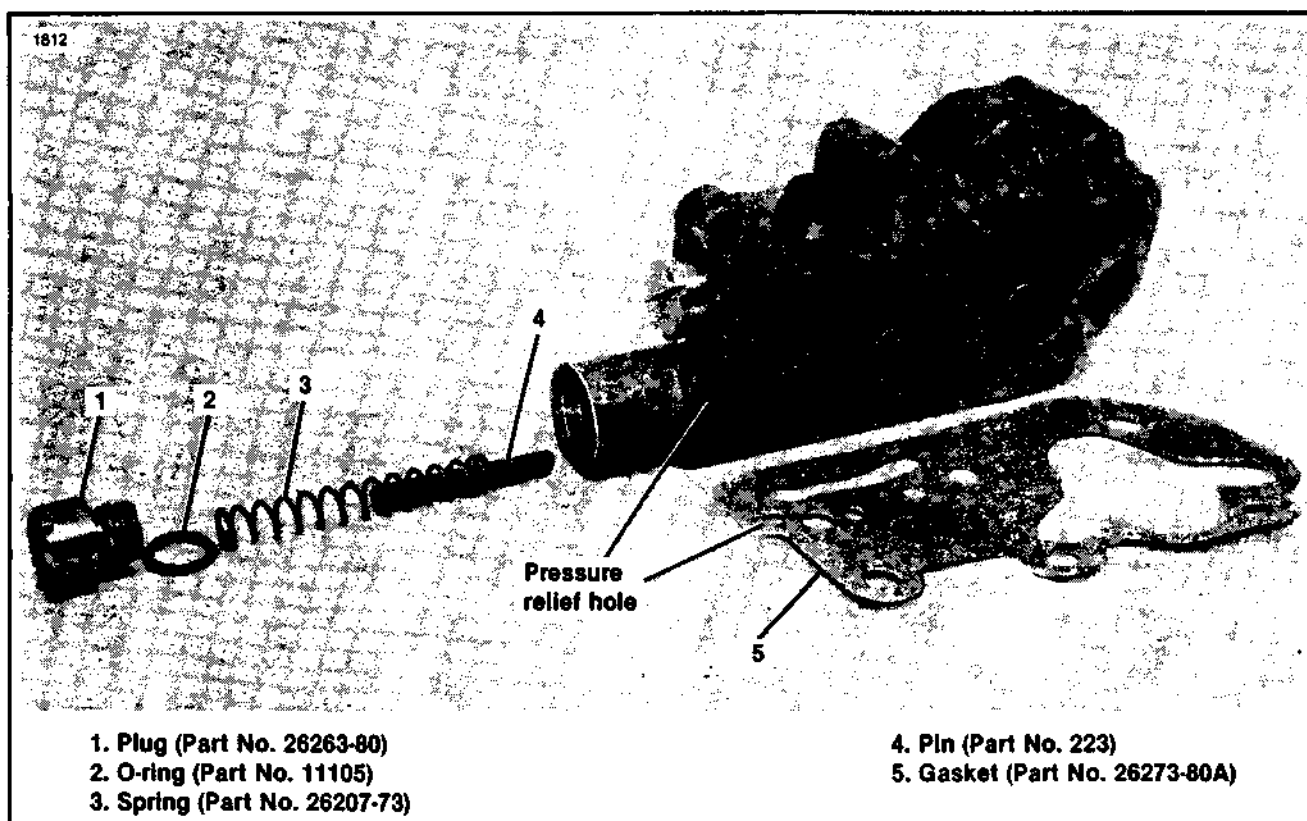


Figure 2. New Style Oil Pump Body & Gasket

ROUTING:	SERVICE MANAGER	SALES MANAGER	PARTS MANAGER	CHIEF MECHANIC	MECHANIC NO. 1	MECHANIC NO. 2	MECHANIC NO. 3	MECHANIC NO. 4	RETURN THIS TO:
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The main feature of the 1981 style oil pumps is the added pressure relief hole in the pump body near the pressure relief tower. See Figure 2. This hole aligns with a hole in the crankcases and provides for improved oil pressure control.

This pump body can be fitted to 1968-1980 style crankcases provided the cases are drilled to match. See Figure 3. This is accomplished with the use of a DRILL JIG KIT, Part No. HD94461-81, as shown in Figure 4. The kit includes four screws which properly align the jig to the crankcases.

NOTE

DRILL JIG KIT, Part No. HD 94461-81, was originally supplied with four 1/4-20 in. screws. These screws will not fit 1968 through 1978 crankcases. Use two HEX HEAD SCREWS, 1/4-24 in., Part No. 18669-53, in these applications. Any new drill jig kits purchased will come complete with both thread types.

For older crankcases with the two oil pump studs, as shown in Figure 4, mount the jig as shown. On newer

crankcases without studs, use all four screws for proper jig alignment. Be sure to tighten the jig securely to the crankcase surface. Drill this hole all the way into the gear case compartment using a 5/32 in. drill bit. Be sure to remove all shavings before reassembling the engine.

NOTE

An early style oil pump body, Part No. 26222-73, is also available for use on 1973 through 1980 engines. This is a pump body only, without gears, check ball, relief valve, etc. When replacing an oil pump body on a 1973 to 1980 engine, drilling the crankcases will not be required when using this pump body. Also, this body can be used with either early or late style oil pump covers.

The 1981 style pumps use paper gaskets. The cover gasket is the same one used on late 1980 pumps. The BODY GASKET, Part No. 26273-80A, has a raised portion and a hole to match the pump and cases. See Figure 2. These gaskets can be used on any 1973 and later oil pump provided the cover is designed for paper type gaskets. See Service Bulletin M-771 for details regarding the use of paper gaskets.

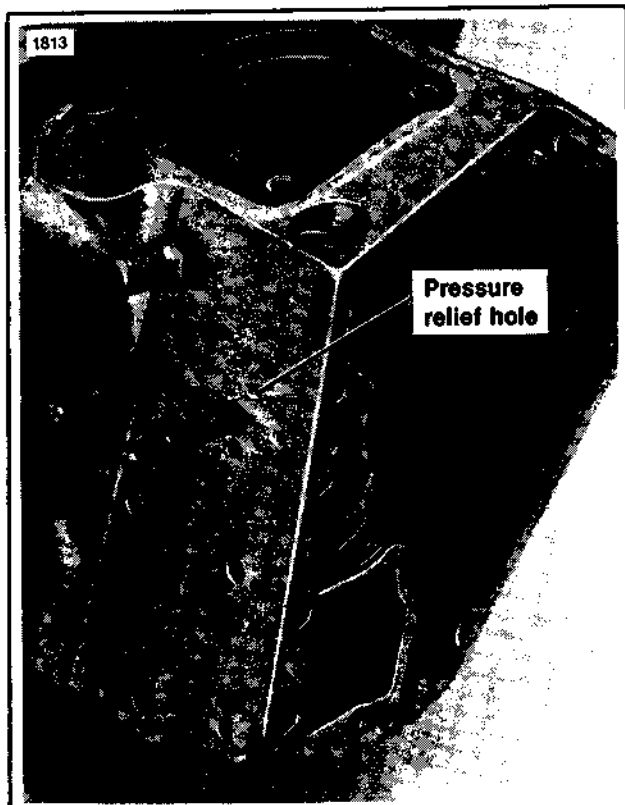


Figure 3. Drilled Old Style Crankcase

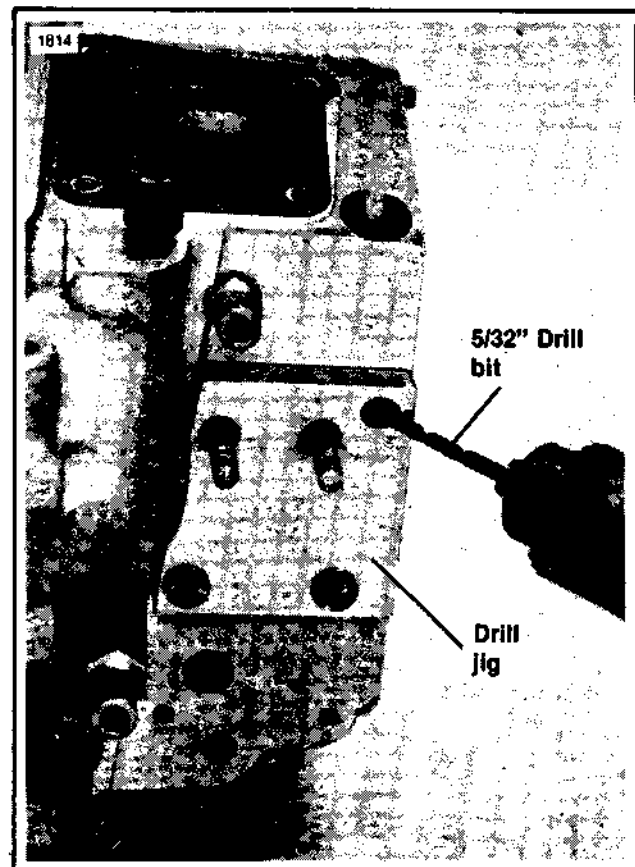


Figure 4. Drilling 1980 and Earlier Style Crankcases

1200/1340cc Crankcases — 1981 Models

As mentioned earlier, the new style crankcases have a pressure relief hole to accommodate the 1981 style oil pumps. Since the 1980 and earlier style crankcases are no longer available, the new cases are supplied with a TAPERED PLUG, Part No 723. See Figure 5. Use this plug to seal off the pressure relief hole only when you do not use the 1981 style oil pump. Tap the plug into the hole using a punch so the plug is just below the crankcase surface. See the 1981 Parts Catalog for correct part numbers.

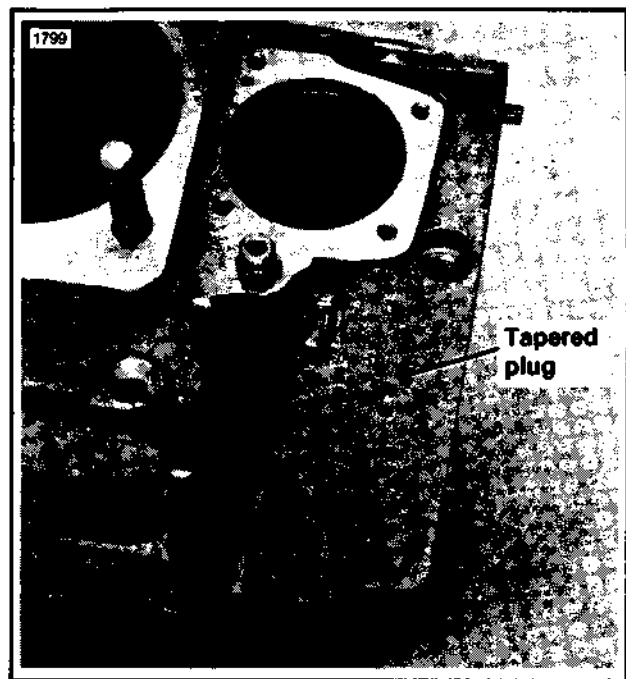


Figure 5. 1981 Style Crankcases With Tapered Plug