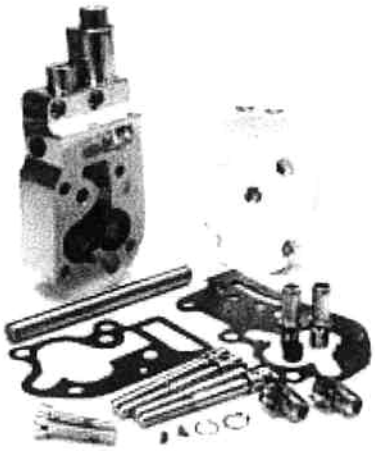
No.1752-IS

Rev A
3/00

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Instruction Sheet For Part NO.1752, 1753, 1754 and 1755

Billet Oil Pump Assembly



JIMS® FULLY C.N.C. MACHINED POLISHED BILLET OIL PUMPS ASSEMBLY

FEATURES:

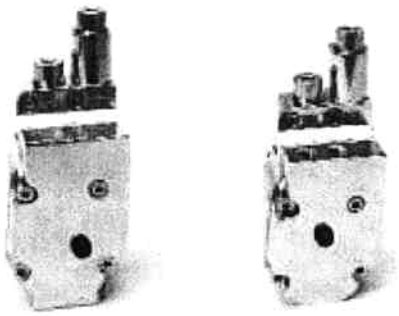
- This Flow Pro 1 will give an increase in oil return (scavenge) volume over stock pumps. Thus increasing horsepower by decreasing drag on the flywheels and other rotating parts.
- Choice of end cover for custom or stock oil line connections.
- Cover and body are polished Billet 6061-T651 aluminum C.N.C. machined to exact tolerances for the most durable, strong and wear resistant oil pumps.
- Matched feed and return gears individually matched to each body.
- Available for late 1973-present Single Cam Big Twins, use on 74" to 140" motors. 1981-present bolts on with no modification. Note: 1973-1980 cases will require a simple drilling for oil drain hole by using JIMS® tool No.2286, see tool section in this catalog.
- No provisions are provided for front or rear chain oiling.

No.**1754** - *Oil pump assembly, Use on Big Twin 1973-91*
Has top feed and return connectioins.

No.**1753** - *Oil pump assembly, Use on Big Twin 1992-present*
Has bottom feed and return connections.

No.**1755** - *Oil pump assembly, Use on Big Twin 1973-91*
Has bottom feed and return connections.

No.**1752** - *Oil pump assembly, Use on Big Twin 1992- present,*
Has top feed and return connections.



IMPORTANT NOTICE

Chrome plating is not recommended by JIMS®. The chroming process and contaminates are very sensitive to oil pump therefore JIMS® voids all warranty if the pump is plated.

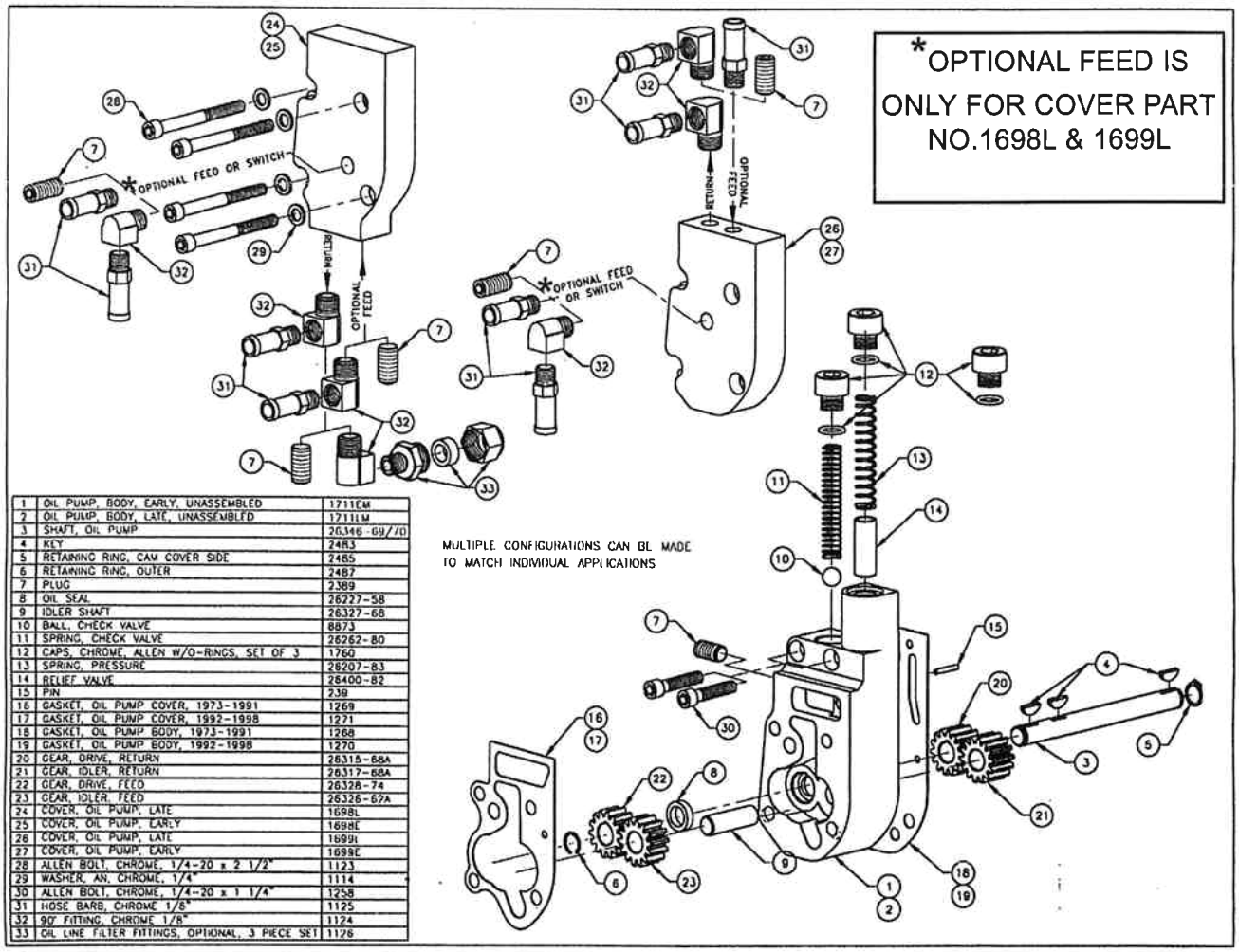
Before starting the installation of your new oil pump please read the following instructions: (Warning: disconnect battery)

1. Refer to H.D.® Service Manual for specifications and for the removal and installation of oil pumps.
2. To install JIMS® Oil Pump No. 1754 & 1755 on Big Twin cases 1973-1980 a simple drilling procedure will be required for pressure relief by using JIMS® Tool No. 2286.
3. After removing old oil pump, thoroughly clean complete oil pump mounting surfaces. If you're going to use your oil pump shaft that is still in cases; NOTE: Inspect oil sealing surface , key ways, retaining ring groove and that the oil pump drive gear in gear case is still locked to shaft. Install oil pump in reverse order, following H.D.® Service Manual for specification.
4. If installing JIMS® Oil Pump Shaft No. 26346-69/70 (3)(remove cam cover, inspect oil pump case bushing for wear limits, per H.D.® Service Manual specifications.) If case bushing is at service wear limits, ream for JIMS® oversized +.005 oil pump shaft, No. 1719 (not supplied in this kit). Install retaining ring No. 2487 (6) with JIMS® tool No. 1052 to the end of shaft (3) having two keys (4). NOTE: Make sure ring (6) is seated. Apply a small amount of assembly lube to oil pump shaft (3). Next install one key No. 2483 (4), in the key way closest to retaining ring (6) you installed. Follow by slipping gear No. 26328-74 (22)over shaft (3) and key (4), stopping at retaining ring(6). Apply small amount of lube to shaft (3)and seal (8) I.D., slip shaft from front side of pump body through seal until gear is to the inside of pump body. NOTE: Be gentle while pushing shaft (3) through the seal (8). Turn shaft (3) to give clearance for installing one key No. 2483 (4), into shaft (3), slip gear No. 26315-68A (20) over shaft (3) (on the inside of the pump), slip gear No. 26326-62A (23) over idler shaft No. 26327-68 (9) next to gear No. 26328-74 (22). Next slip gear No. 26317-68A (21) next to gear No. 226315-68A (20).
5. Turn shaft by hand while holding gears in place to check for any binding. If binding is present remove one gear at a time from idler

shaft (9) and clock in a different position until gear moves freely.

6. Place new body (1) to case gasket No. 1268 (18) for the 1711E (1)or 1270 (19) for the 1711L(2), with a small amount of JIMS® No. 1104 Hylomar on one or both sides of the gasket onto oil pump body. Apply a small amount of assembly lube to the oil pump shaft. (Caution: test gasket fitment to pump body before applying sealer). Slip shaft (3) through case bushing, at the same time holding oil pump shaft drive gear to receive oil pump shaft (3). The gear will slip over the shaft as the pump is being installed against case. Hold pump in place with the two lubed bolts No. 1123 (28), just hand tighten for now. Place new outer gasket No.1269 (16) for the 1711E (1) or No. 1271 (17) for the(2) 1711L (with small amount of JIMS® # 1104 Hylomar on one or both sides of the gasket) onto oil pump body. (Caution: test gasket fitment to pump body before applying sealer) Place your new outer cover cleaned and plumbed for your application, and ready to install with gasket (16 or 17) in place with the four lubed bottom bolts No. 1123 (28) and washers No. 1114 (29). Before tightening bolts turn oil pump shaft so the key way is at about 9 o'clock or key way is facing you in cam cover. At this time you can install the new key No. 2483 (4) followed by locaring No. 2485 (5), sharp side of lock ring facing outward, you may have to rotate motor to get the key way (4) in the gear to line up with the key way (4) in the shaft (3)). Only if your pinion shaft pump drive gear is installed.
7. Tighten bolts (28 and 30) to H-D® specification (90 - 120 inch pounds), tighten in 30 inch pound increments. Rotate oil pump drive gear to check for any binding. (Note, this is only if your pinion shaft pump drive gear is removed.) All of JIMS® pump gears are matched to eliminate any binding between gears. Note: most oil pumps will need to be primed. To do this remove the check ball cover screw (12) to relieve spring pressure so oil can drain from the oil tank. Reinstall check ball cover as soon as oil is at the spring bore. Some models may need to have air pressure applied to the oil tank to purge the feed line. (CAUTION: use 5 psi maximum).

CAUTION: Before initial start up be sure oil pressure is showing on oil pressure gauge by removing the spark plugs and turning the motor over several times until oil light goes out and or until oil is returning to the oil tank or return line.
STOP: You must have oil pressure to your engine or internal damage will occur.



1	OIL PUMP, BODY, EARLY, UNASSEMBLED	1711EM
2	OIL PUMP, BODY, LATE, UNASSEMBLED	1711LM
3	SHAFT, OIL PUMP	26346-69/70
4	KEY	2483
5	RETAINING RING, CAM COVER SIDE	2485
6	RETAINING RING, OUTER	2487
7	PLUG	2389
8	OIL SEAL	26227-58
9	IDLER SHAFT	26327-68
10	BALL, CHECK VALVE	8873
11	SPRING, CHECK VALVE	26262-80
12	CAPS, CHROME, ALLEN W/O-RINGS, SET OF 3	1760
13	SPRING, PRESSURE	26207-83
14	RELIEF VALVE	26400-82
15	PIN	239
16	GASKET, OIL PUMP COVER, 1973-1991	1269
17	GASKET, OIL PUMP COVER, 1992-1998	1271
18	GASKET, OIL PUMP BODY, 1973-1991	1268
19	GASKET, OIL PUMP BODY, 1992-1998	1270
20	GEAR, DRIVE, RETURN	26315-68A
21	GEAR, IDLER, RETURN	26317-68A
22	GEAR, DRIVE, FEED	26328-74
23	GEAR, IDLER, FEED	26326-67A
24	COVER, OIL PUMP, LATE	1698L
25	COVER, OIL PUMP, EARLY	1698E
26	COVER, OIL PUMP, LATE	1699L
27	COVER, OIL PUMP, EARLY	1699E
28	ALLEN BOLT, CHROME, 1/4-20 x 2 1/2"	1123
29	WASHER, AN, CHROME, 1/4"	1114
30	ALLEN BOLT, CHROME, 1/4-20 x 1 1/4"	1258
31	HOSE BARB, CHROME 1/8"	1125
32	90° FITTING, CHROME 1/8"	1124
33	OIL LINE FILTER FITTINGS, OPTIONAL, 3 PIECE SET	1178

CAUTION: WEAR SAFETY GLASSES. EXCESSIVE FORCE MAY DAMAGE PARTS! SEE JIMS® CATALOG FOR OVER 100 OTHER TOP QUALITY PROFESSIONAL TOOLS. THE LAST TOOLS YOU WILL EVER NEED TO BUY.

FROM THE TRACK... TO THE STREET!
555 DAWSON DRIVE, CAMARILLO, CA 93012 • PHONE 805-482-6913 • FAX 805-482-7422