

# BUTLER PRO OIL PUMP

## INSTRUCTIONS

### CHECK CONTENTS FOR ANY DAMAGED PARTS

NOTE: Copper oil pump mounting gasket is located on the outer box flap (taped to flap in white envelope).

This oil pump has been manufactured to exact and precise tolerances. It has been flow tested (dyno'd), so it would be engine builder preference to disassemble, inspect, and clean. It is a necessity to supply clean oil free of debris fragments or dirt from entering the pump assembly.

**\*\*Bypass cap has not been completely secured\*\*** in case builder wants extra added pressure by adding Oil Pressure Enhancement Shim which is included in white package inside box.

Once builder has decided to use shim or not, put a drop of Loctite on bypass cap threads and snug down with a wrench. **\*\*DO NOT OVERTIGHTEN-RESULTS COULD BE A CRACKED PUMP HOUSING\*\***

Installing the pickup screen-When using a bolted tab type, it will be necessary to bend tab and/or slot tab bolt hole to accommodate the thicker Pro pump plate. When doing this use a 5/16-18 x 3/4 hex head bolt and flat washer to secure pickup. If using Loctite on any plate bolts, make sure to use minimal amount like on bypass cap. **\*\*RESULTS COULD BE LOCKED UP OIL PUMP-LOCTITE CAN GET IN AROUND GEARS (minimal clearances).**

Use copper mounting gasket as supplied and secure with 3/8 GR8 bolts and Hi Collar Lock Washers as supplied, torque to 35 ft lbs.

PLEASE CHECK THE FOLLOWING: A new oil pump driven shaft rod is recommended. Any old engine dirt, worn engine metallic parts, gasket, and/or valve seal particles must be removed. A new oil pump pickup screen or a thoroughly cleaned used unit must be used. Check the oil pump pickup height to the oil pan floor for proper specifications. Prime oil pump with clean oil and turn by hand with oil pump drive shaft rod to pre-lube pump. Then prime engine with priming tool.

If there are any questions, please contact Butler Performance 1-866-762-7527 or  
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