



Installation Instructions: S&S Oil Pumps for 2017-up M8 Engines

(310-0947 Oil Pump, Kit, Water Cooled, 2017-up M8 Models & 310-0959 Oil Pump, Kit, Oil Cooled, 2017-up M8 Models)

DISCLAIMER:

Many S&S parts are designed for high performance, closed course, racing applications and are intended for the very experienced rider only. The installation of S&S parts may void or adversely affect your factory warranty. In addition such installation and use may violate certain federal, state, and local laws, rules and ordinances as well as other laws when used on motor vehicles used on public highways. Always check federal, state, and local laws before modifying your motorcycle. It is the sole and exclusive responsibility of the user to determine the suitability of the product for his or her use, and the user shall assume all legal, personal injury risk and liability and all other obligations, duties, and risks associated therewith.

IMPORTANT NOTICE:

Statements in this instruction sheet preceded by the following words are of special significance.



WARNING

Means there is the possibility of injury to yourself or others.



CAUTION

Means there is the possibility of damage to the part or motorcycle.

NOTE

Other information of particular importance has been placed in italic type.

S&S recommends you take special notice of these items.

SAFE INSTALLATION AND OPERATION RULES:

Before installing your new S&S part, it is your responsibility to read and follow the installation and maintenance procedures in these instructions and follow the basic rules below for your personal safety.

- Gasoline is extremely flammable and explosive under certain conditions and toxic when breathed. Do not smoke. Perform installation in a well ventilated area away from open flames or sparks.
- If motorcycle has been running, wait until engine and exhaust pipes have cooled down to avoid getting burned before performing any installation steps.
- Before performing any installation steps, disconnect battery to eliminate potential sparks and inadvertent engagement of starter while working on electrical components.
- Read instructions thoroughly and carefully so all procedures are completely understood before performing any installation steps. Contact S&S with any questions you may have if any steps are unclear or any abnormalities occur during installation or operation of motorcycle with an S&S part on it.
- Consult an appropriate service manual for your motorcycle for correct disassembly and reassembly procedures for any parts that need to be removed to facilitate installation.
- Use good judgment when performing installation and operating motorcycle. Good judgment begins with a clear head. Don't let alcohol, drugs or fatigue impair your judgment. Start installation when you are fresh.
- Be sure all federal, state and local laws are obeyed with the installation.
- For optimum performance and safety and to minimize potential damage to carb or other components, use all mounting hardware that is provided and follow all installation instructions.
- Motorcycle exhaust fumes are toxic and poisonous and must not be breathed. Run motorcycle in a well ventilated area where fumes can dissipate.

WARRANTY:

All S&S parts are guaranteed to the original purchaser to be free of manufacturing defects in materials and workmanship for a period of twelve (12) months from the date of purchase. Merchandise that fails to conform to these conditions will be repaired or replaced at S&S's option if the parts are returned to us by the purchaser within the 12 month warranty period or within 10 days thereafter.

In the event warranty service is required, the original purchaser must call or write S&S immediately with the problem. Some problems can be rectified by a telephone call and need no further course of action.

A part that is suspect of being defective must not be replaced by a Dealer without prior authorization from S&S. If it is deemed necessary for S&S to make an evaluation to determine whether the part was defective, a return authorization number must be obtained from S&S. The parts must be packaged properly so as to not cause further damage and be returned prepaid to S&S with a copy of the original invoice of purchase and a detailed letter outlining the nature of the problem, how the part was used and the circumstances at the time of failure. If after an evaluation has been made by S&S and the part was found to be defective, repair, replacement or refund will be granted.

ADDITIONAL WARRANTY PROVISIONS:

- (1) S&S shall have no obligation in the event an S&S part is modified by any other person or organization.
- (2) S&S shall have no obligation if an S&S part becomes defective in whole or in part as a result of improper installation, improper maintenance, improper use, abnormal operation, or any other misuse or mistreatment of the S&S part.
- (3) S&S shall not be liable for any consequential or incidental damages resulting from the failure of an S&S part, the breach of any warranties, the failure to deliver, delay in delivery, delivery in non-conforming condition, or for any other breach of contract or duty between S&S and a customer.

NOTES:

- Installation of S&S oil pump requires the use of special tools and repair manuals for the model bike you will be doing the work on. Attempting the installation without the proper tools and manuals will be difficult. Damage can result which will not be covered under warranty.
- Possible failure may result if thread locking compound is not applied to the cam drive sprocket flange bolts. Always prepare threads according to the instructions on the container.
- S&S oil pumps are designed to work with pinion shaft runout up to 0.005".

All reference to Harley-Davidson® part numbers is for identification purposes only. We in no way are implying that any of S&S Cycle's products are original equipment parts or that they are equivalent to the corresponding Harley-Davidson® part numbers.

Follow Steps 1-7 To Prepare For Installation

1. Refer to proper H-D® manual for the model of bike you will be working on for the removal of existing oil pump.
2. Once you have successfully removed the cam plate and oil pump from the engine it will be necessary to measure the pinion shaft run out. Refer to manual for proper procedure and service limits.
3. If you will be reusing your existing cam plate, wash the cam plate and inspect the bearing surfaces. Refer to the manufacturers specifications for service wear limits. Inspect the pump mating surface for scoring; excessive scoring could adversely affect oil pressure.

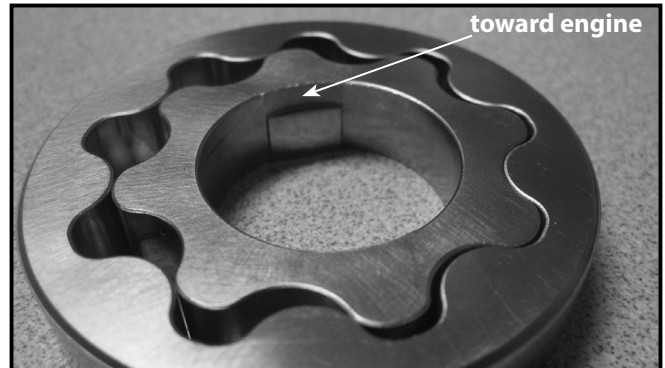
NOTE: If your cam plate has non-serviceable oil galley plugs and has been exposed to debris from previous engine failure or other foreign material, it is almost impossible to effectively clean those passages. A new cam plate may be a better option.

4. Inspect or replace chain tension as needed. Refer to the H-D® manual for service wear limits.
5. Inspect the inner cam bearing, now is the time to replace this bearing while the engine is apart. Refer to manual for proper procedure and tools to use when replacing these bearings. Note: Full complement bearing is recommended.
6. Clean and flush your oil tank and oil lines. Any foreign matter that has accumulated in the oil tank will be sucked through the new oil pump. Oil pans with riveted-in baffle can be very hard to clean, it is very important to remove all debris from the pan. Also, when installing the S&S oil pump, the oil filter should be changed.
7. Remove pump from package and inspect pump for shipping damage. If there is any damage contact S&S immediately. Make sure pump has all parts shown in assembly drawing on last page.

S&S Oil Pump Installation

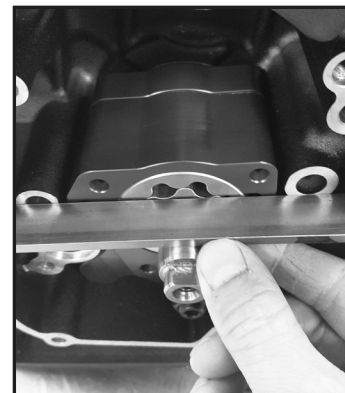
1. **Make sure you have the proper oil pump for your engine.** S&S offers two styles of oil pumps, each specific to the engine type. For water cooled engines, the S&S oil pump kit pn is 310-0947. This pump is easily identified by a "W" machined into the front surface of the main pump body. For the oil cooled engines, the S&S oil pump kit pn is 310-0959. This pump is easily identified by an "O" machined into the front surface of the main pump body.
2. **Important:** If the oil pump is disassembled for cleaning, do not remove the pressure relieve valve assembly. This has been preset at the factory. Disassemble and wash all components of the oil pump. Make sure the pipe plug is installed and is flush or below the adjacent pump body surface.

3. The oil pump can be assembled into the cam chest one section at a time or as a complete unit, either method is acceptable as long as the mating sections fit tightly together.
4. **Individual section assembly method** - Install the flywheel scavenge port o-ring into the case (do not install the o-ring onto the pump). Put some assembly lube on the o-ring in order to make installing the return side pump housing easier.
5. Install the return side pump housing. Place your thumb on the lower left corner of the pump housing and push the housing into the o-ring.
6. Apply a liberal amount of assembly lube to the inner return rotor set and assemble into the return side pump housing. Make sure the relief cut side of the inner rotor goes toward the engine. **See Picture 1.**



Picture 1

7. Install two 1/8" x 3/4" dowels into the return side pump housing.
8. Install divider plate over the dowel pins.
9. Locate the debris screen and second return rotor set. Apply a liberal amount of assembly lube to the second return rotor set and place gear set into supply side pump body. Apply assembly lube to the flat surface of the screen and place into the supply side pump body. The assembly lube will prevent the screen from falling out during assembly. Carefully install the supply side pump into the cam chest and mated to the return side pump housing.
10. Place a straight edge across the oil pump body and make sure the face of the pump does not protrude past the cam support plate mating surface. **This check is critical to the final assembly. See Picture 2.**



Picture 2

11. If pump protrudes past mating surface check to see that the pump is installed all the way into the scavenge port o-ring or if the debris screen has dropped out.

12. Apply a liberal amount of assembly lube to the outer feed rotor set and install into the supply side pump body. Be sure these gears do not protrude past the front face of the pump.
 13. Skip to step 21.
 14. **Complete pump assembly method** - Thoroughly clean all components of the oil pump.
 15. Assembly the pump according to the diagram in the back of these instructions. Apply as much assembly lube as possible to all the rotor sets. Align all of the inner rotor flats vertical (12 and 6 o'clock position). Make sure the inner return rotor set is installed with the relief cut toward the engine. **See Picture 1** and the appropriate exploded view in the back of these instructions.
 16. Install the flywheel scavenge port o-ring into the case (do not install the o-ring onto the pump). Put some assembly lube on the o-ring in order to make installing the return side pump housing easier.
 17. With the flats of the pinions shaft vertical (12 and 6 o'clock position), gently slide the oil pump assembly over the pinion shaft. It may be necessary to rock the crankshaft back and forth to allow all the rotors to properly align.
 18. Place your thumb on the lower left corner of the pump housing and push the housing into the o-ring.
 19. Place a straight edge across the oil pump body and make sure the face of the pump does not protrude past the cam support plate mating surface. **This check is critical to the final assembly. See Picture 2.**
 20. If pump protrudes past mating surface check to see that the pump is installed all the way into the scavenge port o-ring or if the debris screen has dropped out.
 21. Prepare the camshaft for assembly by thoroughly cleaning. Apply assembly lube to the inner bearing surface and install into the engine.
 22. Apply assembly lube to a new o-ring and install into the oil supply passage in the crankcase.
 23. Thoroughly clean and dry the cam support plate. Apply assembly lube to the pinion shaft and camshaft bearing surfaces. Apply assembly lube to the wear plate and place onto the back of the cam support plate. The assembly lube will keep the wear plate from falling off during assembly.
 24. Install the cam support plate onto the pinion shaft and camshaft. Make sure the support plate fully contacts the mounting surfaces of the engine case and the dowel is engaged into the mounting hole.
- Note:** The oil supply passage o-ring will hold the plate slightly off the mounting surface until the support plates screws are fully tightened.
25. Turn the crankshaft so that the flat on the pinion shaft is facing straight up (12 o'clock position).
 26. Apply a small amount of blue Loctite® to the cam support screws and the new oil pump screws. Make sure the flat washers are installed on the oil pump screws.
 27. **Steps 28 thru 34 are critical to proper final assembly.**
 28. Make sure the flat on the pinion shaft is facing straight up. **See picture 3** for correct orientation of pinion shaft.
 29. Loosely install all cam support plate and oil pump screws but do not apply any torque.



Picture 3: Cam Support Plate Screws (3-8) and Oil Pump Screws (1, 2, 9, 10)

30. Snug the oil pump screws 1, 2, 9 and 10 but do not torque.
31. Snug the cam support plate screws 3, 4, 5, 6, 7 and 8 but do not torque.
32. Torque screws 3, 4, 5, 6, 7 and 8 in order to 90-120 in*lbs. **See Picture 3a.**



Picture 3a: Cam Plate Screws-Torque According to Step 32

33. Rotate the crankshaft two complete revolutions with the flat on the pinion shaft facing straight up (12 o'clock position) when done.

34. Torque the oil pump screws 1, 2, 9 and 10 in that order to 90-120 in*lbs. **See Picture 3b.**



Picture 3b: Oil Pump Screws-Torque According to Step 34

35. Rotate the crankshaft through at least 2 revolutions to make sure binding does not occur in the oil pump. If binding does occur, loosen the oil pump and cam support plate screws and go through the installation procedure starting at Step 28.
36. Recheck the torque on all 10 fasteners in the order 1 through 10.
37. Reinstall all remaining components according to the proper service manual or installation instructions.

Oil Pressure:

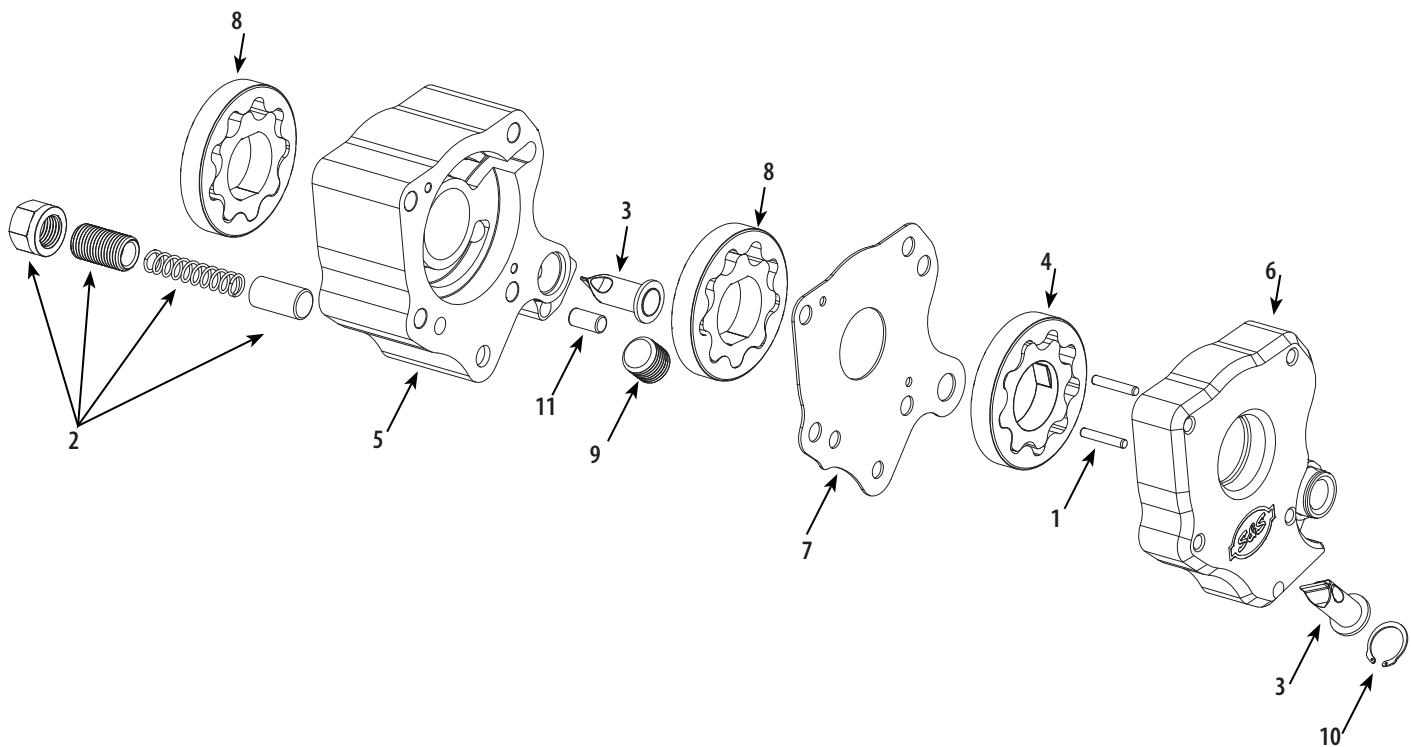
The pressure relief valve on the S&S oil pump has been set at the factory to relieve at approximately 45 psi.

Important: If changes are made to the pressure relief setting, use a caliper to measure the distance from the end of the pressure relief screw to the surface of the oil pump body and record this dimension for future reference.

The pressure relief valve is designed to keep the pump from building excessive oil pressure at high RPMs. Resist the temptation to turn in the screw in order to raise the low rpm oil pressure. If your engine has no oil pressure at idle, turning the pressure relief screw in more will normally not help this condition as this pressure will be below the operation point of the pressure relief valve. If you do adjust the pressure relief valve to something other than the factory setting, we recommend not tuning the adjuster more than ½ turn at a time. One half turn of the screw will move the adjuster .025" which typically changes the oil pressure approximately 5psi. There are other factors which will affect your oil pressure, the biggest influences being oil temperature.

Oil Pump Replacement Parts - Water Cooled Pump Kit PN 310-0947

1. Dowel pin, 0.125"x0.750", 2 Pack **500-0967**
2. Pressure Relief Valve Assembly **500-0949**
3. Stainless Steel Mesh Screen (2) **310-0546**
4. Rotor Set, Oil Pump, Machined **310-0644**
5. Oil Pump Housing, Supply Side, Water Cooled,
2017-up M8 Models **310-0942**
6. Oil Pump Housing, Return Side, 2017-up M8 Models **310-0945**
7. Divider Plate **310-0948**
8. Rotor Set, Oil Pump (2) **36-7021-S**
9. 1/4" Pipe Plug 5 pack **500-0969**
10. Retaining Ring 5 pack **500-0968**
11. Magnet, .250" x .500" **500-0350**



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