

J2 TECHNICAL ARTICLE

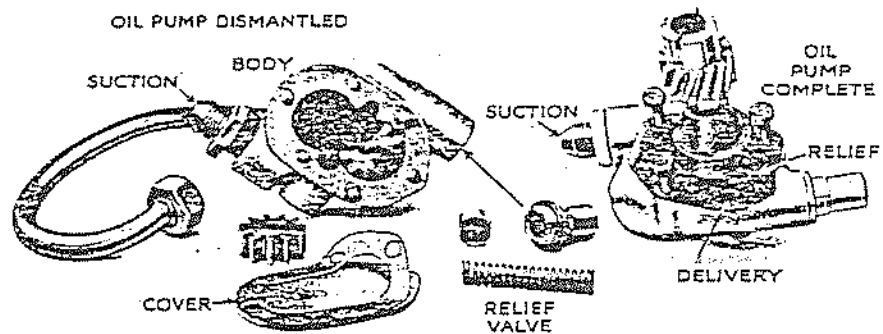
Number 137

December 2, 1982

From Octagon Heaven

Resource - Owners Manual

OIL PUMP



Figures 32.—View of a complete oil pump removed from the engine, showing the point where the suction pipe is attached, and the delivery and relief holes in the face of the body of the pump. A relief valve is shown in the centre of the illustration in detail, consisting of a plunger, spring and dash pot. On the near side of the illustration the plate is removed, showing the gears employed.

The oil pump which is located under the front of the engine block, is connected to the filter in the bottom of the sump by a suction tube. There is a relief valve in it to dump oil back into the sump, should oil pressure get too high. I am not sure but I think the relief valve should open at about 65 pounds of pressure.

The pump is a gear pump, similar to later T-Series. There are two gaskets on the pump. One gasket between the pump and the engine block and the other gasket between the cover and the pump. The picture in the owners manual is just a little misleading as the right side picture shows the bolt heads on the side of the heli.gear which is the drive gear up in the block. The bolt heads really come from the other side which is the cover side.

Notice on the right side view there is a relief port and a delivery port. All oil entering the lubrication system comes out the delivery port which are cast in tubes in the engine block which send oil to both front and rear crank shaft bearings. Off of that cast in tube are exterior lube tubes supplying oil to the top front and rear of the head for the cam shaft lubrication. Larger dump tubes return used oil from the front and rear of the head back into the sump.