

Forum: Mechanical Instruction
Topic: Blackhawk oil pump upgrade..
started by: Brock63

Posted by Brock63 on Mar. 19 2004, 13:43

Well, my polished oil pump arrived yesterday and instead of waiting until I had a full day or night to do it, I tore into her last night. Here are some thoughts and observations so far:

1. Take off the exhaust and the footboards as recommended...but damn those bolts for the footboards are hard to get out....
2. I removed tappet screen plug from top front of crank case above oil pump...pulled it out and there was no spring or screen as I expected. Never did this before but could not feel anything inside the hole...so does anyone know what is a good replacement part for the spring and screen since I cant find mine.
3. I drained the oil and then cranked over engine a couple times to push more of it out...and disconnected the return oil line and the primary oil line to the pump.
4. Started trying to remove the 3/16 allen bolts from pump face...damn what a pain in the ass. My craftsman allens even started to pop out and round off a little. Think the best thing to get is some ball-hex allens...I also got on of the allen bits for my drill even though I could not use the drill. Put it in the allen bolt and then took a crescent wrench tightened down to the bit size and used it to turn and break loose the bolts. Worked better than the hex allens.....but there has to be some tool that can get in there and be used with a low profile ratchet or something....anybody...BUELLER? BTW, two will not come out all the way at least for me...and one of the lower ones you got to do it by finger later because it runs out of toom with the frame really fast.
5. Took out 90deg elbow for return line off front of pump...almost does not come out...but it does. Took off the lower elbow as well that will be reinstalled on the new pump with teflon tape..
6. Twisting, turning, pulling, and everything else but the pump will come out with a little practice..not easy but 20 minutes well worth it for not having to remove the whole engine to do this job.

Tonight is the reinstall...some notes on new pump:

1. Frank will send you black or polished...just tell him or his lovely wife Evening Star.
 2. Comes with a red elbow plug for lower hole...and two red plugs on pump face. There is also a piece of tape over a hole on the face as well. ALL OF THESE MUST BE REMOVED before installing. They are there to keep oil inside that was put there to prime it prior to shipping. DO NOT REMOVE THE BRASS plug on the front of the pump where the old return line used to go. Dont forget to install the nipple over the oil bag tube...inside one which is used by the now defunct oil return line.... This stuff is not on the instruction sheet and I asked. I was going to pull the red plugs...but thought maybe the tape was a secret fix...hahaha
- **by the way, to tell if you got a new pump or old one if you did not get it from frank....the plug on front is one way...but there is also an extra port milled into the pump just above center of the face that goes against the engine. Only two cosmetic things on outside I could discern between the two.

Tonight it goes back in...without a tappet screen I guess since I did not find one when I opened her up...will look around to make sure it is not down in there somewhere loose if I can. Will give reports after first ride on quietness and temp of oil. Yesterday was about 80 in heavy traffic for an hour off and on..temp was 225 with 20w50 synthetic. More info to follow....

NEXT WEEK, FRONT CYLINDER HEAD GASKET REPLACEMENT FOR DUMMIES!!!!

Untitled

Okay, her heart surgery is over....he are some more things I noticed and words of wisdom to incompetent mechanics like me....

1. No tappet screen or spring to be found in side case, in hole, anywhere...matter of fact no o-ring that is also mentioned in service manual. So will call the last shop to do service on my bike and put it on them...it was the 10,000 and should have included all that if I am not mistaken. Might ride her up there when I get the head gasket done on monday or tuesday.

2. when you read that someone said that two bolts that would not come out until you removed the pump needed to go back in with the pump...TRY TO FUCKING REMEMBER OR MARK WHICH HOLES IT WAS. Guessing can work, but not fucking today. Removed all four bolts again...to start over.

3. when you read that you have to install the 45 degree elbow on bottom after you reinstall just like you removed it after you took it out....DONT BELIEVE IT...unless all of our frames are different. Lets see how many more times BROCK can take the whole fucking pump off again...to put the elbow back on.

4. when you get everything snug and notice that your clutch cable is at an awkward angle and caught between pump and frame....LETS SEE BROCK CUSS AND THROW A FULL OIL DRAIN STORAGE CONTAINER ACROSS THE DRIVEWAY...THEN GET REALLY MAD AS DIRTY OIL GOES ALL OVER THE FUCKING PLACE. Take the pump off again...move the clutch cable and ensure nothing else is in the way.

Get her all tightened down good...really really snug since there is no way to get a torque wrench in there...put oil in...turn over motor without plug wires attached to pump some oil up in the system and allow more to be added to bag. Top her off to bottom of neck and roll her out.

Hanging pipes ought to be a two person job...but what you gonna do when you are alone? Double checked all six bolts...double checked hose clamp on oil line...double checked nipple on oil bag tube...double checked drain plug....did not see any leaks after 5 mile run. Tomorrow will ride to classes and see if any change in temperature or anything. Can not tell any quieter...still here the pitter patter of something in front cylinder...but more I hear from you guys the more I think it is rockers or something loose or moving around...will check that when I do the head gasket next week.

Total time of surgery...3 hours off...3 hours on...with 3 complete installs and removals for fucking stupidity and attention to detail. with no mistakes this should have taken me about 4 hours. If I was helping someone else do it...we could get it down to about 2-3 hours I think...no fast way to remove those hex bolts, footboard bolts, etc...

I hope it helps to keep my baby running cool and smooth.....with better top end lubrication...so to speak.