

## Oil Pump Installation

TBG 13

3/18/01

Rev: A

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**Oil Pump:** The oil pump will already installed on the engine when it is shipped from RFI. If your engine is SN 12034 or less, the oil drive pump shaft will have to be replaced which requires removing the pump. The removal sequence is:

1. Disconnect all of the oil lines on the pump.
2. Loosen the cap screws that hold the oil pump drive pulley to the drive housing.
3. Remove the drive belts.
4. Remove the drive pulley.
5. Remove the cap screws that hold the drive bearing housing in place then pull the housing aft to remove it.
6. Remove the forward pump support bracket.
7. Remove the four cap screws that mount the pump to the accessory case and slide the pump forward and out.

Step # 2 is very important if you are removing the oil pump with the engine installed in the aircraft.



While the oil pump drive housing is removed, drill two places 180 degrees apart, through the outer flange of the housing with a # 21 drill and tap holes with a 10-32 tap. Screws turned into these 10-32 holes are used to push the housing off the accessory case the next time it has to be removed making that task much easier.

Replacement of the oil pump drive shaft is not a difficult job, but sending it back to RFI for exchange might be easier.

To reinstall the oil pump, reverse the steps taken to remove the pump. When

replacing the drive housing, check to make sure the splines in the drive housing do not “bottom out” on the splines of the oil pump drive shaft. If the splines in the drive housing are too long and “bottom out” on the oil pump shaft, measure the gap between the housing’s flange and the mating surface. Counter bore the drive assembly splines that distance, plus .020”. One TBG member had to bore the housing shaft .340”.