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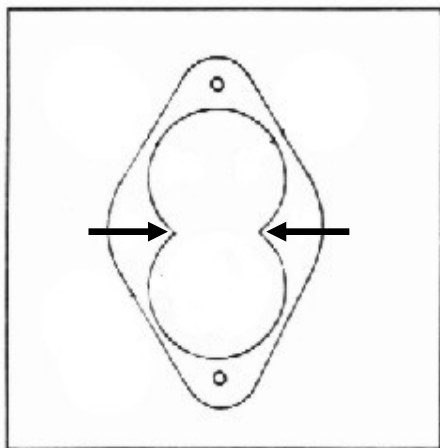
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OIL PUMP REPLACEMENT, Part 200101

The return pump carries the larger diameter pump plunger, and is the one fitted at the front of the timing cover. The disc should be a reasonably close diametrical fit in the housing, but the seat between the inner face of the disc and the back of the timing cover is more important. This seating constitutes the valve which governs the whole action of the lubrication system, and if there is any leakage on this bearing face the pump will operate inefficiently.

It is recommended that this work is carried out with the timing cover removed.

If there is any sign of scoring, the disc should be lapped in on the seating, using a small quantity of finest grinding compound mixed with oil and a little paraffin. If the scoring is very fine, using Autosol (metal polish) is an adequate substitute. In the outer face of the disc there are 2 small holes; these take the drive of the lapping tool.



Before refitting the new pumps ensure all traces of grinding compound are removed from the timing cover and oil ways. Assemble the pumps into the cover with the oil pump drive spindle but not the pump covers and springs. Thoroughly oil the pump bodies and spindle. Ensure the pump spindle rotates freely, in particular both pump plunger operate freely. On a few occasions it has been noted that the pump plunger fouls on the pump body casting as arrowed on the diagram. If this happens the two points arrowed need to be relieved with a small needle file. Thoroughly clean the casting, re-assemble and test again.

Check the condition of the oil pump worm and spindle for excessive wear; also the condition of the oil pump disc spring, which should hold the cover off approximately 1/8 inch (3mm)

We also recommend the renewal of the oil feed seal and the relevant gaskets upon reassembly.