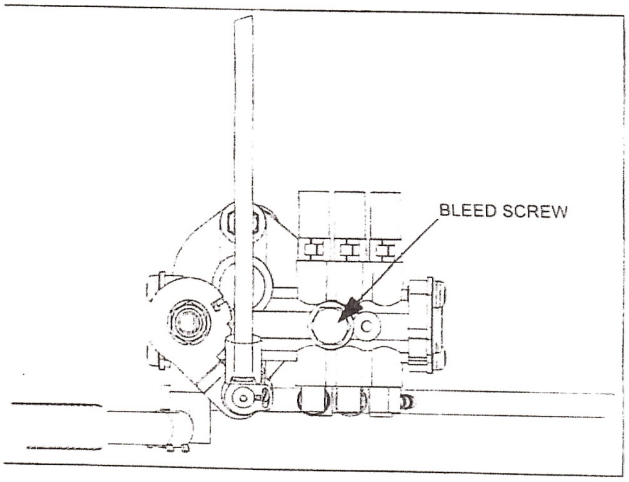
**NOTE: If the linkage arm comes off of the lever or adjuster arm, verify the oil pump lever arm has not rotated over-center prior to reinstalling the linkage.**

## Oil Pump Bleeding

**⚠ CAUTION**

**FAILURE TO PROPERLY BLEED THE OIL PUMP MAY CAUSE SEVERE ENGINE DAMAGE.**




1. The oil supply hose must be filled with oil to bleed the pump.
2. Remove the following components:
   - Drive belt
   - Oil tank/clutch cover assembly
   - Air box assembly
   - Throttle body assembly from the intake adapter plate
3. Loosen the bleed screw (A). Verify a stream of oil flows from the bleed screw.
4. After bleeding oil pump, secure bleed screw and wipe up oil residue.

**NOTE: Any time the engine is disassembled or repaired, it is important to purge air within the oil supply hose and oil pump.**

## Oil Injection Hose Priming

**⚠ CAUTION**

**FAILURE TO PROPERLY PRIME THE OIL PUMP MAY CAUSE SEVERE ENGINE DAMAGE.**

To prime the oil injection hoses follow these steps:

1. Locate the oil pump linkage rod end on the top of the throttle body.
2. Obtain a length of wire (coat hanger) with a small hook on one end.
3. Hook the oil pump linkage rod on the throttle body as shown in the photo.
4. With the engine compartment doors closed, have an assistant start the engine. Pull the linkage upwards to set the oil pump to maximum flow. Continue doing this for a few minutes.
5. Stop the engine. Inspect the oil injection hoses for air bubbles. If there are air bubbles greater than one inch in length, repeat step 4 until they are pushed out of the hoses. Air bubbles less than one inch in length are permissible, but you must verify they are moving towards each oil injector when the engine is running. The fact that the air bubbles are moving through the hoses indicates that the pump is properly bled.