



## OIL PUMP! OIL PUMP !

\*\* VERY IMPORTANT \*\*

#1 - AND MOST IMPORTANTLY - PLEASE TAKE YOUR TIME BLEEDING THE OIL PUMP

#2 - PLEASE UNDERSTAND THAT INSTALLING THE MOTOR IS THE LAST THING TO WORRY ABOUT AND THE LEAST IMPORTANT PART.

#3 - GOING BACK TO #1 - MAKE SURE YOU GET THE OIL PUMP BLED BEFORE YOU INSTALL THE MOTOR

#4 - THE 800 POLARIS CFI 2 MOTOR HAS THE INJECTORS UP HIGH IN THE CYLINDER AND PRE MIX ONLY HELPS AT LOW SPEEDS.....AT MID RANGE AND WIDE OPEN THE RODS & MAIN BEARINGS ARE 100% DEPENDING ON THE OIL PUMP

#5 - I CANNOT STRESS ENOUGH TO GET THE OIL PUMP BLED VIA THE BLEED SCREW, AND THEN \*\* ( WITH THE OIL TANK SITTING ON TOP OF THE MOTOR SO IT CAN GRAVITY FEED ) \*\* REMOVE THE OIL LINES FROM EACH FITTING AND MAKE SURE TO LET IT SIT LONG ENOUGH SO OIL DRIPS FROM EVERY HOSE BEFORE TO INSTALL THEM AND INSTALL THE MOTOR.

#6 - WHEN YOU START YOUR SLED IT BETTER START SMOKING.....AND I MEAN ALOT !!

#7 - IF IT'S NOT SMOKING IT DOES NOT HAVE ENOUGH OIL IN IT.

#8 - I HAVE BEEN TOO PASSIVE BECAUSE ON THE OLD STYLE MOTORS PREMIX TOOK CARE OF EVERYTHING UNTIL THE PUMP STARTED WORKING - MANY OLD BIG BLOCKS WERE INSTALLED WITH SUB PAR PUMP PROCEDURE AND BECAUSE I PUSHED THE PREMIX SO HARD.

#9 - PREMIX WILL NOT SAVE A NEW CF12 MOTOR AT MID TO HIGH SPEED.

#10 - RUN LOW VISCOSITY SYNTHETIC OIL ONLY - AT THIS POINT THE **FACTORY VES GOLD OIL** IS MY FIRST CHOICE ON CF12 & CFI 4 MOTORS

THANK YOU FOR TAKING THE TIME TO BLEED YOUR OIL PUMP !!

## INDY SPECIALTY

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