



Atomic Performance Products

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Installation instructions for #306751 and #306751-RB Ford DOHC 6 cylinder Oil pumps.

Thank you for purchasing a quality Atomic product. It has been manufactured using premium quality materials, machined to the highest standards and undergoes numerous pre and post production checks to ensure these standards are maintained. To enjoy trouble free operation ***it is imperative*** the correct installation procedures are followed. Failure to follow these instructions may lead to failure of the component and/or engine damage.

Please note: It is advised the installation of this product is best undertaken if the motor is not fitted to the car. The installation can be carried out if the engine is fitted to the vehicle; the crossmember must be dropped and the engine supported so as to gain access to the sump, which has to be removed.

Step 1.

Remove the sump and pickup from the engine and then remove the timing cover.

Step 2

Remove the timing chain, noting the position of the yellow timing marks in relation to the cam sprockets.

Step 3.

Remove the oil pump and thoroughly degrease the front of the engine. Put a very small amount of flange sealer (such as Loctite 515) around the face of the pump outlet and the chain oil feed, allowing it to dry in accordance with the instructions. There is no gasket for this component so **please use sealer sparingly**. Fit the pump to the motor using the original screws and tighten to the factory torque specification of 10-12 Nm. Fit the red oil pickup o-ring (supplied with the pump) to the pickup using a small amount of grease as a lubricant and re-fit the pickup. Ensure the correct length bolts M6 x 20mm are refitted to the pump – too long a bolt can damage the pump body. Please note there is no need to strip and inspect the pump before fitting it to the engine - it has been tested and is ready to go as is.

Step 4.

Refit the rest of the engine components in the reverse order of removal. Pay close attention to the timing of the camshafts. Please note no sealer is needed on any O-ringed/gasketed faces such as early model (pre 5/2005) engine timing cover and sump rails. Use your preferred RTV sealer in other applications as required and use sparingly.

Step 5.

Prefill the oil filter and allow oil to soak in before fitting to the engine – this may take 2-3 attempts before the filter is actually full. Fill the sump and fit a mechanical oil pressure gauge before starting engine. If the motor has standard bearing clearances it should have a minimum of 30 psi at 2000 RPM (hot). The pressure will be higher with cold oil. Check engine for oil leaks and recheck oil level.

If you encounter any problems whatsoever with the installation of this product, please call Atomic direct on 02-8665 5889 - we are here to help!