



Small Block Chevy Oil Pump

#18750 and #18755

This Milodon oil pump has been flow tested at the factory to assure proper pressures and operation. The oil pump pickup you use will press into the pump more securely than other brands of pumps, so there is no need to weld the pickup into the housing. Welding is actually strongly not recommended. If the pickup fits very snugly, place the pickup in the freezer for 2-3 hours. This will shrink it slightly allowing easier installation. Do not sand the pickup end down. Do not grip the housing tightly in a vise. Check that there is 1/4" to 3/8" clearance between the pickup face and the floor of the oil pan to assure adequate inlet oil flow to the pump. Fill the pump with oil before installing it on the engine.

Milodon oil pumps also allow movement of the oil pump on the main cap alignment dowels. Due to the 45 years or so of block production, both GM and the aftermarket, the ability to properly align the oil pump drive shaft in the main cap hole has become very important. Install oil pump onto main cap with the mounting bolt only snug. Align intermediate shaft by rotating the oil pump, so the pump drive shaft is centered in the main cap hole. Then torque the oil pump mounting bolt to 50 ft/lbs.



Oil Pumps

Before installing this new oil pump, there are several preventative measures that should be taken:

If this new oil pump is being installed on an engine that has been in service and experienced a loss of oil pressure, a thorough examination should be made of all bearings. The oil pan should be checked for signs of broken valve stem seals and pieces of nylon timing gear sprocket teeth or other foreign materials. Small pieces of debris can cause the oil pump to "lock up" and damage other vital engine parts.

The new oil pump should be primed prior to installation by submerging it in a supply of clean engine oil and rotating the shaft. If the pump cannot be primed with oil, it should be packed with petroleum jelly which will aid in priming. Do not pack the pump cavity with grease as the oil filter may become clogged due to the higher melting point of grease.

Sometimes it may be necessary to rotate the pump body slightly to insure crankshaft clearance. Rotate the crankshaft at least once as a precautionary measure.

When installing a high volume pump, be sure to check the pump & pick-up to pan clearance. Longer gears or gerotors on the high volume pumps might pose an interference problem. Be sure that the pick-up is between 1/4" to 3/8" above the pan floor for best performance. In all applications it is recommended that an intermediate shaft with the steel sleeve be used (Milodon manufactures oil pump drive shafts #23050-23060 Chevy, #21500-21525 Chrysler, and #22500-22570 for Ford).

Prior to starting a new engine, the oiling system should be pre pressurized by spinning the oil pump with an electric drill using an adapter (Milodon part # 23000, 23005, 23010 or 23015). Initial start up of a "dry" engine can cut the service life of the engine in half.