



Installation Instructions: S&S TC3 Oil Pumps for 1999-up Harley-Davidson® Big Twin Engines

DISCLAIMER:

These parts are designed as service repair components for the maintenance of Harley-Davidson® motorcycle engines. They are intended to provide the same fit and function as the stock components that they replace.

It is the sole and exclusive responsibility of the user to determine the suitability of the product for his or her use, and the user shall assume all legal, personal injury risk and liability and all other obligations, duties, and risks associated therewith.

The words Harley®, Harley-Davidson®, H-D®, Sportster®, Evolution®, and all H-D part numbers and model designations are used in reference only. S&S Cycle is not associated with Harley-Davidson, Inc.

SAFE INSTALLATION AND OPERATION RULES:

Before installing your new S&S part it is your responsibility to read and follow the installation and maintenance procedures in these instructions and follow the basic rules below for your personal safety.

- Gasoline is extremely flammable and explosive under certain conditions and toxic when breathed. Do not smoke. Perform installation in a well ventilated area away from open flames or sparks.
- If motorcycle has been running, wait until engine and exhaust pipes have cooled down to avoid getting burned before performing any installation steps.
- Before performing any installation steps disconnect battery to eliminate potential sparks and inadvertent engagement of starter while working on electrical components.
- Read instructions thoroughly and carefully so all procedures are completely understood before performing any installation steps. Contact S&S with any questions you may have if any steps are unclear or any abnormalities occur during installation or operation of motorcycle with a S&S part on it.
- Consult an appropriate service manual for your motorcycle for correct disassembly and reassembly procedures for any parts that need to be removed to facilitate installation.
- Use good judgment when performing installation and operating motorcycle. Good judgment begins with a clear head. Don't let alcohol, drugs, or fatigue impair your judgment. Start installation when you are fresh.
- Be sure all federal, state, and local laws are obeyed with the installation.
- For optimum performance and safety and to minimize potential damage to carb or other components, use all mounting hardware that is provided and follow all installation instructions.
- Motorcycle exhaust fumes are toxic and poisonous and must not be breathed. Run motorcycle in a well ventilated area where fumes can dissipate.

IMPORTANT NOTICE:

Statements in this instruction sheet preceded by the following words are of special significance.



WARNING

Means there is the possibility of injury to yourself or others.



CAUTION

Means there is the possibility of damage to the part or motorcycle.

NOTE

Other information of particular importance has been placed in italic type.

S&S recommends you take special notice of these items.

WARRANTY:

All S&S parts are guaranteed to the original purchaser to be free of manufacturing defects in materials and workmanship for a period of twelve (12) months from the date of purchase. Merchandise that fails to conform to these conditions will be repaired or replaced at S&S' option if the parts are returned to us by the purchaser within the 12 month warranty period or within 10 days thereafter.

In the event warranty service is required, the original purchaser must call or write S&S immediately with the problem. Some problems can be rectified by a telephone call and need no further course of action.

A part that is suspect of being defective must not be replaced by a Dealer without prior authorization from S&S. If it is deemed necessary for S&S to make an evaluation to determine whether the part was defective, a return authorization number must be obtained from S&S. The parts must be packaged properly so as to not cause further damage and be returned prepaid to S&S with a copy of the original invoice of purchase and a detailed letter outlining the nature of the problem, how the part was used and the circumstances at the time of failure. If after an evaluation has been made by S&S and the part was found to be defective, repair, replacement, or refund will be granted.

ADDITIONAL WARRANTY PROVISIONS:

- (1) S&S shall have no obligation in the event an S&S part is modified by any other person or organization.
- (2) S&S shall have no obligation if an S&S part becomes defective in whole or in part as a result of improper installation, improper maintenance, improper use, abnormal operation, or any other misuse or mistreatment of the S&S part.
- (3) S&S shall not be liable for any consequential or incidental damages resulting from the failure of an S&S part, the breach of any warranties, the failure to deliver, delay in delivery, delivery in non-conforming condition, or for any other breach of contract or duty between S&S and a customer.
- (4) S&S parts are designed exclusively for use in Harley-Davidson® and other American v-twin motorcycles. S&S shall have no warranty or liability obligation if an S&S part is used in any other application.

INSTALLATION INSTRUCTIONS FOR THE FOLLOWING S&S PART NUMBERS

310-0640, TC3 Oil Pump Kit 1999-2006 except 06 Dyna®.

310-0641 TC3 Oil Pump Kit 2007–Up BT and 2006 Dyna®.

NOTES:

- Installation of S&S oil pump requires the use of special tools and repair manuals for the model bike you will be doing the work on. Attempting the installation without the proper tools and manuals will be difficult. Damage can result which will not be covered under warranty.
- Possible failure may result if thread locking compound is not applied to the cam drive sprocket flange bolts. Always prepare threads according to the instructions on the container.
- All reference to Harley-Davidson® part numbers is for identification purposes only. We in no way are implying that any of S&S Cycle's products are original equipment parts or that they are equivalent to the corresponding Harley-Davidson® part numbers

Information below is for all installations. Steps 1-8 below must be followed.

1. Refer to proper H-D® manual for the model of bike you will be working on for the removal of existing oil pump.
2. Once you have successfully removed the cam plate and oil pump from the motor inspect flywheel for pinion shaft run out. Refer to manual for proper inspection procedure.
3. If you will be reusing your existing cam plate. Wash cam plate and inspect bearing bores / bushing bores for size, refer to the manufacturers specifications for service wear limits on these bores, replace bearings as necessary. It is easier to replace the bearings now while the engine is apart. Inspect the pump mating surface for scoring; if the surface where the pump gears run against the plate has been scored this could adversely affect oil pressure.

NOTE: If your cam plate has non serviceable oil galley plugs and has been exposed to debris from previous engine malfunctions or other foreign material, it is almost impossible to effectively clean the passages. A new cam plate may be a better option.

4. It is also a good idea to clean and inspect the pressure relief valve of the cam support plate if you will be reusing your existing one. Refer to the manual for proper removal of the pressure relief valve. The pressure relief valve should move freely in the bore.
5. Inspect or replace chain tensioners as needed refer to H-D® manual for service wear limits.
6. Inspect inner cam bearings, now is the time to replace these bearings while the engine is apart. Refer to manual for proper procedure and proper tools to use when replacing these bearings. **NOTE:** Full compliment bearings are recommended.
7. Clean and flush your oil tank and oil lines. Any foreign matter that has accumulated in your oil tank will be sucked through your new oil pump. Oil pans with riveted-in baffle can be very hard to clean, it is very important to remove all debris from the pan. Also, when installing the S&S oil pump, the oil filter should be changed.

S&S Oil pump installation instructions

8. Remove pump from package and inspect pump for shipping damage. If there is any damage contact S&S immediately. Make sure pump has all parts shown in assembly drawing. **Last page**
9. Make sure you have the proper pump for the style of cam plate you will be using. Late style and early style pumps have different bolt patterns. One screw located in the upper right corner when looking at the front of the pump is located differently. An early pump can't be used on a late cam plate and a late pump will not fit on an early cam plate. **See Figure 1 below.**

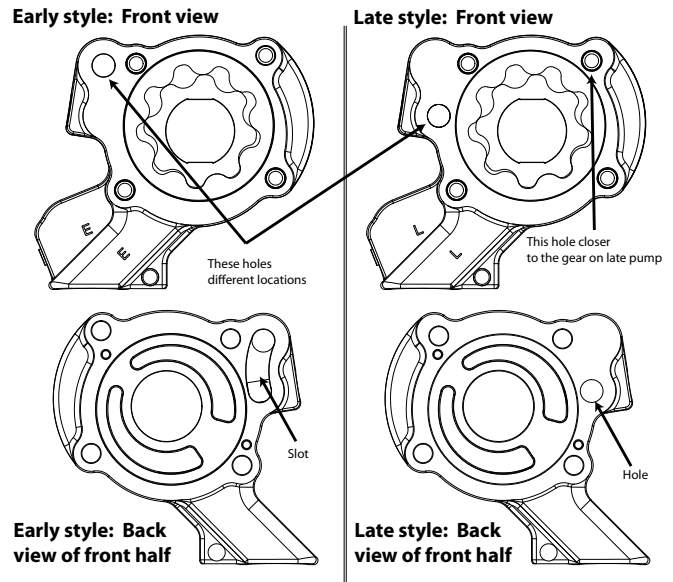


Figure 1

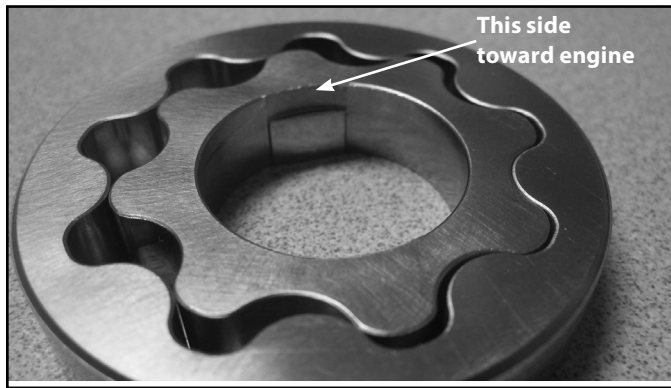
NOTE: If using an S&S 1999-'06 style cam plate a 2007-later style oil pump must be used

10. Disassemble and wash all parts. Check to make sure all plugs have been installed.
11. We feel it is easiest to assemble pump into motor one piece at a time.
12. First install scavenge port O-ring in case (do not install O-ring onto pump). Put some engine oil or assembly lube on the O-ring to make installing the pump housing easier.
13. Install rear pump housing. Push the housing into the O-ring with your thumb. Make sure it goes in all the way.

NOTE: The drive flats on these gears are purposely wider than the stock drive flats. This allows for more freedom of movement. This helps prevent excessive side loading but still gives plenty of engagement for turning the rotors.

14. Apply assembly lube to inner return gear set, and assemble inner gear inside outer gear. Align the inner gear with the flat on the pinion shaft and install gear set into inner pump body as an assembly. Make sure the relief cut side of the inner gear goes toward the engine **See Picture 1.**

NOTE: Do not mix and match inner and outer gears keep them as sets as they are shipped in the pump.



Picture 1

15. Install two 1/8" x 3/4" dowels into pump housing. See #7 in line drawing on Page 4.
16. Install divider plate
17. Apply assembly lube to second return gear set. Place gear set into outer pump body and install outer pump body onto inner pump body.
18. Place straight edge across front of cam chest and make sure the face of the pump does not protrude past the cam chest gasket surface. **Figure 2**

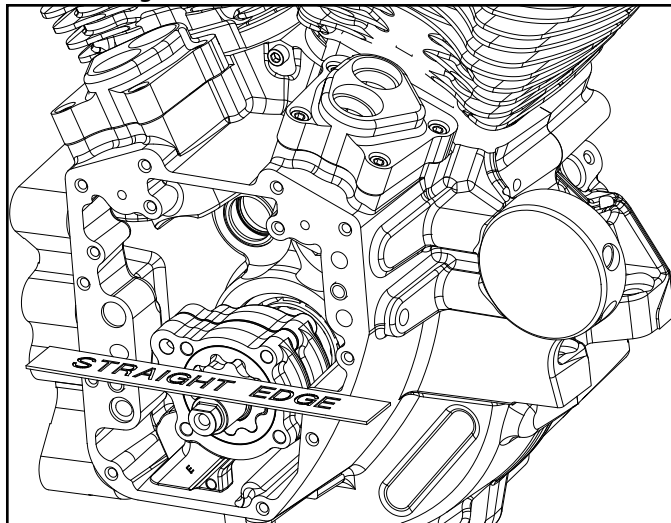


Figure 2

19. If pump protrudes past gasket surface check to see that the pump is installed all the way into the scavenge port O-ring. If this doesn't solve the issue and you cannot see any other areas of interference contact the S&S tech line at 608-627-8324.
20. Apply assembly lube to the .250 wide feed gear set and install into pump. Be sure this does not protrude past the front face of the pump body.

NOTES

- If using a stock cam support plate with the S&S oil pump we **DO NOT** recommend stretching the pressure relief spring to increase oil pressure as the pump will normally supply plenty of oil pressure. Stretching the spring may result in overly high oil pressure which could result in leaks around hoses and or gaskets. Excessive oil pressure causes higher oil temperatures and uses more power to turn the pump.
- If installing oil pump with the motor in the bike put transmission in high gear and raise rear wheel off the table so you can turn the engine over using rear wheel.
- S&S recommends replacing stock spring style hose clamps on oil cooler lines, where they attach to the filter adaptor, with crimp style clamps. Spring clamps do not provide adequate clamping force to keep oil lines secure on the hose nipples under extended high rpm operation.

21. Install cam support plate following the H-D® service manual or manufacturer's specific instructions. Apply a small amount of blue threadlocker to screws that hold the cam plate to crankcase. Tighten them to 100 in-lb, following the torque sequence shown in **Figure 3** for the cam plate screws (in circles). Apply a small amount of blue threadlocker to the 4 supplied 1/4" 20 x 2" bolts, install them with the 4 supplied 1/4" washers to secure oil pump to cam plate.



Use threadlocker sparingly on pump screws. Be careful not to get excess threadlocker between the pump half's or in the pump gear bores as damage could occur

22. Refer to **Figure 3** for proper torque sequence. While rotating the engine, alternately tighten bolts 1 and 2 (shown in squares) until the bolts are snug. Tighten bolts 3 and 4 until they are snug. Finally, torque the four bolts in the sequence shown in to 100 in-lbs. This procedure ensures that the oil pump is properly centered
23. Reinstall all remaining components according to the proper HD® service manual.



Failure of fasteners or parts caused by incorrect installation can cause extensive damage not covered under warranty

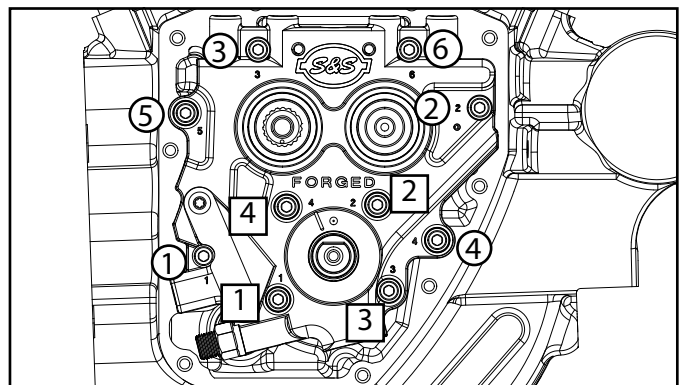
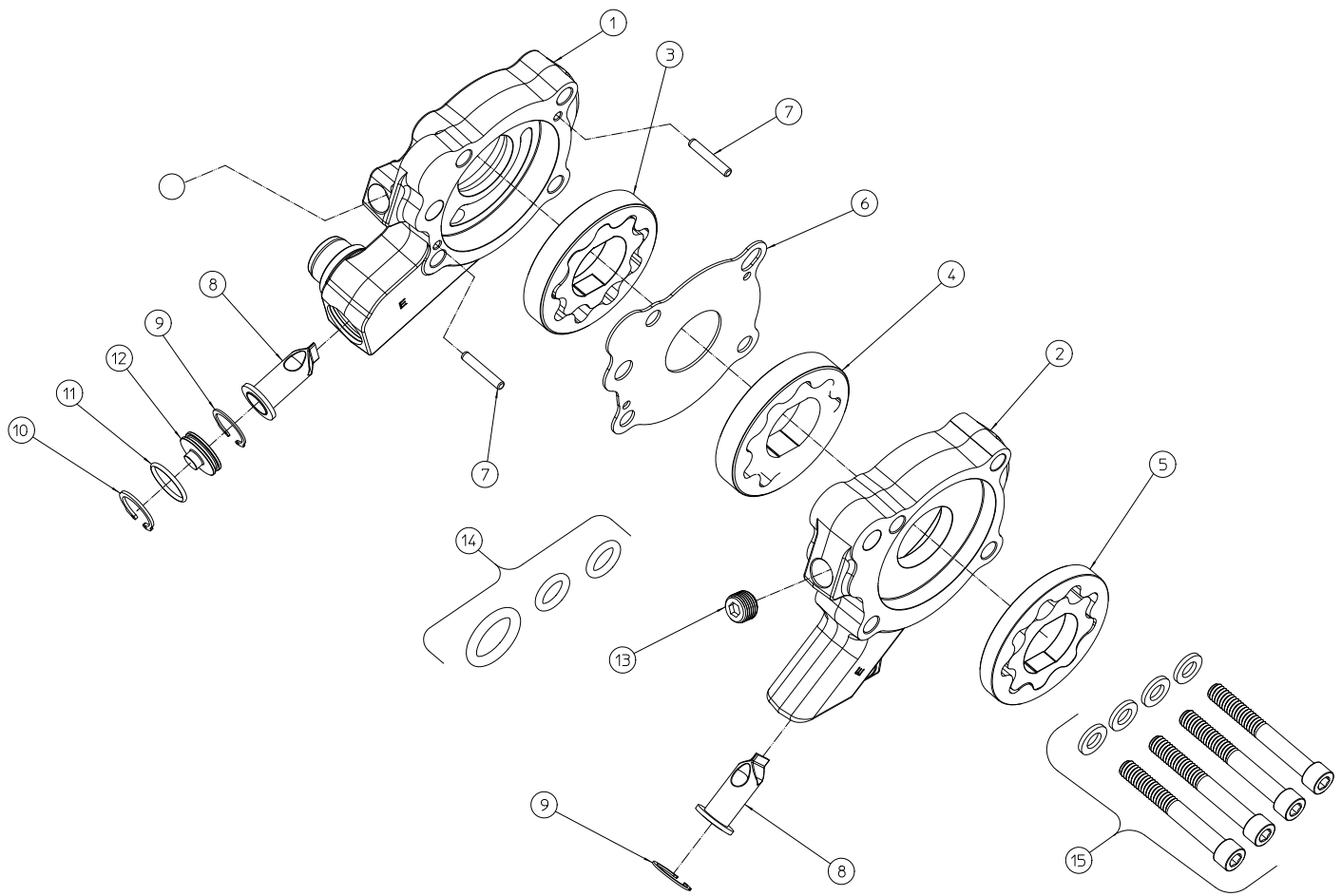


Figure 3



- | | |
|--|-----------------|
| 1. Oil pump body case return section | NA |
| 2. Oil pump body cam chest return / pressure feed | NA |
| 3. Oil pump rotor set, flywheel cavity return | 310-1092 |
| 4. Oil pump rotor set, cam chest cavity return | 310-1048 |
| 5. Oil pump rotor set, supply | 310-0561 |
| 6. Plate, divider | 310-0516 |
| 7. Dowel Pin, .125 x .750 Hardened Steel | 106-3794 |
| 8. Debris screen | 310-0546 |
| 9. Internal Retaining Ring, .625 | 500-0860 |
| 10. Internal Retaining Ring, 17mm | 500-0859 |
| 11. O-ring, 1.5mm x 14mm, Viton (5 Pack) | 500-0861 |
| 12. Oil pump return plug | 310-0564 |
| 13. Plug, Pipe 1/8" 27 | 50-8331A |
| 14. O-ring kit | 500-0326 |
| 15. Screw Kit, Oil Pump, 1999-Up BT
(1/4" 20 x 2" SHCS w/washers) | 500-0327 |