



INSTRUCTION SHEET FOR PART NO. 1711E, 1711L, 1711EB, & 1711LB

JIMS® FULLY C.N.C. MACHINED POLISHED BILLET OIL PUMPS

This Flow Pro 1 will give an increase in oil return (scavenge) volume over stock pumps.

Features:

- ✓ Increase horsepower by decreasing drag on the flywheels and other rotating parts.
- ✓ Polished Billet 6061-T651 aluminum, C.N.C. machined to exact tolerances for the most durable and wear resistant oil pumps.
- ✓ Matched feed and return gears individually matched to each body.
- ✓ No provisions are provided for front or rear chain oiling



Available for late 1973-present Big Twins, use on 74" to 140" motors. 1981-present bolts on with no modification. NOTE: 1973-1980 cases will require a simple drilling procedure for oil drain hole by using S&S cycle drill jig No.53-0013.

No.1711E & 1711EB - Oil Pump Body, Use on Big Twin 1973-91.

No.1711L & 1711LB - Oil Pump Body, Use on Big Twin 1992-present.

Use with JIMS® outer cover (see parts list)

Before starting the installation of your new oil pump please read the following complete instructions:

Warning: Disconnect Battery

1. Refer to H-D® Service Manual for specifications and for the removal and installation of oil pumps.
2. To install JIMS® Oil Pump No. 1711E on Big Twin cases 1973-1980 a simple drilling procedure will be required for pressure relief. See S&S Cycle No.53-0013 for oil passage drilling jig.
3. After removing old oil pump, thoroughly clean complete oil pump mounting surfaces. If you're going to use your oil pump shaft that is still in cases, inspect oil sealing surfaces, key ways, retaining ring groove and that the oil pump drive gear in gear case is still locked to shaft. Install oil pump in reverse order, following H-D® Service Manual for specification.
4. If installing JIMS® Oil Pump Shaft No. 26346-69/70, remove cam cover and inspect oil pump case bushing for wear limits, per H-D® Service Manual specifications. If case bushing is at service wear limits, ream for JIMS® oversized +.005 oil pump shaft, No. 1719 (not supplied in this kit). Install retaining ring No. 2487 with JIMS® tool No. 1052 to the end of shaft having two keys. **NOTE:** Make sure ring is seated. Apply a small amount of assembly lube to oil pump shaft. Next install one key, No. 2483, in the key way closest to retaining ring you installed. Follow by slipping gear No. 26328-74 over shaft and key, stopping at retaining ring. Apply small amount of lube to shaft and seal I.D., slip shaft from front side of pump body through seal until gear is to the inside of pump body. **NOTE:** Be gentle while pushing shaft through the seal. Turn shaft to give clearance for installing one key, No. 2483 into shaft, slip gear No. 26315-68A over shaft (on the inside of the pump), slip gear NO. 26326-62A over idler shaft next to gear No. 26328-74. Next, slip gear No. 26317-68A next to gear No. 226315-68A.
5. Turn shaft by hand while holding gears in place to check for any binding. If binding is present remove one gear at a time from idler shaft and clock in a different position until gear moves freely.

CAUTION: WEAR SAFETY GLASSES. EXCESSIVE FORCE MAY DAMAGE PARTS! SEE JIMS® CATALOG FOR HUNDREDS OF TOP QUALITY PROFESSIONAL TOOLS. THE LAST TOOLS YOU WILL EVER NEED TO BUY

- Place new body to case gasket No. 1268 for the 1711E or 1270 for the 1711L, with a small amount of Hylomar on one or both sides of the gasket onto oil pump body. Apply a small amount of assembly lube to the oil pump shaft.
(Caution: test gasket fitment to pump body before applying sealer).
Slip shaft through case bushing, at the same time holding oil pump shaft drive gear to receive oil pump shaft. The gear will slip over the shaft as the pump is being installed against case.
Hold pump in place with the two lubed bolts (not supplied), just hand tighten for now. Place new outer gasket, No.1269 for the 1711E or No. 1271 for the 1711L, (with a small amount of Hylomar on one or both sides of the gasket) onto oil pump body. **(Caution:** test gasket fitment to pump body before applying sealer) Place your old or new outer cover, cleaned and plumbed and ready to install with gasket in place, with the four lubed bottom bolts (not supplied). Before tightening bolts turn oil pump shaft so the key way is at about 9 o'clock or keyway is facing you in cam cover. At this time you can install the new key, No. 2483, followed by lock ring, No. 2485, sharp side of lock ring facing outward (You may have to rotate motor to get the key way in the gear to line up with the key way in the shaft if your pinion shaft pump drive gear is installed).
- Tighten bolts to H-D® specifications (90 - 120 inch pounds), tighten in 30 inch pound increments. Rotate oil pump drive gear to check for any binding. (Note, this is only if your pinion shaft pump drive gear is removed.) All of JIMS® oil pump gears are matched to eliminate any binding between gears.
- Note:** most oil pumps will need to be primed. To do this remove the check ball cover screw to relieve spring pressure so oil can drain from the oil tank. Reinstall check ball cover and torque to 80 to 110 in. lbs. as soon as oil is at the spring bore. Some models may need to have air pressure applied to the oil tank to purge the feed line. **(CAUTION:** use 5 psi maximum).

PARTS AVAILABLE SEPARATELY			
NO.	QTY	DESCRIPTION	PART NO.
1	1	OIL PUMP, BODY EARLY, UNASSEMBLED	1711EM
2	1	OIL PUMP, BODY LATE, UNASSEMBLED	1711LM
3	1	SHAFT, OIL PUMP	26346-69/70
4	3	KEY	2483
5	1	RETAINING RING, CAM COVER SIDE	2485
6	1	RETAINING RING, OUTER	2487
7	1	PLUG	2389
8	1	OIL SEAL	26227-58
9	1	IDLER SHAFT	26327-68
10	1	BALL, CHECK VALVE	8873
11	1	SPRING, CHECK VALVE	26262-80
12	1	CAPS, CHROME, ALLEN W/O-RINGS, SET OF 3	1760
13	1	SPRING, PRESSURE	26207-83
14	1	RELIEF VALVE	26400-82
15	1	PIN	239
16	1	GASKET, OIL PUMP COVER, 1973-91	1269
17	1	GASKET, OIL PUMP COVER, 1992-99	1271
18	1	GASKET, OIL PUMP BODY, 1973-91	1268
19	1	GASKET, OIL PUMP BODY, 1992-99	1270
20	1	GEAR, DRIVE, RETURN	26315-68A
21	1	GEAR, IDLER, RETURN	26317-68A
22	1	GEAR, DRIVE, FEED	26328-74
23	1	GEAR, IDLER, FEED	26326-62A

CAUTION: Before initial start up be sure oil pressure is showing on oil pressure gauge by removing the spark plugs and turning the motor over several times until oil light goes out and or until oil is returning to the oil tank or return line. STOP: You must have oil pressure to your engine or internal damage will occur.

