

Oil Pump Tooth Sleeve Question

Posted by 1M Fan - 29 Aug 2013 19:14

I'm putting my engine back together and have a question. I installed the front seal on the pump then put the tooth Sleeve on. The sleeve spins freely on the crankshaft snout. What puts tension the tooth sleeve so it will drive the pump? will it get cinched down when the cam and balance shaft gears are installed? Just want to understand how it works before I put it all set the engine back in the car.

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Re: Oil Pump Tooth Sleeve Question

Posted by phlip - 30 Aug 2013 13:47

When you torque the crank bolt it will lock the drive sleeve to the crank to drive the oil pump. Thats all that holds it and why the torque of the bolt is so critical

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Re: Oil Pump Tooth Sleeve Question

Posted by joeblow - 30 Aug 2013 21:54

Red locktight and a proper long arm torque wrench required.

I have seen these come off with disastrous results. It is not only the oil pressure issue but the entire drive belt assembly too. The one I saw took out the crank, two rods, and all the pistons and most of the valves...not good.

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Re: Oil Pump Tooth Sleeve Question

Posted by phlip - 31 Aug 2013 06:09

I've never used any loctite on a crank bolt, but you can do what ever you want.

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Re: Oil Pump Tooth Sleeve Question

Posted by 1M Fan - 31 Aug 2013 20:22

Thanks guys, The manual doesn't call for loctite, but I might use a little 243 medium strength. The 271 is a pain to get apart.

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Re: Oil Pump Tooth Sleeve Question

Posted by tcomeau - 21 Sep 2013 15:11

Just saw this thread. Your oil pump drive sleeve isn't pushed in far enough. No loctite. The factory wants you to slide the crank seal onto the sleeve then install the pair together. Gotta get those teeth all the way into the pump FIRST. Dont force it with the tightening of the crank bolt. Crank bolt goes on at 155 ft lbs. Call me if u don't understand anything here. 619.994.0919

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