



INSTRUCTIONS

Primer tank is recommended for priming the oil system of newly rebuilt engines or engines that may have been sitting for an extended period of time with crankshaft mounted oil pumps or oil pumps that are not able to be mechanically primed.

Operating Instructions

1. Clean and inspect primer tank before initial use with mineral spirits or hot soapy water. Thoroughly dry unit to remove any remaining solvent or water. Install the -4AN x 1/4"-18 NPT adapter fitting into the oil control valve (see figure #1). Apply a small amount of thread sealant to NPT threads before installation. Install steel braided hose to male fitting and tighten (thread sealant is not required on this connection).
2. Remove the oil pressure sending unit or oil galley port plug from the engine and install the necessary adapter fitting. Note: Kit includes a -4AN to 1/8"-27 NPT adapter fitting, additional adapter fittings may be required depending on application.
3. Common adapter thread sizes: GM LS = M16x1.5, Ford Modular = 1/4"-18 NPT or M12x1.50, Late model Hemi = 1/8"-27 NPT
4. Connect primer hose to previously installed adapter fitting installed into engine oil port and tighten.
5. Install a new oil filter; filter should be completely pre-filled with recommended oil for the engine before installation.
6. Fill the tank with up to 4-quarts of the recommended oil for the engine and install filler cap. Note that the filler cap has a machined groove (see figure #2) to release the pressure when priming procedure is complete.
7. Verify the oil control valve is in the closed position (see fig #1). Pressurize the tank with up to 100 lbs. of air pressure. Maximum recommended tank pressure is 100 psi.
8. Slowly open the oil control valve and allow the tank to force oil through the passages, at this time the engine should be rotated by hand 360-degrees to insure all oil pump passages are primed.
9. Allow the tank to drain but not completely then close the oil control valve. Remove the line and adapter fitting. Replace the sending unit or oil galley plug.
10. The engine should be primed and ready to run.
11. Slowly loosen the oil fill plug on primer tank to release pressure (see fig #2).



Figure 1



Figure 2