

T-3081-HVOL High Volume Oil Line Kit

NOTE: Please read completely through the instructions before installing your high volume oil line kit. It will insure your installation goes smoothly.

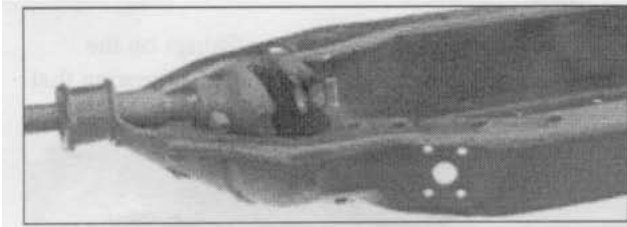
WEAR SAFETY GLASSES

Your high volume oil line kit should include the following components:

- 1 Outlet & Inlet Adapter Casting set (aluminum)
- 1 Outlet & Inlet Gasket set
- 1 Sheet Metal Oil Scoop
- 1 1/2" OD x 24" Copper Tubing w/Flare Nuts
- 2 90° Brass Elbow, 3/8" NPT - 3/8" CT
- 4 #10-32 x 5/8" Round Head Slotted Machine Screws
- 6 #10-32 x 7/8" Round Head Slotted Machine Screws
- 6 #10 Split Lock Washers
- 4 #10-32 Hex Nuts w/lock washers

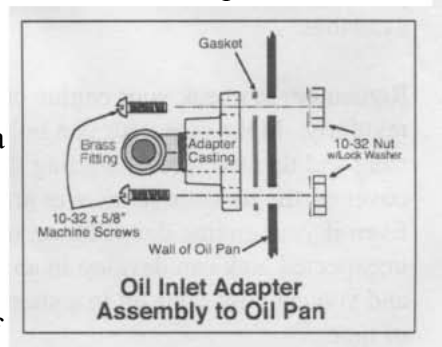
It is probably easier to install the High Volume Oil Line Kit while your engine is apart being rebuilt, but it can be done with an engine installed in your car. At the very least, you will need to remove your hoghead from the transmission. Use the installation templates included with these instructions to determine the installation location of the two adapter castings. We suggest that you use the gaskets or aluminum castings to center punch and drill the holes for the mounting bolts of the adapter castings before drilling the large holes needed for oil passage ways. Check to make sure that the position of the bolt holes allows the bolts to be inserted before proceeding to drill and grind the large oil passage holes.

Position the Outlet and Inlet Gaskets in position using their respective mounting bolt holes and mark the hoghead and pan for the larger oil passage holes.



After cleaning the area around the inlet casting location, use the gasket and a good gasket sealant and install the inlet casting using the four (4) #10-32 x 5/8" Round Head Slotted Machine Screws and the four (4) #10-32 Hex Nuts w/lock washers. See diagram to the right. Install one of the 90° Brass Elbows in the inlet adapter casting using Teflon thread sealing tape. The flair end of the fitting on the oil inlet casting should point toward the back of the engine pan.

The oil passage hole in the front of the pan can be drilled with a 1/2" drill. If the engine is in the car, take care to remove all of the drill shavings from the inside of the pan.



Note: On needle nosed pans ('09-'17) it is necessary to turn the Inlet Adapter casting sideways and grind it to conform to the curvature of the pan.

The oil passage hole in the hogshead can be started with a 1/2" drill but should be enlarged and shaped with a file or die grinder as shown in the photo to the right. You may want to drill a series of small holes around the perimeter of the area to be removed and then break out the remaining material in the large hole location.

Remember, the oil scoop will help direct the oil into the oil passage hole, but the less resistance created by the edges of the hole, the more oil will be able to pass through. After you are satisfied with the size and shape of the oil outlet hole, do a test installation of the assembly with the oil scoop on the inside to make sure that all holes line up and everything fits well. The beveled lower edge as shown in the photograph on the right will help maximize the oil flow.

Install the outlet adapter assembly on the hogshead as shown in the

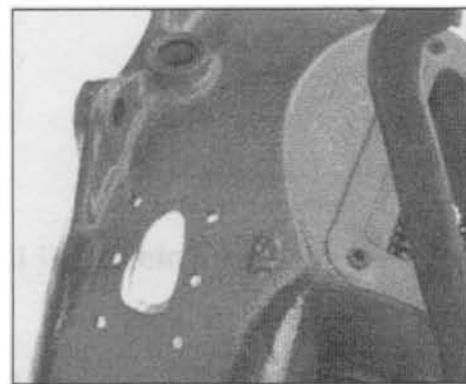
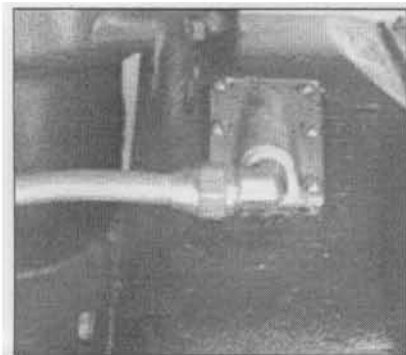
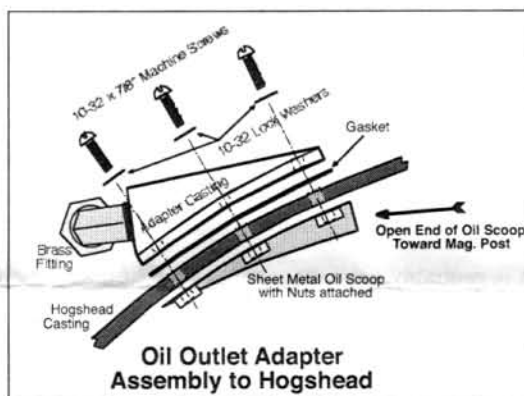


diagram on the right using the gasket and a good gasket sealant or epoxy to seal the screw threads.



WARNING! Be sure to install the 90° Brass Elbow into the outlet casting with the flair end pointing toward the front of the engine before fastening the casting to the hogshead. If you do not, you will find that you are unable to install the

elbow with the outlet casting bolted in place. Use Teflon thread sealing tape.



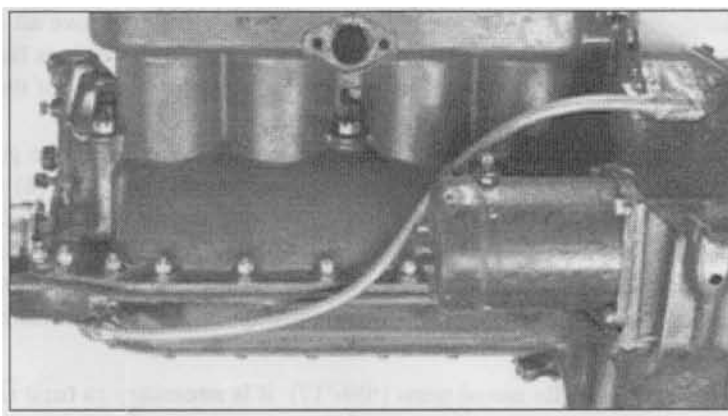
Now, install the hogshead onto your transmission as you would normally. After the hogshead is installed, hold the 1/2," OD x 23" Copper Tubing w/Flare Nuts in the approximate

position between the two fittings as shown in the photograph above. Some straightening or bending of the copper line may be needed to achieve a proper fit. Be careful not to crimp the copper tubing. Don't forget, if your car has a starter that is not currently installed, the path of the oil line will need to clear the starter when it is installed.

Note: On a 1926-27 engine, you will not be able to install the steel strap on the left side of the hogshead. We do not feel this creates any problem, but if you are concerned, you may make a longer strap out of 1/8" x 1" steel.

When you are satisfied with your test fitting of the copper oil line, tighten the flair nuts to the fittings on the Outlet and Inlet castings and your High Volume Oil Line is complete. Enjoy driving your Model T knowing that you have the best lubrication system that is available.

Remember to check your engine oil level regularly. Make sure your pan bolts are snug and that the screws holding the bendix cover on the transmission cover are tight. Even if your engine doesn't burn oil, an unexpected leak can develop in any Model T and you can lose your oil in a short period of time.



T3081-HVOL

High Volume Outside
Oil Line

Tips:

A die grinder works well to cut and shape the large holes.

The precise location is not critical. However, bolt holes should be carefully located so the bolts will fit through the castings properly.

Use the Gaskets or the Aluminum Castings to accurately mark and drill the bolt holes for installation of the castings.

Installation Templates

(Cut out templates on dotted line)

