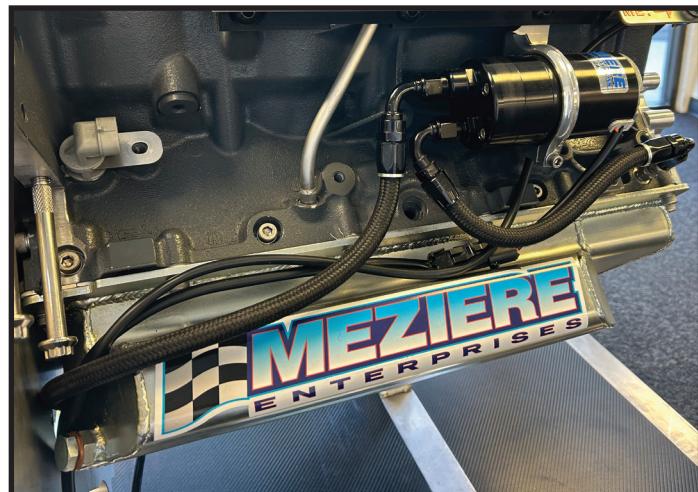


PD100 Oil Priming Kit

In The Box:

- 1 Electric Oil Pump #WP723
- 1 Wiring harness w/ 20 amp fuse
- 1 Engine mount plate
- 1 Aluminum clamp BC3251
- 3 3/8-16 bolts
- 1 Fitting 1/4" NPT to -06AN
- 2 Hose ends, straight -06AN
- 1 Hose end, 90 degree -06AN
- 1 Hose end, 150 degree -06AN
- 3ft Hose -06AN
- 1 Weld fitting, male, steel -06AN
- 1 Weld fitting, male, aluminum -06AN



Pump mounting:

Make sure the pump will fit in the required space. The pump mounting plate will bolt to either side of a standard Chevrolet engine block. You may also choose to fabricate a custom bracket for the clamp or purchase a bar style base for the clamp from Meziere.com. Whether you use the supplied plate and clamp or some other means, be sure to mount the pump securely. Use the supplied -06AN hose and ends to complete the plumbing.

Prep the oil pan:

In the box we supply a couple of weld-on fittings to provide a -06AN male connection. This is one method to provide the oil to the priming pump. Simply weld this port to your oil pan at a low enough point that it will draw oil from the pan reliably.

Another option for supply side plumbing:

Meziere offers a custom fitting (Part #MSP0179) which can be purchased separately. This is an inline solution which is much simpler to install, provided the adapter drain plug thread (which is 1/2"-20) is the same as what your oil pan currently has and provided there are no clearance issues. For more information, visit www.meziere.com and search MSP0179.



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Pressure side plumbing:

Chevrolet engines offer a number of ports to pressurize the oil passages. Many of them will be tapped 1/4" NPT and ready for the supplied fitting. In some cases you may need to tee into a port that is used for a pressure sending unit. We recommend a 1/4" NPT port or equivalent for the engine supply line. Use teflon tape to seal the tapered thread fitting into the engine block. Then make up the -06AN line, connect and tighten.

Wiring the Pump:

The black wire should be connected to ground. The blue wire should be connected to a 12 volt positive switched source. This switch can be momentary or steady ON-OFF. Supply and ground wires should be 14 gauge minimum. All switches, relays, breakers or other electrical connections in the circuit should be rated at 20 amps or higher.

Use and Maintenance:

The pump is now ready to use as you like in order to lubricate all engine parts before starting the engine. It can run continuously for several minutes at a time without danger of overheating. You can leave it running while rotating the engine periodically to ensure complete lubrication. Some will just use it for 15-30 seconds at the beginning of the day. Others will use it for every start.

The pump has an inlet filter which ensures that debris cannot get into the gears of the pump. It is located inside the large fitting on the pump end. This should be checked periodically for debris and cleaned as needed.

Frequently Asked Questions:

"Should I use some sort of a check valve?"

The inner design of the pump uses a gerotor set. When the pump is not running there is almost zero clearance and passage for oil to be backfed. Therefore, a check valve is not required.

"Will drawing unfiltered oil from the pan damage my engine?"

It may. It also may damage the pump. That is why we provide a filter in the inlet side of the pump. If you suspect the pan is carrying a significant amount of sludge, it is a good time to clean it before using this pump.

"I have a drag car. Can I just keep the primer pump on during a pass?"

To date we have not seen any downside to this. In fact there was one instance where a pickup fell off of the OE oil pump but our primer pump provided enough oil to give the driver time to see the problem and shut the engine off without damage. However, Meziere does not recommend this as your first line of defense. The pump will not provide enough volume for sustained oiling as the engine runs.

California Proposition 65 Warning: Please see below for Prop 65 information.

California Proposition 65 Warning

WARNING: This product contains chemicals known to the State of California to cause cancer and birth defects or other reproductive harm.

WARNING: Motor vehicles contain fuel, oils and fluids, battery posts, terminals and related accessories which contain lead and lead compounds and other chemicals known to the State of California to cause cancer, birth defects and other reproductive harm. These chemicals are found in vehicles, vehicle parts and accessories, both new and as replacements. When being serviced, these vehicles generate used oil, waste fluids, grease, fumes and particulates, all known to the State of California to cause cancer, birth defects, and reproductive harm.

For background on the new Proposition 65 warnings, see:

<https://www.p65warnings.ca.gov/new-proposition-65-warnings>

Proposition 65 and its regulations are posted at:

<https://oehha.ca.gov/proposition-65/law/proposition-65-law-and-regulations>

To give Meziere notice of an alleged violation of California Health and Safety Code Section 25249.5 or 25249.6, you must send notice to:

meziere@meziere.com