The Oil Pump

by Tom Endy

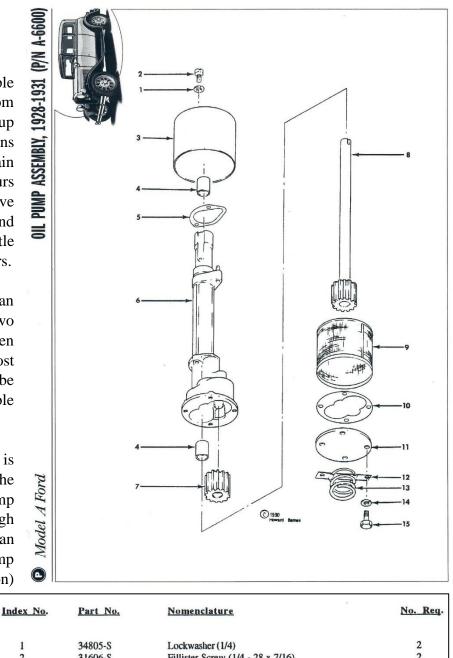
The Model A Ford oil pump is a fairly simple device, its sole purpose is to capture oil from the oil supply in the engine pan and raise it up to the valve chamber where it collects and runs down through ports to the crank shaft main bearings. The balance of oil then pours through an opening in the front of the valve chamber and dumps onto the timing gear, and then returns to the pan. There is very little actual oil pressure as is found in modern cars.

About all that needs to be done during an overhaul of the pump is to replace the two bushings and the two gaskets. The screen should also be either cleaned or replaced. Most everything else usually does not need to be replaced, although all the parts are available from most of the suppliers.

However, Henry laid a trap for you. There is an early and a late version of the pump. The only difference is the internal bore of the pump housing. The early pump (1928 through November 1929) uses bushings with an outside diameter of .656. The later pump (November 1929 until the end of production)

uses bushings with an outside diameter of 625. The inside diameter of both bushing sizes are all the same, one half inch (.500). So, you must pay attention to which size bushing you need to order for an overhaul. Both sizes are available from most suppliers.

It is not clear why there were two sizes of pump housing. There is speculation that Henry did it to confuse and confound the next hundred years of Model A enthusiasts.



1	34805-S	Lockwasher (1/4)	2
2	31606-S	Fillister Screw (1/4 - 28 x 7/16)	2
3	A-6611	Cover-Oil Pump Screen	1
4	A-6612-B	Bushing (.625 OD/.500 ID)	2
5	A-6626	Gasket, Cover Screen	1
6	A-6603-C	Body Assembly	1
7	A-6610	Gear	1
8	A-6608-B	Shaft Assembly	1
9	A-6623-B	Screen, Filter	1
10	A-6619-R	Gasket, Oil Pump Cover	1
11	A-6616	Plate, Oil Pump Gear Cover	1
12	A-6618	Clamp, Retaining Spring	1
13	A-6620	Spring, Retaining	1
14	34805-S	Lockwasher (1/4)	4
15	20309	Bolt (1/4 - 28 x 1/2 Hex)	4