

Oil Injection Pump Sport Jet

Models Affected

1995 SPORT JET 90 & 120
S/N 0E125390 - 0E141088

1996 SPORT JET 95XR & 120XR
S/N 0E141089 - 0E200011

There have been sporadic reports of Sport Jet powerheads scoring pistons during the break-in period. Engineering had found that the oil injection pump has not been consistently adjusted to provide the correct ratio of oil at wide open throttle. Several engines were found where the oil injection pump was metering oil at 70:1 rather than 50:1.

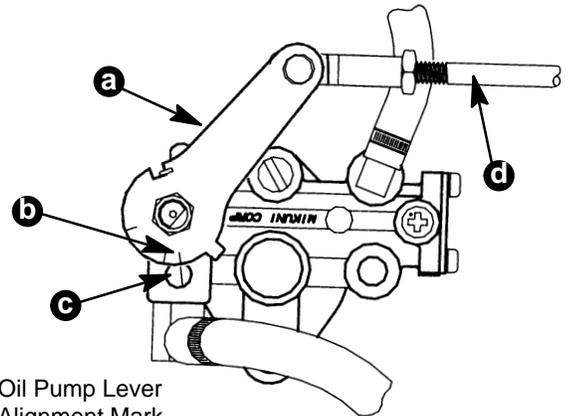
This was caused by a change where the fixed wide open throttle stop was replaced by an adjustable stop. The adjustable stop was necessary to increase the idle timing to achieve the 1000 rpm idle speed with a closed throttle shutter. The closed throttle shutter is a requirement for the Turn Key Start feature.

CORRECTION:

To correct this potential problem, the procedure for adjusting the oil injection pump has been changed. The oil injection pump is now adjusted at wide open throttle position rather than at idle.

IMPORTANT: The oil pump adjustment must be made after all timing and synchronization operations have been performed.

1. Move towershaft to the Wide Open Throttle position. Inspect oil injection pump alignment mark (c) with the oil pump lever mark (b). This check may require the use of a small mirror.



- a - Oil Pump Lever
- b - Alignment Mark
(At Wide Open Throttle)
- c - Pump Alignment Mark
- d - Link Rod

2. Adjust oil pump link rod (d) to align the marks as necessary.

Please mark this change in your service manuals.

NOTE: The oil injection pump is a variable ratio pump. It meters 50:1 gasoline to oil ratio at higher rpms and 80:1 ratio at idle. Break-in fuel mixture is 25:1. It is extremely important on new engines to have a gasoline/oil premix of 50:1 in the first tank of fuel. Without the premix, a new engine can fail prematurely on acceleration from idle. The new engine could be accelerated and run with 80:1 fuel mixture in the fuel bowls and fuel lines.

DEALER INVENTORY:

All new Sport Jets within the serial number range above must be checked and corrected prior to delivery.

REPAIR IDENTIFICATION:

Sport Jet units which have been reworked at the factory are identified by a green or yellow round sticker on the top of the cylinder in the exhaust manifold area.

WARRANTY:

Labor for oil injection pump inspection/adjustment on all NEW Sport Jets within the serial number range will be covered.

Midas or Paper
Complete warranty claim listing:

- Sport Jet Serial Number:
- Labor Rate Code: NJC 0.5 hrs.
- Failure Code: 418 01