



Center Point CnC 5773 Dawson Ave. Goleta, CA 93117	
Order Online www.centerpointcnc.com	Jeff Carroll ~ Owner (805) 308-2082

GM Billet Gerotor Wet Sump Oil Pump

INSTALLATION INSTRUCTIONS

1. This pump was designed (patent pending) to fit a stock oil pan without modifications. At Center Point CnC we recommend ¼” to ½” clearance between the pump pickup and the pan. Pans deeper than 8.5” can run more clearance.
2. Check that the oil pump sits flat on the main cap. Pay close attention to the rear main stud length.
3. Torque ARP main stud nut should be 65-70 ft lbs on billet main cap and 50-55 lbs on stock main cap. The weak link is the threads in the main cap, not the ARP stud & nut.
4. The ARP distributor drive will need to be cut to length to match your cam height. Make sure your distributor gear is on the center of the cam, you are looking for .005 minimum to .050 maximum endplay. If you are using a gasket between the distributor and the manifold, you can remove the gasket for this set-up process and set to zero endplay. The gasket will give you the necessary clearance needed.
5. Oil pressure is set to your desired pressure at the time we spin test your pump. Center Point CnC oil pumps can be set between 45 psi and 125 psi. Our standard (blue) spring will adjust between 45 psi and 95 psi. Our (red) spring will adjust between 95 psi and 130 psi; with 1 turn (clockwise) on the ¼-28 set screw will increase the pressure approximately 5-7 psi. Counter clockwise will decrease approximately the same.
6. We also recommend running your oil pressure as low as your motor will let you. Running more oil pressure than you need only decreases horse power.
7. Center Point CnC gerotor oil pumps are designed to make changing pan depths easy. The pick-up with the screen can easily be removed with one 10-24 button head allen bolt & three ¼-20 allen bolts. Our housing cover will keep the gear assembly and thrust bearings captive during this process. When re-assembling a new pick-up, pay attention to the 2 o-rings between the pick-up and housing cover. We recommend tightening the three ¼-20 allen bolts with blue or red Vibra-tite or similar product to 120 in. lbs (not ft. lbs). Tighten the 10-24 button head securing the screen to 50 in. lbs.
8. Oil drain back is key in keeping your engine running in top condition. Equalizing the pressure from the crank case to the oil galley area is crucial. Oil can't drain back if the pressure is greater in the pan. Adding a drain hose from the upper pan (above the oil level) to the valve cover on the right side of the engine and/or the fuel pump mounting surface to the valve cover (drivers side) is helpful. Also shielding the right rear drain hole in the block will help prevent oil from being thrown from the crank counter weight directly up that passage. Now oil has a better chance of getting to the pan.
9. Adding a magnet in the pan near the pick-up will help stop any small metal objects from getting into the pump. Rare earth magnets work best.
10. If your pan has swinging doors for baffles, make sure they only open approximately 45 degrees. A door that swings 90 degrees open or more will take that much longer to close during de-acceleration.
11. If you have any further questions, please give us a call. CnC Center Point believes in racers helping racers.