

B Series Engine Oil Pump – Prime Need

Outline

After working on the Z Type's Engine (using an engine stand) and replacing it back in the car. It was a nasty shock; in the pre start checks, to find there was no oil pressure. Engine had been running fine prior to this and the oil pump had not been interfered with.

This was new to me; and no cranking (over) of the engine, with ignition disabled and sparkplugs out, could induce any indication on the oil pressure gauge!

How To Prime the Oil Pump?

1. Referring to the service manual it seemed best (lest intrusive) to access the main oil gallery by undoing the nut immediately above the oil pressure valve. *See Picture No. 1 for location.*



Picture 1. OIL GALLERY ACCESS

2. Next. Providing a vent helps forcing oil in at the gallery plug orifice. The vent would allow trapped air; airlocks and excess oil an upward path as oil is fed in.

Referring to *Picture 2 for location*. Disconnected the oil pressure gauge at the engine block to create this vent.

Again this is less intrusive [only one nut]; and is beneficially located higher than the point at which oil would be injected.



Picture 2. OIL PRESSURE GAUGE - ACCESS POINT

Procedure

A clear plastic pipe was made up: One end to fit the main oil gallery access and the other to accept the syringe. *See Picture 3.*

Step 1. Locate plastic pipe in main oil gallery. Fit should preclude oil leaking past.

Step 2. Fill the syringe (*See picture 3 for syringe type used*) with oil. Connect to plastic tube and slowly inject oil into the main gallery. Stop when resistance is encountered: Remove the piston from the syringe; replenish piston-less syringe; allow oil to flow under gravity, slowly, into the

main oil gallery; and refill ‘over a period of hours’ (the body of the piston-less syringe) as the level drops.



Picture 3. SYRINGES & CONNECTION PIPE

Step 3. After the oil has had plenty of time to fill the oil pump and its immediate feed gallery [without air locks], as per step 2, it should now be easy to inject an additional 0.25 to 0.5 litre of oil; after replenishing and replacing the piston back into the syringe.

Step4 Push all the oil out of the syringe. Withdraw the tube out of the main oil gallery orifice and reinstall the oil gallery's sealing nut. Then reconnect the oil pressure gauge pipe at the engine block.

Final Check

Finally, check all unwanted items are remove from the engine and engine bay. Ensure engine ignition system is disabled {with spark plugs removed} and the gearbox is in neutral. Now press the starter for a continuous rotation of the engine.

After about 20 to 30 seconds you should be rewarded with the return of oil pressure, indicated on the gauge.

Conclusion

After talking to a local mechanic I was told, yes the oil pump can get it self into an inoperative state. He provided the following additional options:

- *[1] Pack the oil pump gears with Vaseline.
- *[2] Fill the oil pump with a, recommended, heavy/thick oil

**Internal pump. Sump needs to be removed*

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