



PISTON DOME/WRIST PIN OILING FIXTURE KIT

THIS KIT SHOULD INCLUDE:

- Aluminum Drill Fixture(s)
- Metering jets (enough for 1 engine)
- 1 drill tap (drap) 8-32 thread
- 1 tap 8-32 thread
- 1 6" drill #28

STEP 1:

Locate the proper aluminum drill fixture for each cylinder. Position the engine block so that the main bearing bores & oil pan rails are facing up. (Main caps should be removed). Install the appropriate fixture into the main housing bore with the fixture pilot hole facing the correct cylinder. Bolt the fixture to the engine block using either bolts or main studs. Torque to approximately 20-25 ft. lbs. each. **Note:** There are so many different main bolt/stud locations for each engine block of the same brand and cubic inch, that it would be virtually impossible to manufacture and stock fixtures for each type. Therefore, a compromise of sorts had to be reached during design of the fixtures, particularly for the rear main bearing fixture, (typically #8 cylinder). This is why the mounting holes are elongated and enlarged. Be sure that the fixture(s), when bolted to the engine block, are aligned parallel to the machined areas for the crankshaft counterweights. In some cases, the fixture holes may need to be notched out even further than manufactured. This will not present an alignment problem. **A good rule of thumb is to, position each fixture so that the drilled hole will be as close to the centerline of the housing bore as the mounting holes will allow.**



STEP 2:

After bolting the correct fixture in place, (double check the cylinder #). Using an electric hand drill with the supplied 6", #28 drill in place, position the drill bit into the hardened bushing inside the aluminum drill fixture. Continue drilling through the main webbing until the drill bit goes through, into the base of the cylinder. **(Note: It is imperative that the drill bit be removed from the fixture and the flutes cleared often during each drilling operation! Failure to do this will result in a broken drill. (Do not use cutting fluid while drilling cast iron engine blocks. The fluid will keep the flutes clogged with metal). Use this same procedure for each cylinder.**



STEP 3:

After each cylinder has been drilled, remove the aluminum fixture block(s) and lightly de-burr each hole. **Do not use a drill-driven countersink for de-burring! A sharp X-Acto type blade or a similar tool should be utilized for removing burrs left from drilling.** Then, using the supplied 8-32 drill-tap, begin the threading operation. The drill-tap is primarily utilized as a starting guide for threading the hole. Use the drill bit portion of this drap to align the tool, and then begin to tap each hole to a depth of approximately 3-4 revolutions. **Do not attempt to finish threading each hole with this tool, as the drill-taps are prone to breakage.**



**Bo Laws Performance
Products, Inc.**

1015 West Church Street
Orlando, Florida 32805
407.422.0394
800.624.1358
407.422.2741 fax

WWW.BLP.COM