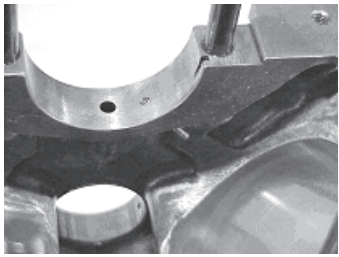


#### STEP 4:

The supplied 8-32 plug tap is then utilized for the finish threading.

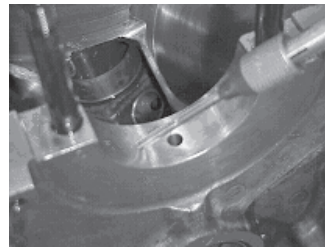
**This is the most critical operation! The metering jet depth is set by how far the threads extend into the drilled hole. (6-7**



**revolutions are generally correct).** A certain amount of trial & error should be used on

this process until you become familiar with what depth you prefer to set the jet to. The thread depth should be set so that each jet protrudes slightly into the cylinder area. Note: This is virtually impossible to achieve on cylinders 1 & 8 due to the material available in the main webbing area. **Do not tap the threads into**

**the cylinder area.** The end of the threads is what keeps the metering jet from rotating into the cylinder during assembly.



#### STEP 5:

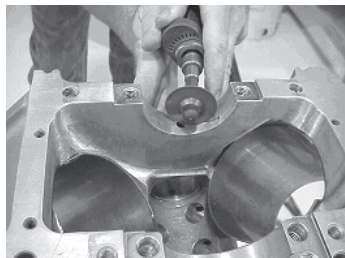
Be sure to lightly de-burr each end of the finished holes. On some engines depending on bore size, it may be necessary to relieve the base of the cylinder in order for the oil stream to clear this area.

(Before installing the metering jet, take a length of 3/32" welding rod, insert it through each hole and be sure that there is no interference. This will also show you where the oil stream will contact the piston and wrist pin).

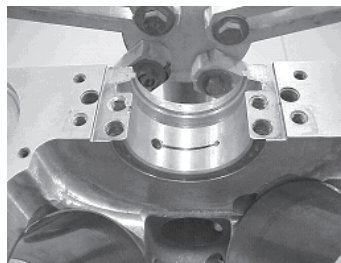
#### STEP 6:

Now connect the newly drilled oil holes to the oil pressure supply.

Use a "Sharpie" type marker to draw a line from one hole to the other. Then, using a small diameter, circular "cut-off"



wheel, (approximately .040" in width), in a die grinder, make a small channel, using the marked line as a guide from one hole to the next. .040" deep is plenty for proper volume to each jet.



#### STEP 7:

After cleaning the engine block for assembly, install each metering jet into the corresponding oil hole. A small amount of blue Loc-Tite or it's equivalent on the threads of each jet may be used, but is not necessary.

**TIP 1:** Use patience and be deliberate while machining these holes. The fixtures have been engineered to make the job as easy as possible. After modifying just a few engine blocks, this procedure will become almost second nature. Be sure to replace the drills & taps often, as cast iron will weaken each very quickly. Our long time customers will typically use a new drill for each engine block and change out the taps after every 2nd. engine. The part numbers are shown at the beginning of this instruction sheet.

**TIP 2:** The wrist pin boss design varies with different piston manufacturers. It is a good idea to relieve the edge of this boss slightly using a 45-degree cutter or a die grinder. This will allow the oil stream to stay in contact with the piston dome for a longer period during each crankshaft revolution.

#### **NOTICE TO BIG BLOCK CHEVY OWNERS:**

On some B/B engine blocks, when running a wet sump oil pump; it is necessary to utilize our 3/8" long metering jet for the #8 cylinder in order to have clearance around the oil pump drive shaft. Be sure to check this area for proper clearance before final assembly.

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