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[Go To Technical Menu](#)

REF: Oiling & Lubrication

Aftermarket Sportster Oil Pumps

Gear Pumps

1957-1966 Sportsters

V-Twin Oil Pump Assm (12-9979)

Replica replacement for OEM pump 26217-56A for 1957-1966 Sportsters. ¹⁾

Manufactured by Motorshop.

Includes roll pin, 3/8" check ball and spring, snap rings, billet aluminum pump body, shaft seal, inner pump cover, outer cover plate, timed breather gear, feed and return gears, gear key, oil switch, switch fitting, feed inlet fitting, hardware and gaskets.

Order #12-0177 hardware kit.

Replacement Items:

12-9950 - Oil Pump Feed Idler Gear

15-0942 - James Oil Pump to Crankcase Gasket

15-0945 - James Oil Pump Outer Cover Gasket

1962-1971 Sportsters

V-Twin Oil Pump Assm (12-6271)

Replica replacement for 1962-1971 Sportsters. Oil pump assembly includes all parts assembled. ²⁾

Manufactured by Motorshop.

Replacement Items:

12-1507 - XL Oil Pump Feed Gear

28-0711 - Black 7-3/4" Length Nylon Tie Straps

15-0945 - James Oil Pump Outer Cover Gasket

15-0950 - James Oil Pump Inner Cover Gasket

1967-1976 Sportsters

V-Twin Oil Pump Assm (12-9930)

Replica replacement for OEM pump 26204-67 for 1967-1976 Sportsters. ³⁾

Manufactured by Motorshop.

Includes roll pin, 3/8" check ball and spring, snap rings, billet aluminum pump body, shaft seal, inner pump cover, outer cover plate, timed breather gear, feed and return gears, gear key, oil switch, switch fitting, feed inlet fitting, hardware and gaskets.

Replacement Items:

12-0901 - Oil Pump Snap Rings

12-1410 - Replica Oil Pump Body

Individual Parts/Kits

V-Twin Oil Pump Body (12-1410)

Replica replacement for OEM pump body 26214-72 for 1972-1976 Sportsters.

Can be used on 1957-1971 XLs by using the 1972-1976 gears.

Billet aluminum pump body ONLY. Comes with installed with idler shaft.

Accepts the later style gears. No pump gears, covers or breather gear/parts included.

V-Twin XL Oil Pump Kit (12-0059)

Kit includes V-Twin 1972-1976 billet pump body loaded with feed and return gears and pins.

Replacement Items:

12-1410 - Replica Oil Pump Body

12-9904 - Inner Oil Pump Cover

12-9947 - Cam Chest Breather Gear

12-9948 - Scavenger Oil Pump Gear

V-Twin XL Inner Pump Cover (12-9904)

Replica replacement for OEM inner cover 26241-52 for 1957-1976 Sportsters.

Has double barrel return inlet holes. Does not include breather gear.

V-Twin XL Timed Breather Gear (12-9947)

Replica replacement for OEM breather gear 26331-72 for 1972-1976 Sportsters.
Accepts 1 pin and 1 key. Made by Motorshop.

Full V-Twin 1954-1976 Oil Pump Parts List

VT Part#	Replaces HD Part	#	Years	Item	VT Part#	Replaces HD Part	#	Years	Item
12-9930	26204-67		1967-1976	Complete Pump	12-9951	26323-52A	P	1954-E1962	Gear, Feed
12-1524	240	A	1962-1971	Feed Pin				1972-1976	
12-1160	603	A	L1972-1976	Roll Pin	15-0942	26256-52	Q	1954-1976	Gasket, Case
12-0158	8873	B	1954-1976	Check Ball	15-0945	26258-52	R	1954-1962	Outer Gasket
	9095	C	1961-1976	Dowel				1972-1976	
12-0901	11002	D	1955-1962	Retainer	15-0946	26258-62	R	L1962-1971	Outer Gasket
			1972-1976		15-0950	26259-52	S	1954-1962	Inner Gasket
8814-15	24819-52	EF	1952-E1971	Stud and Nuts				1972-1976	
8815-15	24819-52	EF	As Above Cadmium	15-0951	26259-62	S	L1962-71	Inner Gasket	
9614-10	—		L1971-1976	Stud and Nuts					
12-0154	25276-52	G	1954-1973	Screen	12-0204	26340-36	U	1960-1971	Key
12-1410*	26214-72	H	1972-1976	Pump Body	12-0205	26348-15	U	1972-1976	Key
14-0114	26227-58	I	1958-1976	Seal	12-0214	26341-37	V	L1962-1971	Retainer Half
12-9904	26241-52	J	1954-1976	Cover	13-0115	26364-57	W	1957-1972	Check Spring
12-9946	26250-56	K	1956-1976	Plate	13-0116	26364-72	W	L1972-1976	Check Spring
12-8950* *	26331-52	L	1952-1955	Breather Valve Gear	12-1488	26420-57	X	1957-1976	Fitting
12-8951* *	26331-56	L	1956-1959	Breather Valve Gear	32-0427	26552-72	Y	1972-1976	Switch
12-8952* *	26331-60	L	1960-1971	Breather Valve Gear	37-8777	45830-48	Z	1958-1976	Plug
12-8953* *	26331-72	L	1972-1976	Breather Valve Gear	40-0566	63533-41	AA	1967-1976	Feed Fitting
12-9947	26331-72	L	1972-1976	Breather Valve Gear	8817-10	Chrome		1977-1990	Allen Bolts

12-9948	26315-72A	M	1972-1976	Scavenger Gear	9806-8	Chrome		1977-1990	Acorn Kit
12-9949	26317-72A	N	1972-1976	Scavenger Idle Gear					
12-9950	26322-52A	O	1954-E1962 1972-1976	Idler Gear					

* Note: 1972-1976 body may be fitted on earlier models if later gears are substituted.

** Note: GB Brand.

Gerotor Pumps

1977-1985 Sportsters

V-Twin Oil Pump Assm (12-1562)

Replica replacement for OEM 26197-83 for 1977-1985 Sportsters.

Cast aluminum finish. No instructions included.

Included Items:

(1) Aluminum oil pump assembly

1986-1990 Sportsters

V-Twin Oil Pump Assm (12-1563)

Replica replacement for OEM 26204-86 for 1986-1990 Sportsters.

Cast aluminum finish. No instructions included.

Included Items:

(1) Oil pump assembly (loaded)

(3) Fittings

1991-Up Sportsters

V-Twin Oil Pump Assm (12-9929)

Replica replacement for OEM 26204-91A for 1991-Up Sportsters.

Cast aluminum finish. No instructions included.

Included Items:

- (1) Complete oil pump
- (1) Pump mounting gasket
- (2) Hose clamps
- (1) 90 Degree fitting
- (1) Front connector fitting
- (1) Rear connector fitting
- (2) 1/4"-20 x 5/8" Socket cap head bolts

Drag Specialties Oil Pump Assembly (09320189)

This is the Daytona High Volume Oil Pump (88164), Daytona Corporation in Shizuoka, Japan. ⁴⁾

This oil pump is comparable to the 2007-up Sportster oil pump (26204-91A) with the taller scavenge gerotors.

However, **the parts in this pump will not interchange with the factory oil pump.** The gerotor and middle spacer dims are different.

[Click Here](#) to view parts dims for the factory 07-up oil pump.

The Daytona pump boasts; Higher volume helps reduce engine and oil temperatures.

.39mm diameter rotors for maximum performance (std=38mm)

.110% feed and 115% scavenge volume compared to original equipment XL oil pumps.

High-quality die-cast aluminum body construction with a high-strength powder metal gear.

Click on any pic to enlarge:

INSTRUCTION

HIGH VOLUME OIL PUMP

for Harley Davidson XL 1991- 2022

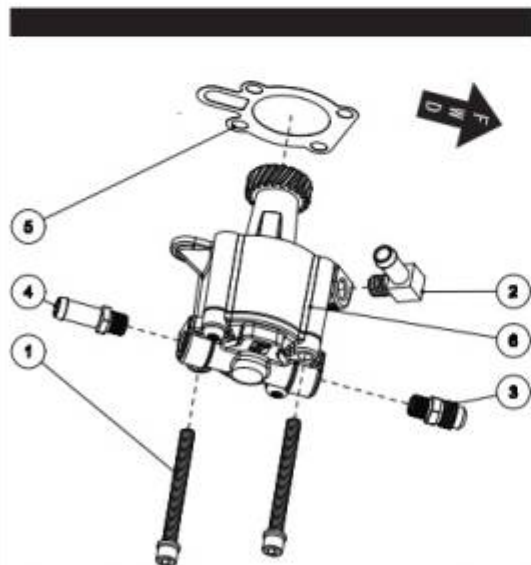
Features

- Higher volume helps reduce engine and oil temperatures.
- .39mm diameter rotors for maximum performance (std=.38mm).
- .110% feed and 115% scavenge volume compared to original equipment XL oil pumps.
- High-quality die-cast aluminum body construction with a high-strength powder metal gear.

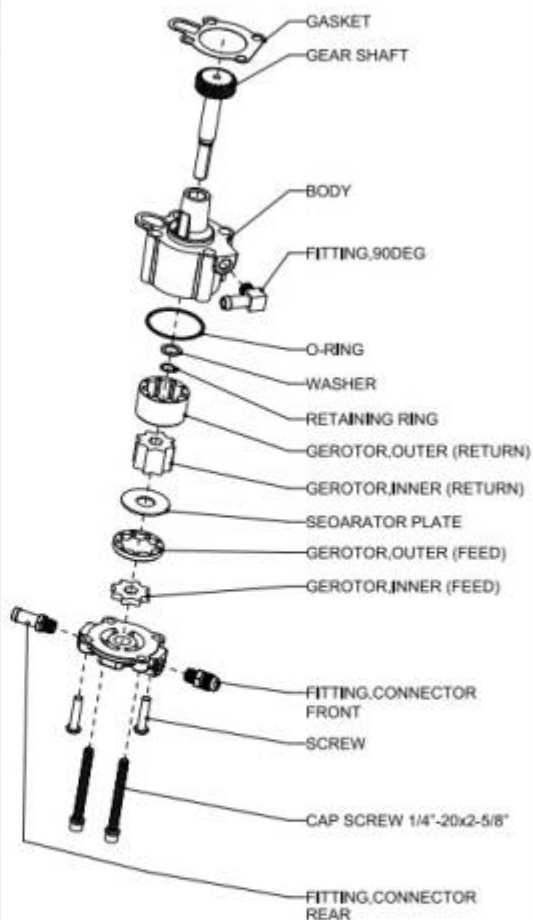


INSTALLATION

- See the service manual for oil pump installation instructions.
 - Replace oil pump hose to prevent leaks.
 - Use TEFLON PIPE SEALANT or HYLOMAR on fitting threads as necessary.
 - CAP BOLT 1/4-20 x 2-5/8 inch.
- long mounting screws included in kit are required on 1991-1997 XL models.
- This oil pump (which is original equipment on 1998 models) is slightly longer than the 1991-1997 original, equipment oil pump. These 1/4-20 x 2-5/8 inch long screws are original equipment on 1998 and later models.
- The following is for 2000 model-year XL only.
- When using this kit on 2000 model-year XL's, remove fitting (P/N 62601-91A) from pump assembly, and replace it with the fitting provided in this kit.



No.	PART NAME	QTY
1	CAP SCREW 1/4"-20x2-5/8"	2
2	FITTING,90DEG	1
3	FITTING,CONNECTOR FRONT	1
4	FITTING,CONNECTOR REAR	1
5	GASKET	1
6	OIL PUMP ASSEMBLY	1



SERVICE DATA

	POSITION	DESCRIPTION	STANDARD	SERVICE LIMIT
A		Gap between inner rotor and outer rotor	0.0527 -0.0555 inch	0.0574 inch
			0.07-0.14 mm	0.19 mm
B		Clearance between outer rotor and oil pump housing	0.0547 -0.0588 inch	0.2141 inch
			0.13-0.22 mm	0.36 mm

1

* Noticeable markings:

... Cover has CL stamped into the bottom center.

... Cover reads RPLS 26204-91A

- Features








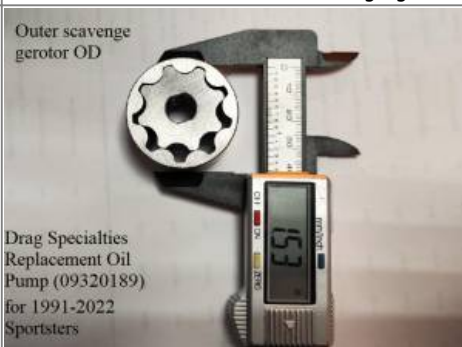

- Cast aluminum body with steel gears and shaft
- Raw cast aluminum finish
- Gaskets and seals included
- (2) mounting bolts and hose clamps (sold separately)
- (2) 1/8"-27 x 3/8" hose bibb fittings (for feed inlet and return hose attachments) (sold separately)
- (1) 1/8"-27 x AN5 feed hose fitting (sold separately)

Notes:

Daytona does not offer replacement gerotors for this oil pump.

Parts Europe lists the flow rate as "standard" ⁵⁾

Pics of parts

<p>Cover ID ⁶⁾</p>  <p>Drag Specialties Replacement Oil Pump (09320189) for 1991-2020 Sportsters</p>	<p>Pump body (minus cover) ⁷⁾</p>  <p>Drag Specialties Replacement Oil Pump (09320189) for 1991-2022 Sportsters</p> <p>Oil pump housing height</p>	<p>Spacer between the gerotors ⁸⁾</p>  <p>Drag Specialties Replacement Oil Pump (09320189) for 1991-2022 Sportsters</p> <p>Gerotor cavity spacer OD</p>
<p>Spacer between the gerotors ⁹⁾</p>  <p>Drag Specialties Replacement Oil Pump (09320189) for 1991-2022 Sportsters</p> <p>Gerotor cavity spacer height</p>	<p>Feed gerotor OD and height ¹⁰⁾</p>  <p>Drag Specialties Replacement Oil Pump (09320189) for 1991-2022 Sportsters</p> <p>Feed gerotor height</p>	<p>Feed gerotor OD and height ¹⁰⁾</p>  <p>Drag Specialties Replacement Oil Pump (09320189) for 1991-2022 Sportsters</p> <p>Outer feed gerotor OD</p>
<p>Feed gerotor dim ¹¹⁾</p>  <p>Drag Specialties Replacement Oil Pump (09320189) for 1991-2022 Sportsters</p> <p>Inner feed gerotor OD (major tooth dim)</p>	<p>Scavenge gerotor OD and height ¹²⁾</p>  <p>Drag Specialties Replacement Oil Pump (09320189) for 1991-2022 Sportsters</p> <p>Outer scavenge gerotor OD</p>	<p>Scavenge gerotor OD and height ¹²⁾</p>  <p>Drag Specialties Replacement Oil Pump (09320189) for 1991-2022 Sportsters</p> <p>Scavenge gerotor height</p>
<p>Scavenge gerotor dims ¹³⁾</p>		



V-Factor Oil Pump Kit (67084) - MID USA

Fits 1991 and later Sportsters. Made in Taiwan. V-Factor is a registered trademark of MID-USA motorcycle parts.

This pump replaces HD pump# 26204-91A. Weight app. 1.70 lbs.

Also sold under KC International brand (KCINT).

It has the same size gerotors as the 2007-up OEM version (tall scavenger gerotors) and it has the front inlet port for scavenging the cam chest.

Kit includes:

- Oil pump assembly (loaded).
- Oil pump mounting gasket.
- (2) 1/4"-20 x 2-1/2" socket cap head bolts.
- (2) 1/4" Split lock washers.
- (2) Small hose clamps.
- (1) 1/8" NPT / 90° brass hose fitting.
- (1) 1/8" NPT Straight silver male hose connector.
- (1) 1/8" NPT hose adapter.
- No instructions.

Notable differences between this pump and the OEM version are listed below; ¹⁴⁾

- On face value, it looks identical to the OEM pump. It's a nice clean die casting with only one small logo (a "C" with a circle around it).
- The gerotor bore inside the MID-USA pump housing is not the same depth as the OEM version. The depth of the gerotor cavity in the MID-USA pump is .004" more shallow than the OEM version.
- The separator plate in the MID-USA pump is also .004" thinner than the OEM plate. So the gerotor end clearance is the same as OEM.
- The center hole in the MID-USA separator plate is larger in diameter.

Race Pumps

1991-Up Sportsters

Pro-Flow Racing Pumps

The Pro Flow oil pump for 1991-up Sportsters was developed by Zippers according to Buz Buzzellie's Sportster Performance Handbook. ¹⁵⁾

Billed as compact Cad/Cam design, made of 6061 aluminum, O-ring sealing throughout and modular construction.


The ProFlow oil pumps and accessories for XLs, BTs and TCs in the year 2000 at least were sold thru Zippers Performance as well as Zodiac International B.V. (The Netherlands)

These pumps are no longer in production. ¹⁶⁾ There were two versions for Sportsters; a 3 stage and a 4 stage.

In 2000, the pump was redesigned with improvements, one of which was the addition of an oil strainer cap / cover over the cam chest port. ¹⁷⁾

The drive gear and gerotor systems were improved for less drag while maintaining reportedly superior scavenge and feed rates.

Click on any pic to enlarge:

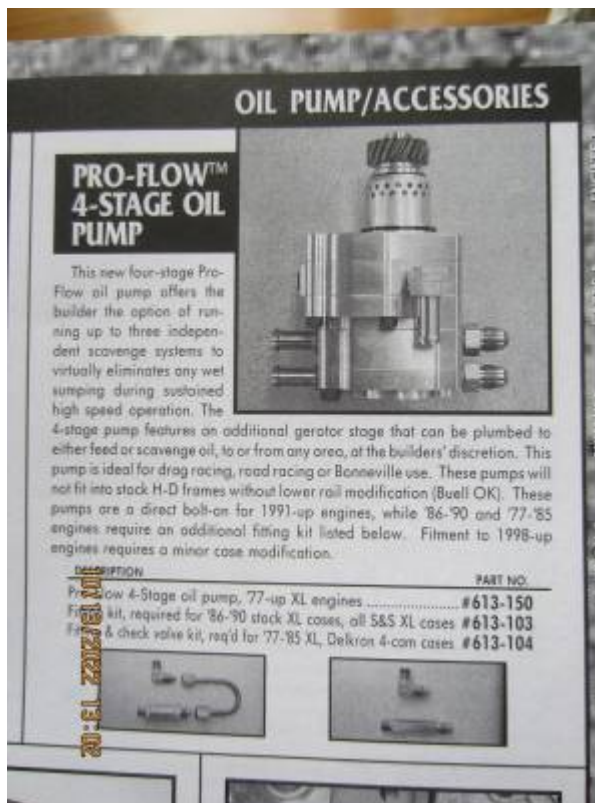


ZIPPER'S
PERFORMANCE PRODUCTS

**PRO-FLOW™
3-STAGE OIL
PUMP FOR
SPORTSTER®,
BUELL & 4-
CAM ENGINES**

The highly acclaimed line of original bullet Pro-Flow oil pump for Sportster® & 4-cam based engines has been updated for 2000. New 3-stage design uses gerotor feed gears, a second, independent gerotor set to scavenge the cam chest cavity & high volume spur gears in the main scavenge section to keep the engine as "dry" as possible & virtually eliminate wet-sumping. The drive gear and gerotor systems have been improved for even less drag during operation, while maintaining superior scavenge and feed rates over any other pump. Another new feature is the addition of a filter designed to provide protection for the oil pump from debris in the camshaft area and prevent foreign material from entering the oil pump at the cam chest scavenge port. This oil pump is a direct bolt-on to 1991-present engines, including 1998 & later. It can also be fit to 1977-90 engines by using one of the fitting kits listed below.

DESCRIPTION	PART NO.
Pro-Flow 3-Stage oil pump without filter, 77-up XL engines	#613-140
Fitting kit, required for '86-'90 stock XL cases, all S&S XL cases	#613-103
Fitting & check valve kit, req'd for '77-'85 XL, DeKron 4-cam cases	#613-104



OIL PUMP/ACCESSORIES

**PRO-FLOW™
4-STAGE OIL
PUMP**

This new four-stage Pro-Flow oil pump offers the builder the option of running up to three independent scavenge systems to virtually eliminate any wet sumping during sustained high speed operation. The 4-stage pump features an additional gerotor stage that can be plumbed to either feed or scavenge oil, to or from any area, at the builders' discretion. This pump is ideal for drag racing, road racing or Bonneville use. These pumps will not fit into stock H-D frames without lower rail modification (Buell OK). These pumps are a direct bolt-on for 1991-up engines, while '86-'90 and '77-'85 engines require an additional fitting kit listed below. Fitment to 1998-up engines requires a minor case modification.

DESCRIPTION	PART NO.
Pro-Flow 4-Stage oil pump, 77-up XL engines	#613-150
Fitting kit, required for '86-'90 stock XL cases, all S&S XL cases	#613-103
Fitting & check valve kit, req'd for '77-'85 XL, DeKron 4-cam cases	#613-104

Balances the stem to keep h RPM. This installs in the 977 and later custom sizing

PART NO.

613-331

613-335

613-341

613-345

ACCESSORIES FOR PRO-FLOW XL PUMPS

DESCRIPTION	PART NO.
Rebuild kit, 3 & 4-stage XL pump (O-rings/drive pins/circlips)	#613-141
Street filter (included w/613-141 & 150), standard oil level	#613-144
Race filter, low oil holes for reduced oil in gearcase	#613-145
Blank filter, no oil holes for custom finishing by the builder	#613-146
Filter set, includes (2) each street, race & blank filters	#613-143
Silicone-bronze drive gear: Use in extreme load applications such as Buell road racers and top fuel dragsters.	#613-142

6655-A Amberton Drive • Elkridge, Maryland

PRO-FLOW OIL PUMP & FILTER

This pro-Flow equ allow timer to is a true pre pressure over completely fil stallation, req line to the an excess oil. Re 35-40 psi for flat bearing designed to b are integrate prevent oil fr shut down, U

Pro-Flow filter hous Pro-Flow filter hous

ZIPPER'S PERFORMANCE EQUIPMENT

OIL PUMPS

PRO-FLOW™ BIG TWIN OIL PUMP

The Pro-Flow Big Twin oil pump substantially improves feed and scavenging rates over the stock system during street and cruising speeds (2,500 RPM & up). To accomplish this, it uses specially designed port-in-type feed gears that feed twice as much oil in and open-type scavenger gears that scavenge over three times more than stock. The Pro-Flow design uses a removable regulator body that overstates oil feed into the crankshaft, unlike the stock design. Filter skirts will not suffer from loss of lubrication at low RPM, and oil volume is adjustable via readily available jets that are installed under the removable valve body.

This second generation modular Pro-Flow Big Twin oil pump features a unique two-piece drive shaft that allows the pump to be installed without engine removal, even in FJR and SL models. The new modular design allows the feed and scavenger sections to be pre-assembled at the factory, greatly reducing installation time. Pro-Flow's exclusive dual-bolt pattern design allows this pump to be used on early (pre-72) or late engine cases without modification. Two models available; one for use with standard speed (stock) drive gears and one designed for use with double-speed drive gears (for use in large displacement street engines that benefit from additional oil volume to reduce high temperatures).

PART NO.

Pro-Flow modular BT pump, 84-99 engines w/stock drive gears

#613-621

Pro-Flow modular BT pump, 84-99 engines w/double speed gears

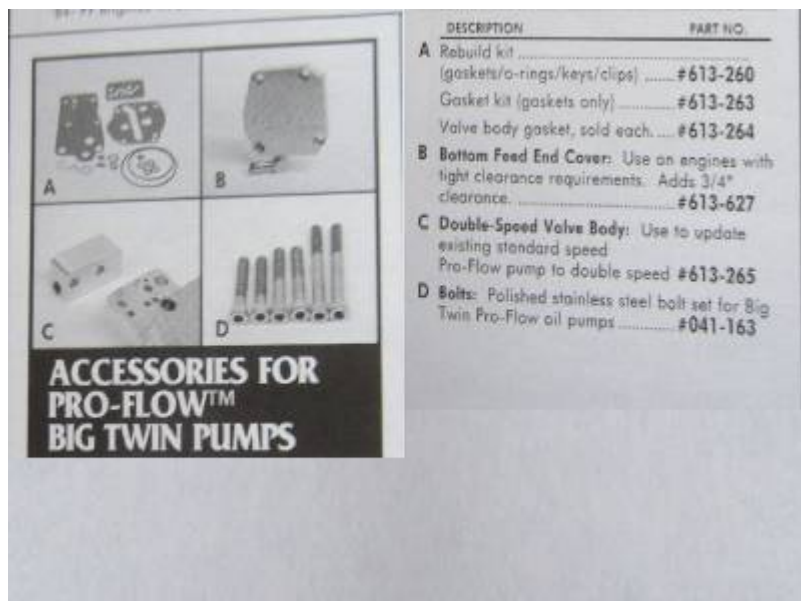
#613-622

PRO-FLOW

13/2022 13:03

New 2 Piece Oil Pump Shaft Design

Modular Design for Easy Installation



3 Stage Pump

The 3-stage pump uses 3 independent gear sections for oil delivery to and fro.

The different stages as starting from the top down;

- The top section has a gerotor stage to scavenge the cam chest. Oil is sucked through the neck by the gerotors in the top section of the pump.
 - Cam chest strainer cap holes: The strainer cap over the cam port has holes in it's upper section for oil intake. There were 3 variations of this strainer; ¹⁸⁾
 - **Street use:** holes are pre-drilled in circumference of the upper portion of the cap.
 - **Racing:** the holes were punched lower down the cap to scavenge all of the oil in the cam chest.
 - **Custom:** the strainer cap was left blank with no holes so the builder could drill holes to suit needs of the build.
- The middle section has a high volume spur gear stage to scavenge the crankcase sump. There is also an extra suction port into the spur gear cavity that is plugged with a 1/8"x27 NPT pipe plug. That port can be used if someone for example wants to connect the pump via external plumbing to the sump.
- The bottom section has a gerotor stage that feeds oil to the engine and plumbed just like the OEM pump feed section.

Fitment:

This pump is a direct "bolt-on" for 1991-up Sportsters.

It can be installed on 1986-1990 engines with the addition of a feed fitting kit to plumb to the feed passage in the bottom of the engine.

It can also be installed on 1977-1985 engines with the addition of the feed fitting kit which includes feed line plumbing and also an inline check valve.

Further plumbing is the responsibility of the builder.

Click on a pic to enlarge:

Pro Flow 3 stage oil pump. ¹⁹⁾



More pics of the Pro Flow 3 stage oil pump ²⁰⁾





4 Stage Pump

The 4 stage pump has an additional set of gerotors utilizing 4 independent gear sections for oil delivery to and fro.

The 4th stage can be used for various things.

Basically, it has 3 independent scavenge sections (draining the rocker boxes, draining a turbo or whatever the engine builder wants)

It is also possible to use the additional stage to pump more feed oil into the motor with additional plumbing.

The different stages as starting from the top down;

- The top section has a gerotor stage to scavenge the cam chest. Oil is sucked through the neck by the gerotors in the top section of the pump.
 - Cam chest strainer cap holes: The strainer cap over the cam port has holes in it's upper section for oil intake. There were 3 variations of this strainer; ²¹⁾
 - **Street use:** holes are pre-drilled in circumference of the upper portion of the cap.
 - **Racing:** the holes were punched lower down the cap to scavenge all of the oil in the cam chest.
 - **Custom:** the strainer cap was left blank with no holes so the builder could drill holes to suit needs of the build.

- The next section down has a high volume spur gear stage to scavenge the crankcase sump. There is also an extra suction port into the spur gear cavity that is plugged with a 1/8"x27 NPT pipe plug. That port can be used if someone for example wants to connect the pump via external plumbing to the sump.
- The next section down is the additional gerotor (4th) stage and it is plumbed the same as the bottom feed section. It has it's own "in and out" fittings separate of the other sections. Plumbed just like the OEM pump feed section.
- The bottom section has a gerotor stage that feeds oil to the engine and plumbed just like the OEM pump feed section.

Fitment:

Bolt-on fitment is the same as the 3 stage pump but due to the additional stage, the frame rail has to be modified to accept the taller oil pump.

This pump is a direct "bolt-on" for 1991-up Sportsters.

It can be installed on 1986-1990 engines with the addition of a feed fitting kit to plumb to the feed passage in the bottom of the engine.

It can also be installed on 1977-1985 engines with the addition of the feed fitting kit which includes feed line plumbing and also an inline check valve.

And of course, further plumbing is the responsibility of the builder.

Parts Lists

REPLACEMENT PARTS FOR PRO-FLOW SPORTSTER TYPE OIL PUMPS ²²⁾		
These are Zodiac NL part numbers		
721756	Rebuild kit	For Sportster type Pro-Flow 3 & 4 stage pumps. Contains all clips, keys, pins and O-rings needed for complete reassembly of the Pro-Flow Sportster style oil pump.
721845	Pro-Flow main body	With gerotor set.
721846	Pro-Flow scavenge section	With spur gears.
721847	Pro-Flow feed section	With gerotor set for ZPN 721184
721848	Pro-Flow feed section	With gerotor set for ZPN 721183
721849	Auxiliary section	With gerotor set for ZPN 721184
721850	Pro-Flow oil pump cover	
721851	Pro-Flow drive shaft	Only for ZPN 721183
721852	Pro-Flow drive shaft	Only for ZPN 721184
722121	Dowel pins	For oil pump set ZPN 721183 and ZPN 721184
722069	Mounting bolts	For ZPN 721183
722139	Mounting bolts	For ZPN 721184
These are Zippers Performance part numbers		
613-140	Pro Flow 3 Stage XL oil pump	Comes with street oil strainer cap (filter)

613-150	Pro Flow 4 stage XL oil pump	Comes without oil strainer cap (filter)
613-103	Fitting kit	For 1986-1990 XL cases and all S&S cases
613-104	Fitting kit w/ check valve	For 1977-1985 XL cases and and Delkrom 4 cam cases
613-141	Rebuild kit	For Sportster type Pro-Flow 3 & 4 stage pumps. Contains all clips, keys, pins and O-rings needed for complete reassembly of the Pro-Flow Sportster style oil pump. Also contains "street" filter for standard oil level.
613-145	"Street" filter	Oil strainer for standard oil level
613-145	"Race" filter	Oil strainer w/ low oil holes to reduce oil in gearcase
613-146	"Blank" filter	Oil strainer w/ no holes for custom build
613-143	Filter set	Oil strainer set w/ street, race and blank strainer caps
613-142	Silver / bronze drive gear	Oil pump shaft gear upgrade for extreme load applications

Go To Technical Menu

1)

<https://www2.vtwinmfg.com/replica-oil-pump-assembly-2.html>

2)

<https://www2.vtwinmfg.com/oil-pump-assembly-9.html>

3)

<https://www2.vtwinmfg.com/oil-pump-assembly-5.html>

4)

<https://daytona-global.com/harley/products/oil-pump-high-volume-pressure-xl91up/>

5)

<https://www.partseurope.eu/en/product/oil-pump-assembly/09320189?s=88164>

6) 8) 9) 10) 11) 12) 13)

photos by Sportyheizer of the XLFORUM

<https://www.xlforum.net/forum/sportster-motorcycle-forum/sportster-motorcycle-motor-engine/sportster-motorcycle-bottom-end/205147-oil-pump-replacement/page2#post4632387>

7)

photo by Sportyheizer of the XLFORUM

<https://www.xlforum.net/forum/sportster-motorcycle-forum/sportster-motorcycle-motor-engine/sportster-motorcycle-bottom-end/205147-oil-pump-replacement/page2#post4632387>

14)

Tomcatt of the XLFORUM

<https://www.xlforum.net/forum/sportster-motorcycle-forum/sportster-motorcycle-motor-engine/sportster-motorcycle-bottom-end/4954474-oil-pump-aftermarket-would-you#post4954518>

15)

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[pro-flow-oil-pump?t=454717](#)

16)

Jorgen of the XLFORUM

<https://www.xlforum.net/forum/sportster-motorcycle-forum/lubrication-and-lubricants/148571-oil-change-fail/page3?highlight=pro+flow#post3177632>

17)

Thanks goes to Ebay seller, jacha6090 for the 2000 Zippers Catalog information

18) 21)

2000 Zippers Catalog information provided by jacha6090

19)

photos by Jorgen of the XLFORUM

<https://www.xlforum.net/forum/sportster-motorcycle-forum/lubrication-and-lubricants/148571-oil-change-fail/page3?highlight=pro+flow#post3177632>

20)

photos courtesy of Ebay seller jacha6090, [Link to Ebay Items for Sale](#)

22)

parts list provided by Jörgen of the XLFORUM

<https://www.xlforum.net/forum/sportster-motorcycle-forum/lubrication-and-lubricants/68354-rebuilding-a-pro-flow-oil-pump?t=454717>

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