



## MELLING PICKUP INSTRUCTIONS (WITHOUT HAMMER STOP)

In the Mid-50's, General Motors changed to a press in tube for their oil pump screens. Depending on the diameter of the tube, there is an interference fit of .003" - .009". This means the end of the tube is sized in a die to a size .003" - .009" larger than the hole in the oil pump. When the tube is driven in correctly the interference fit will be the length of the sized portion of the tube and the tube will stay in that position for the life of the engine. The key to this is DRIVEN IN STRAIGHT.

The picture to the right shows the correct method of installing the screen using a Melling Installation Tool. This tool clamps to the screen and with the offset in the rod the driving force is applied in line with the end of the tube and the hole in the pump. The key is to support the screen correctly and drive it in straight.

If the screen is driven in at an angle, it will compress the sized portion of the starting end and on one side. This makes the sized portion tapered and means just a small ring by the rib of the tube is making contact with the hole in the pump (See Below). As soon as the engine warms up and the vehicle hits a bump, the screen comes out of the pump. This is not because of the design of the interference fit, it is because the screen was not installed correctly.



The other mistake people make is trying to drive the pump onto the screen. They clamp the screen in a vise and hammer the oil pump onto the screen. This caves the pump housing into the gears where it was hammered on. This of course locks the pump destroying it.

**MELLING TOOL P/N**  
**MCAT 62**  
**MCAT 75**

**TUBE SIZE**  
**.625**  
**.75**

**NOTE: We highly recommend tack welding the pickup tube to the housing using silicon bronze "soft rod". Excessive welding can distort the casting and damage the pump.**

**For Technical Assistance, Call Moroso's Tech Line at  
(203) 458-0542, 458-0546 8:30am – 5:00pm Eastern Time**

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