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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.

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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	12-9951 26323-52A	Р	1954-E1962	Gear, Feed
12-1524	240	Α	1962-1971	Feed Pin				1972-1976	
12-1160	603	Α	L1972-1976	Roll Pin	15-0942	26256-52	Q	1954-1976	Gasket, Case
12 0150	8873	В	1954-1976	Check Ball	15-0945	26250 52	R	1954-1962	Outer
12-0158	9095	С	1961-1976	Dowel	15-0945	26258-52	I.V.	1972-1976	Gasket
12-0901	11002	D	1955-1962	Retainer	15-0946	26258-62	R	L1962-1971	Outer Gasket
			1972-1976					1954-1962	Innor
8814-15	24819-52	EF	1952-E1971	Stud and Nuts	15-0950	26259-52	S	1972-1976	Inner Gasket
8815-15	24819-52	EF	As Above Cadmium	15-0951	26250.62	S	L1962-71	Inner Gasket	
9614-10	_		L1971-1976	Stud and Nuts	26259-62	26327-52	Т	1954-1976	ldler Shaft
12-0154	25276-52	G	1954-1973	Screen	12-0204	26340-36	U	1960-1971	Key
12-1410*	26214-72	Н	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	Υ	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

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12-9948	26315-72A	М	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	ldler Gear				

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

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:

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^{* *} Note: GB Brand.

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- (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:



88164 / 20230622

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.

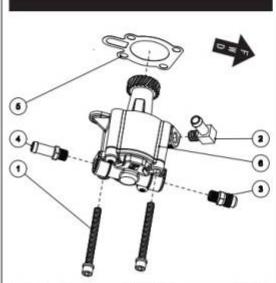
INSTALLATION

- . 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.

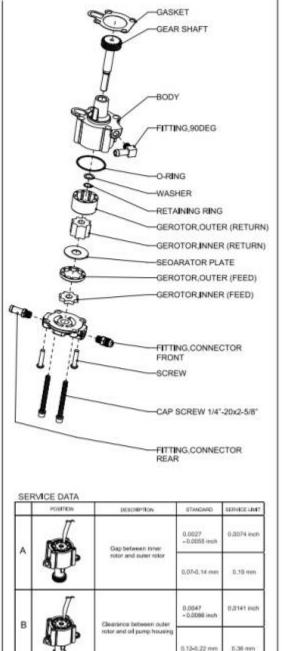
long mounting screws included in kit are required on 1991-1997 XL models.

This oil pump (which is original equipment on 1998 models) is slightly longer than the 1991-1997 original, equipment oil pump. These $1/4-20 \times 2-5/8$ 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



* Noticeable markings:

- ... Cover has CL stamped into the bottom center.
- ... Cover reads RPLS 26204-91A

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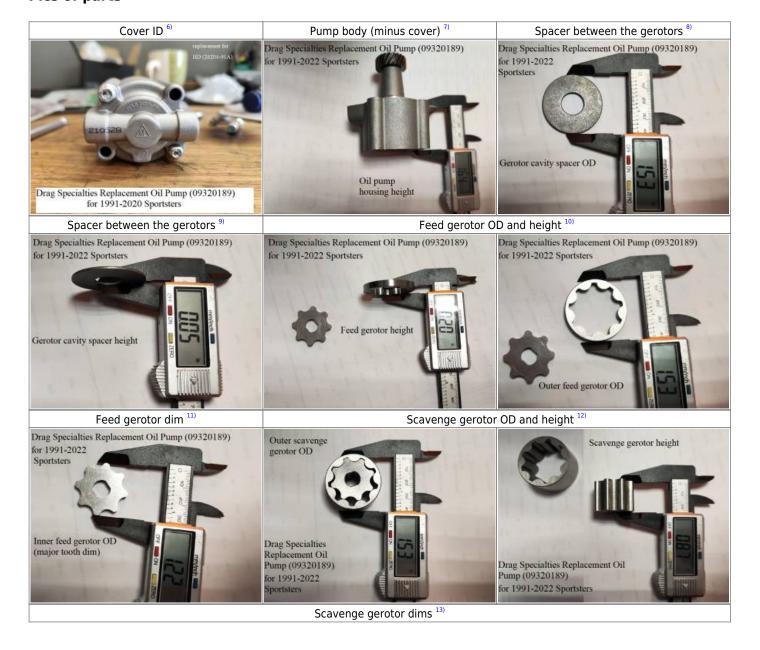
Features

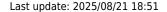
- Cast aluminum body with steel gears and shaft
- Raw cast aluminum finish
- Gaskets and seals included
- (2) mounting bolts and hose clamps (sold separately)
- (2) 1/8"-27 x 3/8" hose bibb fittings (for feed inlet and return hose attachments) (sold separately)
- (1) 1/8"-27 x AN5 feed hose fitting (sold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

Notes:

Daytona does not offer replacement gerotors for this oil pump. Parts Europe lists the flow rate as "standard" 5)

Pics of parts







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 scavenge 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 seperator 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 seperator plate is larger in diameter.

Race Pumps

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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.

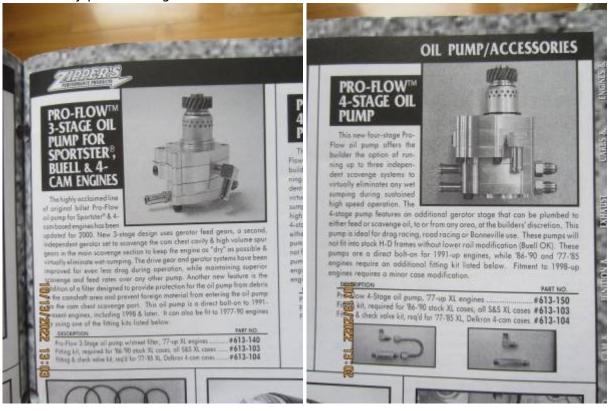
The ProFlow oil pumps and accessories for XLs, BTs and TCs in the year 2000 at least were sold thru Zippers Performance as well as Zodiac International B.V. (The Netherlands)

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⁾

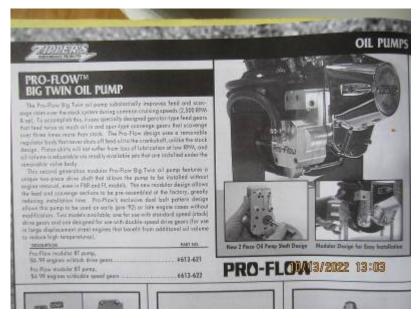
The drive gear and gerotor systems were improved for less drag while maintaining reportedly superior scavenge and feed rates.

Click on any pic to enlarge:



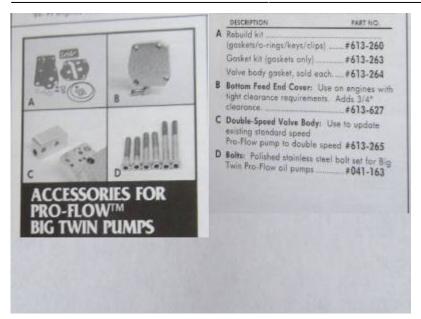






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3 Stage Pump

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.

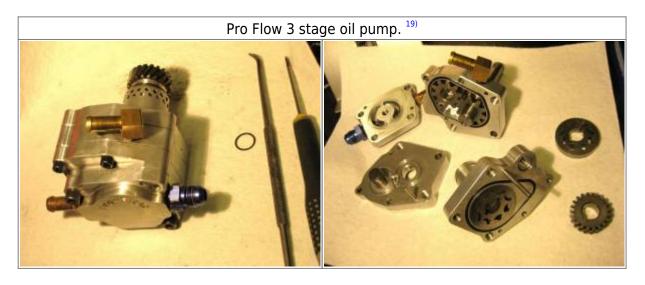
It can be installed on 1986-1990 engines with the addition of a feed fitting kit to plumb to the feed passage in the bottom of the engine.

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.

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Click on a pic to enlarge:



More pics of the Pro Flow 3 stage oil pump $^{20)}$







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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;
 - 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)				

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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

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1)

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

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

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

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

 $https://www.partseurope.eu/en/product/oil-pump-assembly/09320189?s=88164 \tiny 60, 80, 90, 100, 111, 120, 130$

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

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

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

88inchsporty of the XLFORUM

https://www.xlforum.net/forum/sportster-motorcycle-forum/lubrication-and-lubricants/68354-rebuilding-a-

pro-flow-oil-pump?t=454717

16)

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

Thanks goes to Ebay seller, jacha6090 for the 2000 Zippers Catalog information
18) 21)

2000 Zippers Catalog information provided by jacha6090

photos by Jorgen of the XLFORUM

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

photos courtesy of Ebay seller jacha6090, Link to Ebay Items for Sale

parts list provided by Jörgen of the XLFORUM

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