



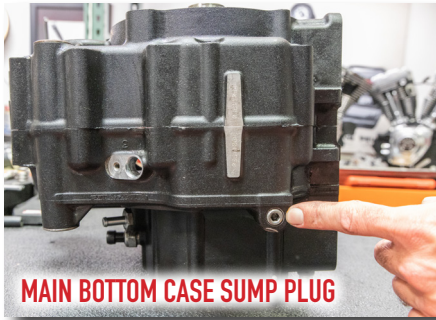
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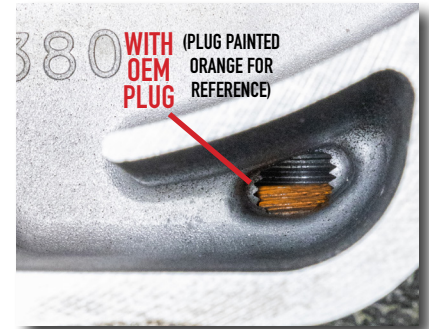
MAIN BOTTOM CASE SUMP PLUG

Eliminate blocking the internal engine case scavenge pick up hole with the FEULING bottom case Short Sump Plug. A common issue with both Twin Cam and Milwaukee Eight engines (more common with Milwaukee Eights) is the sump plug can block off the internal scavenge (return) pick up port. By using a shorter plug, we eliminate the possibility of the plug blocking off this cross port.

HELP ELIMINATE SUMPING ISSUES



MAIN BOTTOM CASE SUMP PLUG

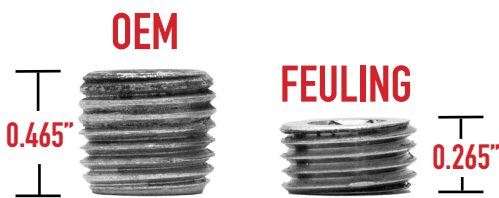


NOTE: The M-EIGHT main sump cross port on the inside of the M-Eight engine case is in a slightly different location & height in each engine case. This cross port is created when the bottom plug hole is machined and tapped by the factory. The machining breaks through the casting wall, creating the sump port. Whereas the Twin Cam engine cross scavenge pick up hole is a machined bore, and is in the same location in every engine case.

The further the bottom plug installs into the case, the more of the scavenge cross port is blocked off. For optimum oil scavenging & lower sump levels, it is advisable to use FEULING's new Short Sump Plug which will ensure the cross sump port is wide open and allows the oil pump to pull as much as possible from the sump.

The FEULING Plug is 0.265" Tall vs. OEM 0.465".

Part #3115 – Qty. 1
Part #3116 – Qty. 6



NEW!

FEULING SHORT SUMP PLUG



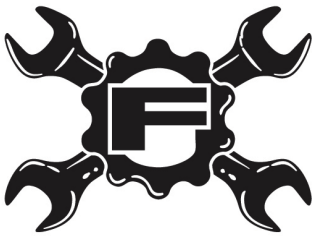
BE SURE TO CHECK OUT TECH VIDEO ON OUR YOUTUBE CHANNEL!
www.youtube.com/feulingparts

PART #3115	SHORT SUMP PLUG (QTY. 1) // 0.265 Tall vs. OEM 0.465 // FITS: M-EIGHT '17-'22, TC '99-'17	\$ 12.95
PART #3116	SHORT SUMP PLUG (QTY. 6) // 0.265 Tall vs. OEM 0.465 // FITS: M-EIGHT '17-'22, TC '99-'17	\$ 62.95



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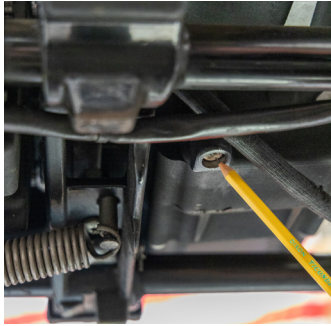


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MAIN BOTTOM CASE SUMP PLUG INSTRUCTIONS

- 1.) Locate the main bottom case sump plug on the engine case. Place a drain pan / cookie sheet under the sump.
- 2.) Using a 1/4" allen socket or wrench, remove OEM sump plug.



- 3.) Sump hole threads should be properly cleaned and inspected.
- 4.) Apply 545 loctite thread sealant to the FEULING Short Sump Plug (Part #3115).

NOTE: If desired, use thread tape for further sealing. Be cautious, wrap the tape clockwise so the tape doesn't unravel & cause blockages in the scavenge cross port hole.

- 5.) Install the FEULING Short Sump Plug into the engine case! Hand tighten then 1.5 - 2.5 full turns. **NOTE:** DO NOT OVER TIGHTEN.



TO CHECK OIL SUMP LEVEL:

- 1.) Run engine and ride motorcycle up to operating temperature, shut the engine off while the motorcycle is still upright on level ground.
- 2.) Check and verify for proper oil level. We recommend running 90-100% full hot. Estimated 230 degree oil temperature.
- 3.) If oil level is incorrect, rectify by removing and or adding oil to achieve proper level. Once proper oil level is obtained, you are ready to check sump oil level.
- 4.) Prep measuring cup/drain pan, gloves, 1/4 allen socket or wrench so you can immediately drain the sump after returning from a ride.
- 5.) Run engine and ride motorcycle up to operating temperature, shut the engine off while the motorcycle is still upright on level ground.
- 6.) Immediately pull the allen head sump plug from the bottom of the engine case, let drain for 1-2 minutes max. You are trying to grasp what is in the sump while the engine is running. The longer you let the sump drain, the more drain back oil you will be factoring in which will skew the results.
 - A.) **Twin Cam Engines:** Healthy engines should have less than 5oz. Ideal is 2-3oz.
 - B.) **M-Eight Engines:** Healthy engines range 4 - 8 oz.

NOTE: when sump level is measured from the crank sensor there is still 4 - 4.5oz. left in sump. Camchest oil level range is 5.5 - 6.5oz when removing cam cover.

* STANDARD 1 YEAR WARRANTY:

- WARRANTY COVERS MANUFACTURE DEFECTS.
- DOES NOT COVER PARTS THAT HAVE FAILED DUE TO IMPROPER INSTALLATION, MAINTENANCE, EXCESSIVE CRANKSHAFT RUNOUT, OR MISUSE.
- DOES NOT COVER ANY CONSEQUENTIAL DAMAGE RESULTING FROM A FAILURE OF A FEULING PRODUCT.

* OPTIONAL 2 YEAR WARRANTY:

- ADDITIONAL YEAR WARRANTY IS ONLY AVAILABLE IF PARTS ARE INSTALLED BY A PROFESSIONAL INSTALLER.
- THE ONLINE WARRANTY FORM MUST BE COMPLETED BY THE DEALER PRIOR TO BIKE DELIVERY.
- OIL TANK MUST BE DROPPED & CLEANED.
- CRANKSHAFT RUNOUT MUST BE BELOW 0.005"

NOTE : FOR FULL WARRANTY INFORMATION VISIT WWW.FEULINGPARTS.COM/WARRANTY