

## SPECIAL NOTES

Late 1970 and up 455's had a 5/8 suction galley. 1967-1969 400's, 430's and early 1970 engines had a 1/2" or 9/16 suction galley.

**Late 1970 and up 455 engines require an additional 1/4" hole be drilled into the suction galley as shown in figure 5.** All other Buick V6 and V8 engines have these passages already connected with a hole so no drilling is necessary. T/A covers also have this hole

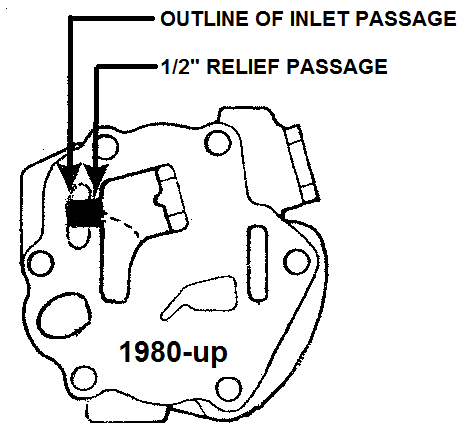
The slot shown in **Figure 2** must be in the gasket for this system to work. Some replacement gaskets do not have this slot.

The filter adaptor surface may be resurfaced or smoothed out with wet or dry sandpaper on a glass plate.

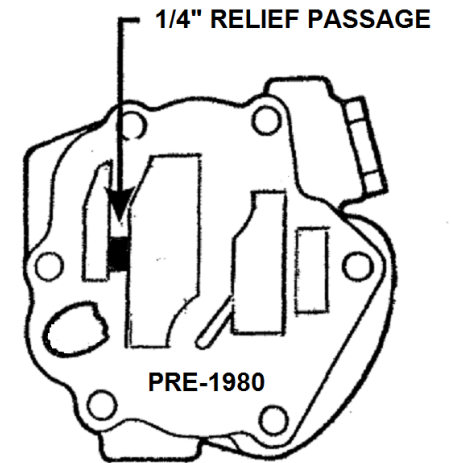
**NOTE:** Longer than stock oil pump gears require 4.5 additional HP to drive and they create additional stress and wear on the cam gear, distributor gear and timing chain.

It is also advisable to use the booster plate as a template to enlarge the rectangular passage in the timing cover and oil filter housing.

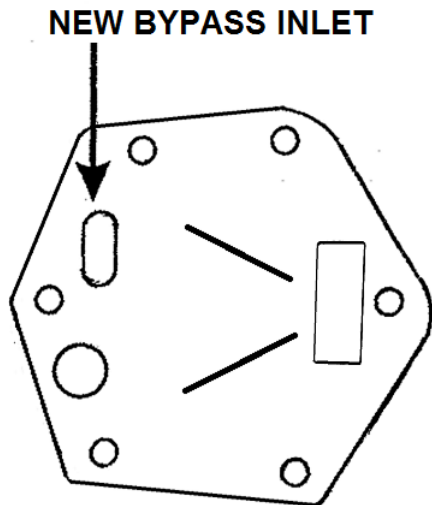
There are many other recommended oil modifications that need to be done to the block, filter housing and timing cover



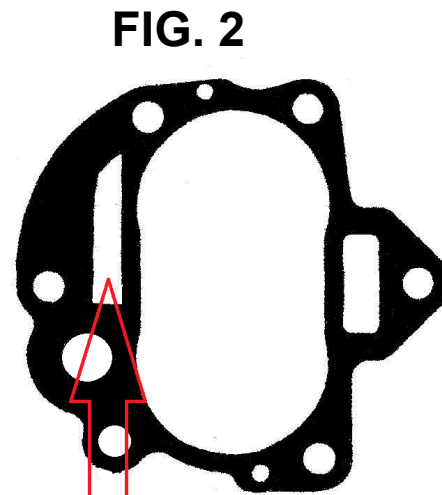
FILTER HOUSING  
**FIG. 3**



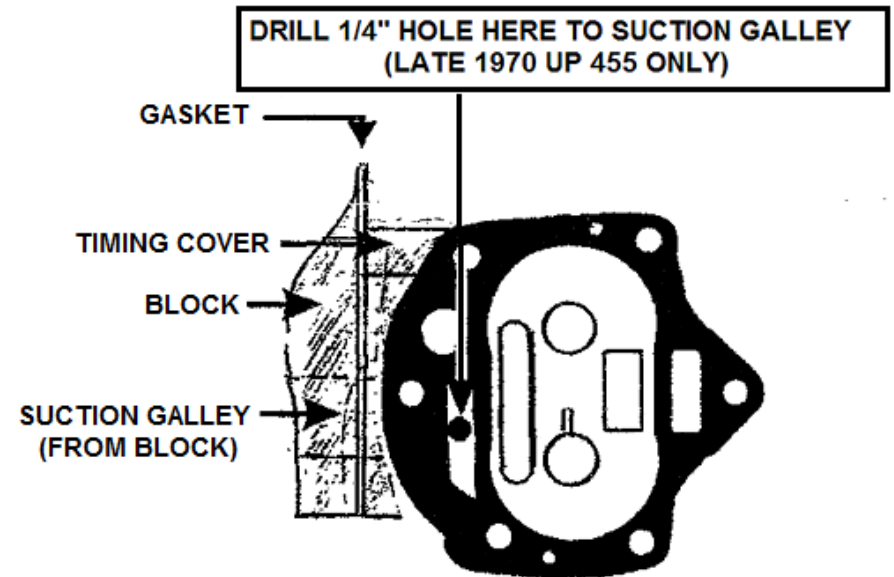
FILTER HOUSING  
**FIG. 4**



AMP  
BOOSTER PLATE  
**FIG. 1**



**DO NOT USE GASKETS  
THAT LACK THIS OPENING**



BOTTOM VIEW  
**FIG. 5**