

# Installation Instructions for Oil Pans

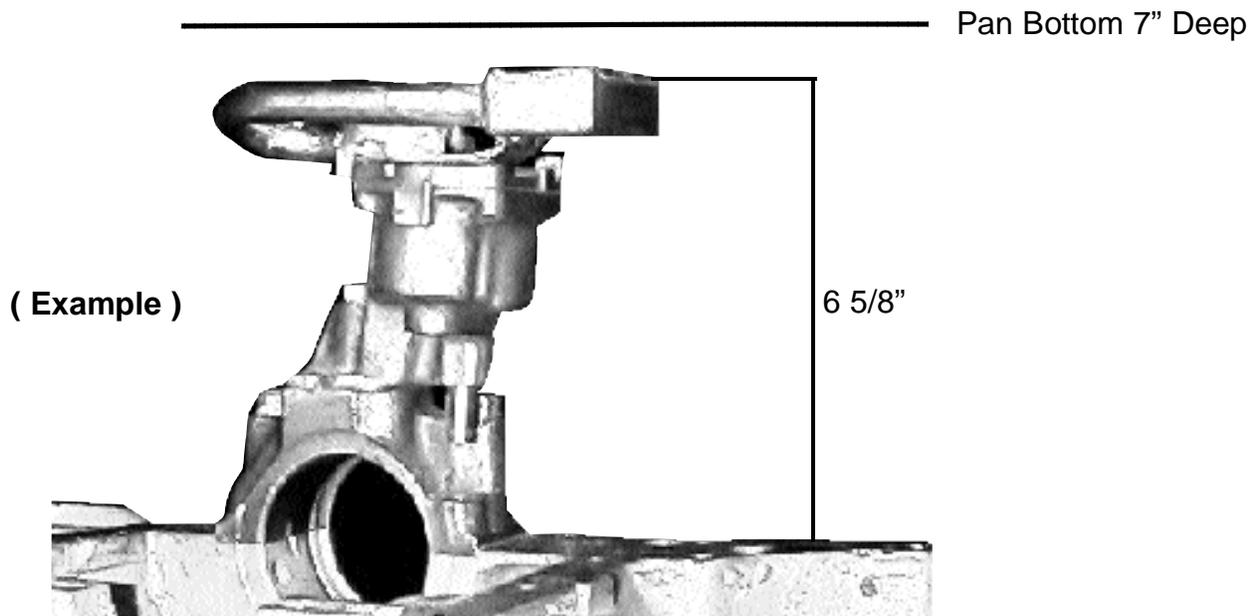
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## Step 1

Due to the welding done on these pans, there is always a slight chance of warping. While our jigs are designed to greatly reduce the warping factor, you may encounter a slight “rocking” effect when laying the pan down. Once the pan is drawn down securely by bolts and the engine is ran, you will find that the pan will set into the straightened position. We have found that an initial “rock” of up to 3/16” on a new pan is completely acceptable.

## Step 2

Be sure you are using the correct pickup with your oil pan. Make sure you measure from the block to the top of the pickup. The pickup should be 1/4”-3/8” off the pan bottom. Example: if the pan measures 7” deep, the pickup should measure 6 5/8” from the block to the top of the pickup box.



## Step 3

Before final assembly, make sure all parts are thoroughly inspected and cleaned of any foreign debris, such as packing material, paper, stickers, etc. If the oil pan contains hinged trapdoor-style baffles, make sure they operate freely. It is advisable to reassemble the pan using Loc-tite on all nuts and bolts to help prevent them from loosening. Also, you should install the oil pan with the engine upright to ensure no trapdoors will be caught in an open position.

## Step 4

Be sure to use OEM quality gaskets or equivalent. We highly recommend using FEL-PRO gasket FP34510 or equivalent for a drip-free installation. Many off-brand gaskets are especially poor in the rubber end area, which leads to leaks. After you have installed the gaskets in the usual manner, install the oil pan. We also have a dipstick assembly available for Claimer and Competition Series oil pans: JR131.

*If you have any questions regarding installing your oil pan, feel free to give us a call.  
We will do our best to help you do your installation correctly.*

# Installation Instructions for PRO Series Pans

## Step 1

Fill all 1/4" holes and the dipstick hole on driver's side pan rail with steel or epoxy. Allow to dry.

## Step 2

Locate the pan rail adapters #85102 and #85103 and mount them using the hole 1, 2, 3, and 4. These are the locating holes only. Final assembly uses holes 5, 6, 7, and 8.

## Step 3

Drill the new .266" hole for 5, 6, 7, and 8. (Tap size for 5/16 - 18 bolt)

## Step 4

Drill holes 9, 10, 11, 12, and 13 with a .209" drill. (Tap size for 1/4 - 20 bolt)

## Step 5

Take the pan rail adapters off and remove part of the block where the dipstick notch is. There should be clearance for the nut which goes through holes 17 or 19 if your block is a 1980 through 1986.

## Step 6

Tap drilled holes 5 through 13.

## Step 7

Bolt the driver side pan rail adapter #85103 on and use as a guide to cut away the cast iron at about a 33 degree angle. Removing the aluminum from the pan rail adapter is okay.

## Step 8

Tap and plug the oil galley holes for the remote filter.

## Step 9

Use a thin layer of silicone gasket maker to assemble pan to race engine.

