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Product Instructions

Oil Pan Installation

We would like to thank you for your purchase. To ensure the best results, we recommend the following:

- 1) Please read the limited warranty on the reverse side.
- 2) Due to the many engine/chassis combinations, it is always a good idea to check pan interference with the crossmember, headers, and rods before final installation. On long stroke engines or engines with aftermarket connecting rods, internal clearance should be checked. With the pan in place, rotate the crank backwards by hand. The engine should turn smoothly. The scraper in some of our pro style power pans will need to be notched for clearance.

(Please Note: Any pan that has been modified in any way or damaged will NOT be accepted for return)
- 3) Make sure that the oil pan gasket that you use is OEM or better in quality and is the proper gasket for the application. Most of our oil pans require the OEM gasket, the exceptions are as follows:

For pre'80 Small Block Chevy oil pans use the '75 and up thick front seal gasket.
For 302 and 351W front sump pans or pans with fabricated pan rails, we recommend a 4 piece gasket.
For 302 and 351W rear sump pans not covered above, we recommend a 1 piece gasket
- 4) Clean your oil pan thoroughly before installation. If your pan has a bolt-in windage tray or slosch baffle, they should be removed during cleaning. All bolts, nuts and screws should be tightened when the windage tray or slosch baffle is replaced. Teflon tape should be used on all pipe thread connections. Make sure the drain plug is tight, 1/4 turn past finger tight is ideal.
- 5) Our oil pump pickups are built with the pickup to pan clearances preset for each pan and pump combination. For applications using press fit oil pump pickups, we swedge cut the first 1/4" of tubing to allow easier installation to the oil pump. Heating the pump and cooling the tube will allow easier installation and when the pump cools it will hold the pickup in place. If force needs to be applied, use a soft hammer on the hammer bracket until the pickup is in place. All oil pickups with a press in tube should be tack welded to the oil pump. Recommended pickup clearances are as follows:

On SBC and BBC engines, we recommend 1/4" to 3/8" from the bottom of the pan.
On SBF and BBF engines, we recommend 3/8" to 1/2" from the bottom of the pan.

CONTINUED ON REVERSE

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Oil Pan Installation

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INSTALLATION OF THE OIL PAN TO THE ENGINE BLOCK

- 1) Make sure that all mounting surfaces, fasteners and mounting holes in the engine block are clean. This can be accomplished by using a good evaporative brake or parts cleaner.
- 2) Spread a thin bead of RTV silicone sealant along the oil pan rails, remember that too much sealant can ruin the end result. On non-skirted engine blocks apply a little extra RTV silicone sealant at the corners of the gasket, where the radius meets the flat oil pan rail. If you don't want to apply the RTV silicone sealant along the whole oil pan rail at least apply it at the corners of the seal radius. Apply the gasket by lightly working it down around the oil pan to spread out the RTV silicone and let sit overnight.
- 3) Carefully spread a thin bead of RTV silicone sealant along the oil pan gasket where it meets the engine block, remember that too much sealant can ruin the end result. Apply a light coat of sealant to the threads of the mounting hardware. Move the oil pan into position on the engine block, making sure that the gasket stays in position. Uniformly finger tighten the oil pan mounting hardware by a couple of threads in a criss-cross fashion. Go back and torque in a criss-cross fashion the 1/4"-20 oil pan mounting hardware by 10 ft lbs, the 5/16"-18 oil pan mounting hardware by 12 ft lbs and let sit overnight before filling with oil.

LIMITED WARRANTY

This limited warranty applies to any product which, after careful inspection by Canton Racing Products, Inc., is found to have a defect in either material or workmanship.

Canton Racing Products, Inc. warrants that when our products are properly installed in their correct application they will be free from defect.

Any product returned for warranty must be returned to Canton Racing Products, Inc. within 90 days of purchase. All returns must include the original sales slip or proof of purchase, detailed information regarding the problem, your name, address and phone number.

If returned product is found by Canton Racing Products, Inc. to be defective in either material or workmanship, Canton Racing Products, Inc. will either repair or replace the product at its discretion and its sole cost.

This limited warranty DOES NOT cover or apply to any personal injury, labor charges or apply to products that have been:

Damaged in transit, subject to abuse, neglect, accident or improper installation.

Altered or modified outside of Canton Racing Products, Inc. specifications.

Used in other than those applications recommended by Canton Racing Products.

This limited warranty is the only express warranty which applies to Canton Racing Products, Inc. and is expressly given in lieu of any other warranty expressed or implied. Other Warranties including that of merchantability and/or fitness for a particular purpose is hereby expressly disclaimed. This limited warranty gives you specific legal rights and you may also have other rights which vary from state to state.

EXCEPT FOR THOSE OBLIGATIONS ASSUMED HEREIN, CANTON RACING PRODUCTS, INC. ASSUMES NO OTHER OBLIGATIONS IN CONNECTION WITH THE SALE OF ITS PRODUCTS.

Canton Racing Products, Inc. reserves the right to change specifications at any time. The changes will be made without obligation to change any products previously manufactured. Canton Racing Products, Inc. reserves the right to change prices at any time.

Products are designed for general applications. No guarantees are made regarding product fitment, results, or suitability in any particular application. Purchaser is responsible for determining products suitability for their particular situation and for taking all proper precautions to protect self, others, and personal property.