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INSTALLATION MANUAL

AEROFLOW PERFORMANCE

NISSAN SR20 OIL PAN

WARNING!

BEFORE PROCEEDING WITH INSTALLATION PLEASE READ INSTRUCTIONS CAREFULLY. THIS PRODUCT REQUIRES DETAILED KNOWLEDGE OF AUTOMOTIVE SYSTEMS. WE RECOMMEND THAT THIS INSTALLATION BE CARRIED OUT BY A QUALIFIED AUTOMOTIVE TECHNICIAN.

INTRODUCTION

Congratulations on your purchase of Aeroflow Performance Nissan SR20 oil pan. Aeroflow Performance products cannot and will not be responsible for any damage, or other conditions resulting from misapplication of the parts described herein. However, it is our intention to provide the best possible products for our customer, products that perform properly and satisfy your expectations. Should you have any questions? Please call technical support at +61 2 8825 1900 and have the product part number on hand when calling.

This product is designed to suit your Nissan SR20 engines in Nissan 180sx, 200sx, S13, S14 and S15 models. It is a fully fabricated race oil pan. The pan includes a dual internal baffle and trap doors to help keep oil at the pick-up point at extreme conditions. The Pan features 1 x 6 ORB drain plug and a 1/2" NPT auxiliary port for temperature probes or any other applications.

This oil pan is designed to work with the standard OEM pick up with factory oil pump which makes it a bolt on design.

This oil pan will hold 4.5 litres of engine oil.

Before final assembly, make sure all parts are thoroughly cleaned. This oil pan contains hinged trap door style baffles, it is advisable to install the pan with the engine upright to ensure no trap doors will be stuck open.

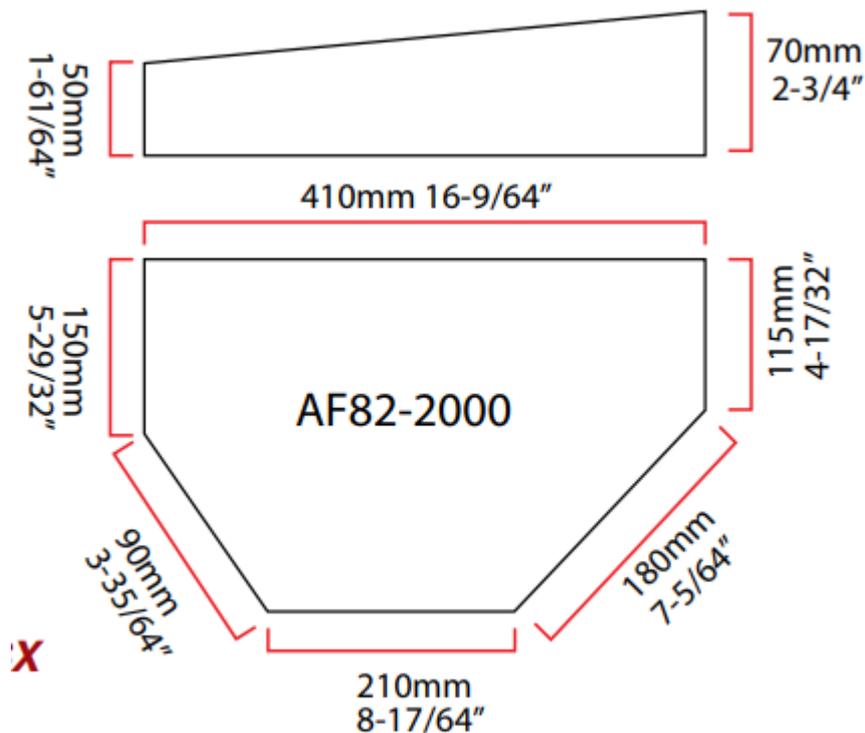
Due to the welding done on these pans, there is always a chance of slight warping. Some oil pans may encounter a slight 'rocking' effect when laying the pan down on a flat surface. Once the pan is drawn down securely by the bolts and the engine is run, you will find the pan will take a 'set' in the straightened position. We have found that an initial 'rock' of up to a 1/8" (3.17mm) on a new pan is completely acceptable.

Aeroflow Performance strongly recommends bolting down the oil pan without any sealant and with all the fasteners. Then turn the rotating assembly to check for any interference with the oil pan or windage tray.

Although the factory hardware may be retained in some cases, Aeroflow Performance oil pans includes fasteners that are engineered to the specific oil pan. Some oil pans will work better with the factory OE bolts, while others are better suited for studs and nuts, particularly aluminium oil pans. A stud kit will protect the threaded oil pan boltholes in a block and simplify removal and replacement of the oil pan.

INSTALLATION

1. Remove stock oil pan from the vehicle following the procedure from the factory service manual if you are unsure. Remove pick up and ensure to keep all hardware that was removed in case it is needed during the installation.
2. Scrape all old silicone (RTV) from oil pan mounting surface on the block
 - I. **NOTE:** This surface must be clean and rubbed back to raw material to ensure a good seal from the RTV silicone any contaminants on the mating surfaces may cause an oil leak.
3. Dummy install oil pan to engine to ensure no clearance when rotating the crank.
 - I. **NOTE:** Rotate the crank and make sure that all areas clear. If the baffle makes contact with any moving parts you will need to mark them carefully and clearance the areas. After you have clearance, the required areas reinstall the oil pan and verify that there is sufficient clearance. Do not make modifications while the oil pan is installed and ensure it is thoroughly cleaned after each modification is carried out.
4. Install oil pan using Three-Bond or equivalent RTV silicone sealer. You may choose to use the supplied studs and nuts or re use the factory OE bolts at this stage. Ensure to follow factory service manual for reinstallation of oil pan.
5. Once pan is installed rotate crank and verify no noises are heard due to interference.
6. Last step is to verify that the drain plug and sensor plug is tight. Then fill it up and let the car run, check for leaks before road testing.



For more information or technical enquires

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