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# INSTALLATION MANUAL

## AEROFLOW PERFORMANCE

### LS CHEV 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 LS Chev 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 LS Chev engines. It is a fabricated rear sump oil pan designed to use in engine conversions. Examples of these engine conversions include Holden WB-HQ, 1968-1972 Nova, 1965-1972 Chevelle and 1967-1969 Camaro. This oil pan can also be used in additional applications (please check dimensions at the end of these instructions for clearance).

It holds 5.5 litres of engine oil and uses the standard stock block mounted dipstick.

This race oil pan will utilize a different oil filter setup from the factory OEM location. Due to certain engine conversions, there is limited space and hard to reach for the stock location oil filter. Included on the pan is two male -10AN to run an external oil filter and/or oil cooler such as AF64-4112, AF64-2075 or AF64-2061. This will need to be adapted to suit your application.

This race oil pan features a trap door setup to keep oil within the oil pick up area under any condition. The OEM windage tray may be used with this pan or purchase separately the Aeroflow Performance windage tray AF82-2020 for improved oil control in any application.

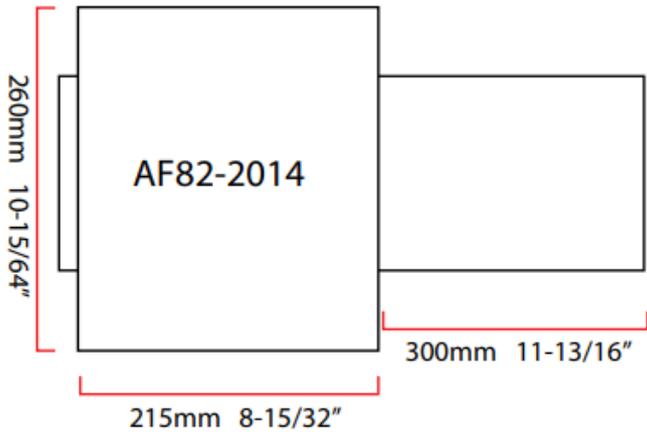
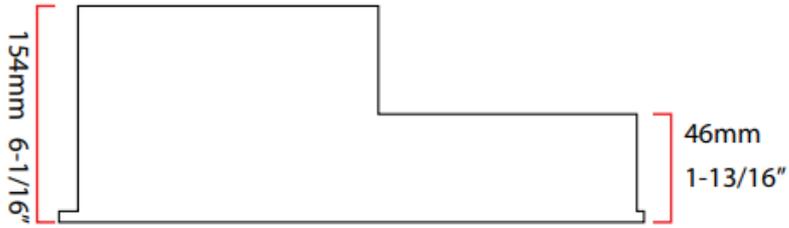
Aeroflow Performance makes an oil pick up to suit this race pan as the standard OEM will not work. This is sold separately (AF82-2405)

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. This race pan should clear 4.25" stroke cranks with steel rods.

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 bolt holes in a block and simplify removal and replacement of the oil pan.



**AF82-2405 Oil Pick Up**



*For more information or technical enquires*

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