

# Sikky Oil Pan Install Guide

**\*\*If you have a double chain timing belt or after market oil pump setup then further modifications may need to be made in order for the pan to fit.\*\***

Remove starter

Remove plastic transmission guards (will reuse)



Remove 2 lower transmission bolts that go into bell housing

Remove oil pan bolts and save



**\*Note\***Will not need oil level sensor with Sikky Oil pan

While oil pan is off:

- Thread stock dipstick hole with 1/8th inch NPT



-Use air gun to remove excess metal from dipstick hole

-Apply Teflon tape or sealant to supplied pipe plug and thread into hole



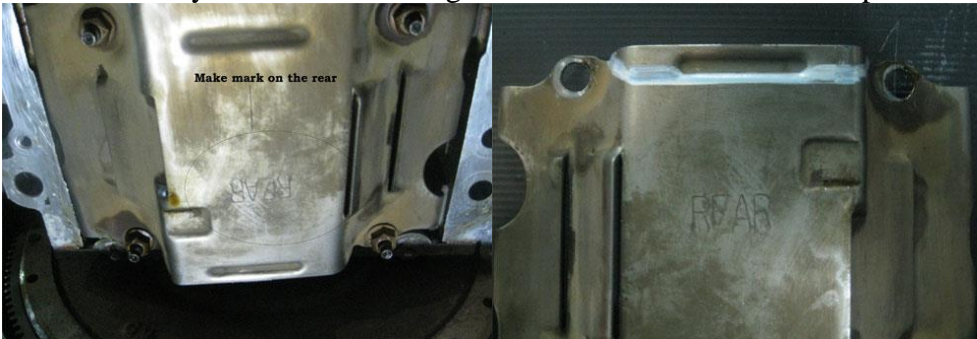
Remove stock oil pickup



Make sure stock o-ring is removed, sometimes is sticks in oil pump inlet



Remove factory baffle for trimming. Mark rear baffle like below picture.

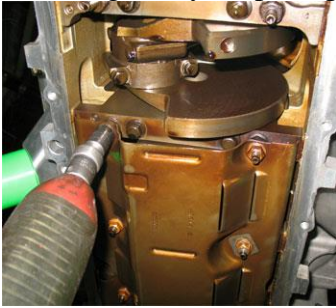


Cut marked area, grind all excess metal until all metal shavings are clean.



Reinstall factory baffle, leaving off front left windage tray bolt.

#### Installing Sikky oil pickup



Apply small amount of grease to O-Ring and install on Sikky oil pan pickup  
Now install Sikky oil pickup and install front left windage tray bolt



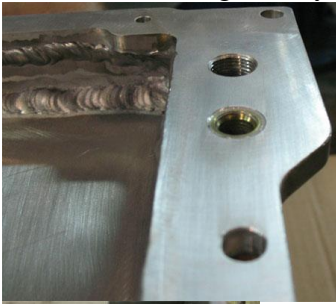
#### Oil pan prep

Make sure pan is clear from all debris and oil pan drain plug should be snug ***\*do not over torque\****

Apply sealant or Teflon tape to oil pan fittings



Thread in until tight, they will NOT bottom out ***\*do not over torque\****

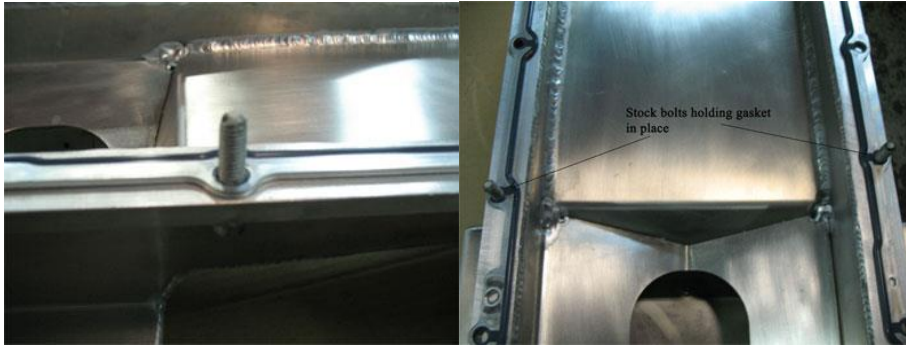


Apply sealant to dipstick fitting and thread into bung on top of oil pan ***\*do not over torque\****



### Installing oil pan gasket

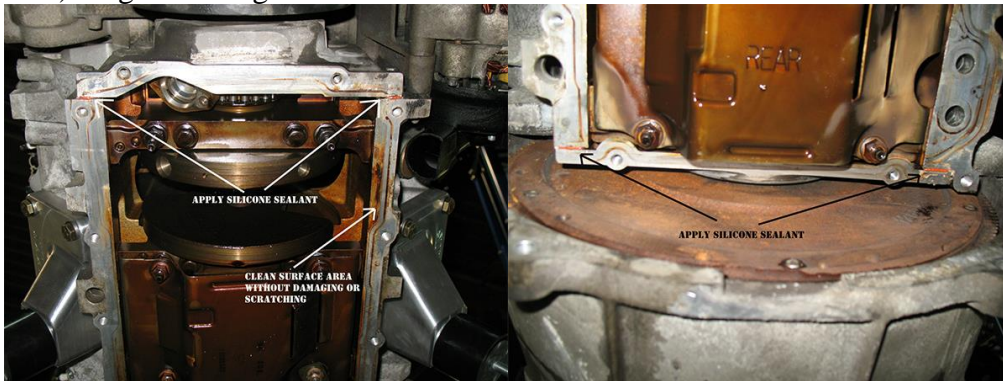
Dab front and rear corners of gasket with sealant. Use two stock oil pan bolts to hold gasket in place.



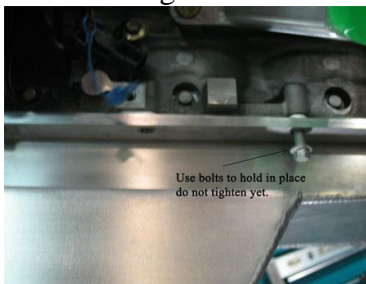
### Bolting Oil pan to block

Clean surface area of block oil pan gasket seat *VERY IMPORTANT OR OIL PAN WILL LEAK.*

Apply a 5 mm (0.2 inch) bead of sealant GM P/N 12378190 or equivalent 20 mm (0.8 inch) long to the engine block.



Using bolts holding gasket to oil pan, start to fit oil pan to engine block; get bolts started but do not tighten.



Install the oil pan rear trans bolts to the engine block, *Snug the bolts so pan makes contact with block, make finger tight. Do not over tighten.*





Install the two lower bell housing black bolts to position the oil pan correctly, *Tighten until pan is flush with engine block. Do not set until final torque.*



Install the rest of the stock bolts into pan, but only finger tight.

Now tighten down to black bolts in the front of pan

-Tighten oil pan-to- front cover using black bolts to **25 Nm (18 ft. lbs.)**.

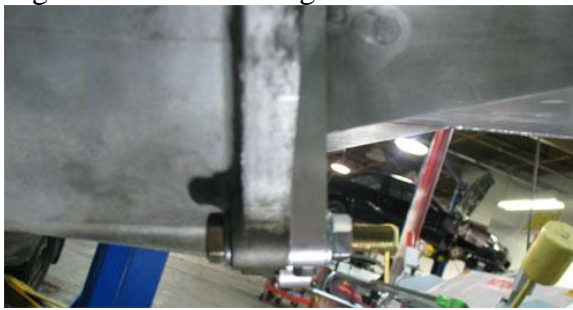
Next tighten down the long rear transmission bolts.

-Tighten the oil pan-to-rear cover bolts to **12 Nm (9 ft. lbs.)**.



Tighten the rest of the stock bolts into engine blocks to **25 Nm (18 ft. lbs.)**.

Tighten the bell housing bolts.



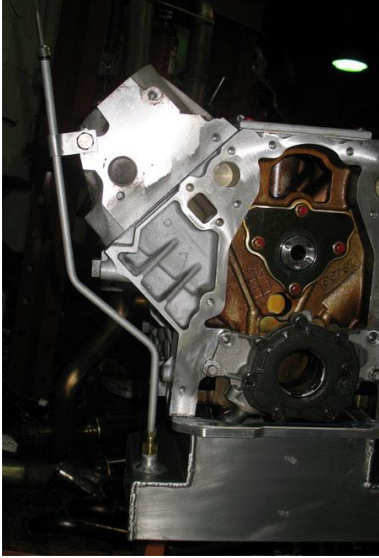
Reinstall plastic transmission dust covers

Plug in crank angle sensor, reinstall starter.

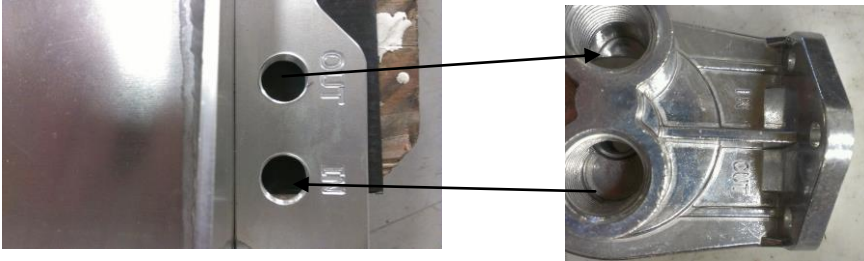
Install Sikky dipstick

Tighten compression fitting on dipstick.

Using supplied bolt and dipstick tab; bolt dipstick to outer bolt hole on cylinder head.



When installing the oil filter relocation kit be careful not to route the lines too close to your headers. The heat can damage the coating on the inside causing them to leak. And also be sure to install the lines correctly. OUT on the oil pan goes to IN on the filter block, OUT on filter block goes to IN on the oil pan. This creates a full cycle and if reversed you will not have oil pressure.



Refer back to mount kit installation instructions to complete your engine install.