



## Installation Instructions DEEP OIL PAN

Fits: Chrysler, Dodge & Plymouth  
w/Automatic Transmission  
Catalog # 10280

**WORK SAFELY!** For maximum safety, perform this installation on a clean, level surface and with the engine turned off. Place blocks or wedges in front of and behind both rear wheels to prevent movement in either direction.

**CAUTION:** To avoid any possibility of bodily injury or damage to vehicle, do not attempt installation until you are confident that the vehicle is safely secured and will not move.

The B&M Torqueflite Cast Aluminum Deep Oil Pan has been designed to work on all Chrysler trucks with the Torqueflite A-727/518/618/46RE/46RH/47RE/48RE transmissions. The deep oil pan provides several advantages over stock factory oil pans. The extra capacity and cooling fins provide increased oil volume and added cooling, while the aluminum construction increases case rigidity. The drain plug feature allows regular transmission maintenance and oil changes without the usual mess associated with “dropping the pan.”

When installing your Deep Oil Pan there are several other B&M products you may wish to consider:

**TRANSMISSION OIL COOLER:** We feel that it is very important that every vehicle should have a transmission oil cooler in addition to the radiator heat exchanger. Heat is the major cause of transmission failures, and an oil cooler is an inexpensive safeguard against overheating. B&M offers a wide range of transmission coolers to suit every need, which are available at your B&M dealer.

**TRICK SHIFT PERFORMANCE or SYNTHETIC ATF:** Trick Shift performance and synthetic automatic transmission fluid is the industry’s leading performance ATF. A specially blended oil with foam inhibitors, extreme pressure agents and shift improvers, this fluid assures protection while delivering the fastest possible shifts. You literally “Pour in performance.” Available at your B&M dealer.

### INTRODUCTION

The Deep Oil Pan can be installed in about an hour by carefully following the instructions. Transmission components are precision fit and dirt is the number one enemy of an automatic transmission. Cleanliness is very important, so a clean work surface from which oil can easily be removed is necessary.

**Caution:** Automatic transmissions operate at temperatures between 150°F and 250°F. It is suggested that the vehicle be allowed to cool off for a few hours to avoid burns from hot oil and parts. The vehicle should be off the ground for ease of installation - jack stands, wheel ramps or a hoist will work fine (4WD vehicles may not need to be lifted). Also, have a small box to put bolts in and a drain pan to catch oil.

**MAKE SURE VEHICLE IS FIRMLY SUPPORTED - DO NOT WORK UNDER A VEHICLE IF IT IS SUPPORTED BY ONLY A JACK!**

## INSTALLATION

1. Drain the oil pan. Some model Torqueflites have a drain plug. If yours has one, remove drain plug and allow the fluid to drain. Otherwise, loosen and remove the oil pan bolts one at a time, working towards the front of the transmission. Remove the last two bolts slowly and the pan will tilt down to allow the last of the fluid to drain. If the pan sticks to the old gasket, pry it down slightly with a screwdriver to break the seal before removing the last two bolts. After the last bolt is removed, the pan can be lowered and set aside.

2. The oil filter will now be exposed. Remove the three (3) filter screws with a screwdriver. Remove and discard the original filter. Scrape off any old pan gasket material that may be stuck to the transmission case. Old gasket material can cause leaks.

**NOTE: OEM filter on Diesel truck applications may be required.**

3. Install the filter extension adapter (3/8" thick A-518, 1-1/4" thick A-727), filter extension gasket and filter onto valve body using the supplied oil filter screws. Use the corresponding screws according to adapter length.

**NOTE: The gasket is placed between the filter extension and valve body.**

4. Thoroughly clean out the B&M pan and make sure there are no chips and/or dirt particles inside. Install the new pan gasket and deep pan. Use the supplied pan bolts (the two 1-1/4" long bolts are used to attach the linkage) and washers (torque to 12 ft.lbs). Do not overtighten as this can cause leaks. Make sure drain plug is tight.

**NOTE: If a reusable gasket was removed- clean, inspect, and re-use unless gasket is damaged.**

5. If using a temperature sensor, install in provided 1/8" NPT port on driver's side otherwise tighten 1/8" NPT plug.

6. Lower vehicle and add six quarts of Dexron III or B&M Trick Shift ATF.

**NOTE: Check your owner's manual as some newer transmissions require MOPAR ATF+4 oil.**

7. Start the engine and place shifter in the neutral position. Add fluid until the oil level is at the "add" mark. Shift the transmission through all gear positions. Check the oil pan and gaskets for leaks. Once the transmission has warmed up, place the shifter in neutral and add fluid to bring the level up to "full." Do not overfill as this causes foaming and overheating.

### **PARTS LIST**

1 Aluminum Cast Oil Pan  
1 Pan Gasket  
1 Drain Plug  
1 Drain Plug Gasket  
1 Filter  
1 3/8" Filter Extension (A-518)  
1 1-1/4" Filter Extension (A-727)  
1 Filter Extension Gasket  
3 10-24 x 2 1/2" Screws  
3 10-24 x 2 3/4" Screws  
12 5/16"-18 x 7/8" Bolts  
2 5/16"-18 x 1 1/4" Bolts  
14 Flat Washers

### **TOOL LIST**

Drain Pan  
Gasket Scrapper  
3/8" Ratchet & 3" Extension  
Sockets  
3/4" Box Wrench  
Flat Blade Screwdriver  
6 Quarts ATF  
Jack & Jack Stands  
OEM Filter (Diesel 48RE only)

### **IMPORTANT: RETAIN THESE INSTRUCTIONS FOR FUTURE REFERENCE**

#### **Technical Service**

A highly trained technical service department is maintained by Hurst Performance to answer your technical questions, provide additional product information and offer various recommendations.

Technical service calls, correspondence, and warranty questions should be directed to:



**B&M Racing & Performance Products**

(707) 544-4761

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