



232 Branford Rd.  
North Branford, CT 06471  
Orders: 203.481.9460  
Tech: 203.481.9943  
Fax: 203.481.9641

## *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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