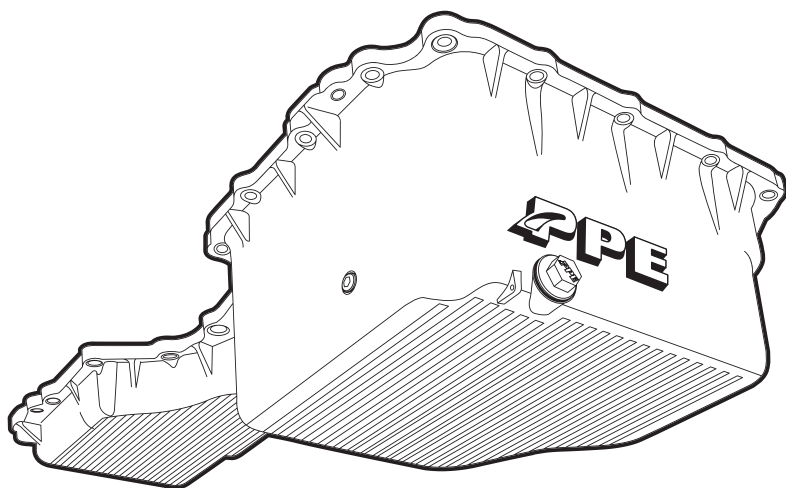
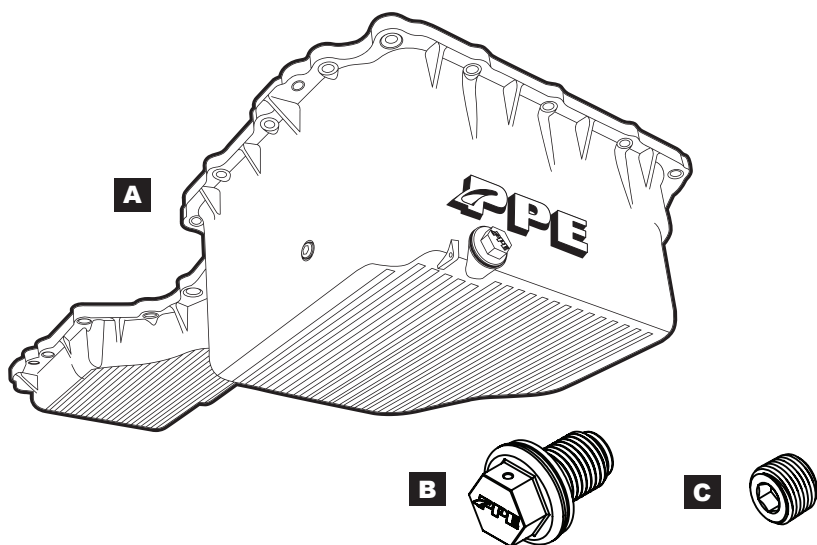




Heavy-Duty Cast Aluminum Engine Oil Pan

GM 6.6L Duramax (L5P)



CONTENTS

- A. Heavy-Duty Cast Aluminum Engine Oil Pan (1)
- B. M14 x 1.5 Neodymium equipped Drain Plug (1)
(Installed)
- C. 1/8" NPT Plug (1)
(Installed)

Break-In Service Recommendation

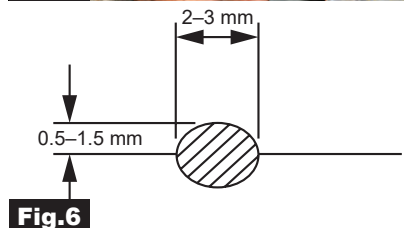
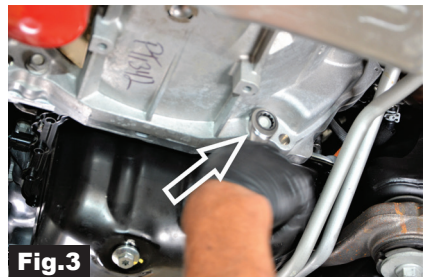
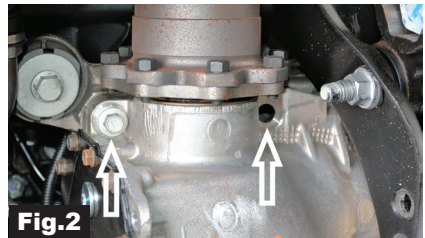
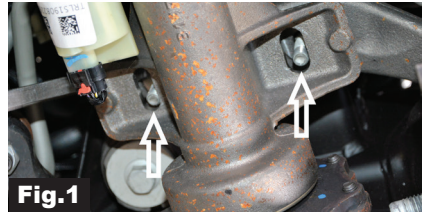
For new vehicles, early fluid changes help clear out normal break-in particles before they keep circulating and causing extra wear.

We recommend initial engine oil change at 500 miles, initial draining and replacing transmission fluid and rear differential oil at 2,000 miles. When you service it, drain and refill the fluid, clean the magnets if equipped, inspect any debris, and replace the filter where applicable. Always follow OEM intervals and any guidance from your installer or builder. This same early service is also a good idea after a rebuild, fresh install, or major repair.



**PRODUCT
RESOURCES**

1. Vehicle off. Engine cool. Completely drain oil. Overnight, if possible.
2. Remove skid plate and front crossmember.
3. Remove the inner axle shaft housing to diff carrier nuts and diff carrier mounting bolts as shown in **(Fig. 1 & Fig. 2)** Lower and secure front differential for easier stock pan removal and installation of larger PPE pan.
4. Remove and save factory oil pan bolts.
5. Locate the lower bolt on the passenger-side of the bell housing and remove it, making sure to save it. Note the bolt length will need to be trimmed in a later step to accommodate the larger pan. **(Fig. 3)**
6. Carefully pry the stock pan away from the mating surface, being mindful of any remaining oil.
7. Thoroughly clean mating surface of all old silicone gasket material. Wipe oil off oil pickup. **(Fig. 4)**
8. Disconnect the transmission coolant lines and securely position them out of the way to create enough clearance. Use a rag to tie off the lines to prevent leakage or damage. **(Fig. 5)**
9. Apply a continuous bead of RTV-type silicone gasket to the mating surface of the pan following the guiding grooves and around the bolt holes. See **(Fig.6)** for the appropriate amount of sealant applied.



10. To ensure a proper seal and prevent any leaks, it's crucial to avoid smearing the sealant during installation. It's highly recommended to have a helper to assist with locating the dowel pins, which will properly index the pan in place.

Start by positioning the new pan at an angle over the differential, beginning from the rear as shown. **(Fig.7)** Carefully tip the back of the pan to level it out, making sure to avoid contact with the sealant. With the help of a spotter, lift the pan into its indexed position, using the dowels as a reference. There is a dowel located at the front and rear of the mounting surface as shown. **(Fig. 8 & Fig. 9)**

Once the pan is in the correct position, secure it in place by installing two of the supplied bolts on each side at the middle. Finger-tighten the bolts to hold the pan in place.

11. Install remaining supplied bolts and torque to **8-10 lb-ft**, in pattern shown in **(Fig.12)**

Take a moment to torque the drain plug to **25-30 lb-ft**, and ensure the NPT plug is securely tightened.

NOTE: Allow for RTV manufacturer's recommended time for silicone setup prior to adding oil.

12. Check and mark bell housing bolt for trimming. Use a cut-off wheel to trim excess. Reinstall bolt and torque to **35 lb-ft**. **(Fig. 10 & Fig. 11)**



Fig.7



Fig.8



Fig.9



Fig.10



Fig.11

13. Reinstall the transmission coolant lines.

Next, reattach the front differential and tighten the inner axle shaft housing to diff carrier nuts and diff carrier mounting bolts to **75 lb-ft.**

Reinstall the front cross member and torque to **52 lb-ft +110°**

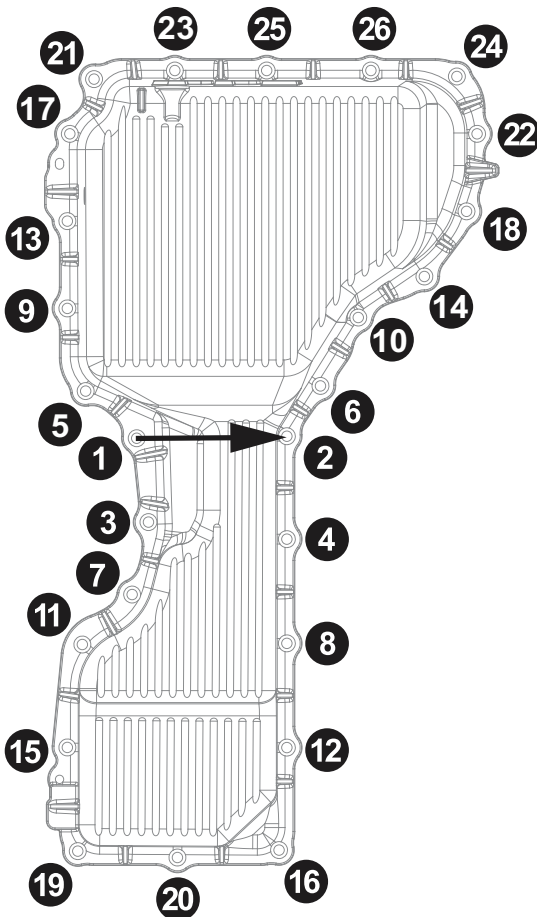
Reinstall skid plate.

Fill engine with recommended oil, check for leaks.

Top off transmission fluid if neccessary.

Installation Complete

Fig.12





DISCLAIMER OF LIABILITY

Performance products can increase horsepower above and beyond factory specifications. Additional horsepower creates more stress on the drive-train components, which could result in drive-train failure.

Note regarding emissions-related, non-E.O.-legal products: THESE PRODUCTS ARE LEGAL IN CALIFORNIA ONLY FOR RACING VEHICLES THAT MAY NEVER BE USED, OR REGISTERED OR LICENSED FOR HIGHWAY OR OFF-ROAD USE.

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