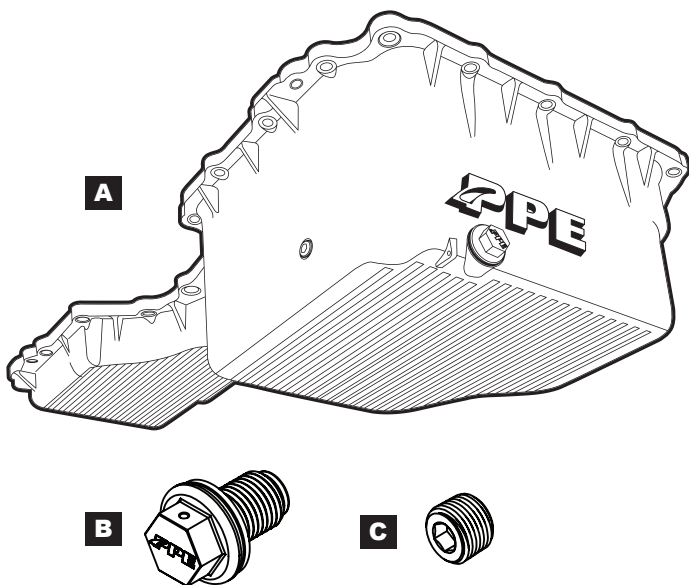


## **Heavy-Duty Cast Aluminum Engine Oil Pan**

2017-2019 GM 6.6L Duramax (L5P)  
(114053000, 114053020)

### ***Installation Guide***



## **CONTENTS:**

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



**Step 1.** Vehicle off. Engine cool.  
Completely drain oil.  
Overnight, if possible.

**Step 2.** Remove skid plate and front  
crossmember.

**Step 3.** Remove the inner axel shaft  
housing to diff carrier nuts and  
diff carrier mounting bolts as  
shown in **Fig.1/2** Lower and  
secure front differential for  
easier stock pan removal and  
installation of larger PPE pan.

**Step 4.** Remove and retain factory oil  
pan bolts.

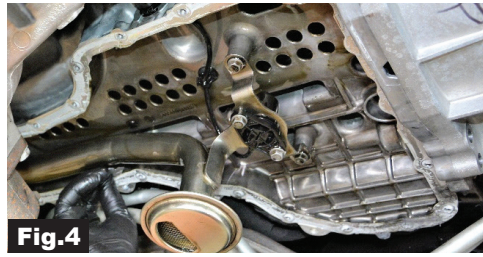
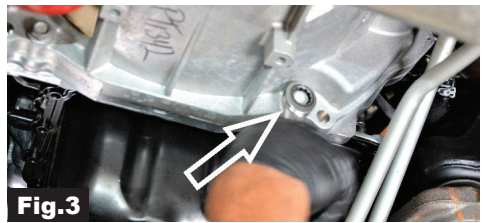
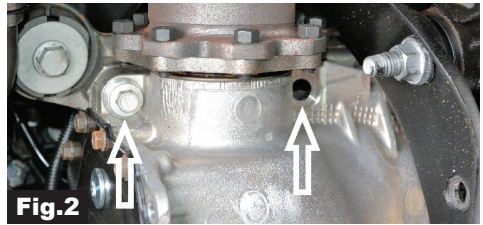
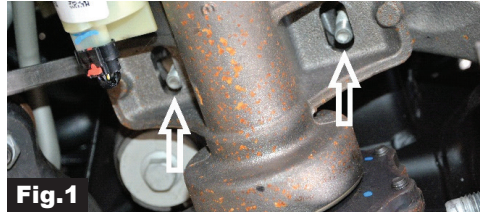
**Step 5.** Locate the lower bolt on the  
passenger-side of the bell  
housing and remove it, making  
sure to save it. Note the bolt  
length will need to be trimmed  
in a later step to accommodate  
the larger pan. **Fig.3**

**Step 6.** Carefully pry the stock pan  
away from the mating surface,  
being mindful of any remaining  
oil.

**Step 7.** Thoroughly clean mating  
surface of all old silicone  
gasket material. Wipe oil off oil  
pickup. **Fig. 4**

**Step 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**

**Step 9.** Apply silicone sealant to the  
mating surface of the pan and  
around the bolt holes.**Fig.6**



Step 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.8/9**

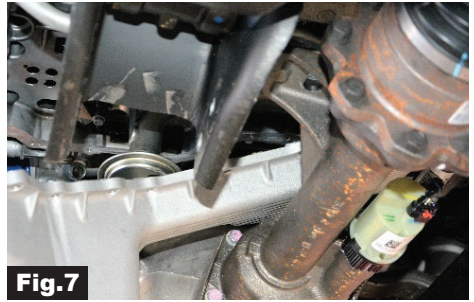
Once the pan is in the correct position, secure it in place by installing two of the factory bolts on each side at the middle. Finger-tighten the bolts to hold the pan in place.

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

Take a moment to torque the drain 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.

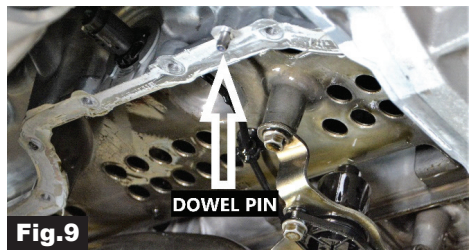
Step 12. Check and mark bell housing bolt for trimming. Use a cut-off wheel to trim excess. Reinstall bolt and torque to **35 lb-ft**. **Fig.10/11**



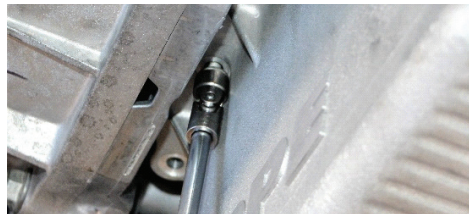
**Fig.7**



**Fig.8**

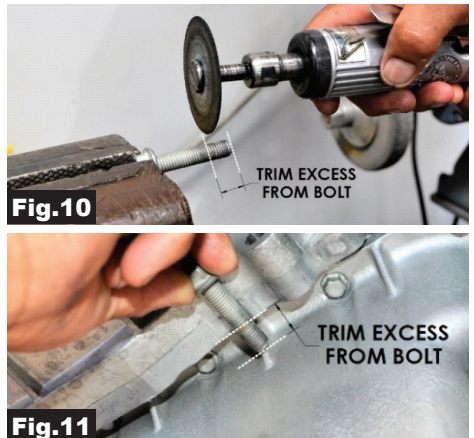


**Fig.9**



**Fig.10**

TRIM EXCESS FROM BOLT



**Fig.11**

Step 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.

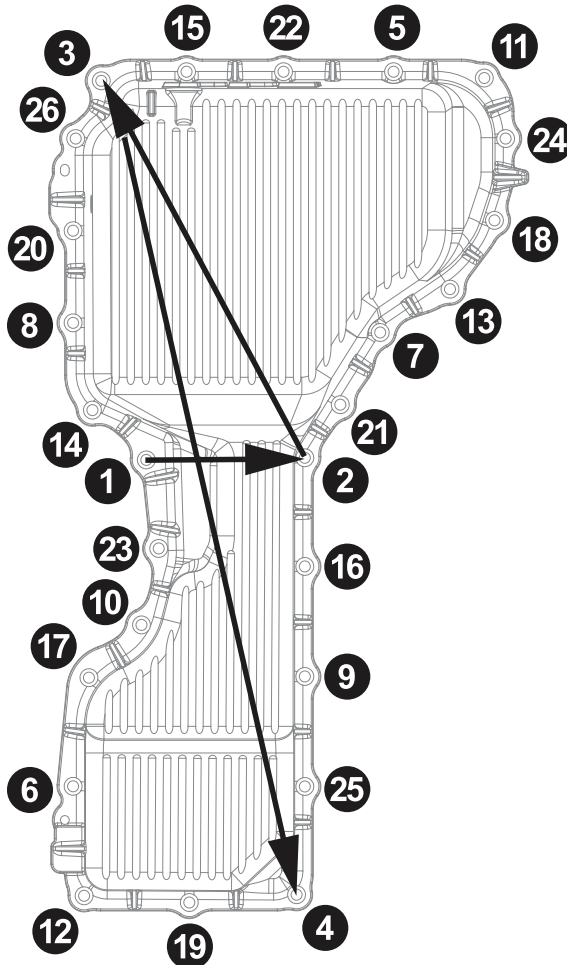
Fill engine with recommended oil.

Check for leaks.

Top off transmission fluid if necessary.

**Installation complete.**

**Fig.12**





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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.

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