

# GEN III/IV CHEVROLET SMALL BLOCK TO NISSAN 350Z/INFINITI G35 OIL PAN



## INSTALLATION INSTRUCTIONS

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### **!!NOTICE!!**

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### **!!WARNING!!**

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## BEFORE YOU BEGIN:

Installation of the LOJ Conversions Z33LS-OILP Oil Pan is a straightforward installation, following standard practices for oil pan installation similar to the installation of an OEM Oil Pan.

Please ensure that all of the components required for your installation have been included in your package. This will include:

- Oil Pan
- Hardware (Bolts and locking washers)
- Pickup Tube (With O-Ring)
- Dipstick Tube
- Gasket
- OEM Dipstick Tube Plug (Looks like a small freeze plug)

## INSTALLATION PROCEDURE:

1. The first step for installation is the removal of the OEM Oil Pan and pickup tube. Remove all of the fasteners holding in the OEM oil pan. This hardware will not be reused, set aside with the OEM oil pan.
2. Remove the OEM pickup tube. There is one M6 bolt (10mm Head) holding the pickup tube to the Oil Pump inlet, and there may be one or more tabs on the pickup tube being retained by nuts along the length of the crank main caps. Remove these nuts to remove the OEM pickup tube, but do not discard the nuts.
3. Remove the OEM dipstick from the engine block. (Note: If your engine is originally from a front sump application (I.E. GTO), your OEM dipstick was in the pan and you can skip this step.)
4. In the hole in the engine block where the OEM dipstick passed through the block, use the dipstick hole plug to seal this opening in the block. The plug is simply installed with a small hammer and punch. Tap it down into the hole as you would install a freeze plug.
5. To prepare your new pickup tube for installation, remove from packaging and **CLEAN THOROUGHLY WITH BRAKE CLEAN OR OTHER SIMILAR CLEANER**. Use compressed air to blow any residue from the inside of the pickup tube. Only blow air in the direction of oil flow, from the pickup screen to the oil pump connection end. This will help prevent debris from getting caught in the pickup screen.
6. Lubricate the o-ring with oil, engine assembly lube, or other approved o-ring lubricant to prevent binding during installation. Place the tube in its approximate location to determine which windage tray nut will need to be removed to support the pickup tube. Remove the appropriate nut, but DO NOT remove the windage tray.
7. Install the pickup tube, reuse the OEM M6 bolt that retained the Oil Pump flange end of the tube, and reuse the OEM M8 windage tray nut that you removed in step 4 to retain the pickup tube support bracket. Additionally, reinstall any other M8 windage tray nuts that were removed when the OEM pickup tube was removed.
8. Prepare the oil pan for installation. **CLEAN THE INSIDE OF THE PAN WITH BRAKE CLEAN OR OTHER SUITABLE CLEANER**. Use compressed air to dry and remove any residue on the inside of the pan. You will need to remove the Anti-Slosh Baffle to adequately clean the pan.
9. Remove the gasket from the packaging and place on the oil pan flange. The gasket can only be installed in one orientation.
10. **MANDATORY**: Use an RTV gasket sealant on the four corners of the oil pan mating surface of the engine block. This RTV should be applied on the block, and only a small dab of sealant is required at the four

points where the timing cover and rear main seal cover meet the engine block. This will help prevent leaks resulting from the misalignment of these covers to the engine block, if any misalignment is present at all.

11. Install the pan and gasket to the engine. Finger tighten all of the fasteners before any are fully tightened. Start with the fasteners in the middle of the block and work your way towards the front and rear of the block in even steps. (NOTE: Some engine blocks do not use all of the fasteners. There may be a hole in the oil pan for a bolt that does not align to any hole. This is normal! Simply do not install any bolts in this position)
12. Remove the plug in the dipstick tube port of the oil pan, and install your new dipstick tube. You may wish to leave this removed until your engine is installed and your exhaust manifolds/headers are installed. The dipstick tube can be bent with a tubing bender if required to clear your exhaust configuration or other components that may be in the way.
13. Your installation is complete. The only steps required at this point are the installation of a suitable oil filter relocation setup (required) and oil cooler (optional), or a billet spin-on filter adapter. All of the required components are available from LOJ Conversions. The fittings on the relocation blocks are -12AN Female O-Ring Boss. Remembering which port is which is easy with this rule. Front-Feed, Rear-Return. The front port is used to feed the oil filter housing, and the rear is the return flow from the oil filter housing. OEM GM LS Oil filters use a 13/16 filter thread pitch diameter, so purchase a filter housing with the appropriate nipple. If you elect to use the available spin-on filter bracket, it will accept 13/16" GM style oil filters.
14. Your oil pan's capacity when using the spin on filter adapter is 7 quarts, remote filters and coolers will increase the system capacity.

Your installation is complete! Enjoy!