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INSTALLATION MANUAL

AEROFLOW PERFORMANCE

MITSUBISHI EVOLUTION RACEPAN

WARNING!

BEFORE PROCEEDING WITH INSTALLATION PLEASE READ INSTRUCTIONS CAREFULLY. THIS PRODUCT REQUIRES DETAILED KNOWLEDGE OF AUTOMOTIVE SYSTEMS. WE RECOMMEND THAT THIS INSTALLATION BE CARRIED OUT BY A QUALIFIED AUTOMOTIVE TECHNICIAN.

INTRODUCTION

Congratulations on your purchase of Aeroflow Performance Mitsubishi Evolution oil pan. Aeroflow Performance products cannot and will not be responsible for any damage, or other conditions resulting from misapplication of the parts described herein. However, it is our intention to provide the best possible products for our customer, products that perform properly and satisfy your expectations. Should you have any questions? Please call technical support at +61 2 8825 1900 and have the product part number on hand when calling.

This product is designed to suit your Mitsubishi Evolution 4, 5, 6, 7, 8 and 9 series with 4G63 engines. This kit will include the race oil pan, crank scraper, baffle, oil pick up and hardware to bolt to the engine. This oil pan features a -6 ORB oil drain plug supplied in the kit and 1 x 1/8" NPT sensor port with plug supplied with kit. It holds 6.1 litres of engine oil.

This race oil pan will utilize a different turbo oil drain from the factory plate to a female -10 ORB that will need to be adapted to your application whether factory or aftermarket

Before final assembly, make sure all parts are thoroughly cleaned. This oil pan contains hinged trap door style baffles, it is advisable to install the pan with the engine upright to ensure no trap doors will not be stuck open.

Due to the welding done on these pans, there is always a chance of slight warping. Some oil pans may encounter a slight 'rocking' effect when laying the pan down on a flat surface. Once the pan is drawn down securely by the bolts and the engine is run, you will find the pan will take a 'set' in the straightened position. We have found that an initial 'rock' of up to a 1/8" (3.17mm) on a new pan is completely acceptable.

Aeroflow Performance strongly recommends bolting down the oil pan without any sealant and with all the fasteners. Then turn the rotating assembly to check for any interference with the oil pan or windage tray.

Although the factory hardware may be retained in some cases, Aeroflow Performance oil pans includes fasteners that are engineered to the specific oil pan. Some oil pans will work better with the factory OE bolts, while others are better suited for studs and nuts, particularly aluminium oil pans. A stud kit will protect the threaded oil pan bolt hole in the block and simplify removal and replacement of the oil pan.

INSTALLATION

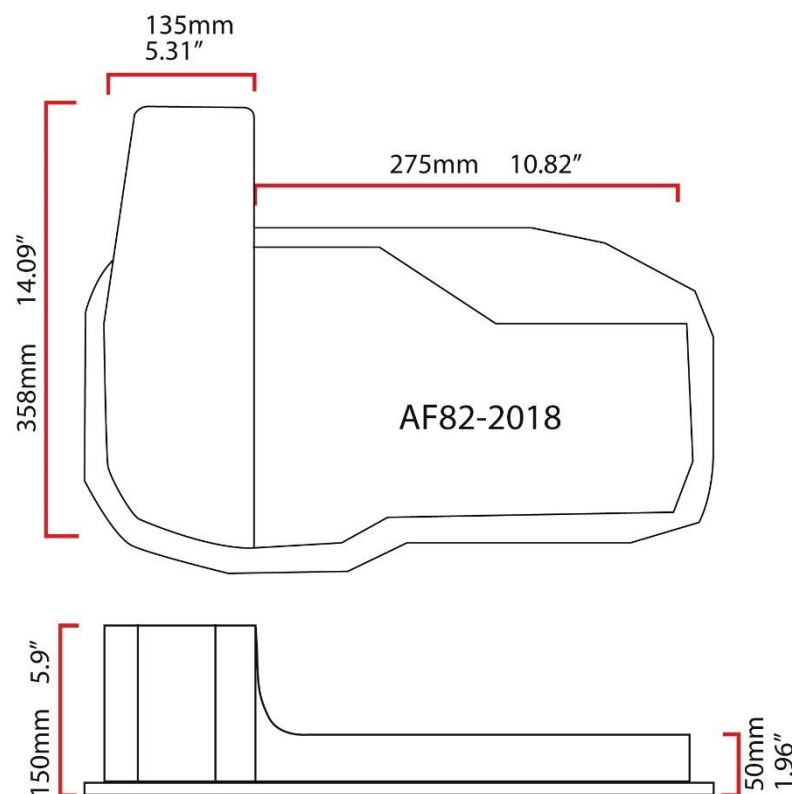
1. Remove stock oil pan from the vehicle following the procedure from the factory service manual if you are unsure. Remove pick up and ensure to keep all hardware that was removed in case it is needed during the installation.
2. Scrape all old silicone (RTV) from oil pan mounting surface on the block
 - I. **NOTE:** This surface must be clean and rubbed back to raw material to ensure a good seal from the RTV silicone or any contaminants on the mating surfaces may cause an oil leak.
3. Install crank scraper to the engine. Make sure to push it outwards from the centreline of the crank, then tighten it down.
 - I. **NOTE:** Rotate the crank and make sure that all areas clear. If the scraper makes contact with any moving parts you will need to mark them and carefully clearance the areas. After you have clearance, then reinstall the scraper and verify that there is sufficient clearance.

Do not make modifications while the scraper is installed and ensure it is thoroughly cleaned after each modification is carried out.

4. Install baffle plate on top of the scraper and make sure to once again push the scraper outwards prior to tightening bolts. Tighten bolts and once again rotate crank and listen for any interference.
 - I. **NOTE:** Rotate the crank and make sure that all areas clear. If the baffle makes contact with any moving parts you will need to mark them carefully and clearance the areas. After you have clearance, then reinstall the baffle and verify that there is sufficient clearance.

Do not make modifications while the baffle is installed and ensure it is thoroughly cleaned after each modification is carried out.

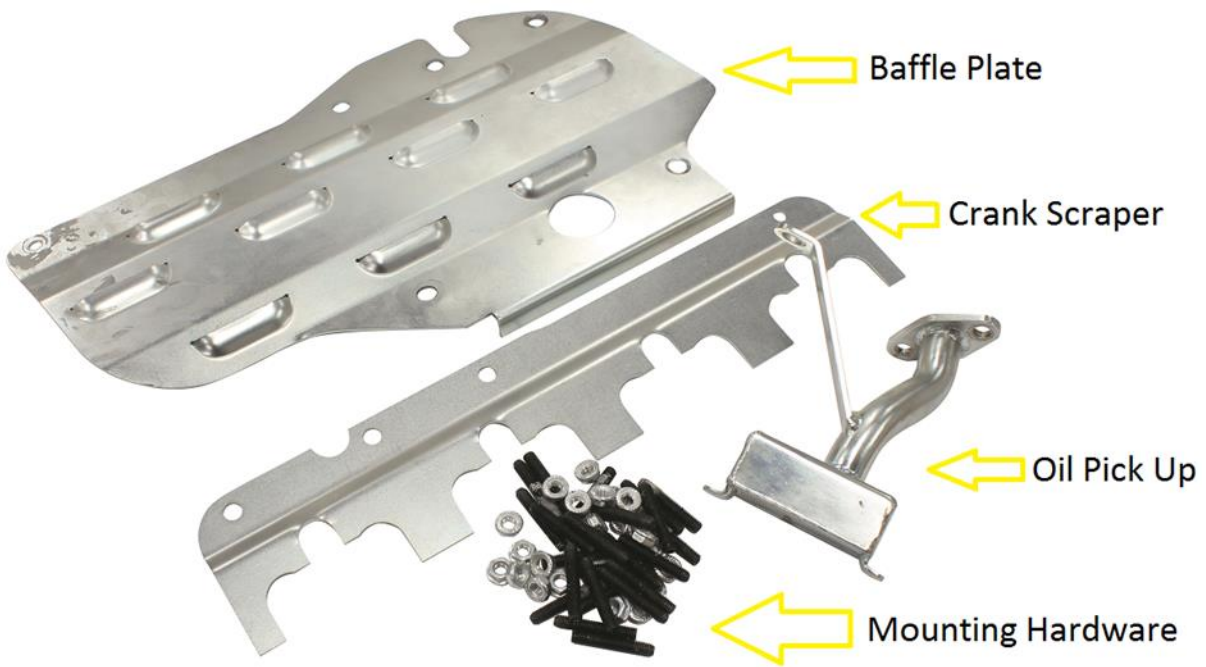
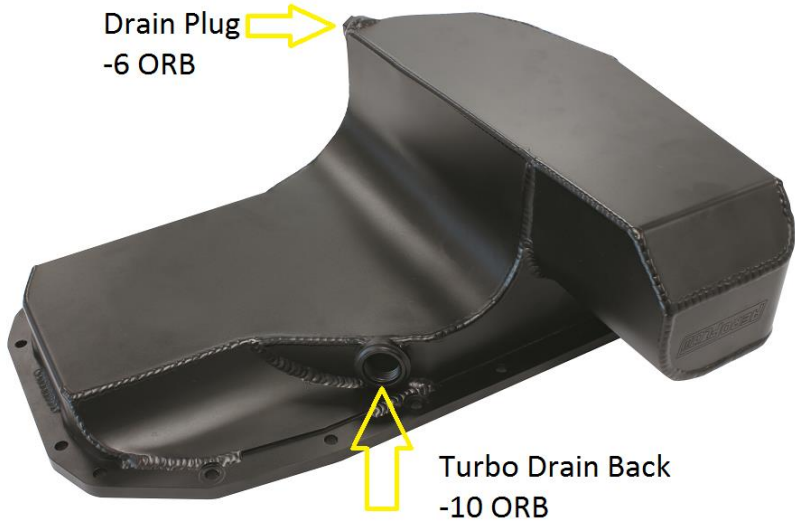
5. Install new oil pump pick up that is included.
6. Install oil pan using Three-Bond or equivalent RTV silicone sealer. You may choose to use the supplied studs and nuts or re use the factory OE bolts at this stage. Ensure to follow factory service manual for reinstallation of oil pan.
7. Once pan is installed rotate crank and verify no noises are heard due to interference.
8. When reinstalling the turbo oil drain the factory plate will not bolt up to this aftermarket race oil pan. Instead, a female -10 ORB is put in place for custom plumbing and applications.
9. Last step is to verify that the drain plug and sensor plug is tight. Then fill it up and let the car run, check for leaks before road testing.



For more information or technical enquires

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