



8.2 Litre Performance Parts
Albuquerque, New Mexico

PRO CAD 7.0 A CAST ALUMINUM OIL PAN

- ⊕ Wash pan thoroughly before installing on your motor; *tighten drain plug!*
- ⊕ Though the pan should clear most rods and rod bolts sold by Cad Company, always double-check to make sure there is no rod bolt to oil pan contact. Rotate the engine with the pan in place without a gasket. No contact means all is well.
- ⊕ Slide the O-ring onto the pickup tube, and install. *Trial fit pan over pickup*; tweak the pickup if necessary for clearance. The 2 studs provided are for locating the pan during test fitting and assembly. You want the screen 3/8" to 3/4" from the bottom of the pan.
- ⊕ You may also have to move the main bolt/ stud with the mounting point for the pickup tube support brace. Re-torque both bolts, studs on the affected caps (90 ft-Lbs for OE bolts).
- ⊕ If you are using Cad Company's main stud kit, on some pans you must shorten the 2 front studs so that they are even with the top of the nuts when torqued. Due to casting variations, you may need to clearance the pan slightly, as well. If you are using a main girdle, you will most likely need to clearance the pan.
- ⊕ Depending on the original oil pan style, you may have to relocate the dipstick tube and 'dipstick bearing' (that's the ball bearing pressed in the unused dipstick tube hole in the side of the block). Lay the oil pan on to your block and note where the divot is in the pan rail in relation to the 2 holes. The short end of the dipstick tube goes into the block. You can use a plastic handled Phillips screwdriver slid into the tube so that the plastic handle is against the tube to drive the tube into (or out of) the block. Hammering directly on the top of the dipstick tube may cause the dipstick to not seat properly. On the bottom end (during removal) it will cause the tube to not fit through the hole, so you can no longer remove it in one piece. As the tube is pressed into the block, use a tubing bender (or box end wrench) to tweak the tube away from the main cap, back and down. After installation, slide the dipstick into the tube and rotate the crank (with rods) to make sure it will not make contact.
- ⊕ Set the oil pan on to check the dipstick tube angle, making sure it clears the pan. Tweak the tube as necessary. Check the fluid level in the pan at 6-7 Qts (your preference) with a ruler to adjust the dipstick tube so that the dipstick reads correctly. You can also trim some off the top of the tube if necessary so that the dipstick can drop in further.
- ⊕ Install the oil pan using the bolts provided. The 2 studs are to locate the pan during test fitting and installation. Once the rest of the bolts are started, replace the studs with bolts. The 2 long bolts are for the rear of the pan. Use a thin coat of silicone or Right Stuff™ for the side rails and a bead at each end (check the gap for bead thickness during final test fit).
- ⊕ Thank you for choosing Cad Company's Best Engineered Parts for the Cadillac 472", 500, and 425" engines. Feel free to call with any questions or suggestions _____ ☺