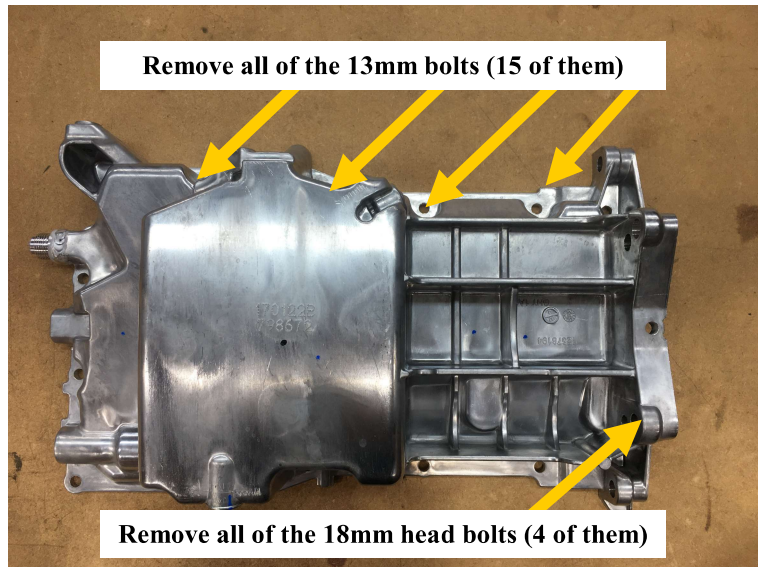


Stock oil pan removal

1. The oil pan is the next thing to get swapped out. To do the install you will need to have the car on a lift or up on Jackstands. Make sure that if you are on jack stands, you are on level ground and the rear tire is secured to prevent the Slingshot from shifting.
2. Looking under the engine you will see the oil pan on the bottom of the engine, the first thing to do is drain the oil from the oil pan. Remove the oil drain plug and catch the old oil and dispose of properly.
3. Once the oil is drained, you will need a 13mm socket to remove all of the bolts holding the oil pan to the bottom of the engine. There are a total of 15 of the bolts.

4. There are 4 more bolts holding the oil pan to the transmission. These are bolts with 18mm heads on them. A ratheting wrench works best to remove these 4 bolts.
5. With all of the bolts removed, the pan can now be loosened from the engine. The pan will still be held to the engine with gray RTV, so you will need to find an edge and use a pry tool to get the pan to start to separate from the engine. Pry carefully, if it feels like the pan does not want to come off, look around again



- and make sure you have all of the bolts removed. A good place to start to pry is on the drivers side, close to the starter, that is our usually starting point.
6. Once you get the pan loose, it will drop down a little bit, but you will not be able to get it out yet. Find the 2—15mm nuts on the bottom of the motor mounts. You will need to remove the nut on both motor mounts, this will allow you to jack the engine up.
7. To make it a little easier, it is recommended that you remove the 2 bolts on top that are holding the coolant tank located in the back of the engine bay. This will allow the tank to float a little bit and allows the engine to go up a little easier. Also, please make sure that your oxygen sensor is removed from whatever header you are using, before attempting to jack up the engine.
8. With the tank loose, the motor mount nuts off and all the bolts out of the pan, slowly start to jack up at the transmission. You should see the studs from the motor mounts start to go up through the frame. Once the studs get almost out of the chassis, you should not be able to jack any further without lifiting the entire Slingshot.
9. Now you will be able to slide the oil pan all the way forward up to the radiator fan, then drop the back of the pan down through the opening in the frame and out the bottom of the Slingshot. Don't get discouraged if the pan doesn't just fall out, it can be a little tricky to get the angle just right sometimes. Take your time and it will come out once the angle is right.