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IMPORTANT: PLEASE READ THIS

We at Canton Racing Products would like to thank you for your purchase. To insure the best results, we recommend the following:

- (1) Please read the limited warranty on the reverse side.
- (2) Because of many different engine-chassis combinations and the variety of aftermarket products available, it is always a good idea to check for external interference and to make sure that you have the proper pan for your application. Before installing the oil pan on your motor, a quick check for interference with the rods, frame members, headers etc. should be done. If there is a problem, we will be glad to work out a solution. However, pans that have been reworked or modified in any way, cut or notched to clear rods or main caps, or pans that have been damaged will not be accepted for return. If you have a problem with the pan, call or write us. We have the equipment to straighten out or repair most problems.
- (3) Reclean your oil pan thoroughly before installation. If your oil pan has a bolt-in windage tray or baffles, they should be removed during cleaning. All bolts, nuts and screws should be lock tightened when windage tray or baffles are replaced.
- (4) Check to make sure the drain plug is tight.
- (5) On press fit oil pump pickups, we have swedged cut the first 1/4" of tubing to allow easier pickup installation into the oil pump. We recommend that you warm the pump and cool the pickup tube. This will make installation easier and will help hold the pickup in place when both reach the same temperature again. If force needs to be applied, a plastic or rubber hammer will limit damage to the tube.
- (6) The pickup to the oil pan clearance should be checked. With the pickup and pump installed, measure the distance between the pickup screen and the block. Compare the dimension with the pan depth. We recommend 1/4" to 3/8" on small block Chevy motors and 3/8" to 1/2" on small block Fords, which require a lot of oil.
- (7) On long stroke motors or where aftermarket connecting rods are used, the internal clearance should be checked. With the pan in place, rotate the motor backward by hand. On some four bolt main motors, the scraper in some of our Pro style Power pans will need to be notched.
- (8) Teflon tape should be used on all pipe fitting connections.

At Canton Racing Products, we are making every effort to build a product that will deliver the best performance for each application in each racing category. If for any reason you are not satisfied, please call or write and let us know so we may improve our products.

Canton Racing Products, Inc.

Limited Warranty

- This limited warranty applies to any product, which after careful inspection by Canton Racing Products, Inc. is found to have a defect in either material or workmanship.
- Canton Racing Products, Inc. warrants that when our products are properly installed in their correct application they will be free from defect.
- The *original purchaser* must return the product for warranty to Canton Racing Products, Inc. within 90 days of purchase. All returns must include original sales slip or proof of purchase, detailed information regarding the problem, your name, address, and phone number.
- If returned products is found by Canton Racing Products to be defective in either material or workmanship, Canton Racing Products will either repair or replace the product, at its discretion and at its sole cost.
- This limited warranty DOES NOT cover or apply to any personnel injury, labor charges or any other incidental costs or damages caused by the defective product.
- **THIS LIMITED WARRANTY IS THE ONLY EXPRESS WARRANTY WHICH APPLIES TO CANTON RACING PRODUCTS, INC. AND IS EXPRESSLY GIVEN IN LIEU OF ANY OTHER WARRANTY EXPRESSED OR IMPLIED. OTHER WARRANTIES INCLUDING THAT OF MERCHANT ABILITY AND, OR FITNESS FOR A PARTICULAR PURPOSE IS HERBY EXPRESSLY DISCLAIMED.**
- This limited warranty gives you specific legal rights and you may also have other rights, which may vary, from state to state.
- **EXCEPT FOR THOSE OBLIGATIONS ASSUMED HEREIN, CANTON RACING, INC. ASSUMES NO OTHER OBLIGATIONS IN CONNECTION WITH THE SALE OF ITS PRODUCTS.**



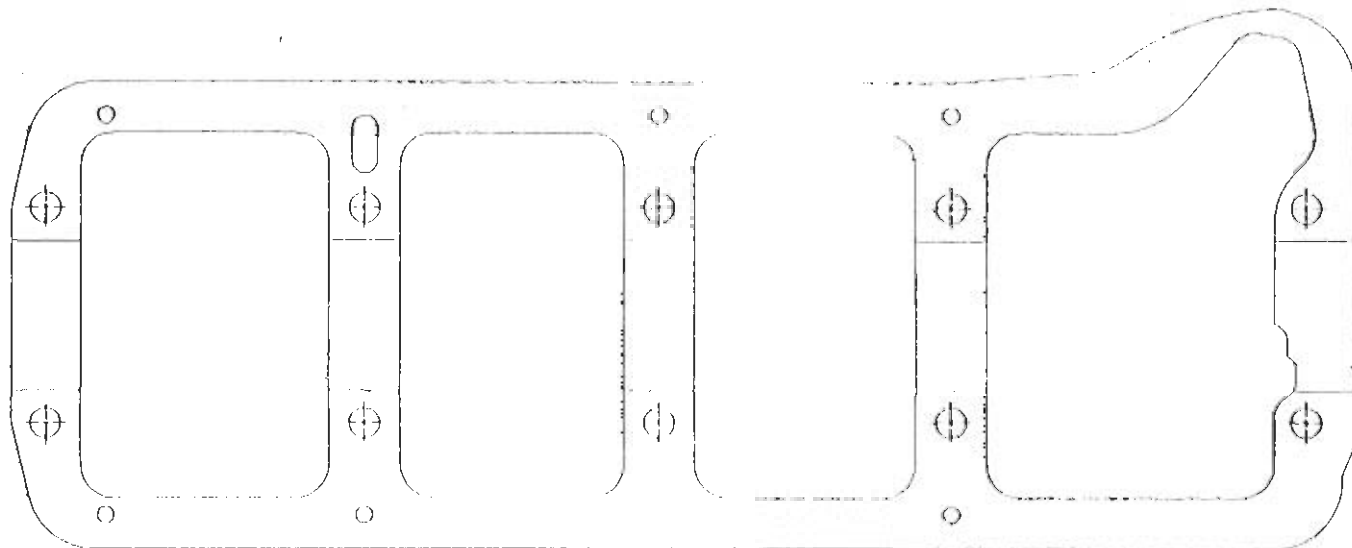
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INSTALLATION INSTRUCTION

4.6/5.4 FORD WINDAGE TRAY

- 1) Empty oil from oil pan.
- 2) Unbolt pan from block. Carefully remove. Do not pry loose. This can cause oil pan rails to become bent.
- 3) Remove the oil pump pickup from the engine block by unscrewing the two bolts holding it to the oil pump, and one bolt holding the tube to the main cap bolt. (*Note: Your oil pump pickup may need modification before reinstalling.)
- 4) The mounting surface on the engine block and oil pan should be clean to ensure a tight seal. Any residue left from the old oil pan gasket can be removed with a gasket scraper or with a light sanding.
- 5) Install the oil pan stud kit using an Allen wrench. The studs should be screwed in far enough to be well seated while leaving enough of a protrusion out of the engine block to mount the windage tray, oil pan and gaskets.
- 6) Run a thin bead of silicone on each side of windage tray and guide the tray onto the installed studs of the engine block.
- 7) Lay the oil pan gasket over the installed studs of the engine block and the installed windage tray.
- 8) While holding in place, finger tighten 2 - 3 nuts onto the studs.
- 9) Reinstall the pickup.
- 10) Guide the pan onto the studs.
- 11) Tighten the pan using the manufacturer's bolt sequence and torque specifications. Fill pan with required amount of oil for the pan.

*OIL PUMP PICKUP MODIFICATION: Ford fitted a rectangular plate (makeshift crank scraper) on the pickup tubes of some models. If your pickup has this scraper, you will need to trim it in order to use our windage tray. Trim the plate close to the tube being careful not to cut the pickup tube in the process.



21-060 302 MAIN SUPPORT

INSTALLATION INSTRUCTIONS

1. UNPACK MAIN SUPPORT & CHECK PARTS TO MAKE SURE KIT INCLUDES MAIN SUPPORT & IDEA. MAIN BOLTS AND WASHERS.
2. LAY MAIN SUPPORT ON MAIN CAPS AND INSTALL BOLT & WASHER ON #1 MAIN CAP BELOW OIL PUMP AND ON #5 MAIN. TIGHTEN SNUG ONLY.
3. INSTALL OIL PUMP TO CHECK FOR INTERFERENCE. MOST WILL REQUIRE GRINDING RIGHT ABOVE THE MAIN BOLT.
4. REMOVE OIL PUMP AND MODIFY AS NEEDED.
5. SLOWLY TURN CRANKSHAFT TO CHECK FOR INTERFERENCE BETWEEN CONNECTING ROD BOLTS, RODS, AND THE MAIN SUPPORT. MODIFY AS NEEDED. WILL CLEAR MOST STROKE AND ROD COMBINATIONS.
6. INSTALL ALL MAIN BOLTS & WASHERS. USE THE MANUFACTURERS TORQUE SEQUENCE WITH THE FOLLOWING TORQUE SPECS—
 MOLY LUBE: 30 FT.LBS., THEN 45 FT.LBS., FINAL 65FT.LBS.
 30W OIL: 40 " THEN 65 " FINAL 85 FT.LBS.
7. ROTATE CRANKSHAFT AGAIN TO CHECK FOR INTERFERENCE.
8. INSTALL OIL PUMP BUT DO NOT FULLY TIGHTEN BOLTS.
9. REMOVE THE MAIN BOLT THAT CORRESPONDS WITH THE PICKUP TUBE MOUNTING TAB. ATTACH PICKUP TO OIL PUMP AND TIGHTEN FLANGE BOLTS. REINSTALL MAIN BOLT & WASHER THROUGH PICKUP MOUNTING TAB AND TIGHTEN SNUG ONLY. TORQUE OIL PUMP MOUNTING BOLTS TO 35 FT.LBS. RETORQUE MAIN BOLT AS LISTED IN STEP #6.
10. USING A STRAIGHT EDGE AND A RULER, CHECK PICKUP TUBE CUP HEIGHT FROM ENGINE BLOCK SURFACE. LAY GASKET ON OIL PAN AND MEASURE INSIDE SUMP DEPTH. DISTANCE BETWEEN PICKUP CUP AND PAN BOTTOM SHOULD BE 3/8" TO 1/2". ADJUST PICKUP AS NEEDED.

NOTE: IF USING #20 960 WINDAGE TRAY, INSTALL BETWEEN STEPS 8 & 9.

RECOMMEND OIL PAN 15-620S, 15-627 PICKUP, 20-850 DIPSTICK ASSEMBLY.

OIL PAN #S 13-622, 13-622A, 15-620S, & 15-646 FIT WITHOUT MODIFICATION.

OIL PAN #S 15-610, 15-620, 15-630, 15-630S, 15-640, & 15-644 FIT WHEN SCRAPER IS REMOVED.

PICKUP # 15-627 IS A DIRECT BOLT-ON INSTALLATION. PICKUP #S 15-621, 15-625, 15-641, & 15-645 FIT WITH SLIGHT HEIGHT MODIFICATION.

USE WITH STOCK OIL PANS IS NOT RECOMMENDED.