



Installation Instructions

TH-700 R4, 4L60, 4L60E & 4L65E

Cast Aluminum Deep Oil Pan

Part Number 4L60DPK

Congratulations! You have just purchased one of the finest cast aluminum pans available for the General Motors TH-700 R4, 4L60, 4L60E & 4L65E Transmissions. This Cast Aluminum Deep Oil Pan has been designed to work on most Chevrolet/GMC vehicles equipped with the TH-700 R4, 4L60, 4L60E & 4L65E transmissions. The Cast Aluminum Deep Oil Pan provides several advantages over stock factory oil pans. The extra capacity provides increased oil volume and added cooling, while the aluminum construction increases case rigidity. The magnetic drain plug feature allows regular transmission maintenance and oil changes without the usual mess associated with "dropping the pan," and limits ferrous debris from circulating in the transmission.

This Cast Aluminum Deep Oil Pan can be installed by anyone with minimal mechanical experience. It is however, important to closely follow the instructions.

We recommend that you read through the instructions completely before beginning the installation procedure. Check the

tool list at the end of these instructions for the tools required to install your Deep Oil Pan.

TRANSMISSION OIL COOLER: We feel that it is very important that every vehicle should have a transmission oil cooler in addition to the radiator heat exchanger. Heat is the major cause of transmission failures, and an oil cooler is an inexpensive safeguard against overheating.

INTRODUCTION

This Deep Oil Pan can be installed in about an hour by carefully following the instructions. Transmission components are precision fit and dirt is the number one enemy of an automatic transmission. Cleanliness is very important, so a clean work surface from which oil can easily be removed is necessary.

CAUTION: Automatic transmissions operate at temperatures between 150°F and 250°F. It is suggested that the vehicle be allowed to cool off for a few hours to avoid burns from hot oil and parts. The vehicle should be off the ground for ease of installation – jack stands, wheel ramps or a hoist will work fine.

MAKE SURE VEHICLE IS FIRMLY

SUPPORTED - DO NOT WORK UNDER A VEHICLE IF IT IS SUPPORTED BY ONLY A JACK! Try to raise the vehicle 1-2 feet so you will have plenty of room to work. Also have a small box to put bolts in and a drain pan to catch oil.

INSTALLATION

STEP 1. Drain the oil pan. Loosen and remove the oil pan bolts one at a time, working towards the front of the transmission. Remove the last two bolts slowly and the pan will tilt down to allow the last of the fluid to drain. If the pan sticks to the old gasket, pry it down slightly with a screwdriver to break the seal before removing the last two bolts. After the last bolt is removed, the pan can be lowered and set aside.

STEP 2. The oil filter will now be exposed. Pull the filter out of the oil pump, being careful not to bend the filter pickup tube as it is plastic and may crack or break. The seal should remain in the pump – if it comes out with the filter, remove it from the filter and carefully reinsert it back into the pump. Clean the old gasket off of the case.

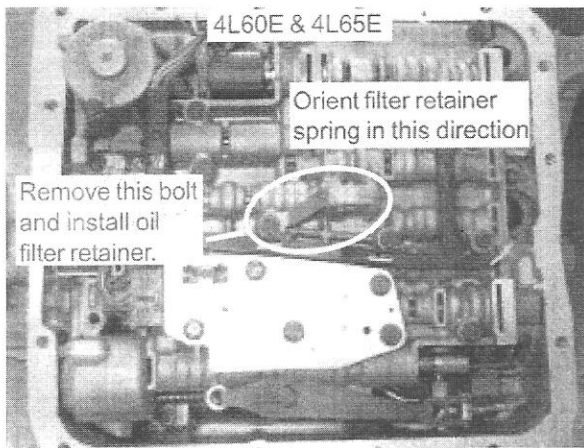


Figure 1

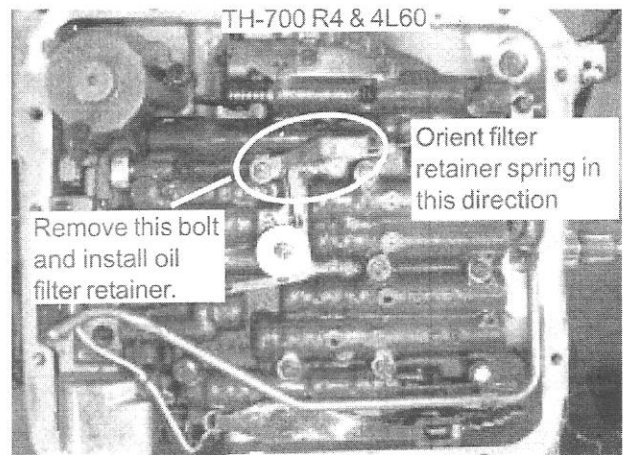


Figure 2

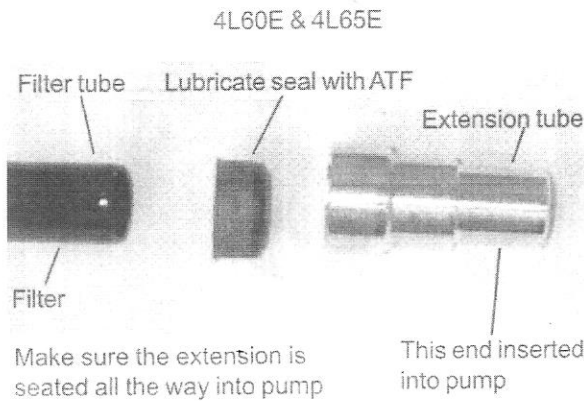


Figure 3

STEP 3. The filter must be held in place with the supplied oil filter retainer. This retainer is held in place by one of the valve body bolts (See Figure 1 and 2). Refer to the transmission you have and remove the bolt shown and install the supplied oil filter retainer (point the oil filter retainer towards the front of the vehicle as shown). Tighten the bolt to 8 lbs-ft-do not over tighten!

STEP 4. For the 4L60E & 4L65E transmission, install the supplied seal in the extension tube provided in the kit (See figure 3). Lubricate the seal with transmission fluid and place the extension tube onto the filter. Install the assembly back into the oil pump bore being careful not to damage the seal in the pump.

STEP 5. For the TH-700 R4 and 4L60 transmissions, install the supplied o-rings on the extension

tube provided in the kit (See figure 4). Lubricate the seal on the filter. Place the extension tube on the oil filter. Install the assembly into the oil pump bore.

STEP 6. Install the new gasket and deep pan. Use the supplied pan bolts and washers (torque to 12 lbs-ft). Do not over tighten as this can cause leaks. Make sure the drain plug is tight.

STEP 7. *For Corvettes only: Remove 1/2" NPT fill plug from side of pan with a 3/8" Allen wrench, add ATF until full, and tighten. All others, lower vehicle and add six quarts of Dexron III.

STEP 8. Start the engine and place shifter in the neutral position. Add fluid until the oil level is at the "add" mark. Shift the transmission through all gear positions. Check the oil pan and gaskets for leaks. Once the transmission has warmed up, add fluid to bring the

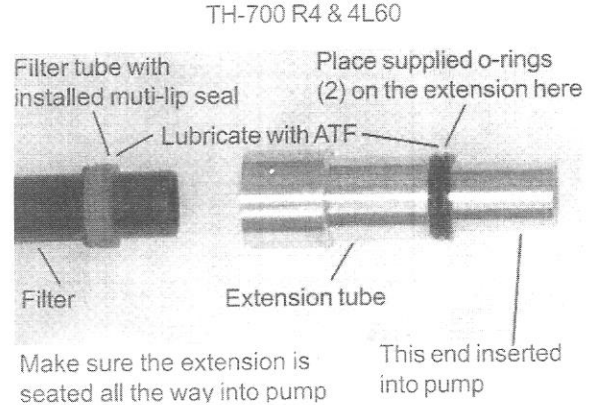


Figure 4

level up to "full". Do not overfill as this causes foaming and overheating.

Parts List

- 1 Aluminum Cast Oil Pan
- 1 Magnetic Drain Plug
- 1 Drain Plug Gasket
- 1 Filter Seal
- 1 O-rings
- 1 Filter Extension Tube
- 1 Oil Filter Retainer
- 16 M8-1.25 x 30 mm bolts
- 16 Flat Washers

Tool List

- Drain Pan
- Gasket Scraper
- 3/8" Ratchet & 3" extension
- 13mm Socket
- 6 mm Allen wrench
- 3/8" Allen Wrench
- 3/4" Box Wrench
- Flat blade screwdriver
- 6 Quarts ATF
- Jack & jack stands