

Oil Pan Removal

AMERICAN MOTORS OIL PAN REMOVAL

NOTES

► **CAUTION** – Following procedure for oil pan and gasket installation must be followed exactly, to prevent oil leaks and for proper installation of new type gaskets.

TIGHTENING SPECIFICATIONS

Oil Pan Bolts or Screws	Ft. Lbs.
196" Engine 1964-65	8-11
All 6 Cyl. Engines (1964-68) ¼"	7-8
(1969-73) 1/4"	5-8
(1964-73) 5/16"	10-12

1964-67 CLASSIC & AMBASSADOR

Removal (All Engines)

Remove front springs, support car, then support engine from above. Remove engine support cushion at engine. Remove idler arm from bracket, or power steering piston rod from bracket. Remove stabilizer bar. Disconnect front suspension crossmember from body sills and pry crossmember down for clearance (use wood blocks between crossmember and body side sill). Remove flywheel dust cover. Drain crankcase, remove oil pan. **NOTE** – On *Classic*, put No. 1 piston on upstroke.

Installation

1964-65 196" Cast Iron Engine

Apply gasket cement to block, timing chain spacer plate, and corresponding gasket surfaces, but NOT to oil pan rear rubber seal or corresponding surfaces. Install oil pan rear rubber side seal into machined groove of rear main cap. **NOTE** – *Rubber side seal portions must be pressed firmly between cap and block.* Position oil pan gasket on the cylinder block making sure that tongue of cork gasket engages into groove of rubber pan seal. Position front gasket bolts and torque to specifications, then install remaining bolts. Torque to specifications, working outward from center in each direction.

Installation

1964-67 232" Cast Iron Engine

Apply fast drying cement to gasket surface of block. Place oil pan gasket against block so tongue of gasket is inserted into rear main bearing cap, and all holes are aligned. Install oil pan rear seal into rear main bearing cap, making sure seal is completely seated. **NOTE** – *Oil pan rear seal and front cover-to-oil pan seal must be replaced each time oil pan removed.* Place a little Permatex No. 1 sealer or equivalent at mating surface of oil pan rear seal-to-cork gasket on both sides of rear main cap. Apply light film of oil to oil pan rear seal. Install oil pan and tighten to specifications.

1968-70 6 CYLINDER

Removal (All Engines)

Disconnect front cushions from engine brackets and remove right bracket from engine. Disconnect ground strap, remove cylinder head cover and air cleaner. Disconnect

fan shroud (if equipped) and raise engine as far as possible. Disconnect idler arm from side sill and disconnect sway stabilizer (if equipped). Loosen strut rod bolts at lower control arms and remove crossmember to side sill bolts. On 1969 models, disconnect shock absorbers at lower control arms and remove rear bolt of crossmember brace. With weight of car on wheels, pry down crossmember using wooden blocks to hold crossmember down. Drain oil and remove pan.

1971-73 6 CYLINDER

Removal (All Engines)

Disconnect negative battery cable. Raise car and support on frame side sills and support engine with lifting fixture. Disconnect engine mounts at engine brackets and steering idler arm at side sill. Loosen sway bar link nuts to end of threads, and remove front crossmember to side sill bolts. Pull crossmember down. Remove right engine mount bracket from engine, drain oil and remove pan.

1968 8 CYLINDER

Removal (All Engines)

Rotate crankshaft until mark on damper is 180° from timing marks on cover. Disconnect cushions from crossmember, disconnect ground strap, and disconnect cushion brackets from cylinder block (American only). Remove starter motor, and remove idler arm from side sill. Disconnect sway bar at side sills (Ambassador only). Loosen sway bar links to control arms as far as possible (American, Javelin & Rebel only). Raise engine as high as possible. Remove cushion and brackets (American only). Loosen strut rod bolts at lower control arms and remove crossmember side sill bolts and nuts. With weight of car on front wheels, pry down crossmember, using wooden blocks to hold crossmember down. Drain oil and remove pan.

1969 8 CYLINDER

Removal (All Engines)

Disconnect cushions from crossmember, disconnect body ground strap and fan shroud (if equipped). Raise engine as high as possible. Remove cushion brackets from cylinder block (Rambler only). Remove starter motor. Remove idler arm from side sill (all series except Ambassador). Disconnect sway bar at side sills (Rebel and Ambassador series), loosen control arm attaching links as far as possible (Rebel only). Disconnect sway bar brackets from lower control arms (Rambler, AMX and Javelin only). Disconnect shock absorbers at lower control arms (all except Ambassador series). Remove crossmember to side sill bolts, pull crossmember down and place wooden blocks between crossmember and side sills (all except Ambassador series). Drain oil and remove oil pan.

1970-73 8 CYLINDER

Removal (All Engines)

Disconnect negative battery cable and support engine on lifting fixture. Raise car and support it on side sills. Disconnect engine mounts at front crossmember. Disconnect idler arm at side sill. Disconnect body ground strap and disconnect sway bar at strut brackets on 80 series. All other models loosen sway bar nuts to end of bolts. Remove crossmember to side sill bolts. Pull crossmember down to insert 2"x4"x6" blocks between crossmember and side sills. Remove starter, drain oil and remove oil pan.