

CHRYSLER CORP. OIL PAN REMOVAL

TIGHTENING SPECIFICATIONS

Oil Pan Attaching Screws	Torque
1964-73 6 Cyl. Engines.....	13
1964-73 V8 Engines.....	15

CHRYSLER & IMPERIAL

1963-64

► **OIL PAN BOLT NOTE** (361", 383", 413"): Rear center bolts are shorter (9/16"), than other bolts and thread into rear bearing seal retainer. DO NOT install longer bolts in these holes, or retainer will be damaged and there will be an oil leak.

- 1) Disconnect steering linkage from idler and pitman arms.
- 2) Remove exhaust pipe and converter dust shield.
- 3) Remove oil pan. *INSTALLING NOTE* - Bottom of oil strainer must be on a horizontal plane with machined surface of cylinder block, and foot of strainer should touch bottom of oil pan.

1965

- 1) Disconnect battery, steering linkage from idler arm and pitman arm, and exhaust pipe branches from manifolds.
- 2) Remove exhaust pipe, converter dust shield.
- 3) Turn flywheel until counterweight and connecting rods at front of crankshaft are at highest position.
- 4) Lower oil pan counterclockwise to clear oil screen and suction pipe.

1966-67

Remove engine-to-torque converter left housing brace (318" engine), then disconnect steering and idler arm ball joints from steering linkage center link. Disconnect exhaust crossover pipe from exhaust manifolds and let hang. On models without removable crossover pipe, remove complete exhaust pipe. Remove converter dust cover if necessary, then turn crankcase so counterweights are up. Remove oil pan. *INSTALLATION NOTE*- With oil pan installed, pickup screen should press against bottom of pan to prevent screen from vibrating and causing a noise. All engine screen assemblies are designed to have as much as 1/8" interference with oil pan.

1972

360" Engine - Disconnect negative battery cable, remove oil dip stick, raise car on hoist and proceed as follows:

- 1) Drain oil. Remove engine to torque converter left housing strut. Remove steering and idle arm ball joints from steering linkage center link.
- 2) Remove exhaust pipes from exhaust manifolds. Leave pipes hang on single exhaust system. Remove oil pan bolts and oil pan.

1968-73

383", 400", 440" Engines - Disconnect negative battery cable, remove oil dip stick, raise car on hoist and proceed as follows:

- 1) Disconnect steering linkage from idler arm and steering arm. Disconnect exhaust pipe branches from manifolds. Remove clamp attaching exhaust pipe to extension and and remove exhaust pipe

- 2) Drain crankcase oil and remove converter dust shield. Remove oil pan bolts. Turn flywheel until counterweight and connecting rods at front of crankshaft are at their highest position. Turn pan counterclockwise as it is lowered to clear oil screen and suction pipe.

DODGE 6 CYLINDER

1963-67

Raise car and drain oil. Using tie rod end puller Tool CO3742, remove steering and idler arm ball joints from steering linkage center link. Proceed as follows:

Dart

- 1) Remove dust shield and front motor mount stud nuts.
- 2) Lower car and remove horns and brackets, and disconnect battery negative cable.
- 3) Raise engine 1½-2" and remove oil pan.

Dodge 330, 440, Polara & Coronet

Remove dust shield, rotate crankshaft to clear counterweights, and remove oil pan.

- **OIL PAN INSTALLATION CAUTION** (225" Eng.): To minimize possibility of oil leaks at oil pan gasket, tighten retaining capscrews to specified torque and in following sequence: 1) Left rear. 2) 2nd. from right front corner. 3) 2nd. from left front corner. 4) Right rear. 5 & 6) All along right and left side rails - either side first. 7) Remaining capscrews on rear edge. 8) Across front edge.
- **OIL PICK-UP TUBE & SCREEN POSITION:** With oil pan off, make certain that tube is tight in block. Check position of screen by placing straightedge vertically in line with inner edge of cylinder block oil pan rail. Distance from straightedge to nearest edge of screen should be 1 1/8". See also "Low or Intermittent Oil Pressure" under "Engine Notes".

1968-73

Remove oil dipstick, disconnect negative ground cable, remove air cleaner and fan shroud (if equipped). Raise vehicle and drain oil pan. Remove center link from steering arm and idler arm ball joints. On Dart, remove motor mount stud nuts and raise engine approximately 1½-2". On Coronet, disconnect exhaust pipe from manifold and tie out of way. On all models, remove oil pan attaching bolts, rotate engine crankshaft to clear counterweights, and remove oil pan.

DODGE V8

1963-64

- **OIL PAN BOLT LENGTH NOTE** (361", 383", 413", 426" ENGINES) - Rear center bolts are shorter (9/16"), than other bolts and thread into rear bearing seal retainer. DO NOT install longer bolts in these holes, or retainer will be damaged and there will be an oil leak.

Dodge (Except 880)

Remove engine-to-torque converter housing brace on 318". Disconnect steering and idler arm ball joints from steering linkage center link. Disconnect exhaust crossover pipe from exhaust manifolds and let hang. Remove oil pan. *INSTALLING NOTE* - Bottom of oil strainer must be parallel with lower machined surface of engine block, and on 361", 383", 413", 426" engines, foot of strainer should touch bottom of oil pan.

Oil Pan Removal

CHRYSLER CORP. OIL PAN REMOVAL (Cont.)

Dodge 880

Disconnect steering linkage from idler and pitman arms. Remove exhaust pipe and converter dust shield. Remove oil pan. **INSTALLING NOTE** - Bottom of oil strainer must be on a horizontal plane with machined surface of cylinder block, and foot of strainer should touch bottom of oil pan.

1965

Dart & Coronet

Disconnect battery and remove dipstick. On 273" and 318" engines, remove engine-to-torque converter left housing brace. Remove steering and idler arm ball joints from center link. Remove exhaust crossover pipe from manifolds and let hang (on Coronet, remove crossover pipe). Remove oil pan.

Polara, 880, Monaco

Disconnect battery. Disconnect steering linkage from idler and steering arms. Remove exhaust pipe, converter dust shield, and turn flywheel to place counterweight and connecting rods to highest position. Turn oil pan counterclockwise to remove.

1968-73

273", 318", 340", 360" Engines - Disconnect negative battery cable, remove oil dip stick, raise car on hoist and proceed as follows:

- 1) Drain oil. Remove engine to torque converter left housing strut. Remove steering and idler arm ball joints from steering linkage center link.
- 2) Remove exhaust pipes from exhaust manifolds. Leave pipes hang on single exhaust system. Remove oil pan bolts and oil pan.

1968-73

383", 400", 426", 440" Engines - Disconnect negative battery cable, remove oil dip stick, raise car on hoist and proceed as follows:

- 1) Disconnect steering linkage from idler arm and steering arm. Disconnect exhaust pipe branches from manifolds. Remove clamp attaching exhaust pipe to extension and and remove exhaust pipe.
- 2) Drain crankcase oil and remove converter dust shield. Remove oil pan bolts. Turn flywheel until counterweight and connecting rods at front of crankshaft are at their highest position. Turn pan counterclockwise as it is lowered to clear oil screen and suction pipe.

PLYMOUTH 6 CYLINDER

1963-67

Plymouth

- 1) Remove dust shield.
- 2) Remove oil pan attaching bolts, rotate crankshaft to clear counterweights and remove oil pan.
- 3) To install oil pan, reverse removal procedure.

Valiant

- 1) Remove dust shield and front motor mount stud nuts.
- 2) Lower car and remove horns (and brackets), then disconnect battery negative cable.
- 3) Install engine lifter plate Tool C-3804 and fixture Tool C-3809. Raise engine 1½-2". Raise car on hoist and remove oil pan.
- 4) To install oil pan, reverse removal procedure.

1968-73

Remove oil dipstick, air cleaner, and fan shroud (if equipped). Disconnect negative battery cable. Raise vehicle and drain oil pan. Remove center link from steering arm and idler arm ball joints. On Belvedere & Fury, disconnect exhaust pipe from manifold and tie out of way. On Valiant & Barracuda, remove motor mount stud nuts. On Valiant and Barracuda, install a suitable lifter plate tool and holding fixture, raise engine approximately 1½-2". On all models, raise vehicle on hoist, remove oil pan attaching bolts, rotate engine crankshaft to clear counterweights and remove oil pan.

PLYMOUTH V8

1963-64

OIL PAN BOLT NOTE (361", 383", 413", 426") - The two rear center bolts are shorter (9/16") than other bolts and thread into rear bearing seal retainer. DO NOT install longer bolts in these holes or retainer will be damaged and there will be an oil leak.

Observe the following: Remove engine-to-torque converter housing brace on 318". Disconnect steering and idler arm ball joints from steering linkage center link. Disconnect exhaust crossover pipe from exhaust manifolds and let hang. Remove oil pan. **INSTALLING NOTE** - Bottom of oil strainer must be parallel with lower machined surface of engine block and on 361", 383", 413", 426" engines foot of strainer should touch bottom of oil pan.

1965

Disconnect battery, and remove dipstick. On 273" and 318" engines, remove engine-to-torque converter left housing brace. Remove steering and idler arm ball joints from center link, exhaust crossover pipe from manifolds and let hang (On Valiant, remove crossover pipe). Remove oil pan.

1966-67

Remove engine-to-torque converter left housing brace (273", 318" engines), then disconnect steering and idler arm ball joints from steering linkage center link. Disconnect exhaust crossover pipe from exhaust manifolds and let hang. On models without removable crossover pipe, remove complete exhaust pipe. Remove converter dust cover if necessary, then turn crankcase so counterweights are up. Remove oil pan. **INSTALLATION NOTE** - With oil pan installed, pickup screen should press against bottom of pan to prevent screen from vibrating and causing a noise. All engine screen assemblies are designed to have as much as 1/8" interference with oil pan.

CHRYSLER CORP. OIL PAN REMOVAL (Cont.)

1968-73

273", 318", 340", 360" Engines – Disconnect negative battery cable, remove oil dip stick, raise car on hoist and proceed as follows:

1) Drain oil. Remove engine to torque converter left housing strut. Remove steering and idle arm ball joints from steering linkage center link.

2) Remove exhaust pipes from exhaust manifolds. Leave pipes hang on single exhaust system. Remove oil pan bolts and oil pan.

383", 400", 426", 440" Engines – Disconnect negative battery cable, remove oil dip stick, raise car on hoist and proceed as follows:

1) Disconnect steering linkage from idler arm and steering arm. Disconnect exhaust pipe branches from manifolds. Remove clamp attaching exhaust pipe to extension and remove exhaust pipe.

2) Drain crankcase oil and remove converter dust shield. Remove oil pan bolts. Turn flywheel until counterweight and connecting rods at front of crankshaft are at their highest position. Turn pan counterclockwise as it is lowered to clear oil screen and suction pipe.