

# Oil Pan Removal

## AMERICAN MOTORS

### 4 CYLINDER MODELS

- 1) Raise car and support with safety stands. Drain crankcase. Attach suitable lifting device to engine and remove engine bracket-to-cushion nuts.
- 2) Loosen bracket and strut screws. Lift engine about 2 inches and remove crossmember-to-frame attaching parts.
- 3) Remove steering gear idler bracket. Loosen crossmember and place wooden blocks between crossmember and frame on both sides.
- 4) Remove oil pan and gasket.

### 6 CYLINDER MODELS

- All Except Pacer** — 1) Turn steering wheel to full left lock. Raise vehicle and support on safety stands. Support engine with suitable hoist.
- 2) Disconnect steering idler arm at side frame rails. Disconnect front motor mounts at engine brackets. If equipped with sway bar, loosen sway bar link bolt nuts to end of threads.
  - 3) Remove crossmember to frame bolts and pull down on crossmember. Remove right front motor mount bracket from engine. Loosen strut rods at lower control arm.
  - 4) Remove starter motor. Drain engine oil, remove oil pan bolts and remove oil pan.

**Pacer** — 1) Drain engine oil and support engine with suitable hoist. Disconnect steering column flexible coupling and wire column out of way.

- 2) Raise vehicle and support on safety stands. Remove front motor mount through bolts.
- 3) Disconnect front brake lines at wheel cylinder and disconnect upper ball joints from spindles.

**NOTE** — Be sure shock absorbers are securely attached.

- 4) Remove upper control arm and support crossmember with jack. Remove nuts from crossmember rear mounts and swing

crossmember forward. Remove starter motor, oil pan bolts and oil pan.

### V8 MODELS

**All Except Pacer** — 1) Disconnect negative battery cable. Raise vehicle and support on safety stands. Support engine with suitable hoist.

- 2) Disconnect steering idler arm and sway bar brackets at side frame rails. Disconnect strut rods at lower control arms and engine-to-body ground strap.

- 3) Disconnect front motor mounts at crossmember and remove crossmember. Remove starter motor and drain crankcase. Remove oil pan bolts and remove oil pan.

**Pacer** — 1) Disconnect negative battery cable. Remove air cleaner and ignition control unit. Support engine with suitable hoist and partially raise vehicle.

- 2) Remove front tires, disc brake calipers, upper ball joint nuts, and upper control arms. Raise vehicle fully.

- 3) Disconnect steering shaft flexible coupling and wire to one side. Disconnect left engine mount from engine and right mount from crossmember. Disconnect transmission oil cooler lines.

- 4) Remove sway bar, right-hand engine mount and lower vehicle. Place jack under crossmember. Remove rear crossmember nuts and lower crossmember. Raise vehicle and drain engine oil. Remove starter motor, torque converter inspection cover and oil pan. Remove all gaskets.

AMERICAN MOTORS	
TIGHTENING SPECIFICATIONS	
Oil Pan Bolts	Ft. Lbs.
1/4" Bolts .....	7
5/16" Bolts .....	11

## CHRYSLER CORP.

### 4 CYLINDER MODELS

Disconnect battery ground cable and remove dipstick. Remove oil pan bolts and oil pan.

### 6 CYLINDER MODELS

- 1) Disconnect battery. Drain cooling system and disconnect radiator hoses. Remove dipstick and radiator shroud screws and place shroud back on engine. Raise vehicle and position on safety stands. Drain crankcase. Remove engine-to-transmission support bracket. Remove exhaust pipe and torque converter inspection plate. Remove center link from steering arm and idler arm ball joints. Position a jack stand under right front corner of engine oil pan to support engine.

**CAUTION** — Do not support engine at crankshaft pulley or vibration damper.

- 2) Remove front motor mount bolts and raise engine 1 1/2" to 2" with a suitable hoist. Remove oil pan retaining bolts, rotate crankshaft until counterweights clear oil pan and remove oil pan.

### V8 MODELS

- 1) Disconnect battery ground cable and remove dipstick. On 360" 4-Bbl. engines, disconnect radiator shroud and place shroud back on engine. Raise all vehicles, and position on safety stands. Drain crankcase.

## CHRYSLER CORP. (Cont.)

2) On 318" and 360" 2-Bbl. engines (St. Regis, Newport, New Yorker, Magnum & Cordoba), remove left torque converter housing strut. On all vehicles, remove center link from steering arm and idler arm ball joints.

3) On all except 360" 4-Bbl. engines, disconnect exhaust pipe at manifold. On 318" and 360" 2-Bbl. engines (St. Regis, Newport, New Yorker, Magnum and Cordoba), remove oil pan bolts and oil pan. On all others, place jack under transmission and remove rear engine mount bolts. Raise transmission until rear of oil pan clears transmission. Remove oil pan.

4) On 360" 4-Bbl. engines, lower transmission and loosely install rear mount bolts. Loosen front engine mounts from frame and raise front of engine about 1" with a jack under vibration damper

**NOTE** - Take care that fan does not hit shroud.

5) Remove oil pan bolts and oil pan.

CHRYSLER CORP.	
TIGHTENING SPECIFICATIONS	
Oil Pan Bolts	Ft. Lbs.
4 Cylinder Hex Head .....	14
4 Cylinder Allen Head .....	7
6 Cylinder & 8 Cylinder .....	17

## FORD MOTOR CO.

### 4 CYLINDER MODELS

Drain crankcase, remove dipstick and flywheel inspection cover. Disconnect steering shaft flex coupling from rack and pinion, then disconnect rack and pinion from crossmember and move it forward. Remove oil pan bolts and remove oil pan.

### 6 CYLINDER MODELS

1) Disconnect oil cooler lines and top support bolts from radiator. Remove dipstick and raise vehicle. Drain crankcase and remove starter. Disconnect sway bar to chassis bolts and allow bar to hang down. Remove "K" brace and lower front steering rack and pinion (on Fairmount and Zephyr models only).

2) Loosen rear insulator to crossmember bolts and remove engine mount bolts. Raise engine and place 1 1/4" spacer between engine support insulator and chassis bracket.

3) Position jack under transmission and raise slightly. Remove oil pan attaching bolts and lower pan to crossmember. Clear cooler lines and remove oil pan. Rotate crankshaft on Granada and Monarch for clearance (may also be necessary on other models).

### V6 MODELS

Drain crankcase and cooling system. Remove dipstick and disconnect upper and lower radiator hoses at radiator. Remove fan shroud bolts and slide shroud back over fan. Disconnect battery cable at battery. Raise vehicle and disconnect automatic transmission cooler lines at radiator (if equipped). Disconnect steering gear (and power steering hoses, if equipped) and position out of way. Disconnect stabilizer bar at ends and rotate to provide clearance. Remove splash shield and starter. Remove front engine support nuts. Raise engine and position wood blocks between engine support and frame. Remove oil pan. When installing oil pan, tighten oil pan screws in sequence as shown in Fig 1.

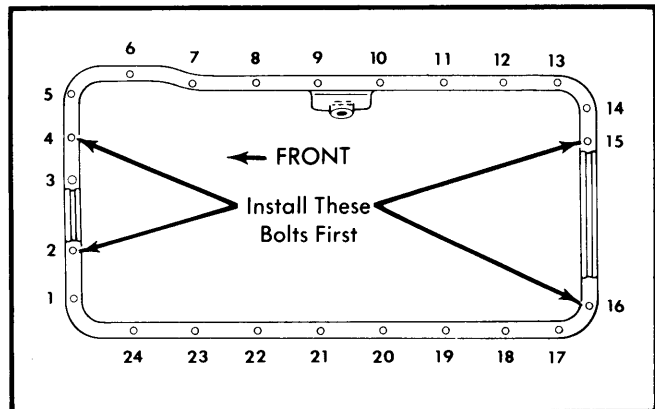


Fig. 1 V6 Oil Pan Tightening Sequence

### V8 MODELS

**Capri, Mustang, Fairmont & Zephyr (302")** - Disconnect battery and remove fan shroud bolts, positioning shroud back over fan. Raise vehicle and drain crankcase. Remove bolts attaching steering gear to main crossmember and let steering gear rest on frame away from oil pan. Remove engine mount bolts and raise engine. Place two wood blocks (2" x 4") between engine mounts and frame. Remove rear "K" brace and oil pan bolts. Lower pan to frame and remove oil pump attaching bolts. Lower pump into pan and remove oil pan. Rotate crankshaft as necessary to clear counterweights.

**Granada & Monarch (302")** - Raise vehicle and drain crankcase. Remove stabilizer bar and engine front support through bolts. If equipped, remove nut and bolt holding power steering lines to rear side of lower arm. Remove idler arm bracket and pull linkage down out of way. Remove oil pan bolts and remove pan.

**Versailles (302")** - Disconnect battery and remove shroud attaching screws. Raise vehicle and drain crankcase. Remove stabilizer bar and front mount through bolts. Loosen transmission cooler lines and move aside. Raise engine and block up with 2" x 4" under engine mount. Remove oil pan bolts and remove pan. Rotate crankshaft so rear throw is in horizontal position to clear rear oil pan flange.