



A PerTronix Performance Brand ~ www.pertronixbrands.com ~ 909 599-5955

Installation Instructions & Warranty Information

SKOP100 ~ LS Engine Swap Oil Pan



PerTronix® thanks you for choosing **DOUG'S HEADERS**, the best fitting, highest quality Header and Engine Swap products on the market. To realize the full potential of our good fit, please read and understand these instructions completely prior to starting work.

Check to make sure you received the proper parts for your application against the parts list in these instructions. If you are unsure you have received the proper parts, please call PerTronix before you start work.

Be sure to work safe! Whenever you work under the vehicle be sure that it is located on level, solid ground and is supported by adequate safety stands!

Remember: Hot asphalt will not support most jack stands!

WARNING:

This product can expose you to chemicals including Lead, Nickel, Cadmium and Chromium which are known to the State of California to cause cancer and birth defects or other reproductive harm. For more information go to www.P65Warnings.ca.gov

Rev. 2 1-25-21 DSL

NOTE: Read Before Starting Installation

This low-profile oil pan is designed to work with Doug's Headers LS Swap components.

NOTE:

- ▶ Will Not work on Factory OEM Dry Sump Systems.
- ▶ Will Not work on 7.0L (LS7) or any Stroker Crank over 4.00".
- ▶ Designed to work original style OEM type oil filters.
- ▶ Windage Trays are recommended for Hi-Performance use. The Stock F-Body (Camaro) windage tray, or most full-length style will work, but need to be modified.
- ▶ Oil Pan Cannot be changed with the motor in the car.
- ▶ This pan requires a LS-3 style dipstick – GM part #12669528 and Tube #12625031.

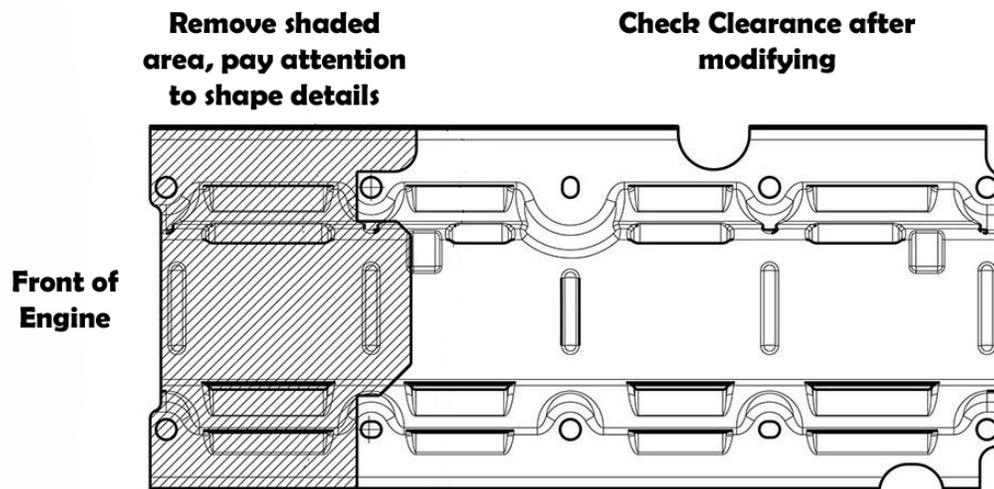
DISASSEMBLY

1. Drain the oil from the engine and remove the oil filter.
2. If there is a starter on the motor, remove it.
3. Disconnect the oil level sensor plug, if equipped. The pan will accept the sensor on either side depending on your application.
4. Remove the Right & Left transmission covers and bolts.
5. Remove the bottom two transmission bellhousing bolts.
6. Remove the Oil Pan bolts.
7. Lift the oil pan and rotate it until it clears the oil pump pickup and remove completely.

INSTALLATION

1. Clean the pan rail surface on the block and the New Doug's Parts before installation.
2. Remove the original gasket. DO NOT reuse the original oil pan gasket, use the supplied DOUG'S gasket.
3. Remove the Oil pump pickup and O-Ring.
4. If your motor did not have a dipstick, check the Oil Dipstick hole in the block to be sure there is not a plug in it. It is on the Right side of the motor under cylinder #6.
5. If you are using a windage tray, modify as shown in the illustrations.
6. Once modified to clear the pickup and the shallow end of the pan, install on the motor.
7. Install the New O-Ring on the oil pump pickup tube and lubricate with fresh motor oil.
8. Install the tube into the oil pump, a slight twisting motion will help it slide in.
9. Once it is Flush with the pump, install the two M6 x 16mm flanged socket head bolts supplied with the pan, snug but DO NOT tighten bolts at this time.
10. Install the pickup tube brace using the original nut, you may need to bend the brace to fit flush.
11. Tight the oil pump bolts to 106 in/lbs. and the nut to 18 ft/lbs.
12. Rotate the crankshaft to ensure it clears the windage tray and pickup.
13. Put a small drop Blue Loctite® on the ¼-20 x ½" hex head cap screws to install the baffle into the oil pan, torque to 8-10 ft/lbs.
14. Unless using an OE style Oil cooler adapter, install the supplied oil passage cover and gasket with the M6 x 30mm bolts and tighten to 106 in/lbs.

15. Remove the oil level sensor from the original pan, if so desired and install in the Doug's Oil Pan. Using Teflon Thread Sealant tighten the Socket head plug in the unused hole.
16. Place the new gasket on the oil pan and push the bolts through the holes. The gasket will hold the bolts in place.
17. Put a small bead of RTV sealant on the block where the front cover gasket meets the oil pan surface and again where the rear cover meets the oil pan surface.
18. Install the oil pan and LIGHTLY snug the bolts – Do Not Tighten
19. Install the two bellhousing bolts that were removed in disassembly and snug them as well.
20. Tighten the oil pan bolts to 18 ft/lbs. working from the center out alternating front to back, including the ones that go into the front cover. THEN tighten the pan to Rear Cover bolts to 106 in/lbs.
21. Now tighten the two bellhousing bolts to 37 ft./lbs.
22. Install the transmission side covers and tighten to 106 in./lbs.
23. Install the drain plug to 18 ft./lbs. and the oil filter nipple to 40 Ft./lbs.
24. With a light film of fresh oil on the seal, install a new oil filter.
25. Fill the engine with oil, this pan will hold 5.6 qts. Plus, a ½ quart for the filter (total 6.1 qts.)



Parts List			
1	Doug's SKOP100 Oil Pan	1	Pick Up Tube
1	Baffle Plate	2	Socket Head Sensor plugs
1	Oil Filter Nipple	1	Pick Up Tube O-Ring
1	Oil Passage Cover	1	Oil Passage Gasket
2	M6 X 30mm for cover	2	M6 Socket Head screws
4	¼-20 x ½" hex head bolts	1	Drain plug w/gasket
13	M8 x 30mm Oil Pan Bolts	2	M6 x 135mm Oil Pan Bolts



This product is designed for swapping a non-original engine into a vehicle that did not offer it. Laws vary by state regarding emissions regulations for engine swaps. This product is Illegal for Street or Off Highway use on any 1975 or newer vehicle originally equipped with a catalytic converter and may further be illegal depending on state or federal engine swap emissions laws regardless of vehicle year and would therefore only be legal for Closed Course Competition use. *PerTronix Performance Brands 2021*

DOUG'S HEADERS LIMITED WARRANTY

All Doug's Headers and Exhaust products are guaranteed, to the original purchaser, to be free of defects in material and workmanship for one year from date of purchase. This warranty covers the replacement or repair of the product and does not cover the cost of removal and installation, customer applied coatings, or Any discoloration or corrosion of finished surfaces.

Damage or product failure resulting from collision, improper installation, off road use, road hazards, the use of exhaust insulating wrap, or rust occurring after installation is not covered by the warranty. This warranty extends only to the original purchaser.

Should a part be deemed defective, it should be returned to the original selling retailer and must be accompanied by the sales receipt. If there is no retailer in your area, contact PerTronix direct for a return authorization and return the part prepaid to the factory for inspection. PerTronix reserves the right to replace or repair the alleged defective part and return the part freight collect.