

# Installation Instructions

## 4L80E Cast Aluminum Deep Oil Pan

#70295

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Congratulations! You have just purchased one of the finest cast aluminum pans available for the General Motors 4L80E Transmission. The **B&M 4L80E Cast Aluminum Deep Oil Pan** has been designed to work on all **1993 through 1998** Chevrolet/GMC C/K series trucks with the 4L80E transmission. The **B&M 4L80E 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 **B&M 4L80E Cast Aluminum Deep Oil Pan** can be installed by anyone with minimum mechanical experience. It is however, important to closely follow the instructions. We recommend that you read through the instructions completely before beginning the installation, so you can familiarize yourself with the installation procedure. Check the tool list at the end of these instructions for the tools

required to install your **B&M 4L80E Cast Aluminum Deep Oil Pan**.

When installing your Deep Oil Pan there are several other B&M products you may wish to consider:

**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. **B&M** offers a wide range of transmission coolers to suit every need, which are available at your **B&M** dealer.

**TRICK SHIFT PERFORMANCE ATF:** Trick Shift performance automatic transmission fluid is the industry's leading performance ATF. A specially blended oil with foam inhibitors, extreme pressure agents and shift improvers, this fluid assures protection while delivering the fastest possible shifts. You literally "Pour in performance." Available at your **B&M** dealer.

### 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 al-

low the last of the fluid to drain. If the pan sticks to the rubber 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 and rubber gasket 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. B&M recommends that the filter be changed at this time.

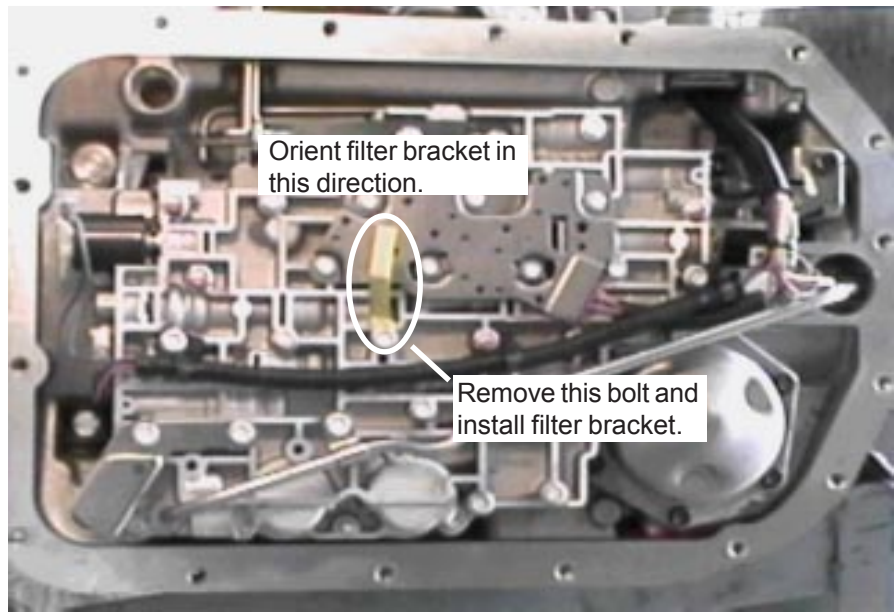
**STEP 3.** The filter must be held in place with the supplied steel bracket. This bracket is held in place by one of the valve body bolts (please see figure one). Remove the bolt shown and install the bracket (point the bracket towards the side of the vehicle as shown). Tighten the bolt to 8 lbs-ft - do not over tighten!

**STEP 4.** Lubricate (with transmission fluid) and install the supplied seal on the filter tube as shown (please see figure two). Place the filter and seal in the tube. Install assembly back into the oil pump bore being careful not to damage the seal in the pump.

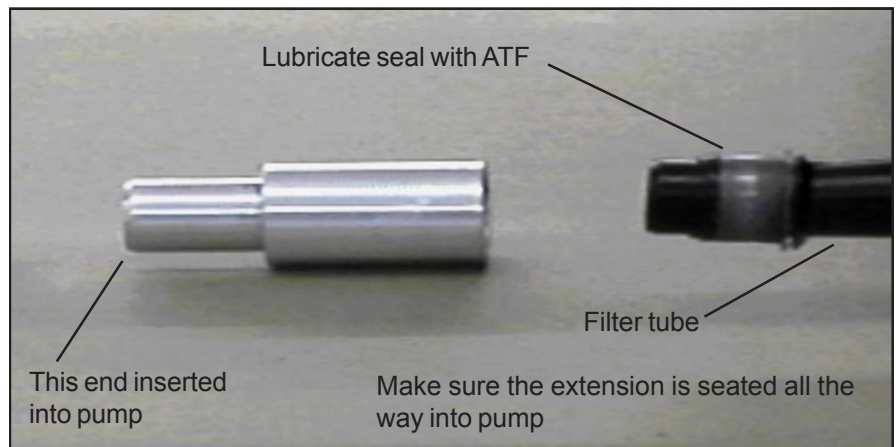
**STEP 5.** Clean the original rubber gasket. Install the deep pan using the original rubber gasket and the supplied pan bolts and washers (torque to 12 lbs-ft). Do not over tighten as this can cause leaks. Make sure drain plug is tight.

**STEP 6.** Lower vehicle and add six quarts of Dexron III or **B&M Trick Shift ATF**.

**STEP 7.** 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 level up to "full." Do not overfill as this causes foaming and overheating.



**Figure One**



**Figure Two**

**Parts List**

- 1 Aluminum Cast Oil Pan
- 1 Magnetic Drain Plug
- 1 Drain Plug Gasket
- 1 Filter Seal
- 1 Filter Extension Tube
- 1 Filter Support Bracket
- 17 M8-1.25 x 30 mm Bolts
- 17 Flat Washers

**Tool List**

- Drain Pan
- Gasket Scraper
- 3/8" Ratchet & 3" Extension
- 13 mm Socket
- 3/4" Box Wrench
- Flat Blade Screwdriver
- 6 Quarts ATF
- Jack & Jack Stands