

YOU CAN DO IT EASY UPGRADES

by Randy Irwin

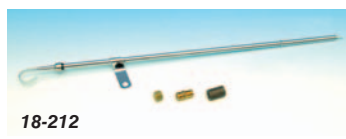
1955-57 BIG BLOCK OIL PAN DIPSTICK INSTALLATION



Randy Irwin - Technical Writer

Randy has been involved in the Chevy parts business for over 25 years. He is a wizard at creating, making and modifying custom parts for Chevys.

In 1990, Eckler's Classic Chevy was the first company to develop a completely bolt-in kit to install a big block Chevy engine in a Tri-Five. No pounding in the firewall, no smashing the headers around the steering box and no crazy drag link that snaked around the oil pan. The kit includes: motor mounts, a transmission crossmember, full length headers, an oil pan and oil pump pick up and is available for an automatic or standard transmission. We didn't leave you hanging when it came to installing a big block - all you needed was the engine and transmission. The motor mounts for each of our big block engine kits move the engine forward 2-1/4" so the firewall can remain stock and a large GM HEI distributor and tall valve covers can be installed. This also improves exhaust header to steering box clearance by moving the exhaust ports on either side of the steering box. By moving the engine forward 2-1/4", most stock big block oil pans will not clear the stock drag link or a rack and pinion unit. Back in 1990, Classic Chevy and Moroso designed an oil pan that would clear the stock drag link or the Classic Chevy rack and pinion unit for use with the Mark IV engine. With the introduction of the Mark V and VI engines, a pan for those engines was designed as well. The Moroso oil pans are not modified Camaro, Nova or Chevelle pans, but a fabricated oil pan built exclusively for Classic Chevy to be used with the Classic Chevy installation kits.



Parts Needed:

- 18-205 1955-57 Big Block Oil Pan, Mark IV
- 18-210 1955-57 Big Block Oil Pan, Mark V & VI
- 18-206 1955-57 Big Block Oil Pump Pick Up
- 18-212 1955-57 Big Block Dipstick & Tube

To order parts call 1-800-456-1957 or visit ClassicChevy.com

Tools Needed:

- Hack Saw or Tubing Cutter
- 5/8" Wrench
- 11/16" Wrench
- Teflon Tape

Time Frame:

1-Hour



Photo #1a & 1b: The oil pan is a rear sump design and holds 6 quarts of oil including the oil filter.



Photo #2a & 2b: Most GM and some aftermarket big block oil pans have a female fitting in the side of the oil pan for the dipstick tube. The dipstick tube has a ring 4" from the bottom. When the dipstick tube is installed in the oil pan the ring will fit tight in the female fitting.

Photo #3: The Classic Chevy Moroso oil pans utilize a 1/4" pipe bung welded into the side of the oil pan to receive the dipstick tube. This is far superior way to connect the dipstick tube to the oil pan with no chance of leaks.

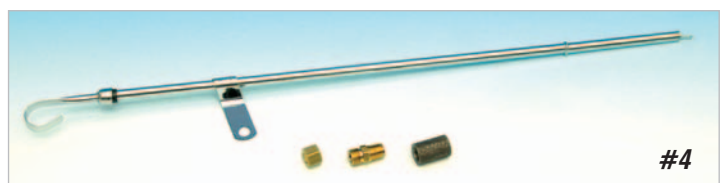


Photo #4: The dipstick and tube P/N 18-212 for the big block engine includes the standard big block dipstick, but also includes a 1/4" male pipe to 3/8" brass compression fitting. The fitting is used to connect the dipstick tube to the threaded 1/4" pipe bung in the oil pan.

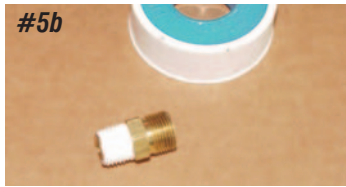
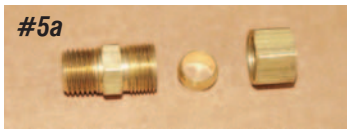


Photo #5a & 5b & 5c:
Disassemble the fitting and wrap the course side of the fitting with Teflon tape and install the fitting into the oil pan fitting.

Photo #6a & 6b:

Cut the dipstick tube just above the ring with a hack saw or tubing cutter. Clean the end of the dip tick tube of any burns or metal shavings with a file or course sandpaper and install the brass nut and sleeve.

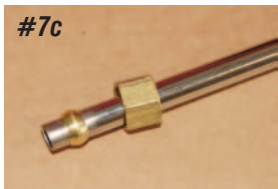
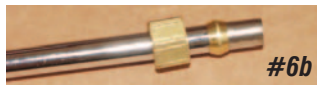


Photo #7a & 7b & 7c: Install the dip stick tube into the fitting in the oil pan making sure the tube bottoms out in the fitting. With a wrench holding the fitting in the oil pan, tighten the nut on the dipstick tube.

When the nut is tightened the sleeve will crimp the dipstick tube for a positive seal.



Photo #8a & 8b: The dipstick will protrude out the bottom of the dipstick tube into the sump of the oil pan. Fill the engine with six quarts and

run the engine for a couple of minutes. Now remove and wipe the dipstick free of oil. Next install and remove the dipstick. Using a hacksaw blade or hammer and cold chisel, mark the "Full" oil level on the dip stick. It is necessary to custom mark the dipstick in this manner since we are using a custom oil pan and an aftermarket dip stick and tube. Using this method will insure that you will always be able to be certain of the correct oil level for your custom big block! Good Luck. ✓