**If you have a double chain timing belt or after market oil pump setup then further modifications may need to be made in order for the pan to fit.**

Remove starter  
Remove plastic transmission guards (will reuse)

Remove 2 lower transmission bolts that go into bell housing  
Remove oil pan bolts and save

*Note* Will not need oil level sensor with Sikky Oil pan

While oil pan is off:  
- Thread stock dipstick hole with 1/8th inch NPT

- Use air gun to remove excess metal from dipstick hole  
- Apply Teflon tape or sealant to supplied pipe plug and thread into hole
Remove stock oil pickup

Make sure stock o-ring is removed, sometimes it sticks in oil pump inlet

Remove factory baffle for trimming. Mark rear baffle like below picture.

Cut marked area, grind all excess metal until all metal shavings are clean.
Reinstall factory baffle, leaving off front left windage tray bolt.

**Installing Sikky oil pickup**

Apply small amount of grease to O-Ring and install on Sikky oil pan pickup
Now install Sikky oil pickup and install front left windage tray bolt

**Oil pan prep**
Make sure pan is clear from all debris and oil pan drain plug should be snug *do not over torque*
Apply sealant or Teflon tape to oil pan fittings
Thread in until tight, they will NOT bottom out *do not over torque*

Apply sealant to dipstick fitting and thread into bung on top of oil pan *do not over torque*

Installing oil pan gasket

Dab front and rear corners of gasket with sealant. Use two stock oil pan bolts to hold gasket in place.
Bolting Oil pan to block

Clean surface area of block oil pan gasket seat VERY IMPORTANT OR OIL PAN WILL LEAK.
Apply a 5 mm (0.2 inch) bead of sealant GM P/N 12378190 or equivalent 20 mm (0.8 inch) long to the engine block.

Using bolts holding gasket to oil pan, start to fit oil pan to engine block; get bolts started but do not tighten.

Install the oil pan rear trans bolts to the engine block, Snug the bolts so pan makes contact with block, make finger tight. Do not over tighten.
Install the two lower bell housing black bolts to position the oil pan correctly. *Tighten until pan is flush with engine block. Do not set until final torque.*

Install the rest of the stock bolts into pan, but only finger tight.

Now tighten down to black bolts in the front of pan
- Tighten oil pan-to- front cover using black bolts to **25 Nm (18 ft. lbs.)**.

Next tighten down the long rear transmission bolts.
- Tighten the oil pan-to-rear cover bolts to **12 Nm (9 ft. lbs.)**.

Tighten the rest of the stock bolts into engine blocks to **25 Nm (18 ft. lbs.)**.
Tighten the bell housing bolts.

Reinstall plastic transmission dust covers
Plug in crank angle sensor, reinstall starter.

**Install Sikky dipstick**
Tighten compression fitting on dipstick.
Using supplied bolt and dipstick tab; bolt dipstick to outer bolt hole on cylinder head.

When installing the oil filter relocation kit be careful not to route the lines too close to your headers. The heat can damage the coating on the inside causing them to leak. And also be sure to install the lines correctly. OUT on the oil pan goes to IN on the filter block, OUT on filter block goes to IN on the oil pan. This creates a full cycle and if reversed you will not have oil pressure.

Refer back to mount kit installation instructions to complete your engine install.
Here is the donor car, prepped and ready to go with the OEM engine and trans removed.

- Drain oils and fluids
- Evap A/C system
- Disconnect battery
- Remove front end and headlight for easy access
- Remove drive train and all power steering up to the rack
- Drill a ½” hole in sheet metal to allow clutch lines to enter
Donor LS2 engine and 6 speed manual trans from a 2006 Pontiac GTO

*NOTE: LS2'S fit better because you can remote mount the power steering reservoir, the coil packs are mounted higher and GTO shifter block is in the transmission. Plus it is a drive by wire. If you are using a non GTO transmission you will still need the GTO shifter block.

First step pull the stock GTO oil pan

*NOTE: Make sure surface area on block is clean of sealant and oils. It will leak.
Here is the new high capacity Sikky oil pan. Prep the new pan by pre installing the gasket. This pan is equipped with windage tray and trap doors to eliminate any oiling issues associated with the factory GM pans.

- If you have any other motors than the LS2 you will need to install the Sikky GTO pickup. Be sure O ring is properly sealed

- Start 2 bolts to hold gasket in place

- Add sealant to seems on block bottom
Installed Sikky pan showing connections for remote mount oil filter kit that is also included with the mount kit. Factory dust shields are also installed.

- Install fittings with pan still off and sealant on threads
- Make sure fittings do not pass through the pan flange or it will not seal
- Install oil pan using factory install procedure

*NOTE: Recommend installing master cylinder line kit before engine install

Installed Sikky billet aluminum driver side motor mount and urethane bushing

* On the underside of the mount there will be a D for driver
Installed Sikky billet aluminum passenger side motor mount and urethane bushing

* On the underside of the mount there will be a P for passenger

All prep work complete on the engine and ready for install
Installed Sikky trans mount bushing

Begin install of new engine and trans. Install is as easy as bolting up the VQ with our kit.
Engine and trans installed with engine bolted to factory cross member
- Let the trans hang down before installing drive shaft. Then install shifter with gasket or a silicone sealant.
- Install headers next. Make sure coolant sensor is out of the head before header goes in, to protect it from breaking. Same goes for spark plugs.

Underside view of installed engine
- Install lower cross member support
- Install transmission cross member and drive shaft
- Reinstall rack line
Install Sikky trans cross member

- Run oil filter lines under the oil pan passenger side. Oil filter mounts up next to coolant overflow tank.

When installing the oil filter relocation kit be careful not to route the lines too close to your headers. The heat can damage the coating on the inside causing them to leak. And also be sure to install the lines correctly. OUT on the oil pan goes to IN on the filter block, OUT on filter block goes to IN on the oil pan. This creates a full cycle and if reversed you will not have oil pressure.

Now your engine install is complete!