



EP TUNING BAFFLED SUMP (TOYOTA)

FITTING TIPS

Due to the shape of the sump it is larger (at the bottom) and has more area than the original sump so it requires 1 more litre of oil than original.

The oil pick up is in the same location and within 1mm or so of the standard pick up distance to the bottom of the sump (about 5mm gap).

Read the Hylomar sealant instructions.

Put a thin bead/film on **BOTH** surfaces (once completely cleaned and dry) and carefully put the Nitrile Cork Gasket in place.

Use a thin smear of Hylomar on the dash 8 JIC fitting oil inlet thread to alleviate the possibility of this coming loose.

Also a fine smear on the thread of the sump plug will sometimes assist too.

The magnetic sump plug has a high temperature Dowty washer pre installed, tighten this to 15 Nm.

Try and put the sump on without too much side-to-side movement.

Put ALL the bolts in finger tight 1st

Tighten the bolts in sequence similar to a cylinder head (inside to outside /corner to opposite corner) initially tighten to 10 Nm each, once all are torqued to this re-tighten in the same sequence to 15 Nm.

NB* The Sump flange is not perfectly flat which is caused by distortion from high temperature TIG welding but do not be concerned.

Every sump is pressure tested to 40 PSI prior to final coating and they seal perfectly once all the bolts are tightened to 15Nm.

Check for leaks over the 1st few hundred miles.

Items included;

- 16 x M6 x 20 Cap head (SS)**
- 16 x M6 Spring Washers (SS)**
- 16 x M6 Washer Form C**
- 1 x Magnetic Drain Plug**
- 1 x Blanking Plug**
- 1 x Nitrile Cork Gasket**
- 1 x Hylomar RTV Silicone Sealant**

N.B. On some engines the original baffle plate may need to be removed to relieve a few millimetres of material in the areas arrowed in the picture.

