

Mag-Hytec

05/08/17

Installation Recommendations

#F 6.7 L ENGINE PAN

Please read these instructions and parts list completely before installing this new transmission pan. Consult your owner's or shop manual for engine fluid requirements.

TOOLS REQUIRED

10 mm socket wrench and driver (for removing the old cover)
5 mm allen bit with a 3/8 ratchet drive (5mm allen key is furnished)
5/16 allen bit with a 3/8 ratchet drive (5/16 allen key is furnished)
3/8 drive torque wrench
Gasket scraper
Oil drain pan (minimum 20 Qt. capacity)
LE 8800 15W45 Engine oil or Equivalent

PARTS CONTENT

	<u>Number</u>	<u>Quantity</u>	<u>Item</u>
1.	1		Mag-Hytec Engine Pan with (O-ring ARP 568-280) (installed)
2.	16		6 mm x 25mm zinc plated allen head cap screws (Torque 7 ft. lbs)
3.	17		6mm stainless AN washers
4.	1		Drain plug assembly with magnet and O-ring ARP 568-910 (installed) Drain plug (Tighten with two fingers using the short side of allen wrench)

A word of caution to the installer / vehicle owner:

The Mag-Hytec pan is designed to fit the factory Ford 6.7L Engine as supplied as original equipment. However, in some applications, or because of the use of certain factory options and/or after market equipment, there may be clearance problems between your Mag-Hytec pan and other vehicle components. It is the responsibility of the vehicle owner and installer to ensure that there is no contact between the pan and other moving or fixed vehicle components. **Contact with any vehicle component or the modifying of the Mag-Hytec pan voids the warranty. Mag-Hytec assumes no liability, expressed or implied, for damage or injury to persons or property.**

F 6.7L ENGINE PAN**Installation:**

1. **Park your vehicle on level ground and apply the parking brake.** Use jack stands if the vehicle must be raised.
2. Position a large drain pan under the engine to catch the fluid.
3. Starting at the rear, remove 14 of the existing pan bolts and carefully loosen the two remaining bolts to drain old fluid.
4. Using a gasket scraper, start at the rear of the pan and carefully (so as not to gouge the engine pan surface) insert between the existing pan and engine pan and pry the old pan off.
5. Allow all of the old oil to drain.
6. If needed, use a gasket scraper, carefully remove all of the old gasket material (dried silicone) from the engine case.
7. Use clean lint free rags to clean the engine pan surface. The surface must be clean and flat for the gasket to seal.
8. Before installing the new Mag-Hytec pan, check the gasket mating surface on the engine case for irregularities, or gouges. Should any exist, carefully remove the high spots using a smooth flat file. **BE CAREFUL NOT TO “ROUND OFF” THE FLAT GASKET SURFACE.**
10. Apply a thin layer of LE 8800 oil or equivalent to the Mag-Hytec O-ring.
11. Align the bolt holes and install the 16 cap screws and washers until they are installed “finger tight.”
12. Using a 5mm hex bit and 3/8 drive torque wrench, torque the zinc plated allen cap screws to **(7 ft. lbs.)** in a “cross tight” pattern.
13. **Check** the drain plug for tightness. **DO NOT OVER TIGHTEN.**
14. Add in the new LE8800 or **equivalent.** The Mag-Hytec pan will hold about 2 quarts of oil over the stock pan. Fill to full line on dipstick.

F 6.7L ENGINE PAN

Maintenance:

The Mag-Hytec pan is constructed of high quality aircraft aluminum and has a powder-coated finish. The bolts are zinc plated allen head screws and the washers are stainless steel. These components require no maintenance.

We suggest you follow the manufacturer's recommendations for the transmission service intervals. You may drain your engine oil without removing the Mag-Hytec pan. You may notice "fuzzy" metallic particles on the magnetic drain plug. This is normal wear. (If you notice any larger chips of metal on the magnetic portion of the plug, further inspection should be performed. We suggest that this inspection be performed by a professional mechanic who specializes in Diesel Engines.) Remember to clean the drain plug assembly prior to reinstallation. Apply a thin layer of oil to the drain plug O-ring and reinstall. **DO NOT OVER TIGHTEN.** Follow the procedure for filling the engine.

When it's time to service your Engine, **DO NOT USE ANYTHING TO "PRY" THE PAN FROM THE TRANSMISSION CASE that will damage the gasket surface. If you do damage the surface, use a mill smooth file carefully.**

We at Mag-Hytec invite your comments and suggestions. We are continually looking for better ways to provide the highest level of products and service for our customers. You may submit your comments and suggestions by writing or calling our office at:

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