



Installation Instructions

CHROME-PLATED STEEL DEEP PAN

Fits GM TH400/3L80, TH475/3L80HD, and TH375C automatic transmissions (**except Jeep CJ7 models**). **NOTE: Does not fit TH375B.** For specific vehicles, see "Applications" tab on this product's webpage.

Catalog # 20289

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WORK SAFELY! For maximum safety, perform this installation on a clean, level surface and with the engine turned off. Place blocks or wedges in front of and behind both rear wheels to prevent movement in either direction.

CAUTION: To avoid any possibility of bodily injury or damage to vehicle, do not attempt installation until you are confident that the vehicle is safely secured and will not move.

B&M deep oil pans provide several advantages over stock pans. The extra capacity provides increased volume for added cooling and ensures a large volume of oil the transmission oil pump preventing oil pick-up starvation.

A magnetic drain plug allows regular transmission maintenance and oil changes without the usual mess of removing the pan.

Our chrome-plated stamped steel oil pans provide these features with a minimal weight increase.

Before beginning, check the tools and parts list to make sure you have all the necessary parts and tools.

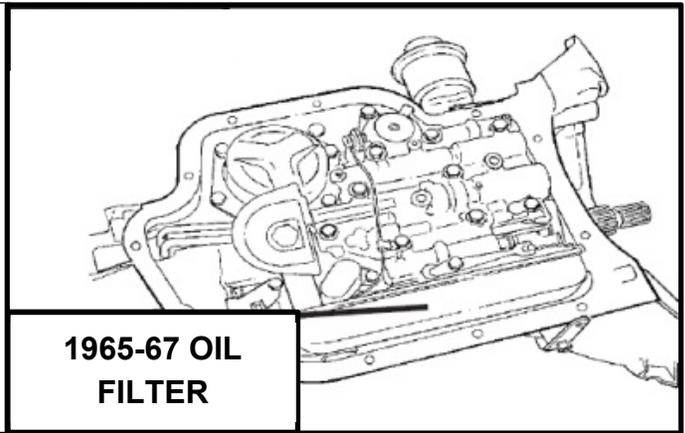
This kit can be installed in a few hours by carefully following directions. Read all instructions first to familiarize yourself with the parts and procedures. Work slowly and do not force any parts.

Automatic transmissions operate at temperatures between 150°F and 250°F. It is suggested that the vehicle be allowed to cool 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!** Try to raise it 1-2 feet so you have plenty of room to work easily. Also have a small box or pan handy to put bolts in so they won't be lost and a drain pan to catch oil.

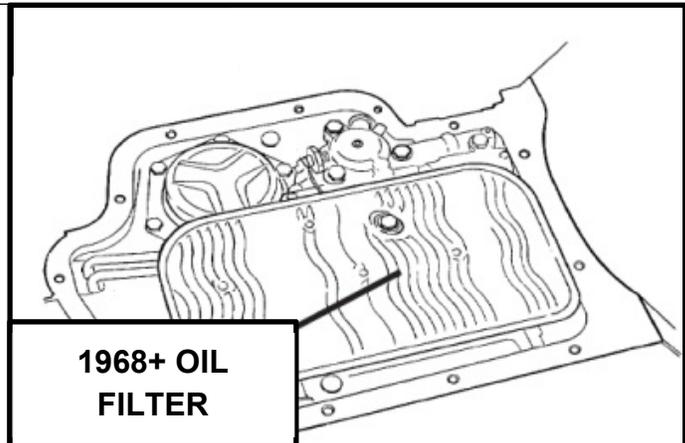
1. **Drain the transmission pan:** Loosen and remove oil pan bolts one at a time, working rear-to-front. (NOTE: Some vehicles will require removal of the cross-member to remove the pan. Before doing so, support the back of the transmission so you won't damage the distributor.) Remove the last two bolts slowly and the pan will tilt down to allow the last of the fluid to drain. If the pan sticks to the old gasket, pry it down slightly with a screwdriver before removing the last two bolts, to break the seal. After the last bolt is removed, remove the pan and set it aside.

2. The oil filter will now be exposed. There are two common filter types:

1965-67: This filter is a long box-like unit which runs along the driver's side of the case. Remove it by grasping both ends of the box and pulling straight down carefully, watching out for oil splatter. Remove the O-ring from the hole in the transmission case if it did not come out with the oil pick-up tube and discard it.

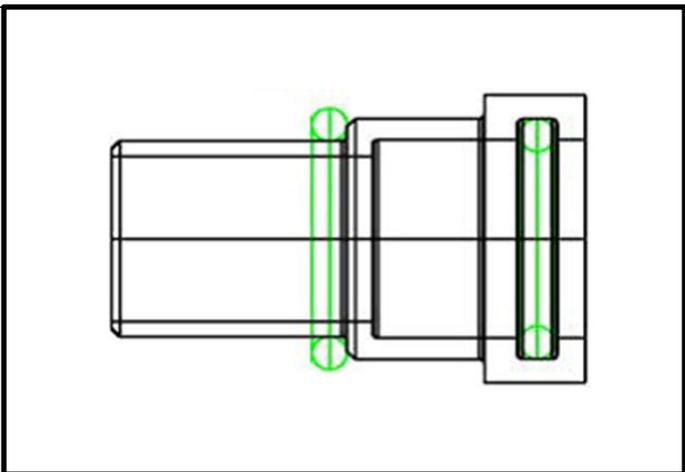


1968+ : This filter is a large flat ripple-surface filter in the center of the case held in with a bolt (Fig. 2). Remove the bolt and pull the filter straight down, watching out for oil splatter. If the pickup tube does not come out with the filter, pull it out of the case. Remove the O-ring from the hole in the transmission case if it did not come out with the pick-up tube and discard it.



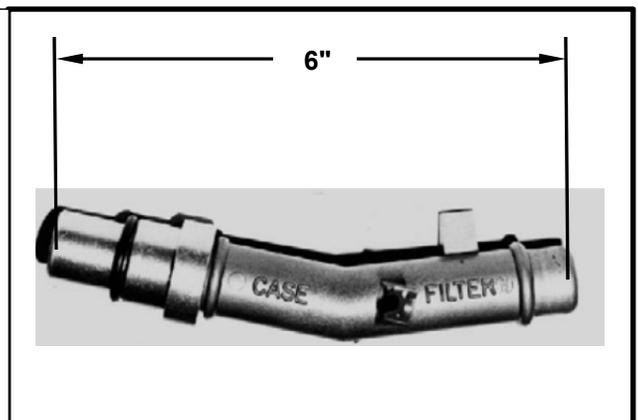
3. Inspect your oil filter. If it has varnish on it, or if the transmission has more than 20,000 miles, we recommend that the filter be replaced.

4. Assemble the 2 supplied O-rings and the supplied extension tube. One O-ring fits on the end of the tube against the shoulder, and the other fits inside the groove (Fig. 3).



5. Lubricate the O-rings with ATF and push the extension tube onto the transmission end of your stock oil pick-up tube. Push the extension tube onto the pick-up tube until it stops against the shoulder on the pick-up tube.

NOTE: The B&M filter extension must be used with the standard depth stock filter pick-up tube. Overall length including B&M extension is approx. 6". Factory GM deep pan filter pickup tubes measure 6" in length do not require B&M filter extension.



6. Install oil filter into case:

1965-67: Push oil filter extension tube into the hole until its O-ring stops against the case. The filter will be suspended from the pick-up tube.

1968+ : Push the pick-up tube extension tube into the hole until the O-ring on the extension tube stops against the case. Install filter onto the end of the pick-up tube. Install supplied 5/16-18 × 1-1/2" bolt through hole in the filter. Thread the supplied 5/16-18 nut onto end of bolt. Thread bolt into tapped hole in valve body until filter is lever. Hold bolt in the position and tighten nut against valve body.

NOTE: If using the Factory GM deep pan filter pickup tube, you must use the B&M supplied bolt and nut to attach the filter.

7. To prevent possible leaks, scrape all old gasket material from the case flange. Install deep pan and new gasket using the (13) supplied 5/16-18 × 3/4" bolts and flat washers, and tighten to 12-13 ft-lbs.

Do not overtighten the bolts, as this can damage the pan and / or gasket. Install drain plug and tighten securely. Some shift linkage brackets may have to be modified slightly for sufficient clearance at the pan lip.

8. Lower the vehicle, but try to keep the rear wheels off the ground. Add 6 quarts of B&M Trick Shift ATF or equivalent fluid. If Trick Shift is unavailable, B&M recommends Ford Type F fluid over Dexron or Type A.

9. Start engine and place the shifter in NEUTRAL. Add fluid until oil level is between the ADD and FULL marks. Shift the transmission through all gear positions several times. Place the shifter in NEUTRAL, and check fluid level. **Do not overfill**, as this will cause foaming and overheating. Check for leaks.

PARTS LIST

- (1) Oil Pan
- (1) Pan Gasket
- (1) Drain Plug Gasket
- (1) Filter Extension
- (2) O-rings
- (1) 5/16-18 Nut
- (1) 5/16-18 × 1-1/2" Bolt
- (2) 5/16-18 × 1-1/4" Bolts
- (13) 5/16" Flat Washers
- (13) 5/16-18 × 3/4" Bolts
- (1) Magnetic Drain Plug

TOOL LIST

- 1 1/2" Socket – 3/8" Drive
- 1 Ratchet – 3/8" Drive
- 1 1/2" Wrench
- 1 Flat Blade Screwdriver
- 1 3/4" Wrench
- 1 Gasket Scraper
- 1 Torque Wrench

IMPORTANT: RETAIN THESE INSTRUCTIONS FOR FUTURE REFERENCE

