



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 a mm or so of the standard pick up distance to the bottom of the sump (about 5mm gap).

Read the Hylomar sealant instructions.

I usually put a thin bead/film on BOTH surfaces (once completely cleaned and dry) and leave for 10 minutes for the solvent to evaporate.

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

Also a very 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 then tighten the bolts in sequence similar to a cylinder head (inside to outside /corner to opposite corner)

When all bolts are finger tight start the torque sequence and initially tighten to 10 Nm each, once all are torque to this re-tighten to 15 Nm

Keep an eye out for leaks over the 1st few hundred miles.

Items included;

- x16 M6x20 Cap head (SS)
- x16 M6 Spring Washers (SS)
- x16 M6 Washer Form C
- x1 Magnetic Drain Plug
- x1 Blanking Plug

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

