



Instructions

NAG-1 Cast Aluminum Deep Oil Pan

(see www.bmracing.com for the latest vehicle fitment applications and model years)

Part Number 10300

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Congratulations! You have just purchased one of the finest cast aluminum pans available for the Chrysler NAG-1 transmissions. This **B&M Cast Aluminum Deep Oil Pan** has been designed to work on most Chrysler/Dodge/Jeep vehicles equipped with NAG-1 (W5A380 & W5A580) transmissions. The **B&M Cast Aluminum Deep Oil Pan** provides several advantages over stock factory oil pans. The extra capacity provides increased oil volume and added cooling, while the aluminum construction increases case rigidity. The magnetic drain plug feature allows regular transmission maintenance and oil changes without the usual mess associated with dropping the pan, and limits ferrous debris from circulating in the transmission.

NOTE: The NAG-1 transmissions do not come with a dip stick. You will need a B&M NAG-1 Locking Dipstick P/N 22300, P/N 22301 or P/N 22302 (check for vehicle applications) to measure fluid level or have a shop with a scanner tool do the installation for you.

When installing your **B&M Cast Aluminum Deep Oil Pan** you may wish to consider a **B&M Transmis-**

sion Temperature Gauge. Most transmission and converter failures can be traced directly to excessive heat. This accurate temperature gauge comes with a light kit, color-coded dial face, antiglare enclosure, wires, terminals, special sending unit, and T-fitting for easy installation. Available at your **B&M** dealer.

INTRODUCTION

This deep oil pan can be installed in about an hour by carefully following the instructions. Check the tool list at the end of these instructions for the tools required to install your **B&M Cast Aluminum Deep Oil Pan.** Transmission components are precision fit and dirt is the number one enemy of an automatic transmission. Automatic transmissions operate at temperatures between 150°F and 250°F. It is suggested that the vehicle be allowed to cool off 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 - DO NOT WORK UNDER A VEHICLE IF IT IS SUPPORTED BY**

ONLY A JACK! Try to raise the vehicle 1-2 feet so you will have plenty of room to work. Also, have a small box to put bolts in and a drain pan to catch oil.

NOTE: This kit does not come with a transmission filter or gasket.

INSTALLATION

STEP 1. Place a drain pan underneath transmission. To drain the oil pan, remove the two bolts and hold downs at the front of the transmission using a T30 torx socket, extension and ratchet.

STEP 2. Loosen the two middle bolts until fluid starts to drip from the front of the pan. If the pan and gasket sticks, pry it down slightly with a screwdriver to break the seal.

NOTE: Don't damage the transmission surface as leaks could develop.

STEP 3. Loosen the two rear bolts by 2 turns and let the pan hang down so the fluid can drain.

NOTE: On some applications it might be easier to reach the rear bolts by using a torx bit and a wrench.

STEP 4. After the fluid has drained from the pan, remove the two middle

bolts and hold downs while supporting the oil pan. Remove the last two bolts and hold downs slowly while tilting down the pan to allow the last of the fluid to drain. After the last bolts are removed, the pan and gasket can be lowered and set aside.

STEP 5. Remove the magnet from the pan, fully clean it and set it aside.

STEP 6. The oil filter will now be exposed. Pull the filter out of the valve body, being careful not to bend the filter pickup tube as it is plastic and may crack or break. If the seal remains in the valve body and does not come out with the filter, remove it by using a flat head screwdriver. Be careful not to damage the surface.

STEP 7. Install the supplied o-ring on the extension tube provided in the kit (See Figure 1). B&M recommends that the transmission filter be changed at this time. Lubricate the seal on the transmission filter (MOPAR p/n: 52108325AA) and the o-ring with new transmission fluid. Place the extension tube on the transmission filter (See Figure 2).

STEP 8. Install the filter assembly into the valve body (See Figure 3).

STEP 9. Make sure the flat end of the filter is parallel to the back of the transmission (See Figure 4).

STEP 10. Stick the magnet removed earlier on the bottom of the transmission filter as shown (See Figure 5).

STEP 11. Install the reusable gasket (MOPAR p/n: 52108332AA) onto the **B&M Cast Aluminum Deep Oil Pan**.

STEP 12. Clean the transmission mating surface with a clean rag.

STEP 13. Install the **B&M Cast Aluminum Deep Oil Pan** by using the supplied hold downs with the original six bolts removed earlier and torque the bolts to 8 N-m (70 in.lbs.). Do not over tighten as this can cause leaks or damage to the transmission case or gasket.

STEP 14. Using a 3/4_ socket & ratchet, install and tighten the supplied drain plug and gasket.

STEP 15. If using a temperature sensor, install in provided 1/8_ NPT port on side of pan. Otherwise install

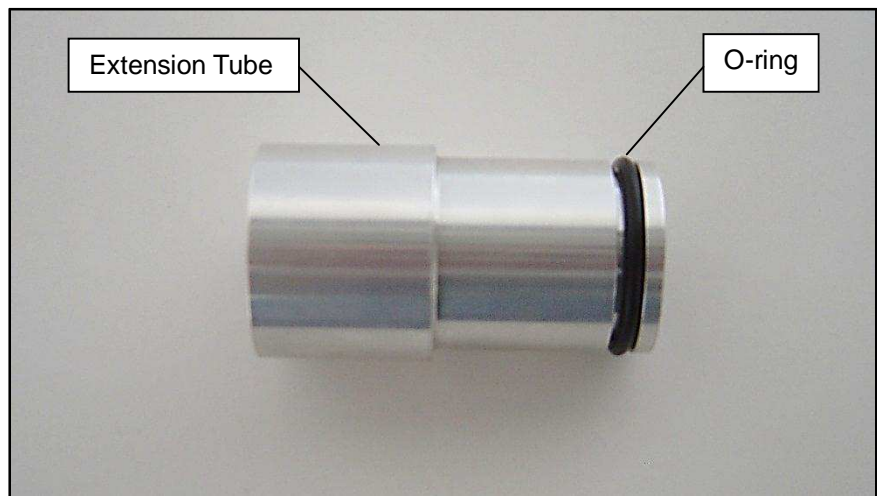


Figure 1

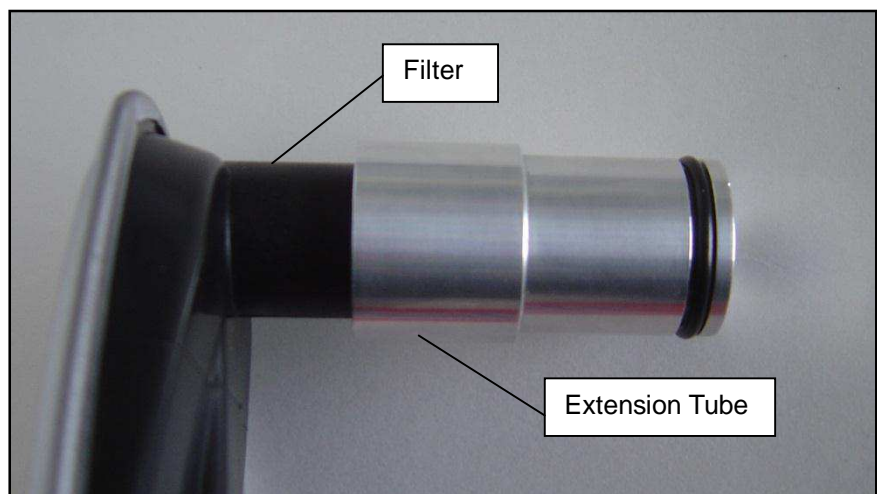


Figure 2

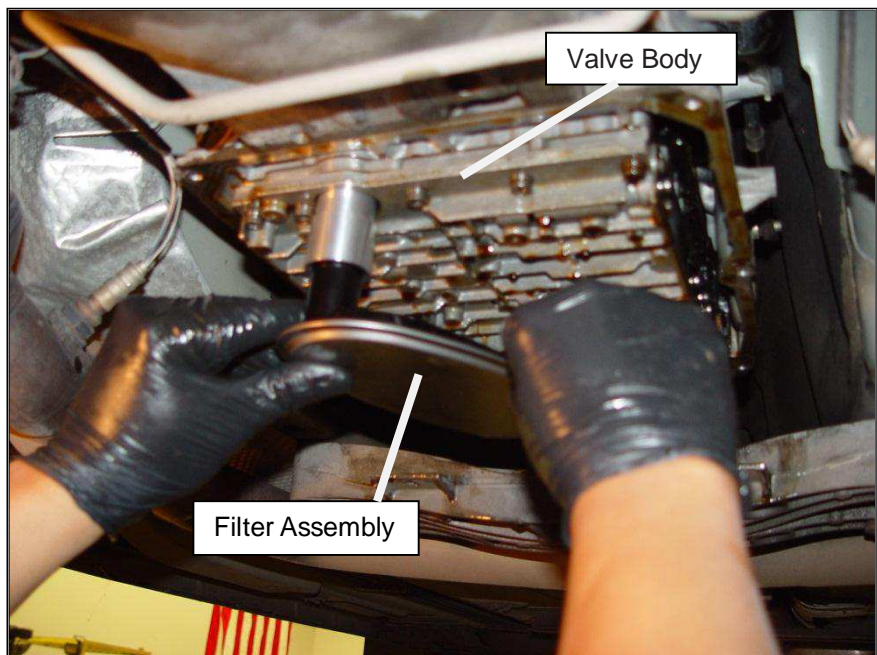


Figure 3

supplied 1/8_NPTF plug and tighten

NOTE: No Teflon is needed as this plug has a Dryseal thread.

STEP 16. Lower vehicle and add 6 quarts of ATF +4.

STEP 17. Check the oil level and add oil as necessary and recheck the oil level.

STEP 18. Once the oil level is correct, install the dip stick or cap.

Parts List

- (1) Aluminum Cast Oil Pan
- (6) Hold Downs
- (1) Filter Extension Tube
- (1) O-ring
- (1) Magnetic Drain Plug
- (1) Drain Plug Gasket
- (1) 1/8_NPTF Plug

Tools List

- B&M Dipstick** or scanner tool
- Jack & Jack Stands
- Drain Pan
- Rags or Paper Towels
- T30 Torx Socket & Ratchet
- 3_Socket Extension
- 3/4_Socket
- 3/16_Allen Wrench
- Flat Blade Screwdriver
- ATF +4 Fluid

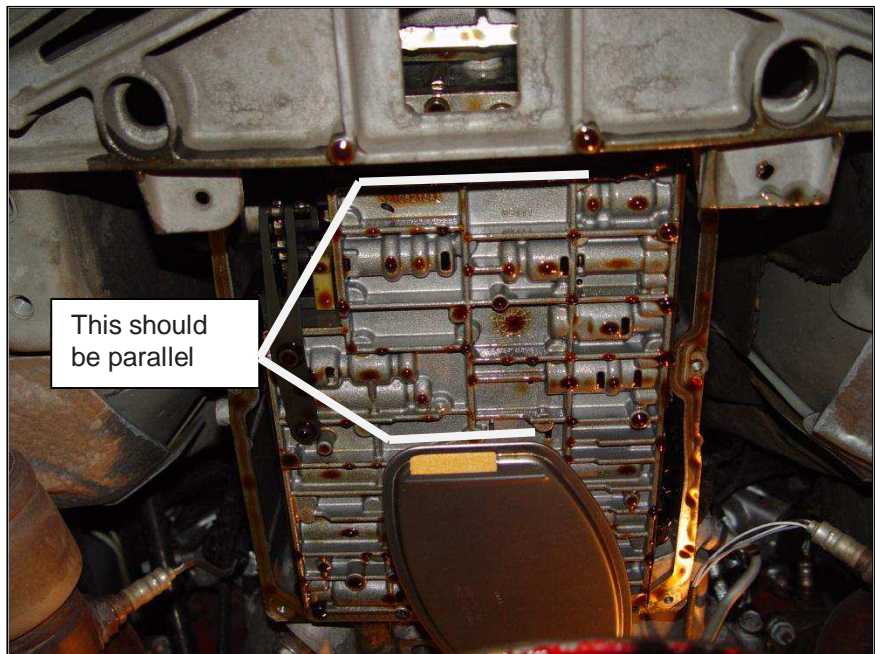


Figure 4

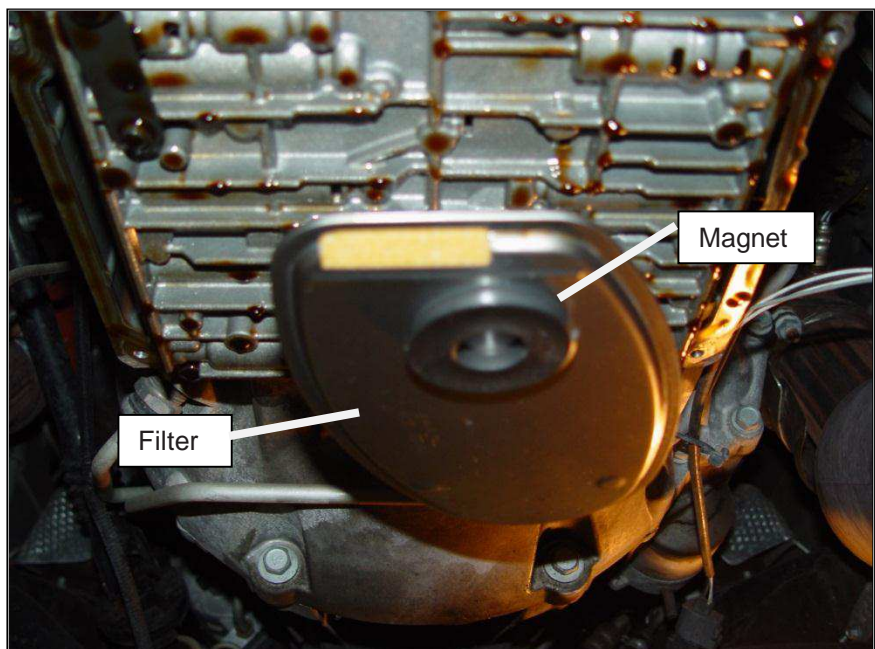


Figure 5