



Fitting Instruction for MFC20710 & MFC50210 Modified or Standard Rear Drop Engine Sump for LS1/LS2 Engines

1. Drain the engine of oil
2. Remove the factory dip stick
 - LS1 engines will have the dipstick entering through the sump
 - LS2 onwards engines have the dip stick entering through the block near the starter motor.
3. Remove the sump, windage tray and oil pickup
4. Note: For LS1 engines only with the dip stick through the sump
 - You will need to remove the welsh plug in the block behind the starter motor to allow the supplied dip stick to be installed. Using a punch to tap the welsh plug out. See the location below



5. Fit the new pickup checking to make sure the o-ring is fitted and seals snugly when installed
6. Fit the new windage tray
7. Fit the new engine sump. Use a small amount of sealant (threebond) on the engine side of the gasket where the timing cover joins the block and where the rear main seal housing meets the block. Secure the sump with either the original bolts or with the new bolts supplied.
8. The sump uses the truck style filter – GM part number 89017524 or AC Delco part number PF48.

Terms and Conditions

Thank you for purchasing this product manufactured by Marks 4WD Adaptors. Components supplied in this kit are designed and machined for a specific conversion only as outlined in this guide. Modifications to or substitution for any of the components without the written consent of Marks 4WD Adaptors will void any possible warranty or return privileges.

The following instructions are intended as a guide and only for Marks 4WD Adaptors kits. If you do not fully understand the steps, modifications or changes required to complete the conversion, contact our sales department for more information. We recommend that you purchase a service manual pertaining to your vehicle for specific torque values, wiring diagrams and other related information.

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