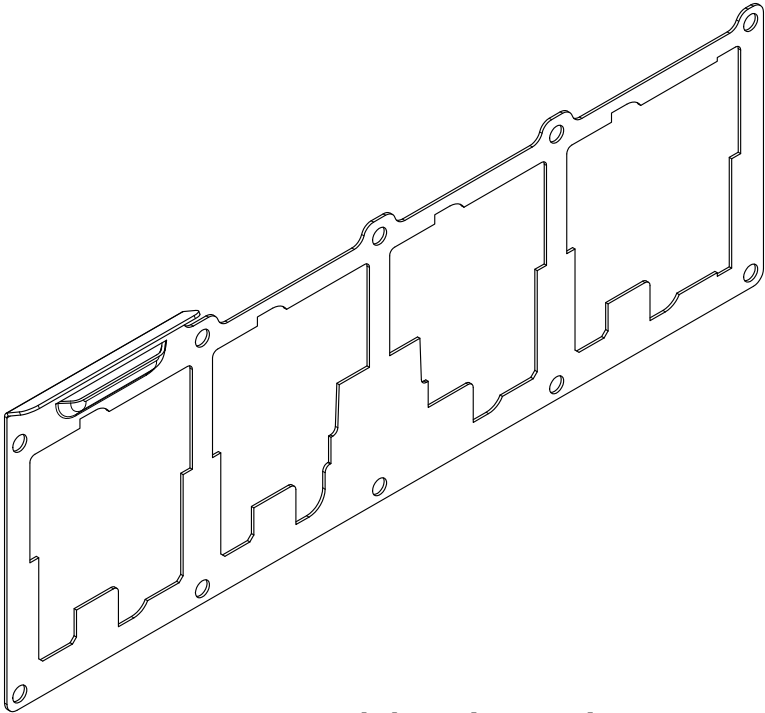




Crank Scraper for LS1 Camaro / Firebird (F-Body)

Part No. EGM-300

Made in USA



**Important: Read these instructions
in their entirety prior to installation.**

For contact information, visit www.improvedracing.com
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Applications

This product is designed to work with the stock engine, oil pan and windage tray of the following vehicles:

- 1998-2002 Pontiac Firebird Trans Am
- 1998-2002 Chevrolet Camaro Z28 and SS
- Other vehicles equipped with the GM V8 F-Body oil pan (current GM part # 12628771). **Note:** Compatible only with GM LS and Vortec V8 engines with a factory 3.622" (92 mm) stroke.

Installation Instructions

⚠ Warning: This product should only be installed by a qualified mechanic. Improper installation could result in severe engine damage.

1. Drain the engine oil and remove the oil filter.
2. Refer to the instructions in the vehicle's factory service manual to remove the oil pan.
3. Unbolt the oil pickup tube and set aside.
4. Unbolt the windage tray and set aside.
5. Secure the crank scraper to the main caps using the windage tray nuts temporarily to check clearances.
⚠ Important: Note the correct crank scraper orientation. The arrow should be pointing towards the front (accessory drive) of the engine and the text should face down (readable when crank scraper is secured to engine).
6. Use a wrench to slowly turn the crankshaft manually while checking carefully for interference between the crankshaft and the crank scraper. If any interference is observed, adjust the crank scraper's position to eliminate the interference. In rare instances it may be necessary to use a hand file to remove some material from the crank scraper to eliminate interference. Ideally, there should be between 0.020" to 0.060" of clearance between the crank scraper and the crankshaft.
7. Note the position of the crank scraper. Remove the windage tray nuts, position the windage tray over the crank scraper, and secure with the windage tray nuts. Torque to 18 lb-ft.
8. Once again, use a wrench to turn the crankshaft manually while checking carefully for interference between the crankshaft and the crank scraper. If any interference is observed, return to Step 6 and adjust as necessary.

⚠ Warning: Be absolutely sure no physical contact occurs between

the crankshaft and the crank scraper as this will result in severe engine damage.

9. Optional but recommended: Clean the oil pan thoroughly to remove any oil residue and sludge buildup.
10. Optional but recommended: Replace the oil pan gasket and pickup tube O-ring with new components.
11. Reinstall the oil pickup tube, taking extra care to ensure the O-ring is correctly seated during installation, as failure to do so can lead to engine failure. Torque the pickup tube to oil pump bolt to 106 lb-in (8-9 lb-ft). Torque the pickup tube bracket to windage tray nut to 18 lb-ft.
12. Refer to the instructions in the vehicle's factory service manual to reinstall the oil pan.
13. Replace the oil filter, tighten the drain plug and refill the sump with oil to the factory-recommended level.

Congratulations! Installation is now complete. You can now benefit from improved oil control and a typical power gain of 2-4 horsepower at the wheels.

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2. Product or material failure occurring during normal use.

Warranty does not cover:

1. Any damage to the product, unless caused by a manufacturing or material defect.
2. Any failure or damage due to normal wear and tear.
3. Products modified in any way.
4. Products which have been discontinued for longer than 1 year and for which no replacement is available.
5. Products sold, but not manufactured, by Improved Racing. For assistance with these products, please refer to the original manufacturer's warranty.

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