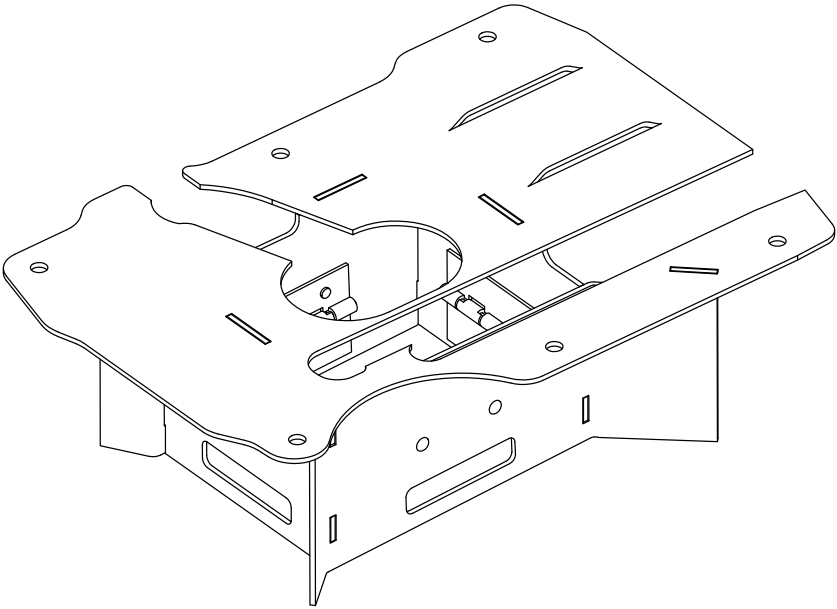




**GTO / VY-VZ Commodore  
Oil Pan Baffle**

**Part No. EGM-204**

Made in USA



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

For contact information, visit [www.improvedracing.com](http://www.improvedracing.com)  
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## Applications

This product is designed for direct installation into the factory oil pans of the following vehicles:

- 2004-2006 Pontiac GTO
- 2001-2005 Holden Monaro (V2 CV8 & VZ)
- 2002-2006 Holden Commodore (VY & VZ)
- 2002-2005 Vauxhall Monaro
- Other vehicles equipped with GM oil pan part number
- 12599397, 12599398, 12581209, or 12581210

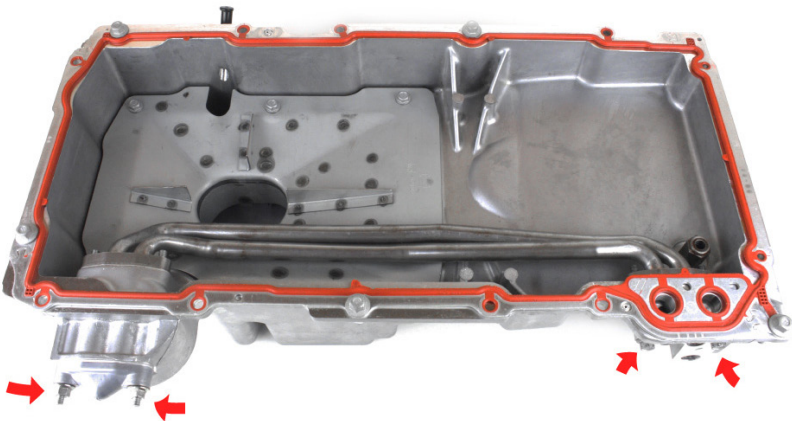
## Installation Instructions

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

1. Wash the oil pan baffle with a degreaser or ordinary dish soap to remove any contaminants that may damage the engine. Rinse and dry with a lint-free towel.

**⚠ Warning:** Failure to properly clean the baffle can lead to engine damage.

2. Drain the engine oil and remove the oil filter.
3. Refer to the instructions in the vehicle's factory service manual to remove the oil pan.  
**⚠ Important:** Do not remove the factory windage tray/baffle, which bolts to the main caps. The oil pan baffle is designed to work in conjunction with the windage tray.
4. Remove the two nuts near the oil filter pedestal and the two bolts at



the front of the pan, indicated by the arrows in the image below.

5. In earlier pans, the two studs near the oil filter pedestal may have O-rings on them. If present, remove these O-rings and set them aside.
6. Unscrew the right stud using an E6-size star-bit socket. Remove the crossover pipes and set them aside. Note the orientation of the gaskets removed.

**Note:** In later oil pans GM used thread sealant on these studs, making them very difficult to remove. Heat may be required to loosen the studs.

**⚠ Warning:** Do not apply excessive force when removing the studs, as they break easily.

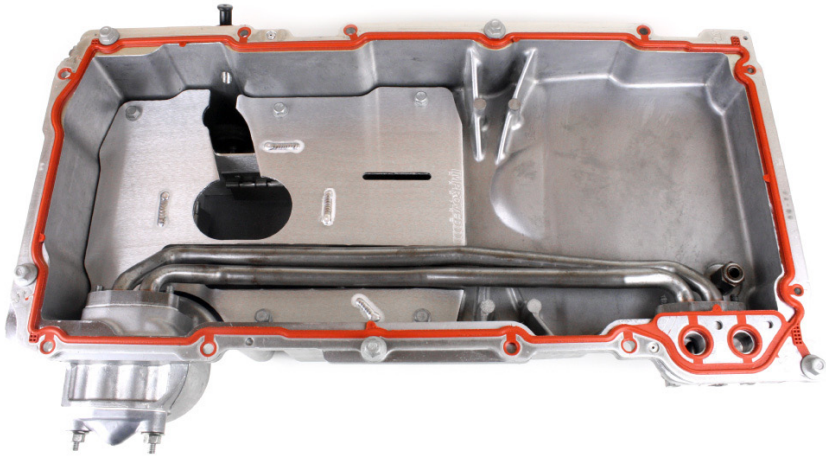
7. Unbolt the stock oil pan baffle by removing the 7 bolts that secure it to the pan using a 10mm hex socket. These bolts will be reused.
8. Clean the oil pan thoroughly to remove any oil residue and sludge buildup.
9. Secure the baffle to the pan with the bolts removed in step 7 and torque them down to approximately 106 in-lbs (8-9 ft-lbs).

**⚠ Important:** Make sure all of the trap doors open and close freely. If they do not, discontinue installation and contact Improved Racing



for assistance.

10. Optional: Replace the oil pan gasket and pickup tube O-ring with new components. This step is recommended for higher mileage engines.
11. Apply silicone RTV sealant to the crossover pipe studs and bolts then reinstall the crossover pipes, taking care to properly reinstall the gaskets and any O-rings.



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.
14. Congratulations! You can now benefit from improved oil control. Be sure to follow the recommendations below for best results. Remember: **never** let the oil level drop below the "full" mark at the race track!

## **Use and Precautions – Important!**

This product is designed to provide superior protection against oil starvation and slosh over the stock oil pan baffle. The sources of oil starvation are varied and this product will not protect your engine from damage in all circumstances.

### **Please follow these recommendations when driving your vehicle on a race track:**

- Install an oil pressure gauge with a low-pressure alarm the driver can hear or see. This is critical for preventing catastrophic engine damage and will help determine the limits of your setup.
- We recommend overfilling the sump by ½ quart prior to driving your vehicle on a race track.
- Always top off oil levels between track sessions. Do not allow the oil level to drop below the full mark.
- If oil pressure drops still occur, consider adding an oil accumulator

and overfilling the sump by up to 1 quart.

- Vehicles that sustain over 1.3 lateral G's (significant aerodynamic assists and/or racing slick tires) and vehicles with high shift points should use a dry sump oiling system.

### **Exhaust smoke:**

- When racing with an overfilled sump, it is common to see white or bluish smoke exiting the exhaust system. This is caused by excess oil entering the intake through the PCV system. We recommend installing an oil catch can on the PCV line to prevent this from happening.

### **Draining the oil:**

- Run the engine for 2-3 minutes before draining the oil. This will help drain metal particles by suspending them in the oil prior to draining.
- Draining the oil with the baffle installed will take longer than usual. Allow the sump to drain for at least 10 minutes to ensure all of the oil has been removed.