

PRECISION PERFORMANCE  
SINCE 2002

**BRS**  
*Bilt Racing Service*

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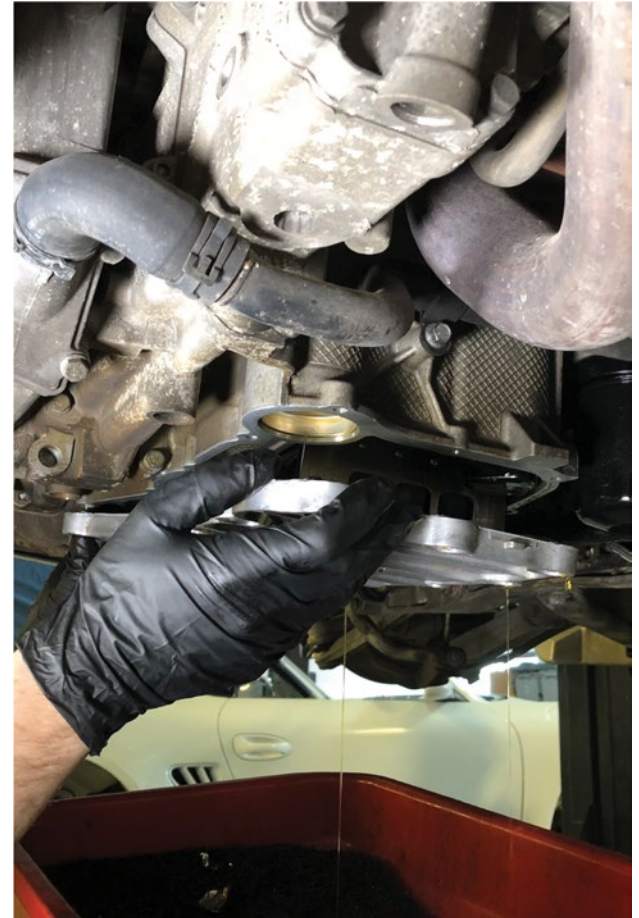
# **BILT RACING 2QT DEEP SUMP OIL PAN KIT MY97-08 M96/M97 WITH X51-STYLE BAFFLE**

## **INSTALLATION MANUAL**

This instruction manual or bulletin is not intended to be substituted for proper judgement, or common sense. Always refer to the factory manual or to the information supplied by the manufacturer with your product for detailed assembly or installation instructions.

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Once the vehicle is properly supported, via lift or jackstands, start the installation by removing the drain plug. This is also a great time to do an oil analysis. We use and recommend SPEEDiagnostix. UOA kits can be ordered online from LN Engineering Online Store at [LNEngineering.com](http://LNEngineering.com)



**Remove the oil pickup, and the oil swirl pots. The swirl pots will be replaced by the revised 997 versions from Porsche. The BRS 2qt Deep Sump kit cannot be installed with 996 swirl pots.**



**(Continued) Remove the oil pickup, and the oil swirl pots. The swirl pots will be replaced by the revised 997 versions from Porsche. The BRS 2qt Deep Sump kit cannot be installed with 996 swirl pots.**



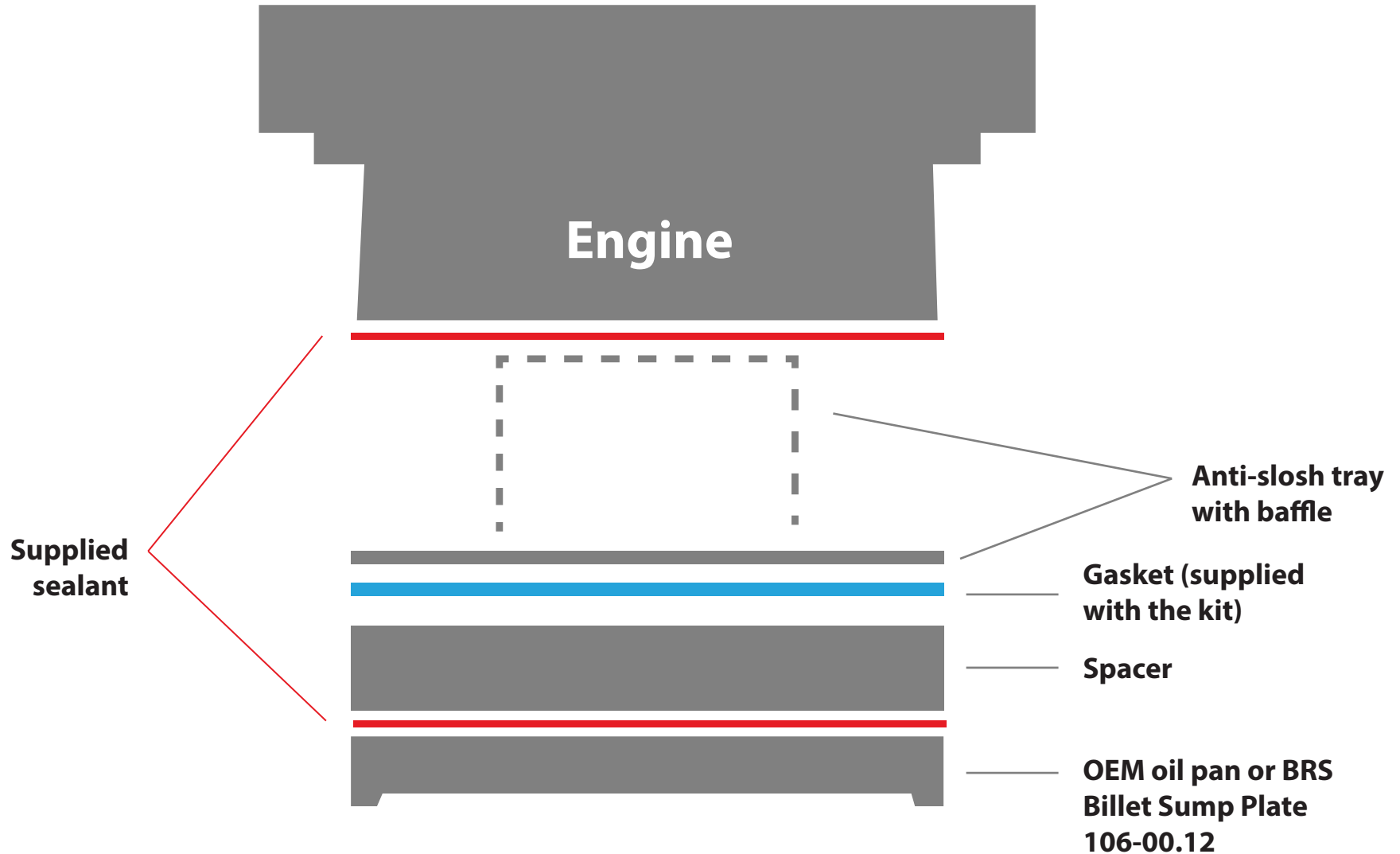
Next, to ensure the oil pickup is properly submerged in the extra capacity of oil the provided spacer must be installed. Note that the o-ring on the pickup is mated to the flat side of the spacer, and the o-ring side of the spacer is mated to the block. Please use the Loctite Threadlocker 242 on the pickup spacer bolts.



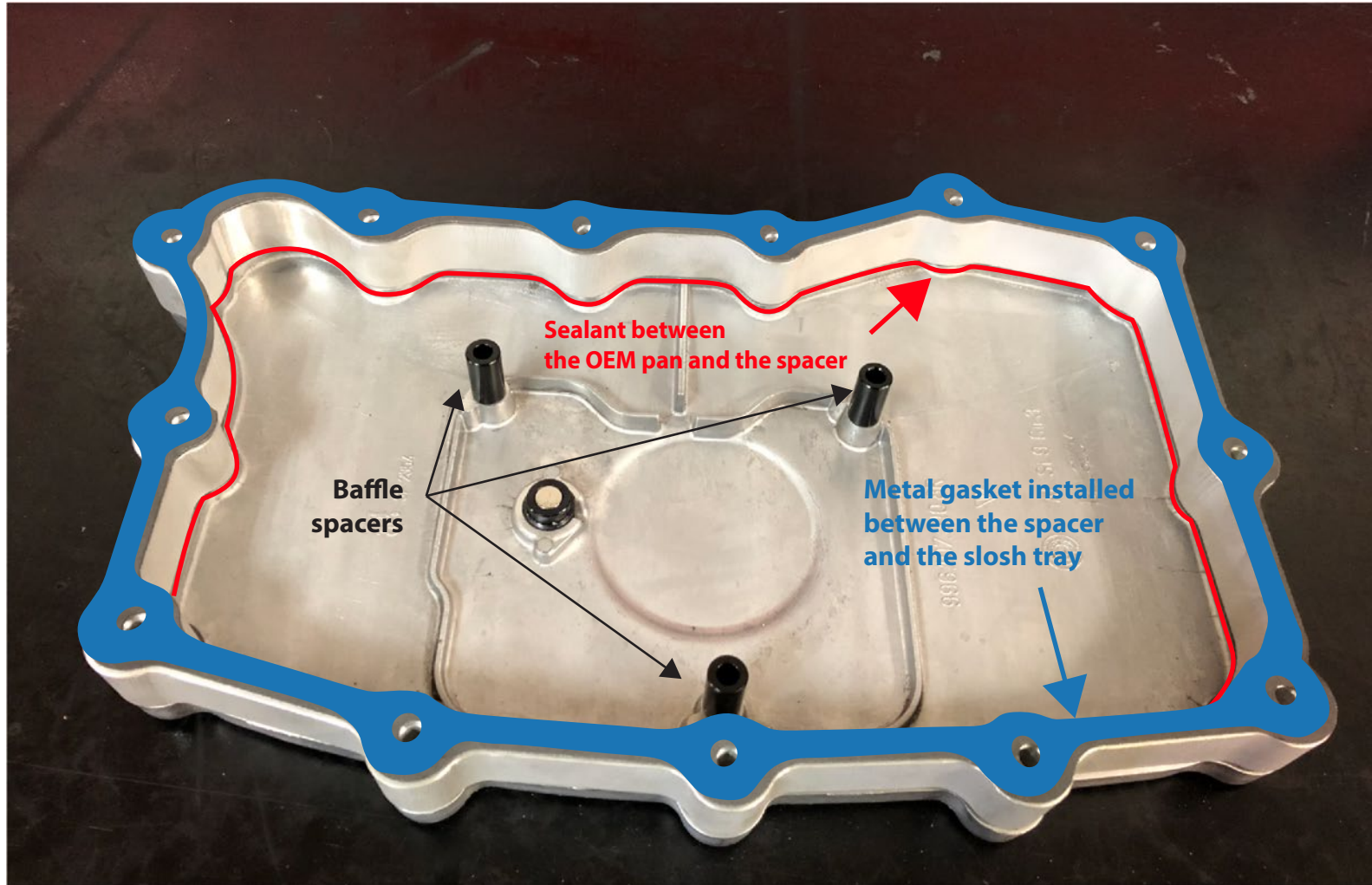
**Properly installed pickup spacer and oil return tubes shown below. Ensure all fasteners are torqued to factory specs.**



Now we are ready to prepare the sump and baffle for installation. Proper order of the deep sump kit components:



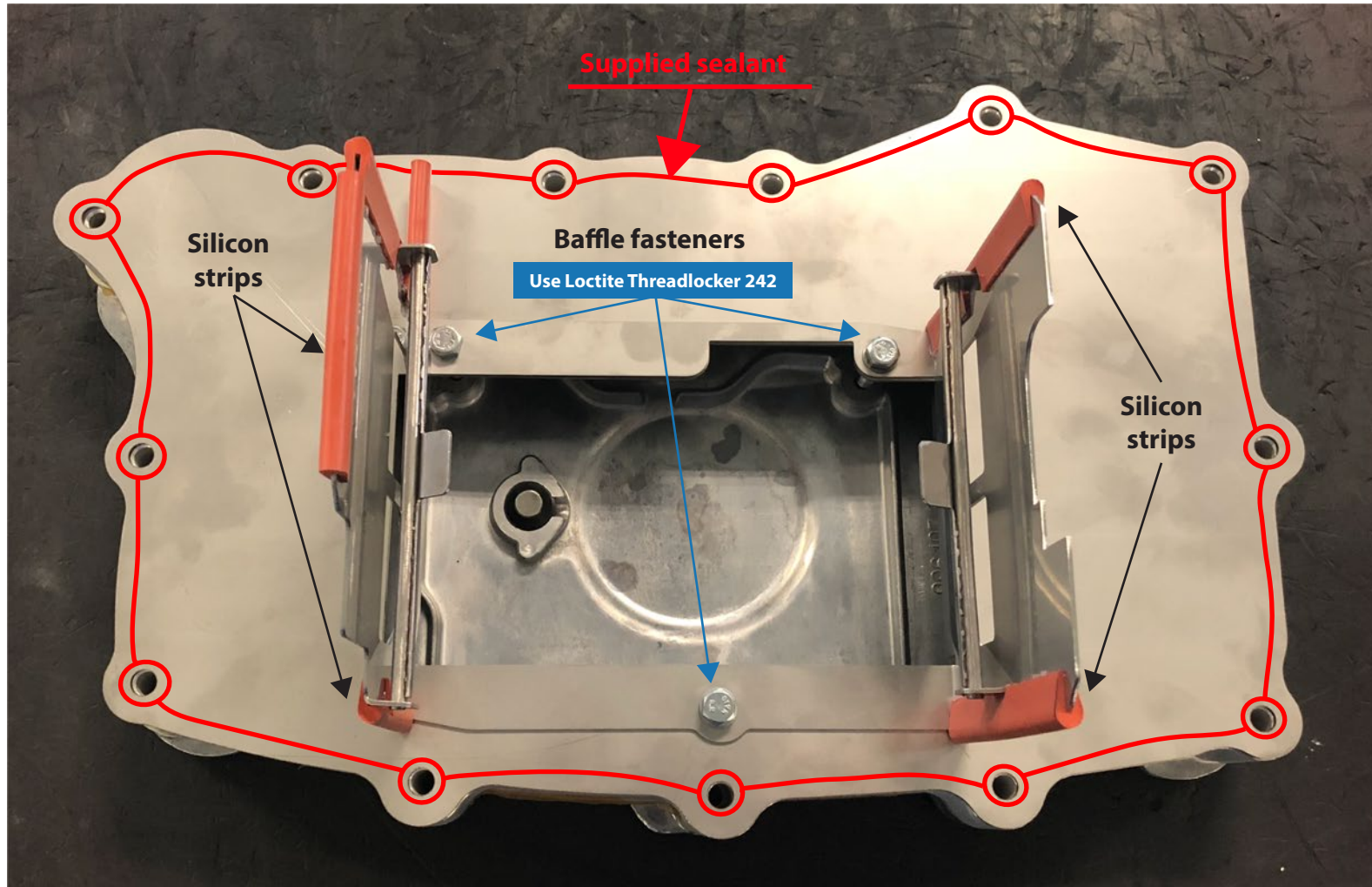
Starting with the OEM pan, remove the oil baffle. Clean the pan thoroughly. Remove the 3 baffle spacers from the packaging and set them in location on top of where the OEM baffle was fastened. Using the supplied sealant put a bead on the oil pan surface. Be sure the sealant fully surrounds the fastener locations. Set the pan spacer on top. Place the steel gasket on top of the spacer.





Set the flat anti-slosh tray on top of the assembly. The baffle can now be placed on top and properly fastened. Please use the Loctite Threadlocker 242 on the baffle fasteners. Using the supplied sealant place a smooth bead on top of the windage tray. Ensure the sealant completely surrounds the fastener locations. Orange silicon edge strips must be installed to prevent baffle from rubbing on inside of engine sump.

**NOTE: The factory X51 oil baffle is not compatible with this kit.**



**With the sealant applied place it up to the engine and begin to add the fasteners. DO NOT USE the Threadlocker 242 on these bolts. Torque to factory spec.  
Allow cure time for the sealant before adding oil. We use and recommend Driven XP9 race oil exclusively for any track use when installing our deep sump.**

