



## TPP-TP-041-S Pontiac Valley Pan

***\*\*As with all parts, Pre-assembly Mock-up to Check Fitment is Critical***

Due to casting and machining variances in stock blocks as well as the combination of aftermarket intakes and valley pan, the valley pan may need to be fitted to your engine. If this is the case, a small rubber hammer is recommended and grinding or sanding may be required.

**You may have to grind the bottom of the intake runners if it sits against or on the valley pan and/or grind the top edges of the valley pan\*\***

**Option #1-** Glue gasket to mating side of valley pan with an adhesive or gasket sealant and allow to dry. Remove any oil or old gasket material from the engine where the pan will be placed. Apply a thin layer of sealant to the front and rear of the pan mating surface of the block-including all four corners.

**Option #2-** In many applications, the valley pan will provide a better seal without a gasket. If no gasket is used, apply only a small amount of sealant on the mating surface to avoid dripping excess sealant into the lifter valley. Tightening the pan will seat it correctly in front and rear. Apply a small amount of sealer to the bottom of the washers and bolt head as well. Slowly stagger-tighten the bolts, being cautious not to over tighten them. Leaks may occur if over tightened.

**\*\*For use with Aftermarket Blocks, you must cut 3/8"-1/2" off the (2) bolt towers on the bottom on the valley pan. This will allow proper clearance for pan to not make contact with valley bridge supports in lifter valley. Make sure the pans fits all the way down on the block for a good seal\*\***

**\*\* 87cc Edelbrock D-port heads, must have the full length of the side edges on the pan trimmed to clear the step in the Intake side of head\*\***

Top of edges of valley pan or bottom of intake runners may need to be trimmed for clearance. Block may need to be clearanced on top edges of the corners of casting. This varies per engine, depending on; block deck height, heads being milled, intake castings etc.. Failure to do this may cause vacuum leak.

Email [info@butlerperformance.com](mailto:info@butlerperformance.com) if you have any questions.