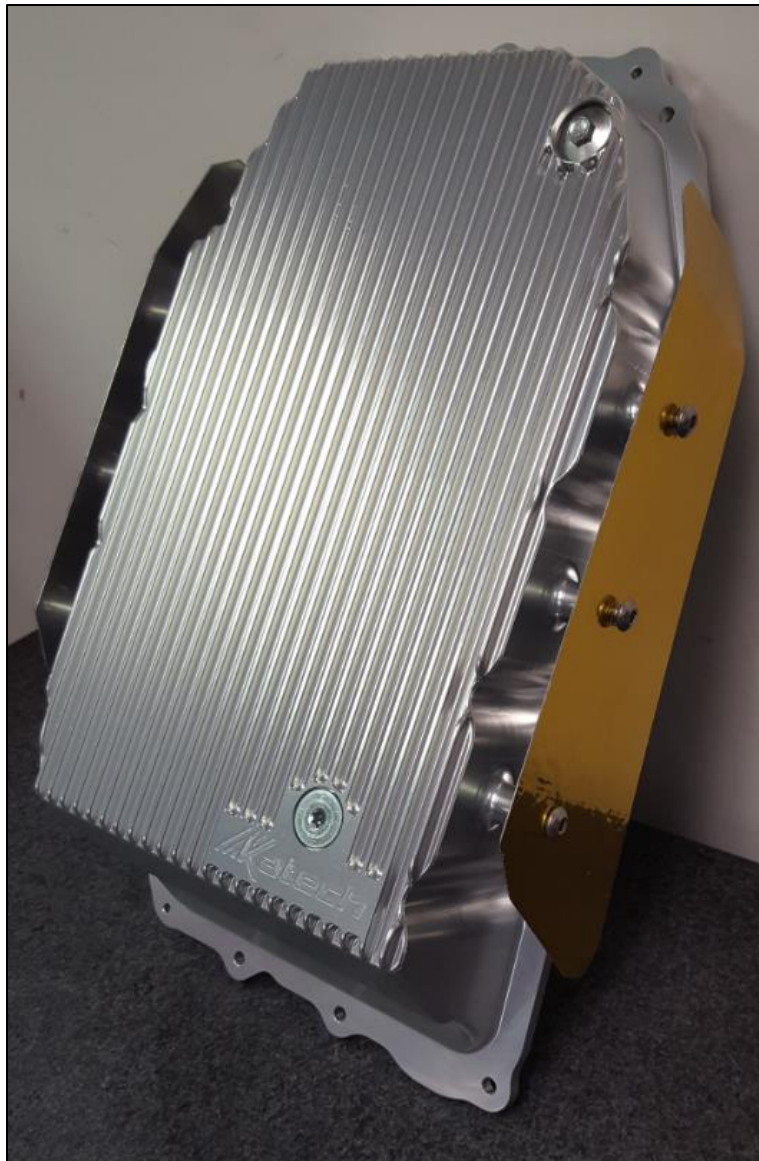




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KAT-A7010
Katech Billet A8 Transmission
Pan Install Instructions





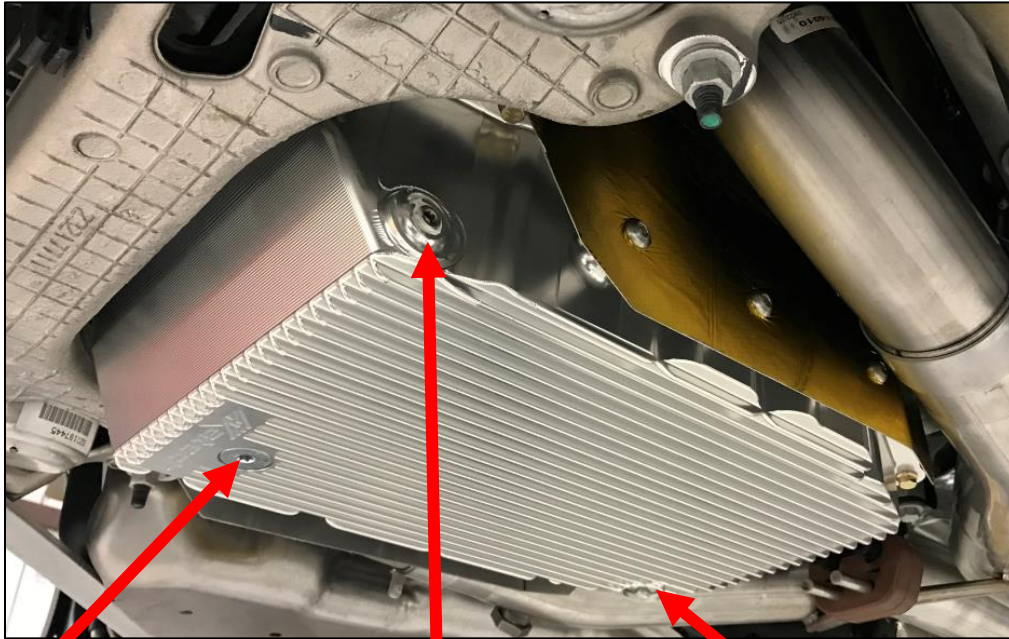
I. Included in the Kit:

- a. KAT-7008 Katech C7 Corvette Transmission Pan
- b. KAT-7025 Heat Shield, Left Side
- c. KAT-7026 Heat Shield, Right Side
- d. 6x M8x1.25 10mm Long Button Bolt – Heat Shield to Pan
- e. M14x1.50 Oil Drain Plug
- f. 1/8" NPTF Plug
- g. 15x M8x1.25 25mm Long Hex Bolt – Pan to Case

II. Required for Installation:

- a. Tools
 - i. 4mm Hex Allen Key
 - ii. 5mm Hex Allen Key
 - iii. 3/16" Hex Allen Key
 - iv. T45 Torx Socket
 - v. 10mm Hex Socket
 - vi. Ratchet/Extensions/Swivels as needed
 - vii. 10mm Open-End Wrench
- b. Fluids
 - i. Brake clean or similar
 - ii. Loctite 272 Threadlocker
 - iii. Transmission fluid
 - Katech recommendation: Mobil 1 Synthetic LV ATF HP
 - GM factory recommendation: Dexron® HP
- c. Customer Supplied Parts (Reuse from Factory Pan)
 - i. GMP-24267298 Factory Fill Check Plug
 - ii. GMP-24260071 Factory Transmission Pan Gasket

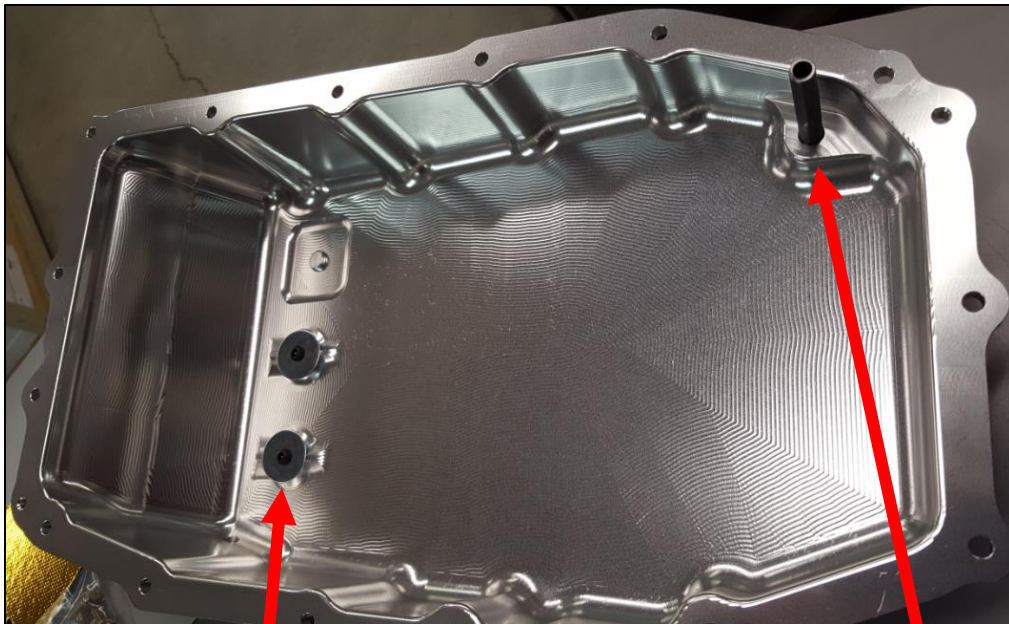
III. Trans Pan Components:



Drain Plug

Thermocouple/Temperature Probe
Port (Customer supplied – Optional)

Fill Check Plug



Debris Magnets

Fluid Level Set
Tube



IV. Procedure:

1. Prior to installation:

- a. Clean transmission pan using mineral spirits or similar
 - i. Ensure no debris present due to shipping/packaging prior to installation onto vehicle

2. OEM Transmission Pan Removal:

- a. Raise vehicle to gain access to transmission pan
 - i. ***Installer is responsible for ensuring vehicle is properly raised and secured in a safe manner. Do not work under a vehicle without proper jacking equipment (jack stands or vehicle hoist).***
 - ii. Katech is not responsible for any damage to vehicle or person due to attempted installation/installation of this product
- b. Place a suitable drain pan under the transmission
- c. Remove transmission fill-check plug located at front of transmission pan
 - i. Set aside for later use in Katech Billet Pan
- d. Remove transmission pan bolts
 - i. Remove the lower transmission mount to rear crossmember fastener and utilize a screw jack to raise the differential/transmission to access the rear transmission pan fasteners if required
 - ii. Rear pan bolts can be removed/replaced without this step using an open-ended wrench
- e. Remove factory transmission pan



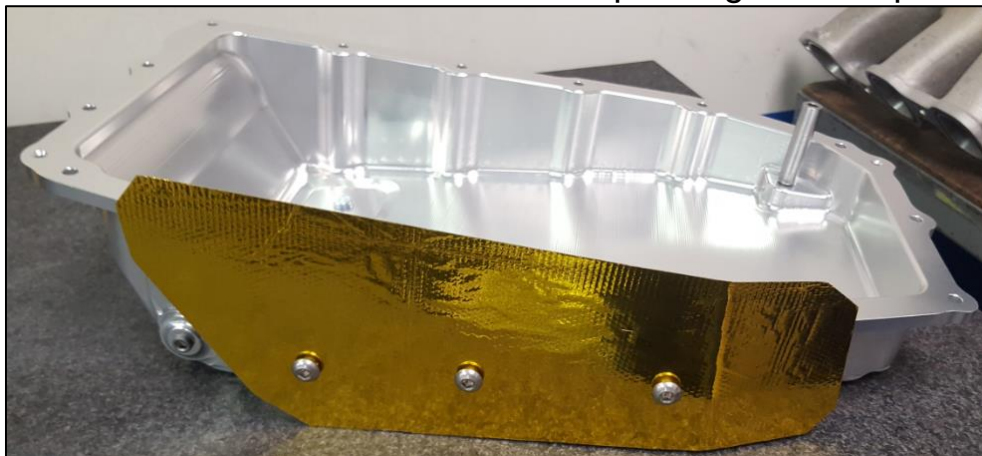
3. Katech Billet Pan Installation:

- a. Install 1/8" NPTF Pipe Plug into port on passenger rear side of transmission pan:



Install NPT plug into port in transmission pan

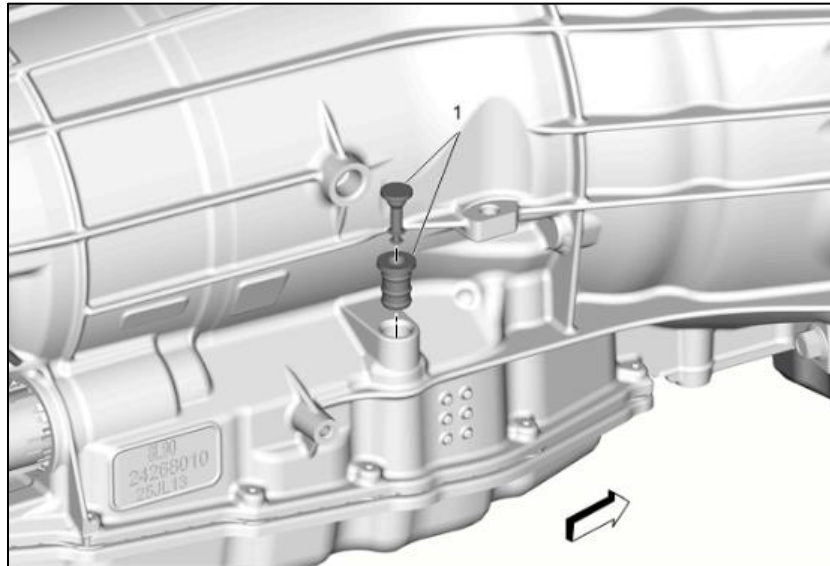
- i. *If desired, customer can install thermocouple/temperature sensor into this port – 1/8" NPT thread size
- b. Install the Heat Shields using the M8x1.25 10mm long button bolts
 - i. Add a drop of Loctite 272 to the tip of each bolt
 - ii. Ensure the heat shield fasteners are tight
 - iii. Use caution not to over torque as gold foil tape can distort



- c. Thoroughly clean the factory transmission pan gasket
 - i. Gasket is reusable
 - d. Install transmission pan gasket onto Katech billet transmission pan.
 - i. Note that gasket locates on two "dowels" molded into gasket
 - ii. Ensure gasket aligns with pan fastener holes
 - e. Install Katech billet transmission pan onto vehicle utilizing the 15 supplied M6x1.0-25mm long hex bolts.
 - i. Katech billet pan mounting flange has an increased thickness; factory bolts cannot be used
 - ii. Torque transmission pan bolts to 10NM
 - iii.

4. Fill transmission:

- a. Locate and remove transmission fill plug – found on passenger side of transmission:



- i. **Ensure transmission is clean prior to removing fill plug**
 - ii. Unlock the fill tube by lifting the plunger – once plunger is lifted, remove the entire plug
 - iii. Using a hand-pump, fill the transmission with the approximate necessary capacity
 1. Pan removal and filter replacement – 7.4 quarts.
Katech pan has an additional 2 quart capacity, so total will be 9.4 quarts
 2. Complete system flush – 11.75 quarts with stock pan; 13.75 with Katech pan
 - iv. Remove fill-check plug; slightly over fill transmission and allow extra fluid to drain. Once drain has slowed, replace fill-check plug.
 - v. Replace fill plug and plunger
- b. Check transmission fluid by starting engine and allowing engine to idle. Allow engine to idle for at least 1 minute – vehicle must be level and in PARK.
 - i. Remove fill-check plug
 1. If fluid is flowing out as a steady stream, wait until the fluid begins to drip
 2. If no fluid comes out, add fluid until it drips
 - ii. Reinstall fill-check plug and tighten to 8NM