



HOLLEY® LS OIL PAN BAFFLE KITS

- 302-10** Oil Pan Baffle – For Use with Holley® Oil Pan P/N 302-1
- 302-11** Oil Pan Baffle – For Use with Holley® Oil Pan P/N 302-2
- 302-12** Oil Pan Baffle – For Use with Holley® Oil Pan P/N 302-3



NOTE: Please read these installation instructions completely before performing the installation of this product.

APPLICATIONS:

- 302-10** – For use in Holley® LS Retrofit oil pan P/N 302-1, designed for vehicles requiring improved oil control in the oil pan sump.
- 302-11** – For use in Holley® LS Retrofit oil pan P/N 302-2, designed for vehicles requiring improved oil control in the oil pan sump.
- 302-12** – For use in Holley® LS Retrofit oil pan P/N 302-3, designed for vehicles requiring improved oil control in the oil pan sump.

INSTALLATION INSTRUCTIONS:

WARNING! This product should only be installed by a qualified mechanic. Improper installation of this baffle in the 302-1 oil pan could lead to the loss of engine oil pressure and severe engine damage.

1. Before installation, wash the baffle thoroughly with a degreaser or ordinary dish soap. Rinse and dry with a lint-free towel.
2. Be familiar with the Holley® 302-1/302-2/302-3 oil pan installation instructions and the factory service manual for your LS engine.
3. Remove the Holley oil pan from the engine. You should not need to remove the Holley® oil pump pick-up unless the state of the o-ring seal at the pick-up mounting flange is in question.
4. Do not remove the stock windage tray/baffle, which bolts to the crankshaft main bearing caps. The oil pan baffle is designed to work in conjunction with the OE windage tray, as used with the Holley® 302-1, 302-2, or 302-3 oil pan.
5. Unbolt the original Holley® oil pan baffle by removing the bolts that secure it to the pan. You will re-use the bolts.
6. Remove the oil filter from the oil pan and discard. Clean your oil pan, including the oil filter pad and oil passages (removing any oil residue, sludge buildup, or debris).
7. Position your new baffle inside the pan. Make sure all of the mounting holes line up properly and the baffle seats down properly against mounting bosses without interference. Make sure the trap doors swing open and close freely.

8. Secure the baffle with the bolts you removed in step 3 and torque them down to approximately 8-10 ft./lbs. It is recommended to use a drop of blue (non-permanent) Loctite on the bolts. The bolts and threaded holes must be clean for the thread locker to be effective.

NOTE: Inspect the used oil pan gasket to see if it can be reused or needs to be replaced.

9. Follow the Holley 302-1/302-2/302-3 oil pan installation instructions and the factory service manual for your LS engine to reinstall the oil pan.
10. Install a new oil filter, tighten the drain plug, and refill the engine with oil to the level indicated on the GM LS3 dipstick, as recommended in the Holley 302-1/302-2/302-3 installation instructions.
11. Congratulations! You can now benefit from improved oil control. Be sure to follow the recommendations listed below when driving your vehicle on-track, autocrossing, or drifting.

IMPORTANT! Never let the oil level drop below the “full” mark while driving your vehicle on-track!

USE AND PRECAUTIONS – IMPORTANT!

This product is designed to provide superior protection against oil starvation and slosh over the standard 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-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 when driving the vehicle on-track.
- Always check and top off oil levels between track sessions. Do not allow the 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. **Note:** When trying to correct oil pressure drops by raising the oil level, be mindful that overfilling the engine with oil can cause oil foaming and loss in power; there is a limit to the oil level increase that will be helpful.
- Dedicated race cars (vehicles that pull over 1.3 sustained G's) and vehicles with high shift points should use a dry sump oiling system.

EXHAUST SMOKE:

- When racing with an overfilled sump, it is normal 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 sump to drain for at least 10 minutes to ensure all of the oil has been removed.

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