900-180607-03
61-69 Lincoln / Coyote Swap – Oil Pan and Oil Pick Up

Fitment

- **61-69 Lincoln Continental swapping to 2011+ Coyote Engines**
- **Used in conjunction with our Lincoln / Coyote Swap – Engine and Trans Mount**
- **Used in conjunction with our Lincoln / Coyote Swap - Headers**
- **Unless the LSMFG oil pan is used, approximately 60% of the engine crossmember must be notched and reinforced for any other stock or aftermarket oil pan**
- **Compatible with Vintage Air Front Runner 174020**
- **Factory oil cooler will be removed**
- **NOTE: 2018+ Coyote Engines must use the oil pump from the earlier 2011-2017 Mustang**

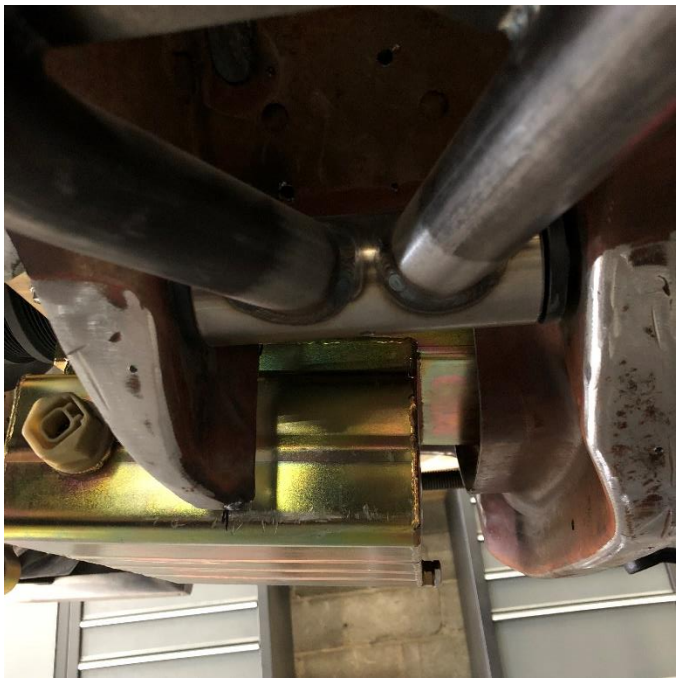
Warning

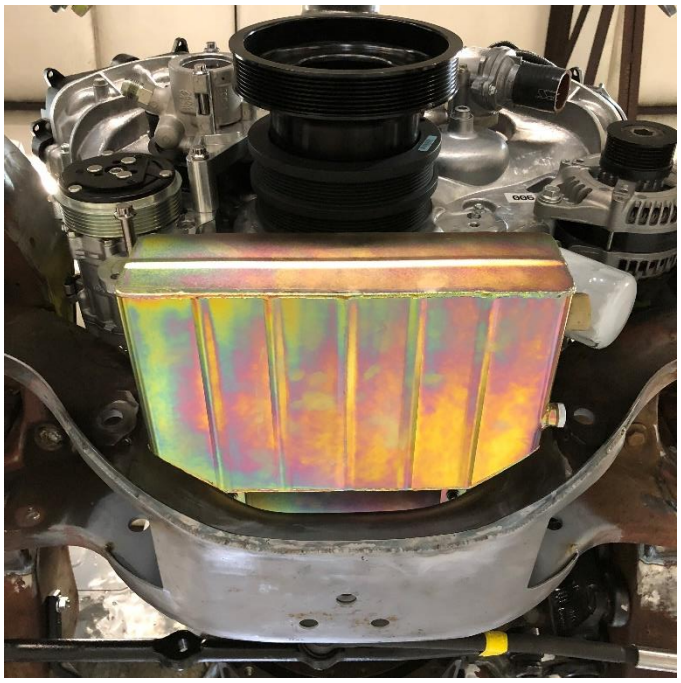
- These parts should only be installed by someone experienced and competent in the installation and maintenance of aftermarket engine components.

- If you are not sure of how to safely use these parts, you should not install or use them.

- Do not assume anything. Improperly installed or maintained driveline parts are dangerous. If you are not sure, get help or return the product.

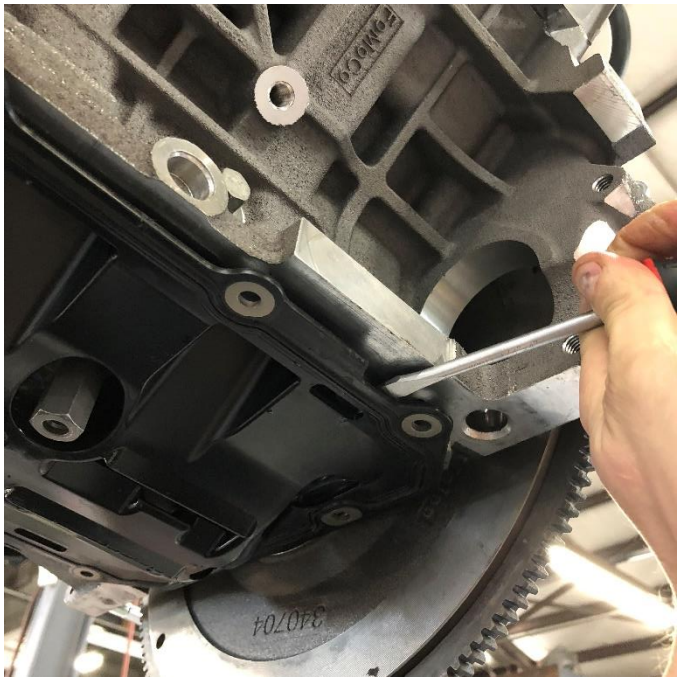
Notes





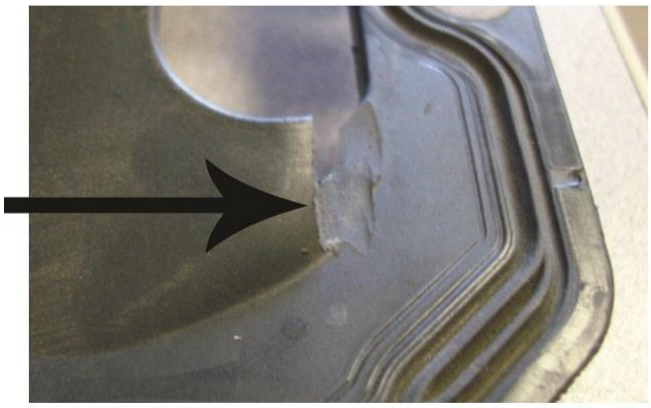
Our oil pan and pickup was developed to allow Coyote engines to sit in the 61-69 Lincolns without major modification to the engine crossmember. Rear sump oil pans interfere with the Lincoln steering. Image 1 shows a Canton 150-738 front sump oil pan which is the next best alternative but requires 60% of the crossmember to be cut away and rebuilt using plates. Image 2 shows the LSMFG oil pan, which is built with the sump shifted further forward to work with the Lincoln crossmembers without any cutting. It's designed to work in conjunction with our **Lincoln / Coyote Swap – Engine and Trans Mount** and **Lincoln / Coyote Swap - Headers**

1 & 2



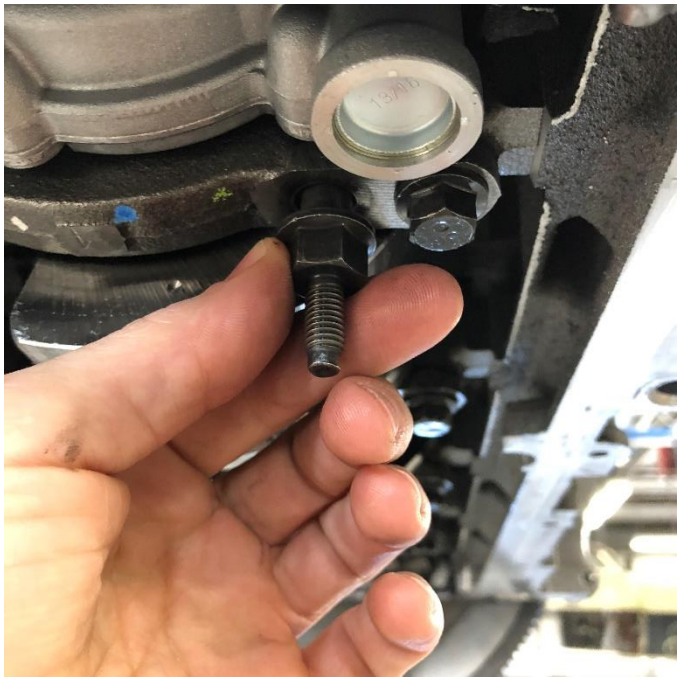
Remove the stock oil pan, oil pick-up, and windage tray. The locating pins on the factory Coyote windage tray will need to be removed. These pins aid in production assembly of the engine but are not required for this installation. To use a front sump pick-up, it's necessary to make a new hole in the windage tray 12 inches forward of the existing hole using a 1.25" hole saw or snips.

3 & 4



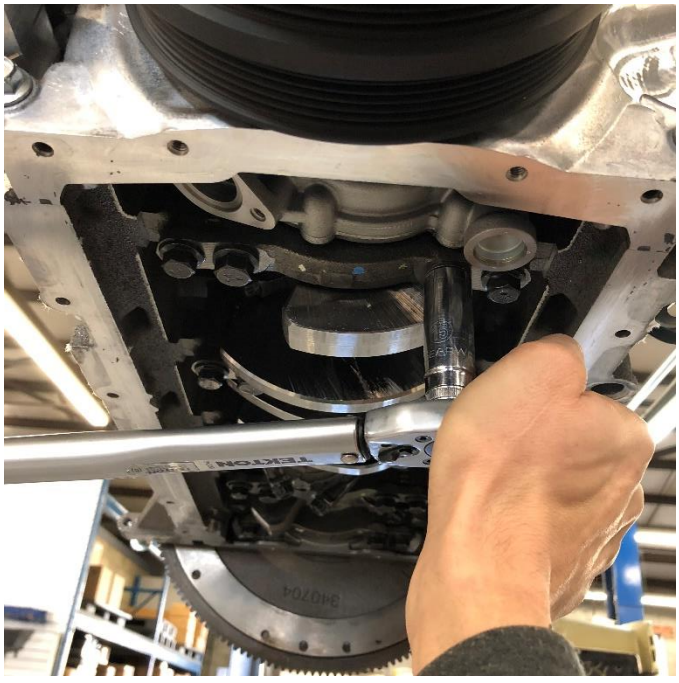
At the rear of the windage tray, 2 areas need to be ground for clearance to the new oil pan flange. The new oil pan and the tray should be checked so that they sit flat against one another.

5 & 6



Remove the stud extension and cap screw from the rear of the block and reposition it into the front of the block. The cap screw at the front will replace the screw at the rear.

7 & 8



Torque both main cap screws to 65 NM.

9 & 10

Use threadlocker on the front screw stud and reinstall the extension.

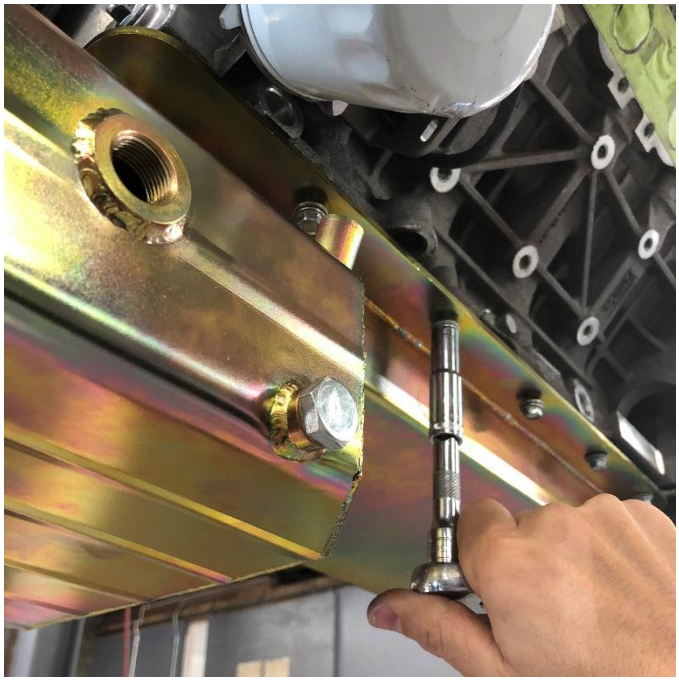
11 & 12

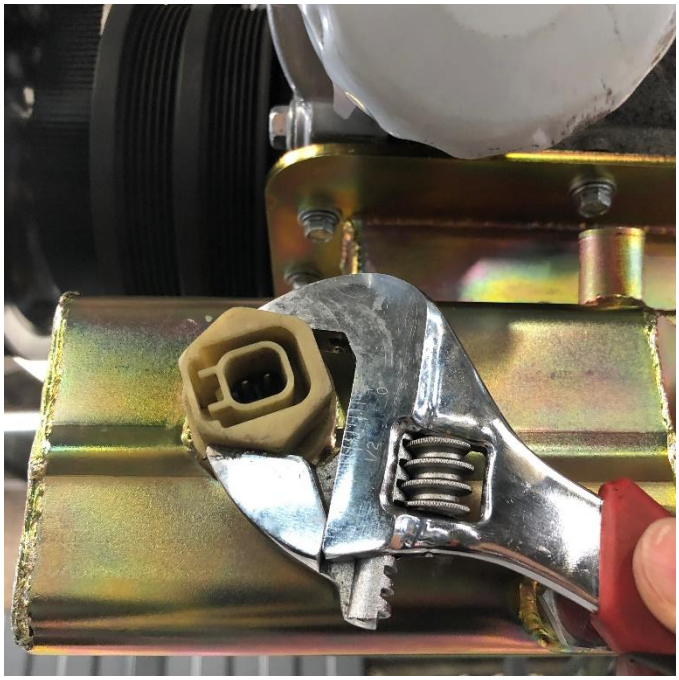
Apply RTV silicone to the 4 areas where the front and rear of the block meets the front cover and bellhousing areas. Lightly tighten 4 oil pan screws to hold the windage tray in place.

13 & 14

Using threadlocker, install the pick-up as shown and tighten all 3 bolts to 10 NM plus a 45 degree turn.

15 & 16





Remove the 4 temporary screws and install the oil pan tightening in an alternating pattern. Torque to 10 NM plus 45 degrees. The oil level sensor can then be reinstalled into the new pan.

Additional Notes and Recommendations

- It is advised to start with an initial charge of 7 quarts of oil then run the engine momentarily until it fills the filter. Once this is done, you can calibrate a dipstick to indicate FULL.

For any questions or suggestions, email orders@littleshopmfg.com