

Pineapple Oilpan Install

BY GARY HAGNER

AFTERMARKET MANUFACTURERS EVERYWHERE are competing for your attention, and your dollars. But to sell, a piece has to combine many qualities into one nice package. Functionality, appearance, cost, all are important, and the Pineapple Racing Oil Pan definitely blends all of these.

What would you say if you found out that you could get a piece that solves a common reliability problem, improves performance and durability, looks totally trick, and only costs a few bones? Sounds like aftermarket nirvana to me, and thanks to Pineapple, it's ready for public consumption now. Most of us spend a large amount of time and money to making our cars stand out, despite all of our efforts, our wonderful engines tend to leave their mark as an oil stain on the floor of the garage.

Rob Golden, Pineapple Racing's head guru, says that he has found a solution to this problem. Rob, in conjunction with next-door neighbors Groundzero Motorsports, has designed an oil pan not only to prevent oil leaks, but also to improve rigidity of the engine assembly and oil mechanics.

Rob told me that one of the major reasons 13B-REW oil pans leak is because of their inability to hold their shape. His solution was to increase the thickness of the material. He has also designed the pan with an o-ring, so we don't have to hassle with the stock gasket or silicone. The added bonus of the thicker pan is to increase the rigidity of the engine. Rob also designed the pan deeper and wider than stock. He did this because the stock oil pan is so close to the oil pump pick-up tube. In fact, in stock form, the screens on the oil tubes almost touch the pan, which could lead to debris being sucked up into the engine. The larger pan not only holds



another quart of oil, but also has small fins on the bottom for cooling. That's the good news; the bad news is you have to install it!

The installation, which is not difficult, takes around 3-5 hours, depending on your abilities. Before I installed the pan, Rob walked me through the installation and told me a few tricks. The order below is the most effective way to change out your pan.

- Put on vehicle on jack stands and remove the tires
- Wedge something under the transmission, needs to support the engine
- Remove the black plastic shield on the underside of the car
- Remove stabilizer bar and bolts to the bottom of your shocks
- Remove bolts to the power steering rack
- Remove the bolts to the bottom ball joints attached to the bottom A-arm

- Use a rubber mallet or hammer and pop the ball joint out of the A-arm
- Remove the motor mount bolts
- Remove the six bolts holding the sub frame to the frame.
- The sub frame should drop down now, be careful the sub frame is heavy
- Remove the motor mounts and the oil pan bolts
- Your pan should drop, if not use a putty knife
- Clean the bottom surface of your engine
- The new pan needs no prepping or silicone
- The new pan comes with new bolts
- Tighten new pan bolts to stock specs
- Install everything in the reverse order

The end result looked amazing, I believe this is the closest I could get to a full racing oil pan. The quality craftsmanship of this unit shows how much time was put into its design. In closing, this Pineapple Racing oil pan can benefit you in several ways, and is well worth the money. Call Rob for details and pricing (503) 233-3878. **RX**