

Bolt-On Oil Fill Instructions



FFP Customs prides itself on not only manufacturing quality parts, but also offering real world, race car solutions. Our Bolt-On Oil Fill is designed to simplify your race car life so that you can concentrate on getting down the track. You obviously need a way of filling the engine with oil. Our Oil Fills are easy to install and look great doing it. They are made from 6061 aluminum, available in a natural or Black Anodized finish, and use an O-ring for a leak-free seal. The FFP Customs Oil Fill comes with all necessary hardware so no searching all over the shop for nuts and bolts.

Our Bolt-On Oil Fill is compatible with valve covers with or without industry-standard grommet holes. If your valve covers don't have a grommet hole, these instructions will help you properly mount the Oil Fill, but even if they do, we're here to help guide you through the installation. For most, installing our Bolt-On Oil Fill will be a breeze, and something that will take 5 minutes. However, if you're new to the game, these instructions are aimed at easing the installation process. Let's get started.



This is our display valve cover for which we use to showcase our Bolt-On Oil Fill and AN Fittings at the track. As you can see, we already have provisions for both products. This gives you an idea of how your valve covers should look after the drilling process. However, let's say your valve covers lack these provisions. We can still guide you through the installation process.



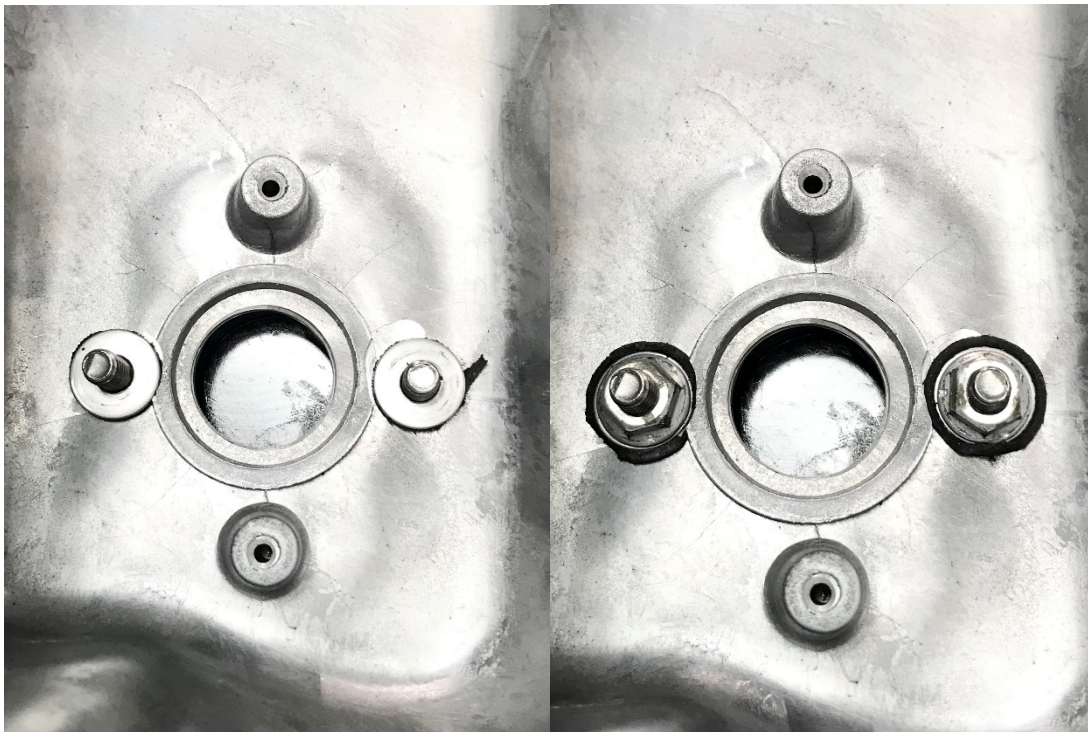
A couple tools you will need to drill new holes into your valve covers are a drill, a step bit (Left and Right), and a burr bit (Top). You will need to make sure these bits are for aluminum. You can also use a hole saw. Whatever method you are more comfortable with will work. We are just giving you an idea of how we do it. So, first figure out where you want to mount the oil fill. Then, using a punch, mark where you want to drill the mounting holes. For the Oil Fill, we recommend using a punch and drill bit.



Then, using a Sharpie, trace the inside diameter of the Oil Fill's opening, and use the step bit to drill out the hole. Then follow up with a burr bit to clean up the hole of any rough areas or shavings. As a reference, the Oil Fill's opening is 1.17", but for many people, tracing the inside diameter while marking the valve covers for the bolt holes will be the easier route. Once everything is drilled and deburred make sure to clean out the valve cover, getting rid of all shavings.



Now that you have drilled the holes for mounting the Oil Fill, let's take a look at the hardware. We specifically want to point out the rubber-bonded washers used with the Oil Fill. The rubber part of the washer needs to be against the bottom of the valve cover to keep leaks from happening. After installing the rubber-bonded washers, install the lock nuts. Besides the drill and drill bits, these are the only tools you will need to install the FFP Customs Oil Fill. You will need a ratchet with an extension to reach the nuts on the underside of the valve cover, and then a 5/32 Allen head wrench or socket for the top side bolt.



This is how the rubber-bonded washers should look. This is looking into the valve cover from inside. Use a ratchet with a 7/16" socket and a 5/32 Allen wrench to attach the Oil Fill to the valve cover. The rubber-bonded washers must be flat against the valve cover. We had to do a little clearance work to get ours flat against the valve cover's surface.

With our Oil Fill, we want to make it easy for you to install and get on with the rest of your build. We acknowledge the hardest part of the install will be drilling holes in your valve covers. Hopefully, your valve covers feature pre-drilled holes for an oil fill or an AN Fitting, but if not, take your time, measure twice, and cut once. Using the right drill bits will make for an efficient installation.

We include an O-ring on the bottom oil fill flange, and one for the cap. We also include rubber-bonded washers that are designed to maintain a leak-free installation, along with lock nuts to keep everything in place. Our Oil Fill follows the same "Bolt On & Go" thought process as all our products.



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To finish the Oil Fill installation, make sure the O-ring is on the cap before threading it on. We add a very slight coat of grease to the threads to properly lube the O-ring. Just like that, you are done with the Oil Fill installation. Our natural finish Oil Fill looks great on polished, or chrome valve covers.

If you've made it this far, we trust you have completed the installation of the FFP Customs Oil Fill. If you have hit any snags along the way or have any questions regarding the installation of this or any other FFP Customs part, don't hesitate to call us or message us via social media. We would rather you contact us for clarification instead of being frustrated with the installation.

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