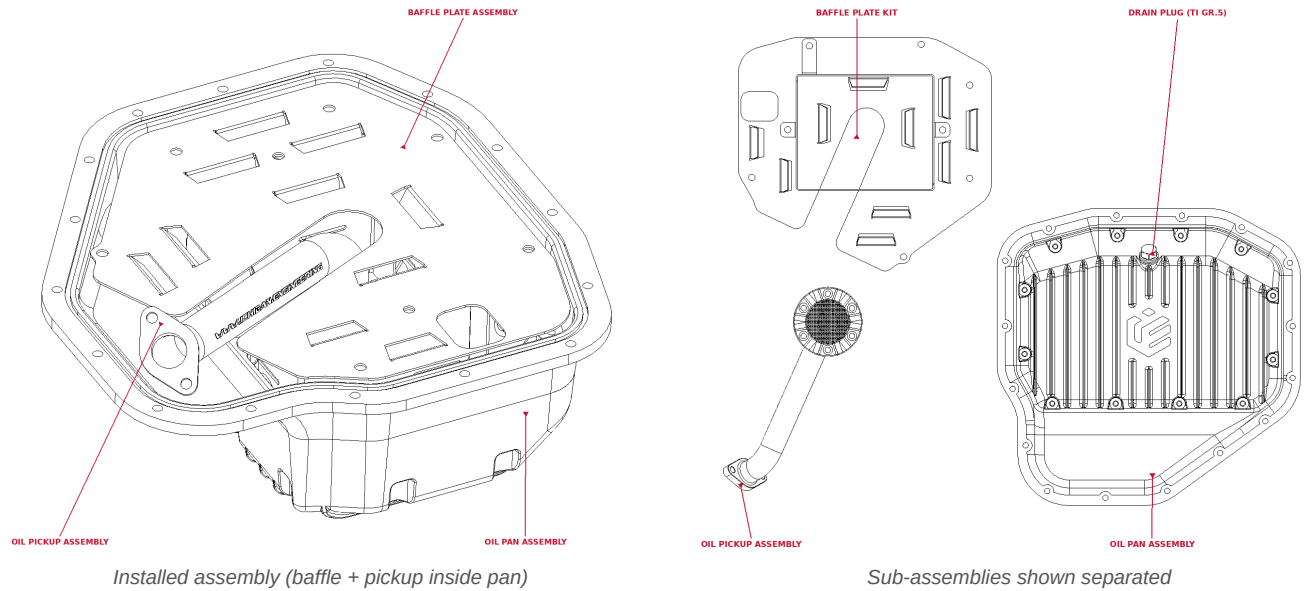


2JZ / 1JZ Upgraded High-Capacity Billet Rear Sump Oil Pan

Assembly Overview & Box Contents Checklist

This kit is supplied as three sub-assemblies plus a drain plug. Before starting installation, use the checklist below to confirm every item arrived and is undamaged.



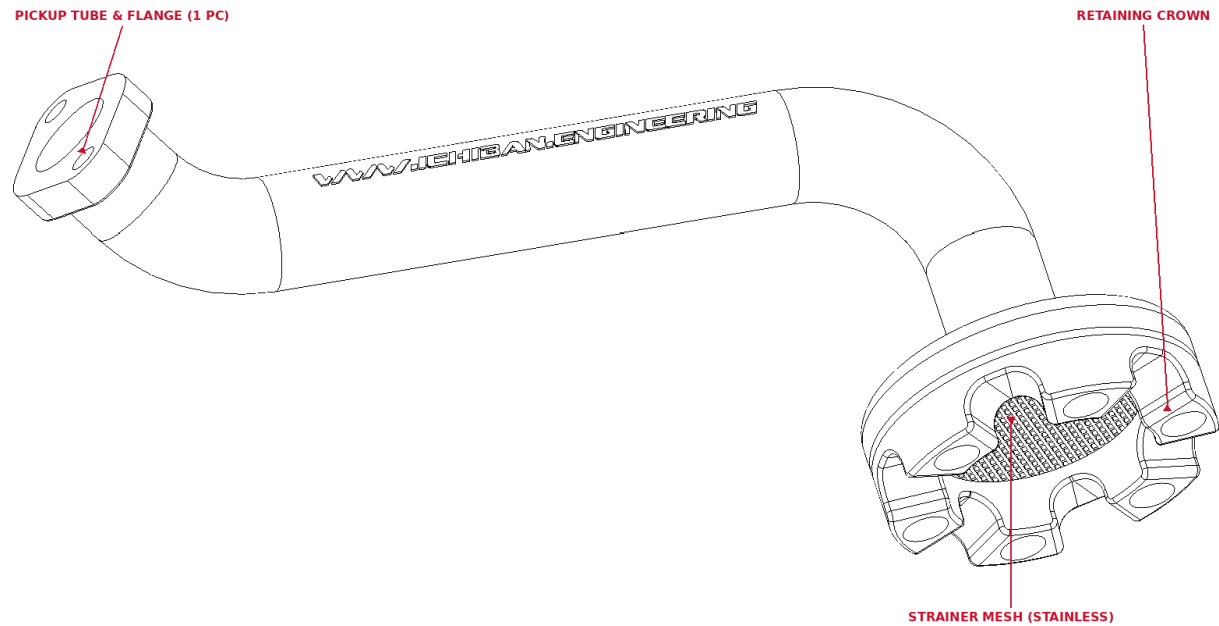
BOX CONTENTS CHECKLIST

Item	Qty	Includes
Oil Pickup Assembly	3 pcs	Pre-assembled: tube & flange, strainer mesh, retaining crown
Baffle Plate Kit	2 pcs	Baffle plate, baffle basket
Oil Pan Assembly	2 pcs	Pre-assembled: upper and lower pan halves
Drain Plug	1 pc	Titanium, Grade 5

Mounting hardware (bolts, gaskets/O-rings) is included with the kit - refer to the torque specifications on the following pages for fastener sizes and values by assembly.

2JZ / 1JZ Upgraded High-Capacity Billet Rear Sump Oil Pan

Oil Pickup Assembly - Components & Mesh Service



COMPONENTS

Part	Qty	Material	Notes
Pickup Tube & Flange	1 pc	Aluminum, 3D printed	Mounts to block/pump inlet
Strainer Mesh	1 pc	Stainless steel	Seats in the tube's housing
Retaining Crown	1 pc	Billet aluminum	Bolts over the mesh to retain it

MESH CLEANING / REPLACEMENT

The retaining crown can be unbolted from the strainer housing at any time to inspect, clean, or replace the stainless steel strainer mesh - there is no need to remove the pickup tube itself from the pan to service the mesh.

1. Remove the 6x M6 crown bolts and lift the crown off the housing.
2. Lift out the strainer mesh and inspect for debris, tears, or clogging.
3. Clean with solvent and compressed air, or replace if damaged.
4. Reseat the mesh evenly in the housing before refitting the crown.
5. Refit the crown and torque the 6x M6 bolts as specified below.

TORQUE SPECIFICATION - RETAINING CROWN

Fastener	Qty	Joint	Torque
M6	6	Crown-to-Housing	8-9 Nm (9 Nm MAX)

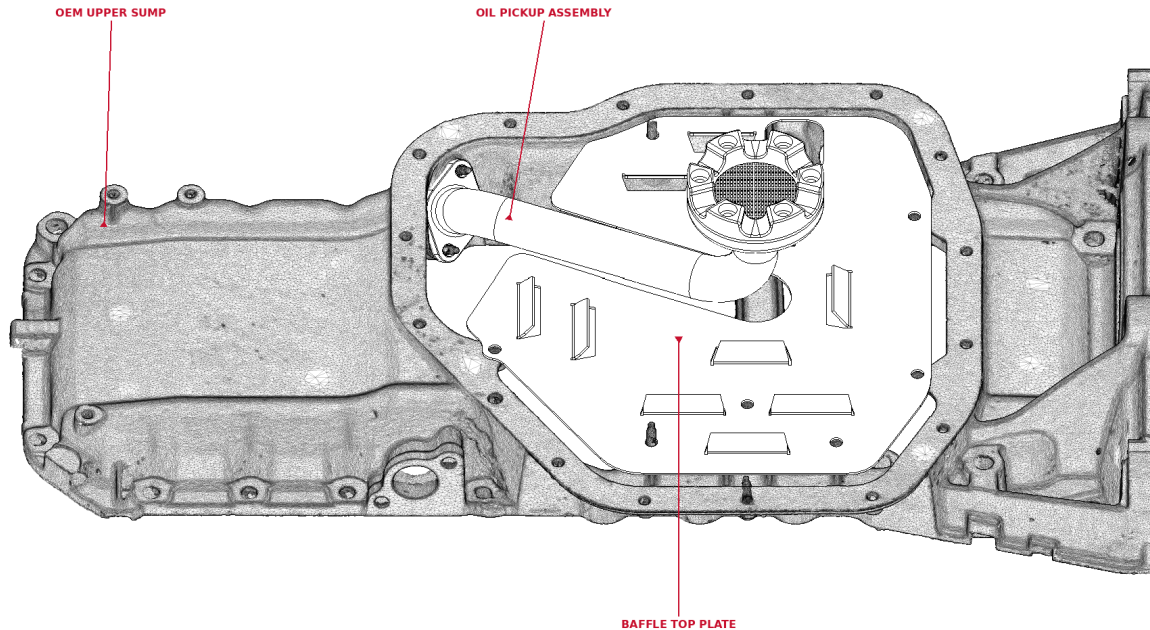
CAUTION - Torque the 6x M6 crown bolts to 8-9 Nm, 9 Nm MAX. Under-torquing can allow the crown to loosen and unseat the mesh under suction load; over-torquing risks stripping the aluminum housing threads.

2JZ / 1JZ Upgraded High-Capacity Billet Rear Sump Oil Pan

Assembly - Step 1 & 2: Baffle Top Plate, Oil Pickup & Basket

Steps continue on the following page. Mounting bolts throughout this stage are the reused OEM fasteners (M6, torqued to 7-8 Nm) unless noted otherwise.

STEP 1 - INSTALL BAFFLE TOP PLATE & OIL PICKUP

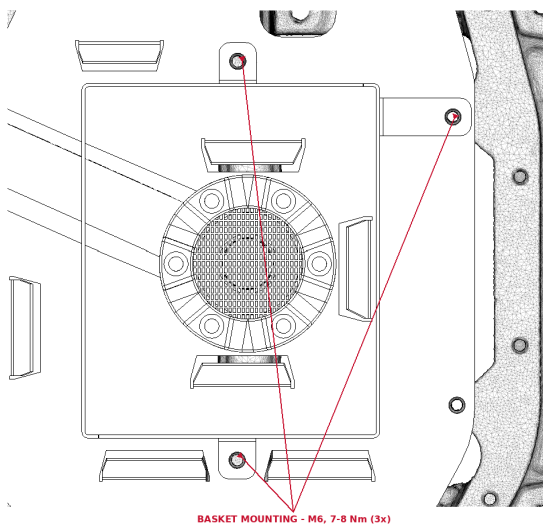


Position the baffle top plate up into the OEM upper sump, with the oil pickup tube routed through it as shown.

Bolt the plate and pickup flange to the sump using the OEM factory bolts (M6, 7-8 Nm) at all mounting points **except** the 3 tab holes marked in Step 2.

Leave those 3 holes empty for now - they are used in Step 2 to secure the basket and plate together.

STEP 2 - INSTALL BAFFLE BASKET



Seat the baffle basket on top of the installed baffle plate.

Install the OEM bolts through the 3 shared holes left empty in Step 1, securing the basket and plate together to the sump.

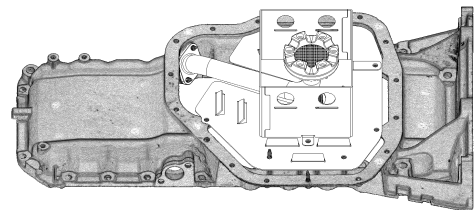
Torque all 3 bolts to 7-8 Nm.

CAUTION - Reused OEM bolts thread into factory aluminum bosses; torque to 7-8 Nm only, do not exceed spec. Do not install bolts in the 3 tab holes during Step 1 - they must stay empty until the basket is in place in Step 2, or the basket cannot be secured correctly.

2JZ / 1JZ Upgraded High-Capacity Billet Rear Sump Oil Pan

Assembly - Step 3: Install Oil Pan

With the baffle kit and oil pickup installed (Step 1 & 2), the oil pan can now be fitted.

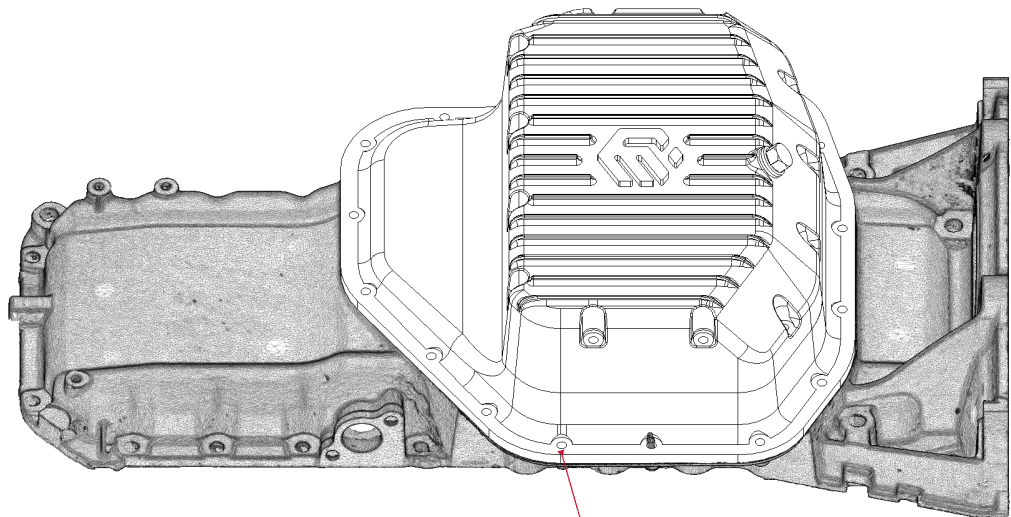


Current state - baffle and pickup installed

STEP 3 - INSTALL OIL PAN

The oil pan is a pre-assembled 2-piece unit (upper and lower halves) - service instructions for opening it are covered later in this guide. For this step, install it as a single assembly.

No RTV silicone is required at this joint. Unlike the OEM pan, the Ichiban pan seals to the sump/baffle assembly with an O-ring, pre-installed in the pan's mounting flange. Check that it is seated and undamaged before installing - a replacement O-ring is available from Ichiban Engineering if needed.



OEM M6 BOLT (16x TOTAL) - 7-8 Nm

- 1. Position the oil pan up against the OEM sump/baffle assembly.
- 2. Hand-thread all 16x OEM M6 bolts around the perimeter before torquing any of them.
- 3. Torque all 16 bolts to 7-8 Nm, working in a criss-cross pattern.

TORQUE SPECIFICATION - OIL PAN

Fastener	Qty	Joint	Torque
M6 (OEM, reused)	16	Oil Pan-to-Sump/Baffle	7-8 Nm

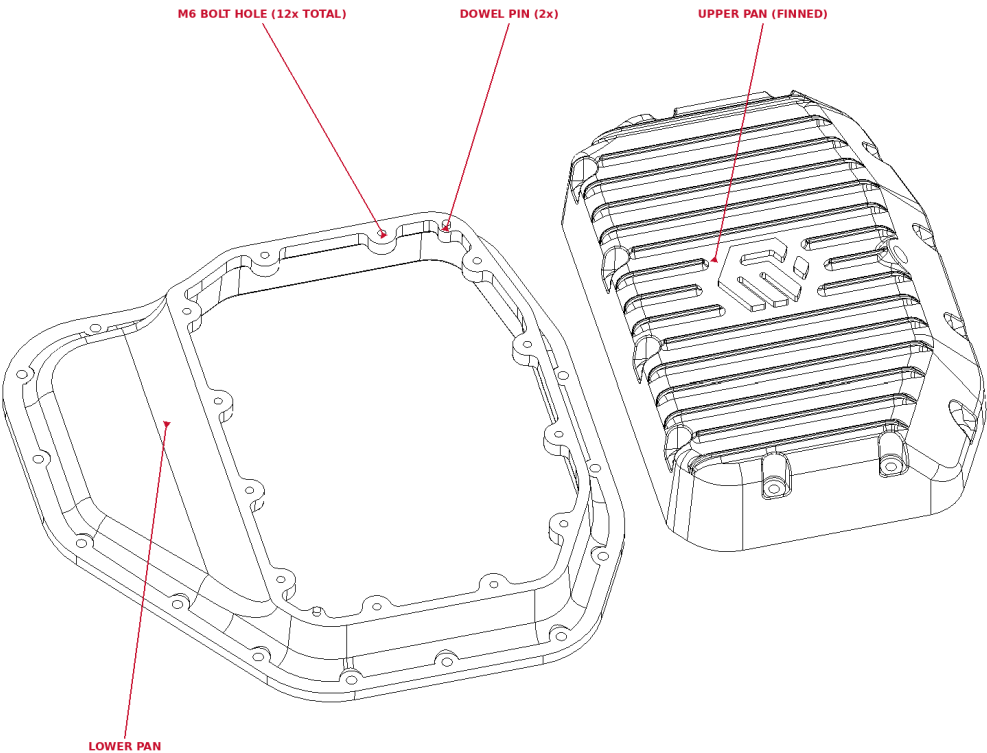
CAUTION - Reused OEM bolts thread into aluminum; torque to 7-8 Nm only, do not exceed spec. Hand-thread all 16 bolts before torquing any single one, and tighten in a criss-cross pattern to seat the pan evenly and avoid distorting the gasket surface. Do not apply RTV silicone to this joint - the pre-installed O-ring is the only seal required.

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Oil Pan Service - Opening & Closing the 2-Piece Pan

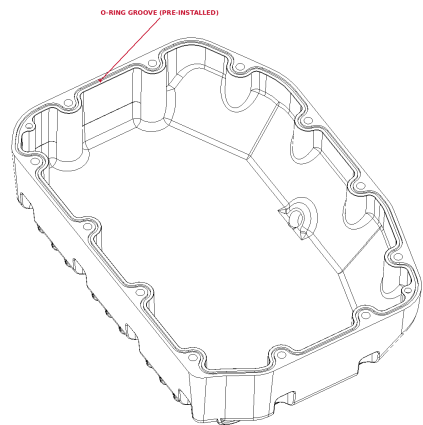
The oil pan is supplied pre-assembled and pre-torqued from the factory. Only separate the two halves if necessary (cleaning or O-ring replacement) - if you do, follow this procedure to reassemble it correctly.

COMPONENTS



The pan splits into an upper (finned) half and a lower half, joined by 12x M6 bolts and located with 2x dowel pins around the perimeter flange.

O-RING



The lower pan half seals to the upper half with an O-ring, pre-installed in the groove around the flange - shown here.

Before reassembly, check the O-ring is seated and free of cuts, flat spots, or hardening.

Do not reuse a damaged O-ring - a replacement is available from Ichiban Engineering.

TORQUE SPECIFICATION - PAN HALVES

Fastener	Qty	Joint	Torque
M6	12	Upper Pan-to-Lower Pan	8-9 Nm MAX

CAUTION - Do not separate the pan halves unless necessary. If you do, inspect or replace the O-ring before closing, hand-thread all 12 M6 bolts before torquing any single one, and torque in a criss-cross pattern to 8-9 Nm MAX - do not exceed spec.