

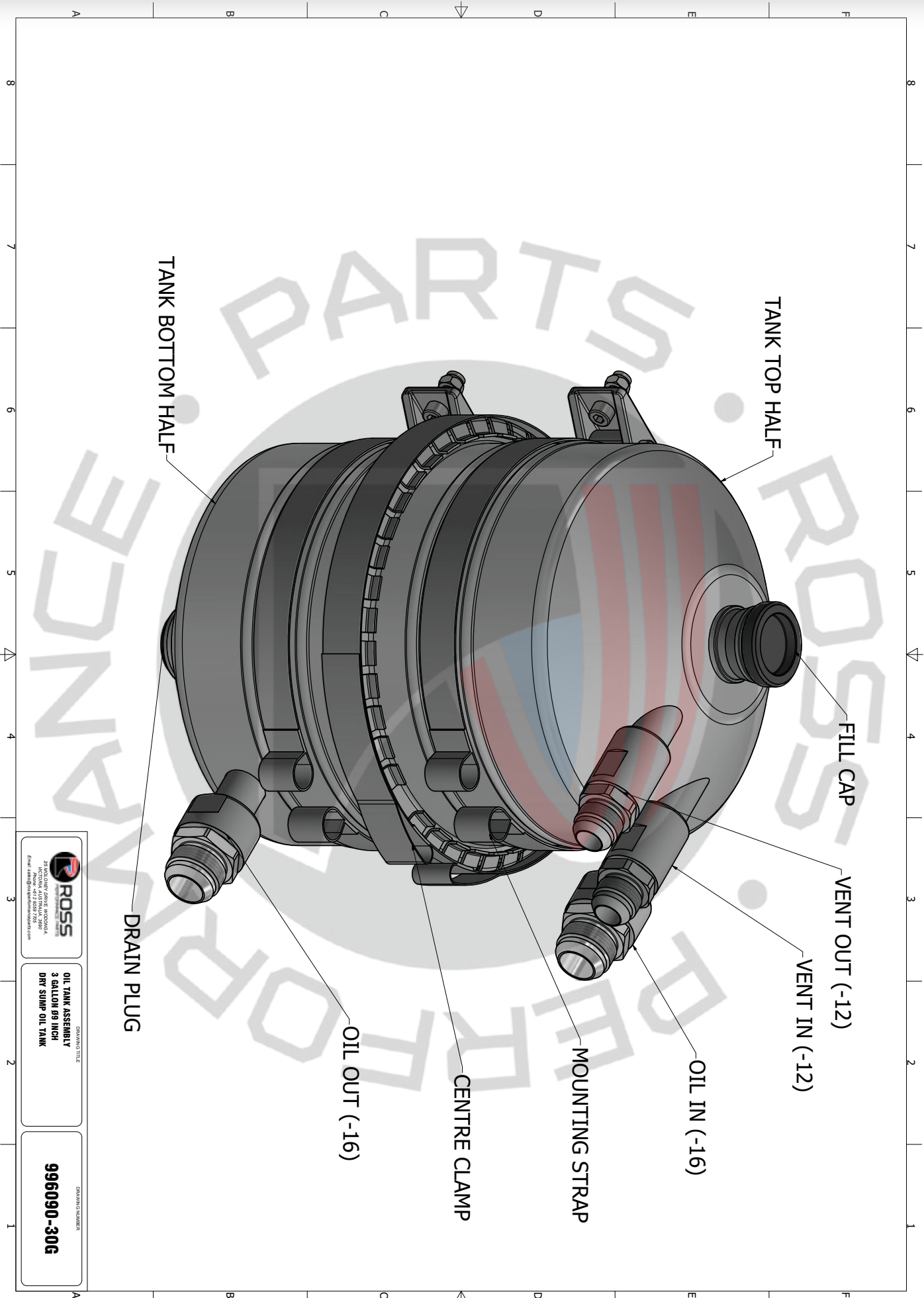
ROSS PERFORMANCE PARTS DRY SUMP OIL TANK

Thank you for purchasing a Ross Performance Parts Dry Sump Oil Tank. Your tank is a key part in a dry sump system and is designed to supply a constant oil feed to your engine no matter how hard you take a corner or can accelerate and brake in your high-performance vehicle. Your oil tank has been manufactured using precision CNC machines and will provide trouble free service if installed correctly.

If you have any questions during or after installation please contact Ross Performance Parts on **+61 2 6059 7705** or **sales@rossperformanceparts.com.au** – we are here to help!

INSTALLING TANK

1. Choose your mounting location, keep in mind factors such as class rules/fire and or rollover safety, ease of access, ease of plumbing and weight distribution, you may need to fabricate a mounting bracket if the mounting straps cannot be used on the car body itself. The straps require a bolt hole pattern of 122x115mm.
2. Plan your Plumbing. Ensure the main scavenge and oil feed lines are routed as straight and level as possible and with adequate support to give as little resistance to flow as possible. Note: ensure you do not exceed the minimum bend radius of your plumbing line of choice. Ross Performance parts recommends the use of high quality hard-line and fittings for the long span from engine to tank with braided hose designed for suction or pressure to give flexibility at each end for installation, maintenance, and stress relief (especially for chassis to engine). The oil and scavenge lines should be -16 unless the tank is mounted near the pump (closer than 1m hose length) then -12 hose can be used if greater flexibility is required.
3. Vent your engine and tank. Your Ross Performance Parts Oil tank is not designed to be pressurised (a pressure build up in tank will negatively impact how well the air can escape from the oil after being scavenged). The "Vent Out" port at the top centre of the tank must be plumbed to a catch can with a point higher than the top of the tank to help reduce any oil escaping the tank. The catch can should be vented to the atmosphere for racing use or recirculated to the intake manifold using a PCV valve for street driven applications.
4. The Rocker covers or OEM Crankcase breather should be plumbed into the "Vent In" port on the top right side of the tank this ensures no pressure build up in the engine helping oil drain from the head back the scavenge pump. Check/flow control valves can be used in line to increase the amount of vacuum in the engine without allowing a pressure build up.



DRAWING TITLE
**OIL TANK ASSEMBLY
 3 GALLON 99 INCH
 DRY SUMP OIL TANK**

DRAWING NUMBER
996090-30G

ASSEMBLING / DISASSEMBLING TANK

Your Ross Performance Parts Oil Tank can be disassembled for cleaning and inspection.

To Disassemble your tank

1. Drain the oil by undoing the bottom plug (10mm Allen key) and disconnect the oil lines from the tank, we recommend plugging the open ends of the hoses to prevent oil leaking out.
2. Undo the 2 mounting straps and remove the tank from the vehicle.
3. On a clean, soft surface, place the tank on its side and undo the centre clamp and remove taking care not to scratch or damage the oil tank (On Tanks fitted with a dipstick remove the fill cap now)
4. Separate the 2 tank halves and remove the seal and baffle assembly the tank is now open and can be cleaned, avoid using any cleaning products that can cause corrosion to aluminium.

To Assemble your tank

1. Install the drain plug before placing the bottom half in a vice fitted with soft plastic/rubber jaws (a rag can also be placed over the jaws for extra protection) and clamp around the bottom drain bung. Note: only use enough force to hold the tank nothing more.
2. Place the baffle assembly in the lower tank half (the cut out in the centre cylinder should fit over the oil pick up tube)
3. Inspect the oil seal for damage or deformities if any are found please contact Ross Performance Parts to order a replacement. If the seal is undamaged, it can be installed into its groove, ensure that it fits snugly around the central baffle and is not pushed out of its groove in any location. The baffle and seal can be jiggled to get the seal in its proper place. Failure to adjust seal can result in oil leaking out of the tank.
4. Carefully place the tank top half over the baffles and onto the seal, the cut-out in the baffle assembly needs to be aligned with the vent out tube. Ensure the tank half sits level and evenly all around the seal. If the tank is tightened down with the seal pinched between the halves oil leaks can occur as well as damage to the seal.
5. Carefully place the centre clamp over the lips of both tank halves and start to tighten the bolt, once the bolt is finger tight, with a soft hammer or mallet lightly tap all around the clamp starting from the side opposite to the bolt head to ensure the clamp is even. Tighten the bolt to 12 Nm before tapping the clamp lightly focussing on any areas that aren't seated correctly. Once the clamp is seated evenly retighten the bolt to 12Nm again.
6. Re-install the tank to the vehicle

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