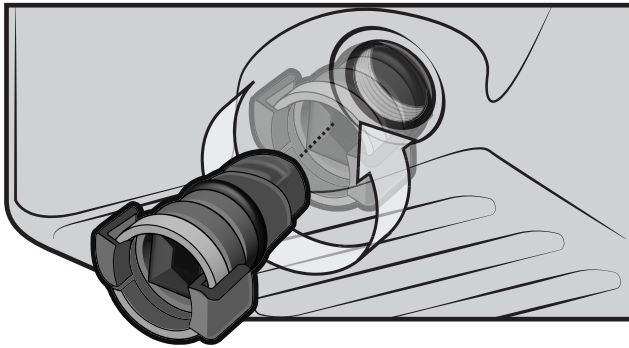


INSTALLATION INSTRUCTIONS

1



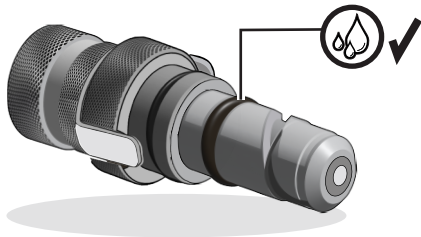
REMOVE THE FACTORY
DRAIN PLUG FROM YOUR
OIL PAN.



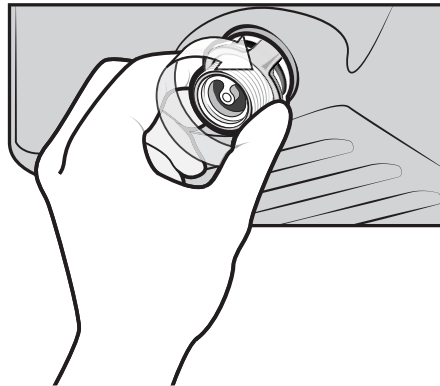
CLEAN OUT THE OIL
PAN THREADS WITH A
CLOTH AND BRUSH TO
ENSURE THERE IS NO
DEBRIS LEFT IN THE OIL
PAN THREADS.

2

PREP THE PLUG FOR INSTALLATION
BY LUBING THIS SIDE OF THE PLUG
WITH SYNTHETIC OIL.



3

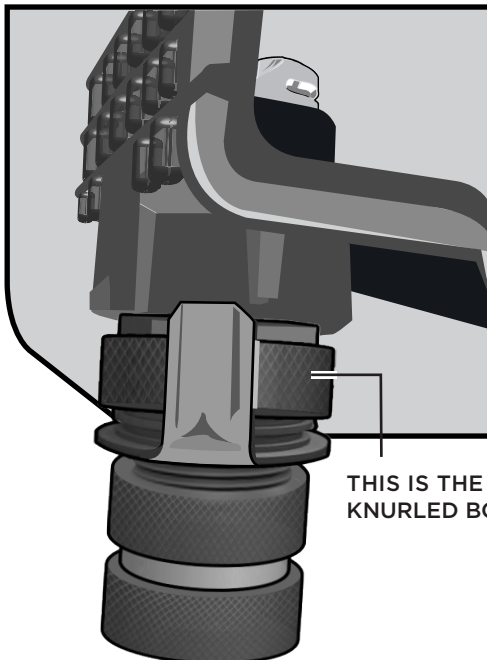


THREAD IN THE NEW PLUG
UNTIL SNUG. ALIGN THE
WING WASHER WITH THE
GROOVES ON THE PAN AND
SCREW IN THE DUST CAP
TO FULLY ENGAGE IT.

NOTE: DO NOT PUSH PAST
RESISTANCE, THERE ARE
TWO PLASTIC PINS INSIDE
THE PAN. MAKE SURE PLUG
IS SNUG.

3.a

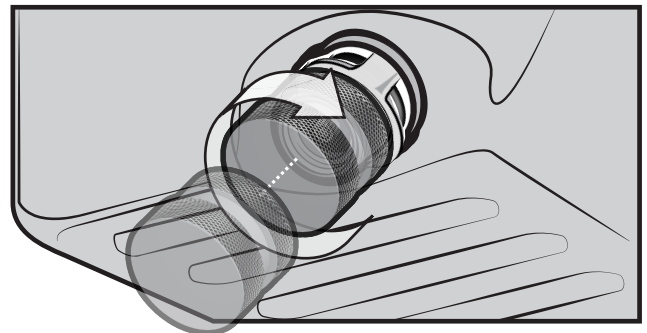
THE WING WASHER SHOULD SIT FLUSH
AGAINST THE KNURLED BODY.



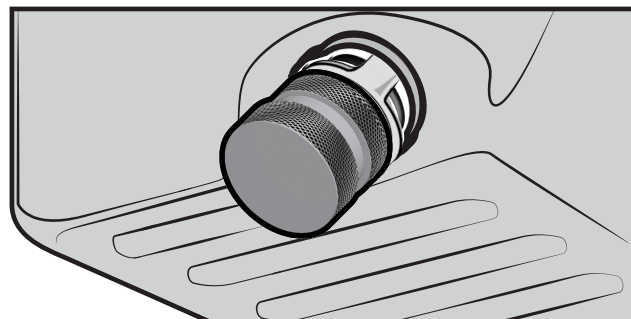
THIS IS THE
KNURLED BODY.

3.b

SCREW IN THE DUST CAP TO FULLY ENGAGE THE
WING WASHER.



4

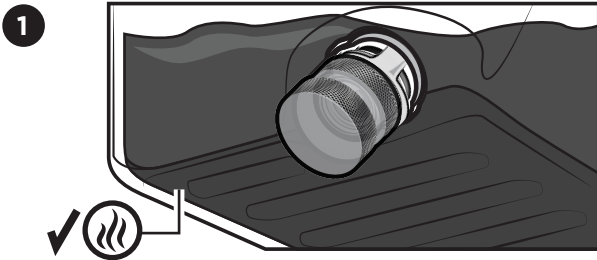


YOUR PLUG IS
READY TO USE!

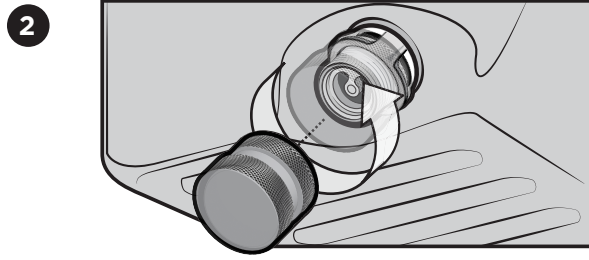
DRAINING INSTRUCTIONS

FORD DESIGN NO-SPILL™ DRAIN PLUG

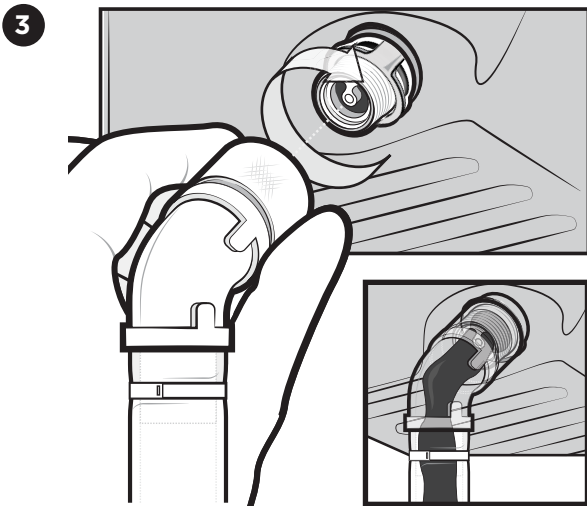
no
spill
SYSTEMS



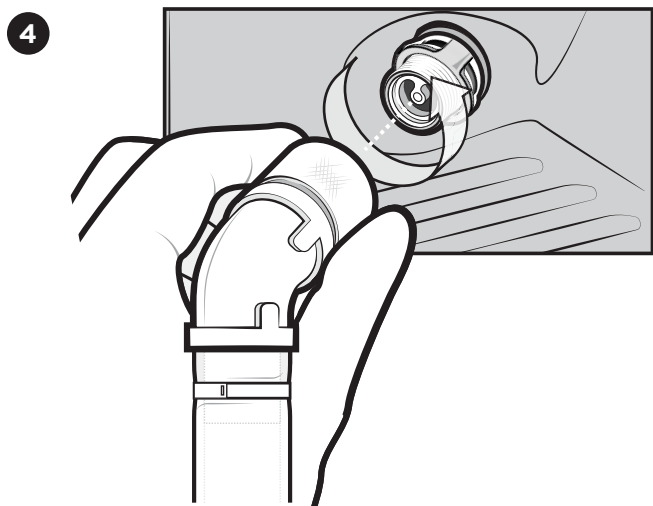
TO TAKE FULL ADVANTAGE OF MAXIMUM FLOW RATES, BE SURE TO DRAIN YOUR OIL WHEN IT IS HOT.



REMOVE THE DUST CAP FROM THE BASE OF THE PLUG.

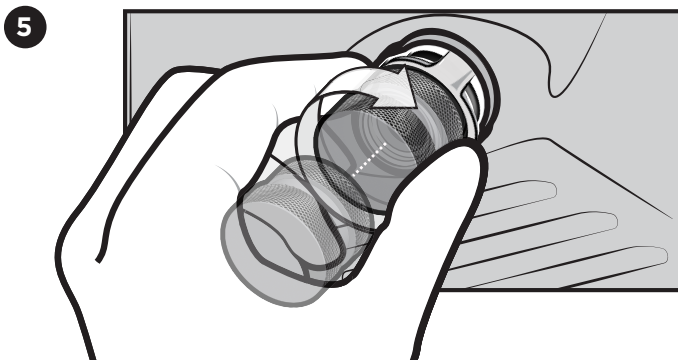


THREAD ON THE DRAINER TO RELEASE THE VALVE, AND TO ALLOW THE WASTE OIL TO FLOW FREELY.



REMOVE THE DRAINER.

UNTHREADING THE DRAINER WILL CLOSE THE INTERNAL DRAIN PLUG VALVE.



REPLACE THE DUST CAP UNTIL IT IS HAND-TIGHT.

SPECIAL TOOLS OR TORQUE WRENCHES ARE UNNECESSARY.