



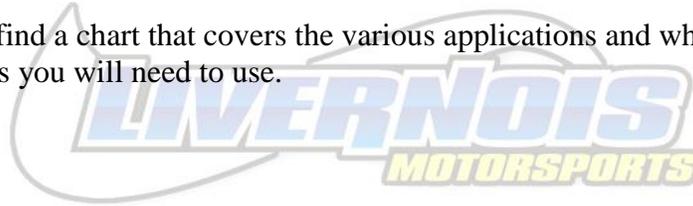
## Drainback Kit

The Livernois Motorsports drainback kit is designed to extend the factory drainbacks built into the majority of Modular Ford blocks further into the oil pan. The intended purpose of this kit is to reduce windage and parasitic losses associated with oil being pulled into the crankshaft.

The extension tubes divert oil further into the pan and prevent that returning oil from getting pulled into the crankshaft.

The installation of the tubes requires tapping of the drainback holes in the bottom side of the block. This can be done with the taps provided if a kit was purchased or with your own 3/8 and 1/4 taps.

Below you will find a chart that covers the various applications and what arrangement of tubes and fittings you will need to use.



Application	Notes
96-98 Cobra Teksid Block (Aluminum Block)	No reducer bushings, all tubes directly into block
99-04 Mustang GT (Iron Romeo Block)	5 reducer bushings used on larger drainbacks, 1 tube directly into block
99-04 Mustang GT (Iron Windsor Block)	6 reducer bushings used on all drainbacks
03-04 Cobra (Iron Romeo Block)	5 reducer bushings used on larger drainbacks, 1 tube directly into block
97-04 F-Series Truck (Iron Windsor Block)	6 reducer bushings used on all drainbacks
07-09 Shelby GT500 (Iron Block)	6 reducer bushings used on all drainbacks

Almost all configurations use the 4 longer tubes placed in the rearmost drainback holes in the block near the sump, while the 2 shorter tubes are use near the front where the pan is shallower.

Depending on the configuration of the oil pan and depth of the sump you may have to trim the length of the drainback tube to accommodate.

When viewed with the oil pan rail on the block facing up and standing in front of the engine the short tubes goes in the front drainbacks closest to the front of the motor.

1. No drilling is required as the holes are already at size to be tapped. Using the tap start off tapping making sure to keep the correct angle and position as you tap down the hole.
2. As you tap further into the hole be sure to stop and back the tap out and clean up the hole to prevent chips from clogging the tap and damaging the new threads you are cutting.
3. The required depth to tap will require that you check using the supplied fitting your depth as you are tapping. The fitting should be installed so that there are 2-3 threads showing between the block and the fitting hex head. This is the correct depth.
4. After tapping is complete make sure to thoroughly clean out the holes and all the debris before installing the fittings and tubes.
5. We recommend test fitting the tubes for depth and position on your setup before final installation of the tubes with thread locker.
6. After verifying the fitment of everything you can now use the thread locker and install the fittings as well as tubes into the block.

\*The kit is designed to work with numerous different configurations of pans and pickups. Due to the variances in blocks, pans and pickups there may be instances where minor trimming or modifying of parts are required for fit. In almost all cases this will have to do with the depth of the pan pickup and the length of the tube. If more clearance is needed and the tube and insert are fully seated using all the threads then cut the tube down to fit.

\*The variances in core shift with the production blocks will sometimes mean that the clearance machine work done on the pad near the drainback hole will be thinner at the top section. This will cause a thin area when tapping is started. It is normal for this section to be a little thinner and in some cases one or two threads of the fitting will show. This will cause no issues with performance or durability and is normal.

If there are any questions at all or further help or info is needed do not hesitate to call Livernois Motorsports at 313-561-5500 and ask for assistance.

