

REMOVAL OF ELAN OIL PAN

If you have had occasion to lower the oil pan on an early Elan, you know how difficult it is to replace the oil seals and pan gaskets. One method is to remove the pan altogether so a better and easier job can be done. Two items prohibit the complete removal of the pan: 1) the anti-roll bar and 2) the cross member which is welded to the main part of the chassis.

The anti-roll bar is easily removed but the cross member must be removed by someone with the proper equipment (if it is to be removed intact). Another option is to cut out the center portion of the cross member and replacing it with a standard 1 x 1/2 inch channel which nestles inside the remaining 1 1/4 inch stub ends. This new channel can be attached using four 1/4 or 3/8 inch bolts fastened to the frame and old cross member ends.

In addition to the cross member and anti-roll bar the starter motor must be removed before the pan can be lowered. Also, the oil must be drained. Once the pan is loose, it can be removed but it requires the proper positioning--like one of the Cracker Jack (Cracker Jack indeed! Ed.) puzzles made from two bent nails. It just takes a little patience.

When the pan is on the workbench, it can be cleaned and a new rear oil seal installed. Then, after you clean the bottom of the block you can replace the front oil seal. The pan gaskets can be attached to the pan with gasket cement and the pan put back in place using a reverse process (including the struggle). Be careful to see that the seals and gaskets are properly placed before tightening the pan bolts.

This is not an easy job because of the working position but it beats pulling the engine.

by Dick White