



Installation Instructions

LS Swap Oil Pans

130001	LS SWAP Oil Pan, Standard Profile, Satin Finish, 6.00 qt capacity with w/Filter
130002	LS SWAP Oil Pan, Medium Profile, Satin Finish, 6.25 qt capacity with w/Filter
130003	LS SWAP Oil Pan, Ultra Low Profile, Satin Finish, 6.10 qt capacity with w/Filter
130101	LS SWAP Oil Pan, Standard Profile, Polished Finish, 6.00 qt capacity with w/Filter
130102	LS SWAP Oil Pan, Medium Profile, Polished Finish, 6.25 qt capacity with w/Filter
130103	LS SWAP Oil Pan, Ultra Low Profile, Polished Finish, 6.10 qt capacity with w/Filter
130201	LS SWAP Oil Pan, Standard Profile, Black Finish, 6.00 qt capacity with w/Filter
130202	LS SWAP Oil Pan, Medium Profile, Black Finish, 6.25 qt capacity with w/Filter
130203	LS SWAP Oil Pan, Ultra Low Profile, Black Finish, 6.10 qt capacity with w/Filter

CONGRATULATIONS on your purchase of this **FiTech LS Oil Pan** and **Thank You** for choosing us for your aftermarket performance needs! Should you need any information or parts assistance, please contact our Technical Service Department at 951-340-2624 Monday through Friday, 8 a.m. to 5 p.m. PST or go online to www.fitechfi.com under "tech center". Please have the part number of the product you purchased on hand when you call.

INTRODUCTION:

This instruction sheet has all the information needed to install the oil pan. Please read all the **WARNINGS** and **NOTES**, as they have valuable information that can save you time and money. FiTech cannot and will not be responsible for any alleged or actual engine damage and/or any other damage, and/or other conditions resulting from misapplication or misuse of the oil pans described here. However, it is our intent to provide the best possible products for our customer; products that perform properly and satisfy your expectations. Failure to follow these instructions may result in poor performance, vehicle damage, personal injury, or death. If these instructions are not fully understood, installation should not be attempted.



SAFETY GUIDELINES



These instructions must be read and fully understood before beginning installation. Failure to follow these instructions may result in poor performance, vehicle damage, personal injury, or death. If these instructions are not fully understood, installation should not be attempted.

If you lack the skills, tools and equipment, or a suitable workplace for any procedure described in these instructions, we suggest you leave such repairs to an authorized dealer service department or other qualified shop.

Do not attempt to work on your car if you do not feel well. If you are tired, injured, not fully alert, or not feeling up to working on your vehicle, choose another time to perform the service. You increase the danger of injury to yourself and others if you are tired, upset or have taken medication or any other substance that may keep you from being fully alert.

Never work under the car while the engine is running. Disconnect the battery negative (-) terminal (ground strap) to prevent others from starting the car while you are under it.

Make sure that the ground is level. Block the wheels to keep the car from rolling. Never work under a lifted car unless it is solidly supported on stands designed for the purpose. Do not support a car on cinder blocks, hollow tiles or other props that may crumble under continuous load. Never work under a car that is supported solely by a jack. Place jack stands only at locations specified by the vehicle manufacturer. A heavy-duty floor jack should be used to lift vehicle before installing jack stands.

Before you drain the crankcase, find out the proper way to dispose of the oil. Do not pour oil onto the ground, down a drain, or into a stream, pond or lake. Dispose of it in accordance with Federal, State and Local laws. Catch draining fuel, oil, or brake fluid in suitable containers. Do not use food or beverage containers that might mislead someone into drinking from them. Store flammable fluids away from fire hazards. Wipe up spills at once, but do not store the oily rags, which can ignite and burn spontaneously. Be mindful of the environment and ecology.



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PAN OVERVIEW AND APPLICATIONS:

All pans are universal in design and not designed for any exact application. The listings below are what we have found to work for listed applications. In some cases, engine location may need to be adjusted (up/down or fore/aft) for cross member or steering linkage clearance depending on the vehicle, steering configuration and chassis type.

P/N 130001, 130101, and 130201 Standard Profile

Designed for LS engine retrofit installation in a wide range of popular GM muscle/classic car and truck chassis. **Fits most 1955-1987 most GM muscle cars and trucks rear wheel drive applications that were originally equipped with a Small Block or Big Block Chevy engine utilizing a traditional rear sump oil pan.** This profile design is similar to the popular fourth generation F-Body oil pan. It can be used anywhere this factory GM F-body oil pan is used. It provides an OEM fitment, OEM oil filter mounting, OEM oil cooler port provision, OEM engine NVH suppression, OEM flange gasket and sealing surface, OEM bell-housing attachments providing proper structural rigidity. Engine location may need to be adjusted (up / down or fore / aft) for cross member or steering linkage clearance depending on the vehicle, steering configuration and chassis type. This pan has a sump oil capacity of 5.5 quarts, and a total capacity with a stock oil filter of 6.0 quarts (AC Delco® PF48 or PF48E, Mobile M1-113, Wix 57060, K&N HP-1017, or equivalent). Utilizes a M22 x 1.5mm oil filter thread. Works with a factory LS full-length windage tray GM Part #12611129.

Maximum crankshaft stroke that can be used is 4.25"

Not intended to be used with engines that originally utilized a dry sump oiling system.

P/N 130002, 130102, and 130202 Medium Profile

Slightly smaller universal design compared to the Standard Profile pans, these Medium Profile pans fit muscle/classic cars and trucks requiring more oil pan to chassis clearance around the front half of the oil pan. This pan is used for LS engine retrofit/transplant installations for the following vehicles:

Anywhere the Standard Profile Fits	1982-92 F-body
1967-69 Camaro/Firebird (Gen 1 F-body)	1964-72 A-body
1968-74 Nova/Apollo/Omega/Ventura (Gen 1 X-body)	1978-87 A/G-body

This oil pan may also fit other popular muscle/classic car and truck chassis where more engine-to-chassis clearance is needed near the front half of the oil pan. It can be used anywhere a factory GM F-body oil pan is used. It provides an OEM fitment, OEM oil filter mounting, OEM oil cooler port provision, OEM engine NVH suppression, OEM flange gasket and sealing surface, OEM bell-housing attachments providing proper structural rigidity. It provides maximum clearance for vehicles where the steering linkage is behind the engine cross-member. This pan has a sump oil capacity of 5.7 quarts, and a total capacity with a stock oil filter of 6.25 quarts (AC Delco® PF48 or PF48E, Mobile M1-113, Wix 57060, K&N HP-1017, or equivalent). Utilizes a M22 x 1.5mm oil filter thread. Works with a user modified GM "F-body" windage tray part #12558253 or a user modified LS full-length windage tray GM Part #12611129. See modification notes later in these instructions for details.

Maximum crankshaft stroke that can be used is 3.62"

Not intended to be used with engines that originally utilized a dry sump oiling system.

P/N 130003, 130103, and 130203 Ultra Low Profile

Smallest, in regards to the front half of the oil pan, design compared to the Standard Profile and Medium Profile pans allowing for the most chassis clearance. This allows this pan to be used in applications anywhere the Standard Profile and Medium Profile can be used along with the following engine retrofit/transplant installations.

Anywhere the Standard & Medium Profiles Fits
1979-2004 Ford Mustangs
1979-1986 Mercury Capri II

This oil pan may also service other popular muscle/classic car and truck chassis where more engine-to-chassis clearance is needed near the front half of the oil pan. It can be used anywhere a factory GM F-body oil pan is used. It provides an OEM fitment, OEM oil filter mounting, OEM oil cooler port provision, OEM engine NVH suppression, OEM flange gasket and sealing surface, OEM bell-housing attachments providing proper structural rigidity. It provides maximum clearance for vehicles where the steering linkage is behind the engine cross-member. This pan has a sump oil capacity of 5.6 quarts, and a total capacity with a stock oil filter of 6.1 quarts (AC Delco® PF48 or PF48E, Mobile M1-113, Wix 57060, K&N HP-1017, or equivalent). Utilizes a M22 x 1.5mm oil filter thread. Works with a user modified GM "F-body" windage tray Part #12558253 or a user modified LS full-length windage tray GM Part #12611129. See modification notes later in these instructions for details.

Maximum crankshaft stroke that can be used is 4.00"

Not intended to be used with engines that originally utilized a dry sump oiling system.



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IMPORTANT APPLICATION NOTES:

General To All FiTech LS Swap Oil Pans

- There are LS engine applications that have a plug installed in the dipstick hole location to be used with these oil pans. This plug will need to be removed before the oil pan is installed on the engine to allow the installation of the proper dipstick tube.
- All FiTech oil pans provide OEM fitment to block and oil filter mounting provisions.
- All FiTech oil pans are not intended to be used with engines that originally utilized a dry sump system.
- All FiTech LS Oil Pans are designed to work with an LS3 dipstick and tube. GM LS3 dipstick #12669528 and GM tube #12625031
- Ensure that a helicoil has been installed in your pan drain hole by installing the supplied drain plug. It should install normal.

Standard Profile pans (130001, 130101, 130201)

- Maximum crankshaft stroke = 4.25"
- Designed to use a GM full length windage tray. Depending on which full-length windage tray is used, some modification to the tray may be required near oil pump pickup tube bracket. (See below in these instructions showing the modifications which may be required).

Medium Profile pans (130002, 130102, 30202)

- May not be used on LS7 engines or engines with a stroke longer than 3.62".
- The internal rotating assembly to oil pan clearance provided in the front half of the oil pan is patterned after a GM 98-02 LS1 oil pan.
- Designed to use a GM "F-body" windage tray, GM P/N 12558253. A modification to the windage tray is required to provide clearance to the pick-up tube. A full-length windage tray may be used if the front quarter of the tray is removed. (See below in these instructions showing the modifications which may be required).

Ultra Low Profile pans (130003, 130103, 130203)

- May not be used on LS7 engines or engines with a stroke longer than 4.00".
- You have two options for which windage tray to use:
 - GM "F-body" windage tray, GM P/N 12558253. A modification to the windage tray is required to provide clearance to the pick-up tube. See the instructions showing the windage tray modifications required.
 - A full-length windage tray may be used if the tray is shortened and also cut to provide clearance to the pick-up tube. See the instructions showing the windage tray modifications required.

OIL PAN CAPACITIES

PAN PART NUMBERS	130001- 130101- 130201	130002- 130102- 130202	130003- 130103- 130203
Pan Profile:	Standard	Medium	Ultra
Sump Capacity	5.50 Qts	5.70 Qts	5.60 Qts
Total Oil Capacity w/ stock filter	6.00 Qts	6.25 Qts	6.10 Qts

INCLUDED ITEMS

- Oil pan
- Oil pan gasket
- Baffle tray
- Oil pump pickup tube assembly
- Magnetic drain plug (size: M12x1.75)
- Hardware pack (bolts, pick-up tube o-rings, oil filter adapter, oil cooler block off, oil cooler block off gasket)
- NPT Plugs for turbo drains (Ultra low profile only)

REQUIRED ITEMS FOR INSTALL

- GM LS3 dipstick #12669528
- GM tube #12625031
- Tools
- RTV sealer
- Oil, your choice of proper viscosity
- Oil Filter (AC Delco® PF48 or PF48E, Mobile M1-113, Wix 57060, K&N HP-1017, or equivalent)
- *Optional:* Spare pickup tube o-rings: GM #12557752 (Blue) or #12584922 (Red) or Melling Kit #M29517 (Black & Green)



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REMOVAL:

1. Drain the engine oil.
2. Remove oil filter.
3. Remove the starter motor.
4. Disconnect the oil level sensor electrical connector (if equipped).
5. Remove the oil level sensor from the oil pan and set aside. The sensor will not be utilized in the FiTech LS pan.
6. Remove the RH transmission cover and bolt.
7. Remove the LH transmission cover and bolt.
8. Remove the bottom two transmission bellhousing bolts.
9. Remove the oil pan bolts.
10. Rotate the oil pan until it can be removed from around the oil pump pickup screen. **In some vehicles, removal of the oil pan may not be possible with the engine in the vehicle or without loosening a motor mount and raising engine slightly.**
11. Remove the oil pump pickup screen retaining bolt and nut.
12. Remove the oil pump pickup screen and o-ring.
13. While the oil pan is removed, check the dipstick hole on the right side of the engine below cylinder #6 to assure that there is no plug installed and that the dipstick tube will fit in the hole.



IMPORTANT INSTALLATION PRE-CHECKS:

- All gasket surfaces should be free of oil or other foreign material during assembly.
- Ensure that a helicoil has been installed in your pan drain plug hole by installing the drain plug.
- It is advisable to wash all the new parts well before installing to remove any dirt or debris from the packing and shipping process.
- It is advisable to test-fit the oil pan to the engine before installation to ensure that the crankshaft and connecting rods clear the windage tray, oil pump pick-up screen, and the oil pan. Do this by making a full revolution of the rotating assembly by hand with everything mocked in place.
- Some modifications to oil pump pick-up screen assembly/bracket may be needed to ensure the tube fits to allow the pan bolts to line up properly AND for the proper amount of screen to oil pan bottom clearance.
- It is advisable to mock up the engine and oil pan and install it in the intended vehicle to ensure there is no contact of the pan to the frame or cross-members.

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WINDAGE TRAY MODIFICATIONS:

When utilizing FiTech LS Swap Oil Pans, modifications to the windage tray must be made to provide clearance for both the oil pickup tube and a portion of the oil pan. The following drawings show how to modify the trays depending on which type of oil pan and windage tray you have. After modifications are made thoroughly clean, dry and reinstall the windage tray to the engine.

For Standard Profile Oil Pans #130001, 130101, 130201:

In most cases, with our latest smaller profile designed oil pan pickup tube bracket, no modifications are needed to the oil windage tray to fit the bracket and the pickup tube. **It is always best to confirm as many types of windage trays are available on the market and cannot all be tested for compliance.** If the pickup tube mounting bracket does not sit flush with bolted due to contact between the rear bend of the oil pickup bracket and the windage tray, you may need to modify the windage tray accordingly. You can also purchase GM P/N 12611129 if modifications to the oil windage tray are not desired. Use the following steps to confirm.



Failure to check this may result in limited pickup clearance to pan bottom and/or distortion of o-ring in oil pump causing possible leaks/low oil pressure.

NOTE: The FiTech LS Oil Pans Kits oil pump screen/pick-up tube features a two bolt oil pump mounting flange. There are two M6 x 16mm long flanged socket head cap screws included in the installation parts kit. Use both cap screws when installing the pickup screen.

Now is also a good time to ensure, before final installation, the tube fits to allow the pan bolts to line up properly **AND** for the proper amount of screen to oil pan bottom clearance of 1/4"-3/8" (0.250-0.375 inch). Some modifications to oil pump pick-up screen assembly/bracket may be needed to achieve the proper fitment and clearance.

1. Install the supplied O-ring onto the oil pump pickup tube assembly and lubricate with clean engine oil (**Figure 1**).



Figure 1

2. Install oil pickup tube and be sure to inspect this area (**Figure 2**) before finalizing bolting of the pickup screen into place as modifications may have to be made for bracket clearance. Make any necessary changes to the windage tray to allow bracket to fit fully seated and flush with tray. GM offers a windage tray that has the necessary clearance for the mounting bracket of the pickup screen. Purchase GM P/N 12611129, if modifications to the oil windage tray are not desired.



Figure 2

Installation Instructions

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For Medium Profile Oil Pans #130002, 130102, 130202:

The #130002, 130102, 130202 oil pans are designed to use a GM LS “F-Body” windage tray, GM P/N 12558253. With the design of the FiTech LS oil pump pickup screen, a modification to the windage tray may be needed and should be checked. If needed, cut to provide clearance as shown below in **Figure 3** and **Figure 4**. Use the measurements below as a template for the cut if needed.

A full-length windage tray may be used if it is modified to remove the front quarter of the tray (shown later in these instructions) **and** any necessary cut is made to provide clearance to the pick-up tube as shown in **Figure 3** and **Figure 4**. A careful check should be made to ensure that the oil pick-up tube has clearance to the windage tray and that the oil pick-up tube mounting bracket seats down properly on the mounting stud and windage tray without interference.

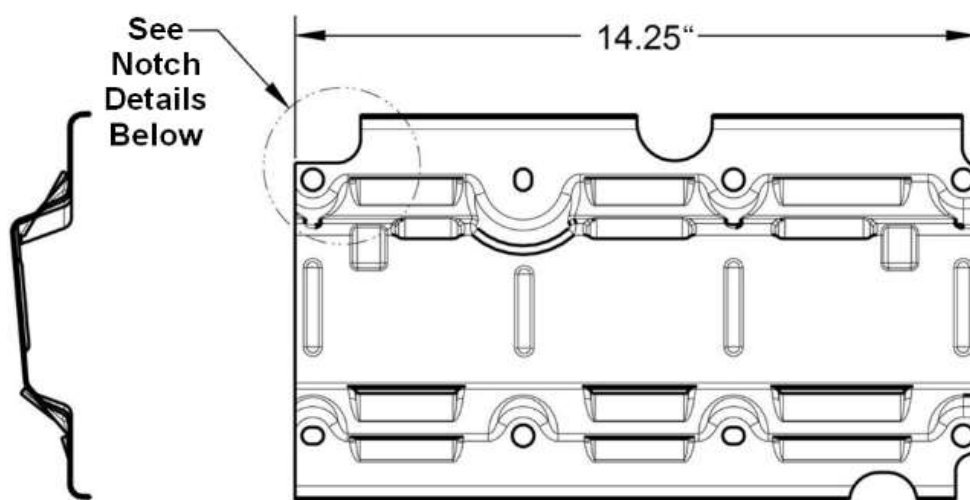


Figure 3

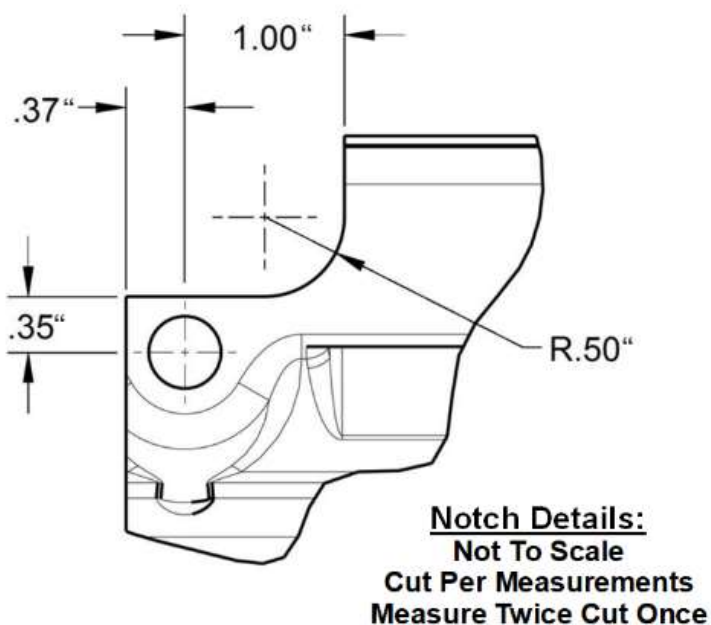


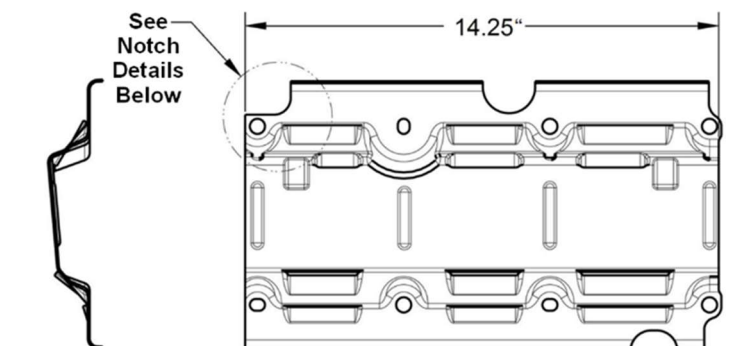
Figure 4

Installation Instructions

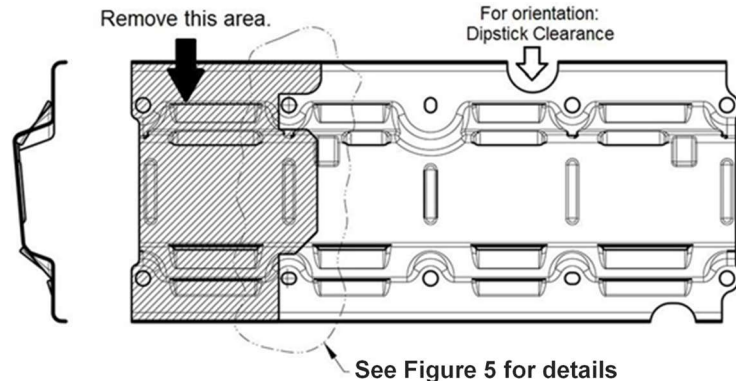
LS Swap Oil Pans

For Ultra Profile Oil Pans #130003, 130103, 130203:

A modification to the windage tray must be made to provide clearance for both the oil pickup tube and a portion of the oil pan. The following drawings show how to modify the tray depending on which type you have. After modifications are made thoroughly clean, dry and reinstall the windage tray to the engine. When cutting overall length, be sure to measure properly to allow material to be left fully around bolt holes at front and rear of windage tray.



Modifications required for full length windage tray



Modifications required for F-body windage tray - GM P/N 12558253

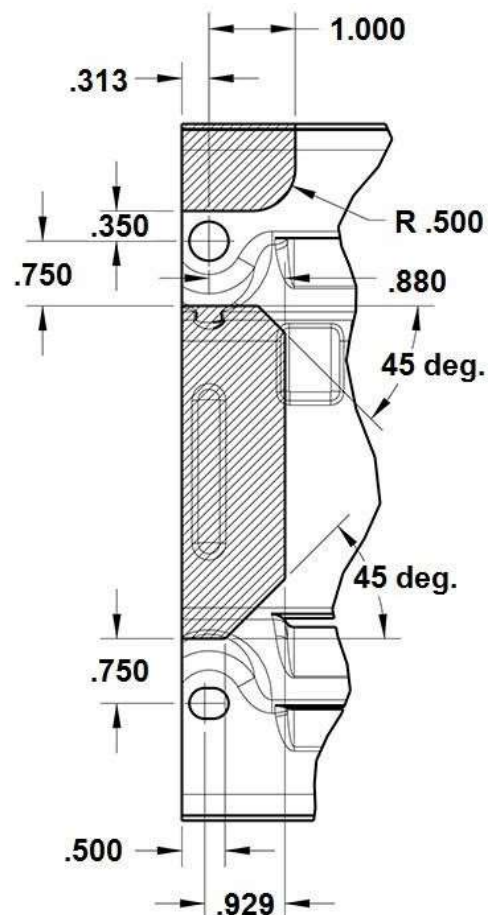
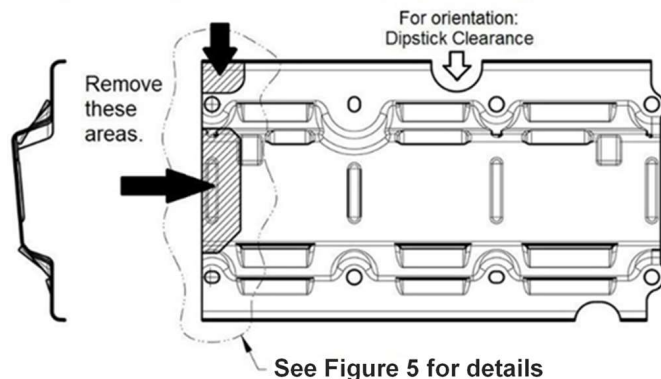


Figure 5

Installation Instructions

LS Swap Oil Pans

INSTALLATION:



IMPORTANT INSTALLATION PRE-CHECKS



- All gasket surfaces should be free of oil or other foreign material during assembly.
- The oil pan on LS engines is a structural member. The alignment of the pan is critical to provide the proper mounting points for the transmission bellhousing. The rear of the oil pan must never protrude from the rear of the block.
- Ensure before final installation that items were test-fitted on the engine prior to the following installation to ensure that the crankshaft and connecting rods clear the windage tray, oil pump pick-up screen, and the oil pan, making a full revolution of the rotating assembly by hand.
- Ensure before final installation that items were test-fitted as some modifications to oil pump pick-up screen assembly/bracket may be needed to ensure the tube fits to allow the pan bolts to line up properly AND for the proper amount of screen to oil pan bottom clearance of 1/4"-3/8" (0.250-0.375 inch).
- Depending on thickness of front timing/rear covers, the holes in oil pan may need to be slightly enlarged for proper bolt clearance/alignment.
- It is advisable to ensure all parts are cleaned before installing to remove any dirt or debris from the packing, shipping, and handling during all mockup processes.

1. After all previous windage tray modifications mockup are done, clean and prepare all items for the final installation.
2. If previously removed, re-install the windage tray and tighten all nuts to 18 **Ft./lbs** (less one for oil pump pickup tube assembly bracket).
3. From previous mockup procedures, clean and install the supplied O-ring, for the last time, onto the oil pump pickup tube assembly and lubricate with clean engine oil.
4. Install the new oil pump pickup screen assembly ensuring that the oil pump pickup screen tube is pushed completely into the oil pump before tightening the bolts. **Do not** allow the bolts to pull the tube into the pump. Apply a drop of blue Loctite® to the threads of the two M6 x 16mm long flanged socket head cap screws included in the installation parts kit. Install and torque to 106 **In./lbs**

CRITICAL NOTE: Before tightening, carefully inspect and ensure the O-ring has not been pinched or squished out from flange during installation. If so, remove and inspect o-ring for damage. Replace as needed.

5. Rotate the crankshaft by hand to ensure there is adequate clearance between the pickup tube brace, windage tray, and the crankshaft counterweights.
6. Install the oil pump pickup tube bracket onto the mounting stud. You may need to slightly bend the tab to provide precise alignment of the hole in the tab to the mounting stud and/or to ensure the tube fits to allow the pan bolts to line up properly **AND** for the proper amount of screen to oil pan bottom clearance of 1/4"-3/8" (0.250-0.375 inch).
7. Apply a drop of blue Loctite® to the threads, install and torque oil pump pickup screen bracket nut to 18 **Ft./lbs**.
8. Install the baffle into the oil pan.
9. Apply a drop of blue Loctite® to the threads of the (x4) supplied 1/4-20 x 1/2 long cap screws and bolt the baffle into the oil pan. Torque the (x4) baffle bolts to 106 **In./lbs**
10. Install the supplied oil passage cover, gasket and M6 x 1.0 x 30mm long bolts to the oil pan just above the oil filter. Tighten to 106 **In./lbs**.
11. Install the supplied oil filter adapter and tighten to 40 **Ft./lbs**.
12. If installing the Ultra Low profile pan, install either the supplied plugs or your desired fittings for turbo drain backs.

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Be sure to apply PTFE thread sealer to these 1/2-inch NPT threads before installing. Torque to 1.5-3 **Ft./lbs.**

NOTE: overtightening can crack oil pan, do not over tighten.

13. Apply a 5mm (0.2 in) bead of RTV sealant, approximately 20mm (0.8 in) long, to the mating seams where engine block and the front cover gaskets are on the oil pan surface.
14. Apply a 5mm (0.2 in) bead of RTV sealant, approximately 20mm (0.8 in) long, to the mating seams where engine block and the rear cover gaskets are on the oil pan surface.
15. Install the new oil pan gasket to the oil pan or block depending if working on engine stand or under car.
16. Install the oil pan assembly to the engine block. Slight adjustments may be needed to align all bolt holes.
17. Install all bolts by hand to start threading and to prevent cross threading.
18. **DO NOT TIGHTEN** oil pan bolts yet, simply **snug** all the oil pan bolts by hand (**do not overtighten**).
19. Install the two lower transmission bellhousing bolts until **snug (do not overtighten)**.
20. Ensure the rear face of the oil pan is flush with the rear of the engine block. Adjust as needed.



Figure 7

IMPORTANT: The alignment of the pan in this area is critical to provide the proper mounting points for the transmission bellhousing. The rear of the pan must never protrude past the rear of the block. The rear of the block and pan are to be flush as shown on right in Figure 7.

21. Once aligned properly, tighten the oil pan to block and oil pan to front cover bolts to 18 **Ft./lbs.** Starting from center, work from side to side in a criss-cross pattern from the centers out to ends.
22. Tighten the oil pan to rear cover bolts to 106 **In./lbs.**
23. Tighten the two transmission bellhousing-to-oil pan bolts to 37 **Ft./lbs.**
24. Install the LH side transmission cover and bolt. Torque to 106 **In./lbs.**
25. Install the RH side transmission cover and bolt. Torque to 106 **In./lbs.**
26. Install the supplied oil pan drain plug and tighten it to 18 **Ft./lbs.**
27. Apply a drop of blue Loctite® to the threads and install the supplied oil filter adapter and tighten to 40 **Ft./lbs.**
28. Apply a thin film of oil to the oil filter gasket and install the new engine oil filter and follow the manufacturer's recommendation for tightening procedures.
29. Fill the crankcase with the proper quantity and grade of oil.
30. Be careful not to overfill with oil.
31. Start the vehicle and check for leaks and adequate oil pressure.
32. After warming up, turn off the engine let cool for 5-10 minutes.
33. Check oil level using by pulling the dipstick out and wiping it with a clean lint-free rag or paper towel.
34. Push the dipstick back in and push it down all the way ensuring its fully seated.
35. Now pull the dipstick out again and check the level, add oil if needed.
36. Re-install dipstick.
37. Enjoy your ride....



Installation Instructions

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3-Year Limited Warranty on FiTech EFI Systems

WARRANTY ON THIS EFI SYSTEM IS SOLELY HANDLED BY FITECH FUEL INJECTION.

DO NOT CONTACT THE SELLER.

3-Year Limited Warranty on FiTech EFI Systems

FiTech extends the following limited warranty to the original purchaser of a FiTech EFI system purchased after November 1, 2022. FiTech warrants its products against defects in materials and workmanship, under normal use and service for 3 years from the date of original purchase. Please note, however, that it does not extend to issues that arise as a result of normal wear and tear. This means that typical degradation from regular use, which can occur over time, is not covered under our warranty terms. This applies only to the original purchaser and the parts must remain installed on the original vehicle for which they were purchased. This warranty is void if the product was improperly installed, was installed on a vehicle for which it was not designed, if it was modified in any manner, or was removed from the original vehicle and reinstalled on another vehicle. Coolant temperature sensors, oxygen sensors, distributor caps, and distributor rotors are not covered under this warranty.

This warranty shall not apply to any product installed improperly, or contrary to FiTech's instructions, altered, misused, repaired or damaged from an accident, collision, or willful or negligent act. To make a claim under the terms of this Warranty, the original purchaser must contact FiTech tech support. If FiTech tech support deems the product in need of warranty service, proof of original purchase will be required. Purchaser must **call FiTech Technical Support (951-340-2624) option 2** or **email: Techmail@fitechefi.com**, to obtain a Returned Material Authorization (RMA). Proof of purchase must clearly show the place of purchase, purchase price, product purchased, and date of purchase. Purchaser needs to register their product here: <https://fitechefi.com/warranty-registration> or using the mail-in registration form found in the product box.

FiTech's 3-Year Limited Warranty does not cover factory refurbished parts, this warranty is only valid for new purchases from an authorized dealer.

FiTech's liability is expressly limited to replacing or repairing the defective part or parts (refunds are not covered under FiTech's 3-year Limited Warranty). FiTech will have no liability for the cost of installation or removal of the defective product or for the cost of labor or any additional parts required to complete the installation of the replacement product. FiTech is not responsible for any shipping charges accrued during the warranty process/claim.

In no event will FiTech be liable for any indirect, special, incidental, or consequential losses or damages (including but not limited to interruption of business or loss of business or profit) resulting from the use or inability to use the product, any breach of warranty, or any defect in the product, even if FiTech shall have been advised of the possibility of such potential damages or losses. Some states do not allow the exclusion or limitations of incidental or consequential damages, so the above limitation or exclusion may not apply to you. This warranty gives you specific legal rights. You may also have other rights which vary from state to state.

If the product is in the FiTech facility for repair, the amount of time the product is in repair will be added to the existing warranty period.

In the event that your EFI System that is under warranty is in for repair and FiTech has authorized a replacement, and if that EFI System has been discontinued, FiTech will replace it with a similar product for the same application. The replacement EFI System will maintain the existing warranty period of the original EFI System.

What is not covered under FiTech's 3-Year Limited Warranty:

- Offboard Sensors (oxygen sensors, and temperature sensors, are subjected to a 1-year limited warranty).
- Fuel pumps (Fuel pumps are subjected to a 1-year limited warranty. The customer must send photos of filters used in application. If the filter is completely clogged or contaminated, the fuel pump will not be covered under any FiTech warranty).
- Ignition Cap and Rotor on Go Spark Distributors.
- Normal wear and tear over time
- Fire Damage.
- Cracked footings or flanges on the base of EFI units due to over-tightening or improper installation.
- Removal or replacement costs.
- Shipping costs.
- Damage to related components.
- Costs incurred due to downtime of a vehicle.
- Vehicle transport or storage costs.
- Any product used in marine applications unless specifically stated for marine usage.
- Any product purchased from an unauthorized third party (for example: Amazon, eBay, Craigslist, etc.)