

Constructing A Dragster Engine Belly Pan

- 1) Install gusseted dzus tabs in approximate location shown in [Figure 1](#). Just tack-weld them in place until it is confirmed that they will work with the pan. Locate the rearmost tabs on each side as close to the front edge of the rear tire as possible.

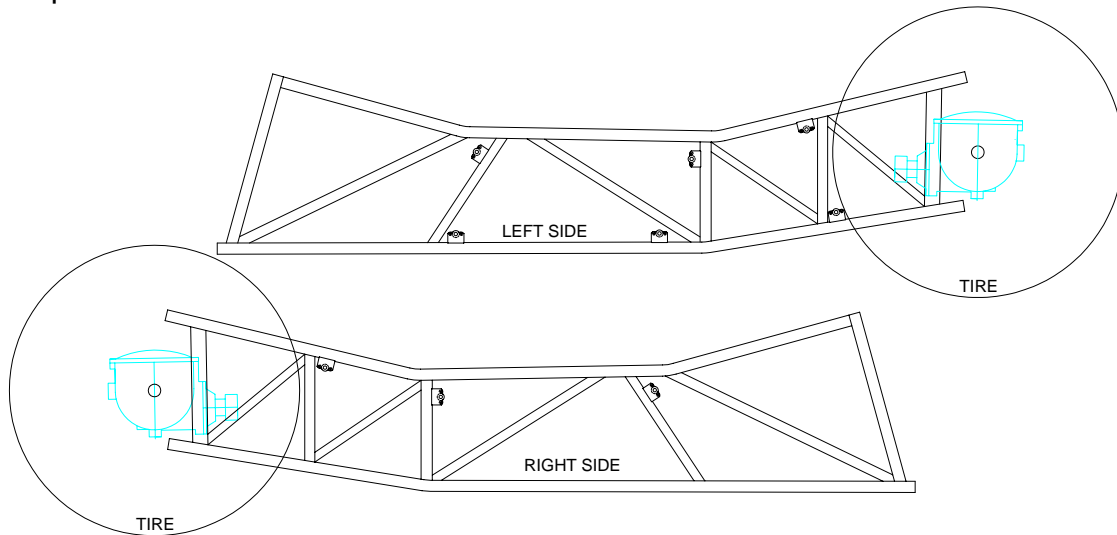


Figure 1

- 2) There will be 6 tabs installed on the left side of the car and 3 tabs installed on the right side of the car.
- 3) Place the larger of the two pans under the engine with the short side of the pan to the left. The rear of the pan should line up with the back of the rub blocks.
- 4) Trim the front of the pan to the desired length making sure that it comes 1" past the furthest forward part of the motor (i.e. blower drive system). Refer to the 2005 NHRA Rulebook on pg. 148 in the Top Alcohol Dragster – Oil Retention Device section to make sure that the pan is not being over-trimmed.
- 5) When the pan is in position, shim the bottom down from the rail 1" in the front. The distance from the bottom of the rail in the rear is determined by what is hanging down below the frame rails (oil pan, rub blocks, etc). Leave a small clearance gap between the pan and the lowest hanging object.
- 6) Mark the dzus holes on the pan from the tabs on the car. There will be 2 on the top right side and 2 on the lower left side.
- 7) Punch and dimple the dzus hole then install the pan back onto the car.

- 8) Place the smaller pan under the car just behind the mounted pan with the short side to the left. Line up the bottom edges of the two pans and butt them together.
- 9) With the edges butted together, rotate the back of the rear pan up until there is a small clearance gap between the pan and the lowest hanging object (probably the Pro-jack tabs). The pan gets trimmed at the front edge of the rear tires, so if anything behind that point hits the pan, trim to avoid contact. Once the pan is in place, mark and cut the dzus holes. There will be 1 on the right side and 1 on the left side.
- 10) Below in Figure 2 is an approximation on how the un-trimmed pans will fit on the chassis.

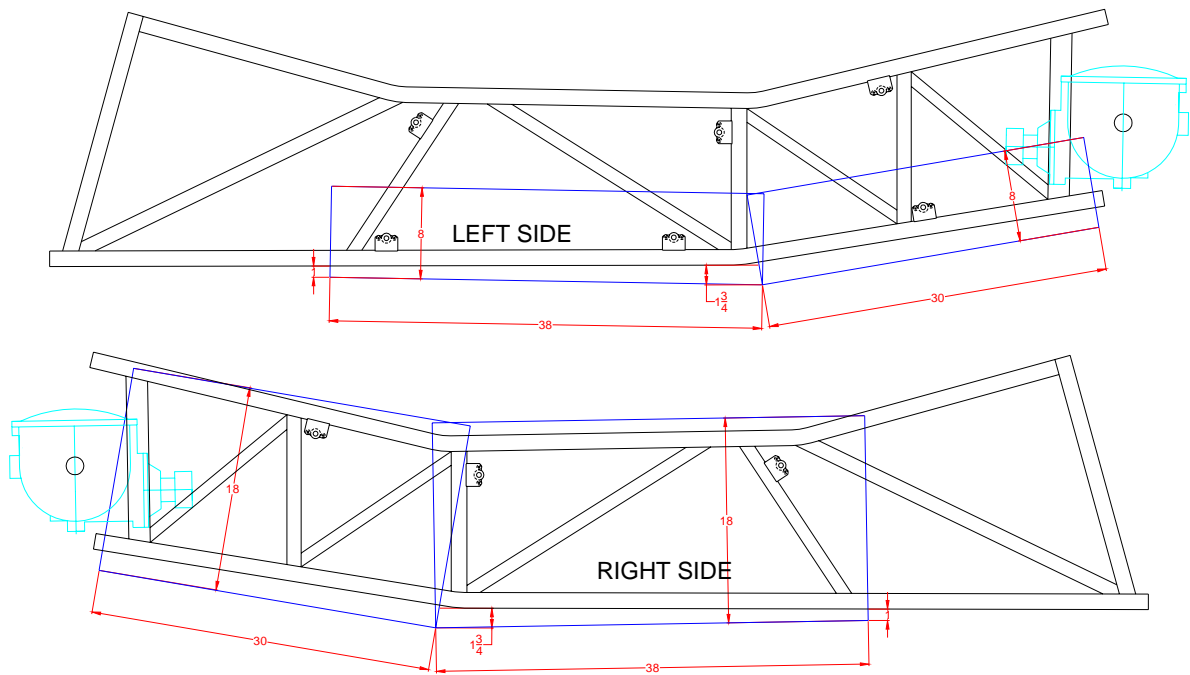


Figure 2

- 11) Dzus the rear pan on the car and make sure the two pan edges are butted together. Mark the rear edge of the front pan onto the rear pan. Then trim the excess off of the rear pan.
- 12) Mark a cut line on the short side of the pan (left side). Keep the trim line about 1" above the dzus holes. The cut line will approximately follow the line of the bottom rail with the cut line turning up at the rear of the front pan.
- 13) Mark the top of the pans on the tall side along the top rail. Keep the edge about 1/2" below the top edge of the top rail.
- 14) Before any trimming is done refer to the 2005 NHRA Rulebook on pg. 148 in the Top Alcohol Dragster – Oil Retention Device section to make sure that the pan is not being over-trimmed. Trim both sides of both pans.
- 15) Trim the doubler plates to fit the pan seams.

- 16) Drill 3/16" holes in the doubler plates in a similar pattern to that shown in Figure 3.

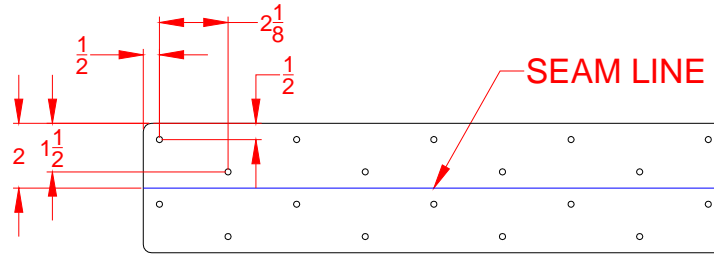


Figure 3

- 17) Drill the 3/16" holes from the doubler plates into the pans at the seam.
- 18) Sandwich the silicon sheet between the doubler plates and the pans then rivet the pieces together using the 3/16" rivets.
- 19) Trim the rear edge of the pan at the front edge profile of the tire.
- 20) Take the large slightly bent piece of aluminum to the left side of the car and place it between the pan and the chassis. Make sure that the bottom of the side piece is below the bottom 3 dzus' and that the top of the side piece is above the top frame rail with the bend line lining up with the seam of the two other pans.
- 21) Mark the 3 dzus holes on the top and punch/ dimple them.
- 22) Dzus this piece on the car and mark the bottom 3 dzus'. Cut a 7/8 hole in these 3 spots. The large pan will dzus onto the car through these holes.
- 23) Trim the piece to match the right side of the pan. An approximate view of what a trimmed pan looks like is shown below in Figure 4.

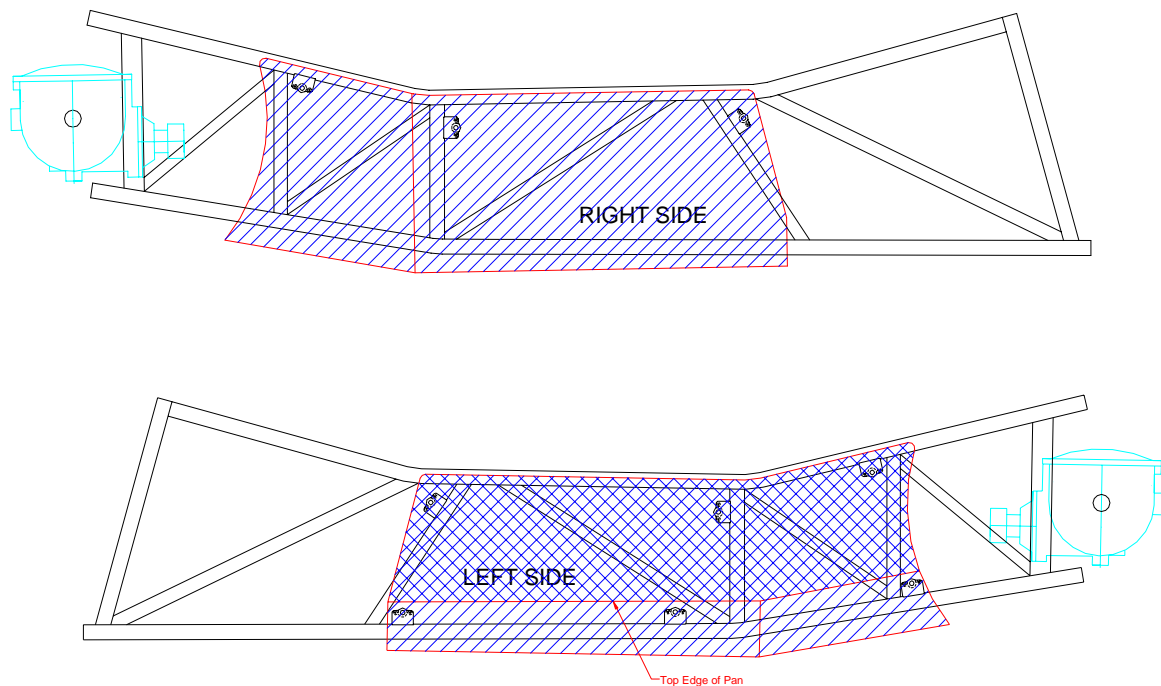


Figure 4

- 24) Install dzus savers on the outside of the pan and side piece.
- 25) Install the front and rear baffles using the 1/8" rivets provided. Check that there are no interference problems with things such as the clutch rod, drive shaft, etc. Some trimming may need to be done to ensure a good fit. The front baffle is the wider of the 2.
- 26) Sandwich the foam grommet in between the baffles and the small backer plates to the inside of the pan. The grommet should fit firmly into the corner of the pan. Drill 2 holes in the aluminum backer plates through the foam grommet and the baffles. The holes and the grommet position are shown in Figure 5 below. The shorter grommets/ backer plates are for the front. The longer grommets/ backer plates are for the rear. Attach with supplied bolts.

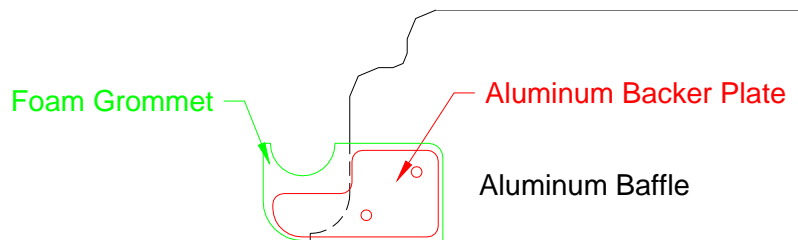


Figure 5