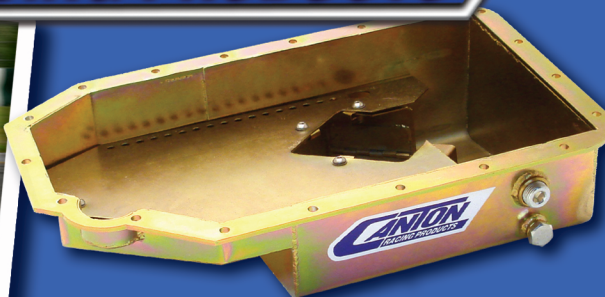


ANION

RACING PRODUCTS

Made In

U.S.A



High Performance Parts and Accessories



TABLE OF CONTENTS

Circle Track Wet Sump Oil Pans	2-7	Billet Oil Adapters	54-56
Stock Appearing	3	Oil Input Adapters	54
Chevy Competition Series	3-5	Cooler Sandwich Adapt.	54
Chevy & Dart Power Series	5-6	Chevy Bypass Eliminator	55
Ford 2300 & Mopar Comp Series	7	Mopar Filter Plate	55
		Remote Filter Adapters	55-56
Dry Sump Oil Pans	9-12	Oil Filter Mounts	56
Sm Block Competition Series	9		
Sm Block Chevy Power Series	9-10	Hose, Hose Ends, & Fittings	57-58
Chevy LS1	11		
Big Block Chevy	12	Oil Coolers	59
Ford	12		
Dry Sump Tanks	13	Oil Cooler Thermostat	59
Drag Race Oil Pans	14-21	Oil System Kits	66
Sm. Block Chevy	15-16	Remote Filter Kits	66
Sm. Block Chevy Power Series	16	Accusump Installation Kits	66
Chevy LS & Dart LS Next	17		
Big Block Chevy	18	Accusumps	60-65
Big Block Chevy Power Series	18	Accusump Units	61
Ford 289-302	19	Accusump Valves	62-63
Ford 351W	20	Accusump Installation Access.	65
Ford 429-460	21	Marine / RV Accusumps	64
Ford 4.6 / 5.4 L	21	Accusump Turbo Oiler	64
Street, Strip		CM Filters	67-73
& Road Race Oil Pans	23-38	Canister & In-line Oil Filters	68
Stock Appearing / Replacement	23-24	Remote Canister Oil Filter Kits	68
Sm Block Chevy	25-26	Oil Filter Elements & Access.	69
Big Block Chevy	26	Spin-On Oil Filters	70
Chevy LS Blocks	27	Spin-On Application Chart	71
Dart LS Next Blocks	28	Canister & In-line Fuel Filters	72
Ford 289-302	28-29	Fuel Filter Elements & Access.	73
Ford 351W	30-31		
Ford 351C	31	Tanks	74-82
Ford 429-460	32	Dry Sump Tanks	74
Ford 332-428 FE	33	Fuel Cooling Tanks	74
Ford Coyote	34	Automatic Transmission Tanks	74
Ford 4.6 / 5.4 L	34-35	Clutch Reservoir Tank	75
Pontiac	35	Air/Oil Separator Tank	75
Oldsmobile	36	Catch Tanks With Breather	75
AMC	36	Catch Tanks With Vent	76
Holden	36	Coolant Recovery Tanks	76
Nissan	36	Recovery Fill Tanks	77
Mopar	37	Coolant Expansion Fill Tanks	77
Honda	37	Model Specific Coolant,	
		Expansion & Recovery Tanks	78-80
Truck Oil Pans	38-40	Supercharger Tanks	80-81
Chevy	38	Power Steering Tanks	82
Ford	39-40	Tank Caps & Access.	83
Marine Oil Pans	41-43	Valve Covers	84-85
Chevy	41-43	Chevy Fabbbed Aluminum	84
Ford	43	Ford Fabbbed Aluminum	84
		Solid Rail Fabbbed Aluminum	85
Oil Pan Accessories, Gaskets,		85302/351W Cast Aluminum	85
Crank Scrapers, and Dipsticks	44-46	Valve Cover Breathers	85
Engine Accessories	47	Pulley Systems	86-87
Fuel Pump Block Off Plates	48	V-Belt Pulleys	86-87
Main Supports	48	Alternators & Mounts	86
Oil Pump Access.	50	Pulley Accessories	87
Windage Trays	51-53	Water Necks & Accessories	88-91
Oil Priming Pre-Oiler	49		
Pressure Balanced Oil Pumps	49	Phenolic Spacers & Adapters	92-94
		Fuel Pump Insulators	92
		Carburetor Spacers & Adapters	92-95
		Aluminum Spacers	95
		Carburetor Spacers	95
		T-shirts & Banners	96
		Index	97

Circle Track Oil Pans

The heart of any circle track oil pan is its baffling. Canton's circle track oil pans feature baffling systems that are the result of extensive testing on all types of tracks and engine configurations. Our circle track oil pans combine this baffling with optional features like oil recovery pouches, screen or louvered windage trays, and crank scrapers to provide the best in oil control and horsepower savings.

Circle Track Oil Pan Quality Production Process

.059 Steel or .100 Aluminum Construction.

Eliminates Stress and Cracking.

Triple Block Fitting Process

Ensures pan properly fits your block.

Double Leak Tested and Chemically Cleaned

Ensures product quality and removes impurities.

Gold Iridite Plated Finish or Powder Coat Finish on all Steel Pans

Provides a durable, long lasting finish.

Tig Welding Process

Provides better quality welds with less possibility for leaks and cracks.

Stock Appearing Circle Track Series

PAGE: 3

Chevy Competition Series

PAGE: 3-4

Chevy Competition Series Open Chassis

PAGE: 5

Small Block Chevy Power Series

PAGE: 5-6

Ford Competition Series

PAGE: 7

Ford 2300 Competition Series

PAGE: 7

Stock Appearing Circle Track Oil Pans

#11-200 SMALL BLOCK CHEVY CIRCLE TRACK STOCK APPEARING



#11-200

PART #S:

#11-200 for pre-'80 blocks with left side dipstick.
 #11-200M for '80 to '85 blocks with right side dipstick.
 #11-200T for '86 and newer blocks with one piece seal.

PICKUP:

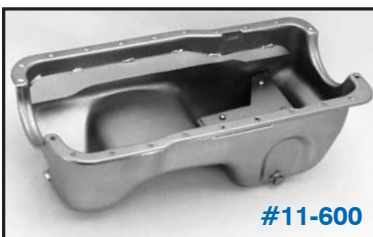
#20-002 for Sm. Bl. Standard Vol. pumps only, #M55 & #M55A.

OIL PUMPS:

Recommended oil pumps: #M55 & #M55A

- Designed for circle track classes (strictly stocks) where a stock appearing oil pan is required
- Retains stock oil pan dimensions and capacity
- Double Trap Door Baffles
- Crank Scraper
- Removable Windage / Anti-Slosh Baffle

#11-600 FORD 302 CIRCLE TRACK STOCK APPEARING REAR SUMP



#11-600

PART #S:

#11-600 Pan for 302 blocks.

PICKUP:

#11-601 Pickup for #11-600 pan.

OIL PUMPS:

Recommended oil pump: #M68

- Designed for circle track classes where a stock appearing oil pan is required
- Retains stock oil pan dimensions and capacity
- Double Trap Door Baffles
- Crank Scraper
- Removable Windage / Anti-Slosh Baffle

#11-900 FORD 2300cc CIRCLE TRACK STOCK APPEARING REAR SUMP



#11-900

PART #S:

#11-900 Pan for '74-'97 2300cc ohc engines.

PICKUP:

#11-911 3/4" Dia. tube pickup for 86 C & 86 CHV pumps.

- Designed for circle track classes (mini-stocks) where a stock appearing oil pan is required
- Retains stock oil pan dimensions and capacity
- Triple Trap Door Baffles
- Crank Scraper
- Removable Windage / Anti-Slosh Baffle

Chevy Competition Series Oil Pans

#11-102 S.B.C. COMPETITION WET SUMP



#11-102

6.5" Deep, 15" Wide, 12" Long sump, 7 quart system capacity.

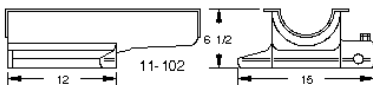
PART #S:

#11-102 for pre-'80 blocks with left side dipstick.
 #11-102M for '80 to '85 blocks with right side dipstick.
 #11-102T for '86 and newer blocks with one piece seal.

PICKUPS:

#20-030 for Sm. Bl. Standard Vol. Pumps #M55 & #M55A.
 #20-031 for Sm. Bl. High Vol. Pumps #M55HV
 (Use of HV pump requires pan modification, instructions included)
 #20-032 for Sm. Bl. Standard Vol. Pumps with 3/4" Tube #M155.

- Shallow left turn wet sump for applications where the engine is set extra low in the chassis
- Fits front steer chassis with both aftermarket and Camaro front ends
- Six Trap Door Baffles
- Crank Scraper
- Bolt in Slosh Baffle
- Built in Screen Windage Tray
- 1/2" NPT Temperature Bung and Provision for our Pan Mounted Dipstick



OPTIONS AND ACCESSORIES FOR CHEVY COMPETITION SERIES OIL PANS

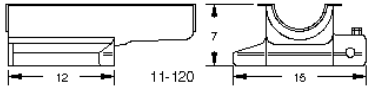
- #88-100 Gasket for pre-'85 blocks, 1 piece design with steel bushings in every hole
- #88-100T Gasket for '86-up blocks, 1 piece design with steel bushings in every hole
- #22-300 Small Block Chevy oil pan mounting stud kit

Chevy Competition Series Oil Pans

#11-120 S.B.C. COMPETITION 7" DEEP, 12" LONG WET SUMP



#11-120



7" Deep, 15" Wide, 12" Long sump, 8 quart system capacity.

PART #S:

#11-120 for pre-'80 blocks with left side dipstick.
#11-120M for '80 to '85 blocks with right side dipstick.
#11-120T for '86 and newer blocks with one piece seal.

PICKUPS:

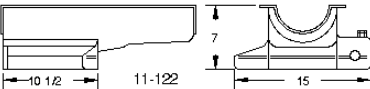
#20-040 for Sm. Bl. Standard Vol. Pumps, #M55 & #M55A.
#20-042 for S.B.S.V. Pumps with 3/4" Tube, #M155.
#20-070 for Sm. Bl. High Vol. Pumps, #M55HV.
#20-072 for S.B.H.V. Pumps with 3/4" Tube #M155HV.
#20-077 for Melling #10552 & #10555 Pumps (press in)
#20-071 for Melling #10552 & #10555 Pumps (flange mount)
#20-100 for Big Bl. (5-Bolt) Pumps, #M77 & #M77HV

- Our most versatile left turn wet sump
- Fits front steer chassis with both aftermarket and Camaro front ends
- Six Trap Door Baffles
- Crank Scraper
- Bolt in Slosh Baffle
- Built in Screen Windage Tray
- 1/2" NPT Temperature Bung and Provision for our Pan Mounted Dipstick

#11-122 S.B.C. COMPETITION 7" DEEP, 10-1/2" LONG WET SUMP



#11-122



7" Deep, 15" Wide, 10.5" Long sump, 7 quart system capacity.

PART #S:

#11-122 for pre-'80 blocks with left side dipstick.
#11-122M for '80 to '85 blocks with right side dipstick.
#11-122T for '86 and newer blocks with one piece seal.

PICKUPS:

#20-040 for Sm. Bl. Standard Vol. Pumps, #M55 & #M55A.
#20-042 for S.B.S.V. Pumps with 3/4" Tube, #M155.
#20-070 for Sm. Bl. High Vol. Pumps, #M55HV.
#20-072 for S.B.H.V. Pumps with 3/4" Tube #M155HV.
#20-077 for Melling #10552 & #10555 Pumps (press in).
#20-071 for Melling #10552 & #10555 Pumps (flange mount).
#20-100 for Big Bl. (5-Bolt) Pumps, #M77 & #M77HV.

- Left turn wet sump designed for x-member clearance in street stock and late models
- For '78 and newer G-Body GM chassis (metric chassis)
- Six Trap Door Baffles
- Crank Scraper
- Bolt in Slosh Baffle
- Built in Screen Windage Tray
- 1/2" NPT Temperature Bung and Provision for our Pan Mounted Dipstick

#11-210T S.B.C. SHALLOW "L" SUMP OIL PAN



#11-210T

6 1/2" Deep, 11" Wide, 11" Long Sump, 6 quart system capacity.

PART #S:

#11-210T for '86 and newer blocks with one piece seal.

PICKUPS:

#20-030 for Sm. Bl. Standard Vol. Pumps #M55 & #M55A.
#20-031 for Sm. Bl. High Vol. Pumps #M55HV
(Use of HV pump requires pan modification, instructions included)
#20-032 for Sm. Bl. Standard Vol. Pumps with 3/4" Tube #M155.

- Shallow "L" sump gives increased oil capacity
- Trough style core aids in oil recovery
- Four Trap Door Baffles
- Crank Scraper
- Built in Screen Windage Tray
- Provision for our Pan Mounted Dipstick

#11-224T S.B.C. GM PERFORMANCE CRATE ENGINE REPLACEMENT / UPGRADE OIL PAN



#11-224T

7" Deep, 14" Wide, 12" Long Sump, 8 quart system capacity.

PART #S:

#11-224T for '86 and newer blocks with one piece seal.

PICKUPS:

#20-040 for Sm. Bl. Standard Vol. Pumps, #M55 & #M55A.
#20-042 for S.B.S.V. Pumps with 3/4" Tube, #M155.
#20-070 for Sm. Bl. High Vol. Pumps, #M55HV.
#20-072 for S.B.H.V. Pumps with 3/4" Tube #M155HV.
#20-077 for Melling #10552 & #10555 Pumps (press in).
#20-071 for Melling #10552 & #10555 Pumps (flange mount).
#20-100 for Big Bl. (5-Bolt) Pumps, #M77 & #M77HV.

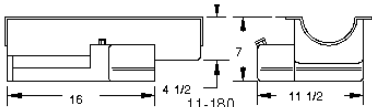
- Designed to be replacement for the GM performance circle track crate engine "late model" pan
- "T" sump gives increased capacity in a shallow sump design
- Six Trap Door Baffles
- Crank Scraper
- Louvered Windage Tray
- Oil Level Check Plug
- Black Powder Coat Finish

Chevy Competition Series Open Chassis Oil Pans

#11-180 S.B.C. COMPETITION OPEN CHASSIS WET SUMP



#11-180



7" Deep, 11.5" Wide, 16" Long, "L" sump, 9 quart system capacity.

PART #S:

#11-180 for '85 and earlier blocks.
#11-180T for '86 and newer blocks.

PICKUPS:

#20-040 for Sm. Bl. Standard Vol. Pumps, #M55 & #M55A
#20-042 for S.B.S.V. Pumps with 3/4" Tube #M155.
#20-070 for Sm. Bl. High Vol. Pumps, M55HV.
#20-072 for S.B.H.V. Pumps with 3/4" Tube #M155HV.
#20-077 for Melling #10552 & #10555 Pumps (press in)
#20-071 for Melling #10552 & #10555 Pumps (flange mount)
#20-100 for Big BL. (5-Bolt) Pumps #M77 & #M77HV.

- Designed for chassis without x-members
- Ideal for asphalt/dirt modifieds, sprint cars and late models
- Six Trap Door Baffles
- Crank Scraper
- Bolt in Slosh Baffle
- Built-in Screen Windage Tray
- 1/2" NPT Temperature Bung and Provision for our Pan Mounted Dipstick

#11-190 S.B.C. OPEN CHASSIS WET SUMP



#11-190

6.5" Deep, 11.5" Wide, 16" Long, "L" sump, 8 quart system capacity.

PART #S:

#11-190 for '85 and earlier blocks.

PICKUPS:

#20-030 for Sm. Bl. Standard Vol. Pumps #M55 & #M55A.
#20-031 for Sm. Bl. High Vol. Pumps #M55HV
(Use of HV pump requires pan modification, instructions included)
#20-032 for Sm. Bl. Standard Vol. Pumps with 3/4" Tube #M155.

STARTER:

Use with an offset aftermarket starter and a 153 or 168 tooth flywheel.

- Designed for chassis without x-members
- Crank Scraper
- Six Trap Door Baffles
- Bolt in Slosh Baffle
- Built in Screen Windage Tray
- 1/2" NPT Temperature Bung and Provision for our Pan Mounted Dipstick

#11-280A GM LS1 CIRCLE TRACK ALUMINUM REAR SUMP



#11-280A

7" Deep from center line of crank, 4.75" Deep from pan rail, 11" Wide, 16" Long, 7 quart system capacity.

PART #S:

#11-280A for GM LS1.

PICKUPS:

#11-281 Pickup for #11-280A Pan.

STARTER:

Works with stock starter.

RECOMMENDED / REQUIRED PARTS:

Our LS1 Filter Adapter or Filter Mount is Required with this pan
#22-630 & #22-632 LS1 Remote Filter Adapters See Page 56
#22-631 LS1 Pan Mounted Spin-on Filter Mount. See Page 56
#22-620 Billet Aluminum Remote Spin-on Filter Mount. See Pg. 56

NOTE : This is a special order part.

- Aluminum circle track oil pan designed for GM LS1 open chassis applications
- Six Trap Door Baffles
- Removable Windage / Anti-Slosh Baffle
- 1/2" NPT Temperature Bung

Small Block Chevy Power Series Oil Pans

#11-226 6 1/2" DEEP POWER L STYLE CHEVY WET SUMP



#11-226

6.5" Deep, 11" Wide, 12" Long "L" sump, 6 1/2 qt. system capacity.

PART #:

#11-226 6-1/2" Deep Power pans for pre-'85 blocks.

PICKUPS:

#20-036 for Sm. Bl. Reg. Vol. Pump, #M55 & #M55A.
#20-031 for Sm. Bl. High Vol. Pumps, #M55HV.
(Some modification required, instructions included.)
#20-032 for Sm. Bl. Reg Vol. Pumps with 3/4" tube, #M155.

STARTER:

Use with an offset aftermarket starter and a 153 or 168 tooth flywheel.

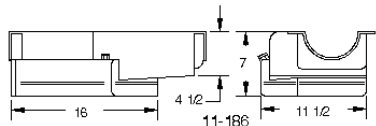
- Designed to fit most chassis and header combinations and provide extra ground clearance.
- Ideal for asphalt / dirt late models.
- Six Trap Door Baffles
- Oil Recovery Pouch
- Bolt in Slosh Baffle
- Built in Louvered Windage Tray
- 1/2" NPT Temperature Bung and Provision for our Pan Mounted Dipstick.

Small Block Chevy Power Series Oil Pans

#11-186 S.B.C. OPEN CHASSIS "L" STYLE CHEVY WET SUMP



#11-186



7" Deep, 11.5" Wide, 16" Long, 9 quart system capacity.

PART #S:

#11-186 Steel Pro style power pan for '85 and earlier blocks.

PICKUPS:

#20-040 for Sm. Bl. Standard Vol. Pumps, #M55 & #M55A.
 #20-042 for S.B.S.V. with 3/4" tube #M155.
 #20-070 for Sm. Bl. High Vol. Pumps, #M55HV.
 #20-072 for S.B.H.V. with 3/4" Tube #M155HV.
 #20-077 for Melling #10552 & #10555 Pumps (press in).
 #20-071 for Melling #10552 & #10555 Pumps (flange mount).
 #20-100 for Big Bl. (5-Bolt) Pumps, #M77 & #M77HV.
 (Alum. style pans require modification when using big bl. pumps).

STARTER:

Use with an offset aftermarket starter and a 153 or 168 tooth flywheel

OPTIONAL PART: #20-914 Pro Louvered Windage Tray.

Designed to replace the standard screen windage tray in #11-186.

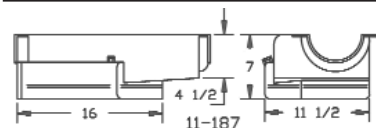
Louvered tray recommended for **dirt racing** for its high durability.

- Designed for chassis without x-members.
- Ideal for asphalt/dirt modifieds sprint cars and late models.
- Six Trap Door Baffles
- Pro-Style Oil Recovery Pouch
- Bolt in Slosh Baffle
- Built in Screen Windage Tray
- 1/2" NPT Temperature Bung and Provision for our Pan Mounted Dipstick.

#11-187 / 11-187A S.B.C. OPEN CHASSIS "L" STYLE CHEVY WET SUMPS



#11-187



7" Deep, 11.5" Wide, 16" Long, "L" sump, 9 quart system capacity.

PART #S:

#11-187 Steel Pro-Style power pan

PICKUPS:

#20-040 for Sm. Bl. Standard Vol. Pumps, #M55 & #M55A.
 #20-042 for S.B.S.V. with 3/4" tube #M155.
 #20-070 for Sm. Bl. High Vol. Pumps, #M55HV.
 #20-072 for S.B.H.V. with 3/4" Tube #M155HV.
 #20-077 for Melling #10552 & #10555 Pumps (press in).
 #20-071 for Melling #10552 & #10555 Pumps (flange mount).
 #20-100 for Big Bl. (5-Bolt) Pumps, #M77 & #M77HV.

STARTER:

For applications without starters or with left or rear mounted starters.

OPTIONAL PART: #20-914 Pro Louvered Windage Tray.

Designed to replace the standard screen windage tray in #11-187.

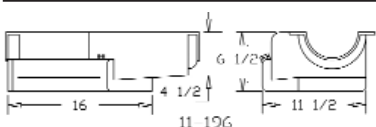
Louvered tray recommended for **dirt racing** for its high durability.

- Designed for chassis without x-members and applications without starters or with left or rear mount starters.
- Ideal for asphalt/dirt modifieds sprint cars and late models.
- Six Trap Door Baffles
- Pro-Style Oil Recovery Pouch
- Bolt in Slosh Baffle
- Built in Screen Windage Tray
- 1/2" NPT Temperature Bung and Provision for our Pan Mounted Dipstick.

#11-196 OPEN CHASSIS SHALLOW "L" STYLE CHEVY WET SUMP



#11-196



6.5" Deep, 11.5" Wide, 16" Long, "L" sump, 8 quart system capacity.

PART #:

#11-196 Steel 6-1/2" Deep Pro-Style power pans for pre-'85 blocks.

PICKUPS:

#20-036 for Sm. Bl. Reg. Vol. Pump, #M55 & #M55A.
 #20-031 for Sm. Bl. High Vol. Pumps, #M55HV.
 (Some modification required, instructions included.)
 #20-032 for Sm. Bl. Reg Vol. Pumps with 3/4" tube, #M155.

STARTER:

Use with an offset aftermarket starter and a 153 or 168 tooth flywheel.

OPTIONAL PART: #20-914 Pro Louvered Windage Tray.

Designed to replace the standard screen windage tray in this pan.

Louvered tray recommended for **dirt racing** for its high durability.

- Designed for chassis without x-members and which require extra ground clearance.
- Ideal for asphalt / dirt modifieds, sprint cars, and late models.
- Six Trap Door Baffles
- Pro-Style Oil Recovery Pouch
- Bolt in Slosh Baffle
- Built in Screen Windage Tray
- 1/2" NPT Temperature Bung and Provision for our Pan Mounted Dipstick.

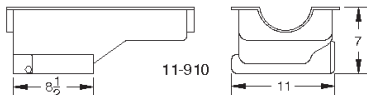


Ford 2300 Competition Series Oil Pans

#11-910 FORD 2300cc LEFT TURN REAR SUMP



#11-910



7" Deep, 11" Wide, 8.5" Long sump, holds 5 quarts, 5.5 quart system capacity.

PART #S:

#11-910 Rear sump oil pan for '74-'97 2300cc ohc engines.

PICKUPS:

#11-911 3/4" Dia. tube pickup for 86 C & 86 CHV pumps.

#20-950 Oil Pump p/u stud for 2300 engines.

NOTE: This pan works with our 2300 main support when using an 86C pump and the pan's crank scraper is modified for clearance.

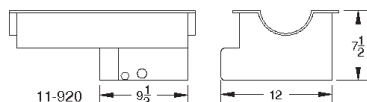
NOTE: For best results use with a 4 piece gasket.

- 2300cc rear sump circle track oil pan.
- Designed for Fox bodies, rear sump Pinto chassis and mini-modifieds.
- Triple Trap Door Baffles
- Crank Scraper
- Removable Windage / Anti-Slosh Baffle
- 1/2" NPT Temperature Bung and Provision for our Pan Mounted Dipstick.

#11-920 FORD 2300cc LEFT TURN FRONT SUMP



#11-920



7.5" Deep, 12" Wide, 9.5" Long sump holds 5.5 quarts and has a 6 quart system capacity.

PART #S:

#11-920 Front sump oil pan for '74-'97 2300cc ohc engines.

PICKUP:

#11-921 3/4" Dia. tube pickup for 86 C & 86 CHV pumps.

NOTE: This pan works with our 2300 main support when using an 86C pump and the pan's crank scraper is modified for clearance.

NOTE: For best results use with a 4 piece gasket.

- Circle track oil pan fits front sump Pinto chassis and mini-modifieds
- Triple Trap Door Baffles
- Crank Scraper
- Removable Windage / Anti-Slosh Baffle
- 1/2" NPT Temperature Bung and Provision for our Pan Mounted Dipstick

OPTIONS AND ACCESSORIES FOR SMALL BLOCK CHEVY OIL PANS

#20-850 Steel tube dipstick kit for oil pans using dipstick provision. See page 44.

#20-854 Steel Braided dipstick kit for oil pans using dipstick provision. See page 44.

#88-100/88-102 Gasket set for pre-'85 S.B.C. blocks. See page 44.

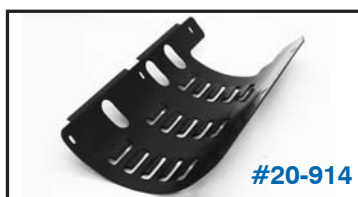
#88-100T Gasket set for '86+ S.B.C. blocks. See page 44.

#22-300 SB Chevy Oil Pan Stud Kit. See page 45.

For competitive road racing and drag racing we recommend our Accusump oil accumulators. See page 60.



#22-300



#20-914

PART #: #20-914 SBC Pro Louvered Windage Tray

This SBC Pro Louvered Internal Windage Tray is a direct replacement for the screen trays in our small block Chevy power series circle track pans. Tray is constructed from .100 aluminum, is black anodized, and features louvers for superior oil control. Tray recommended for dirt racing for its high durability.

Note: When used in pans notched in the power pouch for starter clearance, tray will require trimming for proper fit. See page 51.

Dry Sump Oil Pans

Our dry sump oil pans utilize built in windage trays and precise pickup location to efficiently scavenge oil and free up horsepower. Pickup tubes are designed to be easy to clean with large non-screened tube openings and in most pans, tube clean out ports. In addition, our power series dry sump pans include an oil recovery pouch to collect oil coming off the rotating assembly to further free up horsepower.

High Performance Features for Dry Sump Oil Pans

Our dry sump oil pans are available with the following oil collection and horsepower saving technologies. See the individual pan listings for the features included in each specific oil pan.

Oil Collection Systems

Our dry sump oil pans include two to three oil pickups. The pickups are precisely positioned to catch oil as it is thrown to the right of the pan by the rotating assembly. In addition, front and rear pickup positioning in the sump allows for efficient scavenging under acceleration and deceleration. To maximize oil scavenging some pans also include oil runners and an oil collection trough which aids in oil scavenging by allowing the pickups to sit just below the rest of the pan.

Windage Trays

Windage is the flow of air within the crankcase. Each time a piston comes down in the cylinder bore the air under it is pushed into the crank area and each time the piston goes up the air is pulled in behind it. At the same time the rotating assembly is spinning and churning the air and adding oil into the mix.

The windage trays in our dry sump oil pans allow the oil coming off the crank to easily enter the sump without the windage affecting the scavenging of oil already in the sump.

Crank Scrapers

The crank scraper extends out away from the pan mounting rail toward the crankshaft. It is designed to catch oil spray coming off the crankshaft and prevent it from bouncing back into the rotating assembly or sliding up the side of the pan. By reducing the oil spray a crank scraper thins out the atmosphere of oil around the crankshaft and frees up horsepower.

Oil Recovery Pouches

Due to the rotation of the crank the oil being thrown off it goes to the right side of the pan. At high R.P.M.s this oil wants to bounce off the side of the pan and back into the crank. This oil being thrown around in the crankcase creates a heavy atmosphere that the rotating assembly has to turn in. The resistance of this atmosphere absorbs horsepower from the engine.

The oil pan's recovery pouch takes the concept of a crank scraper a step further and extends the right side of the pan out away from the crankshaft, creating an open pocket for oil coming off the rotating assembly to collect and drain into the sump. This thins out the heavy atmosphere of oil in the crankcase allowing the crank to spin easier thus freeing up horsepower.

Dry Sump Oil Pan Quality Production Process

.059 Steel or .100 Aluminum Construction.

Eliminates Stress and Cracking.

Triple Block Fitting Process

Ensures pan properly fits your block.

Double Leak Tested and Chemically Cleaned

Ensures product quality and removes impurities.

Gold Iridite Plated Finish on all Steel Pans

Provides a durable long lasting finish.

Tig Welding Process

Provides better quality welds with less possibility for leaks and cracks.

High Performance Dry Sump Oil Pans

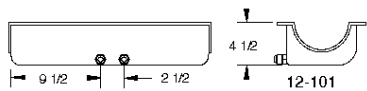
PAGE: 9-12

Dry Sump Oil Pans

#12-101 S.B.C. SHALLOW COMPETITION SERIES DRY SUMP



#12-101



4.5" Deep
PART #S:
 #12-101 Pan for all pre-'85 blocks.
STARTER:
 Works with all starters.

- Built 4-1/2" deep to permit low engine installations. Fits almost all applications
- Two -12 AN pickups exiting on the right side
- Pickup Tube Clean Out Ports
- Crank Scraper
- Built in Screen Windage Tray

#12-103 S.B.C. SHALLOW COMPETITION SERIES DRY SUMP



#12-103

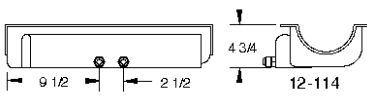
4.5" Deep
PART #S:
 #12-103 Pan for all pre-'85 blocks.
STARTER:
 Works with all starters.

- Built 4-1/2" deep to permit low engine installations. Fits almost all applications
- Two -12 AN pickups exiting on the left side
- Pickup Tube Clean Out Ports
- Crank Scraper
- Built in Screen Windage Tray

#12-114 S.B.C. SHALLOW POWER SERIES DRY SUMP



#12-114



4.75" Deep
PART #S:
 #12-114 for pre-'85 blocks with left or right side dipstick
STARTER:
 Must use aftermarket starter and 153 or 168 tooth flywheel, or a left hand or rear mounted starter.

- Built 4-3/4" deep to permit lowest engine installation in a pan using an oil recovery pouch.
- Fits almost all applications
- Two -12 AN pickups exiting on the right side
- Pickup Tube Clean Out Ports
- Oil Recovery Pouch
- 1/4" Deep Oil Collection Trough
- Crank Scraper
- Built in Louver Windage Tray

OPTIONS AND ACCESSORIES FOR SMALL BLOCK CHEVY DRY SUMP OIL PANS

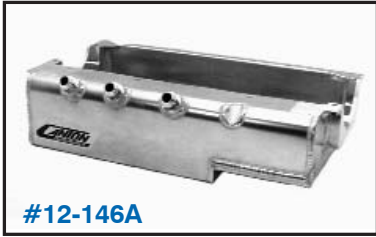
- #88-100/88-102 Gasket set for pre-'85 S.B.C. blocks. See page 44.
 - #88-100T Gasket set for '86+ S.B.C. blocks. See page 44.
 - #22-300 SB Chevy Oil Pan Stud Kit. See page 45.
 - #22-750 -12AN Screen Pump Protector. See page 46.
 - #22-520 & #22-584 SBC & BBC Oil Input Adapter. See page 54.
 - #22-640/650/660 In-line Screen Protectors. See page 46.
 - #23-110 & #23-120 Dry Sump Tanks See page 74.
- Hose and Fittings to complete your dry sump system. See pages 57-58



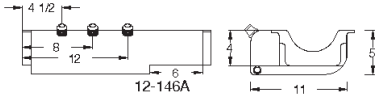
#23-110 Dry Sump Tank

Dry Sump Oil Pans

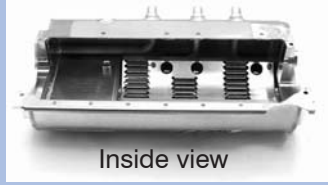
#12-146A S.B.C. 5" DEEP PRO-STYLE ALUMINUM DRY SUMP PAN



#12-146A



5" Deep
PART #:
 #12-146A aluminum pan for pre-'85 blocks with two piece seal.
STARTER:
 Requires the use of a rear mounted starter.



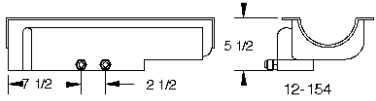
Inside view

- Designed for Late Models.
- Three -12 AN pickups exiting on the right side.
- Pickup Tube Clean Out Ports.
- Pro-Style Oil Recovery Pouch.
- Built in Louvered Windage Tray.
- Billet seals for a proper fit.

#12-154 S.B.C. 5-1/2" DEEP DRY SUMP POWER PAN



#12-154



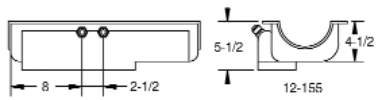
5.5" Deep
PART #S:
 #12-154 pan for pre-'85 blocks with left or right side dipstick. Pickups exit on bottom.
STARTER:
 Must use aftermarket starter and 153 or 168 tooth flywheel, or a left hand or rear mounted starter.

- Two -12 AN pickups exiting on the right side.
- Pickup Tube Clean Out Ports.
- Oil Recovery Pouch.
- 1" Deep Oil Collection Trough.
- Crank Scraper
- Built in Louvered Windage Tray.

#12-155 S.B.C. 5-1/2" DEEP DRY SUMP POWER PAN



#12-155



5.5" Deep
PART #S:
 #12-155 Pan for pre-'85 blocks with left or right side dipstick. Pickups exit on top to provide room for applications where suspension parts come close to the side of the oil pan.
STARTER:
 Must use aftermarket starter and 153 or 168 tooth flywheel, or a left hand or rear mounted starter.

- Two -12 AN pickups exiting on the top of the right side
- Pickup Tube Clean Out Ports
- Oil Recovery Pouch
- 1" Deep Oil Collection Trough
- Crank Scraper
- Built in Louvered Windage Tray



Our CM filter line offers high performance oil and fuel filtration. Our filters come in spin-on, canister and in-line styles. Check out our line of filters on page 67.



Spin-On



Canister



In-Line

Dry Sump Oil Pans

#12-200 LS1 2-1/4" DEEP STEEL DRY SUMP PAN



#12-200

2.25" Deep

PART #S:

#12-200 steel pan for LS1/LS6 aluminum blocks.

STARTER:

Works with stock starter.

RECOMMENDED / REQUIRED PARTS:

#21-870 LS1 Flywheel Cover for T56 Bellhousing. See Pg 46

#22-302 GM LS1 Oil Pan Mounting Stud Kit.

(stock pan bolts too long for use with these pans)

Our LS1 **Filter Adapter or Filter Mount is Required** with this pan

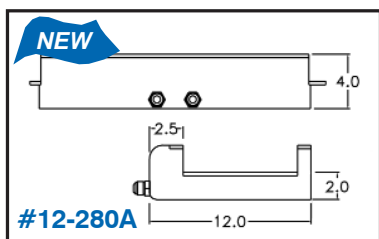
#22-630 & #22-632 LS1 Remote Filter Adapters See Page 56

#23-460A -12 AN Port Plug. See Page 58

#22-620 Billet aluminum remote spin-on filter mount. See Pg. 58

- Designed to work in many applications.
- ½" deep oil collection trough aids in oil scavenging.
- Two -12 AN pickups exiting on the right side, with space to easily add third centrally mounted pickup if desired.
- Built in full-length screen windage tray.
- Works with OEM windage trays.

#12-280A DART LS NEXT ALUMINUM DRY SUMP OIL PAN



#12-280A

2" Deep from engine's rear cover.

4" Deep from the pan's side rail, 12" wide.

PART #:

#12-280A for Dart LS Next blocks

STARTER: Works with stock starter and most aftermarket starters.

RECOMMENDED / REQUIRED PARTS:

#21-870 LS1 Flywheel Cover for T56 Bellhousing See Pg 46.

#22-620 Billet aluminum remote spin-on filter mount. See Pg. 58

- Designed to work in many applications.
- Pro-Style Oil Recovery Pouch maximizes the performance of the non skirted LS Next block.
- Machined Billet Front & Rear Seals
- Two -12 AN pickups exiting on the right side, with space to easily add third centrally mounted pickup if desired.
- Built in Louvered Windage Tray

OPTIONS AND ACCESSORIES FOR SMALL BLOCK CHEVY DRY SUMP OIL PANS

#88-100/88-102 Gasket set for pre-'85 S.B.C. blocks. See page 44.

#88-100T Gasket set for '86+ S.B.C. blocks. See page 44.

#22-300 SB Chevy Oil Pan Stud Kit. See page 45.

#22-750 -12AN Screen Pump Protector. See page 46.

#22-520 & #22-584 SBC & BBC Oil Input Adapter. See page 54.

#22-640/650/660 In-line Screen Protectors. See page 46.

#23-110 & #23-120 Dry Sump Tanks See page 74.

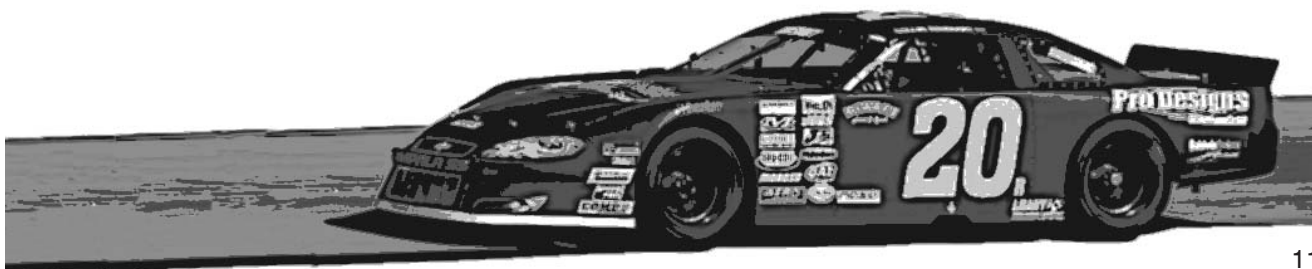
Hose and Fittings to complete your dry sump system. See pages 57-58



#22-300



#22-750



Dry Sump Oil Pans

#12-364R B.B.C. 6-1/2" DEEP DRY SUMP MARINE PAN



#12-364R

6.5" Deep

PART #S:

#12-364R marine dry sump with right side pickup exits for Big Block Chevy marine applications with 2 Piece Rear Seals.

STARTER:

Works with stock or aftermarket starter with stock flywheel.



- Fits almost all applications.
- Two -12 AN pickups exiting on the left side.
- Oil Recovery Pouch
- 1-3/4" Deep Oil Collection Trough
- Crank Scraper
- Built in Louvered Windage Tray
- Pickup Tube Clean Out Ports
- Gloss Black Powder Coat/Brass Plugs for Corrosion Protection.

#12-444 302 FORD 4-1/2" SHALLOW DRY SUMP POWER PANS



#12-444

4.5" Deep

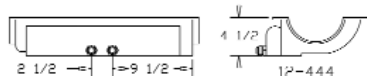
PART #S:

#12-444 steel pan for 289-302 Small Block engines

STARTER:

Works with late model stock or aftermarket starter with stock flywheel.

- Fits almost all applications.
- Two -12 AN pickups exiting on the right side.
- Oil Recovery Pouch
- 1/4" Deep Oil Collection Trough
- Crank Scraper
- Built in Louvered Windage Tray



#12-464 351W FORD 4-1/2" SHALLOW DRY SUMP POWER PANS



#12-464

4.5" Deep

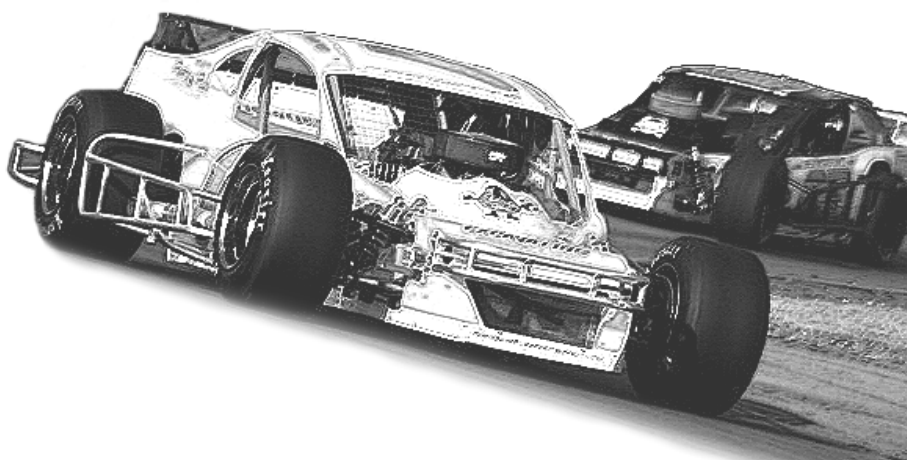
PART #S:

#12-464 steel pan for 351 Windsor Ford engines

STARTER:

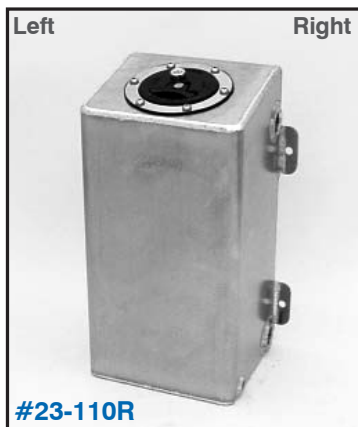
Works with late model stock or aftermarket starter with stock flywheel.

- Fits almost all applications.
- Two -12 AN pickups exiting on the right side.
- Oil Recovery Pouch
- 1/4" Deep Oil Collection Trough
- Crank Scraper
- Built in Louvered Windage Tray



Dry Sump Tanks

10qt. UNIVERSAL DRY SUMP TANK



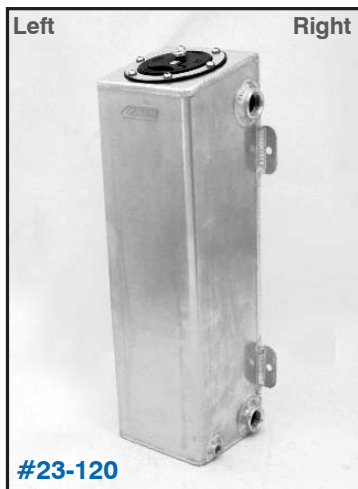
PART #:
#23-110R 10 qt Universal Dry Sump Tank with Right Side Fittings
#23-110L 10 qt Universal Dry Sump Tank with Left Side Fittings

TANK SPECS:
Size: 14-3/4" tall, 7-3/4" wide, 6-3/4" deep.
Capacity: 10qt.
Feed and Return Ports: 1-1/16"
Drain Port: 1/2"-20

See page 58 for adapter fittings for use with this tank.

- 1-1/16 -12 Female bungs for feed and return lines
- Spiral runner for oil return.
- Three stage deaeration baffling
- Large fill cap.
- Integral mounting flange.
- 1/2"-20 drain port with magnetic drain plug.
- 1/2" N.P.T. vent port.
- Left and right side fitting layout is referenced as looking at front of tank.

10qt. SPRINT STYLE DRY SUMP TANK



PART #:
#23-120 10 qt sprint style Dry Sump Tank with Right Side Fittings

TANK SPECS:
Size: 21" tall, 6" wide, 6" deep.
Capacity: 10qt.
Feed and Return Ports: 1-1/16"
Drain Port: 1/2"-20

See page 58 for adapter fittings for use with this tank.

- 1-1/16 -12 Female bungs for feed and return lines
- Spiral runner for oil return.
- Four stage deaeration baffling.
- Large fill cap.
- Integral mounting flange.
- 1/2"-20 drain port with magnetic drain plug
- 1/2" N.P.T. vent port.
- Right side fitting layout is referenced as looking at front of tank.

OPTIONS AND ACCESSORIES FOR SMALL BLOCK CHEVY DRY SUMP OIL PANS

- #88-100/88-102 Gasket set for pre-'85 S.B.C. blocks. See page 44.
 - #88-100T Gasket set for '86+ S.B.C. blocks. See page 44.
 - #22-300 SB Chevy Oil Pan Stud Kit. See page 45.
 - #22-750 -12AN Screen Pump Protector. See page 46.
 - #22-520 & #22-584 SBC & BBC Oil Input Adapter. See page 54.
 - #22-640/650/660 In-line Screen Protectors. See page 46.
 - #23-110 & #23-120 Dry Sump Tanks See page 74.
- Hose and Fittings to complete your dry sump system. See pages 57-58.



Drag Race Oil Pans

Our Drag Race oil pans are designed to provide the best oil control and power savings possible for each application. They are available for several chassis configurations, for all levels of performance, bracket to pro drag, and most are available in steel and aluminum.

Drag Race Oil Pan Quality Production Process

.059 Steel or .100 Aluminum Construction

Eliminates Stress and Cracking

Triple Block Fitting Process

Ensures pan properly fits your block

Double Leak Tested and Chemically Cleaned

Ensures product quality and removes impurities

Gold Iridite Plated Finish on all Steel Pans

Provides a durable long lasting finish

Tig Welding Process

Provides better quality welds with less possibility for leaks and cracks

Small Block Chevy Drag Race Series

PAGE: 15-16

Small Block Chevy LS Drag Race Series

PAGE: 17

Big Block Chevy Drag Race Series

PAGE: 18

Ford 289-302 Drag Race Series

PAGE: 19

Ford 351W Drag Race Series

PAGE: 20

Ford 429-460 Drag Race Series

PAGE: 21

Ford 4.6/5.4 & FE Drag Race Series

PAGE: 21

Small Block Chevy Drag Race Series

#13-080 S.B.C. BRACKET DRAG RACE PAN



#13-080



8" Deep, 9.5" Long sump, 6 qt. system capacity

PART #S:

#13-080 pan for S.B.C. pre-'80 blocks with left side dipstick.
#13-080M pan for S.B.C. '80 to '85 blocks with right side dipstick.
#13-080T pan for S.B.C. '86 and up blocks with one piece seal.

STROKE:

Takes up to a 3.875" stroke with a steel rod.

PICKUPS:

#20-050 for Sm. Bl. Standard Vol. Pumps, #M55 & #M55A.
#20-055 for Sm. Bl. Standard Vol. pumps with 3/4" tube, #M155.
#20-080 for Sm. Bl. High Vol. Pumps, #M55HV.
#20-082 for Melling #10552 & #10555 Pumps (press in).
#20-081 for Melling #10552 & #10555 Pumps (flange mount).
#20-085 for Sm. Bl. High Vol. Pumps with 3/4" tube, #M155HV.

STARTER:

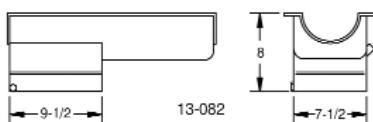
All pans work with stock or aftermarket starters.

- Bracket Drag Race Oil Pan Fits Most Stock Chassis.
- Trap Door Baffle
- Competition Oil Recovery System with Screen Windage Tray and Crank Scraper.

#13-082 S.B.C. BRACKET DRAG RACE STROKER PAN



#13-082



8" Deep, 9.5" Long sump, 6 qt. system capacity

PART #S:

#13-082 Stroker pan for S.B.C. pre-'85 two piece rear main.

STROKE:

Takes up to a 4" stroke with a steel rod.

PICKUPS:

#20-050 for Sm. Bl. Standard Vol. Pumps, #M55 & #M55A.
#20-055 for Sm. Bl. Standard Vol. pumps with 3/4" tube, #M155.
#20-080 for Sm. Bl. High Vol. Pumps, #M55HV.
#20-082 for Melling #10552 & #10555 Pumps (press in).
#20-081 for Melling #10552 & #10555 Pumps (flange mount).
#20-085 for Sm. Bl. High Vol. Pumps with 3/4" tube, #M155HV.

STARTER:

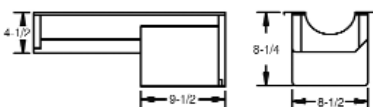
All pans work with stock or aftermarket starters.

- Bracket Drag Race Oil Pan Fits Most Stock Chassis.
- Trap Door Baffle
- Competition Oil Recovery System with Screen Windage Tray and Crank Scraper.
- Provision for our Pan Mounted Dipstick.

#13-090 DART / ROCKET BRACKET DRAG RACE PAN



#13-090



8.25" Deep, 9.5" Long sump, 6 qt. system capacity

PART #S:

#13-090 Pan for Dart/Rocket alum. and iron, spread rail blocks.

STROKE:

Takes up to a 4.125" stroke with a steel rod.

PICKUPS:

#20-050 for Sm. Bl. Standard Vol. Pumps, #M55 & #M55A.
#20-055 for Sm. Bl. Standard Vol. pumps with 3/4" tube, #M155.
#20-080 for Sm. Bl. High Vol. Pumps, #M55HV.
#20-082 for Melling #10552 & #10555 Pumps (press in).
#20-081 for Melling #10552 & #10555 Pumps (flange mount).
#20-085 for Sm. Bl. High Vol. Pumps with 3/4" tube, #M155HV.

STARTER:

Works with left or right mount stock & aftermarket starters

- Bracket Drag Race Oil Pan Fits Most Stock Chassis.
- Trap Door Baffle
- Competition Oil Recovery System with Screen Windage Tray and Crank Scraper.
- Provision for our Pan Mounted Dipstick.

OPTIONS AND ACCESSORIES FOR SMALL BLOCK CHEVY OIL PANS

#20-850 Steel tube dipstick kit for oil pans using dipstick provision. See page 44.

#20-854 Steel Braided dipstick kit for oil pans using dipstick provision. See page 44.

#88-100/88-102 Gasket set for pre-'85 S.B.C. blocks. See page 44.

#88-100T Gasket set for '86+ S.B.C. blocks. See page 44.

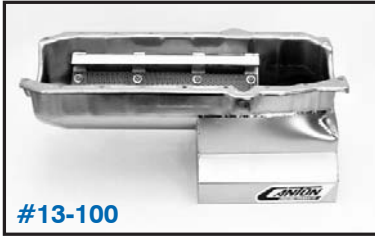
#22-300 SB Chevy Oil Pan Stud Kit. See page 45.



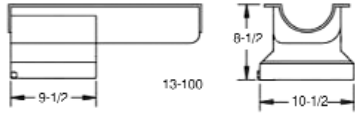
#22-300

Small Block Chevy Drag Race Series

#13-100 S.B.C. DEEP "T" SUMP DRAG RACE OIL PAN



#13-100



8.5" Deep, 10.5" Wide, 9.5" Long sump, 8 qt system capacity.

PART #:
#13-100 pan for pre-'80 blocks with left side dipstick.

STROKE:
Takes up to a 3.875" stroke with a steel rod.

PICKUPS:
#20-060 for Sm. Bl. Stand. Vol. Pumps, #M55 & #M55A.
#20-090 for Sm. Bl. High Vol. Pumps, #M55HV.
#20-095 for Sm. Bl. High Vol. with 3/4" tube #M155HV.

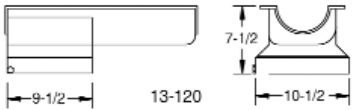
STARTER:
Works with stock or aftermarket starters.

- Wide extra capacity "T" sump pan fits most stock chassis.
- Trap Door Baffle
- Competition Oil Recovery System with Screen Windage Tray and Crank Scraper.

#13-120 S.B.C. DEEP "T" SUMP DRAG RACE OIL PAN



#13-120



7.5" Deep, 10.5" Wide, 9.5" Long sump, 7 qt system capacity.

PART #:
#13-120 pan for pre-'80 blocks with left side dipstick.

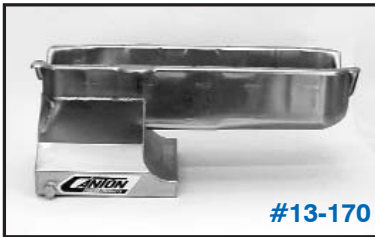
PICKUPS:
#20-010 for Sm. Bl. Stand. Vol. Pumps, #M55 & #M55A.
#20-013 for Sm. Bl. Stand. Vol. with 3/4" tube, #M155.
#20-020 for Sm. Bl. High Vol. Pumps, #M55HV.
#20-023 for Sm. Bl. H.V with 3/4" tube #M155HV.
#20-021 for Melling #10552 & #10555 Pumps (flange mount).

STARTER:
Works with stock or aftermarket starters.

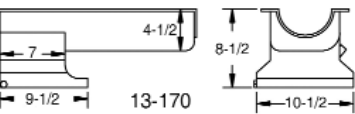
NOTE: Requires short oil filter.

- Wide extra capacity "T" sump pan fits most stock chassis.
- Trap Door Baffle
- Competition Oil Recovery System with Screen Windage Tray and Crank Scraper.

#13-170 SMALL BLOCK CHEVY II WIDE "T" SUMP DRAG RACE OIL PAN



#13-170



8.5" Deep, 10.5" Wide, 9.5" Long sump, 6 qt. system capacity.

PART #:
#13-170 pan for pre-'85 blocks.

STROKE: Takes up to a 3.875" stroke

PICKUPS:
#20-060 for Sm. Bl. Standard Vol. Pumps, #M55 & #M55A.
#20-090 for Sm. Bl. High Vol. Pumps, #M55HV.
#20-095 for Sm. Bl. High Vol. Pumps with 3/4" dia. tube, #M155HV.

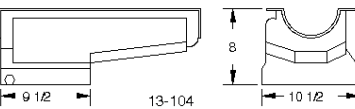
STARTER:
Works with stock or aftermarket starters.

- Wide extra capacity "T" sump designed to convert a Chevy II without power steering to a rear sump.
- Competition Oil Recovery System with Screen Windage Tray and Crank Scraper.
- Provision for our Pan Mounted Dipstick.

#13-104 SMALL BLOCK CHEVY SUMP POWER PAN



#13-104



8" Deep, 10.5" Wide sump with a 7 qt. system capacity.

PART #:
#13-104 pan for pre-'85 blocks.

STROKE:
Takes up to a 3.875" stroke with a steel rod.

PICKUPS:
#20-050 for Sm. Bl. Standard Vol. Pumps, #M55 & #M55A.
#20-055 for Sm. Bl. Stand. Vol. Pumps with 3/4" tube, #M155.
#20-080 for Sm. Bl. High Vol. Pumps, #M55HV.
#20-082 for Melling #10552 & #10555 Pumps (press in).
#20-081 for Melling #10552 & #10555 Pumps (flange mount).
#20-085 for Sm. Bl. High Vol. Pumps with 3/4" tube, #M155HV.

STARTER:
Works with an aftermarket starter and a 153 or 168 tooth flywheel.

- Drag Race Power Pan designed to fit most stock chassis.
- Trap Door Baffle
- Oil Recovery Pouch
- Competition Oil Recovery System with Louvered Windage Tray and Crank Scraper.
- Provision for our Pan Mounted Dipstick.

Small Block Chevy LS Drag Race Series

#13-274 / 13-274A GM LS1 ENGINE SWAP OIL PAN



6.5" Deep, 9" long by 11.75" wide sump, 6.5 qt. system capacity.

PART #S:

- #13-274 steel pan for LS1/LS6 blocks.
- #13-274A aluminum pan for LS1/LS6 aluminum blocks.

PICKUPS:

- #13-275 pickup for #13-274/ 13-274A oil pans.

STARTER:

Works with stock starter.

RECOMMENDED / REQUIRED PARTS:

- #22-302 GM LS1 Oil Pan Mounting Stud Kit. (stock pan bolts too long for use with these pans)

Our LS1 Filter Adapter or Filter Mount is Required

- #22-630 & #22-632 LS1 Remote Filter Adapters See Page 56.
- #22-631 LS1 Pan Mounted Spin-on Filter Mount. See Page 56.
- #22-620 Billet aluminum remote spin-on filter mount. See Pg. 56

STARTER: Works with stock starter.

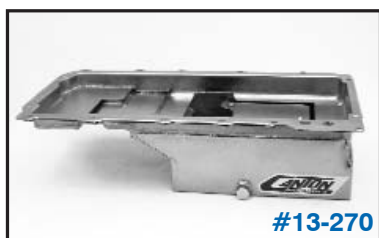
NOTE: Works with OEM windage tray #12558253.

NOTE: Clears a 4.25" stroke with steel rods.

See page 27 for Steel ROAD RACE BAFFLED Version #15-274

- Designed for installing LS1/LS6 blocks into earlier chassis. Fits A, F, Y, & 1970's X-Body cars.
- Fabricated design is lighter than cast pan design
- Trap Door Baffles

#13-270 / 13-270A LS1 / LS6 DRAG RACE OIL PAN



5.25" Deep, 11" long by 8.5" wide sump, 6.5 qt. system capacity.

PART #:

- #13-270 steel pan for LS1/LS6 aluminum blocks.
- #13-270A aluminum pan for LS1/LS6 aluminum blocks.

PICKUPS:

- Use GM#12558251 F-Body pickup.

STARTER:

Works with stock starter.

RECOMMENDED / REQUIRED PARTS:

- #22-302 GM LS1 Oil Pan Mounting Stud Kit. (stock pan bolts too long for use with these pans)

Our LS1 Filter Adapter or Filter Mount is Required.

- #22-630 & #22-632 LS1 Remote Filter Adapters See Page 56.
- #22-631 LS1 Pan Mounted Spin-on Filter Mount. See Page 56.
- #22-620 Billet aluminum remote spin-on filter mount. See Pg. 56
- #22-405 20mm plug. (needed if not using low oil warning sender).

STARTER: Works with stock starter.

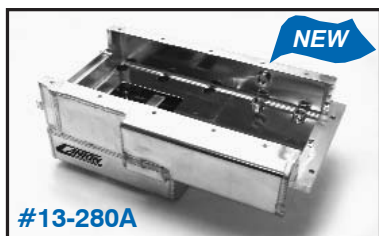
NOTE: Works with OEM windage tray #12558253.

NOTE: Clears a 4.25" stroke with steel rods.

- Designed for installing LS1/LS6 blocks in a '98+ F-Body chassis
- Double Trap Door Baffles
- Removable Windage / Anti-Slosh Baffle
- Includes a 20mm fitting for a low oil warning sender. (Purchase 22-405 Plug if not using sender)

Dart LS Next Drag Race Series

#13-280A DART LS NEXT REAR SUMP ALUMINUM DRAG OIL PAN



5.25" Deep from engine's rear cover.
7.25 Deep from the pan's side rail.
11" long by 11" wide sump, 6.5 qt. system capacity.

PART #:

- #13-280A for Dart LS Next blocks

PICKUP:

- #13-281 LS Next Pickup for #13-280A

RECOMMENDED / REQUIRED PARTS:

- #21-870 LS1 Flywheel Cover for T56 Bellhousing See Pg. 46
- #22-620 Billet aluminum remote spin-on filter mount. See Pg. 58

STARTER: Works with stock starter and most aftermarket starters.

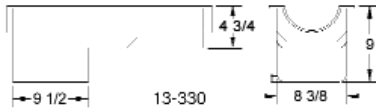
- Designed for installing LS Next blocks in most rear sump chassis.
- Pro-Style Oil Recovery Pouch maximizes the performance of the non skirted LS Next block.
- Machined Billet Front & Rear Seals
- Double Trap Door Baffles
- Removable Windage / Anti-Slosh Baffle
- Provision for our Pan Mounted Dipstick

Big Block Chevy Drag Race Series

#13-330 / #13-330T BIG BLOCK CHEVY BRACKET PANS



#13-330



9" Deep, 9.5" Long sump, with 7 qt.system capacity.

PART #S:

#13-330 pan for B.B.C. Mark 4 blocks.
Takes up to a 4.5" stroke with a steel rod.
#13-330T pan for B.B.C. Mark 5 / Gen. 6.
Takes up to a 4.25" stroke with a steel rod.

PICKUP:

#20-190 for B.B.C. Pumps.

STARTER:

Works with stock or aftermarket starters.

- Designed to fit most stock chassis.
- Trap Door Baffle
- Competition Oil Recovery System with Screen Windage Tray and Crank Scraper.
- Provision for our Pan Mounted Dipstick

Big Block Chevy Drag Race Power Series

#13-334 BIG BLOCK CHEVY POWER PANS



#13-334

9" Deep, 9" Wide, 9" Long sump, with 7 qt.system capacity.

PART #S:

#13-334 pan for Mark 4 blocks with a aftermarket offset starter.

PICKUP:

#20-190 for B.B.C. Pumps.

STARTER:

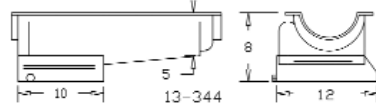
#13-334 works with aftermarket offset starters.

- Designed to fit most stock chassis.
- Trap Door Baffle
- #13-334 includes an Oil Recovery Pouch designed for aftermarket offset starter clearance.
- Built in Louvered Windage Tray
- Provision for our Pan Mounted Dipstick

#13-344 BIG BLOCK CHEVY GEN 4 POWER PAN



#13-344



8" Deep, 12" Wide, 10" Long sump, 7 qt. system capacity.

PART #:

#13-344 pan for B.B.C. Mark 4 blocks.

STROKE:

Takes up to a 4.5" stroke with a steel rod.

PICKUP:

#20-170 for B.B.C. Pumps.

STARTER:

Works with an aftermarket offset starter and a 168 tooth flywheel.

- Designed to fit most stock chassis.
- Trap Door Baffle
- Oil Recovery Pouch
- Built in Louvered Windage Tray
- Provision for our Pan Mounted Dipstick



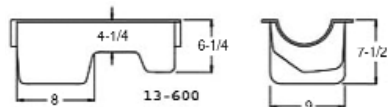
Randy Johnson's
Gen 2 Camaro

Ford 289-302 Drag Race Series

#13-600 FORD 289-302 DRAG RACE REAR SUMP STOCK ELIMINATOR PAN



#13-600



PART #:

#13-600 Pan for 289-302 blocks.

PICKUP:

Use stock pickup or:
 #15-641 Stock Replacement pickup.
 #15-647 3/4" Dia. p/u for Canton #21-060 main support
 #20-950 Oil Pump pickup stud for 302 based Engines.

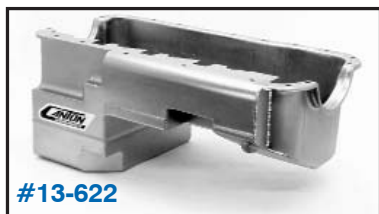
OIL PUMPS:

#M68 Recommended Oil Pump for 289-302 engines.

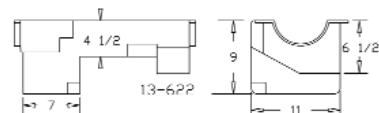
NOTE: This oil pan is designed for drag race stock eliminators, NMRA factory stock, and others requiring a stock appearing oil pan. Pan is notched for 2 bolt rear main cap SVO engine blocks.

- Designed for drag race stock eliminators, NMRA factory stock, and others requiring a stock appearing oil pan
- Retains stock oil pan dimensions and capacity
- Crank Scraper
- Slosh Baffle
- Works with 21-060 main support and 20-960 main support tray when crank scraper removed

#13-622 / 13-622A FORD 289-302 FOX BODY DRAG POWER PANS



#13-622



9" Deep, 7 qt. system capacity.

PART #S:

#13-622 Steel pan for 289-302 blocks.
 #13-622A Aluminum version.

RELATED PARTS FOR #13-622:

#15-621 3/4" Dia. pickup.
 #15-625 3/4" Dia. pickup for other STEEL GIRDLES.
 #15-627 3/4" Dia. pickup for CANTON MAIN SUPPORT .
 #20-950 Oil Pump pickup stud for 302 based Engines.
 #20-953 Oil Pump pickup stud for R302 based Engines.

DIPSTICK:

#20-850 Required dipstick kit.

OIL PUMPS: #M68HV Recommended H.V. Oil Pump.

STARTER:

Pans work with late model stock starter.

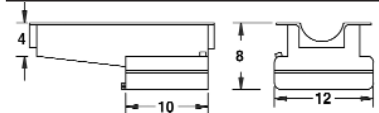
NOTE: Works with long tube headers.

- Designed to fit Fox Body chassis.
- Pro-Style Oil Recovery Pouch
- Slosh Baffle
- Provision for our Pan Mounted Dipstick

#13-630A FORD 289-302 ALUMINUM FRONT SUMP OIL PAN



#13-630A



8" Deep, 12" Wide sump, 8 qt. system capacity.

PART #:

#13-630A Pan for 289-302 blocks.

PICKUP:

#15-611 3/4" Dia. p/u for 13-630A.

OIL PUMPS:

#M68HV Recommended H.V. Oil Pump.
 #M10688 Recommended Oil Pump.

- Front sump designed to fit stock, aftermarket and SVO blocks.
- Four Trap Door Baffles
- Removable Windage / Anti-Slosh Baffle
- 1/2" NPT Temperature Bung and Provision for our Pan Mounted Dipstick
- Billet seals for a proper fit



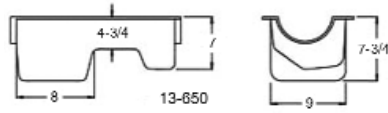
Grand Touring Garage
 Trans-Cammer 1970 Mustang

Ford 351W Drag Race Series

#13-650 FORD 351W DRAG RACE REAR SUMP STOCK ELIMINATOR PAN



#13-650



PART #:
#13-650 Pan for 351W blocks.

PICKUP:
Or use stock pickup or:
#15-691 3/4" Dia. p/u.

OIL PUMPS:
#M83 Recommended Oil Pump for 351W engines.

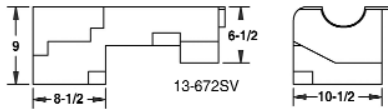
NOTE: This oil pan is designed for drag race stock eliminators, NMRA factory stock, and others requiring a stock appearing oil pan. Pan is notched for 2 bolt rear main cap SVO engine blocks.

- Designed for drag race stock eliminators, NMRA factory stock, and others requiring a stock appearing oil pan
- Retains stock oil pan dimensions and capacity
- Crank Scraper
- Slosh Baffle
- Provision for our Pan Mounted Dipstick
- Works with 21-062 main support and 20-962 main support tray when crank scraper removed

#13-672SV FORD 351W FOX BODY DRAG POWER PAN



#13-672SV



9" Deep, 7 qt. system capacity.

PART #:
#13-672SV Steel pan for 351W with 2 or 4 bolt rear main caps & 164 or 157 tooth flywheel applications. Pan may require slight modification for use with main support.

RELATED PARTS FOR #13-672SV:
#15-671 3/4" Dia. p/u for use with or without CANTON MAIN SUPPORTS.
#15-673 7/8" Dia. pickup for engines without main supports.
#15-675 pickup for use with other STEEL MAIN SUPPORTS.
#20-953 oil pump pickup stud for 351W Based Engines.

DIPSTICK:
#20-850 Required Dipstick Kit.

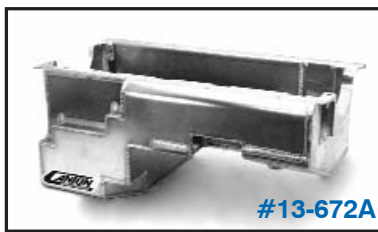
OIL PUMPS:
#M83HV Recommended H.V. Oil Pump.

STARTER: Pans work with late model stock starter.

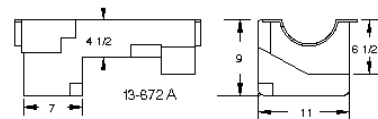
NOTE: Works with long tube headers.

- Designed to fit Fox Body chassis
- Pro-Style Oil Recovery Pouch
- Slosh Baffle
- Provision for our Pan Mounted Dipstick

#13-672A FORD 351W FOX BODY DRAG POWER PAN



#13-672A



9" Deep, 7 qt. system capacity.

PART #S:
#13-672A Aluminum pan for 351W with 2 or 4 bolt rear main caps & 164 or 157 tooth flywheel applications. Pan may require slight modification for use with main support.

RELATED PARTS FOR #13-672SV:
#15-671 3/4" Dia. p/u for use with or without CANTON MAIN SUPPORTS
#15-673 7/8" Dia. pickup for engines without main supports.
#15-675 pickup for other STEEL MAIN SUPPORTS.
#20-953 oil pump pickup stud for 351W Based Engines.

DIPSTICK:
#20-850 Required Dipstick Kit.

OIL PUMPS:
#M83HV Recommended H.V. Oil Pump.

STARTER: Pans work with late model stock starter.

NOTE: Works with long tube headers.

- Designed to fit Fox Body chassis
- Pro-Style Oil Recovery Pouch
- Slosh Baffle
- Provision for our Pan Mounted Dipstick
- Billet seals for a proper fit



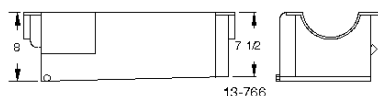
Alex Denysenko's MoneyMaker Mustang

Ford 429-460 Drag Race Series

#13-766 429-460 BIG BLOCK FORD BOX POWER PAN



#13-766



7.5" Deep in front, 8" Deep in the rear. 9 qt. system capacity.

PART #S:

#13-766 Steel pan for 429-460 blocks.

RELATED PARTS:

#13-769 7/8" Dia. pickup.

#20-956 Oil Pump pickup stud.

#20-936 one-way screen windage tray.

#20-946 windage tray mounting kit.

DIPSTICK:

#20-850 Required dipstick kit.

OIL PUMP:

#M84DHV Recommended high volume oil pump for #13-766.

STARTER: Works with late stock starter

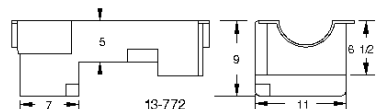
NOTE: Modifications needed for use with some aftermarket blocks. See page 48 for Canton's Main Cap Supports.

- Designed for chassis without a cross member or steering link under the engine
- Triple Trap Door Baffles
- Midsump Pickup Compartment
- Pro-Style Oil Recovery Pouch
- Provision for our Pan Mounted Dipstick

#13-772 FORD 429-460 FOX BODY DRAG POWER PAN



#13-772



9" Deep, 7 qt. system capacity.

PART #:

#13-772 Steel pan for 429-460 blocks.

RELATED PARTS FOR #13-772:

#15-771 3/4" Dia. p/u for #13-772.

#15-777 p/u for our CANTON MAIN SUPPORT and #13-772.

#20-956 Oil Pump pickup stud for 460 Based Engines.

DIPSTICK:

#20-850 Required Dipstick Kit.

OIL PUMPS:

#M84DHV Recommended H.V. Oil Pump for #13-772.

STARTER: Pans work with late model stock starter.

NOTE: Works with long tube headers.

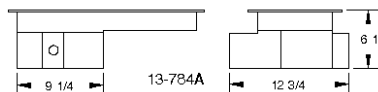
- Designed to fit Fox Body chassis
- Pro-Style Oil Recovery Pouch
- Slosh Baffle
- Provision for our Pan Mounted Dipstick

Ford 4.6 / 5.4 Drag Race Series

#13-784A FORD 4.6 / 5.4 MODULAR REAR SUMP ALUMINUM OIL PAN



#13-784A



6.25" Deep, 12.75" Wide, 9.25" Long sump, 7 qt. system capacity.

PART #:

#13-784A aluminum pan for Ford 4.6 / 5.4.

PICKUPS:

Use the factory pickup for your engine.

OPTIONS:

#20-939 Windage tray for 4.6/ 5.4 engines, see page 52.

#88-780 Oil pan gasket, page 44.

NOTE: Pan requires modification if being used in GT500 Mustangs.

- Designed for '96 -'04 and '05 - '10 Mustangs in competition drag and road racing.
- Increases capacity without losing ground clearance.
- Four Trap Door Baffles
- Bolt in Slosh Baffle
- 1/2" NPT Temperature Bung

#13-780 FORD 4.6 / 5.4 MODULAR STOCK ELIMINATOR REAR SUMP OIL PAN



#13-780

6.25" Deep, 8" Wide, 9.25" Long sump, 5 qt. system capacity.

PART #:

#13-780 for Ford 4.6 / 5.4.

PICKUPS:

Use the factory pickup for your engine.

OPTIONS:

#20-939 Windage tray for 4.6/ 5.4 engines, see page 52.

#88-780 Oil pan gasket, page 44.

- Designed for stock eliminator drag racing
- Increases capacity without losing ground clearance
- Windage / Anti-Slosh Baffle

Street / Strip & Road Race Series

Our Street/Strip and Road Race oil pan category offers a wide selection of oil pans that cover most applications and chassis configurations. Our Street/Strip pans offer the perfect option for high performance street applications and our road race pans with their race proven oil control systems offer the perfect option for competitive road racers.

Street/Strip and Road Race Oil Pan Quality Production Process

.059 Steel or .100 Aluminum Construction

Eliminates Stress and Cracking.

Triple Block Fitting Process

Ensures pan properly fits your block.

Double Leak Tested and Chemically Cleaned

Ensures product quality and removes impurities.

Gold Iridite Plated Finish on Steel Pans

Provides a durable long lasting finish.

Tig Welding Process

Provides better quality welds with less possibility for leaks and cracks.

Stock Appearing / Replacement Series

PAGE: 23-24

Small & Big Block Chevy Street / Strip & Road Race Series

PAGE: 25-26

GM LS & Dart LS Next Street / Strip, & Road Race Series

PAGE: 27-28

Ford 289-302 Street / Strip, & Road Race Series

PAGE: 29

Ford 351W & 351C Street / Strip, & Road Race Series

PAGE: 30-31

Ford 429-460 Street / Strip, & Road Race Series

PAGE: 32

Ford 332-428 FE Street / Strip, & Road Race Series

PAGE: 33

Ford 4.6/5.4 & 5.0 Coyote Street / Strip, & Road Race Series

PAGE: 34-35

Pontiac Street / Strip / Road Race Series

PAGE: 35

Oldsmobile, AMC, Holden, Nissan, Mopar, Honda

PAGE: 36-37 Street / Strip, & Road Race Series

Stock Appearing/Stock Replacement Series

#15-010 S.B.C. STOCK APPEARING H.P. PANS



#15-010

Stock 7.5" depth, 5 quart system capacity.

PART #S:

#15-010 for pre-'80 blocks with left side dipstick.
#15-010M for '80-'85 blocks with right side dipstick.
#15-010T for '86 and newer blocks with one piece seal.

PICKUP:

#20-010 for Sm. Bl. Standard Vol. Pumps, #M55 & #M55A.
#20-013 for Sm. Bl. Standard Vol. Pumps with 3/4" tube, #M155.
#20-020 for Sm. Bl. High Vol. Pumps, #M55HV.
#20-023 for Sm. Bl. High Vol. Pumps with 3/4" tube, #M155HV.
#20-021 for Melling #10552 & #10555 Pumps (flange mount).

STARTER:

For all starter flywheel combinations.

- For applications that only have room for a stock oil pan but require improved oil control
- Retains all stock oil pan dimensions and capacity
- Trap Door Baffle
- Crank Scraper
- Bolt in Slosh Baffle

#15-300 B.B.C. MARK IV REPLACEMENT PAN



Shown Unplated

#15-300

Stock depth, 5 quart system capacity.

PART #:

#15-300 for BBC Mark IV blocks.

PICKUP:

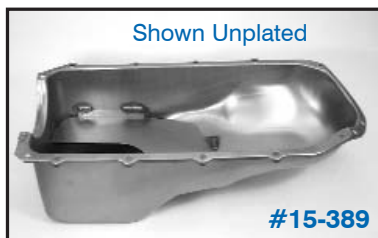
#18-301 for Big Bl. Pumps.

STARTER:

For all starter flywheel combinations.

- Retains all stock oil pan dimensions and capacity
- Slosh Baffle
- Dipstick Provision
- Pan comes unplated

#15-389 V8 PONTIAC REPLACEMENT PAN



Shown Unplated

#15-389

Stock depth, 5 quart system capacity.

PART #:

#15-389 Pan for V8 Pontiacs.

PICKUPS:

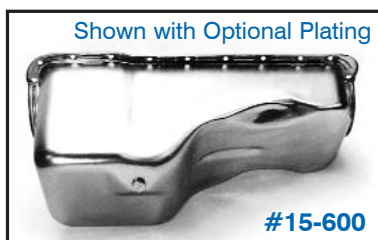
#M54S stock replacement pickup with 3/4" tube.

OIL PUMPS:

#M54DS or #M10541 pump.

- Fits all Pontiac V8's in production chassis.
- Retains all stock oil pan dimensions and capacity
- Slosh Baffle
- Pan comes unplated.

#15-600 FORD 289-302 REPLACEMENT FRONT SUMP



Shown with Optional Plating

#15-600

Stock depth, 5 quart system capacity.

PART #:

#15-600 pan for 289-302 blocks.

PICKUP:

#15-601 3/4" Dia. pickup.

OIL PUMPS:

#M68 or #M68HV Oil pumps for 289-302 engines.

- Fits most front sump production chassis except Mustang II
- Retains all stock oil pan dimensions and capacity
- Slosh Baffle
- Pan comes unplated

#15-650 FORD 351W REPLACEMENT FRONT SUMP



Shown Unplated

#15-650

Stock depth, 5 quart system capacity.

PART #:

#15-650 pan for 351 Windsor blocks.

PICKUP:

#15-651 3/4" Dia. pickup.

OIL PUMPS:

#M83 or #M83HV oil pumps for 351W engines.

- Fits most front sump production chassis except Mustang II
- Retains all stock oil pan dimensions and capacity
- Slosh Baffle
- Pan comes unplated

Stock Appearing/Stock Replacement Series

#15-745 FORD 429-460 REPLACEMENT FRONT SUMP

Shown Unplated



#15-745

Stock depth, 5 quart system capacity.

PART #:

#15-745 Pan for 429-460 blocks.

PICKUP:

Use stock pickup.

OIL PUMPS:

#M84B or #M84BHV Oil pumps for 429-460 engines.

- Fits most front sump production chassis except Mustang II
- Retains all stock oil pan dimensions and capacity
- Slosh Baffle
- Pan comes unplated

#15-800 FORD 332-428 FE REPLACEMENT FRONT SUMP

Shown Unplated



#15-800

Stock depth, 5 quart system capacity.

PART #:

#15-800 pan for 332-428 FE blocks.

PICKUP:

#15-801 3/4" tube pickup.

OIL PUMPS:

#M57 or #M57HV Oil pumps for 332-428 FE engines.

- Fits most front sump production chassis except Mustang II
- Retains all stock oil pan dimensions and capacity
- Slosh Baffle
- Pan comes unplated

#15-940 BB MOPAR STOCK REPLACEMENT PAN



#15-940

Stock depth, 5 quart system capacity.

PART #:

#15-940 Pan for 361, 383, 400, 413, 426, and 440 big block engines.

PICKUP:

Use stock pickup.

- Fits most production chassis
- Retains all stock oil pan dimensions and capacity
- Slosh Baffle

#15-958 HONDA D16A STOCK APPEARING OIL PAN



#15-958

Stock depth, stock system capacity.

PART #:

#15-958 pan for Honda D16A engines.

PICKUP:

Use stock pickup.

- Retains all stock oil pan dimensions and capacity
- Slosh Baffle
- -10AN Turbo Fitting



Small Block Chevy Street, Strip, & Road Race Series

#15-200T S.B.C. EARLY CORVETTE ROAD RACE PAN



#15-200T

7" Deep, 7.625" Wide, 11.5" Long sump, 5.5 qt system capacity.

PART #S:

#15-200T for '86 and newer blocks with one piece seal.

PICKUPS:

#20-044 for Sm. Bl. Standard Vol. Pumps, #M55 & #M55A.
 #20-049 for Sm. Bl. Standard Vol. Pumps with 3/4" tube, #M155.
 #20-074 for Sm. Bl. High Vol. Pumps, #M55HV.
 #20-079 for Sm. Bl. High Vol. Pumps with 3/4" tube, #M155HV.

STARTER: Works with stock starter.

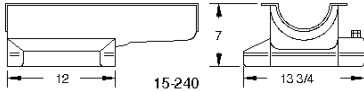
NOTE: Use Canton #20-907 windage tray.

- Long sump design based off stock early Corvette oil pan.
- Pan is a direct fit upgrade for many early Corvette's and a variety of chassis where low ground clearance is an issue.
- Increased oil capacity over stock crate engine pan.
- Trap Door Baffle for oil control.
- Works with stock dipstick.

#15-240 S.B.C. LATE CORVETTE ROAD RACE PANS



#15-240



7" Deep, 13.75" Wide, 12" Long sump, 7 quart system capacity.

PART #S:

#15-240 for pre-'80 blocks with left side dipstick.
 #15-240M for '80 to '85 blocks with right side dipstick.
 #15-240T for '86 and newer blocks with one piece seal.

PICKUPS:

#20-044 for Sm. Bl. Standard Vol. Pumps, #M55 & #M55A.
 #20-049 for Sm. Bl. Standard Vol. Pumps with 3/4" tube, #M155.
 #20-074 for Sm. Bl. High Vol. Pumps, #M55HV.
 #20-079 for Sm. Bl. High Vol. Pumps with 3/4" tube, #M155HV.

STARTER: Works with stock starter.

NOTE: If not using the factory GM 20 mm oil level sender our #22-405 plug is required to plug the 20mm port.

- Designed for '84-'96 Corvette's and a variety of chassis where low ground clearance is an issue. Also known to fit C3 Corvette's.
- Five Trap Door Baffles
- Crank Scraper
- Built in Screen Windage Tray
- 1/2" NPT Temperature Bung and Provision for our Pan Mounted Dipstick
- Includes a 20mm fitting for a low oil warning sender.

#15-242T S.B.C. '93-'97 CAMARO / FIREBIRD AND '94-'96 IMPALA ROAD RACE PAN



#15-242T

7.5" Deep, 12" Wide, 8.25" Long sump, 6 qt. system capacity.

PART #S: #15-242T '93-'97 F-Body pan for '86 and newer blocks.

PICKUPS:

#20-010 for Sm. Bl. Standard Vol. Pumps, #M55 & #M55A.
 #20-013 for Sm. Bl. Standard Vol. Pumps with 3/4" tube, #M155.
 #20-020 for Sm. Bl. High Vol. Pumps, #M55HV.
 #20-023 for Sm. Bl. High Vol. Pumps with 3/4" tube, #M155HV.
 #20-021 for Melling #10552 & #10555 Pumps (flange mount).

STARTER: Works with stock starter.

NOTE: If not using the factory GM 20 mm oil level sender our #22-405 plug is required to plug the 20mm port.

- Designed for '86 and up blocks in a '93-'97 F-Body chassis and '94-'96 Impala chassis (check your exhaust for pan clearance, allow extra room if using low oil sensor.)
- Triple Trap Door Baffles
- Crank Scraper
- Built in Screen Windage Tray
- 1/2" NPT Temperature Bung
- Includes a 20mm fitting for a low oil warning sender.

#15-244 & #15-246T S.B.C. '82-'92 CAMARO / FIREBIRD ROAD RACE PANS



#15-244T



#15-246T

7.5" Deep, 12" Wide, 8.25" Long sump, 6 quart system capacity.

PART #S:

#15-244 '82-'92 F-Body pan for pre-'80 blocks with left side dipstick.
 #15-244M '82-'92 F-Body pan for '80-'85 blocks w/ right side dipstick.
 #15-244T '82-'92 F-Body pan for '86-Up blocks with a one piece seal.
 #15-246T '82-'92 F-Body Power pan for '86 and newer blocks.

PICKUPS:

#20-010 for Sm. Bl. Standard Vol. Pumps, #M55 & #M55A.
 #20-013 for Sm. Bl. Standard Vol. Pumps with 3/4" tube, #M155.
 #20-020 for Sm. Bl. High Vol. Pumps, #M55HV.
 #20-023 for Sm. Bl. High Vol. Pumps with 3/4" tube, #M155HV.
 #20-021 for Melling #10552 & #10555 Pumps (flange mount).

STARTER: 15-244 pans work with stock starter.

15-246T pans require an aftermarket mini starter.

NOTE: If not using the factory GM 20 mm oil level sender our #22-405 plug is required to plug the 20mm port.

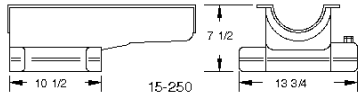
- Designed for '82-'92 F-Body chassis.
- Choose the standard configuration 15-244 pan or the 15-246T Power pan with added oil recovery pouch.
- Triple Trap Door Baffles
- Crank Scraper
- Built in Screen Windage Tray for 15-244 pans and Louvered Windage Tray for 15-246 pans
- 1/2" NPT Temperature Bung
- Includes a 20mm fitting for a low oil warning sender.
- 15-246T also includes a provision for our pan mounted dipstick

Small Block Chevy Street, Strip, & Road Race Series

#15-250 S.B.C. ROAD RACE OIL PAN



#15-250



7.5" Deep, 13.75" Wide, 10.5" Long sump, 7 quart system capacity

PART #S:

#15-250 pan for pre-'80 blocks with left side dipstick.
#15-250T pan for '86 and newer blocks with one piece seal.

PICKUPS:

#20-010 Pickup for Sm. Bl. Standard Vol. Pumps, #M55 & #M55A
#20-013 Pickup for Sm. Bl. Stand.Vol. Pumps with 3/4" tube, #M155
#20-020 Pickup for Sm. Bl. High Vol. Pumps, #M55HV
#20-023 for Sm. Bl. High Vol. Pumps with 3/4" tube, #M155HV
#20-021 for Melling #10552 & #10555 Pumps (flange mount)

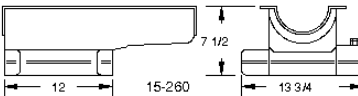
NOTE: Cannot be used with cross-over exhaust.

- Designed for GM '78 and up G-Body chassis and '70 to '81 F-Body chassis
- Five Trap Door Baffles
- Crank Scraper
- Built in Screen Windage Tray
- 1/2" NPT Temperature Bung

#15-260 S.B.C. 7-1/2" DEEP ROAD RACE OIL PAN



#15-260



7.5" Deep, 13.75" Wide, 12" Long sump, 8 quart system capacity

PART #S:

#15-260 pan for pre-'80 blocks with left side dipstick.

PICKUPS:

#20-010 Pickup for Sm. Bl. Standard Vol. Pumps, #M55 & #M55A
#20-013 Pickup for Sm. Bl. Stand.Vol. Pumps with 3/4" tube, #M155
#20-020 Pickup for Sm. Bl. High Vol. Pumps, #M55HV
#20-023 for Sm. Bl. High Vol. Pumps with 3/4" tube, #M155HV
#20-021 for Melling #10552 & #10555 Pumps (flange mount)

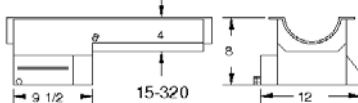
- Designed to fit most applications, including front steer chassis with aftermarket or Camaro front ends
- Five Trap Door Baffles
- Crank Scraper
- Built in Screen Windage Tray
- 1/2" NPT Temperature Bung and Provision for our Pan Mounted Dipstick

Big Block Chevy Street, Strip, & Road Race Series

#15-320 BIG BL. CHEVY STOCK DEPTH WIDE SUMP OIL PANS



#15-320T



8" Deep, 12" Wide, 9.5" Long sump, 7 quart system capacity.

PART #S:

#15-320 pan for Mark IV Big Bl. Chevy.
#15-320T pan for Mark V and VI Big Bl. Chevy.

PICKUP:

#20-170 for Big BL. pumps.

OIL PUMPS:

#M77 standard volume.
#M77HV High volume.

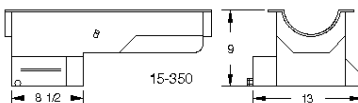
NOTE: Due to the extra shallow front section of this pan designed for large x-member clearance our main cap mounted windage trays will not clear this pan.

- Designed with a shallow front with angled corners to clear the large cross members in early Camaros and Novas
- Pan retains stock depth and can clear a 4.25" stroke
- Crank Scraper
- Slosh Baffle
- Provision for our Pan Mounted Dipstick

#15-350 BIG BL. CHEVY EARLY CHEVELLE OIL PANS



#15-350T



9" Deep, 13" Wide, 8.5" Long sump, 8 quart system capacity.

PART #S:

#15-350 for standard Big Blocks with 2 piece rear seal.
#15-350T pan for Mark V and VI Big Bl. Chevy.

PICKUP:

#20-190 for Big BL. pumps.

OIL PUMPS:

#M77 standard volume.
#M77HV High volume.

- Designed to fit in early Chevelles and most other GM chassis
- Clears up to a 4.5" Stroke
- Crank Scraper
- Slosh Baffle
- Provision for our Pan Mounted Dipstick

Chevy LS Street, Strip, & Road Race Series

#15-274 GM LS1/LS6 REAR SUMP ROAD RACE BAFFLED OIL PAN



#15-274

6.5" Deep, 11.75" Wide, 8.375" Long sump, 6.5 qt system capacity.

PART #:

#15-274 for LS1/LS6 aluminum blocks

PICKUP:

#15-275 GM LS1/LS6 Pickup for #15-274

RECOMMENDED / REQUIRED PARTS:

#22-302 GM LS1 Oil Pan Mounting Stud Kit.

(stock pan bolts too long for use with this pan)

#21-870 LS1 Flywheel Cover for T56 Bellhousing See Pg 46.

Our LS1 **Filter Adapter or Filter Mount is Required** with this pan

#22-630 & #22-632 LS1 Remote Filter Adapters See Page 56

#22-631 LS1 Pan Mounted Spin-on Filter Mount. See Page 56

#22-620 Billet aluminum remote spin-on filter mount. See Pg. 56

STARTER: Works with stock starter.

NOTE: Clears a 4.25" stroke with steel rods.

- Designed for most rear sump applications. Fits A, F, Y & 1970's X-Body cars
- Diamond Shape Road Race Baffle Assembly With Four Trap Doors
- Removable Windage / Anti-Slosh Baffle
- Works with OEM windage tray #12558253.

#15-276 GM LS1/LS6 FRONT SUMP ROAD RACE / DRIFT BAFFLED OIL PAN



#15-276

5.625" Deep, 14" Wide, 6.75" Long sump, 6.5 qt system capacity.

PART #S:

#15-276 for LS1/LS6 aluminum blocks

PICKUPS: Use stock Pontiac GTO pickup GM #12572654

RECOMMENDED / REQUIRED PARTS:

#22-302 GM LS1 Oil Pan Mounting Stud Kit.

(stock pan bolts too long for use with this pan)

#21-870 LS1 Flywheel Cover for T56 Bellhousing See Pg 46.

Our LS1 **Filter Adapter or Filter Mount is Required** with this pan

#22-630 & #22-632 LS1 Remote Filter Adapters See Page 56

#22-631 LS1 Pan Mounted Spin-on Filter Mount. See Page 56

#22-620 Billet aluminum remote spin-on filter mount. See Pg. 56

STARTER: Works with stock starter.

NOTE: Clears a 4.25" stroke with steel rods.

NOTE: If not using the factory GM 20 mm oil level sender our #22-405 plug is required to plug the 20mm port.

- Designed for front sump LS1/LS6 powered cars and LS1/LS6 to front sump engine swaps, specifically Nissan 240sx engine swaps.
- Diamond Shape Road Race Baffle Assembly With Four Trap Doors
- Removable Windage / Anti-Slosh Baffle
- Provision for our Pan Mounted Dipstick
- 20mm Bung for Low Oil Warning Sender
- Works with OEM windage tray #12558253.

Chevy LS Options and Accessories

#22-302 LS1 Oil Pan Stud Kit. See page 45.

#22-630/632 LS1 Billet Aluminum Remote Oil Filter Adapters. See page 56.

#22-631 LS1 Billet Aluminum Spin-on Oil Filter Mount. See page 56.

#20-902 LS1 Front Sump Screen Windage Tray. See page 51.

#21-870 LS1 Bellhousing Flywheel Cover. See page 46.

#80-052 LS1 Rotating 90 Deg water neck. See page 91.

#22-632



#22-630



#22-631



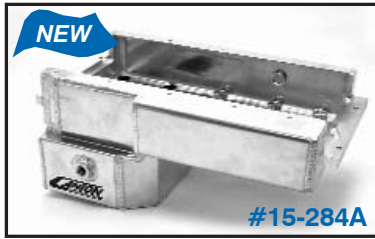
#80-052



#21-870

Dart LS Next Street, Strip, & Road Race Series

#15-284A DART LS NEXT REAR SUMP ALUMINUM ROAD RACE BAFFLED OIL PAN



#15-284A

6.5" Deep from engine's rear cover.
8.5" Deep from the pan's side rail.
11.75" Wide, 8.375" Long sump, 6.5 qt system capacity.

PART #:
#15-284A for Dart LS Next blocks

PICKUP:
#15-285 LS Next Pickup for #15-284A

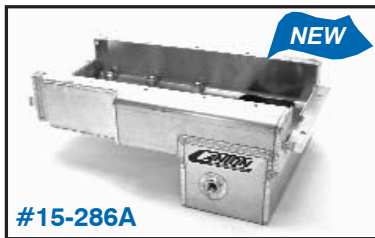
RECOMMENDED / REQUIRED PARTS:
#21-870 LS1Flywheel Cover for T56 Bellhousing See Pg 46.
#22-620 Billet aluminum remote spin-on filter mount. See Pg. 58

STARTER: Works with stock starter and most aftermarket starters.

NOTE: If not using the factory GM 20 mm oil level sender our
#22-405 plug is required to plug the 20mm port.

- Designed for most rear sump applications. Fits A, F, Y & 1970's X-Body cars
- Pro-Style Oil Recovery Pouch maximizes the performance of the non skirted LS Next block.
- Machined Billet Front & Rear Seals
- Diamond Shape Baffle Assembly With Four Trap Doors
- Removable Windage / Anti-Slosh Baffle
- Provision for our Pan Mounted Dipstick
- 20mm Bung for Low Oil Warning Sender

#15-286A DART LS NEXT FRONT SUMP ALUMINUM ROAD RACE BAFFLED OIL PAN



#15-286A

5.625" Deep from engine's rear cover.
7.625" Deep from the pan's side rail.
14" Wide, 7" Long sump, 6.5 qt system capacity.

PART #:
#15-286A for Dart LS Next blocks

PICKUP:
#15-287 LS Next Pickup for #15-286A

RECOMMENDED / REQUIRED PARTS:
#21-870 LS1Flywheel Cover for T56 Bellhousing See Pg 46.
#22-620 Billet aluminum remote spin-on filter mount. See Pg. 58

STARTER: Works with stock starter and most aftermarket starters.

NOTE: If not using the factory GM 20 mm oil level sender our
#22-405 plug is required to plug the 20mm port.

- Designed for front sump LS1/LS6 powered cars and LS1/LS6 to front sump engine swaps, specifically Nissan 240sx engine swaps.
- Pro-Style Oil Recovery Pouch maximizes the performance of the non skirted LS Next block.
- Machined Billet Front & Rear Seals
- Diamond Shape Baffle Assembly With Four Trap Doors
- Removable Windage / Anti-Slosh Baffle
- Provision for our Pan Mounted Dipstick
- 20mm Bung for Low Oil Warning Sender

Ford 289-302 Street, Strip, & Road Race Series

#15-610 FORD 289-302 HIGH CAPACITY FRONT SUMP OIL PAN



#15-610

8" Deep by 13.5" Wide, 8.5" Long sump, 7 qt. system capacity.

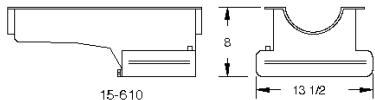
PART #S:
#15-610 for 289-302 blocks.

PICKUP:
#15-611 3/4" Dia. p/u.

OIL PUMPS:
#M68HV Recommended Oil Pump for 289-302 engines.

STARTER:
Works with all aftermarket and stock starters.

- Designed to fit most front sump production chassis **EXCEPT** Mustang II's, Mavericks and Comets which **MAY** fit with modification
- Crank Scraper
- Slosh Baffle
- Provision for our Pan Mounted Dipstick



#15-630 FORD 289-302 FRONT SUMP ROAD RACE PANS



#15-630

8" Deep, 13.5" Wide, 10.5" Long sump, 9 qt. system capacity.
(S & SM versions are 12" wide and have a 8 qt system capacity.)

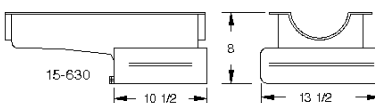
PART #S:
#15-630 pan for 289-302 blocks.
#15-630S pan for 289-302 with 14 ga.12" wide sump for Cobra kit cars.
#15-630SM pan for 289-302 with 14 ga.12" wide sump for Cobra kit cars with no crank scraper main supports.

PICKUP:
#15-611 3/4" Dia. p/u.

OIL PUMPS:
#M68HV / #M10688 Recommended Oil Pumps for 289-302.

STARTER: Works with all aftermarket and stock starters.

- Designed to fit most front sump applications
- Diamond Shape Road Race Baffle Assembly With Four Trap Doors
- Crank Scraper in 15-630 and 15-630S Pan
- Crank Scraper omitted from 15-630SM for main support clearance
- Removable Windage / Anti-Slosh Baffle
- 1/2" NPT Temperature Bung and Provision for our Pan Mounted Dipstick

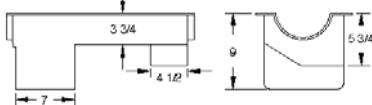


Ford 289-302 Street, Strip, & Road Race Series

#15-620 FORD 289-302 DEEP REAR SUMP FOR FOX BODY MUSTANGS



#15-620



9" Deep sump, 7 quart system capacity

PART #'S:

#15-620 for 289-302 blocks.
#15-620S for 289-302 blocks with main supports.

PICKUPS:

#15-621 3/4" Dia. p/u for 15-620.
#15-625 3/4" Dia. p/u for 15-620S with other steel support.
#15-627 3/4" Dia. p/u for 15-620S with CANTON #21-060 support.
#20-950 Oil Pump p/u stud for 302 based engines.
#20-953 Oil Pump p/u stud for R302 based engines.

OIL PUMPS:

#M68 / #M68HV / #M10688 Recommended oil pumps.

- Designed for '79 to '95 Mustangs and '80 to '97 T-Bird Chassis
- Extra deep sump for increased oil control and capacity
- Crank Scraper in 15-620 Pan
- Crank Scraper omitted in 15-620S for main support clearance
- Slosh Baffle
- Provision for our Pan Mounted Dipstick

#15-640 FORD 289-302 STREET/STRIP REAR SUMP



#15-640



7.5" Deep, 13.5" Wide, 8" Long sump, 7 quart system capacity.

PART #:

#15-640 for 289-302 blocks.

PICKUPS:

Can be used with stock rear sump Mustang/T-Bird pickup or:
#15-641 Replacement pickup for 289-302 blocks.
#20-950 Oil Pump pickup stud for 302 engines.
#20-953 Oil Pump pickup stud for use with R302 engines.

OIL PUMPS:

#M68 / #M68HV / #M10688 Recommended oil pumps.

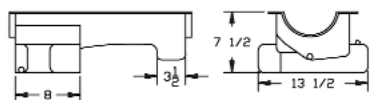
NOTE: Some long tube headers require modification.

- Designed for '79 to '93 Mustangs and '80 to '97 T-Birds Chassis
- Retains stock depth
- Crank Scraper
- Slosh Baffle
- 1/2" NPT Temperature Bung and Provision for our Pan Mounted Dipstick

#15-644 FORD 289-302 REAR SUMP ROAD RACE PANS



#15-644



7.5" Deep, 13.5" Wide, 8" Long sump, 7 quart system capacity.

PART #'S:

#15-644 pan for 289-302 blocks.
#15-644S pan for 289-302 blocks with main supports.

PICKUPS:

#15-645 3/4" Dia. p/u.
#15-647 3/4" Dia. p/u for Canton #21-060 support with 15-644S.
#20-950 Oil Pump p/u stud for 302 engines.
#20-953 Oil Pump p/u stud for R302 engines.

OIL PUMPS:

#M68, #M68HV or #M10688 Recommended Oil Pumps for 289-302 engines.

NOTE: Some long tube headers require modification.
#15-644S does not have a crank scraper.

- Designed for '79 to '93 Mustangs and '80 to '97 T-Birds Chassis
- Retains stock depth
- Diamond Shape Road Race Baffle Assembly With Four Trap Doors
- Crank Scraper in 15-644 Pan
- Crank Scraper omitted in 15-644S for main support clearance
- Removable Windage / Anti-Slosh Baffle
- 1/2" NPT Temperature Bung and Provision for our Pan Mounted Dipstick

OPTIONS AND ACCESSORIES FOR SMALL BLOCK FORD OIL PANS

#20-850 Steel tube dipstick kit for oil pans using dipstick provision. See page 44.

#20-854 Steel braided dipstick kit for oil pans using dipstick provision. See page 44.

#88-600/88-602 Gasket set for SB Ford 289-302. See page 44.

#22-360 SB Ford Oil Pan Stud Kit. See page 45.

#20-830 289-302 Ford Crank Scraper. See page 45.



#20-850



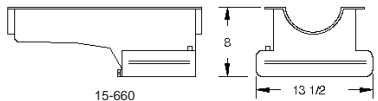
#20-830

Ford 351W Street, Strip, & Road Race Series

#15-660 FORD 351W HIGH CAPACITY FRONT SUMP



#15-660



8" Deep, 13.5" Wide, 8.5" Long sump, 7 qt. system capacity.

PART #S:

#15-660 for 351W blocks.
#15-661 3/4" Dia. p/u.

OIL PUMPS:

#M83HV Recommended Oil Pump for 351W engines.

STARTER:

Works with all aftermarket and stock starters.

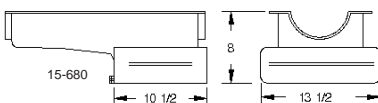
- Designed to fit most front sump production chassis **EXCEPT** Mustang II's, Mavericks, and Comets which **MAY** fit with modification

- Crank Scraper
- Slosh Baffle
- Provision for our Pan Mounted Dipstick

#15-680 FORD 351W FRONT SUMP ROAD RACE PANS



#15-680



8" Deep, 13.5" Wide, 10.5" Long sump, 9 qt. system capacity. (S version is 12" wide and has a 8 qt system capacity.)

PART #S:

#15-680 pan for 351 Windsor blocks.
#15-680S pan for 351W with 14 ga. 12" wide sump for Cobra kit cars.

PICKUP:

#15-661 3/4" Dia. p/u.

OIL PUMPS:

#M83HV / #M10833 Recommended Oil Pumps for 351W engines

STARTER:

Works with all aftermarket and stock starters.

- Designed to fit most front sump applications

- Diamond Shape Road Race Baffle Assembly With Four Trap Doors

- Crank Scraper

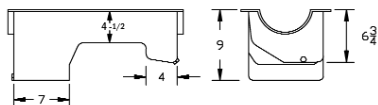
- Removable Windage / Anti-Slosh Baffle

- 1/2" NPT Temperature Bung and Provision for our Pan Mounted Dipstick

#15-670 FORD 351W DEEP REAR SUMP FOR FOX BODY MUSTANGS



#15-670



9" Deep sump gives a 7 quart system capacity.

PART #S:

#15-670 for 351 Windsor blocks.
#15-670S for 351 Windsor blocks with main supports.

PICKUPS:

#15-671 3/4" Dia. p/u for use with or without CANTON MAIN SUPPORTS.
#15-673 7/8" Dia. p/u for 15-670 without main supports.
#15-675 3/4" Dia. p/u for 15-670S with other STEEL MAIN SUPPORTS.
#20-953 Oil Pump p/u stud for 351W engines.

OIL PUMPS:

#M83 / #M83HV / #M10833 Recommended oil pumps.

- Designed for '79 to '95 Mustangs and '80 to '97 T-Bird Chassis

- Extra deep sump for increased oil control and capacity

- Crank Scraper in 15-670 Pan

- Crank Scraper omitted in 15-670S for main support clearance

- Slosh Baffle

- Provision for our Pan Mounted Dipstick

OPTIONS AND ACCESSORIES FOR SMALL BLOCK FORD OIL PANS

#20-850 Steel tube dipstick kit for oil pans using dipstick provision. See page 44.

#20-854 Steel braided dipstick kit for oil pans using dipstick provision. See page 44.

#88-600/88-602 Gasket set for SB Ford 289-302. See page 44.

#22-360 SB Ford Oil Pan Stud Kit. See page 45.

#20-830 289-302 Ford Crank Scraper. See page 45.



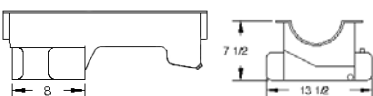
#88-602



#22-360

Ford 351W Street, Strip, & Road Race Series

#15-690 FORD 351W STREET/STRIP REAR SUMP



7.5" Deep, 13.5" Wide sump, 7 quart system capacity.

PART #S:
#15-690 for 351 Windsor blocks.

PICKUP:
#15-691 3/4" Dia. p/u. for 15-690 pan.
#20-953 Oil Pump p/u stud for 351W engines.
#15-695 Recommended p/u if using main support.

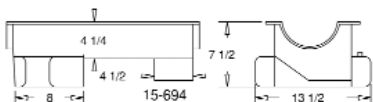
OIL PUMPS:
#M83 / #M83HV #M10833 Recommended oil pumps.

NOTE: Some long tube headers require modification.

NOTE: For SVO 4-Bolt use 13-672SV Pan

- Designed for '79 to '93 Mustangs and '80 to '97 T-Birds Chassis
- Retains stock depth
- Crank Scraper.
- Slosh Baffle.
- 1/2" NPT Temperature Bung and Provision for our Pan Mounted Dipstick.

#15-694 FORD 351W REAR SUMP ROAD RACE PANS



7.5" Deep, 13.5" Wide sump gives a 7 quart system capacity.

PART #S:
#15-694 pan for 351 Windsor blocks.
#15-694S pan for 351 Windsor blocks with main supports.

PICKUP:
#15-695 3/4" Dia. p/u for baffled 15-694 pan.
#20-953 Oil Pump p/u stud for 351W engines.

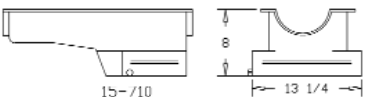
OIL PUMPS:
#M83, #M83HV or #M10833 Recommended Oil Pumps for 351W engines.

NOTE: Some long tube headers require modification.

- Designed for '79 to '93 Mustangs and '80 to '97 T-Birds Chassis
- Retains stock depth
- Diamond Shape Road Race Baffle Assembly With Four Trap Doors
- Crank Scraper in 15-694 Pan
- Crank Scraper omitted in 15-694S for main support clearance
- Removable Windage / Anti-Slosh Baffle
- 1/2" NPT Temperature Bung and Provision for our Pan Mounted Dipstick

Ford 351C Street, Strip, & Road Race Series

#15-710 FORD 351C / 351M HIGH CAPACITY FRONT SUMP



8" Deep, 13.25" Wide, 7 qt. system capacity.

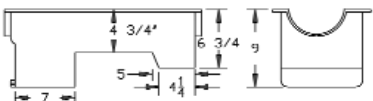
PART #:
#15-710 pan for 351M / 351C blocks.

PICKUP:
#15-711 3/4" Dia. Pickup for 15-710.

OIL PUMP:
#M84AHV Recommended Oil Pump.

- Designed to fit most front sump production chassis **EXCEPT** Mustang II's, Mavericks, and Comets which **MAY** fit with modification.
- Crank Scraper
- Slosh Baffle

#15-720 FORD 351C / 351M REAR SUMP FOR FOX BODY MUSTANGS



9" Deep sump gives a 7 quart system capacity.

PART #:
#15-720 for 351M / 351C blocks.

PICKUPS:
#15-721 3/4"dia. pickup.
#20-953 pickup mounting bolt for use with #15-721 pickup.

OIL PUMPS:
#M84AHV Recommended Oil Pump.

NOTE: #15-720 will require special motor mounts and may require modification when used in 79-80 Mustangs.

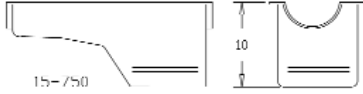
- Designed for '79 to '95 Mustangs and '80 to '97 T-Birds Chassis
- Extra deep sump for increased oil capacity
- Crank Scraper
- Slosh Baffle
- Provision for our Pan Mounted Dipstick

Ford 429-460 Street, Strip, & Road Race Series

#15-750 429-460 FORD DEEP FRONT SUMP OIL PAN



#15-750



10" Deep, 9.75" Wide, 11.25" Long sump, 8 quart system capacity.
PART #:
 #15-750 pan for 429-460 blocks.
PICKUP :
 #15-751 pickup for Cobra Jet pumps.
OIL PUMP:
 #M84B & M84BHV CJ Pump for use with bolt on pickups.

- Deep Sump for Extra Capacity
- Retains Stock Width to Clear Competition Headers
- Crank Scraper
- Slosh Baffle

#15-764 429-460 FORD FRONT SUMP ROAD RACE OIL PAN



#15-764

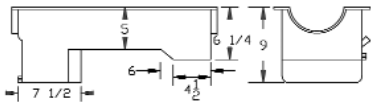
8.5" Deep, 12" Wide sump, 7 quart system capacity.
PART #:
 #15-764 pan for 429-460 blocks.
PICKUP:
 #15-763 pickup for recommended truck pump #M84DHV.
OIL PUMP:
 #M84D & M84DHV recommended truck pump.

- Shallow "T" Sump Pan Fully Baffled for Road Racing
- Diamond Shape Road Race Baffle Assembly With Four Trap Doors
- Crank Scraper
- Removable Windage / Anti-Slosh Baffle
- 1/2" NPT Temperature Bung and Provision for our Pan Mounted Dipstick

#15-770 FORD 429-460 REAR SUMP OIL PAN FOR FOX BODY MUSTANG CONVERSIONS



#15-770



9" Deep sump, 7 quart system capacity.
PART #:
 #15-770 for all 429-460 blocks.
PICKUPS:
 #15-771 3/4" dia. pickup.
 #20-956 pickup mounting bolt for use with #15-771 pickup.
 #15-777 3/4" dia. pickup for use with our Main Support #21-066.
OIL PUMPS:
 #M84DHV truck pump required.

NOTE: This 429-460 pan for '79 and up Mustangs, '80 & up T-Bird chassis will require special motor mounts and may require modification when used in '79-'80 Mustangs.

- Designed for 429-460 engines in '79 to '93 Mustangs and '80 to '97 T-Birds Chassis
- Extra deep sump for increased oil control and capacity
- Crank Scraper
- Provision for our Pan Mounted Dipstick

#15-766 FORD 429-460 REAR SUMP ROAD RACE COBRA OIL PAN



#15-766

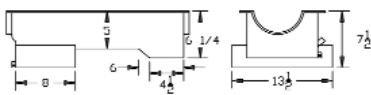
7.5" Deep, 13" Wide, 12" Long sump, 8 quart system capacity.
PART #:
 #15-766 pan for 429-460 blocks in Cobras.
PICKUPS:
 #15-767 Pickup for #15-766 pan.
 #20-956 Main cap mounting bolt for use with #15-767 pickup.
OIL PUMPS:
 #M84DHV truck pump required.

- Shallow "T" Style Sump for Extra Capacity
- Diamond Shape Road Race Baffle Assembly With Four Trap Doors
- Crank Scraper
- 1/2" NPT Temp Bung and Provision for our Pan Mounted Dipstick
- Gloss Black Powder Coat Finish
- Removable Windage/Anti-Slosh Baffle

#15-774 FORD 429-460 REAR SUMP ROAD RACE BAFFLED OIL PAN



#15-774



7.5" Deep, 13.5" Wide, 8" Long sump, 7 quart system capacity.
PART #:
 #15-774 Pan for 429-460.
PICKUPS:
 #15-775 Pickup for 15-774 pan.
 #20-956 Main cap mounting bolt for use with 15-775 pickup.
OIL PUMPS:
 #M84DHV truck pump required.

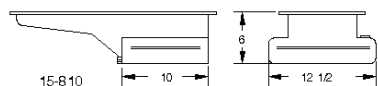
- Designed for 429-460 engines in '79 to '93 Mustangs and other rear sump applications, such as Cobra Kits
- Diamond Shape Road Race Baffle Assembly With Four Trap Doors
- Crank Scraper
- Removable Windage / Anti-Slosh Baffle
- 1/2" NPT Temperature Bung and Provision for our Pan Mounted Dipstick

Ford 332-428 FE Street, Strip, & Road Race Series

#15-810 FORD 332-428 FE HIGH CAPACITY FRONT SUMP



#15-810



6" Deep, 12.5" Wide, 10" Long sump, 8 qt. system capacity.

PART #S:

#15-810 pan for all 332 - 428 FE blocks.

PICKUP:

#15-811 3/4" Dia. p/u.

OIL PUMPS:

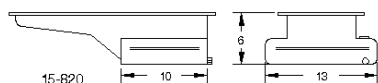
#M57HV Recommended Oil Pump 332 - 428 FE blocks.

- "T" style sump to increase capacity without losing ground clearance
- Slosh Baffle
- 1/2" NPT Temperature Bung and Provision for our Pan Mounted Dipstick

#15-820 FORD 332-428 FE FRONT SUMP ROAD RACE OIL PAN



#15-820



6" Deep, 13" Wide, 10" Long sump, 8 quart system capacity.

PART #:

#15-820 pan for all 332 - 428 FE blocks.

PICKUP:

#15-821 3/4" Dia. Pickup.

OIL PUMP:

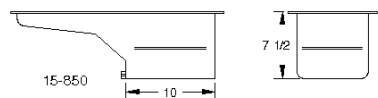
#M57HV

- This road race oil pan is ideal for Mustangs and Cobra Kit Cars
- "T" style sump to increase capacity without losing ground clearance
- Road Race Baffle Assembly With Six Trap Doors
- Removable Windage / Anti-Slosh Baffle
- 1/2" NPT Temperature Bung and Provision for our Pan Mounted Dipstick

#15-850 FORD 332-428 FE DEEP FRONT SUMP OIL PAN



#15-850



7.5" Deep sump, 7 quart system capacity.

PART #:

#15-850 for all 332 - 428 FE blocks.

PICKUP:

#15-851 3/4" Dia. Pickup.

OIL PUMP:

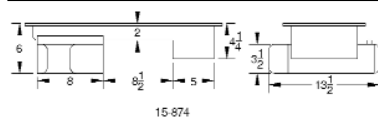
#M57HV Recommended Oil Pump.

- Retains Stock Width to Clear Competition Headers
- Extra Deep for Extra Oil Capacity
- Two Trap Door Baffles
- Bolt in Slosh Baffle
- Provision for our Pan Mounted Dipstick

#15-874 FORD 332-428 FE REAR SUMP ROAD RACE OIL PAN



#15-874



6" Deep, 13.5" Wide, 8" Long sump, 7 quart system capacity.

PART #:

#15-874 for all 332 - 428 FE blocks.

PICKUP:

#15-875 3/4" Dia. Pickup.

#20-953 pickup mounting bolt for use with #15-875 pickup.

OIL PUMP:

#M57HV Recommended Oil Pump.

- Designed for early Mustangs with Rack & Pinion front end conversions, '79 to '93 Mustangs, 80-97 T-Birds, or Rear Sump Cobra Kit Cars
- Shallow "T" Style Sump for Extra Capacity
- Diamond Shape Road Race Baffle Assembly With Four Trap Doors
- 1/2" NPT Temperature Bung and Provision for our Pan Mounted Dipstick

Ford 5.0 Coyote Series Oil Pans

#15-730 / 15-734 FORD 5.0 COYOTE STREET/STRIP & ROAD RACE REAR SUMP OIL PANS



6.625" Deep, 12.5" Wide, 9" Long sump, 7 quart system capacity

PART #:
#15-730 rear sump **Street/Strip** pan for Ford 5.0 coyote blocks.
#15-734 rear sump **Road Race** pan for Ford 5.0 coyote blocks.

PICKUPS: Use stock Mustang 5.0 Coyote pickup (#BR3Z6622A)

WINDAGE TRAY: Use stock Coyote gasket/windage tray

- Designed for 96-04 and 05-12 Mustang chassis
- 15-730 Includes Slosh Baffle
- 15-734 Includes Removable Windage / Anti-Slosh Baffle
- 15-734 Also Includes Diamond Shape Road Race Baffle Assembly With Four Trap Doors
- Each Includes 1/2" NPT Temperature Bung and 20mm Bung for Low Oil Warning Sender

#15-736 FORD 5.0 COYOTE KIT CAR REAR SUMP ROAD RACE OIL PAN



5" Deep, 11.5" Wide, 10.5" Long sump, 7 quart system capacity

PART #:
#15-736 rear sump pan for Ford 5.0 coyote blocks.

PICKUPS:
#15-737 rear sump pickup

NOTE: If not using the oil level sender port, the #22-405 plug is required to plug the 20mm port.

- Designed for 5.0 Coyote blocks
- Diamond Shape Road Race Baffle Assembly With Four Trap Doors
- Removable Windage / Anti-Slosh Baffle
- 1/2" NPT Temperature Bung
- 20mm Bung for Low Oil Warning Sender

#15-738 FORD 5.0 COYOTE FRONT SUMP ROAD RACE OIL PAN



6.25" Deep, 12" Wide, 8" Long sump, 7 quart system capacity

PART #:
#15-738 front sump pan for Ford 5.0 coyote blocks.

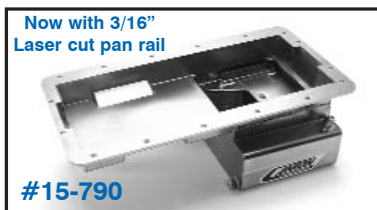
PICKUPS:
#15-739 front sump pickup

NOTE: If not using the oil level sender port, the #22-405 plug is required to plug the 20mm port.

- Designed for 5.0 Coyote blocks
- Diamond Shape Road Race Baffle Assembly With Four Trap Doors
- Removable Windage / Anti-Slosh Baffle
- 1/2" NPT Temperature Bung
- 20mm Bung for Low Oil Warning Sender

Ford 4.6 / 5.4 Street, Strip, & Road Race Series

#15-790 FORD 4.6 / 5.4 FRONT SUMP ENGINE SWAP OIL PAN



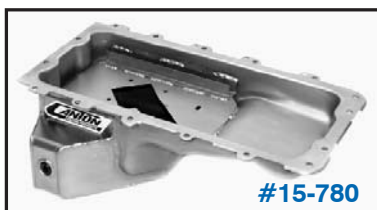
6.25" deep, 12" wide, 8" long sump, 7 quart system capacity.

PART #:
#15-790 pan for Ford 4.6 / 5.4 blocks.

PICKUPS:
#15-791 Pickup for 4.6 and 5.4 2V pumps.
#15-793 Pickup for 4.6 and 5.4 4V pumps.

- Designed to install 4.6/5.4 modular engines into early Ford chassis that require a front sump pan.
- Road Race Baffle Assembly With Five Trap Doors
- Removable Windage / Anti-Slosh Baffle
- 1/2" NPT Temperature Bung and Provision for our Pan Mounted Dipstick

#15-780 / 15-784 FORD 4.6 / 5.4 MODULAR STREET/STRIP & ROAD RACE REAR SUMP OIL PANS



6.25" deep, 12.75" wide, 9.25" long sump, with a 7 quart system capacity.

PART #:
#15-780 rear sump **Street/Strip** pan for Ford 4.6 / 5.4 blocks.

PICKUPS:
Use the factory pickup for your engine.

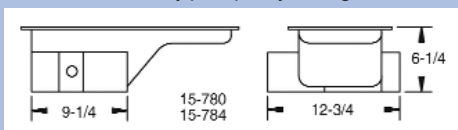
- Designed for '96-'04 and '05-'10 Mustangs
- Slosh Baffle
- 1/2" NPT Temperature Bung



6.25" deep, 12.75" wide, 9.25" long sump, 7 quart system capacity

PART #:
#15-784 rear sump **Road Race** pan for Ford 4.6 / 5.4 blocks.

PICKUPS: Use the factory pickup for your engine.



- Designed for '96-'04 and '05-'10 Mustangs
- Diamond Shape Road Race Baffle Assembly with Four Trap Doors
- Removable Windage / Anti-Slosh Baffle
- 1/2" NPT Temperature Bung

NOTE: Aluminum Version #13-784A available on page 21

Ford 4.6 / 5.4 Street, Strip, & Road Race Series

#15-794 FORD 4.6 / 5.4 MODULAR REAR SUMP KIT CAR PAN



#15-794



5" Deep, 11.5" Wide, 10.5" Long sump, 7 quart system capacity.

PART #:
#15-794 pan for Ford 4.6 / 5.4 blocks.
PICKUP:
#15-795 for 4.6 2V and 5.4 2V pumps.

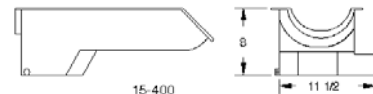
- Designed to install a 4.6/5.4 into a kit car without losing ground clearance
- Diamond Shape Road Race Baffle Assembly With Four Trap Doors
- Removable Windage / Anti-Slosh Baffle
- 1/2" NPT Temperature Bung

Pontiac Street/Strip/Road Race Oil Pans

#15-400 PONTIAC HIGH CAPACITY PAN



#15-400



8" Deep, 11.5" Wide sump, 6.5 quart system capacity.

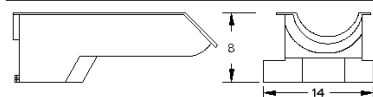
PART #:
#15-400 High capacity pan for Pontiac 301-455.
PICKUPS:
#15-401 3/4" dia. pickup.
OIL PUMPS:
M54DS / #M10541 Recommended oil pumps.

- Designed for Pontiac 301-455 engines
- Side Pouch Offers Increased Oil Capacity While Still Providing Clearance for Large X-Members
- Slosh Baffle
- Provision for our Pan Mounted Dipstick

#15-444 PONTIAC ROAD RACE T SUMP OIL PAN



#15-444



8" Deep, 14" Wide, 7 1/2" Long, 7 quart system capacity.

PART #:
#15-444 Road race pan for Pontiac 301-455.
PICKUP:
#15-401 3/4" dia. pickup.
OIL PUMPS:
M54DS / #M10541 Recommended oil pumps.

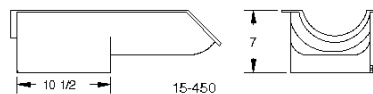
NOTE: Exhaust requires 3" of clearance between it and right side of stock pan to clear the T Sump on this pan.

- T sump design for extra oil capacity
- Triple Trap Door Baffles
- Removable Windage / Anti-Slosh Baffle
- Provision for our Pan Mounted Dipstick

#15-450 PONTIAC SHALLOW ROAD RACE PAN



#15-450



7" Deep, 10.5" Long sump, 6 quart system capacity.

PART #:
#15-450 Shallow road race pan for Pontiac 301-455.
PICKUP:
#15-451 3/4" dia. pickup.
OIL PUMPS:
M54DS / #M10541 Recommended oil pumps.

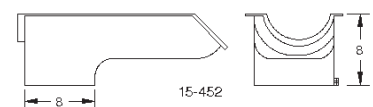
NOTE: Cannot be used with some stock exhaust systems (measure for clearance).

- Fits most popular chassis except GTOs and '67-'69 F-bodies
- Triple Trap Door Baffles
- Removable Windage / Anti-Slosh Baffle
- 1/2" NPT Temperature Bung and Provision for our Pan Mounted Dipstick

#15-452 PONTIAC ROAD RACE PAN



#15-452



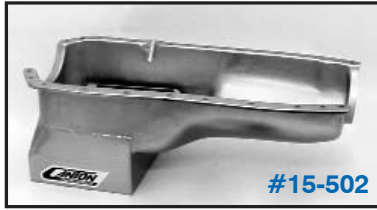
8" Deep, 8" Long, 6 quart system capacity.

PART #:
#15-452 Road race pan for Pontiac 301-455.
PICKUP:
#15-401 3/4" dia. pickup.
OIL PUMPS:
M54DS / #M10541 Recommended oil pumps.

- Designed for Pontiac G.T.O.s and '67-'69 F-bodies
- Triple Trap Door Baffles
- Removable Windage / Anti-Slosh Baffle
- 1/2" NPT Temperature Bung and Provision for our Pan Mounted Dipstick

Oldsmobile Oil Pan

#15-502 OLDSMOBILE 307-455 ROAD RACE OIL PAN



#15-502

8.25" Deep, 8" Long sump, 6 quart system capacity.

PART #:
#15-502 Pan for 307-455 Oldsmobile block.

PICKUP:
#15-503 Pickup for 15-502 pan.

OIL PUMPS:
#M22FHV Recommended oil pump for #15-502.

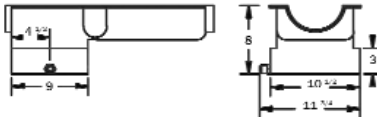
- 307-455 Oldsmobile oil pan designed for performance street, drag, or road race applications
- Triple Trap Door Baffles
- Removable Windage / Anti-Slosh Baffle
- 1/2" NPT Temperature Bung and Provision for our Pan Mounted Dipstick

AMC V-8 Rear Sump Oil Pan

#15-554 AMC REAR SUMP ROAD RACE OIL PAN



#15-554



8" Deep, 10.5" Wide, 9" Long sump, 9 quart system capacity.

PART #:
#15-554 Pan for V8 AMC'S.

PICKUPS:
#15-555 for internal oiling applications.
#20-720 Ext. pickup kit for external oil line applications.
(Installation of external kit is available)

NOTE: Use stock dipstick.

- Designed for AMC V8's in production chassis
- For Performance Street, Drag, or Road Race Applications
- 14 ga. Steel Construction
- Triple Trap Door Baffles
- Removable Windage / Anti-Slosh Baffle
- 1/2" NPT Temperature Bung

Holden V-8 Oil Pans

#15-580 HOLDEN V-8 FRONT SUMP STREET STRIP OIL PAN



#15-580

7 5/8" (195mm) Deep, 11" (280mm) Wide, 10 3/4" (270mm) Long sump, 7 quart or 6.5 liter system capacity.

PART #:
#15-580 Pan for V-8 Holden front sumps.

PICKUP:
#15-581 Pickup for 15-580 pan.

- V-8 Holden front sump oil pan designed for performance street, drag, or road race applications
- Windage / Anti-Slosh Baffle
- Provision for factory dipstick
- Room for main girdle
- Magnetic drain plug

#15-590 HOLDEN V-8 REAR SUMP STREET STRIP OIL PAN



#15-590

7 5/8" (195mm) Deep, 11" (280mm) Wide, 9" (230mm) Long sump, 7 quart or 6.5 liter system capacity.

PART #:
#15-590 Pan for V-8 Holden rear sumps.

PICKUP:
#15-591 Pickup for 15-590 pan.

- V-8 Holden rear sump oil pan designed for performance street, drag, or road race applications
- Windage / Anti-Slosh Baffle
- Provision for factory dipstick
- Room for main girdle
- Magnetic drain plug

Nissan Race Baffled Oil Pan

#15-934A NISSAN SR20 ALUMINUM BAFFLED OIL PAN



#15-934A

Stock Depth, 16" Wide, 7" Long sump, 4.75 quart capacity.

PART #:
#15-934A Sub pan for Nissan SR20 blocks.

PICKUP:
Use stock pickup.

NOTE: Designed to use the stock dipstick

- Sides extended 3.5" per side over stock, adding 1.5 quarts capacity
- .190 Aluminum mounting rail.
- Diamond Shape Road Race Baffle Assembly with Four Trap Doors
- Anti-Slosh Baffle designed to replace stock tray mounted to upper pan
- 1/2" NPT Turbo Drain / Temp Bung
- Includes Stainless Mounting Hardware

Mopar Deep Sump Oil Pans

#15-900 / #15-910 SB MOPAR STREET/STRIP OIL PANS



9" Deep, 7 quart system capacity.

PART #:

#15-900 for SM. Block Chrysler 273, 318, & 340 blocks.

#15-910 for SM. Block Chrysler 360 blocks.

PICKUPS:

#15-901 pickup for #15-900/#15-910 Oil Pans.

OIL PUMPS:

#M-72HV Required High Volume Oil Pump.

- #15-900 is designed for 1967-1992 273, 318, & 340 LA blocks in most production chassis
- #15-910 is Designed for 360 blocks in most production chassis
- High Capacity
- Slosh Baffle

#15-950 BB MOPAR DEEP SUMP OIL PAN



7" Deep, 8.75" Long sump, 7 quart system capacity.

PART #: #15-950 for 361, 383, 400, 413, 426, & 440 big blocks

PICKUPS: #15-951 BB Mopar 3/8 N.P.T. wedge engine pickup.

For Hemi's with 1/2" NPT pickup ports use OEM Pickup #P4529567 (Modification of tube may be required with some blocks).

For wedge engines with 3/8" NPT pickup ports use Canton #15-951

- Designed for stock chassis with 361, 383, 400, 413, 426, and 440 big block engines from 1959 through 1980.
- High Capacity
- Slosh Baffle

Honda Road Race Oil Pans

#15-960 HONDA D16A ROAD RACE OIL PAN



Stock Depth, 12.5" Wide by 8.5" Long sump, 5 quart system capacity.

PART #:

#15-960 pan for Honda D16A.

PICKUPS:

#15-961 late D16A stock replacement pickup.

- Designed for Honda D16A engines and will work with stock and most aftermarket exhausts
- For Performance Street, Drag, or Road Race Applications
- Diamond Shape Road Race Baffle Assembly With Four Trap Doors
- 1/2" NPT Temperature Bung

#15-962 HONDA B-SERIES ROAD RACE OIL PAN



Stock depth, 10.25" Wide and 9.25" Long, 5 qt. system capacity.

PART #:

#15-962 Pan for Acura B18A, Honda B17A, B18B, B18C, & B16A. (works on engines with and without factory giridle)

PICKUP:

Use OEM pickup.

RECOMMENDED PARTS:

#20-912 Honda B-Series Pro Windage Tray. See page 53.

- Designed for Honda B series engines and fits most popular chassis
- For Performance Street, Drag, or Road Race Applications
- Diamond Shape Road Race Baffle Assembly With Four Trap Doors
- 1/2" NPT Temperature Bung
- 1/2" NPT Turbo Bung

#15-964 HONDA K-SERIES DRAG / ROAD RACE OIL PAN



6.125" Deep, 9" Wide, 16.5" Long sump, 6.5 qt. system capacity.

PART #:

#15-964 Pan for Honda K-series engines (K20A2, K20Z1-Z3, etc.) Using stock K20A2 PRB or RRC Oil Pump/Pickup

#15-964S Pan for Honda K-series engines (K20A2, K20Z1-Z3, etc.) Using S2000 F-Series Oil Pump/Pickup

NOTE: Designed to use the OEM Honda baffle plate (windage tray) and dipstick

- Designed for popular K-series engine swap chassis.
- 3/16" Steel Laser Cut Pan Rail
- Diamond Shape Road Race Baffle Assembly With Four Trap Doors
- Removable Windage / Anti-Slosh Baffle
- 1/2" NPT Temperature Bung
- 1/2" NPT Turbo Bung

#15-966 F-SERIES HONDA S2000 DRAG / ROAD RACE OIL PAN



5.25" Deep, 9" Wide, 10" Long sump, extra quart capacity (6.9 qt system capacity)

PART #:

#15-966 Pan for Honda F-series engines (S2000) Using stock F-series Oil Pump/Pickup

RECOMMENDED PARTS:

#22-370 F-Series Honda stainless steel oil pan bolt kit. Stock hardware will not work for mounting this pan.

- 3/16" Steel Laser Cut Pan Rail
- Diamond Shape Road Race Baffle Assembly With Four Trap Doors
- Removable Windage / Anti-Slosh Baffle
- 1/2" NPT Temperature Bung
- 1/2" NPT Turbo Bung
- Includes an aluminum flywheel cover to complete the installation.

Truck Oil Pan Series

Our truck pans are designed for severe duty use. The pans use a deep sump design which keeps more oil stacked over the pickup. This makes it harder for air to be pulled by the pickup even under rough conditions. The pans are built with horizontal baffling to contain the oil in the sump while off-roading and with extra capacity to promote better cooling, essential in high load, low speed driving.

Truck Oil Pan Quality Production Process

.059 Steel or .100 Aluminum Construction.

Eliminates Stress and Cracking.

Triple Block Fitting Process

Ensures pan properly fits your block.

Double Leak Tested and Chemically Cleaned

Ensures product quality and removes impurities.

Black Powder Coated Finish

Provides a durable long lasting finish.

Tig Welding Process

Provides better quality welds with less possibility for leaks and cracks.

Chevy Truck Oil Pans

#16-080 SMALL BLOCK CHEVY DEEP SUMP OIL PANS



10" Deep sump, 8 quart system capacity.

PART #S:

#16-080 pan for pre-'85 Small Block Chevy's in a 4x4 chassis.
#16-080T pan for '86 and newer Small Block Chevy's with one piece seal in a 4x4 chassis.

PICKUPS:

#M210S pickup for use with Sm. Bl. High Vol. Pumps #M55HV.
#M211S pickup for use with Sm. Bl. High Vol. Pumps #M155HV.

- Designed for '67-'01' Chevy 4x4 Chassis
- Crank Scraper
- Slosh Baffle
- Gloss Black Powder Coat Finish
- Provision for our Pan Mounted Dipstick

#16-100 SMALL BLOCK CHEVY S-10 V-8 CONVERSION OIL PANS



10" Deep sump, 7 quart system capacity.

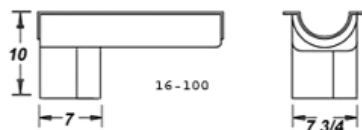
PART #S:

#16-100 pan for pre-'86 blocks.
#16-100T pan for '86 and newer blocks with one piece seal.

PICKUPS:

#M210S pickup for use with Sm. Bl. High Vol. Pumps #M55HV.
#M211S pickup for use with Sm. Bl. High Vol. Pumps #M155HV.

- Designed to install a SBC into S-10 / S-15 pickups or Blazer 4x4 chassis when used in conjunction with Hooker Mount #12610 and Hooker Headers #2839
- Crank Scraper
- Slosh Baffle
- Built in Screen Windage Tray
- Provision for our Pan Mounted Dipstick



#16-330 BIG BLOCK CHEVY DEEP SUMP OIL PANS



10" Deep sump, 8 quart system capacity.

PART #S:

#16-330 pan for pre-'86 Mark 4 blocks in '67-'90 Chassis.
#16-330T pan for '86 Mark 5-6 & newer blocks with one a piece seal in '91-'00 Chassis.

PICKUPS:

#16-331 pickup for #16-330 & #16-330T oil pans.

OIL PUMPS:

Use Big Block Pumps M77 or M77HV

- Designed for '67-'00 Chevy 4x4 Chassis
- Crank Scraper
- Slosh Baffle
- Provision for our pan mounted dipstick.
- Gloss Black Powder Coat Finish

Ford Truck Oil Pans

#16-620 FORD '66-'77 BRONCO 302 REAR SUMP OIL PAN



#16-620

10" Deep sump, 7 quart system capacity.
PART #:
 #16-620 pan for 302 blocks in '66-'77 Broncos.
PICKUPS:
 #16-621 pickup for 16-620 pan.
 #20-950 Oil Pump pickup bolt for 302 engines.
 #20-953 Oil Pump pickup bolt for use with R302 engines.

- Designed to be used in Ford '66-'77 Broncos
- Crank scraper
- Slosh Baffle
- Provision for our pan mounted dipstick
- Two magnetic drain plugs
- Gloss Black Powder Coat Finish

#16-624 FORD 302 REAR SUMP TRUCK PAN



#16-624

10.75" Deep sump, 8 quart system capacity.
PART #:
 #16-624 pan for 302 Fords in Ford 4WD Trucks and Vans.
PICKUPS:
 #16-625 pickup for 16-624 pan.
 #20-950 Oil Pump pickup stud for bolt engines.
 #20-953 Oil Pump pickup bolt for use with R302 engines.
NOTE: Will not clear crossover exhaust. Designed for use with Long Tube Headers.

- Designed to be used in Ford 4WD Trucks and Vans
- crank scraper
- Slosh Baffle
- Provision for our pan mounted dipstick
- Magnetic Drain Plug.
- Gloss Black Powder Coat Finish

#16-670 FORD '66-'77 BRONCO 351W REAR SUMP OIL PAN



#16-670

10" Deep sump, 7 quart system capacity.
PART #:
 #16-670 pan for 351W blocks in '66-'77 Broncos.
PICKUPS:
 #16-671 pickup for 16-670 pan.
 #20-953 Oil Pump pickup bolt for 351W engines.

- Designed to be used in Ford '66-'77 Broncos
- Crank scraper
- Slosh Baffle
- Provision for our pan mounted dipstick
- Two magnetic drain plugs
- Gloss Black Powder Coat Finish

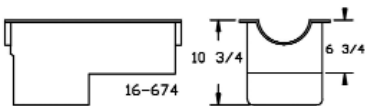
#16-674 FORD 351W REAR SUMP TRUCK PAN



#16-674

10.75" Deep sump, 8 quart system capacity.
PART #:
 #16-674 for 351W with 2 bolt rear mains.
PICKUP:
 #16-675 pickup for 16-674 with #M83 or #M83HV pumps.
 #20-953 Oil Pump pickup bolt for 351W engines.
NOTE: Will not clear crossover exhaust. Designed for use with Long Tube Headers.

- Designed to be used in Ford 4WD trucks and vans
- Crank Scraper
- Slosh Baffle
- Provision for our Pan Mounted Dipstick



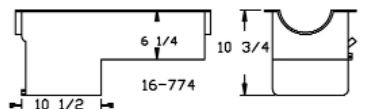
#16-774 FORD 429-460 REAR SUMP TRUCK PAN



#16-774

10.75" Deep sump, 8 quart system capacity.
PART #:
 #16-774 pan for all 429-460 blocks.
PICKUP:
 #16-775 pickup for 16-774 with #M84D or #M84DHV pumps.
 #20-956 main cap pickup bolt.
NOTE: Will not clear crossover exhaust. Designed for use with Long Tube Headers.

- Designed to be used in Ford 4WD trucks and vans
- Trap Door Baffle
- Crank Scraper
- Slosh Baffle
- Provision for our Pan Mounted Dipstick

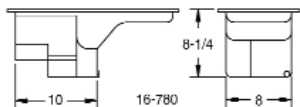


Truck Oil Pans

#16-780 FORD 4.6/5.4 HIGH CAPACITY REAR SUMP OIL PAN



#16-780



8.25" Deep sump, 7 quart system capacity.

PART #:

#16-780 pan for Ford 4.6 / 5.4 blocks.

PICKUP:

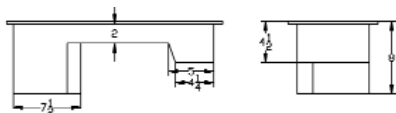
#16-781 pickup for 16-780 pan (made for 2 valve engines).

- Designed for Ford 4.6/5.4 two & four wheel drive trucks
- Extra deep sump for increased oil capacity
- Designed for improved cross member clearance in 2WD trucks
- Slosh Baffle

#16-870 FORD 332-428 FE HIGH CAPACITY REAR SUMP OIL PAN



#16-870



8" Deep sump, 7 quart system capacity.

PART #:

#16-870 pan for all FE blocks.

PICKUP:

#16-871 3/4" pickup.

#20-953 Oil Pump p/u stud for FE based engines.

OIL PUMP:

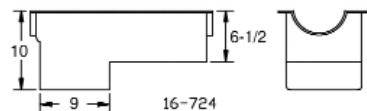
#M57HV Recommended High Volume Oil Pump.

- Designed for FE truck applications and to install FE engines in '79 to '93 Mustangs and '80 to '97 T-Birds Chassis
- Extra deep sump for increased oil capacity
- Slosh Baffle
- Provision for our Pan Mounted Dipstick

#16-724 FORD 351C / 351M REAR SUMP TRUCK OIL PAN



#16-724



10" Deep, 9" Long sump, 8 quart system capacity.

PART #:

#16-724 pan for Ford 351C, 351M & 400M blocks.

PICKUP:

#16-725 pickup for 16-724 pan.

#20-953 Oil Pump p/u stud for 351C based engines.

OIL PUMP:

#M84AHV Recommended High Volume Oil Pump.

- Designed for Ford 4WD trucks and vans with 351C, 351M, or 400M engines
- Crank Scraper
- Slosh Baffle
- Provision for our Pan Mounted Dipstick



Marine Oil Pan Series

Our marine oil pans are designed and built to withstand the unique conditions found in marine applications. They are constructed from 14 gauge steel to eliminate stress cracking, built with high capacity sumps to combat heat and add longevity to the oil, and are powder coated and use brass plugs for corrosion protection. In addition pans feature 1/2" N.P.T. oil drain fittings on each side and trap door baffles and windage trays to prevent oil slosh from the motion of the boat.

Marine Oil Pan Quality Production Process

14 Gauge Steel Construction
Eliminates Stress and Cracking

Double Leak Tested and Chemically Cleaned
Ensures product quality and removes impurities

Triple Block Fitting Process
Ensures pan properly fits your block

Black Powder Coated Finish
Provides a durable long lasting finish

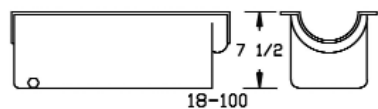
Tig Welding Process
Provides better quality welds with less possibility for leaks and cracks

Chevy Marine Oil Pans

#18-100 SMALL BLOCK CHEVY HIGH CAPACITY MARINE PANS



#18-100



7.5" Deep full length sump holds 8 quarts of oil.

PART #S:

#18-100 for pre-'85 blocks.
#18-100T for '86 and newer blocks with one piece seal.

PICKUPS:

#18-101 Stock replacement pickup for SBC pumps.
See pickup section for other pump / pickup combinations.

- For applications with the pickup at the flywheel end of the engine
- Double Trap Door Baffles
- Removable Windage / Anti-Slosh Baffle
- 1/2" NPT Drain Fittings and Provision for our Pan Mounted Dipstick
- 14 ga. Steel Construction
- Powder Coating and Brass Plugs for Corrosion Protection

#18-110 SMALL BLOCK CHEVY REVERSE MOUNT MARINE PANS



#18-110

7.5" Deep, holds 8 quarts of oil.

PART #S:

#18-110 for pre-'85 blocks.

PICKUP:

#18-111 Pickup for 18-110 Oil Pan.

OIL PUMPS:

Use Big Block Pumps M77 or M77HV

- Designed for Reverse mount marine applications
- Front of engine pickup compartment
- Double Trap door baffles
- Removable Windage / Anti-Slosh Baffle
- 1/2" NPT Drain Fittings and Provision for our Pan Mounted Dipstick
- 14 ga. Steel Construction
- Powder Coating and Brass Plugs for Corrosion Protection

#18-160 SMALL BLOCK CHEVY HIGH CAPACITY MARINE PANS



#18-160

8" Deep, 13" Long, 13.5" Wide sump, holds 9 quarts of oil.

PART #S:

#18-160 for pre-'85 blocks.
#18-160T for '86 and newer blocks with 1 piece seal.

PICKUP:

#18-161 Pickup for 18-160 & 18-160T Oil Pans.

OIL PUMPS:

#M155HV recommended.

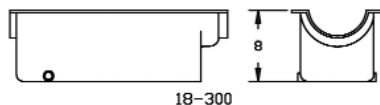
- For applications with the pickup at the flywheel end of the engine
- Diamond Shaped Baffle Assembly with Four Trap Door Baffles
- Removable Windage / Anti-Slosh Baffle
- 1/2" NPT Drain Fittings and Provision for our Pan Mounted Dipstick

Chevy Marine Oil Pans

#18-300 / #18-302 BIG BLOCK CHEVY HIGH CAPACITY MARINE OIL PANS



#18-300



18-300

8" Deep full length sump holds 9 quarts of oil.

PART #S:

#18-300 for Standard Big Blocks with 2 piece rear seals.
#18-302 for Mark V Big Blocks with 1 piece rear seal.

PICKUP:

#18-301 Stock replacement pickup for general use.
or
#20-170 Canton BBC pickup for high performance use.
(offers closer pickup to pan clearance than stock replacement style)

OIL PUMPS:

#M77 standard volume or #M77HV high volume are recommended.

- For applications with the pickup at the flywheel end of the engine
- Double Trap Door Baffles
- Removable Windage / Anti-Slosh Baffle
- 1/2" NPT Drain Fittings and Provision for our Pan Mounted Dipstick
- 14 ga. Steel Construction
- Powder Coating and Brass Plugs for Corrosion Protection

#18-310 BIG BLOCK CHEVY MK IV REVERSE MOUNT MARINE PAN



#18-310

8" Deep, holds 9 quarts of oil.

PART #:

#18-310 for Standard Big Blocks with 2 piece rear seals.

PICKUP:

#18-311 Pickup for #18-310 Oil Pan.

OIL PUMPS:

#M77 standard volume or #M77HV high volume are recommended.

- Designed for Reverse mount marine applications
- Front of engine pickup compartment
- Double Trap door baffles
- Removable Windage / Anti-Slosh Baffle
- 1/2" NPT Drain fittings and Provision for a Pan mounted Dipstick
- 14 ga. Steel Construction
- Powder Coating and Brass Plugs for Corrosion Protection

#18-360 / #18-362 BIG BL. MK IV / MK V CHEVY MARINE OIL PANS



#18-360

8.5" Deep, 13" Long, 14.25" Wide sump, holds 10 quarts of oil.

PART #S:

#18-360 for Standard Big Blocks with 2 piece rear seal.
#18-362 for Mark V Big Blocks with 1 piece rear seal.

PICKUP:

#18-361 Pickup for #18-360 & #18-362 Oil Pans.

OIL PUMPS:

#M77 standard volume or #M77HV high volume are recommended.

- For applications with the pickup at the flywheel end of the engine
- Diamond Shaped Baffle Assembly with Four Trap Door Baffles
- Removable Windage / Anti-Slosh Baffle
- 1/2" NPT Drain Fittings and Provision for our Pan Mounted Dipstick
- 14 ga. Steel Construction
- Powder Coating and Brass Plugs for Corrosion Protection

#18-364 / 18-366 BIG BL. CHEVY MARINE POWER OIL PANS



#18-364

8" Deep, 14" Long sump holds 10 quarts of oil.

PART #S:

#18-364 for standard Big Block with 2 piece rear seal.
#18-366 for Mark V style Big Blocks with 1 piece rear seal.

PICKUPS:

#18-365 pickup for Big BL. Pumps.

OIL PUMPS:

#M77 or #M77HV are recommended.

NOTE: Notched for a sea pump.

- For applications with the pickup at the flywheel end of the engine
- Six Trap Door Baffles
- Oil Recovery Pouch
- Crank Scraper
- Bolt in Slosh Baffle
- Built in Louvered Windage Tray
- Three 1/2" NPT Bungs and a Provision for our Pan Mounted Dipstick
- 14 ga. Steel Construction
- Powder Coating and Brass Plugs for Corrosion Protection

Chevy Marine Oil Pans

#18-370 / 18-372 BIG BL. MK. IV / MK. V CHEVY MARINE OIL PANS



#18-370

10.5" deep, 13" long, 14" wide sump, holds 14 quarts of oil.

PART #S:

#18-370 for standard Big Block with 2 piece rear seal.
#18-372 for Mark V style Big Blocks with 1 piece rear seal.

PICKUP:

#18-371 for Big Bl. Pumps.

- For applications with the pickup at the flywheel end of the engine
- Diamond Shaped Baffle Assembly with Four Trap Door Baffles
- Removable Windage / Anti-Slosh Baffle
- 1/2" NPT Drain Fittings and Provision for our Pan Mounted Dipstick
- 14 ga. Steel Construction
- Powder Coating and Brass Plugs for Corrosion Protection

#18-380 / 18-382 BIG BL. CHEVY DEEP SUMP OFFSHORE MARINE PAN



#18-380

10" deep, 14" long sump holds 10 quarts of oil.

PART #S:

#18-380 for standard Big Block with 2 piece rear seal.
#18-382 for Mark V style Big Blocks with 1 piece rear seal.

PICKUP:

#18-381 Our special pickup built from extra heavy wall tubing.

OIL PUMPS:

#M77 or #M77HV are the recommended oil pumps.

- Designed for offshore racing
- Double Trap Door Baffles
- Removable Windage / Anti-Slosh Baffle
- 1/2" NPT Drain Fittings and Provision for our Pan Mounted Dipstick
- 14 ga. Steel Construction
- Powder Coating and Brass Plugs for Corrosion Protection



Ford Marine Oil Pans

#18-760 429-460 FORD MARINE OIL PAN



#18-760

7.75" deep full length sump holds 8 quarts of oil.

PART#

#18-760 pan for Ford 429-460

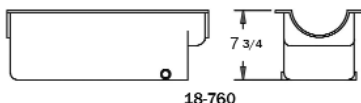
PICKUPS:

#18-761 Our special 7/8" dia. pickup.
#20-956 Oil Pump pickup stud for 460 Based Engines.

OIL PUMPS:

#M84D or #M84DHV

- For applications with the pickup at the flywheel end of the engine.
- Double Trap Door Baffles
- Removable Windage / Anti-Slosh Baffle
- 1/2" NPT Drain Fittings and Provision for our Pan Mounted Dipstick
- 14 ga. Steel Construction
- Powder Coating and Brass Plugs for Corrosion Protection



18-760

**For Additional Oil Pressure Insurance
Check out our
Accusump™ Line of
Products**



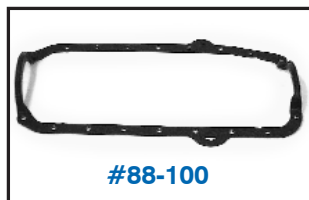
See Page 60

We have oil accumulators down to a science, after all we have been designing and building them for 30 years! Our oil accumulators protect against dry starts, pressure surges and oil pressure loss!

Oil Pan Gaskets

Our oil pan gaskets are manufactured to meet or exceed OEM specification and are ideal for the racing environment. These gaskets match the applications they are recommended for.

SBC, BBC, & PONTIAC OIL PAN GASKETS

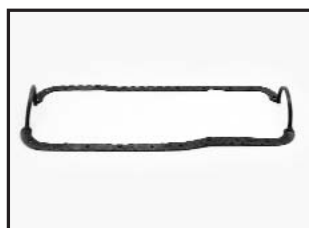


#88-100

PART #S:

- #88-100 SBC Pre-'85 oil pan gasket, 1 piece design with steel bushings in every hole.
- #88-102 SBC Pre-'85 oil pan gasket, 4 piece design.
- #88-100T SBC '86+ oil pan gasket, 1 piece design with steel bushings in every hole.
- #88-300 BBC Mark 4 oil pan gasket, 4 piece design.
- #88-400 Pontiac oil pan gasket, 4 piece design.

FORD OIL PAN GASKETS



PART #S:

- #88-600 SB Ford 289-302 four piece oil pan gasket. For use with all front sump 289-302 oil pans and rear sumps with fabricated seals or an oil recovery pouch.
- #88-602 SB Ford 289-302 one piece oil pan gasket. For use with all of our rear sump 289-302 oil pans except those with fabricated seals or an oil recovery pouch.
- #88-650 SB Ford 351W four piece oil pan gasket. For use with all front sump 351W oil pans and rear sumps with fabricated seals or an oil recovery pouch.
- #88-652 SB Ford 351W one piece oil pan gasket. For use with all of our rear sump 351W oil pans except those with fabricated seals or an oil recovery pouch.
- #88-700 SB Ford 351C Oil Pan Gasket, four piece design.
- #88-750 BB Ford 429-460 Oil Pan Gasket, four piece design.
- #88-780 Modular Ford 4.6-5.4L Oil Pan Gasket, one piece design with composite material.
- #88-800 BB Ford 390-428 FE Oil Pan Gasket, one piece design.

NOTE: Our Ford **one piece and four piece gaskets are not interchangeable.** The Ford oil pan stamping that is used with a four piece oil pan gasket is different than the stamping that is used with the one piece oil pan gasket. The four corners where the pan turns down to go around the timing cover or the rear main cap are sharper on the four piece gasket pan than the one piece style pan. For a proper seal you must use the gasket style that is appropriate for the pan you are using.

Dipsticks

SBC BLOCK MOUNTED DIPSTICKS



#20-840



#20-842

PART #S:

- #20-840 SB Chevy flexible braided dipstick with billet handle for 1955-1979 engines
- #20-842 SB Chevy flexible braided dipstick with billet handle for 1980-1985 engines

NOTE: These dipsticks are designed to replace stock dipsticks

UNIVERSAL DIPSTICK KITS

These **Universal Dipstick kits** are to be used with our oil pans that do not allow the use of a stock dipstick, but include a provision for our pan mounted dipstick kit. They are available in two styles, a rigid steel tube style and a flexible stainless steel braided style. Both need to be calibrated for each application and can be bent to fit if necessary. Be sure to check pan listing for proper dipstick recommendation.



#20-850



#20-854

PART #S:

- #20-850 Universal steel tube dipstick kit for pans which have a 1/4" N.P.T. pan mounted dipstick provision built into them.
- #20-854 Universal steel braided dipstick kit for pans which have a 1/4" N.P.T. pan mounted dipstick provision built into them. Features stainless steel braided dipstick tube, mounting bracket, and chrome dipstick head and fittings.

Oil Pan Accessories

FITTINGS & BUNGS



PART #S:

- #20-863A 1-1/16" -12 Alum. Port Bung.
- #20-875 -10 AN Male weld in fitting, steel.
- #20-875A -10 AN Male weld in fitting, aluminum.
- #20-876 -12 AN Male weld in fitting, steel.
- #20-876A -12 AN Male weld in fitting, aluminum.
- #20-878 -16 AN Male weld in fitting, steel.
- #20-878A -16 AN Male weld in fitting, aluminum.
- #20-882 1/4" N.P.T. Steel Bung with Plug.
- #20-882A 1/4" N.P.T. Alum. Bung with Plug.
- #20-883 3/8" N.P.T. Steel Bung with Plug.
- #20-883A 3/8" N.P.T. Alum. Bung with Plug.
- #20-884 1/2" N.P.T. Steel Bung with Plug.
- #20-884A 1/2" N.P.T. Alum. Bung with Plug.
- #20-885 1/2" N.P.T. Steel Plug Kit (2 Plugs).
- #20-888 1" N.P.T. Steel bung and Plug for use as an inspection plug.

WE CAN WELD ANY OF THE ABOVE FITTINGS OR BUNGS INTO OUR OIL PANS OR VALVE COVERS AS A SPECIAL ORDER.

STAINLESS STEEL OIL PAN STUD KITS

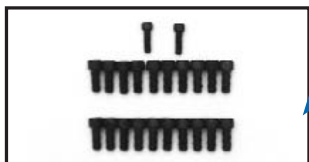


PART #S:

- #22-300 SBC, AMC Oil Pan Stud Kit.
- #22-302 GM LS1 Oil Pan Stud Kit.
- #22-310 BBC, Pontiac, and SB & BB Mopar Oil Pan Stud Kit.
- #22-360 302, 351W, 351C, & 429-460 Ford Oil Pan Stud Kit.
- #22-362 Ford 332-428 FE Oil Pan Stud Kit.
- #22-364 Ford 4.6/5.4 Oil Pan Stud Kit.

Our Stainless Steel Oil Pan Stud Kits make the installation of an oil pan easier. The studs hold the gasket in place while installing the pan and helps for pan alignment. For the installation of any of our Pro-Style pans with a power pouch we highly recommend these kits.

OIL PAN BOLT KITS



PART #S:

- #22-320 BBC Stroker Oil Pan Allen Bolts.
- NEW #22-370 F-Series Honda Oil Pan Bolt Kit.

CRANK SCRAPERS



#20-820

PART #S:

- #20-820 SBC Crank Scraper.
- #20-825 BBC Crank Scraper.
- #20-830 289-302 Ford Crank Scraper.
- #20-832 351W Ford Crank Scraper.
- #20-836 429-460 Ford Crank Scraper.

Our Crank Scrapers allow you to maximize the horsepower savings in any oil system by removing the oil from the rotating assembly. The crank scraper mounts between the pan and the block and extends out toward the crankshaft. As the crankshaft spins the crank scraper catches oil spray and returns it to the bottom of the pan. This reduces windage around the crankshaft and frees up horsepower. Our crank scrapers are notched for stock stroke and rod combinations so they will need to be trimmed for larger configurations. Clearance should be checked between crank scraper and the rotating parts before final assembly. Our crank scraper can be used with all styles of oil pans.

MAGNETIC DRAIN PLUG, 20 MM OIL LEVEL PLUG, & COPPER WASHERS



#22-400

#22-405

PART #S:

- #22-400 1/2" -20 Magnetic Drain Plug Washer.
- #22-405 20mm oil level plug for #15-240 and #15-244 pans.
- #22-410 1/2" -20 Magnetic Drain Plugs and Washers, Lot of 10.
- #22-420 1/2" Copper Drain Plug Washers, Lot of 10.

Magnetic Drain Plugs collect steel particles, keeping your oiling system clean and allowing you to check for problems. Each of our drain plugs include a copper washer which is far superior to the standard plastic washers.

Oil Pan Accessories

SMALL BLOCK CHEVY BILLET ALUMINUM REAR SEAL ADAPTER



#21-850

PART #:

#21-850 SBC Rear Main Seal Adapter.

NOTE: When using this adapter an oil pan for a pre-86 block with a right side dipstick must be used.

Converts '86 & newer blocks with one piece rear main seals to accept older style two piece seal crank shafts. The adapter is essential when installing an early style (pre-'86) crankshaft into '86 & newer blocks. Hardware included.

BELLOUSING FLYWHEEL COVER



#21-870

PART #S:

#21-870 LS1 Bellhousing Flywheel Cover

This cover protects your flywheel and clutch from dirt and debris. It covers the opening created behind the oil pan when the stock oil pan is swapped for an aftermarket pan. Designed for LS1 engines using the popular T56 transmission F-body bellhousing.

Made from lightweight aluminum and ribbed for strength.

Hardware included for a simple installation to the bellhousing.

IN-LINE SCREEN PROTECTORS



#22-650/660

PART #S:

#22-640 In-line Screen Protector -8 AN Fittings.

#22-650 In-line Screen Protector -10 AN Fittings.

#22-660 In-line Screen Protector -12 AN Fittings.

#22-680 Replacement Screen.

#98-005 Replacement O-rings, 2 Pack.

Our In-line Screen Protectors are for dry sump scavenge lines, external pump wet sumps, or rear end coolers. They protect your pump's inner workings from metal chips or debris without restricting the oil flow.

SCREEN DRY SUMP PROTECTOR



#22-750

PART #S:

#22-750 -12 AN Screen Pump Protector.

#22-760 Replacement Screen.

Our Screen Dry Sump Protectors should be installed on each scavenge fitting to prevent pump damage. They thread on to a -12 male AN fittings and accept a -12 AN female hose end.

EXTERNAL OIL PUMP PICKUP KITS



#20-720

PART #S:

#20-720 3/4" dia steel tube with screened pickup cup and -12AN fitting.

#20-720A 3/4" dia aluminum tube with non-screened pickup cup, and -12AN fitting.

#20-730A 1" dia aluminum tube slotted for oil scavenging and -16AN fitting.

Universal External Oil Pump Pickup Kits can be used to convert a standard wet sump pan to one using an external oil pump or to add an extra pickup to a dry sump pan. Welding is required. **NOTE:** We will install these kits in any of our wet sump oil pans on a special order basis.

FORD REAR SUMP PICKUP STUD



#20-950

Early or pre-'79 Ford engines were originally designed with a front sump oil pan and a front mounted oil pump. Later models are rear sumps which require a long pickup tube running from the front mounted pump to the rear of the pan. These rear sump engines are equipped with a main cap stud to support the pickup while early style engines were not. For those applications that were not originally equipped with that stud or for those that require a replacement we offer these pickup main cap mounting studs.

ENGINE	302/2300	302R	351W	351C	332-428 FE	429-460
STUD P/N	#20-950	#20-953	#20-953	#20-953	#20-953	#20-956

Engine Accessories

SMALL BLOCK CHEVY TIMING COVER



#21-900

PART #:

#21-900 Small Block Chevy Timing Cover is manufactured in the U.S.A. to O.E.M. specifications to ensure a correct fit. The crank seal is precisely centered on the crank for leakproof reliability. The cam button area is enlarged for use with roller camshaft. They are stamped from 18 gauge steel and have a gold iridite finished.

Recommended or Related Parts

#88-900 SBC Timing Cover Gasket.

LIFTER VALLEY OIL BAFFLE



#65-061

PART #:

#65-061 SBC Lifter Valley Oil Baffle.

The lifter valley oil baffle deflects hot oil splashing from lifter bores away from the bottom of the intake manifold. This baffle also holds lifters in their bores in the event of a push rod or rocker-arm failure, preventing a loss of oil pressure and possible bearing damage. These valley oil baffles have holes for use with our valley vent tubes (#22-220).

SMALL BLOCK CHEVY LIFTER VALLEY VENT TUBES



#22-220

PART #:

#22-220 SBC Lifter Valley Vent Tubes, sold in a pack of 8 per set.

These 2" tall vent tubes reduce crankcase pressure by allowing air to freely pass through but not allowing oil to drain directly onto spinning crankshaft absorbing horsepower and increasing temperature. The oil is redirected to the sump through the timing cover and rear block holes. For use with our lifter valley oil baffle.

Engine Storage Plates

Engine storage plates provide a secure method for sealing off exhaust and intake ports for engine storage. They are designed to bolt on the same as your exhaust or carburetor would. The plates are ideal for protection against dust, dirt, excess moisture, pests, and anything else that may find its way into your engine.

SMALL BLOCK & BIG BLOCK CHEVY EXHAUST BLOCK OFFS

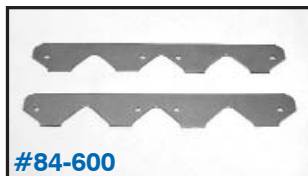


#84-100

PART #:

#84-100 SBC Aluminum Exhaust block off plates for SBC cylinder heads with standard exhaust pattern. Sold in pairs.

SMALL BLOCK & BIG BLOCK FORD EXHAUST BLOCK OFFS



#84-600

PART #S:

#84-600 SBF Aluminum Exhaust block off plates for cylinder heads with standard exhaust pattern. Sold in pairs.

#84-610 BBF Aluminum Exhaust block off plates for 429/460 cylinder heads with standard exhaust pattern. Sold in pairs.

INTAKE MANIFOLD BLOCK OFFS FOR 4150/4160 & 4500 PATTERN



#84-150

PART #S:

#84-150 Aluminum block off plate for standard 4150/4160 (square bore) carb pattern intake manifolds.

#84-200 Aluminum block off plate for standard 4500 carb pattern intake manifolds.

Fuel Pump Block Off Plates

CHEVY, CADILLAC , FORD, OLDSMOBILE & PONTIAC FUEL PUMP BLOCK OFF PLATES

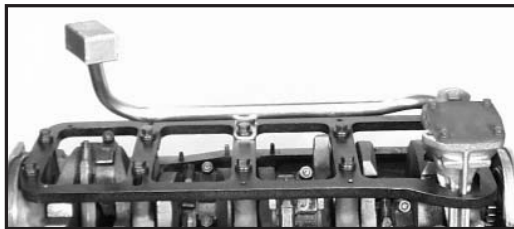


These block off plates will block off the fuel pump opening whenever a mechanical fuel pump is not used. They are made of billet aluminum and are black anodized to be durable and long lasting.

PART #S:

- # 21-950 SBC Fuel Pump Block Off
- # 21-954 BBC, Ford, & BB Mopar Fuel Pump Block Off
- # 21-960 69 + Pontiac Fuel Pump Block Off
- # 21-964 Oldsmobile and Cadillac Fuel Pump Block Off
- # 21-966 Oldsmobile and Cadillac Fuel Pump Block Off with -10AN Fitting

Ford Main Supports



Auto manufacturers started using weaker engine block castings as early as the late 1970's in an effort to reduce costs and save weight. They were able to do this without problems thanks to increasing smog regulations causing decreased horsepower ratings. While these stock blocks hold up just fine when putting out 220 horsepower, they cannot go racing.

PART #S:

- #21-060 Ford 289-302 Main Support. Max stroke of 3.40".
- #21-062 Ford 351W Main Support. Max stroke of 4.00".
NOTE: Now machined for increased oil pump clearance!
- #21-066 Ford 429-460 Main Support . Max stroke of 4.50".

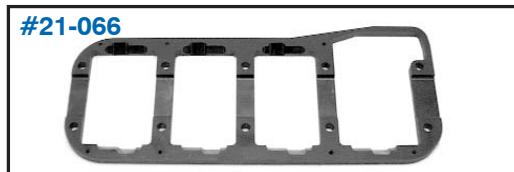
FORD 289-302 MAIN SUPPORT



FORD 351W MAIN SUPPORT



FORD 429-460 MAIN SUPPORT



Our Ford main supports counter the limited webbing and weakness of the stock blocks. They help to "beef up" your lower end by reinforcing the alignment of the main caps. Each support is laser cut from 1/2" (302) or 5/8" (351W & 460) steel and features CNC machined mounting holes and rod notches for stroke clearance. Our design ties directly to the main caps and doesn't need bushings or spacers or require the main caps to be machined to mount it. All mounting bolts and washers are included. Main supports are predrilled to accept the mounting of our optional louvered windage tray.

Pickups specially designed for using main supports in rear sump applications are listed with the oil pans that require them in our oil pan section.

WINDAGE TRAYS FOR FORD MAIN SUPPORTS

Main Support Windage Trays bolt to the pre-drilled and tapped holes on our main supports. The windage trays keep the windage around the rotating assembly away from the oil in the sump and the oil in the sump away from the rotating assembly. **SEE PAGE 52**

Accusump™ Oil Priming Test Stand Pre-Oiler

A must for engine builders. This oil priming pre-oiler quickly fills your new engine with oil without the need to engage your oil pump or rotating assembly. Mount next to your test stand or dyno for convenient pre-oiling of every engine you run.

Simply pour fresh oil into the pre-oiler and apply air pressure to the tank and you are ready to pre-oil and prime your engine.

PART #S:

#24-160 4 Qt Accusump Oil Priming Test Stand Pre-Oiler

#24-162 5.5 Qt Accusump Oil Priming Test Stand Pre-Oiler

- Comes in 4 qt and 5-1/2 qt sizes.
- Billet radiator style oil fill neck with 16 psi cap to prevent over pressurization of unit.
- Oil level sight gauge for accurate filling and easy monitoring of oil level.
- Air pressure gauge displays unit pressure while unit is pressurized through the air chuck at top of unit.
- Included mounting bracket makes installation easy.
- Manufactured from strong impact stamped aluminum bottles and tig welded for years of reliable performance.



CHEVY PRESSURE BALANCED OIL PUMPS

Canton's pressure balanced oil pumps are new pumps that have been modified to provide a smooth continuous flow of oil through the full RPM range. By reworking the pump housing and providing feeder grooves, we bleed some of the high pressure back into the gears providing smoother operation and more constant pressure. This allows for the high RPM operation on a race engine and limits oil pump cavitation. Since they are designed for smooth operation at high RPM's, the idling oil pressure can be up to 10 lbs lower than that of a standard oil pump.



PART #S:

SMALL BLOCK CHEVY OIL PUMPS 4 BOLT COVER

#21-560 SBC High volume 3/4" inlet Pressure Balanced Pump.

Oil pump cavitation can occur at higher RPM's, when the oil has a hard time being pulled into the void behind the rotating gears. The pump will spin without moving oil and the oil pressure will drop. There are many contributing factors, the RPM of the pump, the relative pressure or vacuum in the crankcase, the type and weight of oil, the pickup tube and cup design, and the pump design. A good Pressure Balanced pump will help to limit this problem.

Oil Pump Accessories

CHEVY HIGH PRESSURE OIL PUMP SPRINGS

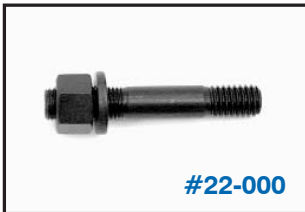


PART #S:

- #22-150 SBC High Pressure Spring 40-65 PSI.
- #22-180 BBC High Pressure Spring 50-75 PSI.
- #22-190 BBC Extra High Pressure Spring 60-85 PSI.

A higher pressure bypass spring in an oil pump forces more oil through the engine while a lower pressure spring allows for more oil to be recycled within the pump. These springs allow you to replace your stock standard pressure spring with one of a higher pressure.

OIL PUMP MOUNTING STUD FOR SMALL & BIG BLOCK CHEVY



PART #S:

- #22-000 Oil Pump Mounting Stud

This Oil Pump Mounting Stud can be permanently secured in the main cap so the pump can be changed without fear of damage to main cap threads. Made from Chromoly steel. Comes with a locking nut, washer and has a socket head for easy installation.

CHEVY OIL PUMP DRIVE SHAFTS



PART #S:

- #21-200 SBC Oil Pump Drive Shaft.
- #21-210 SBC with BBC (5 bolt) oil pump conversion Oil Pump Drive Shaft.
- #21-250 BBC Oil Pump Drive Shaft.

Our Oil Pump drive shafts are made from high grade steel and are designed to replace the stock shafts. These units feature a pinned steel sleeve to maintain correct alignment and are far superior to the brittle plastic sleeves on stock shafts.

FORD 289-302 HIGH PRESSURE OIL PUMP SPRING KIT



PART #S:

- #22-130 Ford 289-302 high pressure oil pump spring kit replacement for stock standard pressure spring Kit includes the cup plug. This spring is designed as an upgrade for the M68 standard volume pump.

A higher pressure bypass spring in an oil pump forces more oil through the engine while a lower pressure spring allows for more oil to be recycled within the pump.

FORD OIL PUMP DRIVE SHAFTS



PART #S:

- #21-300 302 Oil Pump Drive Shaft.
- #21-302 351w Oil Pump Drive Shaft.

Our Oil Pump shafts are made from Chromoly steel and are designed to replace the stock shafts. These units are larger in diameter to withstand the greater loads placed on them by the high volume oil pumps used in high RPM race conditions.

PICKUP TO PUMP WELDING

Press in style pickups can come loose under hard racing conditions with high RPM engines. To ensure that this doesn't happen Canton highly recommends tack welding all press-in pickups. To make things easier Canton offers this service. We will assemble, preset the pickup depth, and tack weld the pickup tube to the oil pump on any Small or Big Block Chevy Oil Pump purchased from Canton.

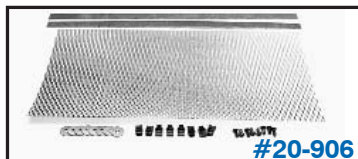
PART #:

- #20-750 is for assembly labor only, does not include the pump or pickup.
- NO RETURNS ON WELDED PUMPS AND PICKUPS.**

Windage Trays

Our windage trays are designed to keep the windage around the crank from the oil in the sump area while allowing the oil coming off the crank to easily enter the sump. Their one-way design also keeps the oil in the sump from getting into the rotating assembly when the vehicle is in motion. This ability to reduce windage around the crank and turbulence in the sump means horsepower savings and improved oil control for your engine.

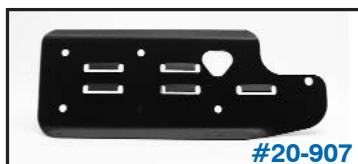
UNIVERSAL WINDAGE TRAY KIT



PART #:
#20-906 This one-way screen windage tray kit allows you to install a screen windage tray in almost any application. Includes a 22" x 12" sheet of one-way screen, two 1" x 1/8" x 24" mounting rails, and all necessary clips, washers and locking screws needed. Welding is required.

Delivers oil control and horsepower savings. The one-way screen follows the radius of the crankshaft allowing oil coming off the crank to pass through the screen while not allowing the oil in the sump to reach the rotating assembly.

S.B. CHEVY REPLACEMENT WINDAGE TRAYS



PART #:
#20-907 Replacement windage tray for small block stock stud mounted trays, which come on many crate engines. Designed to improve oil control over the stock tray. Built out of .100 aluminum for strength, and hardcoated to improve oil flow, these trays are a direct replacement for the stock tray and fit stock pans along with most aftermarket pans.

CHEVY PRO PLUS WINDAGE TRAYS



PART #S:
#20-908 S.B.C Pro Plus Louvered Windage Tray for steel pans with deeper than stock front sections.
#20-908S S.B.C Pro Plus Louvered Windage Tray for steel or aluminum pans with stock style front sections.
#20-909 B.B. Chevy Pro Plus Louvered Windage Tray.
#20-902P GM LS Front Sump Pro Plus Louvered Windage Tray.
Recommended Mounting Studs:
#20-921 for SBC #20-927 for BBC LS Bolts on **Stock Studs**

Mounts off of the main caps and is designed to seal off the pickup area from the crank windage and keep oil from splashing out of that area under race conditions. For use with oil pans without pan mounted windage trays.

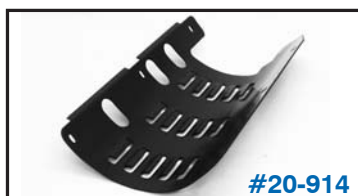
CHEVY SCREEN WINDAGE TRAYS



PART #S:
#20-910 SBC short style Screen Windage Tray, left side dipstick
#20-911 SBC full length Screen Windage tray, left side dipstick
#20-916 BBC short style Screen Windage tray
#20-917 BBC long style Screen Windage tray
#20-902 GM LS Front Sump Screen Windage tray
Recommended Mounting Studs:
#20-920 for SBC #20-926 for BBC LS Bolts on **Stock Studs**

Comes in short and full length versions. The short style tray fits into stock or aftermarket oil pans with stock front sections and the full length trays only fit into aftermarket oil pans that are deeper in the front.

SMALL BLOCK CHEVY LOUVERED INTERNAL WINDAGE TRAY



PART #: #20-914 SBC Pro Louvered Windage Tray
This SBC Pro Louvered Internal Windage Tray is a direct replacement for the screen trays in our small block Chevy power series circle track pans. Tray is constructed from .100 aluminum, is black anodized, and features louvers for superior oil control. This is the recommended tray when using our Chevy power series circle track pans in dirt racing applications for its high durability.
Note: When used with pans with a notch in the power pouch for starter clearance, tray will require trimming for proper fit.

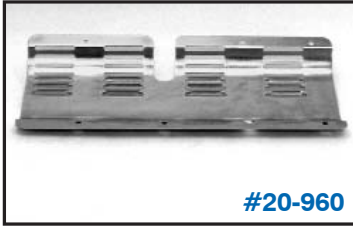
CHEVY WINDAGE TRAY MOUNTING KITS



PART #S:
#20-920 SBC Mounting kit for Screen Trays (3 studs, nuts and washers).
#20-921 SBC Mounting kit for Pro Plus Trays (#20-908)(4 studs, nuts & washers).
#20-926 BBC Mounting kit for Screen Trays (4 studs, nuts and washers).
#20-927 BBC Mounting kit for Pro Plus Tray (#20-909) (4 studs, nuts and washers).

Windage Trays

FORD WINDAGE TRAYS FOR USE WITH MAIN SUPPORTS



#20-960

PART #S:

- #20-960 Ford 289-302 Main Support Windage Tray.
- #20-962 Ford 351W Main Support Windage Tray.
- #20-966 Ford 429-460 Main Support Windage Tray.

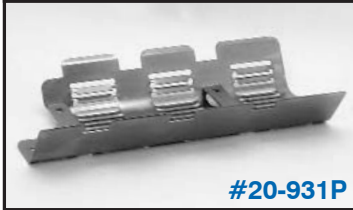
These Main Support Windage Trays bolt to the pre-drilled and tapped holes on our main supports. These trays keep the windage around the rotating assembly away from the oil in the sump and the oil in the sump away from the rotating assembly. Comes with mounting bolts. Clears most stock and aftermarket oil pans, clearance is tight when using 302 version in stock pan.

FORD 289/302, 351W, 315C & M, & 429/460 SCREEN WINDAGE TRAYS

Ford uses a front mounted oil pump which requires a long pickup tube to reach the rear sump. In most applications routing the pickup to the best location in the sump makes it difficult to build a good pan mounted windage tray because the pickup would have to pass through the tray and therefore leave a large opening. Mounting the tray on the main caps allows the pickup to pass under the tray resulting in a more complete separation of the rotating assembly and the oil. This results in a much better setup.



#20-930



#20-931P

PART #S:

- #20-930 289-302 Ford screen windage trays for rear sump.
- #20-930P 289-302 Ford pro louvered windage trays for rear sump.
NOTE: '94-'95 STOCK MUSTANG STYLE OIL PAN IS A TIGHT FIT.
- #20-931 289-302 Ford screen windage trays for front sump.
- #20-931P 289-302 Ford pro louvered windage trays for front sump.
- #20-932 351W Ford screen windage trays for rear sump.
- #20-932P 351W Ford pro louvered windage trays for rear sump.
- #20-933 351W Ford screen windage trays for front sump.
- #20-933P 351W Ford pro louvered windage trays for front sump.
- #20-935 351C Ford Screen Windage trays for front sump.
- #20-936 429-460 Ford Screen Windage trays for front and rear sump.

These trays are designed to fit into stock and aftermarket oil pans. They are available in screen and pro-style louvered versions. Mounting hardware necessary for installation is listed below.

289/302, 351W, 315C & M, & 429/460 WINDAGE TRAYS MOUNTING AND MAIN CAP STUD KITS

Mounting kits include four accessory mounting main cap studs, nuts, washers and tray mounting nuts. Full main cap mounting kits include enough studs for all main caps, five standard main cap studs, nuts, and washers and five accessory mounting main cap studs, nuts, washers and tray mounting nuts.

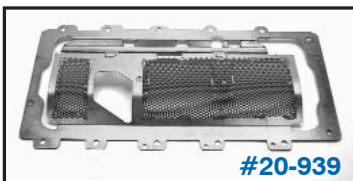


#20-940

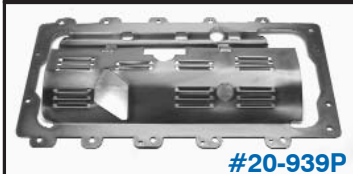
PART #S:

- #20-940 289-302 Windage tray mounting kit.
- #20-941 289-302 Full main cap stud kit for use with our Windage Tray.
NOTE: For R302 Engine Blocks use #20-942 or #20-943.
- #20-942 351W / 351C Windage tray mounting kit.
- #20-943 351W / 351C Full main cap stud kit for use with our Windage Tray.
- #20-946 429-460 OEM style windage tray mounting kit. (bolts)

4.6 / 5.4 FORD WINDAGE TRAY



#20-939



#20-939P

PART #S:

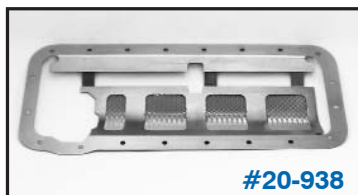
- #20-939 4.6/5.4 Ford **Screen** Windage tray for stock or aftermarket rear sump oil pans. Mounts between the oil pan and block, includes oil pan studs and nuts.
- #20-939P 4.6/5.4 Ford **Louvered** Windage tray for stock or aftermarket rear or front sump oil pans. Mounts between the oil pan and block, includes oil pan studs and nuts.

Recommended or related parts.
#88-780 Oil pan gasket for 4.6 and 5.4 Ford.

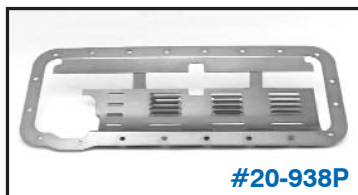
NOTE: When using with stock 4 valve Mustang pickup, scraper on pickup must be removed for clearance.

Windage Trays

FE FORD WINDAGE TRAY



#20-938



#20-938P

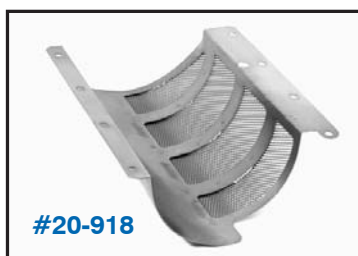
PART #:

#20-938 428 FE Ford **Screen** Windage tray for stock or aftermarket front and rear sump oil pans. Mounts between the oil pan and block, includes oil pan studs and nuts.

#20-938P 428 FE Ford **Louvered** Windage tray for stock or aftermarket front and rear sump oil pans. Mounts between the oil pan and block, includes oil pan studs and nuts.

Recommended or related parts.
#88-800C cork oil pan gasket for Ford FE.

PONTIAC SCREEN WINDAGE TRAY



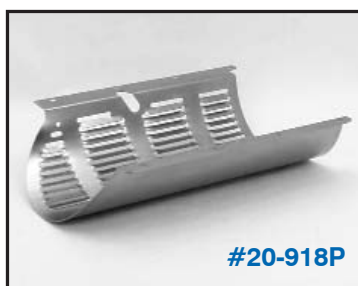
#20-918

PART #:

#20-918 The Pontiac Screen Windage Tray sandwiches between the block and the pan. Made to be used with the 301-455 blocks and aftermarket pans that are deeper in the front than OEM. The half-screen, half-solid design offers excellent oil control and horsepower savings. This full-length tray wraps around the oil pump and provides windage control for the entire rotating assembly. For ease of installation, use our #22-310 Oil Pan Stud Kit.

NOTE: On engines that use a two piece dipstick tube, the tube will require modification to be used with our tray. The main cap bracket on the lower tube will need to be removed and the lower tube fitted and attached to the tray.

PONTIAC PRO-STYLE WINDAGE TRAY



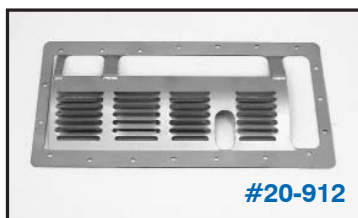
#20-918P

PART #:

#20-918P The Pontiac Pro-Style Windage Tray sandwiches between the block and the pan. Made to be used with the 301-455 blocks and aftermarket pans that are deeper in the front than OEM. The solid louver design offers superior oil control and horsepower savings in high RPM applications. This full-length tray wraps around the oil pump and provides windage control for the entire rotating assembly. For ease of installation, use our #22-310 Oil Pan Stud Kit.

NOTE: On engines that use a two piece dipstick tube, the tube will require modification to be used with our tray. The main cap bracket on the lower tube will need to be removed and the lower tube fitted and attached to the tray.

HONDA B-SERIES PRO-STYLE WINDAGE TRAY



#20-912

PART #:

#20-912 Multi-louvered windage tray designed to mount between a non-girder engine block and Canton oil pan #15-962 to maximize horsepower. The solid louver design offers superior oil control and horsepower savings in high RPM applications. Includes oil pan mounting studs and nuts.

Billet Oil Input Adapters

CHEVY OIL FILTER BLOCK OFF AND INPUT ADAPTERS



#22-520

PART #S:

- #22-520 SBC & BBC Mark IV Oil Input Adapter with 1/2" N.P.T. port.
- #22-584 BBC Gen V Oil Filter Adapter, Can be used as oil input adapter when oil exit port plugged.
- #98-001 Replacement O-Ring kit for 22-520

- For use with a dry sump or an external pump wet sump system.
- Adapters bolt into the stock bypass mounting holes.
- 22-520 Fits both Small Block and Mark IV Big Block Chevy's.
- Comes with all hardware & O-Rings.

AUDI OIL FILTER CANISTER CAP WITH PORT



#22-577

PART #S:

- #22-577 Audi Oil Filter Canister Cap with Port
This billet aluminum cap installs on the OEM canister filter housing and replaces the stock part# 077115433B found on 2002-09 A4's, 2005-08 A6's, and 2004-09 A8's.

- Billet aluminum design offers increased strength over the crack prone plastic OEM cap.
- 1/2" NPT port for installation of an Accusump or other oil accessory.
- Scalloped edges for easy grip.
- Comes complete with O-ring seal and 1/2" NPT plug.

CHEVY OIL INPUT SANDWICH ADAPTERS



#22-550

PART #S:

- #22-550 SBC Oil Input Adapter and Bypass Eliminator. **(Lowers the filter by 1.5")**
- #22-560 BBC Oil Input Adapter and Bypass Eliminator, Mark IV. **(Lowers the filter by 2")**
- #98-002 Replacement O-Ring kit.

- Provides two 1/2" N.P.T. oil input ports, one before filtration (for an external oil pump) and one after filtration (for an Accusump)
- Adapters bolt into the stock bypass mounting holes and mount between the oil filter and the block.
- Comes with all hardware & O-Rings.

UNIVERSAL OIL INPUT SANDWICH ADAPTERS



#22-565

PART #S:

- #22-565 Oil Input Adapter 3/4" -16 thread - 2-5/8" seal
- #22-566 Oil Input Adapter 13/16" -16 thread - 2-5/8" seal
- #22-567 Oil Input Adapter 18mm -1.5 thread - 2-5/8" seal
- #22-568 Oil Input Adapter 20mm -1.5 thread - 2-5/8" seal
- #22-569 Oil Input Adapter 22mm -1.5 thread - 2-5/8" seal

- Provides one 1/2" N.P.T. oil input port before filtration.
- Adapters mount between the oil filter and the block.
- Lowers the filter by 1.25".

Billet Oil Cooler Adapters

CHEVY OIL COOLER SANDWICH ADAPTERS



#22-541

PART #S:

- #22-540 SBC Remote Oil Cooler Sandwich Adapter. **(Goes to cooler before filtration.)**
- #22-541 SBC Remote Oil Cooler Sandwich Adapter. **(Goes to cooler after filtration.)**
- #22-542 BBC Remote Oil Cooler Sandwich Adapter **(Fits Mark IV blocks. Lowers the filter by 2")**
- #22-544 BBC Remote Oil Cooler Sandwich Adapter **(Fits Mark V & Gen. 6 blocks.)**
- #98-002 Replacement O-Ring kit.

- Provides one 1/2" N.P.T. input port and one 1/2" N.P.T. output port.
- Adapters bolt into the stock bypass mounting holes and mount between the oil filter and the block.
- Comes with all hardware & O-Rings.
- Lowers the filter by 1.5" except for #22-542 which lowers 2"

UNIVERSAL OIL COOLER SANDWICH ADAPTERS



#22-545

PART #S:

- #22-545 Oil Cooler Adapter 3/4"-16 thread - 2-5/8" seal
- #22-546 Oil Cooler Adapter 13/16"-16 thread - 2-5/8" seal
- #22-547 Oil Cooler Adapter 18mm -1.5 thread - 2-5/8" seal
- #22-548 Oil Cooler Adapter 20mm -1.5 thread - 2-5/8" seal
- #22-549 Oil Cooler Adapter 22mm -1.5 thread - 2-5/8" seal
- #98-004 Replacement O-Ring kit

- Provides one 1/2" N.P.T. input port and one 1/2" N.P.T. output port.
- Adapters mount between the oil filter and the block.
- Lowers the filter by 1.25".

Billet Oil Filter Plates & Bypass Eliminators

SB MOPAR BILLET ALUMINUM FILTER PLATE



#22-575

PART #S:

#22-575 For 1967-1992 273-318, 340-360 sm. blocks
(Replaces Mopar part # 2402-103)

NOTE: Filter plates are compatible with OEM style spin-on filters, our CM spin-on filters, and our #22-595 remote filter adapter.

- Direct replacement for the stock steel Mopar plates.
- Increase in oil flow capacity when compared to the OEM filter plates
- O-ring seal eliminates the failure prone OEM paper gasket.

CHEVY OIL BYPASS ELIMINATOR



#22-570

PART #S:

#22-570 Chevy Oil Bypass Eliminator Filter Mount.
#98-003 Replacement O-Ring kit for Chevy adapters.

This billet aluminum filter mount is designed for 1968 and up small block and big block Chevy's. It has no bypass so it eliminates the possibility of unfiltered oil entering into the engine.

- Direct replacement for the stock oil bypassing filter mount.
- Bolts into the stock oil bypass mounting holes.
- Comes with all hardware & O-Rings.

Billet Remote Oil Filter Adapters

BILLET REMOTE OIL FILTER ADAPTERS



#22-580



#22-589

NEW

PART #S:

#22-580 SBC and BBC Gen 4 with 1/2" N.P.T. ports.
#22-584 Mark V and Gen 6 with 1/2" N.P.T. ports.
#22-588 Oldsmobile V8 307-455 with 1/2" N.P.T. ports.
#22-589 Pontiac V8 326-455 with 1/2" N.P.T. ports.
#22-576 Nissan SR20 with 1/2" N.P.T. ports.
#98-002 Replacement O-Ring kit for Chevy adapters.

- For use with wet sump systems where a remote filter is desired.
- Chevy adapters bolt into the stock bypass mounting holes and come with all hardware and O-rings.
- Pontiac and Oldsmobile adapters utilize stock gaskets and hardware and feature a 1/8" N.P.T. port for plumbing an oil pressure sender.
- Nissan adapter comes with hardware and an O-ring seal. It also features a 1/8" N.P.T. port for plumbing an oil pressure sender.

90 DEGREE ROTATING BILLET REMOTE OIL FILTER ADAPTERS



#22-595

PART #S:

#22-592 Remote Filter Adapter - 13/16"-16 thread - 3-1/4" seal (popular for SBC and BBC Mark 5 & Gen 6)
#22-593 Remote Filter Adapter - 13/16"-16 thread - 2-5/8" seal (popular for Chevy LS1 Small Blocks)
#22-595 Remote Filter Adapter - 3/4"-16 thread - 2-5/8" seal (popular for Ford and many 4 and 6 cylinders)
#22-596 Remote Filter Adapter - 18mm thread - 2-5/8" seal (popular for Chevy LT1 and GM 4 and 6 cylinders)
#22-597 Remote Filter Adapter - 20mm thread - 2-5/8" seal (popular for Honda and many 4 and 6 cylinders)
#22-598 Remote Filter Adapter - 22mm thread - 2-5/8" seal (popular for newer Ford applications)
#98-004 Replacement O-Ring kit.

- Provides one 1/2" N.P.T. input port and one 1/2" N.P.T. output port.
- Spins onto stock filter location.
- Unique design allows the adapter to rotate 360 degrees simplifying the connection of hoses and fittings.
- Comes with all hardware & O-Rings.

NOTE: If unsure which thread and seal size is right for your application consult our thread chart on page 71.

UNIVERSAL STRAIGHT BILLET REMOTE OIL FILTER ADAPTERS



#22-585

PART #S:

#22-583 Remote Filter Adapter 13/16"-16 thread - 2-5/8" seal
#22-585 Remote Filter Adapter 3/4"-16 thread - 2-5/8" seal
#22-586 Remote Filter Adapter 20mm thread - 2-5/8" seal
#22-587 Remote Filter Adapter 22mm thread - 2-5/8" seal

NOTE: If unsure which thread and seal size are right for your application consult our thread chart on page 71.

- Provides one 1/2" N.P.T. input port and one 1/2" N.P.T. output port
- Adapter screws on to the block in the stock oil filter location
- Straight out fitting ports for tight applications

Billet Remote Oil Filter Adapters

MODULAR FORD REMOTE OIL FILTER ADAPTERS



#22-626

PART #:

#22-626 Ford 4.6/5.4L Billet Aluminum Remote Oil Filter Adapter

- Provides one 1/2" N.P.T. input port and one 1/2" N.P.T. output port.
- Features a preinstalled -16AN fitting to plumb your cooling line.
- Features a 1/8" N.P.T. port for an oil pressure sending unit.

332-428 FE FORD REMOTE OIL FILTER ADAPTER



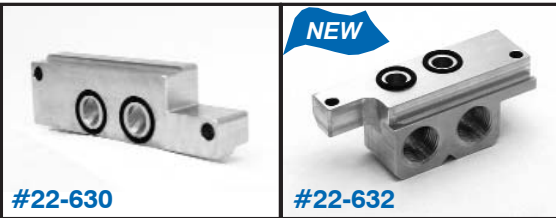
#22-629

PART #:

#22-629 Ford FE Billet Aluminum Remote Oil Filter Adapter

- Provides one 1/2" N.P.T. input port and one 1/2" N.P.T. output port.
- Comes with all hardware.
- Features a 1/8" N.P.T. port for an oil pressure sending unit.

CHEVY LS1 REMOTE FILTER ADAPTER



#22-630

#22-632

PART #:

#22-630 Chevy LS1 Billet Aluminum Remote Oil Filter Adapter

#22-632 Chevy LS1 90 Deg Billet Aluminum Remote Oil Filter Adapter

- Designed to install under the pan rail of our LS1 oil pans.
- Provides one 1-1/16"-12AN input port and one 1-1/16"-12AN output port
- Features O-ring seals between the pan and the adapter.
- 90-degree version allows installation in applications with minimal space. Designed specifically for clearance of GTO steering.

Remote Oil Filter Mounts

BILLET ALUMINUM REMOTE OIL FILTER MOUNTS



#22-625

PART #S:

#22-620 Accepts Filters with 13/16"-16 thread

#22-622 Accepts Filters with 20mm thread

#22-623 Accepts Filters with 22mm thread

#22-625 Accepts Filters with 3/4"-16 thread

Not sure your filters thread size? See thread chart on pg 71

- Provides two 1/2" N.P.T. input ports and two 1/2" N.P.T. output ports.
- Extra ports can be used for oil temperature or pressure sensor, or for an Accusump.
- Adapter can be plumbed right to left or left to right

CHEVY LS1 PAN MOUNTED SPIN-ON FILTER MOUNT



#22-631

PART #:

#22-631 Chevy LS1 Billet Aluminum Spin-On Oil Filter Mount

- Allows you to install a standard LS1 filter with a 13/16"-16 thread directly to the mount.
- Designed to install under the pan rail of our LS1 oil pans.
- Features O-ring seals between the pan and the adapter and a 1/4" N.P.T. port for a pressure sensor.

FORD 332-428 FE BILLET ALUMINUM OIL FILTER MOUNT



#22-628

PART #:

#22-628 Ford FE Billet Aluminum Oil Filter Mount

- Billet replacement for the discontinued O.E.M. filter mount.
- Has a 1/4" N.P.T. top port for a pressure sender.
- Allows use of standard stock style filter.

Hose and Hose Ends

STAINLESS STEEL BRAIDED RACING HOSE

#23-604



#23-605



Stainless Steel Braided Racing Hose is a C.P.E. synthetic rubber tube bonded with a woven nylon braid and covered and secured with a 308 stainless steel outer braid. Made to resist extreme heat, abrasion and corrosion. Operating temperature is from -40° F — +350° F and can withstand working pressures up to 1000 PSI. For use with hydrocarbon and alcohol based fuels, motor oils, and coolant.

PART #S:

#23-603 -6 Stainless Steel Braided hose, per foot.

#23-604 -8 Stainless Steel Braided hose, per foot.

#23-605 -10 Stainless Steel Braided hose, per foot.

#23-606 -12 Stainless Steel Braided hose, per foot.

NOTE: No returns on hose lengths under 6 feet.

REUSABLE ALUMINUM SWIVEL HOSE ENDS FOR STEEL BRAIDED HOSE

Straight Hose Ends



45° Hose Ends



90° Hose Ends



90° O-Ring Port



Aluminum Swivel Hose Ends are for use with our stainless braided hose. They feature one piece billet tube construction, viton o-rings, and blue and red coloring.

PART #S:

Straight Hose Ends for Steel Braided Hose

#23-623 straight end for -6 hose to 37 deg. female -6 AN.

#23-624 straight end for -8 hose to 37 deg. female -8 AN.

#23-625 straight end for -10 hose to 37 deg. female -10 AN.

#23-646 straight end for -12 hose to 37 deg. female -12 AN.

45° Hose Ends for Steel Braided Hose

#23-643 45° end for -6 hose to 37 deg. female -6 AN.

#23-644 45° end for -8 hose to 37 deg. female -8 AN.

#23-645 45° end for -10 hose to 37 deg. female -10 AN.

#23-646 45° end for -12 hose to 37 deg. female -12 AN.

90° Hose Ends for Steel Braided Hose

#23-663 90° end for -6 hose to 37 deg. female -6 AN.

#23-664 90° end for -8 hose to 37 deg. female -8 AN.

#23-665 90° end for -10 hose to 37 deg. female -10 AN.

#23-666 90° end for -12 hose to 37 deg. female -12 AN.

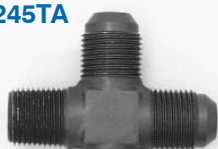
90° O-Ring Port Hose Ends for Steel Braided Hose

#23-6756 90° end for -10 hose to female -12 AN o-ring port.

Fittings and Bungs

"T" ADAPTER FITTINGS

#23-245TA



This Adapter Fitting can be used with our remote oil filter adapters, to connect an Accusump.

PART #S:

#23-245TA Alum. "T" adapter. 1/2" N.P.T. to -10 AN.

O-RING PORT ADAPTER FITTINGS

#23-460A



Aluminum Adapter Fittings with viton o-rings, can be used with our filters, oil thermostats, and dry sump tanks

PART #S:

ALUMINUM PORT PLUGS:

#23-460A -12 AN port plug. 2 pack.

ALUMINUM KNURLED PORT CAP:

#23-460N -12 AN port cap. 1 pack.

ALUMINUM PORT TO AN:

#23-463A 1-1/16" -12 port to -6 male AN. 2 pack.

#23-464A 1-1/16" -12 port to -8 male AN. 2 pack.

#23-465A 1-1/16" -12 port to -10 male AN. 2 pack.

#23-466A 1-1/16" -12 port to -12 male AN. 2 pack.

#23-468A 1-1/16" -12 port to -16 male AN. 2 pack.

#98-005 2 pack Replacement o-rings for 1-1/16" -12 port fittings.

#23-460N



#23-465A



N.P.T. TO AN ADAPTER FITTINGS



STEEL N.P.T. TO AN FITTINGS.

PART #S:

STEEL N.P.T. TO AN FITTINGS:

#23-245 1/2" N.P.T. to -10 AN, steel adapter fitting.

#23-246 1/2" N.P.T. to -12 AN, steel adapter fitting.

ALUMINUM N.P.T. TO AN FITTINGS:

#23-233A 3/8" N.P.T. to -6 AN, alum. adapter fitting.

#23-234A 3/8" N.P.T. to -8 AN, alum. adapter fitting.

#23-243A 1/2" N.P.T. to -6 AN, alum. adapter fitting.

#23-244A 1/2" N.P.T. to -8 AN, alum. adapter fitting.

#23-245A 1/2" N.P.T. to -10 AN, alum. adapter fitting.

#23-246A 1/2" N.P.T. to -12 AN, alum. adapter fitting.

ALUMINUM 90° N.P.T. TO AN FITTING:

#23-345A 90° 1/2" n.p.t. to -10.

#23-646 45° end for -12 hose to 37° female -12 AN.



ALUM. N.P.T. TO AN FITTINGS.

WELD-IN BUNGS



PART #S:

#20-863A 1-1/16" -12 AN Alum. Port Bung.

#20-882 1/4" N.P.T. Steel Bung w/ plug.

#20-882A 1/4" N.P.T. Alum. Bung w/ plug.

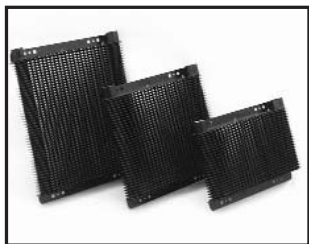
#20-883 3/8" N.P.T. Steel Bung w/ plug.

#20-883A 3/8" N.P.T. Alum. Bung w/ plug.

#20-884 1/2" N.P.T. Steel Bung w/ plug.

#20-884A 1/2" N.P.T. Alum. Bung w/ plug.

Oil Coolers



PART #S:

- #23-500** 15,000 BTU Oil cooler measuring 1.5" x 5.75" x 11"
- #23-510** 20,500 BTU Oil cooler measuring 1.5" x 8" x 11"
- #23-520** 29,200 BTU Oil cooler measuring 1.5" x 11" x 11"

These oil coolers feature brazed aluminum construction and a high flow clog resistant design. They are suitable for both engine and transmission cooling. They are available in three sizes to suit a variety of cooling needs. Ports are 1/2" NPT.

Oil Cooler Kits

OIL COOLER KITS

The kits contain an 8" x 11" x 1-1/2" 20,500 BTU oil cooler with mounting hardware, a billet aluminum sandwich adapter that mounts between the engine and the spin-on filter, 10 feet of stainless steel braided hose, and all of the necessary fittings. Oil coolers feature brazed aluminum construction and a high flow clog resistant design. Kits available for most popular applications. See our spin-on filter thread chart for the thread and O-Ring of your application to pick the right kit.



PART #S:

- #22-723** Kit for a 13/16-16 thread and a 2-5/8" gasket.
- #22-724** Kit for a 13/16-16 thread and a 3-1/4" gasket.
- #22-725** Kit for a 18mm thread and a 2-5/8" gasket.
- #22-726** Kit for a 3/4-16 thread and a 2-5/8" gasket.
- #22-728** Kit for a 20mm thread and a 2-5/8" gasket.
- #22-729** Kit for a 22mm thread and a 2-5/8" gasket.

Oil Cooler Thermostat



Our **#22-480** Oil Cooler Thermostat helps your engine's oil come up to temperature quickly and holds it at the right temperature. Cold oil does not flow and does not lubricate correctly. Plus, moving cold oil robs power. This thermostat is designed to bypass the cooler until the oil reaches 215 degrees. At 215 degrees water condensation in the oil will evaporate and the oil will be warm enough to flow and lubricate properly.

The thermostat housing is machined from 3-1/4" Dia 6061 aluminum. Thermostats are 6" tall and come with a black anodized finish and stainless steel mounting clamp. The oil ports accept 1-1/16" -12 O-Ring fittings. (4 fittings required per unit)

Required fitting options:

- #23-465A** 1-1/16" -12 port to -10 male AN (2 pack).
- #23-466A** 1-1/16" -12 port to -12 male AN (2 pack).



Modular design allows unit to easily disassemble for cleaning, inspection, or to rotate position of oil cooler ports.

Accusump™

The Original Oil Accumulator

PAT #4,094,293 #4,513,704 #4,513,705 #5,014,820

Protect against dry starts and oil pressure starvation!

The Accusump™ provides your engine with a reservoir of pressurized oil to be delivered before start up or during low oil pressure situations.

An Accusump™ is an oil reservoir that is connected to the engine's oiling system. It is designed to deliver pressurized oil to an engine before starting to eliminate dry start scuffing (pre-oiling) and to deliver oil whenever the normal engine oil pressure drops, to protect against engine damage during demanding racing conditions.

It is simply installed with only one line. Through this line the Accusump™ fills and discharges. The line may be plumbed into the return line of an oil cooler or remote filter using a "T" fitting, into an oil input sandwich adapter, or directly into one of the engine's oil galleys.

The Accusump™ is designed with a piston which has pressurized air on one side and reserve oil on the other. We offer different size Accusumps™ to best match the needs of each application. To hold and control this reserve of oil, a control valve is used. We offer three different valve options for the Accusump™, the manual ball valve for pre-oiling and surge control, electric valve for pre-oiling operation, and the EPC (electric pressure control) valve for pre-oiling and surge control.

Once installed the operator only needs to open the manual valve or turn on a toggle switch or ignition switch to activate the valve before the engine is started. The opened or activated valve releases the reserve of oil that is under pressure in the Accusump™ to pre-oil the engine's bearings for a non-scuff start. After the engine is running and the oil pump builds pressure, oil is pumped back into the Accusump™ for the next restart or whenever the engine's normal oil pressure is interrupted or begins to drop. The Accusump™ will automatically charge and discharge as needed to maintain oil pressure during hard cornering, acceleration and braking.

INSIDE THE ACCUSUMP™

OIL FROM ENGINE
FILLS ONE SIDE . . .

PRESSURIZED AIR ON
OTHER SIDE FORCES
OIL BACK OUT WHEN
ENGINE PRESSURE DROPS



FEATURES:

**THREADED
END CAPS**

**BILLET O-RING
SEALED PISTON**

**HARD COATED
ALUMINUM BODY**

Accusump™ Units

ACCUSUMP™ UNITS

- Air pressure gauge to set pre-charge and monitor performance
- Several valving options available.
- Installation and operation manual included.
- 35 years worth of experience built into every Accusump™ oil accumulator.
- Can be mounted in any position
- Finely finished hard coated Aluminum tubing for long life
- O-ring seal
- Threaded end caps for strength.
- Special end mounting clamps to increase burst strength
- Safety release valve & Air input Schrader valve

3 QUART HIGH PRESSURE ACCUSUMP



PART #:

#24-016 3 Qt High Pressure Accusump 4-1/4" dia. 22" long body

- Ideal for big cubic engines that operate with high oil pressures.
- For severe racing conditions.
- The longer length allows it to hold more air and oil.
- Offers more pre oiling and surge protection in a narrower and higher oil pressure range.

3 QUART ACCUSUMP



PART #:

#24-006 3 Quart Accusump 4-1/4" dia. 16" long body

- Ideal for V-8 and high horsepower V-6 and 4 cylinders engines.
- Has been providing pre-oiling and surge protection in all types of racing and recreational vehicles for over 30 years.

2 QUART ACCUSUMP



PART #:

#24-026 2 Quart Accusump 4-1/4" dia. 12" long body

- Ideal for pre-oiling all engines.
- Ideal for surge control protection on small block V-8, V and straight 6s and 4 cylinder engines.

1 QUART ACCUSUMP



PART #:

#24-046 1 Quart Accusump 3-1/4" dia. 12" long body

- Ideal for pre-oiling for all engines.
- Provides surge control on motorcycle and small engines.
- It's small size requires minimal space for mounting.

Accusump™ Oil Accumulators

ACCUSUMP™ ELECTRIC VALVES

Our Accusump™ electric valves are the easiest way to control your Accusump™. When wired into your car's ignition circuit the valve automatically opens to provide pre-oiling when ignition is turned on and closes to store pressurized oil when the engine is shut down. Choose an "EPC" version valve and get the additional benefit of your having your valve response to your engines fluctuating oil pressure, maximum oil discharge duration and refill speed.

ACCUSUMP™ ELECTRIC VALVE KIT - STANDARD



#24-270

PART #:

#24-270
Standard Electric Valve Kit

Allows convenient remote operation of Accusump™ in street, drag race, and pre-oiling applications.

- Kit features standard electric valve with 1/2" N.P.T. female thread in and out ports.
- Kit also includes 1/2" N.P.T. pipe nipple, toggle switch, wire, terminals, and installation instructions.
- For use in street, drag race, and pre-oiling applications.
- Max flow out for pre-oiling and surge control with slower flow in to keep oil pressure prioritized to engine during refill.
- Can be wired to any 12v power source or directly into the ignition switch to automatically provide pre-oiling on start up.

ACCUSUMP™ ELECTRIC VALVE KIT - PRO VERSION WITH BUILT IN PRESSURE SENSOR PORT



#24-270X

PART #:

#24-270X
Pro Version Electric Valve Kit

Allows convenient remote operation of Accusump™ in street, drag race, and pre-oiling applications.

- Kit features pro version electric valve with 1/2" N.P.T. female thread in and out ports and a built in 1/4" NPT pressure sensor port.
- Kit also includes heavy duty 1/2" N.P.T. pipe nipple, toggle switch, wire, terminals, and installation instructions.
- For use in street, drag race, and pre-oiling applications.
- Max flow out for pre-oiling and surge control with slower flow in to keep oil pressure prioritized to engine during refill.
- Can be wired to any 12v power source or directly into the ignition switch to automatically provide pre-oiling on start up.

ACCUSUMP™ ELECTRIC PRESSURE CONTROL VALVES (E.P.C. VALVES)



#24-271

PART #S:

#24-271 EPC Standard Electric Valve Kit - 20-25 PSI setting

#24-273 EPC Standard Electric Valve Kit - 35-40 PSI setting

#24-275 EPC Standard Electric Valve Kit - 55-60 PSI setting

- Kits feature either our standard or pro version electric valve with all the hardware for installation plus our EPC regulator.
- For use in street, drag race, road racing and most other applications.
- The EPC Valve system offers the convenience of an electric valve for remote mounted Accusumps with the rapid refill rate of a manual valve as required in racing



#24-271X

PART #S:

#24-271X EPC Pro Version Electric Valve Kit - 20-25 PSI setting

#24-273X EPC Pro Version Electric Valve Kit - 35-40 PSI setting

#24-275X EPC Pro Version Electric Valve Kit - 55-60 PSI setting

- To maximize oil reserve available when it is needed most the valve opens to discharges oil only when the engine's oil pressure drops below the predetermined PSI level.
- When engine pressure is low (under the valves' PSI setting), slow refill speed keeps oil pressure prioritized to the engine,.
- When oil pressure is high (over the valves' PSI setting), fast refill speed allow your Accusump to rapidly recharge for immediate reuse.
- Can be wired to any 12v power source or directly into the ignition switch to automatically provide pre-oiling on start up.

Accusump™ Oil Accumulators

ACCUSUMP™ VALVES

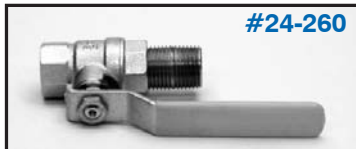
UPGRADE KITS



PART #S:

- #24-271K To convert a #24-270 to #24-271 specifications
- #24-271XK To convert a #24-270X to #24-271X specifications
- #24-273K To convert a #24-270 to #24-273 specifications
- #24-273XK To convert #24-270X to #24-273X specifications
- #24-275K To convert a #24-270 to #24-275 specifications
- #24-275XK To convert a #24-270X to #24-275X specifications

ACCUSUMP™ MANUAL BALL VALVE



PART #:

#24-260 Manual Accusump™ Ball Valve with female 1/2" N.P.T. ends

- For use in racing applications.
- Positive on and off control.
- Max flow in and out.
- Comes with 1/2" N.P.T pipe nipple.

ACCUSUMP™ MANUAL VALVE AND CABLE KIT



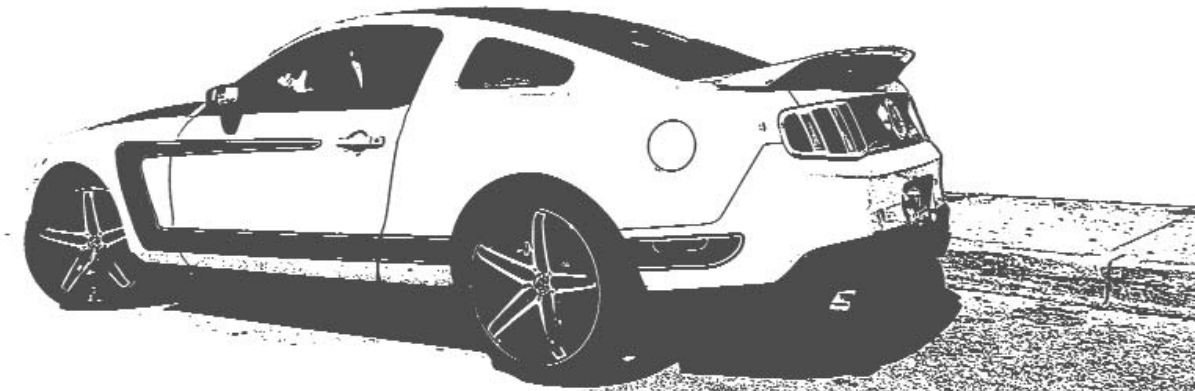
PART #:

#24-506 Manual Valve Cable Kit with 6 foot cable

- For manual valve applications in hard to access locations.
- Includes Heavy duty cable, mounting bracket, pipe fitting, and specially designed valve.

ACCUSUMP™ INSTALLATION TIPS

- * Using a "T" fitting is a popular method of plumbing an Accusump™ into an engine's oiling system. "T" fitting installation kits are available on page 65.
- * Placing an adapter between your spin-on filter and block to plumb an Accusump™ into an engine's oiling system is also a popular method. Installation kits using our billet oil adapters are also available on page 65.
- * Hose, fittings, and oiling adapters are available individually on pages 57 & 58 for those applications that require a unique combination of plumbing components.



Accusump™ Oil Accumulators

MARINE / RV ACCUSUMP™ KITS

Our Marine Accusump™ kits are designed specifically for the rough duty of marine applications. They provide engine pre oiling as well as surge control. When the ignition is turned on the Accusump™ will bring the engine oil pressure up to 35-40 lbs. and hold it there for up to 2 minutes or until the engine is started. Once the engine is running and develops over 40 lbs. of pressure the unit will automatically refill. Not only does an Accusump™ protect against dry starts when the boat sits at the dock too long but it also protects against oil pressure surges in rough water, or any time the pressure would drop below the 40 lbs threshold.



#24-126

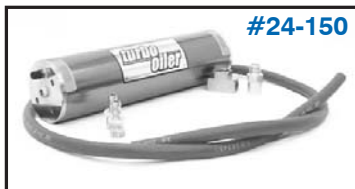
PART #S:

#24-126 2 quart Marine Accusump™ kit for pre-oiling and surge control on all applications. 12" long with 4-1/4" Dia. tube.

- All components are anodized aluminum, stainless, or brass.
- Kits come with a liquid filled stainless steel pressure gauge, stainless steel mounting clamps, brass safety valve, E. P. C. 35-40 PSI pressure switch, valve system, on / off switch, wire and terminals and installation instructions.
- C/M Marine Accusumps mount in any position, which makes installation easier.
- All hoses, fittings, and input adapters for your application are available through us.

ACCUSUMP™ TURBO-OILER KITS

The Accusump™ Turbo-Oiler solves the main cause of turbo wear and failure by supplying a pressurized discharge of oil to the hot turbo bearings during spool down. Their design allows them to deliver the correct amount of oil for over a minute after shut down, when the engine is not supplying oil to the turbo. By lubricating and cooling the bearings, the turbo after-oiler prevents coke build up, (which limits oil flow).



#24-150



#24-154

PART #S:

#24-150 1 Qt Accusump™ Turbo After-Oiler. 12" long, 3-1/4" dia. body. For large turbos with high oil demand.

#24-154 1/2 Qt Accusump™ Turbo After-Oiler. 6" long, 3-1/4" dia. body. Compact size perfect for use in tight engine compartments.

- Manufactured with the same design features and to the same high standards as all Accusumps.
- Piston design separates the oil side from the air pressure side which allows the unit to be mounted in any position and permits an air precharge.
- With a precharge, all the oil is discharged under pressure for positive oiling and no oil is diverted from the engine until pressure is established on restart.
- Easy to install and is virtually maintenance free.

TURBO INSTALL ADAPTER FITTINGS



PART #S:

#24-550 Includes two 1/4" compression fittings

#24-551 Includes two 5/16" compression fittings

#24-552 Includes two 3/8" compression fittings

- Accusump™ Turbo After-Oiler Installation Kits to connect into existing steel oil feed lines.

ACCUSUMP™ QUICK FACTS

- ★ 90% of wear on engine components occurs during start up before oil pressure is established. The Accusump™ can eliminate this "cold start scuffing" by delivering oil under pressure before the engine is started.
- ★ The Accusump™ is precision built from heavy wall, roller burnished aluminum tubing with a hard coated interior and exterior for long lasting reliable performance.
- ★ The Accusump™'s design allows it to be mounted in any position, vertical, horizontal, or anywhere in-between.
- ★ A safety blow off valve designed to release when pressure inside the Accusump™ increases to an unsafe level is installed on every Accusump™.
- ★ If the need ever arises, any Accusump™ can be rebuilt using our rebuild service.

Accusump™ Oil Accumulators

INSTALLATION ACCESSORIES

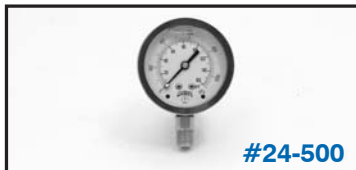
CHECK VALVE



PART #:
#24-280 Check valve with 1/2" N.P.T. female threads

- Ensures all the oil being discharged out of an Accusump goes to lubricate the engine bearings and is not fed back toward the pump.
- For use in systems where a remote oil filter or a cooler is used.

LIQUID FILLED GAUGE



PART #:
#24-500 Liquid filled Accusump gauge

- Upgrade over the standard gauge.
- Larger dia. stainless steel case.
- Less affected by vibration.
- Recommended for severe duty and marine use.

ACCUSUMP STAINLESS STEEL MOUNTING CLAMPS



PART #:
#24-200 Steel band mounting clamps for 4-1/4" Dia. Accusumps
#24-240 Steel band mounting clamps for 1-QT 3-1/4" Dia. Accusumps

- Mounting clamps are required for all Accusumps.
- Provides the proper support at the end caps to ensure the tube does not become distorted.
- Sold as a set of two stainless steel T-clamps.

ACCUSUMP BILLET ALUMINUM MOUNTING CLAMPS



PART #:
#24-210 Billet aluminum mounting brackets for 4-1/4" Dia. Accusumps.
#24-212 Billet aluminum mounting brackets for 3-1/4" Dia. Accusumps.

- Mounting clamps are required for all Accusumps.
- Provide the proper support at the end caps to ensure the tube does not become distorted.
- Sold as a set of two clamps.
- Billet aluminum mounting clamps offer an attractive presentation.

ACCUSUMP INSTALLATION KITS FOR SPIN-ON FILTER APPLICATIONS



PART #:
#24-723 Kit for a 13/16-16 thread and a 2-5/8" gasket.
#24-724 Kit for a 13/16-16 thread and a 3-1/4" gasket.
#24-725 Kit for a 18mm thread and a 2-5/8" gasket.
#24-726 Kit for a 3/4-16 thread and a 2-5/8" gasket.
#24-728 Kit for a 20mm thread and a 2-5/8" gasket.
#24-729 Kit for a 22mm thread and a 2-5/8" gasket.

- All the parts required to plumb an Accusump.
- Billet aluminum input sandwich adapter, mounts between the block and spin on filter.
- Two 1/2" N.P.T. to -10 AN adapter fittings.
- Two -10 AN hose ends.
- 6 ft of -10 AN stainless steel braided hose.
- Kits are available for popular applications with sandwich adapters to match the different threads and o-ring on most filters. Use our spin-on filter thread chart on page 71 to pick the right kit for your application.

UNIVERSAL ACCUSUMP INSTALLATION KIT FOR "T" FITTING STYLE INSTALLATION



PART #:
#24-800 ACCUSUMP Hose and fitting kit. To plumb an Accusump into a system with external oil lines.

Kits includes a 6 foot length of -10 hose, two hose ends, a 1/2" N.P.T. to -10 AN adapter to connect the hose to the Accusump, and a "T" fitting to connect the Accusump line into the existing external line. The "T" fitting has two -10 AN sides to connect to the oil lines and one 1/2" NPT thread side to connect to your block adapter or your remote filter mount.

Oil System Kits

REMOTE SPIN-ON OIL FILTER KITS

These kits allow the use of a standard spin-on oil filter in a remote location. Each kit contains a 90 degree rotating billet aluminum block adapter, a billet aluminum remote filter mount, 8 feet of stainless steel braided hose, and all of the necessary fittings. Kits available for most popular applications. See our spin-on filter thread chart for the thread and O-ring of your application to pick the right kit.



PART #S:

- #22-823 Kit for a 13/16-16 thread and a 2-5/8" gasket.
- #22-824 Kit for a 13/16-16 thread and a 3-1/4" gasket.
- #22-825 Kit for a 18mm thread and a 2-5/8" gasket.
- #22-826 Kit for a 3/4-16 thread and a 2-5/8" gasket.
- #22-828 Kit for a 20mm thread and a 2-5/8" gasket.
- #22-829 Kit for a 22mm thread and a 2-5/8" gasket.

REMOTE CANISTER OIL FILTER KITS

These kits give you everything you need to install a CM canister oil filter. Each kit contains a billet remote CM oil filter housing, a CM high flow fine filtration filter element, a 90 degree rotating billet aluminum block adapter, 8 feet of stainless steel braided hose and all of the necessary fittings. Kits available for most popular applications. See our spin-on filter thread chart for the thread and O-ring of your application to pick the right kit.



PART #S:

- #22-923 Kit for a 13/16-16 thread and a 2-5/8" gasket.
- #22-924 Kit for a 13/16-16 thread and a 3-1/4" gasket.
- #22-925 Kit for a 18mm thread and a 2-5/8" gasket.
- #22-926 Kit for a 3/4-16 thread and a 2-5/8" gasket.
- #22-928 Kit for a 20mm thread and a 2-5/8" gasket.
- #22-929 Kit for a 22mm thread and a 2-5/8" gasket.

ACCUSUMP™ INSTALLATION KITS

Accusump™ Install Kits provide you with all the parts to plumb an Accusump™. Kits use our easy to install input sandwich adapter that mounts between the block and spin on filter to access the engine's oil flow. Kits include two 1/2" N.P.T. fittings, two -10 AN hose ends, 6 ft of -10 AN stainless steel braided hose, and the specific billet aluminum oil input sandwich adapter for your application. See our spin-on filter thread chart for the thread and O-ring of your application to pick the right kit.



PART #S:

- #24-723 Kit for a 13/16-16 thread and a 2-5/8" gasket.
- #24-724 Kit for a 13/16-16 thread and a 3-1/4" gasket.
- #24-725 Kit for a 18mm thread and a 2-5/8" gasket.
- #24-726 Kit for a 3/4-16 thread and a 2-5/8" gasket.
- #24-728 Kit for a 20mm thread and a 2-5/8" gasket.
- #24-729 Kit for a 22mm thread and a 2-5/8" gasket.

Universal Accusump™ Installation Kit provides you with the parts needed to plumb an Accusump™ when external oil lines are present. Kits includes a 6 foot length of -10 hose, two hose ends, a 1/2" N.P.T. to -10 AN adapter to connect the hose to the Accusump™, and a "T" fitting to connect the Accusump™ line into the existing external line. The "T" fitting has two -10 AN sides to connect to the oil lines and one 1/2" NPT thread side to connect to your block adapter or your remote filter mount.



#24-800

PART #S:

- #24-800 Accusump™ Installation Kit to plumb an Accusump™ into a system with external oil lines.



Filter Systems

CM filters are designed and built to provide superior filtration, flow, and durability. Several styles of lightweight aluminum housings offer high strength and durability for years of service. The synthetic depth filtration element delivers high flow and fine filtration and can go up to 10,000 street miles before replacement. Our stainless steel screen filters are made to be used as inspection filters and can handle heavy fluids. Our elements are interchangeable between our different housings. The points below highlight the advantages of a CM filter over conventional filters.



Our stainless steel screen filters are made to be used as inspection filters and can handle heavy fluids. Our elements are interchangeable between our different housings. The points below highlight the advantages of a CM filter over conventional filters.

SUPERIOR DESIGNED	DESIGNED FROM THE GROUND UP TO PROVIDE THE BEST PROTECTION FOR HIGH PERFORMANCE RACING APPLICATIONS.
TESTED AND PROVEN	ON-GOING IN HOUSE TESTING WITH YEARS OF FIELD TESTING IN ALL FORMS OF APPLICATIONS, NASCAR, SCCA, 24 HOURS OF DAYTONA, OFF ROAD, AND DAILY STREET USE. – THOUSANDS OF SATISFIED USERS.
DEPTH FILTRATION	THE SYNTHETIC FIBER ELEMENTS IN CM FILTERS USE DEPTH FILTRATION WHICH CATCH PARTICLES WITHIN THE ELEMENT RATHER THAN ON THE SURFACE AS CONVENTIONAL FILTERS DO. THEREFORE FLOW IS NOT RESTRICTED AS CONTAMINANTS COLLECT OVER THE LIFE OF THE ELEMENT.
NO BY-PASS	NO BYPASS IS REQUIRED BECAUSE OF THE ABILITY OF OUR DEPTH FILTERS TO FLOW UNDER ALL CONDITIONS. MOST CONVENTIONAL FILTERS HAVE A BYPASS WHICH CIRCULATES UNFILTERED OIL DURING HIGH RPM, HIGH FLOW SITUATIONS, AND DURING START UP WHEN THE OIL IS COOL. CM FILTERS DON'T REQUIRE A BYPASS BECAUSE OF THEIR HIGH FLOW DEPTH FILTER ELEMENT. OIL IS FILTERED 100% OF THE TIME.
FINE FILTRATION	THE DEPTH FILTRATION ELEMENT CAN TRAP PARTICLES SMALLER THAN CONVENTIONAL FILTERS WITHOUT RESTRICTING FLOW. MANY CONVENTIONAL FILTERS SACRIFICE FILTRATION TO INCREASE THEIR ABILITY TO FLOW.
MOISTURE RESISTANCE	THE SYNTHETIC FIBER ELEMENT IN CM FILTERS IS NOT AFFECTED BY MOISTURE WHICH CAN CAUSE FAILURE IN A PAPER ELEMENT.
INSPECTABLE	CM ELEMENTS ARE EASILY TAKEN APART FOR INSPECTION.
RUPTURE PROOF	STEEL INNER AND OUTER CAGES PROTECT CM FILTERS FROM PRESSURE SURGES WHICH CAN RUPTURE CONVENTIONAL PAPER ELEMENTS.
CHOICE OF HOUSINGS	CM FILTERS ARE AVAILABLE IN SEVERAL STYLE HOUSINGS FOR DIFFERENT APPLICATIONS. ALL OUR FILTERS ARE ABLE TO WITHSTAND PRESSURES AND FLOW RATES MANY TIMES GREATER THAN ANY AUTOMOTIVE APPLICATION.
MADE IN THE U.S.A.	CM FILTERS HAVE BEEN BUILT IN OUR FACTORY IN THE U.S.A. FOR OVER 25 YEARS TO ENSURE EVERY FILTER MEETS ITS DESIGN SPECIFICATION. EVERY FILTER COMES WITH 25 PLUS YEARS OF FILTER EXPERIENCE.
SS SCREEN ELEMENTS	CM STAINLESS STEEL SCREEN ELEMENTS ARE IDEAL AS TRANSMISSION AND REAR END FILTERS, WHICH USE HIGHER WEIGHT OILS AS WELL AS DRY SUMP RETURN LINE INSPECTION FILTERS. BOTH THE 50 MESH 280 MICRON (0.011) AND 80 MESH 180 MICRON (0.007) HAVE OVER 27 SQ. INCHES OF AREA WITH MORE THAN 30% OPEN TO PROVIDE THE FLOW NEEDED IN THESE APPLICATIONS.



Filter Systems

REMOTE OIL FILTERS



CANISTER OIL FILTERS



PART #S:

- #25-000B 4" tall with 2-5/8" synthetic element. 1/2" NPT
- #25-006B 4" tall with 2-5/8" synthetic element. -12 Port
- #25-100B 6" tall with 4-5/8" synthetic element. 1/2" NPT
- #25-106B 6" tall with 4-5/8" synthetic element. -12 Port

- New design canister filter features 3.5" Dia machined aluminum body for maximum capacity, flow and durability.
- Body is blue anodized with clear anodized end caps.
- CM synthetic 8 micron element preinstalled for high flow and fine filtration.
- Easy and mess free element replacement with the removable top cap.
- O-rings sealed on top and bottom caps.
- 25-000B & 25-100B feature 1/2" NPT ports.
- 25-006B & 25-106B feature 1-1/16" -12 O-ring ports. See pg 60 for NPT and -12 O-ring port fittings.
- Stainless steel or billet aluminum mounting clamps available. See page 69.



CM REMOTE CANISTER FILTER KITS



PART #S:

- #22-923 Kit for a 13/16-16 thread and a 2-5/8" gasket.
- #22-924 Kit for a 13/16-16 thread and a 3-1/4" gasket.
- #22-925 Kit for a 18mm thread and a 2-5/8" gasket.
- #22-926 Kit for a 3/4-16 thread and a 2-5/8" gasket.
- #22-928 Kit for a 20mm thread and a 2-5/8" gasket.
- #22-929 Kit for a 22mm thread and a 2-5/8" gasket.

- These kits give you everything you need to install a CM canister oil filter.
- Each kit contains a billet remote CM oil filter housing, a CM high flow fine filtration filter element, a 90 degree rotating billet aluminum block adapter, 8 feet of stainless steel braided hose, and all of the necessary fittings.
- Kits available for most popular applications. See our spin-on filter thread chart for the thread and O-ring of your application to pick the right kit.



IN-LINE OIL FILTERS



PART #S:

- #25-101 6" synthetic element In-line filter, 1/2" NPT ports.
- NEW** #25-114 6" synthetic element In-line filter, -10AN Male ends
- #25-116 6" synthetic element In-line filter, 1-1/16" -12 straight o-ring ports.
- #25-821 6" In-line filter, with **fine screen** element and 1/2" NPT ports.
- #25-836 6" In-line filter, with **fine screen** element and 1-1/16" -12 straight o-ring ports.

- Straight through design provides excellent flow.
- Light weight 2-3/4" diameter blue anodized filter bodies.
- Clear anodized removable end caps with O-ring seals for element inspection and replacement.
- Choice of 1-1/16" -12 straight o-ring ports or 1/2" NPT ports.
- Choice of synthetic element which filters down to 8 microns or SS screen 180 micron elements
- Can also be used with our 50 mesh 280 micron replacement screen element #26-754



TWO STAGE IN-LINE OIL FILTER



PART #S:

- #25-118 9" long two stage filter, with a **washable screen** pre-element to catch large particles and a 8 micron **synthetic element** for fine filtration.

- Convenience of a washable screen with the protection of an 8 micron synthetic element make this filter ideal for dyno break-ins.
- Comes with a CM 2-5/8 tall fine screen pre-filter element and CM 4-5/8 tall synthetic element installed.
- Removable end caps are clear anodized and O-ring sealed to a 2-3/4" diameter blue anodized filter body.
- In and out ports are 1-1/16" -12 straight o-ring. See pg 60 for -12 O-ring port fittings.



REMOTE FILTERS FITTINGS



Our **o-ring port fittings** were designed for maximum flow in CM remote canister filters. They can also be used with our in-line filters, oil thermostats, and dry sump tanks. Come with viton o-rings

N.P.T. threads are the most common type of thread used in aftermarket automotive applications.

O-RING PORT ADAPTER FITTINGS

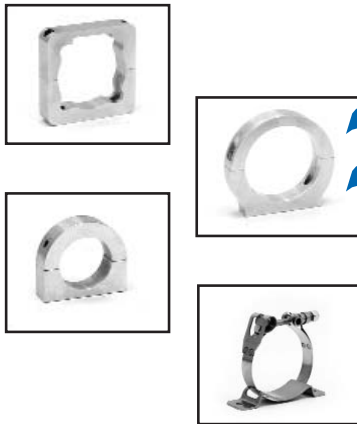
- PART #S:**
- #23-463A Alum. 1-1/16" -12 port to -6 male AN. 2 pk.
 - #23-464A Alum. 1-1/16" -12 port to -8 male AN. 2 pk.
 - #23-465A Alum. 1-1/16" -12 port to -10 male AN. 2 pk.
 - #23-466A Alum. 1-1/16" -12 port to -12 male AN. 2 pk.
 - #23-468A Alum. 1-1/16" -12 port to -16 male AN. 2 pk
 - #98-005 Replacement o-rings for 1-1/16" -12 port fittings (2 pack).

N.P.T. TO AN ADAPTER FITTINGS

- PART #S:**
- #23-244 Steel 1/2" N.P.T. to -8 AN, adapter fitting.
 - #23-245 Steel 1/2" N.P.T. to -10 AN, adapter fitting.
 - #23-246 Steel 1/2" N.P.T. to -12 AN, adapter fitting.
 - #23-244A Alum. 1/2" N.P.T. to -8 AN, adapter fitting.
 - #23-245A Alum. 1/2" N.P.T. to -10 AN, adapter fitting.
 - #23-246A Alum. 1/2" N.P.T. to -12 AN, adapter fitting.

SEE A COMPLETE LISTING OF ALL OUR HOSES AND FITTINGS ON PAGES 57-58

FILTER MOUNTS FOR CM REMOTE FILTERS



PART #S:

- #26-891 Replacement SS clamp for 3.25" dia extruded body CM canister filters.
- NEW** #26-891B Stainless steel clamp for 3.5" dia **B Series**, CM canister filters.
- NEW** #26-892B Billet aluminum clamp for 3.5" dia **B Series**, CM canister filters.
- #26-893 Stainless Steel clamp for 2-3/4 dia. remote in-line style CM filters.
- #26-894 Billet aluminum clamp for 2-3/4 dia. remote in-line style CM filters.
- #26-897 Billet aluminum 1-3/4" roll bar clamp bolts to our #26-892B or #26-894 clamps.

- CNC machined billet aluminum or stainless steel T bolt design clamps.
- Billet clamps include stainless steel hardware.
- An easy to install mounting option.

REPLACEMENT SYNTHETIC ELEMENTS FOR OIL FILTERS



Element Cut Away

PART #S:

FOR OUR 3.4" CM OIL FILTERS

- #26-200 Single 2-1/4" tall synthetic oil element.
- #26-220 6 pack 2-1/4" tall synthetic oil elements.

FOR OUR 4" CM OIL FILTERS

- #26-000 Single 2-5/8" tall synthetic oil element.
- #26-020 6 pack 2-5/8" tall synthetic oil elements.
- #26-040 24 pack 2-5/8" tall synthetic oil elements.

FOR OUR 6" CM OIL FILTERS

- #26-100 Single 4-5/8" tall synthetic oil elements.
- #26-120 6 pack 4-5/8" tall synthetic oil elements.
- #26-140 24 pack 4-5/8" tall synthetic oil elements.

- 8 micron filtration.
- Works in all CM filter housings.
- Easy disassembly for inspection.

REPLACEMENT SCREEN ELEMENTS FOR ALL FILTERS



PART #S:

PLEATED ULTRA FINE SCREEN FILTER ELEMENTS

For use as secondary inspection filter or primary filter in short run clean oil race applications.

- #26-050 Single 2-5/8" tall pleated ultra fine screen element (400 mesh / 40 micron).
- #26-150 Single 4-5/8" tall pleated ultra fine screen element (400 mesh / 40 micron).

SINGLE LAYER SCREEN INSPECTION FILTER ELEMENTS

- #26-750 Single 4-5/8" tall fine screen element (80 mesh / 180 micron).
- #26-754 Single 4-5/8" tall coarse screen element (50 mesh / 280 micron).

OIL FILTER SEAL KITS



PART #S:

- #26-800 Includes all the seals used in CM remote oil filters.
- #26-801 Includes all the seals used in CM in-line oil filters.
- #26-850 Includes all the seals used in CM spin-on oil filters with bolt on end caps.
- #26-852 Includes all the seals used in CM spin-on oil filters with spin-on end caps.



Filter Systems

CM billet spin-on bullet proof filter housings can handle high pressure surges, off road applications and the roughest conditions. Bolt-on end caps make for easy filter replacement, without removing the housing from the engine. These housing are designed to accept CM's high flow and fine filtration elements. Three sizes are available for most popular applications. Pick the length, thread, and O-ring size that match your application. CM filters and spin-on housings out flow and out filter conventional spin-ons.



25-100 SERIES BILLET 3.4" SPORT SPIN-ON OIL FILTERS



Our 3.4" sport housings are designed for imports, motorcycles, and many new domestic applications which take a short filter. The machined aluminum finish accents all performance engines. Comes with a CM synthetic element.

PART #S:

- #25-134 3.4" Tall, 13/16"-16 thread & 2-5/8" o-ring.
- #25-154 3.4" Tall, 18 mm thread & 2-5/8" o-ring.
- #25-164 3.4" Tall, 3/4"-16 thread & 2-5/8" o-ring.
- #25-184 3.4" Tall, 20 mm thread & 2-5/8" o-ring.
- #25-194 3.4" Tall, 22 mm thread & 2-5/8" o-ring.

- Filters are 3.4" tall and 3" dia.
- Accepts CM's 2-1/4" tall synthetic fiber depth filter element.
- Flows 12 GPM of hot engine oil.
- Billet aluminum light weight lifetime housing with O-ring seals.
- Billet look great for show cars.
- Replacement elements and seals on pg 69.



25-200 SERIES BILLET 4-1/4" SPIN-ON OIL FILTERS



Our 4.25" filters fit in most stock and race applications. The machine aluminum housing are blue anodized, accented with a clear anodized cap. Comes with a CM synthetic element and can be used with a screen element in race application.

PART #S:

- #25-214 4-1/4" Tall, 1"-12 thread & 2-5/8" o-ring.
- #25-234 4-1/4" Tall, 13/16"-16 thread & 2-5/8" o-ring.
- #25-244 4-1/4" Tall, 13/16"-16 thread & 3-1/4" o-ring.
- #25-254 4-1/4" Tall, 18 mm thread & 2-5/8" o-ring.
- #25-264 4-1/4" Tall, 3/4"-16 thread & 2-5/8" o-ring.
- #25-284 4-1/4" Tall, 20 mm thread & 2-5/8" o-ring.
- #25-294 4-1/4" Tall, 22 mm thread & 2-5/8" o-ring.

- Filters are 4-1/4" tall and 3" dia.
- Accepts CM's 2-5/8" tall synthetic fiber depth filter element.
- Flows 15 GPM of hot engine oil.
- Billet aluminum light weight lifetime housing with O-ring seals.
- Blue anodized finish.
- Replacement elements and seals on page 69.



25-400 SERIES BILLET 6-1/4" TALL SPIN-ON OIL FILTERS



Our 6.25" filters fit in stock and race applications where there is room for a tall housing. The machine aluminum housing are blue anodized, accented with a clear anodized cap. Comes with a CM synthetic element and can be used with a screen element in race application.

PART #S:

- #25-414 6-1/4" Tall, 1"-12 thread & 2-5/8" o-ring.
- #25-424 6-1/4" Tall, 1"-16 thread & 2-5/8" o-ring.
- #25-434 6-1/4" Tall, 13/16"-16 thread & 2-5/8" o-ring.
- #25-444 6-1/4" Tall, 13/16"-16 thread & 3-1/4" o-ring.
- #25-454 6-1/4" Tall, 18 mm thread & 2-5/8" o-ring.
- #25-464 6-1/4" Tall, 3/4"-16 thread & 2-5/8" o-ring.
- #25-484 6-1/4" Tall, 20 mm thread & 2-5/8" o-ring.
- #25-494 6-1/4" Tall, 22 mm thread & 2-5/8" o-ring.

- Filters are 6-1/4" tall and 3" dia.
- Accepts CM's 4-5/8" tall synthetic fiber depth filter element.
- Flows 45 GPM of hot engine oil.
- Billet aluminum light weight lifetime housing with O-ring seals.
- Blue anodized finish.
- Replacement elements and seals on page 69.

CM FILTER TIPS

CM Oil Filters have a longer life than standard oil filters. In a normal street application the oil filter can be changed every 10,000 miles. When using a synthetic oil the oil should be changed every 5,000 miles while the element should be changed every other oil change.

Checking your filter element is one of the best ways to monitor your engine. To inspect your CM filter remove the element from the housing and take the end caps off of the metal cages. Slide the fiber element out and stand it up on some paper towels to drain out the oil. After draining, unroll the element for inspection. During the first few inspections after an engine rebuild debris from break-in and particles left over from the machining will show up. The amount of these contaminates will decrease over time, any major increase will indicate a problem.

ENGINE FILTER THREAD CHART

FINDING THE CORRECT FILTER OR ADAPTER PART NUMBER

* To determine the correct part number for your filter or filter adapter consult the application thread chart on this page. The chart lists the thread size and the gasket size that will match the seal pad of that engine. If you know the thread and gasket sizes of your present filter that can be matched to our specs. Chassis and ground clearance should be checked to determine which length filter or adapter set-up will fit best.

* CM filters can be cross referenced to other brands of spin-on filters. If you have a problem trying to find the thread and o-ring sizes required by your application, call, fax, or e-mail us with the part number of the filter you are using now. In most cases we can find the right filter for you.

ACURA Integra 86-87 22mm 2-5/8" Integra 88-01 20mm 2-5/8" Legend, 3.2 TL, 3.5R L88-UP 22mm 2-5/8" Vigor, 2.5TL All 20mm 2-5/8" NSX 91-UP 22mm 2-5/8" 2.2 CL, 3.0 CL, SLX All 20mm 2-5/8" RSX, TSX 02-06 20mm 2-5/8"	ALFA-ROMEO 2.0L All 3/4-16 2-5/8" V6 GTV6 Milano, 164 81-95 3/4-16 2-5/8"	AMERICAN MOTORS V-8 ALL 60-83 13/16-16 2-5/8" All 65-86 13/16-16 2-5/8" All 87-UP 20mm 2-5/8"	AUDI All that use spin on All 3/4-16 2-5/8"	BMW All that use spin on All 3/4-16 2-5/8"	BRITISH LEYLAND MGB, GT, Midget, Sprite 70-UP 3/4-16 2-5/8"	BUICK V-8 305, 350 CID All 13/16-16 3-1/4" V-6 231 CID and 252 CID All 18mm 2-5/8"	CADILLAC V-8 4.1L, 4.5L, 4.6L, 4.9L All 13/16-16 2-5/8" V-6 ALL 85-UP 18mm 2-5/8" CTS, 5.7 04 13/16-16 2-5/8" XLR 4.6L 04-09 13/16-16 2-5/8" XLR-V ALL 22mm 2-5/8" STS-V ALL 22mm 2-5/8"	CHEVROLET V-8 350 LS1 Camaro 97-04 13/16-16 2-5/8" V-8 LS7 LS9 LS3 Corvette 06-up 22mm 2-5/8" V-8 350 ZR1 All 20mm 2-5/8" V-8 6.2L Camaro LS3 LSA 2010-up 22mm 2-5/8" All others & Impala 92-96 18mm 2-5/8" V-8 All others BB & SB 68-01 13/16-16 3-1/4" V-6 All 78-UP 18mm 2-5/8" 1997 LT1 97 only call for size	CHEVROLET / GMC TRUCK V-6 4.3L All 85-UP 18mm 2-5/8" V-8 2WD Pickup, Blazer, Suburban 88-98 13/16-16 3-1/4" V-8 4WD Pickup, Blazer, Suburban 88-98 18mm 2-5/8" Sierra/Silverado V-6, V-8 GAS 99-UP 13/16-16 2-5/8" Suburban/Tahoe GAS 00-UP 13/16-16 2-5/8" V-8 Van All 70-UP 13/16-16 3-1/4" V-8 Diesel All 82-UP 13/16-16 3-1/4"	CHRYSLER V-8 All 59-07 3/4-16 2-5/8" V-6 L-6 07 3/4-16 2-5/8" L-4 All 82-07 3/4-16 2-5/8" V-8 All 06 22mm 2-5/8"	DODGE V-10 Viper All 3/4-16 2-5/8" V-8 All 60-07 3/4-16 2-5/8" V-6 All except Stealth 93-07 3/4-16 2-5/8" Stealth All 20mm 2-5/8" Avenger, Caravan, Stratus, Neon, SRT 10, Hemi, Charger 96-05 3/4-16 2-5/8" Cummins T/D to 06 3/4-16 2-5/8" SRT 4, SRT 10 03-04 1-16 3-1/4" SRT 4, SRT 10 03-05 3/4-16 2-5/8" Hemi 03-04 3/4-16 2-5/8" V-8 All 08 22mm 2-5/8"	DODGE TRUCKS V-8, V-6 All 74-07 3/4-16 2-5/8" V-10 94-UP 3/4-16 2-5/8" V-8, V-6 All 08 22mm 2-5/8"	EAGLE Summit, Talon 95-UP 20mm 2-5/8" Talon, non-turbo 89-UP 3/4-16 2-5/8" Vision 93-UP 3/4-16 2-5/8"	FERRARI All that use spin on 66-UP 3/4-16 2-5/8"	FIAT 4 cylinder 70-UP 3/4-16 2-5/8"	FORD V-8 Mustang GT 2011 22mm 2-5/8" Thunderbird 03-05 1-12 2-5/8" other V-8 except 4.6L 58-UP 3/4-16 2-5/8" V-8 4.6L, 5.4L 92-UP 22mm 2-5/8" V-8 3.4L Taurus 96-99 22mm 2-5/8" L-6 ALL 58-87 3/4-16 2-5/8" V-6 2.5, 3.0 24 valve All 95-UP 22mm 2-5/8" V-6 3.0L, 3.8L, SHO All 87-UP 3/4-16 2-5/8" Contour 4 cyl. All 95-UP 3/4-16 2-5/8" Escort All 97-UP 3/4-16 2-5/8" Probe 4 cyl. and 6 cyl. 93-UP 20mm 2-5/8" 1.6L, 1.9L, 2.0L, 2.3L All 71-UP 3/4-16 2-5/8"	FORD TRUCKS V-6 3.8 Windstar 96-UP 3/4-16 2-5/8" V-8 4.0L All 90-UP 3/4-16 2-5/8" V-8 4.6L, 5.4L All 97-UP 22mm 2-5/8" V-8 Metric Thread All 94-UP 22mm 2-5/8" V-8 Standard Thread All 71-UP 3/4-16 2-5/8" V-10 All 97-UP 22mm 2-5/8"	HONDA All 4 cyl., 6 cyl. 88-06 20mm 2-5/8" Civic/Crx 84-87 22mm 2-5/8" S2000 2.0L 00-06 20mm 2-5/8"	HUMMER Gas & Diesel All 13/16-16 2-5/8"	HYUNDAI Gas V6 UP to 05 20mm 2-5/8" Gas 4 cyl. UP to 06 20mm 2-5/8"	INFINITI G20 91-96 3/4-16 2-5/8" G20, I35, G35 99-UP 20mm 2-5/8" J30, I30, Q45 90-96 3/4-16 2-5/8" I30 96-99 20mm 2-5/8" Q45, QX4 97-UP 20mm 2-5/8"	ISUZU Amigo, Rodeo, Hombre 4cyl. ALL 94-UP 18mm 2-5/8" Amigo, Rodeo 6 cyl. All 94-UP 20mm 2-5/8" Oasis, Trooper 99-UP 20mm 2-5/8" Vehicross	JAGUAR X type 2.5-3.0L 02-06 3/4-16 2-5/8" other 6 cyl. & 12 cyl. cars 78-UP 1-12 2-5/8" All V-8 97-UP 1-12 2-5/8" 2.5-3.0L 98-UP 22mm 2-5/8"	JEEP V-8 All 70-86 3/4-16 2-5/8" V-8 Grand Cherokee 93-UP 3/4-16 2-5/8" L-6 All 70-90 3/4-16 2-5/8" 4.0 Liter, 6 cyl. 91-UP 20mm 2-5/8" Liberty 3.7L All 1-12 2-5/8"	KIA Sportage, Optima, Spectra All 20mm 2-5/8"	LAND ROVER V-8 All 3/4-16 2-5/8"	LEXUS LX 450 96-97 3/4-16 2-5/8" V-6, L6 ALL 90-UP 3/4-16 2-5/8" LX470, RX300 All 98-UP 3/4-16 2-5/8"	LINCOLN L S 02-06 1"-12 2-5/8" V-8 5.0L/5.8L All 77-UP 3/4-16 2-5/8" V-8 4.6L, 5.4L All 91-UP 22mm 2-5/8" V-6 All 88-UP 3/4-16 2-5/8" Lincoln LS 3.0 00-04 3/4-16 2-5/8"	MAZDA RX 8 to 06 20mm 2-5/8" All (inc Rotary), Miata 71-UP 20mm 2-5/8" B3000/4000, Navajo All 94-UP 3/4-16 2-5/8" MPV 89-98 20mm 2-5/8" MPV 99-06 22mm 2-5/8" Mazda 3, 2.0L 04-06 20mm 2-5/8" Mazda 6, 3.0L 03-06 22mm 2-5/8"	MERCEDES 190 Series Gas All exc. 16v 3/4-16 2-5/8" 300 Series Gas All exc. CE3/4-16 2-5/8"	MERCURY V-8 All 58-UP 3/4-16 2-5/8" V-8 4.6L, 5.4L 92-UP 22mm 2-5/8" L-6 ALL 58-87 3/4-16 2-5/8" V-6 2.5, 3.0 24 valve All 22mm 2-5/8" V-6 12 valve All 3/4-16 2-5/8" V-6 Villager All 20mm 2-5/8"	MINI All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER S All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER R All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R52 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R53 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R54 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R55 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R56 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R57 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R58 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R59 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R60 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R61 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R62 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R63 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R64 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R65 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R66 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R67 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R68 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R69 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R70 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R71 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R72 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R73 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R74 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R75 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R76 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R77 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R78 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R79 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R80 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R81 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R82 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R83 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R84 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R85 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R86 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R87 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R88 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R89 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R90 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R91 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R92 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R93 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R94 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R95 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R96 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R97 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R98 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R99 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R00 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R01 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R02 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R03 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R04 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R05 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R06 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R07 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R08 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R09 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R10 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R11 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R12 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R13 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R14 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R15 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R16 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R17 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R18 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R19 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R20 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R21 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R22 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R23 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R24 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R25 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R26 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R27 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R28 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R29 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R30 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R31 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R32 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R33 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R34 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R35 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R36 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R37 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R38 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R39 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R40 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R41 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R42 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R43 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R44 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R45 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R46 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R47 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R48 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R49 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R50 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R51 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R52 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R53 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R54 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R55 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R56 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R57 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R58 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R59 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R60 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R61 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R62 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R63 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R64 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R65 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R66 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R67 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R68 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R69 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R70 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R71 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R72 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R73 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R74 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R75 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R76 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R77 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R78 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R79 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R80 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R81 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R82 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R83 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R84 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R85 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R86 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R87 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R88 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R89 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R90 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R91 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R92 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R93 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R94 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R95 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R96 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R97 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R98 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R99 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R00 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R01 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R02 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R03 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R04 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R05 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R06 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R07 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R08 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R09 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R10 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R11 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R12 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R13 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R14 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R15 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R16 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R17 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R18 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R19 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R20 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R21 All 1600 cc 1992-99 18mm 2-5/8"	MINI COOPER SD R22 All 1600 cc 1992
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Filter Systems

FUEL FILTERS



CANISTER FUEL FILTERS



PART #S:

#25-911B 4" high remote filter with our 2-5/8" tall **1 micron element**. For extra sensitive fuel systems.

#25-912B 4" high remote filter with our 2-5/8" tall **8 micron element** for high flow.

#25-924B 4.5" high remote filter with water separation sump. Includes our 2-5/8" tall **8 micron element** for high flow. Plug at bottom of filters water collection sump allows for draining of water collected in fuel.

- New design canister filter features 3.5" Dia machined aluminum body for maximum capacity, flow and durability.
- Removable O-ring sealed caps allows for easy and mess free element replacement.
- Red anodized bodies with clear anodized end caps.
- High flow and fine filtration CM synthetic element pre-installed for the ultimate in fuel filtration.
- 25-911B & 25-912B have 1-1/16" -12 O-ring ports. Use with our special O-ring port to AN adapter fittings on the next page.
- 25-924B has 1/2" NPT ports. Use with our NPT to AN adapter fittings on the next page.
- Stainless steel or billet aluminum mounting clamps available on the next page.



IN-LINE FUEL FILTERS



PART #S:

#25-904 4" long with our 2-5/8" 8 micron fuel element and **-6 AN male threads**.

#25-914 6" long with our 2-5/8" 8 micron fuel element and **-6 AN male threads**.

#25-905 6" long with our 4-5/8" 8 micron fuel element and **1/2" NPT ports**.

#25-906 4" long with our 2-5/8" 8 micron fuel element and **1/2" NPT ports**.

#25-915 6" long with our 4-5/8" 8 micron fuel element and **1-1/16"-12 ports**.

#25-916 4" long with our 2-5/8" 8 micron fuel element and **1-1/16"-12 ports**.

- Light weight filter housing.
- Straight through design provides excellent flow.
- 2-3/4" diameter red anodized filter bodies.
- Clear anodized removable end caps for element inspection and replacement.
- Comes standard with a synthetic element which filters down to 8 microns, but also compatible with any of our screen elements.
- Choice of -6 AN ports, 1-1/16" -12 straight o-ring ports, or 1/2" NPT ports.
- O-ring sealed end caps.



SPECIAL PURPOSE EFI FUEL FILTERS



PART #S:

#25-908 In-line filter for GM, Jaguar and Land Rover EFI with 16 mm female thread inlet and outlet ports.

#25-909 In-line filter for GM EFI with a 3/8" hose quick disconnect inlet and 16 mm female thread outlet port.

#25-910 In-line filter for Ford EFI with factory style quick hose disconnect inlet and outlet fittings.

Direct bolt in upgrade for GM, Ford, & Honda EFI systems. Out flow and have double the filtration of stock fuel filters. Comes with 2-5/8" long 1 micron fuel element preinstalled 4" long aluminum body with O-ring sealed end caps.

APPLICATIONS

- #25-908
 '85-'96 Corvette
 '85-'92 Camaro & Firebird
 (except 85-87 with 305 4 bbl carb)
 '85-'87 Buick Grand National 3.8L turbo
 '87-up Chevy & GMC Trucks with 4.3 V-6,
 305/350 V-8, 4.8, 5.3, 6.0 and 8.1 V-8s
 '87-'01 Land Rover All '97-'01 Jaguar All

- #25-909
 '93-'01 Camaro/Firebird

- #25-910
 '84-'97 Mustang all
 '88-'97 All gas Ford cars and trucks



REPLACEMENT SYNTHETIC ELEMENTS FOR FUEL FILTERS



Element Cut Away

PART #S:

2-5/8" TALL ELEMENTS FOR 4" CM FUEL FILTERS

- #26-600 Single 2-5/8" tall 1 micron fuel element.
- #26-602 Single 2-5/8" tall 8 micron fuel element.
- #26-620 Six pack 2-5/8" tall 1 micron fuel elements.
- #26-622 Six pack 2-5/8" tall 8 micron fuel elements.

4-5/8" TALL ELEMENTS FOR 6" CM FUEL FILTERS

- #26-605 Single 4-5/8" tall 8 micron fuel element.
- #26-625 Six pack 4-5/8" tall 8 micron fuel elements.

FUEL FILTER SEAL KITS

PART #S:

- #26-820 Includes all the seals used in our canister fuel filter.
- #26-821 Includes all the seals used in our in-line fuel filter.

The o-rings and seals used in CM fuel filters are made from Viton to limit swelling and provide long life.

REMOTE FILTERS FITTINGS



O-RING PORT ADAPTER FITTINGS

- #23-463A Alum. 1-1/16" -12 port to -6 male AN. 2 pk
- #23-464A Alum. 1-1/16" -12 port to -8 male AN. 2 pk
- #23-465A Alum. 1-1/16" -12 port to -10 male AN. 2 pk
- #98-005 Replacement o-rings for above fittings. 2 pk

Our o-ring port fittings were designed for maximum flow in CM remote canister filters. They can also be used with our in-line filters, oil thermostats, and dry sump tanks. Comes with viton o-rings.



N.P.T. TO AN ADAPTER FITTINGS

- #23-244 Steel 1/2" N.P.T. to -8 AN, adapter fitting
- #23-245 Steel 1/2" N.P.T. to -10 AN, adapter fitting
- #23-243A Alum. 1/2" N.P.T. to -6 AN, adapter fitting
- #23-244A Alum. 1/2" N.P.T. to -8 AN, adapter fitting
- #23-245A Alum. 1/2" N.P.T. to -10 AN, adapter fitting
- #23-246A Alum. 1/2" N.P.T. to -12 AN, adapter fitting

N.P.T. threads are the most common type of thread used in aftermarket automotive applications.

SEE A COMPLETE LISTING OF ALL OUR HOSES AND FITTINGS ON PAGES 57-58

BILLET ALUMINUM AND STAINLESS STEEL FILTER MOUNT FOR CM REMOTE FILTERS



PART #S:

- #26-892B Billet aluminum mount for our 3.5" dia body, B Series, CM remote canister filters.



PART #S:

- #26-894 Billet aluminum mount for 2-3/4 dia. remote in-line style CM filters.



PART #S:

- #26-897 Billet aluminum 1-3/4 roll bar clamp to be used with our #26-892B or #26-894 mounts.

STAINLESS STEEL FILTER CLAMP STYLE MOUNTS FOR CM REMOTE FILTERS

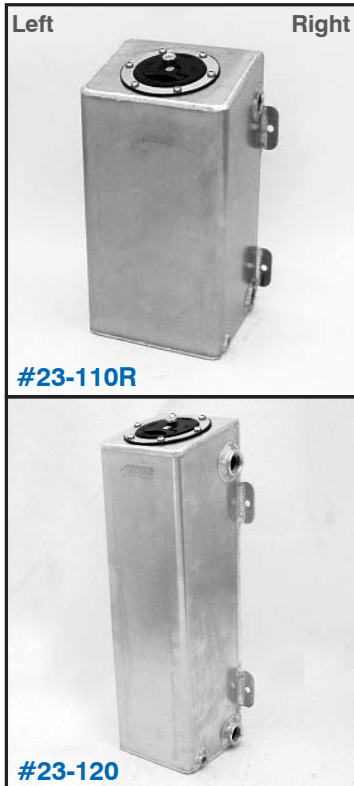


PART #S:

- #26-891 Stainless steel clamp for 3.25" dia extruded body CM canister filters.
- #26-891B Stainless steel clamp for 3.5" dia B Series, CM canister filters.
- #26-893 Stainless steel clamp for 2-3/4 dia. remote in-line style CM filters.

Dry Sump Tanks

10qt. UNIVERSAL DRY SUMP TANKS


PART #:

#23-110R 10 qt Universal Dry Sump Tank with Right Side Fittings

#23-110L 10 qt Universal Dry Sump Tank with Left Side Fittings

TANK SPECS:

Size: 14-3/4" tall, 7-3/4" wide, 6-3/4" deep.

Capacity: 10qt.

Feed and Return Ports: 1-1/16"

Drain Port: 1/2"-20

PART #:

#23-120 10 qt sprint style Dry Sump Tank with Right Side Fittings

TANK SPECS:

Size: 21" tall, 6" wide, 6" deep.

Capacity: 10qt.

Feed and Return Ports: 1-1/16"

Drain Port: 1/2"-20

See page 58 for adapter fittings for use with these tanks.

- 1-1/16 -12 Female bungs for feed and return lines
- Curved runner positioned at oil return for collection and deaeration of incoming oil.
- 23-110R & 23-110L include three stage deaeration baffling
- 23-120 includes four stage deaeration baffling
- Large fill cap.
- Integral mounting flange.
- 1/2"-20 drain port with magnetic drain plug
- 1/2" N.P.T. vent port
- Left and right side fitting layout is referenced as looking at front of tank

Automatic Transmission Expansion Tanks

AUTOMATIC TRANSMISSION EXPANSION TANK


PART #:

#45-000 Aluminum Automatic Transmission Expansion Tank. 1.5 pt. capacity. 4-1/4" tall, 3-3/4" wide, 3-1/4" deep. Includes 5/16" barb fitting bottom port and petcock drain fitting.

- Meets NHRA & IHRA overflow requirements.
- Built from .100 aluminum making this tanks stronger and more reliable.
- Features a petcock for draining excess fluid, a sintered bronze vent, and mounting flanges for easy panel mounting.

Fuel Cooling Ice Tank

FUEL COOLING 3-1/4 QT ICE TANK



This 6" wide, 6.5" tall, 5.5" deep tank is designed to cool your fuel by passing it through spiraled aluminum cooling tubes submerged in ice. Ice or cool water is easily added through the large top cap. Fluid to be cooled enters in the left rear top and exits out the right rear bottom side for easy hook up.

PART #:

#80-500 Fuel Cooling 3-1/4 qt Ice Tank

- 8 feet of spiraled aluminum 3/8" ID tubing cools your fuel
- Large top opening makes filling with ice easy
- 3/8 NPT Drain Plug
- 3/8 NPT In & Out Bungs
- Sturdy Built-In Mounting Brackets
- 3-1/4 Quart Ice / Water Capacity

Clutch Fluid Reservoir

CLUTCH FLUID RESERVOIR TANK



#80-400

PART #:

#80-400 Aluminum Clutch Reservoir Tank
3" tall, 2 1/2" wide, 3" deep

- 1 pint capacity
- Integral mounting flanges
- Cap with a sintered bronze vent
- 1/8" NPT bung for easy adaptability

Air/Oil Separator Tanks

VACUUM PUMP AIR/ OIL SEPARATOR TANK



#23-050

PART #:

#23-050 Aluminum Air/Oil Separator Tank.
3-1/4" dia. 5" tall tank -12AN inlet and outlet
ports with a 1/4" N.P.T. drain.

NOTE: When using our air/oil separator tank
plumb it in between the valve cover and the
"IN" side of your vacuum pump.

- Designed to capture any oil that is pulled into your vacuum lines.
- Features internal baffles and a condensing media to separate the oil from the air, (which collects inside the container)
- Light weight construction

Catch Tanks with Breather

#23-030



16 oz. BREATHER CATCH TANKS

PART #S:

#23-032 Aluminum Breather Catch Tank. 16 oz.
3-1/4" dia. 5" tall, 9-1/4" tall with breather 3/8"
N.P.T. side port & 3/8" N.P.T bottom port.

- Our breather catch tanks can be used to vent an engine, a dry sump tank, a rear end, vacuum pump or in any other application where a breather catch tank is required.

#23-031



- The side port is connected to the vent line and the bottom port is used as a drain. Any vapor that condenses is caught in the bottom of the tank.

24 oz. BREATHER CATCH TANKS

PART #S:

#23-030 Aluminum Breather Catch Tank. 24 oz.
3-1/4" dia. 7" tall, 11-1/4" tall with breather, 3/8"
N.P.T. side port & bottom port.

- The pleated breather keeps any contaminants from entering the system.

#23-036



#23-031 Aluminum Breather Catch Tank. 24 oz.
3-1/4" dia. 7" tall, 11-1/4" tall w/ breather -12 AN
side port & 3/8" N.P.T. bottom port

- Comes with a petcock drain, and a standard 1-3/8" breather, a stainless steel mounting clamp for panel mounting and a weld-on steel bracket which allows for roll bar mounting.

#23-033



#23-036 Plain Aluminum Breather Catch Tank.
24 oz., 3-1/4" dia., 7" tall tank, 11-1/4" tall with
breather, 1-1/2" hose side port & 3/8" N.P.T.
bottom port.

- We offer several different sizes and port configurations to match the need of most applications

1.5 qt. BREATHER CATCH TANKS

PART #:

#23-033 Aluminum Breather Catch Tank. 1.5
qt., 3-1/4" dia., 13" tall tank, 18" tall with
breather. Two -12 AN side ports & 3/8" N.P.T.
bottom port.

- Light weight construction

Racers Vented Catch Tanks

UNIVERSAL RACERS CATCH VENTED TANK



PART #:

#80-207 Racers Catch Tank. 16 oz., 3-1/4" dia., 5" total tank height, 1/4" N.P.T. side port & 1/4" N.P.T. bottom port.

#80-208 Racers Catch Tank. 20 oz., 3-1/4" dia., 6" total tank height, 1/4" N.P.T. side port & 1/4" N.P.T. bottom port.

#80-209 Racers Catch Tank. 28 oz., 3-1/4" dia., 8" total tank height, 3/8" N.P.T. side port & 1/4" N.P.T. bottom port.

- These tanks can also be used as general catch tanks to capture any overflow of fluid.
- These tanks come with a sintered bronze vent in the top and a 1/4" N.P.T. plug in the bottom.
- Comes with a welded on mounting strap which can be used for roll bar mounting with a hose clamp.

Coolant Recovery / Overflow Catch Tanks

24 oz. DRAG RACE COOLANT CATCH TANK



PART #:

#80-205 Aluminum Coolant Overflow Catch Tank. 24 oz., 3-1/4" dia., 9" total tank height, 3/8" N.P.T. side port & 3/8" N.P.T. bottom port.

- Used to capture overflow coolant and keep it from discharging on to the race track
- When using our catch tanks, the side port is used as the input, the bottom port is used as a drain, and the top port as a vent.
- Comes with a petcock, and a stainless steel mounting clamp for panel mounting.

4 qt. COOLANT OVERFLOW CATCH TANK



PART #:

#80-210 Aluminum Coolant Overflow Catch Tank. 4 qt., 9" tall, 7" wide 4" deep, two 1/2" N.P.T. top ports & 3/8" N.P.T. bottom port.

- Used to capture overflow coolant and keep it from discharging on to the race track
- Large 4 qt. capacity as required in many circle track applications
- Both top ports can be connected to overflow lines or one can be used as a vent.
- Has an integrated mounting bracket

24 oz. BILLET COOLANT OVERFLOW CATCH TANK/ RECIRCULATING EXPANSION TANK



PART #:

#80-250 Billet Aluminum Coolant Overflow Catch Tank / Recirculating Expansion Tank. Blue anodized with clear anodized finish. 2 - 3/4" diameter, 6" cylinder with 9" total height, 1/4" N.P.T. top port & bottom port. 15 oz.

#80-251 Billet Aluminum Coolant Overflow Catch Tank / Recirculating Expansion Tank. Machined aluminum finish. 2 - 3/4" diameter, 6" cylinder with 9" total height, 1/4" N.P.T. top port & bottom port. 15 oz.

- This tank is made from billet aluminum and comes with a blue anodized body with clear anodized caps or with a machined billet aluminum finish.
- Features screw in end caps with o-ring seals.
- Comes with a petcock, two 90 deg. and one straight 5/16" barbed fittings and a stainless steel mounting clamp for panel mounting.

Coolant Recovery / Overflow Catch / Fill Tanks

MACHINED TUBE STYLE COOLANT OVERFLOW TANKS



#80-213

These machined tube style coolant overflow tanks offer compact style and show winning looks. Designed to allow installation in tight quarters. Ideal for mounting along side the radiator in hot rods and classic cars.

PART #:

#80-213 13.5" Tall, 2" Dia, 18 oz Overflow Tank

- All aluminum construction with billet machined end plates.
- 3/8" Coolant input tube and 3/8" Vent tube on bottom of tank
- Knurled cap with o-ring seal
- Two threaded mounting bosses supplied with 1/4"-20 hardware

24 oz. UNIVERSAL RECOVERY/ CATCH/ FILL TANK



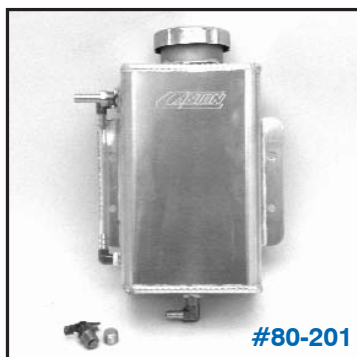
#80-206

PART #:

#80-206 Aluminum Recovery/Catch/Fill 24 oz. Tank. 3-1/4" dia., 9" total tank height, 3/8" N.P.T. side port & 3/8" N.P.T. bottom port.

- These tanks can also be used as general catch tanks to capture any overflow of fluid.
- These tanks can also be used on coolant recovery systems by connecting the radiator overflow into the bottom port. Plumbed this way the tank can also be used as a fill point or reservoir for any fluid system.
- Comes with a petcock, a stainless steel mounting clamp for panel mounting, a weld-on bracket which allows for roll bar mounting and a vented cap.

2 qt. & 4qt. UNIVERSAL RECOVERY/ CATCH/ FILL TANKS



#80-201

PART #:

#80-201 Aluminum Coolant Recovery / Catch / Fill Tank. 2 qt., 9-3/4" tall, 5" wide, 4" deep, 1/4" N.P.T. side port & 1/4" N.P.T. bottom port.

#80-211 Aluminum Coolant Recovery / Catch / Fill Tank. 4 qt., 10-1/4" tall, 8-3/4" wide, 4" deep, 1/4" N.P.T. side port & 1/4" N.P.T. bottom port.

- These tanks can be used on coolant recovery systems by connecting the radiator overflow into the bottom port. Plumbed this way the tank can be used as a fill point and reservoir for any fluid system.
- These tanks can also be used as general catch tank to capture any overflow of fluid.
- Comes with two 5/16" barbed fittings (90 deg. & straight), a clear tube sight gauge, a petcock, a vented cap and has an integrated mounting flange.

Coolant Expansion Fill Tanks

1-1/4 & 2 qt. COOLANT EXPANSION FILL TANKS



#80-200

PART #:

#80-200 Aluminum Coolant Expansion Fill Tank. 1-1/4 qt., 5 -1/2" tall, 4-1/2" wide, 3" deep. 3/8" N.P.T. side port & 1/2" N.P.T. bottom port.

#80-202 Aluminum Coolant Expansion Fill Tank. 2 qt., 8" tall, 5" wide, 4" deep, 3/8" N.P.T. side port & 1/2" N.P.T. bottom port.

To be used with a standard radiator pressure cap

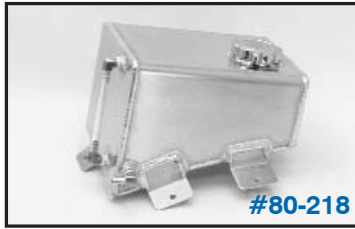
Related parts:

#81-016 & 81-030 Expansion tank pressure caps

- Provides an air space for the coolant to expand into and are required in all applications where the top of the radiator is lower than the top of the engine.
- Billet aluminum neck accepts standard radiator caps and has a barbed overflow fitting.
- These tanks should be mounted higher than the engine and radiator to ensure that the engine and radiator are completely filled. The tank itself should only be partially filled to allow for expansion.
- Has built in mounting brackets.

Model Specific Coolant Expansion & Recovery Tanks

GM G-BODY COOLANT RECOVERY TANK



PART #:

#80-218 GM '78-'88 G-Body Aluminum Coolant Recovery / Fill Tank

- Features external sight gauge and vented fill cap.
- Designed to fit in the same location as the stock tank.

'85-'87 BUICK GRAND NATIONAL COOLANT RECOVERY TANK



PART #:

#80-219 '85-'87 Buick Grand National Aluminum Coolant Recovery / Fill Tank

- Built from .100 aluminum making this tanks stronger, more reliable, and better looking than stock.
- Features a vented fill cap

GM F-BODY COOLANT RECOVERY TANK



PART #:

#80-223 GM '82-'92 F-Body Aluminum Coolant Recovery / Fill Tank

- Features a vented fill cap.
- Designed to fit in the same location as the stock tank.

C-4 CORVETTE COOLANT RECOVERY TANK



PART #:

#80-224 '84-'96 C-4 Corvette Aluminum Coolant Recovery / Fill Tank

- Features external sight gauge and vented fill cap.
- Designed to fit in the same location as the stock tank.

C-5 CORVETTE COOLANT EXPANSION TANK



PART #:

#80-225 '97-'04 C5 Corvette Aluminum Coolant Expansion / Fill Tank

- Features billet radiator style neck, which accepts our part #81-016 pressure cap or any 16 psi radiator cap.
- Designed to fit in the same location as the stock tank.

OPTIONS AND ACCESSORIES FOR COOLANT EXPANSION TANKS

#81-016 16 PSI Radiator Style Cap. See page 83.

#81-030 30 PSI Radiator Style Cap. See page 83.

#81-116 16 PSI Billet Aluminum Radiator Style Cap. See page 83.

#81-236 Billet Aluminum Coolant Cap, Threaded Ford Style. See Page 83.

#81-116



#81-236



Model Specific Coolant Expansion & Recovery Tanks

'87-'93 & 94-95 MUSTANG COOLANT EXPANSION TANK



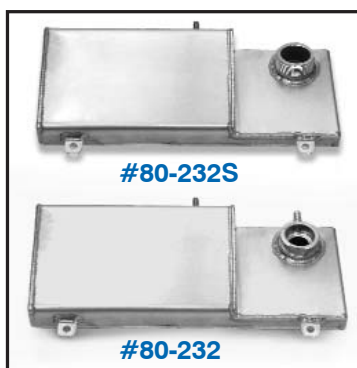
PART #:

#80-230 '87-'93 V8 Mustang Aluminum Coolant Expansion / Fill Tank

#80-231 '94-'95 V8 Mustang Aluminum Coolant Expansion / Fill Tank

- Features external sight gauge, extra top vent port, and billet aluminum top to accept stock cap with sensor.
- Designed to fit in the same location as the stock tank.

'96-'04 MUSTANG COOLANT EXPANSION TANK



PART #:

#80-232 '96-'04 V8 Mustang Aluminum Coolant Expansion / Fill Tank

#80-232S '96-'04 V8 Mustang Aluminum Coolant Expansion / Fill Tank with stock style neck

Recommended parts: (See pg 83)

#81-116 Billet Aluminum Cap for 80-232

#81-236 Billet Aluminum Cap for 80-232S

- 80-232 features a billet radiator style neck, which accepts our part #81-016 or #81-116 pressure cap or any 16 psi radiator style, non-vented, cap.
- 80-232S features a billet stock style neck, which accepts your stock cap or our billet aluminum cap 81-236.
- Designed to fit in the same location as the stock tank.

'05-'09 & 2011 MUSTANG COOLANT EXPANSION TANK



PART #:

#80-236 '05-09 V8 Mustang '07-14 GT500 Mustang Aluminum Coolant Expansion / Fill Tank with a radiator style neck

#80-236S '05-09 V8 Mustang Aluminum '07-14 GT500 Mustang Aluminum Coolant Expansion / Fill Tank with a stock style neck

#80-246 2011-14 V8 Mustang Aluminum Coolant Expansion / Fill Tank

#80-246S 2011-14 V8 Mustang Aluminum Coolant Expansion / Fill Tank with a stock style neck

Recommended parts: (See pg 83)

#81-116 Billet Cap for 80-236 & 80-246

#81-236 Billet Cap for 80-236S & 80-246S

- 80-236 and 80-246 feature a billet radiator style neck, which accepts our part #81-016 or #81-116 pressure cap or any 16 psi radiator style, non-vented, cap.
- 80-236S and 80-246S feature a billet stock style neck, which accepts your stock cap or our billet aluminum cap 81-236.
- Designed to fit in the same location as the stock tank.

F150/ LIGHTNING COOLANT EXPANSION TANK



PART #:

#80-240S '97-'03 F150, 2004 heritage models, and '98-'03 Lightning Aluminum Coolant Expansion / Fill Tank with a stock style neck

Recommended parts: (See pg 83)

#81-236 Billet Aluminum Cap for 80-240S

- 80-240S features a billet stock style neck, which accepts your stock cap or our billet aluminum cap 81-236.
- Designed to fit in the same location as the stock tank.

Model Specific Coolant Expansion & Recovery Tanks

JEEP CJ & WRANGLER COOLANT TANK



PART #:

#80-290 '81-'86 Jeep CJ, '87-'95 Wrangler(YJ) Aluminum Coolant Tank

#80-291 '97-'06 Jeep Wrangler (TJ) Aluminum Coolant Tank

- Built from .100 aluminum for increased strength and reliability.
- Features a vented fill cap.
- Designed to fit in the same location as the stock tank.

MINI COOPER COOLANT EXPANSION TANK



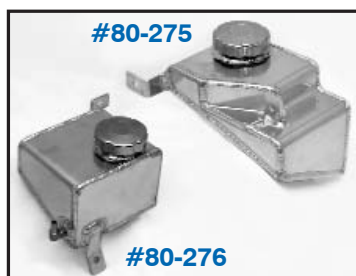
PART #:

#80-272 '02-'06 Mini Cooper S, and 05-07 Mini Cooper S Convertibles Aluminum Coolant Expansion/ Fill Tank

NOTE: May fit other applications with modification.

- Features billet radiator style neck, which accepts our part #81-030 pressure cap or any 30 psi radiator style cap.
- Designed to fit in the same location as the stock tank.

'90-'97 & '99-'05 MAZDA MIATA COOLANT EXPANSION TANKS



PART #:

#80-275 '90-'97 Mazda Miata Aluminum Coolant Expansion/ Fill Tank

#80-276 '99-'05 Mazda Miata Aluminum Coolant Expansion/ Fill Tank

- Features a vented fill cap.
- Designed to fit in the same location as the stock tank.

Supercharger Coolant Tanks

'03-'04 MUSTANG COBRA SUPERCHARGER COOLANT TANK



PART #:

#80-233 '03-'04 Mustang Cobra Supercharger Aluminum Coolant Tank

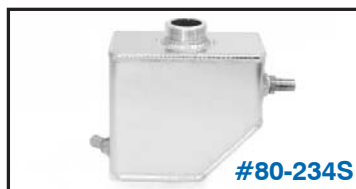
#80-233S '03-'04 Mustang Cobra Supercharger Aluminum Coolant Tank with a stock style neck

Recommended parts:

Billet Aluminum Caps #81-116 & #81-236 on pg. 83

- 80-233 features a billet radiator style neck, which accepts our part #81-016 or #81-116 pressure cap or any 16 psi radiator style, non-vented, cap.
- 80-233S features a billet stock style neck, which accepts your stock cap or our billet aluminum cap 81-236.

'07-'10 MUSTANG GT500 SUPERCHARGER COOLANT TANK



PART #:

#80-234S '07-'10 Mustang GT500 Extra Capacity Aluminum Supercharger Tank with a stock style neck

NOTE: May fit other supercharged Mustang applications if power steering tank is relocated

Recommended parts:

Billet Aluminum Caps #81-116 & #81-236 on pg. 83

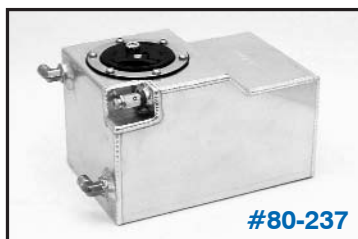
#80-234XL '07-'10 Mustang GT500 Extra Large Capacity Aluminum Drag Race Supercharger Tank.

- .100 aluminum construction makes these tanks stronger, more reliable, and better looking than stock.
- 80-234S features a billet stock style neck, which accepts your stock cap or our billet aluminum cap 81-236.
- 80-234XL Features almost one gallon Capacity and a large top opening to be easily packed with ice.



Supercharger Coolant Tanks

'96-'10 MUSTANG OVERSIZED BATTERY BOX SUPERCHARGER COOLANT TANKS



PART #:

#80-235 '96-'04 Mustang - Drag Only Style

#80-235ND '96-'04 Mustang - All Purpose Style

#80-237ND '05-'10 Mustang - All Purpose Style

- Extra large capacity and large cap to be easily packed with ice.
- Mounts in battery box location.
- Built from .100 aluminum for increased strength and reliability.
- All purpose styles include pressure relief provision to accommodate system pressures present in street and road race applications.

'05-'09 ROUSH MUSTANG SUPERCHARGER & WHIPPLE SUPERCHARGER COOLANT TANK



PART #:

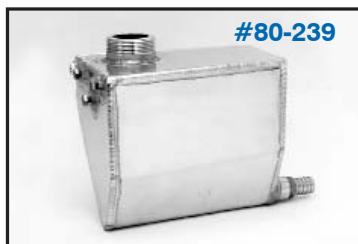
#80-238 '05-'09 Roush Mustang & Whipple Aluminum Supercharger Coolant Tank with a Billet neck which accepts stock Ford cap.

Recommended part:

#81-236 Billet Aluminum Cap (See pg 83)

- Built from .100 aluminum making this tank stronger, more reliable, and better looking than stock.
- Features billet aluminum hose fittings.

'05-UP MUSTANG VORTECH/PAXTON REPLACEMENT SUPERCHARGER COOLANT TANK



PART #:

#80-239 Replacement for plastic relocation coolant tank that come with Vortech & Paxton systems.

Recommended part:

#81-236 Billet Aluminum Cap (See pg 83)

- Built from .100 aluminum making this tank stronger, more reliable, and better looking than stock.
- Features billet aluminum hose fittings and a billet stock style neck, which accepts your stock cap or our billet aluminum cap 81-236.

'98-'03 FORD F150 LIGHTNING SUPERCHARGER COOLANT TANK



PART #:

#80-241 '98-'03 Ford F150 Lightning Aluminum Supercharger Coolant Tank

#80-241S '98-'03 Ford F150 Lightning Aluminum Supercharger Coolant Tank with a stock style neck

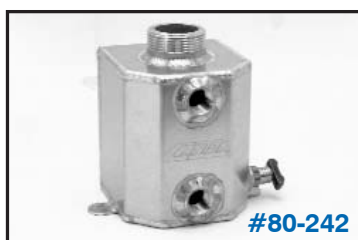
Recommended parts: (See pg 83)

#81-116 Billet Aluminum Cap for 80-241

#81-236 Billet Aluminum Cap for 80-241S

- 80-241 features a billet radiator style neck, which accepts our part #81-016 or #81-116 pressure cap or any 16 psi radiator style, non-vented, cap.
- 80-241S features a billet stock style neck, which accepts your stock cap or our billet aluminum cap 81-236.
- Features an external sight gauge

ALUMINUM SUPERCHARGER TANK FOR KENNE BELL SYSTEMS



PART #:

#80-242 Aluminum Supercharger Coolant Tank for Kenne Bell supercharger systems

Recommended part:

#81-236 Billet Aluminum Cap (See pg 83)

- Replacement for the round plastic tank that is included with the Kenne Bell liquid cool option.
- Mounts with the Kenne Bell bracket.
- Used the same stock Ford cap used by the standard Kenne Bell tank or our billet aluminum cap 81-236.

Power Steering Tanks

'99-'04 FORD MUSTANG POWER STEERING TANK



#77-232

PART #:

#77-232 '99-'04 Ford Mustang Aluminum Power Steering Tank

- Offer increased strength and an improved look over the factory tank.
- Baffled for proper fluid control and comes with the necessary brackets for installation in the factory position.

'05-'10 FORD MUSTANG POWER STEERING TANK



#77-236

PART #:

#77-236 '05-'10 Ford Mustang Aluminum Power Steering Tank

- Offer increased strength and an improved look over the factory tank.
- Baffled for proper fluid control and comes with the necessary brackets for installation in the factory position.

'97-'03 FORD F150 LIGHTNING POWER STEERING TANK



#77-240

PART #:

#77-240 '97-'03 Ford F150/ '98-'03 Ford Lightning Aluminum Power Steering Tank

- Offers increased strength and an improved look over the factory tank.
- Baffled for proper fluid control and comes with the necessary brackets for installation in the factory position.

Universal Power Steering Tanks

UNIVERSAL POWER STEERING TANK



#77-250

#77-253

PART #S:

#77-250 Aluminum Universal Power Steering Tank. 23 oz., 3-1/4" dia., 7-3/8" tall, 3/8" N.P.T. side port & 1/2" N.P.T. bottom port.

#77-252 Aluminum Universal Power Steering Tank. 23 oz., 3-1/4" dia., 7-3/8" tall, -6 AN side port & -10 AN bottom port.

#77-253 Aluminum 31oz. Universal High Capacity Nascar Style Power Steering Tank. 31 oz., 3-1/4" dia., 9-3/4" tall, -6 AN side port & -10 AN. bottom port.

- Comes with a stainless steel mounting clamp and a vented cap.
- Baffled for fluid control

PUMP MOUNTED POWER STEERING TANKS



#77-260

PART #:

#77-260 Pump Mounted Power Steering Tank designed with a straight .615 feed port to mount to GM type II power steering pumps.

#77-261 Pump Mounted Power Steering Tank designed with a .75 stepped to a .615 feed port to mount to those power steering pumps.

- Designed to replace the stock plastic tanks.
- Built out of .100" aluminum these tanks provide a stronger more reliable better looking tank that eliminates the need for a remote tank.
- Features an internal baffle and vented cap.
- Designed to work with pulleys designed for pump mounted tank applications.

Tank Caps and Mounting Clamps

REPLACEMENT CAP FOR CANTON TANKS



PART #:
#77-251 Non-Vented Replacement Cap
#81-200 Vented Replacement Cap

- These non-vented and vented caps are replacements for the vented caps preinstalled on our power steering tanks, most catch tanks, and some coolant tanks.

16 LB. & 30 LB. RADIATOR STYLE CAP



PART #:
#81-016 16 psi. Radiator Style Cap
#81-030 30 psi. Radiator Style Cap

- For use with our aluminum expansion tanks or any other application that requires a radiator style cap.

16 PSI BILLET RADIATOR STYLE CAP



PART #:
#81-116 16 psi Billet Aluminum Radiator Cap

- Features a knurled edge and a polished top.
- A great way to dress up our aluminum expansion tanks or any other application that requires a radiator style cap.

BILLET ALUMINUM COOLANT CAP 94+ MUSTANG



PART #:
#81-236 Billet Aluminum Coolant Cap

Fits: Most late model 1994+ Ford OEM coolant tanks or Canton coolant tanks with a threaded fill neck. Also, Kenne Bell, Roush Mustang, Whipple, and Vortex/Paxton Mustang supercharger system tanks using the stock Ford threaded fill neck.

- Designed to fit OEM or Canton late model Ford coolant tanks with a threaded fill neck.
- Caps smaller than stock diameter is perfect size to complement coolant tanks
- Scalloped edges for easy grip
- Ratchet mechanism in cap prevents over tightening

REPLACEMENT MOUNTING CLAMP FOR ROUND TANKS



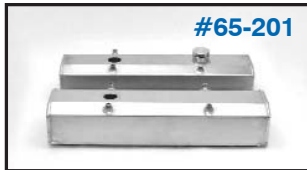
PART #:
#26-890 Replacement Stainless Steel Mounting Clamp for our 3-1/4" Round Tanks.

- Direct replacement for the clamps provided with our round style tanks.
- Use with our tanks or any other application with a 3-1/4" dia.

Full Fabricated Aluminum Valve Covers

Our full fabricated valve covers are designed to be light weight, yet strong enough to prevent warping. They are constructed from .100" aluminum with heavy wall tubes supporting the mount hardware. Hardware included.

SMALL BLOCK CHEVY FABBED ALUMINUM VALVE COVERS — PERIMETER BOLTS



#65-201

PART #S:

- #65-200 These SBC tall fabbed aluminum valve covers come plain, with no holes. Stainless hardware included.
- #65-201 These SBC tall fabbed aluminum valve covers come with pcv port holes on each cover and a fill bung with billet cap on the front of one cover.

SMALL BLOCK CHEVY FABBED ALUMINUM VALVE COVERS — CENTER BOLTS



#65-204



#65-206

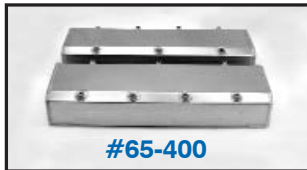


#65-208

PART #S:

- #65-204 These SBC tall fabbed aluminum valve covers for center bolt heads come plain, with no holes. Stainless hardware included.
- #65-205 These SBC tall fabbed aluminum valve covers come with pcv port holes on each cover and a fill bung with billet cap on the front of one cover.
- #65-206 These SBC F-Body style tall fabbed aluminum valve covers come with a filler plug and pcv port on the right cover. Valve covers are direct replacement for 93-97 F-bodies. Stainless hardware included.
- #65-208 These SBC 92-96 Corvette style tall fabbed aluminum valve covers come with a filler plug and pcv port on the left cover. Valve covers are direct replacement for 92-96 Corvette valve covers. Stainless hardware included.

BIG BLOCK CHEVY FABBED ALUMINUM VALVE COVERS



#65-400

PART #S:

- #65-400 These BBC fabbed aluminum valve covers come plain with no holes, and include stainless hardware. Filler plug or fittings can be added on a special order basis.
- #65-401 These BBC fabbed aluminum valve covers come with pcv port holes on each cover and a fill bung with billet cap on the front of one cover.

302 / 351W FORD FABBED ALUMINUM VALVE COVERS



#65-300

PART #S:

- #65-300 These SBF fabbed aluminum valve covers come plain with no holes and include stainless hardware.
- #65-301 These SBF fabbed aluminum valve covers come with pcv port holes on each cover and a fill bung with billet cap on the front of one cover.

351C FORD FABBED ALUMINUM VALVE COVERS

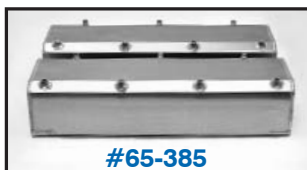


#65-310

PART #S:

- #65-310 These SBF fabbed aluminum valve covers come plain with no holes and include stainless hardware.
- #65-311 These SBF fabbed aluminum valve covers come with pcv port holes on each cover and a fill bung with billet cap on the front of one cover.

460 FORD FABBED ALUMINUM VALVE COVERS



#65-385

PART #S:

- #65-385 These BBF fabbed aluminum valve covers come plain with no holes and includes stainless hardware.
- #65-386 These BBF fabbed aluminum valve covers come with pcv port holes on each cover and a fill bung with billet cap on the front of one cover.

Solid Rail Fabricated Aluminum Valve Covers

Our solid rail fabricated valve covers are designed to withstand the repeated installations and removals often necessary on race engines. The 5/16" laser cut rail provides an ideal mounting surface while the .100 aluminum fabricated upper keeps the cover rigid and light.

SMALL BLOCK CHEVY SOLID RAIL FABBED ALUMINUM VALVE COVERS — PERIMETER BOLTS



#66-200

PART #S:

#66-200 These SBC tall solid rail fabbed aluminum valve covers come free of holes or fill necks.

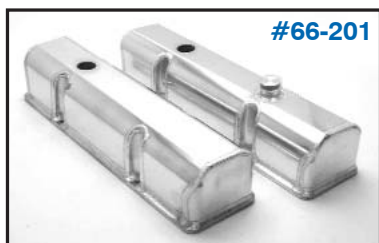
NEW

PART #S:

#66-201 These SBC tall solid rail fabbed aluminum valve covers come with pcv port holes on each cover and a fill bung with billet cap on the front of one cover.

NEW

- 5/16 Laser Cut Mounting Rail
- .100 Aluminum Fabricated Upper
- Tig welded inside and out for strong leak free performance.
- Tall design with 3.75" inside clearance to clear most rockers.
- Includes Stainless Steel Hardware.

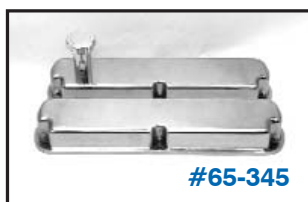


#66-201



Cast Aluminum Valve Covers

302 / 351W FORD CAST ALUMINUM VALVE COVERS



#65-345

PART #S:

#65-345 These SB Ford polished cast aluminum valve covers are a direct bolt-in for 86-93 EFI Mustangs. They are tall enough to clear most roller rockers but short enough to fit under stock EFI intakes. They feature a billet aluminum filler cap and a barbed fitting for the throttle body breather tube.

CHROME PLATED VALVE COVER BREATHERS



PART #S:

- #65-500** Unhooded breather, no shield
- #65-510** Hooded breather with 180 degree shield
- #65-515** Push in hooded breather for 1-1/4" holes

These **Chrome plated valve cover breathers** use a woven cotton fabric enclosed in a wire mesh which traps dirt particles without restricting the air flow. Washable for long life. One to a package.

Our selection of AN and NPT aluminum fittings can be installed on our Valve Covers upon request.

Call our special orders desk to make your request.



See page 45 & 58 for our fittings & bungs

Alternator Mounts and Pulleys

ALTERNATOR MOUNTING BRACKETS FOR SBC AND SBF



These alternator mounts are machined from billet aluminum. They can be used with G.M., Honda, ND, Mitsubishi and other alternators with a 2.375 or smaller mounting lug. Brackets have a black anodized finish and kits come with spacers and hardware.



PART #S:

#75-220 Alternator mount for SBC with short water pumps. Mounts off the water pump bolts so the alternator sits in front of the right head.

#75-226 Alternator mount for SBC with short water pumps and late center bolt heads. Mounts off the right head so the alternator sits in front and to the right of head. Replaces header brackets used on older GM cars.

ALTERNATOR PULLEYS



PART #S:

#73-304 3.25" dia. 3 rib flat belt pulley for GM and Ford alternator with a .668" shaft

#73-309 3.25" dia. 3 rib flat belt pulley for Mitsubishi, Honda, or ND alt w/ a 15 mm shaft

#75-209 3.25" V-belt Mitsubishi, ND, or Honda Alternator Pulley (15mm shaft)

Power Steering Mounts and Pulleys

These power steering mounts and pulleys are designed to work with late model GM type II power steering pumps. This style pump uses a remote reservoir, has a 0.661 shaft, and comes on 84 - 96 Corvette's, 93 - 02 Camaros, and other GM products along with being offered by many aftermarket company's. Lightweight and compact these pumps are ideal for both race and street application.



POWER STEERING MOUNTING BRACKETS



These Power Steering Mounts are machined from 1/2" billet aluminum and have a black anodized finish. They bolt to the engine block and provide strong support for a GM style II power steering pump. Kit comes with spacers and hardware for installation.

PART #S:

#75-284 For SB Chevy short and long water pump, flat and V-belt applications

POWER STEERING PULLEYS



These power steering pulleys are designed to bolt to our steel mounting flange which makes pulley installation and removal easy. Flange mount is sized for .661" shafts used on GM type II pumps.

PART #S:

#75-273 6" Dia. V-belt power steering pulley

#73-373 6" Dia 3 rib flat belt power steering pulley

Crank Drive Mandrel and Pulley

CRANK DRIVE MANDREL PULLEYS



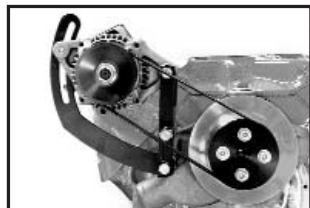
- PART #S:**
#73-290 2.75" 3 rib flat belt crank drive pulley. Use with 1" drive mandrel system
#75-290 2.75" V-belt crank drive pulley. Use with 1" drive mandrel system

Add-on Pulley Systems

ADD-ON WATER PUMP DRIVE PULLEY SYSTEM FOR ALTERNATORS

Our add-on alternator system is an easy way to drive an alternator when the main belts are being used to drive other accessories.

#75-280 V-belt and #73-380 3 rib flat belt pulleys have dual bolt patterns for both Chevy and Ford. They mount in front of the water pump pulley to drive the alternator. Our alternator mount #75-220 for SBC short pumps position the alternator in front of the head and accepts any alternator with a 2-3/8 or smaller mounting lug. Matching alternator pulleys for this system are available in both V-belt and flat belt.



SMALL BLOCK CHEVY
SHORT WATER PUMP

WATER PUMP DRIVE PULLEY PART #S:

- #73-380** 3.75" Dia. 3 rib flat belt Water pump add on pulley
#75-280 3.75" Dia. V belt Water pump add on pulley

ALTERNATOR MOUNTING KIT PART #S:

- #75-220** SBC alternator mount short water pump flat & V-belt applications

ALTERNATOR PULLEY PART #S:

- #73-304** 3.25" dia. 3 rib flat belt pulley for GM and Ford alternator with a .668" shaft
#73-309 3.25" dia. 3 rib flat belt pulley for Mitsubishi, Honda, or ND alt w/ a 15 mm shaft
#75-209 3.25" dia. V belt pulley for Mitsubishi, Honda, or ND alternator w/ a 15 mm shaft

ADD-ON CRANK DRIVE MANDREL PULLEY SYSTEM FOR POWER STEERING

Our add-on drive mandrel system can be used to drive many different types of accessories, power steering pumps, dry sump pumps, fuel pumps or a vacuum pumps. The mandrel which fits into and is driven by the balancer has a 1" dia. keyed shaft to accept a drive pulley.

Our #75-290 V-belt and #73-290 3 rib flat belt 2.75" drive mandrel pulleys can be used as power steering pump drive pulleys. They are designed for a 1" drive mandrel with a 1/8" keyway. This power steering drive system uses power steering mount #75-284 for SBC and #75-288 for SBF, which accept late model GM type II power steering pumps. To complete the system we offer matching power steering pump pulleys for the GM type II pump.



SMALL BLOCK CHEVY
SHORT WATER PUMP

CRANK DRIVE PULLEY PART #S:

- #73-290** 2.75" 3 rib flat belt crank drive pulley. Use with 1" drive mandrel system
#75-290 2.75" V-belt crank drive pulley. Use with 1" drive mandrel system

POWER STEERING PUMP MOUNT PART #S:

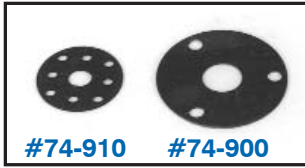
- #75-284** Power steering mount for SBC short and long water pump, flat & V-belt applications
#75-288 Power steering mount for SB Ford flat and V belt applications

POWER STEERING PULLEY PART #S:

- #75-273** 6" Dia. V-belt power steering pulley .661 dia. shaft

Crank Pulley Spacers and Shim Kits

PULLEY SHIM KITS



- PART #S:**
#74-900 Crank pulley shim kit, Comes with 3 shims
#74-910 Water pump shim kit, Comes with 3 shims

CANTON pulley shim kits are designed to compensate for the variances in different components to insure perfect belt alignment.

CHEVY BALANCER BOLTS



- PART #S:**
#76-527 2.75" Balancer Bolt and 1/4" thick washer
#76-532 3.25" Balancer Bolt and 1/4" thick washer
#76-555 5.5" Balancer Bolt and 1/4" thick washer

These grade 8 balancer bolts come in the lengths required when using our or other aftermarket pulleys which may be thicker than OEM stamped steel pulleys.

FAN SPACERS



- PART #S:**
#75-610 1" Fan Spacer with bolts
#75-615 1.5" Fan Spacer with bolts
#75-620 2" Fan Spacer with bolts
#75-625 2.5" Fan Spacer with bolts
#75-630 3" Fan Spacer with bolts

Our Billet Aluminum Fan Spacers are machined to be lightweight and strong. With these spacers the fan can be position in the shroud so it sits at the optimum half in half out point. They come with an adapter bushing for 5/8" and 3/4" water pump shafts. The dual pattern fits both Chevy and Fords.

Coolant Accessories

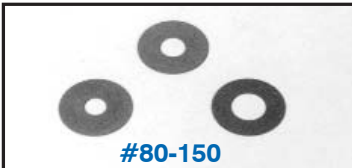
BILLET ALUMINUM WATER FILL NECK (WELD-ON)



- PART #S:**
#80-092 Billet Aluminum CNC machined radiator filler neck. Ideal for use whenever a heavy duty aluminum filler neck is required.

- Accepts standard radiator caps
- Accepts our #81-016 or #81-030 caps

WATER OUTLET RESTRICTOR KIT



- PART #S:**
#80-150 Our water restrictor kit comes with three different restrictor plates, 5/8" 3/4" and 1". This kit allows you to fine tune your cooling system by restricting and slowing the flow through the block.

- Fits all GM V-8s, V-6s, and SB Fords

MACHINED ALUMINUM NPT TO HOSE BARB FITTINGS

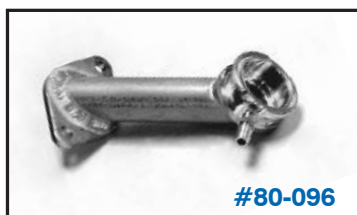


- PART #S:**
#23-247A 1/2" NPT to 5/8" Hose Barb Fitting
#23-248A 1/2" NPT to 3/4" Hose Barb Fitting
#23-248AE 1/2" NPT to 3/4" Extended Hose Barb Fitting

- Designed to install into 1/2 NPT thread water pump heater hose ports.

Coolant Accessories

CHEVY EXTENDED WATER NECK PLATE WITH FILL

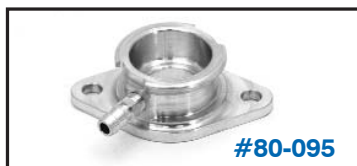


PART #S:

#80-096 This extended fill neck raises the water fill point 6". The fill tube is angled at 45 degrees to provide clearance for large air filters, or scoops. Designed to be used with our racers water neck it helps to insure a complete fill in many applications.

- Fabricated aluminum
- 6061 CNC machined water neck flange
- TIG welded
- 3/8" barbed fitting for bleed off
- Accept standard radiator caps or our #81-016 or #81-030

CHEVY WATER NECK PLATE WITH FILLER NECK



PART #S:

#80-090 3/16" steel plate with brass filler neck

#80-095 Billet aluminum fully CNC machined plate and water neck.

- Fits Chevy intakes
- Accepts standard radiator caps
- Replacement top for our racer water necks

CHEVY WATER NECK BLOCK OFF AND BLEEDER PLATES



PART #S:

#80-100 Water neck plate with -16 An fitting

#80-110 Water neck plate with petcock fitting

- Fits Chevy intakes
- Can be used as a replacement top for our Chevy racer water necks or water neck riser
- Made from 1/4" aluminum plate

CHEVY RACER WATER NECKS

CHEVY RACERS BILLET ALUMINUM WATER NECK



PART #S:

#80-005 Billet Aluminum racer water neck with radiator style filler neck and 1.5" hose fitting

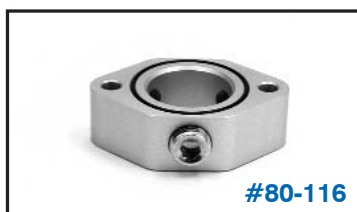
#80-006 Billet Aluminum racer water neck with radiator style filler neck and -16 AN hose fitting

#80-015 Billet Aluminum racer water neck with air bleeder top and 1.5" hose fitting

#80-016 Billet Aluminum racer water neck with air bleeder top and -16 AN hose fitting

- CNC machined from billet aluminum
- Has two 3/8" npt ports for water return line which help cool the rear of the heads
- Has 1/2" NPT port for a temperature sender.
- Can face left or right
- Comes with mounting hardware

CHEVY RACERS BILLET ALUMINUM WATER NECK RISER



PART #S:

#80-116 Billet Aluminum CNC machined 1.25" high water neck riser plate with ports.

- CNC machined from billet aluminum
- Has two 3/8" npt ports for water return line which help cool the rear of the heads
- Has 1/2" NPT port for a temperature sender.
- Has O-Ring seals top and bottom
- Clear anodized finish

Coolant Accessories

BILLET WATER NECKS

CNC machined billet aluminum for superior strength and appearance



BILLET ALUMINUM STRAIGHT WATER NECKS



- Stainless steel socket head cap screws included.



- O-ring seal for gasket free installation on SB Chevy and Pontiac necks.



- Heater hose fitting for Ford 302/351W necks

BILLET ALUMINUM STRAIGHT WATER NECKS FOR 1-1/2" HOSE



PART #S:

#80-020 Chevy water neck flange with 1-1/2" hose fitting
#80-021 Pontiac water neck flange with 1-1/2" hose fitting
#80-022 LS1/LS6 water neck flange with 1-1/2" hose fitting
#80-025 Mopar water neck flange with 1-1/2" hose fitting
#80-026 302, 351w Ford water neck flange with 1-1/2" fitting
#80-027 351C, 460 Ford water neck flange with 1-1/2" fitting

- CNC machined from billet aluminum
- Stainless steel socket head cap screws included.
- 80-020 & 80-021 include O-ring seal for gasket free installation.
- 80-026 - 302 / 351W water necks feature the necessary heater hose fitting.

BILLET ALUMINUM STRAIGHT WATER NECKS WITH -16 AN FITTING



PART #S:

#80-031 Pontiac water neck flange with -16 AN hose fitting
#80-032 LS1/LS6 water neck flange with -16 AN hose fitting
#80-035 Mopar water neck flange with -16 AN hose fitting
#80-036 302, 351w Ford water neck flange w/ -16 AN fitting
#80-037 351C, 460 Ford water neck flange w/ -16 AN fitting
#80-038 FE Ford water neck flange with -16 AN fitting

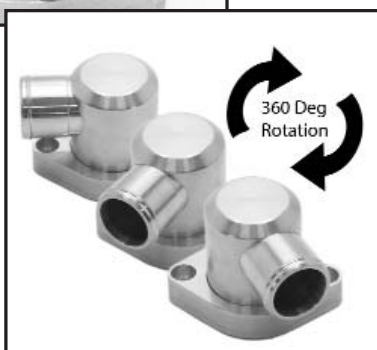
- CNC machine from billet aluminum
- Stainless steel socket head cap screws included
- 80-031 includes O-ring seal for gasket free installation
- 80-036 - 302 / 351W water necks feature the necessary heater hose fitting

Coolant Accessories

90 Deg *BILLET WATER NECKS*



- Hose fitting exits at 90 degree angle to water neck.

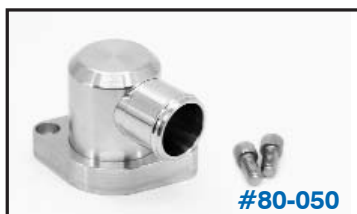


- Body rotates 360 Degrees on base for maximum adjustability on all styles except Ford 302/351W which is fixed to accommodate heater hose fitting.

Plus the same features as our billet straight necks:

- Stainless steel socket head cap screws included.
- O-ring seal on SB Chevy and Pontiac necks.
- Heater hose fitting for Ford 302/351W necks.

BILLET ALUMINUM ROTATING 90 deg. WATER NECKS FOR 1 1/2" HOSE



PART #S:

- #80-050** Chevy rotating 90 deg. water neck with 1-1/2" hose fitting
- #80-051** Pontiac rotating 90 deg. water neck with 1-1/2" hose fitting
- #80-052** LS1/LS6 rotating 90 deg. water neck with 1-1/2" hose fitting
- #80-057** 351c, 460 Ford rotating 90 deg. water neck with 1 1/2" hose fitting
- #80-058** FE Ford rotating 90 deg. water neck with 1 1/2" hose fitting

- CNC billet aluminum construction for superior strength and appearance
- Stainless steel socket head cap screws included
- Water neck rotates 360 degrees on base for maximum adjustability

302 / 351W 90 deg. BILLET WATER NECK



PART #S:

- #80-056** 302, 351w Ford 90 deg. water neck with 1 -1/2" hose fitting and water bypass fitting. Direct replacement for 86-93 5.0l Mustang.

- CNC machine from billet aluminum
- Stainless steel socket head cap screws included
- Billet aluminum 3/4" heater hose fitting included

3/4-16 O-RING PLUG FOR FORD WATER NECKS



PART #S:

- #23-450A** Machined aluminum 3/4-16 thread plug with O-ring seal.

- Designed to plug the port on our 302/351w Ford water necks after the heater hose fitting is removed.

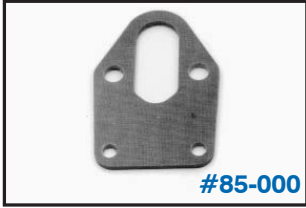
PHENOLIC SPACERS & ADAPTERS

We use phenolic in our carb spacers and adapters to stop the transfer of heat from the engine to the fuel system. Phenolic is made by compressing layers of resin soaked canvas under heat. It is well known for its superior insulation properties, finding use in the aerospace, automotive, and electronic industries.

Some carburetor spacers and adapters are designed with four holes to match the configuration of the carburetor. This increases the barrel lengths of the carburetor and improves low-end response. Some spacers are designed to be completely open to increase the plenum area, this allows improved air/fuel distribution. These are generally beneficial in high RPM applications. Tapered or blended spacers use a four-hole design at the carburetor then open up gradually toward the manifold and can sometimes provide the best combination. We offer the styles and sizes that have proven to be the most successful. However, testing and tuning is required to verify the size and style that will provide the best result for your situation. All phenolic adapters have steel coil inserts to strengthen the mounting hole threads.

FUEL PUMP INSULATORS

FUEL PUMP INSULATOR



These SBC Phenolic fuel pump Insulators are made to take the place of the steel plate that is between the fuel pump and the block on the SBC. The insulator will limit the transfer of heat from the block into the fuel pump, therefore keeping the fuel passing through it cooler.

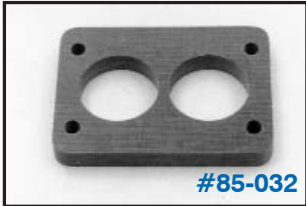
PART #S:

#85-000 SBC Phenolic fuel pump Insulators

#85-010 Ford V8's except Cleavelands BB Chevy and Pontiac

PHENOLIC ADAPTERS

ROCHESTER 2BBL SPACERS



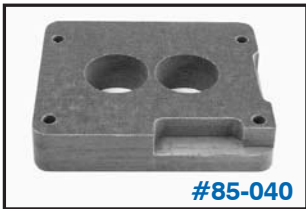
PART #S:

#85-030 This 1" thick spacer fits Rochester 2BBL carbs with a matching intakes.

#85-032 This 1/2" thick spacer fits Rochester 2BBL carbs with matching intakes.

Recommended or related parts: #85-520 Mounting Studs for the #85-030 spacer.
#85-510 Mounting Studs for the #85-032 spacer.

HOLLEY 2BBL SPACER



PART #:

#85-040 This is a 1" thick spacer for the Holley 2 bbl #R4412 carbs with matching intakes

Recommended or related parts: #85-520 Mounting studs.

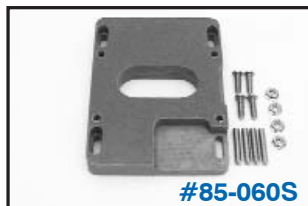
HOLLEY 2BBL TO GM INTAKE ADAPTER



PART #:

#85-050 This 1" Phenolic adapter allows the Holley 2 BBL carb #R4412 to be installed on a stock GM 2 bbl intake manifold. It comes with all necessary hardware and has Heli-coiled threads.

HOLLEY 2BBL TO HOLLEY 4BBL INTAKE ADAPTERS



These 1" Phenolic adapters allow the Holley #R4412 2BBL carb to be mounted on 4bbl manifolds that have the standard Holley bolt pattern. These spacers are adjustable front to rear for fine tuning and come with all necessary hardware.

PART #S:

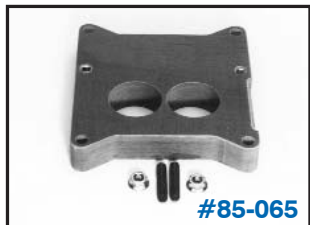
#85-060 2-hole style adapter

#85-060S Open style adapter

PHENOLIC SPACERS & ADAPTERS

PHENOLIC ADAPTERS

HOLLEY 2BBL TO EDELBROCK PERFORMER 4BBL INTAKE ADAPTERS

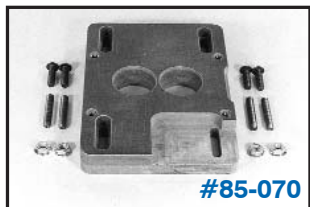


These 1" Phenolic adapters allow the #R4412 2BBL carb to be mounted on 4bbl-manifolds having the standard Holley bolt pattern as well as the Edelbrock 4bbl Performer intakes. Designed to position the carb to deliver the best performance and is non-adjustable.

PART #S:

- #85-065 2-hole style adapter - DEVELOPED BY CARL McQUILLEN
- #85-065S Open style adapter

HOLLEY 2 BBL TO Q-JET 4 BBL INTAKE ADAPTER



PART #:

#85-070 Our 1" Phenolic adapter allows the Holley R4412 2BBL carb to be mounted on the Q-Jet manifold 4bbl manifold. The mounting holes are slotted allowing front to rear adjustment for fine tuning. Comes with all necessary hardware and the threads are Heli-coiled.

HOLLEY 500-2300 EFI INTAKE ADAPTER



PART #:

#85-110 This 1" Phenolic adapter allows the Holley 500 carburetor to be installed on a stock Ford 2300 intake manifold when the EFI manifold is removed. Built from phenolic it provides the extra benefit of creating a heat barrier between the carburetor and the manifold.

HOLLEY 4150/4160 CARB SPACERS

HOLLEY 4150/4160 4-HOLE CARB SPACERS



PART #S:

- #85-154 1/4" thick 4-hole spacer for 600+ CFM carbs.
- #85-152 1/2" thick 4-hole spacer for 600+ CFM carbs.
- #85-150 1" thick 4-hole spacer for 600+ CFM carbs.

Recommended or related parts: #85-510 Mounting studs for #85-154 & #85-152.
#85-520 Mounting studs for #85-150.

HOLLEY 4150/4160 BLENDED CARB SPACERS

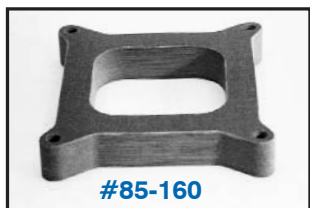


PART #:

#85-158 1" thick blended spacer.

Recommended or related parts: #85-520 Mounting studs for #85-158.

HOLLEY 4150/4160 OPEN CARB SPACERS



PART #S:

- #85-162 1/2" thick open spacer.
- #85-160 1" thick open spacer.

Recommended or related parts: #85-510 Mounting studs for #85-162.
#85-520 Mounting studs for #85-160.

PHENOLIC SPACERS & ADAPTERS

HOLLEY 4500 OPEN CARB SPACERS

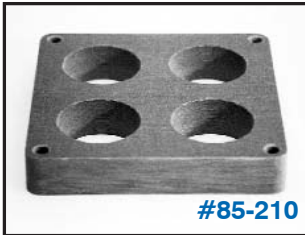


PART #S:

- #85-202 1/2" thick open spacer.
- #85-200 1" thick open spacer.

Recommended or related parts: #85-510 Mounting studs for #85-202.
#85-520 Mounting studs for #85-200.

HOLLEY 4500 FOUR HOLE CARB SPACERS

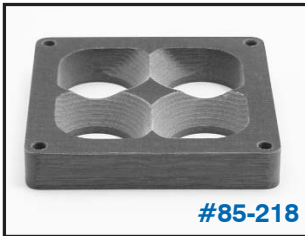


PART #S:

- #85-214 1/4" thick 4-hole spacer.
- #85-212 1/2" thick 4-hole spacer.
- #85-210 1" thick 4-hole spacer.

Recommended or related parts: #85-510 Mounting studs for #85-212 & #85-214.
#85-520 Mounting studs for #85-210.

HOLLEY 4500 BLENDED CARB SPACERS



PART #S:

- #85-218 1" thick blended spacer.

Recommended or related parts: #85-520 Mounting studs.

Q-JET / SPREADBORE CARB SPACERS



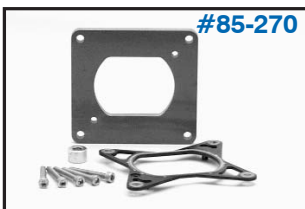
PART #S:

- #85-250 1" thick Q-jet spacer.

NOTE: MOUNTING STUDS WILL WORK WITH SPREADBORES BUT NOT WITH Q-JETS.

FORD 4.6 AND 5.0 INTAKE SPACERS

FORD 4.6 2V INTAKE SPACER



PART #S:

- #85-270 3/8" thick phenolic spacer mounts between the upper and lower intake of a Ford V-8 4.6 2 valve engine. Limits heat transfer and improves airflow to increase performance. There is no interference with the stock linkage and hood. Includes a factory gasket.

ALUMINUM CARB SPACERS AND ADAPTERS

HOLLEY 2BBL TO EDELBROCK PERFORMER 4BBL INTAKE ADAPTER



PART #:

#85-065A This 1" aluminum adapter allows the #R4412 2BBL carb to be mounted on 4bbl manifolds having the standard Holley bolt pattern. This can also be used with the Edelbrock 4bbl Performer intake. This adapter is designed to position the carb to deliver the best performance and is non-adjustable. This is the same as our #85-065 shown on page 93, but machined from aluminum.

HOLLEY 4150/4160 4-HOLE ALUMINUM CARB SPACERS



PART #S:

#85-150A 1" thick 4-hole aluminum spacer for 600+ CFM carbs.

Recommended or related parts: #85-520 Mounting studs for #85-150A.

HOLLEY 4150/4160 BLENDED ALUMINUM CARB SPACERS



PART #S:

#85-158A 1" thick blended aluminum spacer.

Recommended or related parts: #85-520 Mounting studs for #85-158A.

Q-JET / SPREADBORE 4-HOLE AND OPEN ALUMINUM CARB SPACERS



PART #S:

#85-260A 1" thick Q-jet open aluminum spacer.

NOTE: MOUNTING STUDS WILL WORK WITH SPREADBORES BUT NOT WITH Q-JETS.

CARB MOUNTING STUDS



PART #S:

#85-500 1-1/2" long 5/16" -18 set screw style studs. Use when not using carb spacer.

#85-510 2" long 5/16" -18 set screw style studs. Use with 1/2" or 1/4" carb spacers.

#85-520 2-1/2" long 5/16" -18 set screw style studs. Use with 1" carb spacers.

#85-530 3- 3/4" long 5/16" -18 set screw style studs. Use with 2" carb spacers.

Our carburetor mounting studs are made to be screwed into the intake with an allen wrench. By installing studs into your intake you eliminate the common problem of pulling the threads out each time you reinstall the carb. The mounting kit comes with a set of 4 stainless steel studs and 4 locking flange nuts.

CANTON RACING PRODUCTS T -SHIRT



FRONT



BACK

Front Close Up



PART #S:

- #99-010 Adult Medium
- #99-020 Adult Large
- #99-030 Adult X-Large
- #99-040 Adult XX-Large

Our T-shirts are black with blue and white silk screen and are made from heavy weight 100% preshrunk cotton. Available in Medium, Large, X-Large, and XX-Large.

CANTON RACING PRODUCTS BANNER



PART #S:

#99-BANNER

These 30" x 72" banners display our logo, products listing, and website on a eye catching blue background. They are made from 10 oz vinyl with thermal hemmed edges and brass eye holes for hanging on each corner, so they are strong enough for years of displaying.

A		F	continued		O	continued	
Accusumps	60-64	Filters continued	67-72	O	Coolers	59	
Accusump Accessories	65	Filters, Mounts	69,73	Oil Cooler Kits	59		
Accusump Billet Clamps	65	Filters, Screen Elements	69	Oil Cooler Sandwich Adap.	54		
Accusump Install Kits	65	Filters, Spin-on Oil	70	Oil Cooler Thermostat	59		
Accusump Hose & Fittings	57-58	Filters, Spin-on Applications	71	Oil Lines	57		
Accusump Turbo Oiler	64	Filters, Remote Filter Kit	66	Oil Pan Accessories	44-46		
Adapters, Oiling	54-56	Filters, Elements Fuel	73	Oil Pan Stud Kits	46		
Oil Adapters Bypass	55	Filters, Elements Oil	69	Oil Pump Pickup	46		
Oil Adapters Coolers	54	Filters, Replacement Parts	69,73	Oil Pump Driveshafts	50		
Oil Adapters Input	54	Fittings		Oil Pump Access.	50		
Oil Adapters Remote Filter	55-56	Adapter Fittings	58	Oil Pumps, Pressure Balanced	49		
Oil Adapters Filter Mounts	56	Hose End Fittings	57	Oldsmobile Oil Pans	36		
Adapters Carb.	92-95	Weld-in Fittings	45	P			
AMC Oil Pan	36	Ford Oil Pans		Phenolic Spacers & Adapters	92-94		
AMC Oil Pan Stud Kit	45	Circle Track Oil Pans	7	Plumbing Accessories	57-58		
Audi Input Adapter	54	Drag Race Oil Pans	19-21	Pontiac Oil Pans			
B		Dry Sump Oil Pans	12	Road Race Oil Pans	35		
Bungs, & Weld in Fittings	45	Marine Oil Pans	43	Street/Strip Oil Pans	35		
Breather Catch Cans	75	Road Race Oil Pans	28-35	Pontiac Oil Pan Gaskets	44		
Breather Valve Covers	85	Street/Strip Oil Pans	28-35	Pontiac Oil Pan Stud Kits	45		
C		Truck Oil Pans	39-40	Pontiac Windage Trays	53		
Canister Filters	68,72	Ford Crankshaft Scrapers	45	Power Steering Pulleys	86		
Canister Fuel Filters	72	Ford Fuel Filter	72	Power Steering Tanks	82		
Canister Oil Filters	68	Ford Oil Pump Springs	50	Pressure Balanced Oil Pumps	49		
Carb Mounting Studs	95	Ford Intake Spacers	94	Pulleys SBC, SBF	86-87		
Carb, Adapters Phenolic	92-95	Ford Main Supports	48	Pulleys Accessories	86-87		
Carb, Spacers Phenolic	93-94	Ford Oil Pan Gaskets	44	R			
Carb, Spacers Aluminum	95	Ford Oil Pan Stud Kits	46	Rear Seal Adapter Chevy	46		
Catch Tanks	75-76	Ford Small Block Pulleys	86-87	Remote Filter Adapters	55-56		
Chevy Oil Pans		Ford Valve Covers	84-85	Remote Filter Mounts	56		
Circle Track Oil Pans	3-7	Ford Windage Trays	52-53	Remote Oil Filters	68		
Drag Race Oil Pans	15-21	Fuel Cooling Tank	74	Remote Oil Filter Kits	66		
Dry Sump Oil Pans	9-12	Fuel Pump Insulator	92	Replacement Filter Elements	69,73		
Marine Oil Pans	41-43	G		Road Race Oil Pans	26-37		
Road Race Oil Pans	25-37	Gaskets, Oil Pans	44	S			
Street/Strip Oil Pans	25-37	H		Screen Dry Sump Protector	46		
Truck Oil Pans	38-40	Holden Oil Pans	36	Screen Filters	68		
Chevy Crankshaft Scrapers	45	Honda Oil Pans		Spacers, Carb. Aluminum	95		
Chevy Fuel Filter	72	Road Race Oil Pans	37	Spacers, Carb. Phenolic	92-94		
Chevy Oil Bypass Eliminator	55	Hose and Hose Ends	57	Spin On Filters	70		
Chevy Oil Pump Springs	50	I		Stainless Steel Braided Hose	57		
Chevy Oil Pan Gaskets	44	Inline Filters Fuel	72	Street/Strip Oil Pans	25-37		
Chevy Oil Pan Stud Kits	45	Inline Filters Oil	68	Studs, Carb.	95		
Chevy Oil Pumps Pres. Bal.	49	Inline Filters Screen	46,68	Supercharger Coolant Tanks	80-81		
Chevy Rear Seal Adapter	46	Inspection Plug	45	T			
Chevy Small Block Pulleys	86-87	L		Tanks	74-82		
Chevy Storage Blockoff Plates	47	Lifter Valley Baffles	47	Air \ Oil Separator Tank	75		
Chevy Timing Cover	47	Lifter Valley Vent Tubes	47	Auto. Trans. Tanks	74		
Chevy Valve Covers	84-85	M		Caps	83		
Chevy Windage Trays	51	Main Supports Ford	48	Catch Tanks w\ breathers	75		
Circle Track Oil Pans	3-7	Marine Accusump	64	Catch Tanks w\ vent	76		
Clamps Accusumps	65	Marine Oil Pans	41-43	Coolant Recovery Tank	76-77		
Clamps Filters	69	Model Specific Tanks	78-82	Coolant Expansion Tank	77		
Clamps Tanks	83	Mopar Oil Pans		Coolant Model Specific Tank	78-80		
CM Filters	67-73	Street Oil Pan	37	Cluch Reservoir Tank	75		
CM Replacement Elements	69,73	Mopar Filter Plate	55	Dry Sump Tanks	13-74		
CM Replacement Filter Parts	69,73	O		Power Steering Tanks	82		
Coolant Tanks	76-80	Oil Pans	2-43	Supercharger Tanks	80-81		
D		Circle Track Oil Pans	2-7	T-Shirts	96		
Dipstick Kits	44	Drag Race Oil Pans	14-21	Thermostat Oil	59		
Drag Race Oil Pans	14-21	Dry Sump Oil Pans	9-12	Timing Cover S.B.C.	47		
Drain Plug Kits	45	Gaskets	44	Truck Oil Pans	38-40		
Dry Sump Oil Pans	8-12	Marine Oil Pans	41-43	Turbo Oiler	64		
Dry Sump Tank	13,74	Road Race Oil Pans	25-37	U			
E		Street/Strip Oil Pans	24-37	Universal Dipstick Kits	44		
Expansion Tanks	77-80	Truck Oil Pans	38-40	Universal Windage Tray Kit	51		
F		Oil Adapters	54-57	V			
Fabbed Valve Covers	85	Oil Adapters Bypass	55	Valves, Accusump	62-63		
Filters	67-72	Oil Adapters Coolers	54	Valve Covers	84-85		
Filters, Billet Mt Clamp	69,73	Oil Adapters Input	54	Valve Cover breathers	85		
Filters, Canister Fuel	72	Oil Adapters Remote Filter	55-56	Valve Covers, Cast	85		
Filters, Canister Oil	68	Oil Adapters Filter Mounts	56	Valve Covers, Fabbed	85		
Filters, Fittings	58	W		Water Restrictor Kit	88		
Filters, Inline Fuel	72	Waternecks	89-91	Windage Trays	51-55		
Filters, Inline Oil	68						