



STOCK OIL PUMPS

The oil pump is probably the single most important part in your engine. We all know a failure here can mean severe engine

damage requiring complete tear down, if not total destruction. That's why a new oil pump should be installed with every engine rebuild. The oil pump is a very sturdy unit by design. However, after years and years of service and thousands of operating hours . . . just like everything else, they do wear out. Gears wear out, cover plates wear out, pressure relief valves wear out, etc. When this happens, it's time to replace it with a new oil pump from Melling/P.A.W. We carry a full line of brand new top quality stock oil pumps and oil pump repair kits from the nation's leading manufacturers. These are the same high quality pumps we supply in all our Melling/P.A.W. kits. These pumps are manufactured to exact OEM specifications and pre-tested at factory prior to shipping. This ensures you get trouble-free operation the first time right out of the box. Don't settle for anything less when rebuilding your engine. Get the quality you deserve at a price you can afford.

If you don't see your engine listed, **call our Tech Line for assistance.** We also carry the screens, pick-up tubes



ENGINE	YEAR	PART #	PRICE
AMC			
199-232-258 6 cyl.	'65-'82	PAW-M81 ¹	\$59.95
258 6 cyl.	'82-'93	PAW-M81A ²	\$79.95
290-304-343-360-390-401 8 cyl. Oil Pump Kit	'65-'93	PAW-K85*	\$16.95
304, 360, 401 8 cyl. gear cover plate Oil Pump Kit	'74-'86	PAW-K85*	\$16.95
BUICK			
196, 225, 231 (3.8), 252 (4.1) V6 Oil PumpKit	'64-'86	PAW-K20I*	\$16.95
231 (3,8) V6 Oil Pump Kit	'86-'94	PAW-K135*	\$34.95
300-340-380 V8 VIN B, H, J, X Oil Pump Kit	'64-'81	PAW-K20I*	\$16.95
400 V8 Oil Pump Kit	'67-'69	PAW-K20J*	\$23.95
401 V8, 425 V8 Oil Pump Kit	'62-'66	PAW-M20G	\$94.95
430 V8, 455 V8 Oil PumpKit	'67-'76	PAW-K20J*	\$23.95
CADILLAC			
472-500	'68-'76	PAW-M58F	\$98.95
CHEVROLET			
173 (2.8) V6	'81-'89	PAW-M95B	\$45.95
189 (3.1) V6 w/ 5/8" pick-up tube dia.	'90-'94	PAW-M95B	\$45.95
189 (3.1) V6 w/ 3/4" pick-up tube dia.	'90-'94	PAW-M134	\$69.95
200 V6	'78-'79	PAW-M55	\$19.95
207 V6	'93-'94	PAW-M134	\$58.95
229 V6	'80-'84	PAW-M55	\$19.95
230 L6	'63-'70	PAW-M62	\$30.95
235 L6 Car & Truck	'55-'62	PAW-M45	\$73.95
250 L6 Car & Truck	'66-'84	PAW-M62	\$30.95
262 V6 (4.3) w/ 5/8" pick-up tube dia. Car & Truck	'85-'93	PAW-M55	\$19.95
262 V6 (4.3) w/ 3/4" pick-up tube dia. Car & Truck	'93-'95	PAW-M155	\$30.95
262-267 V8	'75-'82	PAW-M55	\$19.95
265-283 V8 Car	'55-'57	PAW-M46	\$50.95
283 V8 Except '64-'67 Chevy II Car & Truck	'58-'67	PAW-M55	\$19.95
283 Chevy II, 327 Chevy II	'64-'67	PAW-M73	\$64.95
302-305-307-327-350-400 V8 Car & Truck	'62-'92	PAW-M55	\$19.95

*Available in oil pump rebuild kit only.

¹Jeep '71-'80.

²Jeep '81-'90.

OIL PUMPS

ENGINE	YEAR	PART #	PRICE
CHEVROLET (Cont'd.)			
305-350 V8 With 3/4" pick-up tube dia. (19mm)	'93-'02	PAW-M155	\$30.95
396-402-427-454 V8 Pass. car	'65-'76	PAW-M77	\$29.95
454-Truck (Minor modification on 4B MK IV blocks '88-'90)	'73-'00	PAW-M77G	\$34.95
CHRYSLER-DODGE-PLYMOUTH			
170-198-225 6 Cyl. Car & Truck	'60-'87	PAW-M66C	\$69.95
273-318-340-360 V8 Car & Truck	'62-'02	PAW-M72	\$29.95
361-383-400-413-426W-440 V8 Car & Truck	'59-'79	PAW-M63	\$62.95
FORD			
170-200 L6 Car & Truck	'65-'85	PAW-M65B	\$40.95
240-300 L6 Car & Truck	'65-'96	PAW-M74	\$33.95
250 (4.1) L6 Car	'69-'80	PAW-M82	\$57.95
221-258-260-289-302 V8 Car & Truck	'62-'95	PAW-M68	\$26.95
351W V8 Car & Truck	'69-'95	PAW-M83	\$29.95
351M-400 V8 Car & Truck	'71-'82	PAW-M84A	\$36.95
351C V8	'70-'74	PAW-M84A	\$36.95
352-360-390-406-410-428 V8 Car & Truck	'57-'76	PAW-M57	\$29.95
429-460 V8 w/ press in oil P/U - Car, '73-'78 F100-F350	'68-'78	PAW-M84	\$33.95
Exc. Police			
429-460 V8 w/ bolt on oil P/U inc. Police	'68-'78	PAW-M84B	\$79.95
460 V8 E250 & E350 with bolt on oil P/U	'75-'93	PAW-M84D	\$46.95
460 V8 F100 & F350 with bolt on oil P/U	'79-'93	PAW-M84D	\$46.95
OLDSMOBILE			
260 F, 307 Y, 9, 330-350R-394 V8	'59-'90	PAW-M22F	\$34.95
400-403-425-455 V8 (Press in P/U)	'67-'90	PAW-M22F	\$34.95
PONTIAC			
301 V8 Vin W, Y, T ⁵	'78-'81	PAW-M54DS ⁴	\$45.95
326-350-389 V8 ⁵	'59-'79	PAW-M54DS ⁴	\$45.95
400-421-428-455 V8 ⁵	'59-'79	PAW-M54DS ⁴	\$45.95



STOCK OIL PUMP SCREENS

Always replace your oil pump screen whenever you replace your oil pump. If your screen is clogged or internally damaged it will affect how well your pump is going to work. Our screens are 100% quality checked. These are made to be exact duplicates of original screens.



Phone for Price and Availability.



STOCK OIL PUMP DRIVES

Don't chance your rebuild with an old oil pump drive.

These shafts are made of stress & fatigue proof steel for maximum strength and durability.



Phone for Price and Availability.

HI VOLUME OIL PUMPS



HIGH VOLUME PUMPS

Melling/P.A.W. High Volume Pumps use a longer gear or rotor section to generate additional pump volume. This extra volume will also give you higher pressure. To maintain adequate oil pressure and volume on building performance engines, a high volume oil pump is recommended! A high volume pump may take a bit more power to run and the difference is minimal. However, the benefit will outweigh the cost of horsepower. All of Melling/P.A.W. oil pumps are pre-tested at the factory. This ensures you get a trouble-free pump.



ENGINE	YEAR	OIL PUMP PART #	PRICE
AMC-JEEP			
232, 258 6 cyl. Jeep Series Exc. Eagle	'65-'90	PAW-M81AHV-S3*	\$119.95
BUICK			
196-231 V6 (3.8) 252 V6 (4.1) – Kit only! <i>This is a rebuild kit that contains longer gears, spacers, oil pump gaskets, pressure relief springs and simple instructions. May require removing timing cover for installation.</i>	'64-'87	PAW-K20IHV ^①	\$39.95
196-231 V6 (3.8) 252 V6 (4.1) – Kit only! <i>This complete kit contains all the above plus a new oil pump gear thrust plate.</i>	'64-'87	PAW-K20IPHV ^①	\$72.95
300-340-350 V8 B, H, J, X – Kit only! <i>This is a rebuild kit that contains longer gears, spacers, oil pump gaskets, pressure relief springs and simple instructions. May require removing timing case cover for installation.</i>	'64-'81	PAW-K20IHV ^①	\$39.95
300-340-350 V8 B, H, J, X - Kit only! <i>This is a complete kit that contains all the above plus a new oil pump gear thrust plate.</i>	'64-'81	PAW-K20IPHV ^①	\$72.95
400-430-455 V8 – Kit only! <i>This is a rebuild kit that contains longer gears, spacers, oil pump gaskets, pressure relief springs and simple instructions. May require removing timing cover for installation.</i>	'67-'76	PAW-K20JHV ^①	\$56.95
400-430-455 V8 – Kit only! <i>This is a complete kit that contains all the above plus a new oil pump gear thrust plate.</i>	'67-'76	PAW-K20JPHV ^①	\$80.95
CHEVROLET			
173 (2.8) V6 Car & Truck	'81-'89	PAW-M95HV	\$82.95
189 (3.1) V6 1st design 15.9 mm dia. P/U tube	'90	PAW-M95HV	\$82.95
194 6 cyl.	'62-'67	PAW-M62HV	\$62.95
200 V6	'78-'79	PAW-M55HV	\$30.95
229 V6 Car & Truck	'80-'84	PAW-M55HV	\$30.95
230 6 cyl.	'63-'70	PAW-M62HV	\$62.95
250 6 cyl., 292 6 cyl.	'66-'89	PAW-M62HV	\$62.95
262 V6	'85-'93	PAW-M55HV	\$30.95

* Includes new oil pump screen.

^① Available in rebuild kit only.

NOTE: Always replace pick-up screen when replacing oil pump.

OIL PUMPS



HIGH VOLUME OIL PUMPS/OIL PUMP REPAIR KIT Cont.

ENGINE	YEAR	OIL PUMP PART #	PRICE
CHEVROLET (Cont.)			
262 V8	'75-'76	PAW-M55HV	\$30.95
267 V8	'79-'82	PAW-M55HV	\$30.95
283-302-305-307-327-350-400 V8 (Exc. Chevy II '64-'67)	'58-'92	PAW-M55HV	\$30.95
305-350 V8 (w/ 19mm inlet p/u tube hole)	'93-'07	PAW-M155HV	\$40.95
348-409 V8	'58-'65	PAW-M55HV	\$30.95
396-402-427-454 V8 <i>Note: May require minor modification on 4 bolt main MK IV block '88-'94.</i>	'65-'00	PAW-M77HV	\$42.95
CHRYSLER			
225 6 cyl.	'61-'87	PAW-M66HV	\$78.95
273-318-340-360 V8	'60-'94	PAW-M72HV	\$61.95
361-383-400-413-426W-440 V8	'59-'79	PAW-M63HV	\$69.95
FORD			
240-300 L6 Cyl.	'65-'96	PAW-M74HV	\$81.95
221-255-260-289-302 inc HO V8	'62-'94	PAW-M68HV	\$40.95
351W (5.8) V8	'69-'96	PAW-M83HV	\$61.95
351C-351M-400 V8	'70-'82	PAW-M84AHV	\$51.95
332-352-360-390-406-410-427-428 V8	'58-'76	PAW-M57HV	\$49.95
429-460 V8 <i>Police, CJ, SCJ includes (bolt on p/u) for oil pans with a depth of 8-1/4".</i>	'68-'73	PAW-M84BHVS*	\$86.95
429-460 V8 <i>Police, CJ, SCJ includes (bolt on p/u) for oil pans with the depth of 8-5/8".</i>	'70-'73	PAW-M84EHVS*	\$86.95
460 V8 <i>E250, E350 (bolt on p/u)</i>	'75-'93	PAW-M84DHV	\$78.95
460 V8 <i>F150-F350 (bolt on p/u) rear side inlet. May require minor pan modification.</i>	'79-'93	PAW-M84DHV	\$78.95
OLDSMOBILE			
260-307-330-350-400-403-425-455 V8 <i>Note: manufactured with bolt on type flange & a chamfered inlet p/u tube hole. Either a bolt on or press in p/u can be used.</i>	'64-'90	PAW-M22FHV	\$56.95
PONTIAC			
301-326-350-389-400-421-428-455 ² V8	'63-'81	PAW-M54DS*	\$48.95

* Includes screen.

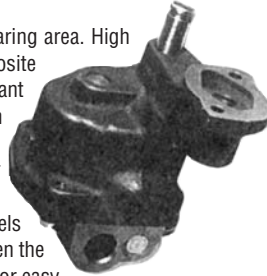
² Available in High Pressure Pump only.



HIGH PERFORMANCE/ RACING OIL PUMPS FOR CHEVROLET V8s

HIGH VOLUME RACING OIL PUMP

The weakest link in a gear type oil pump is the driveshaft and bearing area. High pressure on one side of the gears and a slight vacuum on the opposite side pushes the bottom of the drive gear toward the inlet. This constant pressure wears the driveshaft bearing surface and is magnified in racing applications. The drive and idler shafts have been extended into a new cover for support at both the top and bottom. This thicker cover has enough extra metal to install a bolt on screen. In addition, the 3/4" pump includes the same features plus alignment dowels in two of the cover bolts, a male/female hex drive connection between the driveshaft and the intermediate shaft and a thread in style pick-up for easy installation.



SMALL BLOCK CHEVY

MEL-10555 SB Chevy Hi-volume Racing Pump with intermediate shaft **\$74.95**
(Use 3/4" inlet listed below.)

3/4" bolt-on pick-ups for MEL-10555

- MEL-12564** Oval track use fits 7" deep pan with pick-up on right side of pump **\$19.95**
- MEL-12566** Oval Track use fits 7-1/2" deep pan with pick-up on right side of pump **\$19.95**
- MEL-12557** Stock location fits 7" deep pan screen **\$19.95**
- MEL-12558** Stock location fits 7-1/2" deep pan screen **\$19.95**
- MEL-12559** Stock location fits 8" deep pan screen **\$19.95**

NOTE: Clearance between the bolts and holes allows 3/16" to 1/4" adjustment up or down to custom fit your application. Clearance between mesh of screen and pan = 3/8" to 1/2".

BIG BLOCK CHEVY

MEL-107770 BB pump with intermediate shaft, uses 3/4" press-in screen **\$64.95**



HI-VOLUME/ HI-PRESSURE OIL PUMPS

Milodon Hi-Volume/Hi-Pressure Oil Pumps provide a 20% to 30% increase in performance both in volume and pressure. And most heavy duty and performance applications require an increase in both areas.



MIL-18760



MIL-18750

MIL-18750 – V8 Small Block Chevy (262-400) & V6 (200-229) – 3/8" deeper than stock pump and has 5/8" diameter inlet.

Your Price **\$39.95**

MIL-18760 – V8 Big Block Chevy 396-402-427-454.

Your Price **\$45.95**

MIL-18800 – Ford 260, 289, 302.

Your Price **\$66.95**

Note: Other Milodon oil pumps available. Phone for information and price.



HIGH PERFORMANCE HI-VOLUME OIL PUMP FOR SB CHEVY

Hi-volume pump – 25% additional volume of oil than stock pump. Steel gears, black manganese phosphate coated. Uses 5/8" diameter press in screen assembly. Includes H.D. driveshaft with steel sleeve & extra spring included.



MEL-10550 SB Chevy H.V. oil pump 5/8" inlet **\$56.95**



BILLET CNC ALUMINUM OIL PUMP

For extreme use in all types of racing, this CNC-machined billet aluminum oil pump is the ultimate in strength and output performance. This pump features:



- Completely roller bearing supported high volume gear set plus roller shaft support in the cover
- Adjustable pressure regulator accessible from outside the oil pan
- Lightweight at 3.3 lbs., over 2 lbs. lighter than other billet aluminum pumps.
- Increased cross sectional strength in the neck, 60% thicker plus superior material
- Oil pressure bypass is engineered not to aerate oil supply in the sump
- Oil passageways both in and out of the pump are enlarged to improve oil feed to the engine
- Bolt-on style pick-up for quick installation uses an effective aircraft type seal, resists vibration and engineered for maximum flow

MIL-18910 BB Chevy **\$409.95**

PICK-UPS FOR CNC OIL PUMPS

Feature an easy bolt-on design with O-ring seal, large tube inside diameter to allow optimum flow and reinforced construction to stop potential breakage.

MIL-18250 For 9-1/2" deep pans **\$54.95**

MIL-18251 For 8-1/2" deep pans **\$54.95**

MIL-18252 For 7-3/4" deep pans **\$54.95**

OIL SYSTEM ACCESSORIES

ARP OIL PUMP DRIVE SHAFTS KITS

ARP has designed a larger diameter heavy-duty shaft that will provide you with the necessary reliability. Made from heat treated, premium grade chrome moly steel.



Part No.	Application	Price
ARP-134-7901	SB-Chevy	\$14.95
ARP-135-7901	BB-Chevy	\$15.95
ARP-135-7902	BB-Chevy Dart Merlin	\$17.95
ARP-154-7901	Ford 351W	\$18.95
ARP-154-7902	Ford FE	\$18.95
ARP-154-7903	Ford 429-460	\$18.95
ARP-154-7904	Ford 289-302	\$18.95



OIL PUMP PRIMERS

Our Oil Pump Primers are a good investment for any racer. Our Primer is the only correct way to oil and build up pressure in a new engine before initial starting.



PAW-2500	Chevrolets V8s.	\$9.95
PAW-2501	Chevrolet professional model w/distributor bushing allows top end priming.	\$15.95
PAW-2504	Chrysler oil pump priming shaft.	\$10.95
PAW-2502	Ford 289, 302, 390, 428 1/4" Hex drive.	\$11.95
PAW-2503	Ford 351C, 351W, 351M, 400, 429, 460 5/16" Hex drive.	\$11.95



OIL PUMP DRIVE SHAFTS KITS

Heavy duty 3/8" chrome moly shaft.



Part No.	Application	Price
FOR-M-6605-A341	351W/All 351 SVO	\$16.95
FOR-M-6605-A429	429/460	\$16.95
FOR-M-6605-B302	87-95 5.0L	\$16.95

ARP OIL PUMP BOLT/STUD KITS

To ensure your performance oil pump stays put, install an ARP premium grade bolt or stud kit. Available in black oxide 8740 chrome moly steel. Rated at 170,000 PSI tensile strength to provide you with plenty of clamping force. Hex head or 12-point design.



These inexpensive fasteners can literally save your engine!

This is insurance that no conscientious engine builder should be without! Studs come with flat washers and nuts. Ford bolt kits include flat washers.

Part No.	Application	Price
ARP-150-6901	Ford 5/16" Bolt Kit 12 pt	\$7.95
ARP-150-6902	Ford 5/16" Bolt Kit Hex	\$7.95
ARP-154-7005	Ford Oil Pump to Pickup stud kit.	\$7.95
ARP-230-7001	SB-Chevy w/Hex nut	\$6.95
ARP-230-7002	SB-Chevy w/12 pt nut	\$7.95
ARP-230-7003	SB/BB Chevy 3.125", Hi-Vol. Hex	\$7.95
ARP-230-7004	SB/BB Chevy 3.125", Hi-Vol. 12 pt	\$7.95



OLDSMOBILE V8 OIL PUMP DRIVE SHAFT

Made of centerless ground 4130 chrome moly. A must for high volume and racing oil systems.

MIL-22575 **\$21.95**



"DIAMOND STRIPPER" WINDAGE TRAY



The most sophisticated windage tray available today! This exclusive Milodon design features hundreds & hundreds of small louvers that quickly scavenge oil from crankshaft rotation, but prevents reversion common to screen-type windage trays. It is a completely finished, gold-iridited part that **doesn't require additional fabrication or fitting**. And it flat works! Extensive dynamometer & on-track testing verifies that Milodon "Diamond Stripper" windage trays out-perform all screen-type trays on the market.

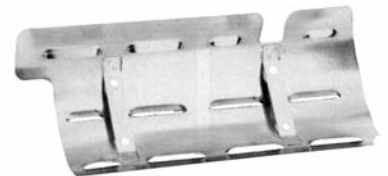
MIL-32250 - Chevy SB
w/stock pan front & sump in rear (exc. 400) **\$94.95**

MIL-32260 - Chevy BB
w/stock pan front & sump in rear **\$94.95**

NOTE: Stock windage tray bolts or Milodon adj. tray studs are required to install. The adj. tray studs #MIL-81150 (SB Chevy) or #MIL-81152 (BB Chevy) are highly recommended for maximum performance.



WINDAGE TRAYS



Windage Trays are power! On a 400 horsepower street engine, a louvered tray can add about 12 to 15 hp; a screen tray can add up to 25 hp.

MIL-32240 - Pontiac 350-455
Your Price **\$59.95**

MIL-32245 - Olds 400-425-455
Your Price **\$56.95**

OIL SYSTEM ACCESSORIES

Mopar PERFORMANCE

OIL PAN



Restore the bottom end of your Chrysler engine as you have the rest of it with one of these new Oil Pan from Mopar Performance. Center sump style is used on passenger car applications and the rear sump style fits 2WD and 4WD pickups and Ramchargers.

MPP-P5249059 – Oil Pan – 360 Center Sump.

Your Price **\$124.95**

MPP-P5249060 – Oil Pan – 360 Rear Sump.

Your Price **\$78.95**

MPP-P5249061 – Oil Pan – 273/318/340 Center Sump.

Your Price **\$88.95**

MPP-P5249062 – Oil Pan – 273/318/340 Rear Sump.

Your Price **\$101.95**

MPP-P5007807AB – Oil Pan Only – 383/400/440 Center Sump.

Your Price **\$162.95**

MPP-P5249064 – Oil Pan – 383/400/440 Rear Sump.

Your Price **\$101.95**

Mopar PERFORMANCE

CRANKSHAFT WINDAGE TRAY & GASKET PACKAGE



All 383, 440 & 426 Hemi muscle car engines came equipped with a crankshaft windage tray. This specially engineered tray was designed to improve engine lubrication and reduce interior windage. It also increases horsepower at high engine speeds. Package includes tray and two pan gaskets.

MPP-P4120998 – Crankshaft Windage Tray Package.

Your Price **\$29.95**

Mopar PERFORMANCE

INTERMEDIATE SHAFT BUSHING



Replacement intermediate shaft bushing for all big block Chrysler.

MPP-P1737725 – Fits 383, 440 and 426 Hemi engines.

Your Price **\$8.95**

Mopar PERFORMANCE

DISTRIBUTOR & OIL PUMP DRIVE SHAFT & GEAR ASSEMBLY



Top quality, dependable distributor/oil pump driveshaft and gear assembly ensure proper lubrication in your muscle car engine. Features hardened tip for long-lasting durability. Available for small and big block engines.

MPP-P3571071 – Distributor and oil pump driveshaft with gear and hardened tip for use with flat tappet cams. "B", "RB" engines.

Your Price **\$77.95**

MPP-P3690715 – "A", SB Engines Oil Pump and Distributor Drive.

Your Price **\$49.95**

MPP-P3690875 – Distributor and oil pump driveshaft with aluminum-bronze gear & hardened tip for use with roller tappet camshafts. "B", "RB" engines.

Your Price **\$129.95**



OIL PUMP PRIMING SHAFT



Don't fire up that engine without pre-lubing (priming) it thoroughly with oil. Special hardened steel priming shaft fits on any 3/8" or larger drill. Insert shaft into hole where distributor fits. Pressurizes oil galleys to ensure against dry starts and ruining your engine. Fits all Mopar V8s.

PAW-2504 – Oil Pump Priming Shaft

Your Price **\$10.95**

Mopar PERFORMANCE

OIL SCREEN ASSEMBLIES



Mopar Performance has re-issued the OE oil pick-up and screen assemblies for restoring an engine or building one from the ground up. These oil pick-up and screen assemblies will assure a correct oil screen-to-oil pan relationship to prevent uncovering the oil pick-up during hard acceleration or deceleration. Listed application is for passenger car oil pans.

MPP-P4529563 –

"A" Engine 1964-1989 **\$28.95**

MPP-P4529564 –

"B" Engine 1968-1972 3/8" Pipe **\$28.95**

MPP-P4529565 –

"B" Engine 1968-1972 (Exc. six pack) 3/8" Pipe. 6 qt. Pan. **\$29.95**

MPP-P4529566 –

426 Hemi 1966-1969 1/2" Dia. 5 qt. Pan. **\$28.95**

MPP-P4529567 –

426 Hemi 1970-1971 1/2" Dia. 6 qt. Pan. **\$28.95**

Mopar PERFORMANCE

HI-PO OIL PUMP ASSEMBLIES



This high performance, high output oil pump assembly will help protect the life of your muscle car engine. Provides a 25% increase in oil volume over stock pumps. Comes fully assembled for easy installation.

MPP-P4286589 – "A", SB Engines

Pump Assembly **\$70.95**

MPP-P4286590 – 383-440-426

Hemi Engine Pump Assembly **\$95.95**

OIL SYSTEM ACCESSORIES

PIONEER Inc. OIL PUMP STUDS Automotive Products

A must for the Chevy high performance and racing engine. Centerless ground from 8740 steel and features rolled and heat-treated threads, ground washer and grade 8 nut.

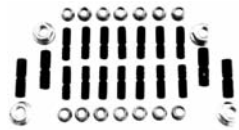


MIL-17050

PIO-859039—Chevy SB & BB Oil Pump Stud **\$9.95**

OIL PAN STUD KITS

Make pan installation easy and extend gasket life. Studs and nuts with serrated washer faces.



PAB-2620 — Includes Chevy 282-350 & 229 V6, Olds, Buick.

Your Price **\$12.95**

PAB-2621 — Includes Chevy 396-454, Pontiac.

Your Price **\$12.95**

Milodon Inc. LIFTER VALLEY PRESSURE VENTS

These vents are a key part of any highly efficient oiling system. They allow crank-case pressure to rise unobstructed, allow more speedy oil drain back to the oil pan & stop a large portion of the unwanted oil drain back over the cam area that causes excessive windage & power loss. Existing holes in the block are simply tapped & the vents screw in.



MIL-23110

MIL-23110 — Chevy SB... **\$35.95**

Milodon Inc. LIFTER VALLEY BAFFLE

Prevents hot oil from splashing on intake manifold, thereby eliminating power loss. Keeps surplus oil out of valve covers by eliminating oil splash from lifter bores. Maintains oil pressure (during pushrod/rocker arm failure) by keeping lifters in their bores, except with roller cams.

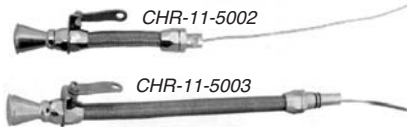


MIL-32610

MIL-32610 — Chevy SB . **\$34.95**

MIL-32615 — Chevy BB . **\$34.95**

FAW STAINLESS STEEL ENGINE DIPSTICKS



CHR-11-5002

CHR-11-5003

These dipstick assemblies have a unique sleek design, as well as many functional benefits:

- All the dipstick hardware is CNC machined from billet stainless steel.
- The fittings, stick and hose are all stainless steel so they will stay bright & rust free even with use in an everyday driver.
- They use an O-ring sealed top to positively seal against water and dirt.
- They provide very efficient seal for race cars running an internal vacuum pump or vac-u-pan system.

CHR-11-5002 — SB Chevy Up to 1979 **\$24.95**

CHR-11-5001 — SB Chevy 1980-1985 & Up **\$24.95**

CHR-11-5003 — BB Chevy Mk IV, V & Gen VI Pans ... **\$28.95**

Milodon Inc. OIL FLOW RESTRICTOR PLUGS

These plugs solve the common high-performance engine problem of too much oil in the head area. The plug restricts approximately 75% of the oil to the top end of the engine for better lubrication & prevents oil wastage at the lifters (which will cause windage problems). This also keeps the sump better supplied with oil. Installs easily into the back of the block in place of the stock plugs. **Not for use with hydraulic lifters.**



MIL-23100

MIL-23100 — Chevy SB & BB. **\$10.95**

Milodon Inc. PAN BAFFLE

Installed between the oil pump & rear main, this special baffle effectively prevents oil from "climbing" up the rear of the pan into the crankshaft during hard acceleration. An easy addition to assure added horsepower.



#MIL-32500

MIL-32500 — Chevy SB **\$6.95**

MIL-32505 — Chevy BB **\$6.95**

Milodon Inc. CRANKSHAFT SCRAPER



#MIL-32640

Additional "free" horsepower can be found by installing a crankshaft scraper. A scraper will remove any excess oil left on the crank & rods that windage trays do not remove. Scraper requires fitting to individual crank & rod design, as well as to engine stroke. Wiper should be fitted to within .045" from rods & .035" from crank counterweights. When installed, scraper is sandwiched between pan rail & block.

MIL-32640 — Chevy SB **\$10.95**

MIL-32645 — Chevy BB Mk IV ... **\$10.95**

Milodon Inc. WINDAGE TRAY INSTALLATION STUD KIT



Required to properly mount the tray assembly. Adjustable mounting position allows the tray to work at its max potential by being as close as possible to the rotating assembly

(min.-.100") & to avoid any unnecessary interference with the oil pan. (Block must be "bottom tapped" upon installation with the 7/16" nuts torqued to 65 ft./lbs. using oil and the 3/8" nuts torqued to 35 ft./lbs. Tray must lay naturally flat after nuts are tightened.)

MIL-81150 — Chevy SB Large Journal Block (Set of 6). **\$50.95**

MIL-81151 — Chevy BB **\$40.95**

MIL-81157 — Ford 302. **\$32.95**

MIL-81190 — Ford 460. **\$41.95**

MIL-81219 — Olds 400-455 (set) **\$45.95**

MIL-81151 — Pontiac (set) **\$40.95**

TB Performance Products MAGNETIC DRAIN PLUGS



TDP-9062

TDP-9063

TDP-9064

Keeps dangerous metal shavings out of expensive internal parts.

TDP-9062 — V8 GM — 1/2"-20 Std. Thread (Oil Pans) **\$4.95**

TDP-9063 — 3/8" NPT (Trans & Rear End) **\$4.95**

TDP-9064 — 1/2" NPT (Trans & Rear End) **\$4.95**

Milodon Inc. SOLID LOUVERED WINDAGE TRAY

Specially contoured solid trays w/louvers that permit rapid return of oil to sump. This type windage tray provides optimum protection against oil splash-back and is desirable in minimum pan/sump depth applications. Ideal for street and strip applications.

NOTE: Stock windage tray bolts or Milodon adj. tray studs #MIL-81148 or #MIL-81152 required for installation. Stock tray bolts may cause tray to interfere w/stock pan baffle which will need slight modification.

MIL-32100 — Chevy SB **\$31.95**

MIL-32200 — Chevy BB **\$29.95**

OIL PUMP ACCESSORIES

Mopar PERFORMANCE

426 HEMI OIL PAN



Here is a production style oil pan for 426 Hemi engines that is stamped steel to replicate the 1970 & 1971 E body pan. This six-quart pan may also be used on 383-400-440 engines for increased oil pan capacity. Use with MPP-P4529567 1/2" Oil Pick-up and Screen to ensure excellent oil system performance.

MPP-P4529884

Your Price

\$222.95



OIL DIPSTICK & TUBE ASSEMBLY

(For Front Dipstick Applications Only)

FOR-M-6750-A302* – 289/302/351W. Standard handle. Chrome finish. 1962-1978. Front dipstick.

Your Price **\$13.95**



Chrome Dipstick (Knurled Handle)



Chrome Dipstick (Standard Handle)

FOR-M-6750-B302* – 289/302/351W. Knurled handle. Blue anodized finish. 1962-1978. Front dipstick.

Your Price **\$20.95**

FOR-M-6750-C303* – 289/302/351W. With side dipstick in block application. 1979 & later. Your Price **\$27.95**



OIL PAN WINDAGE TRAY

WINDAGE TRAY KIT (289/302)

Kit consists of windage tray & attaching bolts originally designed for the 1969-1970 302 BOSS eng. with front sump oil pan. Requires modification if used with oil pan designed for use with rack-and-pinion steering, rear sump pan or oil pan for 302 Ford blocks.



FOR-M-6687-A302 – 289/302.

Your Price

\$59.95



OIL PAN WINDAGE TRAY



**WINDAGE TRAY KIT
352 THRU 428**

Consists of windage tray and two gaskets.

FOR-M-6687-A390 – 352 thru 428 "FE" V8 engines.

Your Price **\$39.95**



OIL FILTER ADAPTER



Screws into block and rotates filter toward the front of engine to provide clearance for engine swaps and chassis modifications. Fits all Ford engines that use Ford Racing FL1A oil filter. Filter not included.

FOR-M-6880-A50 – Ford engines with FL1A oil filter

Your Price **\$72.95**



OIL PUMPS

289/302 Standard Volume
FOR-M-6600-M50* **\$38.95**

289/302 High Volume
FOR-M-6600-D2* **\$58.95**

351W High Volume
FOR-M-6600-B3* **\$68.95**

429/460 Wedge High Volume Fits rear sump Ford truck oil pan. Does not fit 429 Cobra Jet.
FOR-M-6600-A460* **\$88.95**

Note: High-volume pumps may require minor modification of oil pan.

*Requires bolt-on pick-up (not included)



OIL GALLERY RESTRICTOR KIT



Increases oil flow to main bearings by reducing oil bleed off to valve train.

NOT FOR HYDRAULIC CAMS

FOR-M-6799-A302* – 289/302/351W.

Your Price **\$14.95**



ENGINE SWAP OIL PAN KITS



FOR-M-6675-A50

5.0L oil pan kit. Includes rear sump oil pan, dipstick, dipstick tube, pick-up and main cap stud. Ideal for engine swaps. Fits 1979-95 Mustangs and Fox chassis vehicles. Fits 1983-01 production blocks and M-6010-A50/B50 blocks. NOTE: Does not have provision for low oil sender. Fasteners not included.

FOR-M-6675-A50** – Rear Sump, 5 Qt., Unplated

Your Price **\$110.95**

351W/5.8L oil pan kit. Includes rear sump oil pan, dipstick, dipstick tube, pick-up and main cap stud. Ideal for engine swaps. Fits 1979-95 Mustangs and Fox chassis vehicles. Fits 1969-04 production blocks and M-6010-A35/A58/B58/C58 blocks. Fasteners not included.

FOR-M-6675-A58* – Rear Sump, 5 Qt., Unplated

Your Price **\$147.95**

429/460/7.5L oil pan kit. Includes rear sump oil pan, dipstick, dipstick tube, pick-up and main cap stud. Ideal for engine swaps. Fits 1979-95 Mustangs and Fox chassis vehicles. Fits 1969-97 production blocks and M-6010-A75 blocks. Fasteners not included.

FOR-M-6675-A460* – Rear Sump, 6 Qt., Unplated

Your Price **\$157.95**

OIL SYSTEM ACCESSORIES

TDP Performance Products OIL FILTER COVERS

Available now for both short and tall full size oil filters. They slip over the filter and are held in place with a set screw.

TDP-1067 — Chromed Steel Cover 5-3/16" tall x 3-11/16" dia.

Your Price **\$8.95**

TDP-1070 — Chromed Steel Cover 4-9/32" tall x 3-11/16" dia.

Your Price **\$8.95**



TDP Performance Products SPIN-ON OIL FILTER ADAPTERS



TDP-1024



TDP-1059

These adapters convert '56-'67 Chevrolet (except Chevy II) with all V8 engines that came with the stock canister style oil filter over to a spin-on oil filter.

TDP-1024 — Spin-on Oil Filter Adapter with 3/4"-16 nipple. Accepts Fram PH-8A or HP1 .

Your Price **\$11.95**

TDP-1059 — Spin-on Oil Filter Adapter with 13/16"-16 nipple. Accepts Fram PH-30 (Chevy filters).

Your Price **\$12.95**

TDP Performance Products HOSE KITS

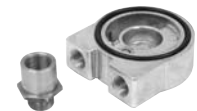


300 P.S.I. gray neoprene 1/2" I.D. hose with nitrile liner and brass fittings. Also available is #10 (9/16" I.D.) braided stainless hose with anodized fittings.

TDP-1032 — 24" Neoprene Hose Kit.
Your Low Price **\$29.95**

TDP-1047 — 36" Neoprene Hose Kit.
Your Low Price **\$36.95**

TDP Performance Products OIL COOLER ADAPTERS



These adapters allow the hook-up of an engine oil cooler while retaining the use of the stock oil filter at the same location on the block. They are 1" thick except #1322 which is 2" thick. Inlets and outlets are 3/8" NPT. All except #1322 have a pressure responsive by-pass valve to protect from oil starvation during extremely cold start situations. #1322 does not have this feature because a by-pass valve is already in the Chevrolet engine. The engine oil cooler itself must be sourced separately.

TDP-1313 — Chrysler & Ford V8's, V6 & L6 plus most imports. 3/4"-16 threads. 2-1/2" I.D. & 2-3/4" O.D. O-ring.
Your Price **\$32.95**

TDP-1320 — Buick, Olds, Pontiac & Cadillac V8's. (Not Chevy). 13/16"-16 threads. 2-1/2" I.D. & 2-3/4" O.D. O-ring.
Your Price **\$32.95**

TDP-1322 — Chevy Small Block and Big Block V8's. 13/16"-16 threads. 3-3/16" I.D. & 3-7/16" O.D. O-ring.
Your Price **\$39.95**

TDP-1350 — General Motors V6 & 4 Cyl. plus some Imports. 18mm x 1.5" threads. 2-1/2" I.D. & 2-3/4" O.D. O-ring.
Your Price **\$32.95**



SPIN-ON OIL FILTER BYPASS ADAPTERS

Spin-on oil filter bypass adapter install by simply spinning on in place of the stock oil filter. Inlet and outlet are threaded 1/2" NPT.



TDP-1022 — Chevy Small Block & Big Block V8. 13/16"-16 threads, 3-3/16" I.D. & 3-7/16" O.D.
Your Price **\$12.95**

TDP Performance Products REMOTE OIL FILTER BRACKETS

Cast aluminum construction. Inlet and outlet thread size is 1/2" NPT on all except #1055 which is 1/4" NPT.



TDP-1028

Your Price

TDP-1028 — Single Remote Oil Filter Bracket; Vertical inlet & outlet. 3/4"-16 nipple accepts Fram PH8A.

\$14.95



TDP-1045

Your Price

TDP-1045 — Single Remote Oil Filter Bracket; Horizontal inlets & outlets. 3/4"-16 nipple accepts Fram PH8A .

\$38.95



TDP-1030

\$29.95

Your Price

TDP-1030 — Dual Remote Oil Filter Bracket; Horizontal inlets & outlets. 3/4"-16 nipple accepts Fram PH8A.

TDP-1055 — Single Remote Bracket for Transmission Fluid; 1/4" NPT vertical inlet & outlet; 3/4"-16 nipple accepts Fram PH8A .

Your Price **\$16.95**

K&N Performance™ OIL FILTERS

K&N Performance Oil Filters will flow up to 10 GPM and are unaffected by racing gasoline, methanol or nitro fuels. Metal end caps are bonded to the filter element to prevent by-pass or dirty oil. A metal leaf spacing provides a positive seal between the element and the filter lid. The heavy-duty shelf has a 550 PSI burst strength. The 1" unique nut on the end cap makes for easy installation and removal. Anti-drain back valve eliminates dry starts and prevents oil from flowing back into the crankcase. **Phone Tech Line 818 678-3000** for other specific applications.

PART#	APPLICATIONS	PRICE
CHEVROLET V8		
K&N-HP2002	4.22" Length, 13/16"-16" Thread size, 3.89" Diam.	\$10.95
K&N-HP3002	5.12" Length, 13/16"-16", Thread size 3.77" Diam.	\$10.95
K&N-HP1001	3-13/32" Length 18x1.5", Thread size, 3.00" Diam.	\$10.95
BUICK, OLDSMOBILE, PONTIAC CAD V8		
K&N-HP2003	4.22" Length, 13/16"-16" Thread size, 3.87" Diam.	\$9.95

OIL SYSTEM ACCESSORIES



MAKE OIL FILTER CHANGES EASY! ADD AN EXTRA QUART OF OIL CAPACITY AND DUAL FILTRATION

Relocate your oil filter to a more accessible location, such as in the engine compartment, and make filter changes quick and easy! Get double filtration to keep oil cleaner and add an extra quart of oil capacity with a dual filter system. Additional oil capacity helps cool internal engine parts providing maximum engine protection.

TDP offers oil filter relocation kits or you can purchase the parts separately for a custom installation. All that is required is an oil filter bypass adapter, a hose kit and a remote oil filter base.

Trans-Dapt oil bypass adapters are designed for use with our remote filter brackets. Inlet and outlet ports are tapered for 1/2" NPT fittings. Minimum 3/8" medium or high pressure neoprene or braided metallic hose should be used. Do not overtighten.

WARNING!
Not for marine applications.
Not for diesel engines.



END MESSY OIL FILTER CHANGES LOCATE YOUR FILTER WHERE YOU WANT IT

Each Trans-Dapt oil filter relocation kit includes an oil filter bypass adapter, a remote oil filter bracket (either single or dual) with 1/2" NPT threads on inlets and outlets, two fully assembled 30" neoprene hoses with fittings, mounting hardware and detailed instructions. All relocation kit remote filter brackets accept 3/4"-16 spin-on oil filters such as Fram PH8A or HP1.



Single Filter Kit



Dual Filter Kit

STD SET-UP SINGLE FILTER	GENERAL APPLICATIONS	CUSTOM SET-UP DUAL FILTERS
TDP-1113	FORD V8-V6-L6 3/4"-16. 2-1/2" I.D., 2-3/4" O.D. O-Ring	TDP-1213

VEHICLE APPLICATION INFORMATION

FORD V8-V6-L6

- 1957-1988 Ford 6 cyl.
- 1957-1988 Ford V8 221, 255 (4.2L), 260, 289, 292, 302 (5.0L), 312, 351 (5.8L), 390, 400, 429, 460
- 1966-1969 Ford 428 V8 Police Interceptor
- All Ford Pinto & Fairmont 2.0L & 2.3L 4 cyl.
- 1982-1988 Ford Ranger Pickup & Bronco II 2.3L 4 cyl. & 2.0L 4 cyl.

TDP-1113 SINGLE FILTER KIT \$56⁹⁵	TDP-1213 DUAL FILTER KIT \$73⁹⁵
---	---

FORD 4.6L MODULAR V8

TDP-1127 SINGLE FILTER KIT \$56⁹⁵	TDP-1227 DUAL FILTER KIT \$74⁹⁵
---	---

WARNING!
Not for marine applications.
Not for diesel engines.

BOLT-ON OIL FILTER BYPASS ADAPTERS



Designed primarily for *early model engine blocks* which did not come with a spin-on type oil filter. They replace the stock oil filter brackets and bolt directly to the block. They are not available for all applications.

TDP-1015 – Ford 57-Up V8

90° OIL FILTER BYPASS ADAPTERS



New 90° inlet and outlet oil bypass adapters allow for really tight conditions at the block when adding a remote oil filter system or engine oil cooler. They extend only 1-3/8" from the block mounting surface. Inlet and outlet are threaded 1/2" NPT.

TDP-1413 – Ford V8, V6 & L6. 3/4-16 threads, 2-1/2" I.D. & 2-3/4" O.D. O-Ring.

Your Price **\$18.95**

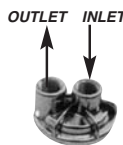
TDP-1427 – Ford 4.6L Modular V8. 22mm x 1.5 threads, 2-1/2" I.D. & 2-3/4" O.D.



SPIN-ON OIL FILTER BYPASS ADAPTERS



TDP-1013



OIL FLOW

Spin-on oil filter bypass adapters install by simply spinning on in place of the stock oil filter. General descriptions are listed here. Inlet and outlet are threaded 1/2" NPT.

TDP-1013 – Ford V8, V6 & L6. 3/4-16 threads, 2-1/2" I.D. & 2-3/4" O.D. O-Ring.
Your Price **\$8.95**

TDP-1027 – Ford 4.6L Modular V8. 22mm x 1.5 threads, 2-1/2" I.D. & 2-3/4" O.D.
Your Price **\$9.95**



HOSE KITS



300 P.S.I. gray neoprene 1/2" I.D. hose with nitrile liner and brass fittings. Also available is #10 (9/16" I.D.) braided stainless hose with anodized fittings.
TDP-1047

TDP-1032 – 24" Neoprene Hose Kit.
Your Low Price **\$29.95**

TDP-1047 – 36" Neoprene Hose Kit.
Your Low Price **\$36.95**

TDP-1048 – 48" Neoprene Hose Kit.
Your Low Price **\$44.95**

HIGH QUALITY STEEL RACE OIL PANS

SB CHEVY DRAG RACING PAN



1 trap door, driver's side dipstick.

Note: Must use pick-up CHR-7420. Will not fit the following: Chevilles with steering behind the crossmember, 1962-1967 Chevy II, V8 Vega/Monza. Use with CHR-7420 pick-up.

CHR-7430 – 7 qts., fits 1965-1979 8-1/4" deep – Chrome.

Your Price **\$74.95**

CHR-7435 – 7 qts., fits 1965-1979 8-1/4" deep – Orange.

Your Price **\$69.95**

CHR-7420 – Pick-up for PAW-M55 and PAW-M55HV

Your Price **\$15.95**

BB CHEVY DRAG RACING PAN



8-1/4" deep; 1 trap door. **Note: Must use pick-up CHR-7422.**

Will not fit the following: Chevilles with steering behind the crossmember, 1962-1967 Chevy II, V8 Vega/Monza.

CHR-7432 – 6 qts., fits 1965-1990 396-454 – Chrome.

Your Price **\$99.95**

CHR-7437 – 6 qts., fits 1965-1990 396-454 – Orange.

Your Price **\$82.95**

CHR-7422 – Pick-up for PAW-M77 and PAW-M77HV Pump,

Your Price **\$15.95**

STEEL SBC 283-400 CHAMPION STYLE PAN

'55-'79 283-350 SB Chevy

7Qts capacity Driver side Dipstick



Black Painted SB Chevy Champion Style Oil Pan - Driver Side Dipstick 7" deep 6 trap doors, 2 runners, 3 crank scrapers must use Oil Pump Pick Up CHR-11-7102 not included available separately

CHR-11-7101P – Pan **\$109.95**

CHR-11-7102 – Pick Up **\$15.95**

SB CHEVY 283-400 NOSTALGIC POLISHED CAST ALUMINUM OIL PAN

4Qts Capacity

'55-'79 283-400 SB Chevy

'80-'85 305, 350 SB Chevy

'86-Up 305, 350 SB Chevy

Our Aluminum oil pan is die cast, polished and features full ribbed design for strength and great looks. Perfect for Street Rods.



Available in both side dipsticks and 1 piece rear main seal.

CHR-8442 – '55-'79 Driver side Dipstick Pan **\$89.95**

CHR-11-8443 – '80-'85 Passenger side Dipstick Pan **\$94.95**

CHR-11-8444 – 86-Up 305, 350 Pan **\$94.95**

STEEL SBC 283-400 CIRCLE TRACK OIL PAN

'55-'79 283-350 SB Chevy

'80-'85 350 SB Chevy

6Qts capacity. Available in both Driver side Dipstick & Passenger side Dipstick



Black Painted SB Chevy Circle Track Oil Pan - Driver side or Passenger side Dipstick 7 1/4" deep 2 trap doors, Stock starter will fit must use Oil Pump P/U CHR-11-7106 or 11-7107, not included available separately

CHR-11-7104P – Circle Track Pan '55-'79 SBC Driver side Dipstick **\$85.95**

CHR-11-7105P – Circle Track Pan '80-'85 SBC Passenger side Dipstick **\$85.95**

CHR-11-7106– Pick Up for PAW-M55 and PAW-M55HV **\$15.95**

SBC CLAIMER OIL PAN

Black Painted '55-'79 SB Chevy Claimer Oil Pan

- Driver Side Dipstick (4 qts) made with thicker Material, 2 trap doors, crank scrapper & windage tray, reinforced rails use with CHR-11-7110 Oil Pick Up available separately



CHR-11-7108P – '55-'79 SBC Claimer Pan **\$64.95**

CHR-11-7110 – Oil Pump Pickup for PAW-M55HV Pump **\$12.95**

STEEL 7-Qt B/RB CHRYSLER OIL PAN

Black Steel Oil pan fits 361-440 '66-Up

7" deep for extra capacity 7Qts. Must Use with CHR-11-7118 Oil Pump Pickup



CHR-11-7117P – Oil Pan **\$94.95**

CHR-11-7118 – Oil Pump Pickup **\$17.95**

HIGH QUALITY CHROME OIL PANS

BUICK V6

CHR-7460 – Fits

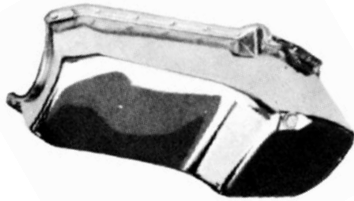
GM (Buick) 231 cu. in. V6 engines. 14 bolt stock capacity.

Your Low Price

\$59.95



1955-1978 SMALL BLOCK CHEVROLET V8



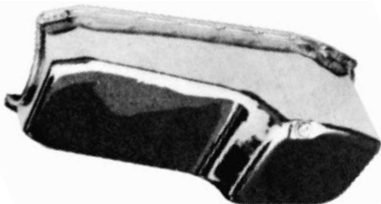
Early model thru 1978. Dipstick on driver's side. Stock capacity.

CHR-7442 –

Your Low Price **\$39.95**

NOTE: Will not fit 1962-1967 Chevy II or 302 cu. in. high performance engine or some Corvettes.

1980-1985 SMALL BLOCK 305-350 CHEVROLET V8

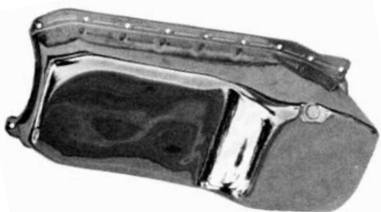


Fits 1980-1985 models only. Dipstick on passenger's side. Stock capacity. 2-pc rear seal.

CHR-7443 –

Your Low Price **\$39.95**

1986-UP SMALL BLOCK 305-350 CHEVROLET V8

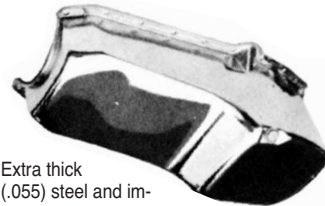


CHR-7441 –

1986-up with stock capacity. 1-piece rear main seal.

Your Low Price **\$59.95**

1955-1979 SMALL BLOCK V8 CHEVROLET HEAVY DUTY UPGRADE OIL PAN (4 QT.)



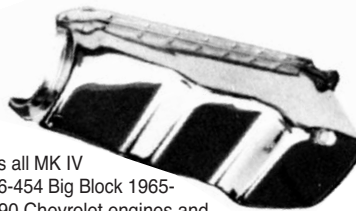
Extra thick (.055) steel and improved side rail and end seal surfaces result in great fit. New rounded front provides superior fit on Camaro applications. Side rails are notched to clear 400 cu. in. small block crankshaft. Triple process chrome plated. Stock capacity.

TDP-9689 –

Your Low Price **\$69.95**

NOTE: Will not fit 1962-1967 Chevy II, 302 cu. in. high performance engine or some Corvettes.

BIG BLOCK CHEVROLET

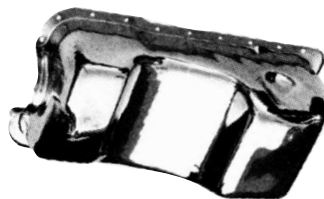


Fits all MK IV 396-454 Big Block 1965-1990 Chevrolet engines and chassis except 1962-1967 Chevy II, some Chevilles, Corvettes and not V8 Vega/Monza. Stock capacity.

CHR-7444 –

Your Low Price **\$49.95**

1983-1993 5.0L MUSTANG (DUAL SUMP)



This dual sump 5 qt. oil pan fits 1983-1993 Mustang. Requires CHR-7427 oil p.u.

Oil pan will accept low oil level sender. Sender size 20.5-1.5mm. Optional sender plug DOR-65221.

CHR-7457 –

Your Low Price **\$69.95**

CHR-7427 – oil pump pick-up for the above pan

Your Low Price **\$18.95**

SMALL BLOCK FORD (FRONT SUMP) 1965-1987

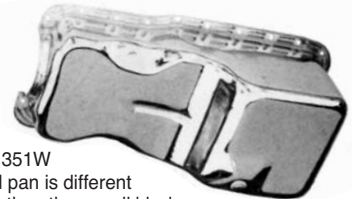


This new front sump chromed pan fits Ford 221, 260, 289 and 302 small block engines. Fits most chassis except Van, Trucks, Bronco and those with rack and pinion steering. Stock capacity.

CHR-7445 –

Your Low Price **\$49.95**

351 WINDSOR FORD (FRONT SUMP) 1967-1981



The 351W Ford pan is different from the other small block Ford pans. This unit is specifically designed for 351W applications. Not for trucks. Stock capacity.

CHR-7452 –

Your Low Price **\$59.95**

351C FORD (FRONT SUMP) 1970-1980

Fits 1970-1980

351C Ford,

351M, 400

and Boss

351 in chas-

sis that were

equipped with these en-

gines. Beautifully chrome-

plated. OEM type baffle included.

Stock capacity. Not for trucks.



CHR-7454 –

Your Low Price **\$69.95**

429-460 FORD (FRONT SUMP) 1968-1978



For big block 429-460 Ford, this new chrome oil pan displays the very finest plating available anywhere. Stock sump design features stock capacity. Not for trucks.

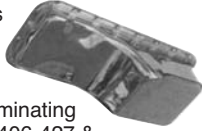
CHR-7451 –

Your Low Price **\$52.95**

HIGH QUALITY CHROME OIL PANS

352-390-406-428 FORD (FRONT SUMP) 1958-1976

This unit really shows the quality workmanship and right plating needed to satisfy today's discriminating buyer. Fits 352-390-406-427 & 428 (except 428CJ) Ford engines in most car chassis. Not for trucks. Stock capacity. Chrome pan.



CHR-7450 —
Your Low Price **\$56.95**

273-318-340 "A" CHRYSLER 1964-1987

This new chrome-plated pan features stock sump design. Fits most production chassis equipped with these engines. Except vans and trucks. Stock capacity.



CHR-7446 —
Your Low Price **\$54.95**

360 CHRYSLER

For 360 cu. in. Mopar, this unit is a rear sump. Outstanding chrome-plating for the customer who demands the very best. Fits trucks only. Stock capacity.



CHR-7447 —
Your Low Price **\$54.95**

BIG BLOCK B/RB CHRYSLER 1966 & UP

Fits 361-440 big block Chrysler. Excellent chrome-plated looks fantastic. Oil capacity is four quarts. Pass. car only.



CHR-7456 —
Your Low Price **\$59.95**

OLDSMOBILE CHROME OIL PAN

CHR-7453 — This terrific-looking new chrome oil pan fits Olds 330, 350, 400, 403, 425 and 455 V8 engines. It features stock oil capacity and OEM style baffle for oil control. Fits most production chassis. Exc. FWD.



Your Low Price **\$59.95**

301-455 PONTIAC CHROME OIL PAN

CHR-7455 — Fits 301-455 Pontiac engines in '64-'81 production chassis. OEM type baffle included. Stock capacity. Chrome pan.



Your Low Price **\$69.95**

STOCK REPLACEMENT NEW STEEL OIL PANS



Standard oil capacity.

Unfinished/Ready To Paint

CHR-7442X — Chevy SB V8 Thru '78
LH Dipstick.
Your Price **\$29.95**

CHR-7443X — Chevy SB V8 '79-'85
RH Dipstick.
Your Price **\$29.95**

CHR-7441X — Chevy SB V8 '86-up
RH Dipstick, 1-piece rear main seal.
Your Price **\$42.95**

CHR-7444X — Chevy 396-454 MK IV
Most Chassis Exc. Vega/Monza, Chevy II and
Some Chevelles.
Your Price **\$39.95**

CHR-7445X — Ford 289-302
Front Sump Most Chassis Exc. Rack & Pinion
and Truck.
Your Price **\$36.95**

CHR-7452X — Ford 351W
Front Sump Passenger Cars Only.
Your Price **\$46.95**

CHR-7454X — Ford 351C, 351M, 400
Front Sump Including OEM Baffle. Not For
Trucks.
Your Price **\$54.95**

CHR-7450X — Ford 352-428
Most Car Chassis, Not For Trucks. Front Sump.
Your Price **\$39.95**

CHR-7451X — Ford 429-460
Front Sump Will Not Fit Trucks.
Your Price **\$36.95**

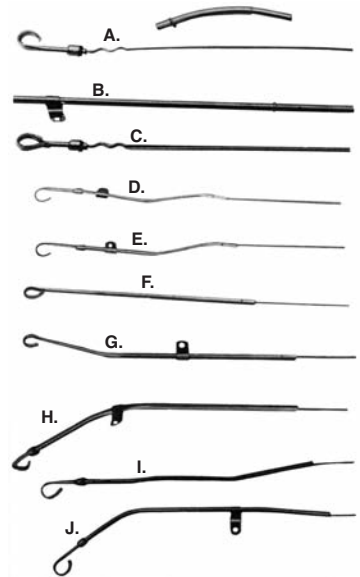
CHR-7446X — Chrysler 273-340
Except Vans & Trucks.
Your Price **\$38.95**

CHR-7456X — Chrysler 361-440
Fits Big Block Chassis Cars.
Your Price **\$49.95**

CHR-7453X — Oldsmobile 330-455
Most Production Chassis.
Your Price **\$49.95**

CHR-7455X — Pontiac 301-455 1964-1981
Most Production Chassis, OEM Baffle Inc.
Your Price **\$50.95**

CHROME DIP-STICK & TUBE ASSEMBLIES



A. CHR-7171 — CHEVROLET SB V8
1965-1978.

Your Low Price **\$4.95**

B. CHR-7170 — CHEVROLET BB V8.
Your Low Price **\$5.95**

C. CHR-7174 — FORD 260-302 V8. Front
Dipstick.
Your Low Price **\$7.95**

D. CHR-11-9222 — FORD 351W V8.
Your Low Price **\$7.95**

E. CHR-11-9224 — CHRYSLER 318-340-
360 V8. Car only.
Your Low Price **\$7.95**

F. CHR-11-9225 — CHRYSLER 383-440
V8.
Your Low Price **\$7.95**

G. CHR-11-9231 — 1982-1985 CA-
MARO/FIREBIRD 305/350.
Your Low Price **\$7.95**

H. CHR-11-9404 — OLDS V8 350-440-
403-425-455
(403 Trans-Am).
Your Low Price **\$7.95**

I. CHR-11-9420 — CHEVROLET 305-350
1980-1982.
Your Low Price **\$7.95**

J. TDP-9405 — PONTIAC 1965-1979 V8
(not 389)
Your Low Price **\$7.95**

MILODON OIL PANS

BILLET ALUMINUM HANDLE ENGINE OIL DIPSTICKS

These dipsticks feature a fully-machined Billet aluminum handle and chrome dipstick tube. They add a finishing touch to any engine compartment where other Billet accessories such as valve covers, air cleaners, pulleys, etc. are used.

CHEVY 283-350 '65-'79



CHR-11-4957BA* \$11.95

CHEVY 305-350 '80-'82



CHR-11-9420BA* \$11.95

CAMARO/FIREBIRD 305-350 '82-'85



CHR-11-9231BA* \$11.95

CHEVY 396-454



CHR-11-4958BA* \$11.95

CHRYSLER 318-346-360 (Car Only)



CHR-11-9224BA* \$11.95

CHRYSLER 383-440



CHR-11-9225BA* \$11.95

FORD 260-289-302



CHR-11-9221BA* \$11.95

PONTIAC V8 1965-1979 350-400-455 EXCEPT 389 & 403



CHR-11-9405BA* \$11.95

Milodon STOCK REPLACEMENT OIL PANS

These oil pans are direct stock replacements for factory oil pans. They feature excellent pan alignment and flatness, very effective internal horizontal baffles for proper oil control and finished in Milodon's distinctive gold iridized finish. Oil pick-ups not included.

Application	Pan#	Price	Pick-Up#	Price
-------------	------	-------	----------	-------

CHEVY

Small Block ('55-'79)*	MIL-30700	\$108.95	MIL-18600	\$14.95
Small Block ('80-'85)*	MIL-30701	\$111.95	MIL-18600	\$14.95
Small Block ('86 & up)*	MIL-30702	\$117.95	MIL-18600	\$14.95
Big Block ('64-'90)*	MIL-30710	\$135.95	MIL-18610	\$17.95

FORD With Front Sump

4.6 & 5.4 Car ('94-up)	MIL-30715	\$119.95	Use Stock Pick-Up	
4.6 & 5.4 Truck ('94-up)	MIL-30715	\$119.95	Use Stock Pick-Up	
289-302 Car ('65-'74)	MIL-30720	\$119.95	MIL-18620	\$19.95
302 Truck ('65 & up)**	MIL-30720	\$119.95	MIL-18620	\$19.95
351W Car ('69-'75)	MIL-30730	\$138.95	MIL-18630	\$30.95
351W Truck ('69 & up)**	MIL-30730	\$138.95	MIL-18630	\$30.95
351C/400 Car ('70-'79)	MIL-30735	\$144.95	MIL-18635	\$29.95
351C/400 Truck ('70-'79)**	MIL-30735	\$144.95	MIL-18635	\$29.95
390-428 Car ('58-'71)	MIL-30740	\$137.95	MIL-18640	\$29.95
390-428 Truck ('58 & up)**	MIL-30740	\$137.95	MIL-18640	\$29.95
429-460 Car ('68-'78)	MIL-30745	\$136.95	MIL-18645	\$29.95
429-460 Truck ('68 & up)**	MIL-30745	\$136.95	MIL-18645	\$29.95

CHRYSLER

273-340 Car ('60-'72)	MIL-30750	\$137.95	MIL-18650	\$33.95
273-340 Truck ('60-'72)**	MIL-30750	\$137.95	MIL-18650	\$33.95
360 Car ('72 & up)	MIL-30755	\$137.95	MIL-18650	\$33.95
383-440 Car	MIL-30760	\$138.95	MIL-18660	\$33.95
383-440 Truck**	MIL-30760	\$138.95	MIL-18660	\$33.95

OLDSMOBILE

330-455	MIL-30765	\$166.95	MIL-18665	\$28.95
---------	-----------	----------	-----------	---------

PONTIAC

326-455	MIL-30770	\$169.95	MIL-18670	\$23.95
---------	-----------	----------	-----------	---------

* For both Car and Truck applications.
** For 2-Wheel Drive Only - See 4x4 listings.



MIL-30700



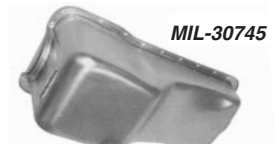
MIL-30710



MIL-30720



MIL-30735



MIL-30745



MIL-30765



MIL-30760



MIL-30750

All Milodon SB Chevy pans require the '77-'79 thick front seal, contained in Milodon's "crush-proof" pan gasket set #MIL-40100.

Pick-up to pan bottom clearance MUST be checked and adjusted to 1/4" - 3/8".

* Compare length and markings against stock dipstick.

MILODON OIL PANS

Milodon has made quality performance oil pans for over 35 years. There is no substitute for experience. Milodon offers the widest coverage of any oil pan manufacturer with 128 part numbers in applications such as Street/Strip, Stock, Drag Race, Circle Track, Road Race, Marine and Off Road. Milodon offers pans for all V8 engines – Chevy, Ford, Chrysler, Olds, Pontiac and AMC.

Flat unwarped pan rails, proper bolt hole alignment and pump/pick-up combinations engineered for each pan provide a part that fits and doesn't require a fight to get on. *EVERY* pan is 100% leak-checked and block-checked to assure the Milodon standard of quality. All pans receive Milodon's distinctive gold plating that is not only cosmetic, but provides long-lasting corrosion protection inside and out.



STREET & STRIP OIL PANS

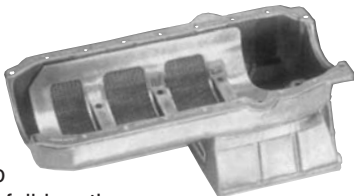
- Designed for performance Street and/or Strip applications.
- Low Profile design gives adequate oil supply and maximum available ground clearance.
- Deep Sumps provide ample oil supply where ground clearance is adequate.

- Clears all stock chassis & steering as listed & most headers.
- These well-engineered oil pans can actually free up additional horsepower.
- A necessity where high volume oil pumps and increased rpm ranges are used.

Chevy Small Block –Stroker Low Profile Steel Pan

MIL-30908

Using the same design as the #30900, this "Stroker" version will accommodate a 4" stroke with a steel Carillo rod. The pan front is also deeper to allow the use of a full-length competition style windage tray yet will fit crossmember cars without modification. Will fit up to 4" stroke.



6 QT. CAPACITY – 8 1/4" DEEP SUMP

Left Hand Dipstick (1955-1979) . . . MIL-30908 . . . \$274.95
Right Hand Dipstick (1986-up) . . . MIL-30909 . . . \$289.95

Oil Pump Being Used	Pick-up Required	Price
M99HV, 18770	MIL-18301	\$43.95
M55HV, 18750	MIL-18314	\$41.95
18750 Extreme Duty	MIL-18316	\$54.95

Chevy Big Block –Low Profile Steel Pan

This pan is equally suited for use on the Street or Race Track. Fits all Chevy chassis, including '66 & '67 Chevilles, except '62-'67 Nova and '55-'57 Chevy. Oil control baffles are used to provide consistent oil pressure and subdue any unwanted, power robbing oil movement. This pan also has notched rails that will accommodate up to 4-1/2" stroke with most aluminum rods without modification. Mark V will accept up to 4" stroke.



7 QT. CAPACITY– 8 1/2" DEEP SUMP

Gold – Mark IV MIL-30950 **\$255.95**
Gold – Mark V & Mark VI MIL-30955 **\$294.95**

Oil Pump Being Used	Pick-up Required	Price
Stock BB, Milodon #MIL-18760, M77HV	MIL-18301	\$43.95
Windage Tray Recommended	MIL-32260 or MIL-32200	
Rear Pan Baffle Recommended	MIL-32505	

Chevy Big Block –Deep Sump Steel Pan

For use in all Chevy chassis including '55-'57 Chevy, except '62-'67 Nova. Has oil control baffles to contain oil movement to yield increased horsepower. Pan rail is notched for up to 4-1/2" strokes with most aluminum rods without modification. Pan has a capacity of 7 quarts plus filter. MK V & MK VI 4" max stroke.



7 QT. CAPACITY – 9 1/2" DEEP SUMP

Mark IV Engine (1965-1990) MIL-31100 **\$209.95**
Mark V & VI MIL-31105 **\$296.95**

Oil Pump Being Used	Pick-up Required	Price
Stock BB, Milodon #MIL-18760, M77HV	MIL-18300	\$43.95
Windage Tray Recommended	MIL-32260 or MIL-32200	
Rear Pan Baffle Recommended	MIL-32505	

Chrysler 383-440 Wedge and 426 Hemi –Deep Sump Steel Pan

This pan provides increased capacity for '59 to present model 383-440 c.i.d. Wedge and Hemi engines. Oil control baffles subdue any unwanted oil movement which results in consistent oil pressure and increased horsepower output.



MIL-31010

7 QT. CAPACITY

7 3/4" DEEP SUMP MIL-31010 **\$181.95**

Oil Pump Being Used	Pick-up Required	Price
383-440 (3/8" pipe nipple): M63HV	MIL-18325	\$42.95
383-440 when outlet is opened to 1/2" pipe	MIL-18335	\$42.95
Hemi (1/2" pipe nipple): M63HV	MIL-18335	\$42.95
Windage Tray Recommended	MIL-32000	



STREET & STRIP OIL PANS

Chrysler Wedge 383-440 and 426 Hemi -Low Profile Steel Pan



MIL-30930

Wide sump, low profile provides increased capacity and optimum ground clearance while maintaining overall compactness. Fits 383-440 c.i.d. Wedge and Hemi engines. Oil control baffles subdue any unwanted oil movement which results in consistent oil pressure and increased horsepower output.

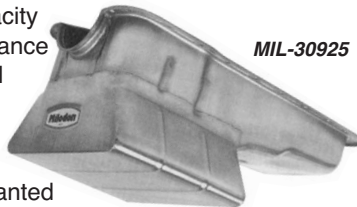
7 QT. CAPACITY

7" DEEP SUMP MIL-30930 **\$238.95**

Oil Pump Being Used	Pick-up Required	Price
383-440 M63HV	MIL-18325	\$42.95
383-440 when outlet is opened to 1/2" pipe	MIL-18335	\$42.95
Hemi: M63HV (1/2" pipe)	MIL-18335	\$42.95
Windage Tray Recommended	MIL-32000	

Ford 289-302 and 351W -Low Profile Steel Pan

Front sump, low profile provides increased capacity & optimum ground clearance while maintaining overall compactness. Fits all pre-'74 chassis using front sumps. Oil control baffles subdue any unwanted oil movement which results in consistent oil pressure & increased horsepower output. Pan capacity is 8 quarts plus filter.



MIL-30925

8 QT. CAPACITY - 8 3/4" DEEP SUMP

Ford 289-302 MIL-30925 **\$249.95**

Oil Pump Being Used	Pick-up Required	Price
Stock Ford, Milodon #MIL-18800, M68HV	MIL-18375	\$42.95

8 QT. CAPACITY - 8 3/4" DEEP SUMP

Ford 351W MIL-30926 **\$259.95**

Oil Pump Being Used	Pick-up Required	Price
Stock Ford, Milodon #MIL-18810, M83HV	MIL-18365	\$42.95

Ford 289-302 and 351W (Late Model) Mustang -Rear Sump Steel Pan



MIL-31125

Designed especially for 1979 and up Mustangs, Cougars and Thunderbirds.

Oil control baffles subdue any unwanted oil movement which results in consistent oil pressure and increased horsepower output. Pan capacity is 7 quarts plus filter. Requires screw in Mustang dipstick.

7 QT. CAPACITY - 8 1/4" DEEP SUMP

Ford 289-302 MIL-31125 **\$299.95**

Oil Pump Being Used	Pick-up Required	Price
Stock Ford, Milodon #MIL-18800, M68HV	MIL-18380	\$64.95

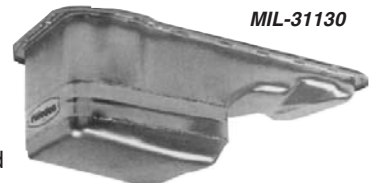
7 QT. CAPACITY - 8 1/4" DEEP SUMP

Ford 351W MIL-31126 **\$299.95**

Oil Pump Being Used	Pick-up Required	Price
Stock Ford, Milodon #MIL-18810, M83HV	MIL-18385	\$70.95

Ford 390-428 - Deep Front Sump Steel Pan

Designed for the 390-428 c.i.d. engine. This pan features increased capacity and horizontal baffling. Fits all chassis except trucks, vans and other rear sump applications.



MIL-31130

7 QT. CAPACITY -

8" DEEP SUMP MIL-31130 **\$254.95**

Oil Pump Being Used	Pick-up Required	Price
Milodon #MIL-18830, M57HV	MIL-18370	\$42.95

MILODON OIL PANS



4x4 TRUCK & OFF-ROAD PANS

- Designed for rough terrain operation.
- Carry extra oil capacity to help control oil temperature.
- Fully horizontal baffled to keep oil in sump.

- All pans are for applications with sump in the rear.
- All pick-ups are heavily braced for added strength.

Chevy Small Block Performance/Off-Road Steel Pan

This pan contains sufficient horizontal baffling to control 5 quarts of oil assuring an ample oil supply under all conditions.



MIL-31503

There is also a Dzus-fastened full-length windage tray mounted in the oil pan. Special #MIL-18307 pick-up locates in the right rear corner position for maximum oil pressure ability. Stock pick-ups are too large to fit through the windage tray opening while not being able to provide the performance level needed. Pan capacity is 5 quarts plus filter.

5 QT. CAPACITY - 7 1/2" DEEP SUMP

Left Hand Dipstick (up to 1979)	MIL-31503	\$143.95
Right Hand Dipstick (1980-1985)	MIL-31502	\$151.95
1986-up	MIL-31501	\$156.95

Oil Pump Being Used	Pick-up Required	Price
Milodon MIL-18750, M55HV	MIL-18307	\$35.95

Chevy Big Block -Off-Road Deep Sump Steel Pan

Designed for use on all 2 and 4 Wheel Drive trucks. Will provide oil control in all conditions, whether all-out racing or just street. Pan capacity is 7 quarts plus filter.



MIL-31100

7 QT. CAPACITY - 9 1/2" DEEP SUMP

Chevy BB 396-454 Mark IV ('65-'90)	MIL-31100	\$209.95
--	-----------	----------

Oil Pump Being Used	Pick-up Required	Price
Stock BB, Milodon MIL-18760, M77HV	MIL-18300	\$43.95
Rear Pan Baffle Recommended	MIL-32505	

Ford 390-428 -Off-Road Deep Rear Sump Steel Pan

Designed for applications where extra-rough terrain and jumping may be encountered - as well as for vans. Sump is moved to the rear for additional differential clearance and increased capacity. Features horizontal baffles. Pan fits 390-428 c.i.d. engines in 4WD vehicles and vans, except Bronco. Features factory Ford-style fitting to attach factory-style screw-in dipstick tube. Pan has 8 quart capacity plus filter.



MIL-30550

8 QT. CAPACITY - 4 1/2" DEEP FRONT

10" DEEP REAR SUMP MIL-30550 \$363.95

Oil Pump Being Used	Pick-up Required	Price
Stock BB, Milodon MIL-18830, M57HV	MIL-18445	\$75.95

Ford 429-460 -Off-Road Deep Rear Sump Steel Pan

Designed for applications where extra-rough terrain and jumping may be encountered - as well as for vans. Sump is moved to the rear for additional 4WD differential clearance and increased capacity. Features horizontal baffles. Fits 4WD vehicles, Bronco, with 429-460 c.i.d. engines. Oil control is provided by this pan whether the truck is used for Street or full-on Off-Road racing. Features factory Ford-style fitting to attach factory-style screw-in dipstick tube. Pan has 8 quart capacity plus filter.



MIL-30570

8 QT. CAPACITY - 6-1/2" DEEP FRONT 10 3/4" DEEP REAR SUMP

Truck, Bronco 1978-up / 8qt.	MIL-30570	\$344.95
Truck, Bronco 1966-77 / 7qt.	MIL-30571	\$383.95

Oil Pump Being Used	Pick-up Required	Price
PAW-M84DHV	MIL-18451	\$77.95



MARINE OIL PANS

- Designed for Marine applications. • Fully baffled, trap-doored, including windage trays. • Available for flywheel aft & forward installations.
- Offshore pans are made from extra heavy-gauge steel to withstand extreme use. • Provides proper oil control under rough conditions.
- Carry large oil capacities for high rpm Prop boats or for high-load, heat-creating Jet Drive boats.

Chevy Big Block (Flywheel Aft) –Offshore & Jet Drives Steel Pan

MIL-31557

Designed for multi-engined, all-out Offshore racing, as well as Jet Drive boats used for skiing and recreational uses. Built from super heavy-duty 16-gauge steel to withstand all types of abuse and severe racing conditions. Designed with ample bilge clearance in mind, as well as positive oil control as a priority. This pan's full-length windage tray and double trap door system provide complete oil control yielding increased power, reduced oil temperatures and consistent oil supply and pressure. With most aluminum rods, pan will fit up to 4-1/2" stroke with modification. Oil pan capacity is 10 quarts plus filter. This capacity is required due to the high loads placed on the engine by a jet drive and the resulting engine-killing, high oil temperatures. Another unique feature is the water-tight, screw-in dipstick which does not allow bilge water to enter the oil pan and contaminate the oil. V-drive oil pan 9 qt. 7" deep in rear sump.



10 QT. CAPACITY – 7 1/2" DEEP SUMP

- Chevy BB 396-454 Mark IV ('65-'90) . . . MIL-31557 **\$440.95**
 Chevy BB 8.2 Litre/Mark V MIL-31556 **\$534.95**
 Chevy BB 396-454 (V-Drive Pan)
 Flywheel Fwd. MIL-31310 **\$437.95**

Oil Pump Being Used	Pick-up Required	Price
Stock BB, Milodon MIL-18760, M77HV	MIL-18302	\$43.95
Rear Pan Baffle Recommended	MIL-32505	\$6.95
MIL-31310 Pan	MIL-18475	\$74.95

Oldsmobile –Marine Jet Drive (Flywheel Aft) Steel Pan

MIL-31270

Designed for 350-455 c.i.d. Oldsmobile engines when installed in hull flywheel aft and using 3-point mounting (mount crosses under block) or 4-point mount 10 qt. pan. Extra capacity ensures performance and reliability. Built using super heavy-duty 16-gauge steel to avoid possibility of cracking in any condition. *Must use HV oil pump.*



7 QT. CAP. – 7 1/2" DEEP SUMP

- 3-point Mount MIL-31270 **\$390.95**

10 QT. CAP. – 7 5/8" DEEP SUMP

- 4-Point Mount MIL-31275 **\$427.95**

Oil Pump Being Used	Pick-up Required	Price
Milodon MIL-18865, M22HV	MIL-18410	\$42.95

Ford 429-460 –Marine Jet Drive (Flywheel Aft) Steel Pan

MIL-31365

Designed for Marine applications from Recreational to Competition use when engine is installed in hull with flywheel aft. This full-length pan includes Dzus-in windage tray. Oil pan capacity is 10 quarts plus filters, etc. which is required because of the the high load placed on the engine by the jet drive and the resulting high oil temperatures.



10 QT. CAPACITY –

- 8 3/4" FRONT, 7" REAR MIL-31365 **\$450.95**

Oil Pump Being Used	Pick-up Required	Price
Milodon MIL-18845, M84BHV	MIL-18482	\$71.95

Pick-up to pan bottom clearance MUST be checked and adjusted to 1/4" – 3/8".

MILODON OIL PANS

Milodon ROAD RACING OIL PANS

Ford 289-302 - Road Race/Cobra (Front Sump) Steel Pan

MIL-31600



Designed for left and right turn applications. Features front sump with special baffling to provide ample oil supply during violent turns, acceleration and deceleration.

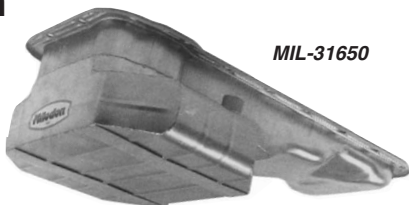
Fits most stock chassis using front sump pan. Pre-74 chassis.

7 QT. CAP. - 7 1/2" DEEP SUMP. MIL-31600 \$395.95

Oil Pump Being Used	Pick-up Required	Price
Stock Ford, Milodon MIL-18800, M68HV	MIL-18485	\$45.95

Ford 390-428-Road Race/Cobra (Front Sump) Steel Pan

MIL-31650



Designed for left and right turn applications. Features front sump with special trap doors and baffling to provide ample oil supply during violent turns, acceleration and deceleration. Fits 390-428 c.i.d. engines. Fits most early stock chassis.

7 QT. CAP. - 6" DEEP SUMP. MIL-31650. \$422.95

Oil Pump Being Used	Pick-up Required	Price
Stock Ford, Milodon MIL-18830, M57HV	MIL-18515	\$45.95

All Milodon SB Chevy pans require the '77-'79 thick front seal, contained in Milodon's "crush-proof" pan gasket set #MIL-40100.

Milodon CIRCLE TRACK OIL PANS

Chevy Small Block - Circle Track Steel Pan (Claimer, Hobby & Street Stock)

MIL-31503



Specifically designed for IMCA, Hobby/Street Stocks and other similar classes of Oval Track racing.

While appearing stock on the outside, this pan contains sufficient horizontal baffling to control 5 quarts of oil assuring an ample oil supply under all racing conditions. There is also a Dzus-fastened full-length windage tray mounted in the oil pan. Special #MIL-18307 pick-up locates in the right rear corner position for maximum oil pressure ability. Stock pick-ups are too large to fit through the windage tray opening, as well as not being able to provide the level of performance needed here. Pan capacity is 5 quarts plus filter.

5 QT. CAPACITY - 7 1/2" DEEP SUMP

Left Hand Dipstick (up to 1979) . . . MIL-31503 **\$143.95**
 Right Hand Dipstick (1980-1985) . . . MIL-31502 **\$151.95**
 1-piece Rear Seal (1986-up) MIL-31501 **\$156.95**

Oil Pump Being Used	Pick-up Required	Price
Milodon MIL-18750, M55HV	MIL-18307	\$35.95

Pick-up to pan bottom clearance MUST be checked and adjusted to 1/4" - 3/8".

TO ACHIEVE THE PROPER OIL DIPSTICK READING: Fill the empty oil pan with the number of quarts of oil as indicated in your corresponding pan description. The listed oil capacities are for the oil pan ONLY and do NOT include the oil filter. Before starting the engine, check the dipstick. Scribe the new "Full" level as shown by the oil mark. Be aware that the ORIGINAL "Full" mark has no bearing on where your NEW Milodon oil pan "Full" level will be located.