

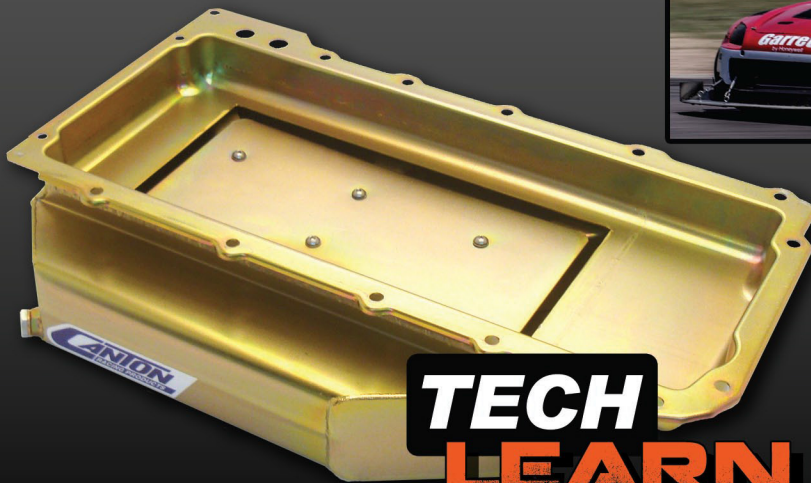
CANION RACING PRODUCTS

- OIL PANS
- OIL PAN ACCESSORIES
- ENGINE ACCESSORIES
- BILLET ADAPTERS
- MAIN SUPPORTS
- WINDAGE TRAYS
- COOLANT TANKS
- ACCUSUMP
- COOLING ACCESSORIES
- PHENOLIC SPACERS
- OIL & FUEL FILTERS

Your Oiling & Cooling Resource



EXPANSION
VS RECOVERY
TANKS
SEE PG 74



TECH

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SCIENCE OF SLOSH**

SEE PG 5

***61 NEW PRODUCTS INSIDE**

ACCUSUMP BASICS
SEE PAGE 57





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Small Block Chevy Oil Pans

In 1955, the SBC was introduced in the 265cu form in both Corvettes and Bel Airs. It wasn't until the 1967 Camaro that the iconic 350 Chevy was introduced. In 1957, the SBC was so dominant that it was banned from Nascar Competition. Three years later the Corvette achieved its first Le Mans victory in 1960 powered by a SBC.



SBC 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.

#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:

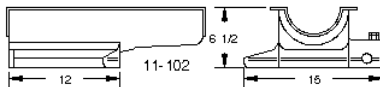
Recommended oil pumps: #M55 & #M55A

- Designed for circle track classes requiring a stock appearing oil pan
- Retains stock dimensions and 5 qt. capacity
- Double Trap Door Baffles
- Crank Scraper
- Removable Windage / Anti-Slosh Baffle

#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 & #10550ST
(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

#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.

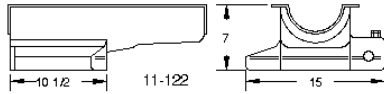
PICKUPS:

#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 & #10550ST.
#20-072 for 3/4" Tube #M155HV & #10551ST
#20-077 for Melling #10552, #10555, #10552ST & 10555ST (press in)
#20-071 for Melling #10552, #10555, #10552ST & #10555ST (flange mount)
#20-100 for Big Bl. (5-Bolt) Pumps, #M77 & #M77HV

- 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

SBC Circle Track Oil Pans

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



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

PART #S:

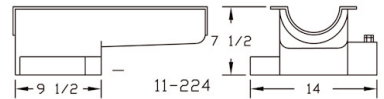
#11-122 for pre-'80 blocks with left side dipstick.
#11-122M for '80 to '85 blocks with right side dipstick.
#11-122T for '86 and newer blocks with one piece seal.

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 & #10550ST.
#20-072 for 3/4" Tube #M155HV & #10551ST
#20-077 for Melling #10552, #10555, #10552ST & 10555ST (press in)
#20-071 for Melling #10552, #10555, #10552ST & #10555ST (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

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



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

PART #S:

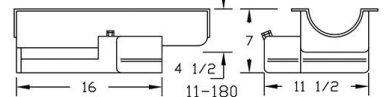
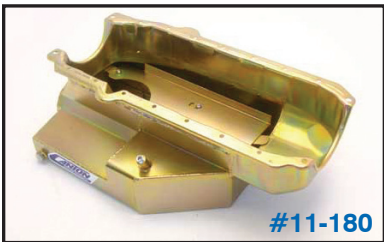
#11-224T for '86 and newer blocks with one piece seal.

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 & #10550ST.
#20-072 for 3/4" Tube #M155HV & #10551ST
#20-077 for Melling #10552, #10555, #10552ST & 10555ST (press in)
#20-071 for Melling #10552, #10555, #10552ST & #10555ST (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

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



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 & #10550ST.
#20-072 for 3/4" Tube #M155HV & #10551ST
#20-077 for Melling #10552, #10555, #10552ST & 10555ST (press in)
#20-071 for Melling #10552, #10555, #10552ST & #10555ST (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 after market 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

SBC Circle Track Oil Pans

#11-226 S.B.C. 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.)

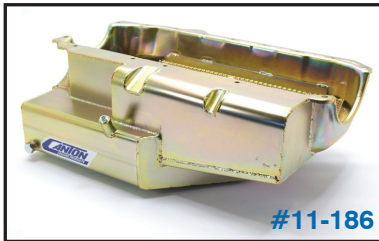
#20-032 for Sm. Bl. Reg Vol. Pumps with 3/4" tube, #M155.

STARTER:

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

- Designed to fit most chassis 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.

#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. Pumps with 3/4" Tube, #M155.

#20-070 for Sm. Bl. High Vol. Pumps, #M55HV & #10550ST.

#20-072 for 3/4" Tube #M155HV & #10551ST

#20-077 for Melling #10552, #10555, #10552ST & 10555ST (press in)

#20-071 for Melling #10552, #10555, #10552ST & #10555ST (flange mount)

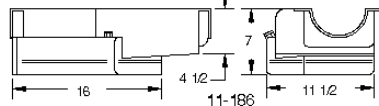
#20-100 for Big Bl. (5-Bolt) Pumps, #M77 & #M77HV

STARTER:

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

OPTIONAL PART: #20-914 Pro Louvered Windage Tray. Recommended for Dirt Track Applications.

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



#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. Pumps with 3/4" Tube, #M155.

#20-070 for Sm. Bl. High Vol. Pumps, #M55HV & #10550ST.

#20-072 for 3/4" Tube #M155HV & #10551ST

#20-077 for Melling #10552, #10555, #10552ST & 10555ST (press in)

#20-071 for Melling #10552, #10555, #10552ST & #10555ST (flange mount)

#20-100 for Big Bl. (5-Bolt) Pumps, #M77 & #M77HV

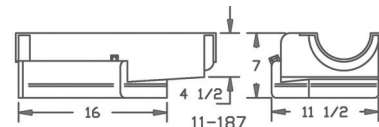
#20-100 for Big Bl. (5-Bolt) Pumps, #M77 & #M77HV

STARTER:

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

OPTIONAL PART: #20-914 Pro Louvered Windage Tray. Recommended for Dirt Track Applications.

- 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 S.B.C. 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.)

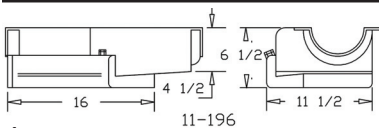
#20-032 for Sm. Bl. Reg Vol. Pumps with 3/4" tube, #M155.

STARTER:

Use with an offset after market 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 which also 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.



A lot of what happens in a motor is difficult to see. When a motor is running everything in the bottom end is closed up and hidden from view. This makes issues really difficult to pinpoint. In these cases guess and check can sometimes feel like the only way to figure out your problem. However, sometimes there are theories in play that can help solve issues.

Viscosity

We reference what we call the sauce pan analogy frequently in conversions. In order to make it easier to imagine what is going on in your oil pan we suggest imagining there is a saucepan filled with water next to you while you are driving.

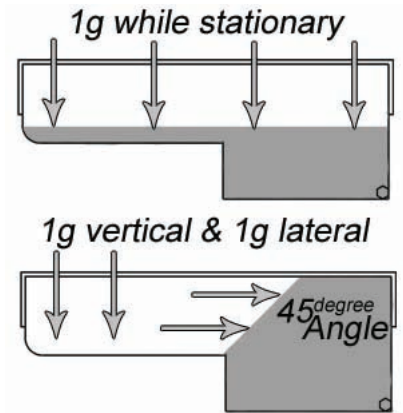
Why water? Well most of us have a pretty good idea of how water reacts when splashing around in an open container. Not only that, but water and oil at 212 degrees fahrenheit are pretty close in terms of flow characteristics. The kinetic viscosity of water at room temperature is .09565 cSt. The kinetic viscosity of SAE 15w-40 oil at 212 degrees fahrenheit is 13.648 cSt. That may not sound too close, but when you consider the kinetic viscosity of that oil at room temperature is 326.87 cSt it is fair to say the oil is flowing a lot more like water at that temperature than anything else.

Gravitational Pull

So, back to the sauce pan. Imagine that sauce pan filled with water next to you while you are launching down the strip or diving into a turn. What is happening to the water in the pan? It is safe to say that without a lid on the pan it will not be contained for very long.

It is common knowledge that objects are constantly under the vertical pull of 1g from earth's gravity. We also know that most cars can produce 1 g or more of lateral acceleration when turning or launching and in the higher levels of racing we are often achieving lateral acceleration well above 1 G.

Knowing that the oil in the pan is going to be exposed to 1 g vertically and assuming an average of 1 g for lateral acceleration it is easy to calculate that the combined force will be pushing your oil at a 45 degree angle.



What Does This Mean?

The above points should give you a good idea as to the wild ride the oil in your pan is on while you are racing your car. It is no wonder that if not using a performance oil pan racers will find themselves with all sorts of oiling problems. Performance oil pans look to address these challenges with baffling systems, windage trays, and sump configurations.

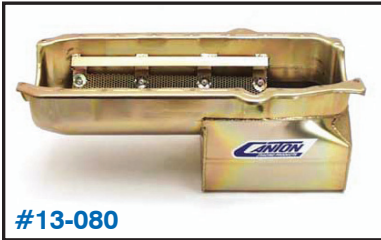
GET THE OIL PAN FEATURE GUIDE



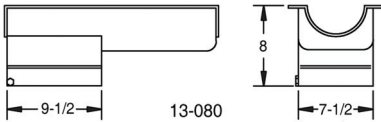
Small Block Chevy Drag Race Oil Pans

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 racing.

#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 & 10550ST
#20-082 for Melling #10552, #10555, #10552ST
& 10555ST (press in)
#20-081 for Melling #10552, #10555, #10552ST
& 10555ST (flange mount)
#20-085 for 3/4" tube #M155HV & #10551ST

STARTER:

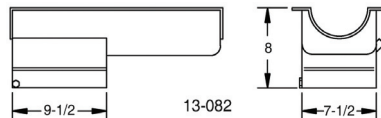
All pans work with stock or after market starters.

- 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 & 10550ST
#20-082 for Melling #10552, #10555, #10552ST
& 10555ST (press in)
#20-081 for Melling #10552, #10555, #10552ST
& 10555ST (flange mount)
#20-085 for 3/4" tube #M155HV & #10551ST

STARTER:

All pans work with stock or after market starters.

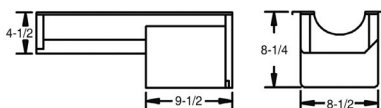
Note: Fel Pro 375-1880 Stroker Gasket Recommended

- 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.
- Gasket will need to be trimmed on starter side.
- Stroker core only has 10 bolt holes

#13-090 DART / ROCKET BRACKET DRAG RACE PAN



#13-090



8.25" Deep, 9.5" Long sump, 6 qt. capacity (**Pan Capacity Only**)

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 & 10550ST
#20-082 for Melling #10552, #10555, #10552ST
& 10555ST (press in)
#20-081 for Melling #10552, #10555, #10552ST
& 10555ST (flange mount)
#20-085 for 3/4" tube #M155HV & #10551ST

STARTER:

Works with left or right mount stock & after market starters

Note: Fel Pro 375-1839 Gasket Recommended

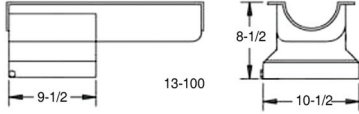
- Bracket Drag Race Oil Pan Fits Most Stock Chassis.
- Trap Door Baffle
- Competition Oil Recovery System with Screen Windage Tray and Crank Scraper.
- Provision for our Pan Mounted Dipstick.
- Pan rail may need to be notched depending on which side starter is mounted.

SBC Drag Race Oil Pans

#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:

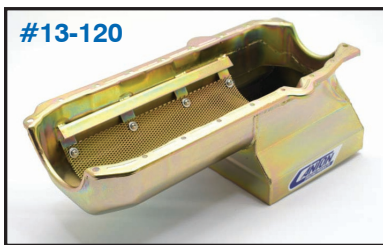
#20-060 for Sm. Bl. Stand. Vol. Pumps, #M55 & #M55A.
#20-090 for Sm. Bl. High Vol. Pumps, #M55HV & #10550ST
#20-095 for Sm. Bl. High Vol. with 3/4" tube #M155HV & #10555ST

STARTER:

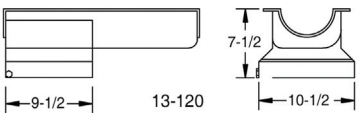
Works with stock or after market starters.

- 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.

STROKE: Takes up to a 3.875" stroke

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 & #10550ST
#20-023 for Sm.Bl.H.V with 3/4" tube #M155HV & #10551ST
#20-021 for Melling #10552, #10555, #10552ST
& #10555ST (flange mount).

STARTER:

Works with stock or after market starters.

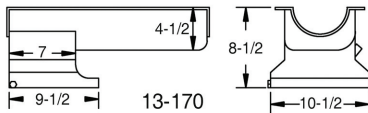
NOTE: Requires short oil filter.

- 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 S. B. C. 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:

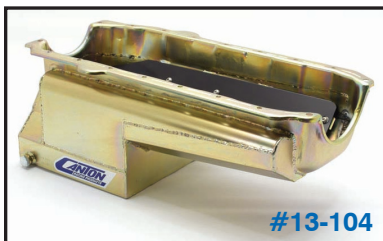
#20-060 for Sm. Bl. Standard Vol. Pumps, #M55 & #M55A.
#20-090 for Sm. Bl. High Vol. Pumps, #M55HV & 10550ST
#20-095 for Sm. Bl. High Vol. Pumps with 3/4" dia. tube,
#M155HV & #10555ST

STARTER:

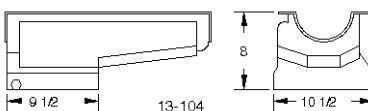
Works with stock or after market starters.

- 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 S.B.C. "T" 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. Standard Vol. pumps with 3/4" tube, #M155.
#20-080 for Sm. Bl. High Vol. Pumps, #M55HV & 10550ST
#20-082 for Melling #10552, #10555, #10552ST
& 10555ST (press in)
#20-081 for Melling #10552, #10555, #10552ST
& 10555ST (flange mount)
#20-085 for 3/4" tube #M155HV & #10551ST

STARTER:

Works with an after market 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 Road Race Oil Pans

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.

#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. 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 & #10550ST
#20-023 for Sm.Bl.H.V with 3/4" tube #M155HV & #10551ST
#20-021 for Melling #10552, #10555, #10552ST
& #10555ST(flange mount).

- 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

#15-200T 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 & #10550ST
#20-079 for Sm. Bl. High Vol. Pumps with 3/4" tube,
#M155HV & #10551ST

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 & #10550ST
#20-079 for Sm. Bl. High Vol. Pumps with 3/4" tube,
#M155HV & #10551ST

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.

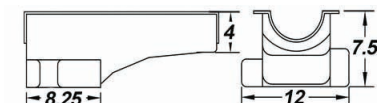
PICKUPS:

#20-010 for Sm.Bl. 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 & #10550ST
#20-023 for Sm.Bl.H.V with 3/4" tube #M155HV & #10551ST
#20-021 for Melling #10552, #10555, #10552ST
& #10555ST(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.

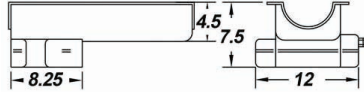


SBC Road Race Oil Pans

#15-244 S.B.C. '82-'92 CAMARO / FIREBIRD ROAD RACE PANS



#15-244T



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.

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 & #10550ST
#20-023 for Sm.Bl.H.V with 3/4" tube #M155HV & #10551ST
#20-021 for Melling #10552, #10555, #10552ST
& #10555ST (flange mount).

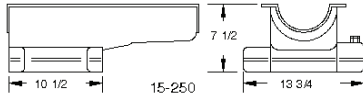
STARTER: 15-244 pans work with stock starter.

- Designed for '82-'92 F-Body chassis.
- Choose the standard configuration 15-244 pan
- Triple Trap Door Baffles
- Crank Scraper
- Built in Screen Windage Tray for 15-244 pans
- 1/2" NPT Temperature Bung
- Includes a 20mm fitting for a low oil warning sender. (22-405 Plug required if not used).

#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 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 & #10550ST
#20-023 for Sm.Bl.H.V with 3/4" tube #M155HV & #10551ST
#20-021 for Melling #10552, #10555, #10552ST
& #10555ST (flange mount).

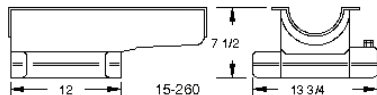
NOTE: Cannot be used with cross-over exhaust.

- 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 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 & #10550ST
#20-023 for Sm.Bl.H.V with 3/4" tube #M155HV & #10551ST
#20-021 for Melling #10552, #10555, #10552ST
& #10555ST (flange mount).

- Designed to fit most applications, including front steer chassis with after market 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

OPTIONS AND ACCESSORIES FOR SMALL BLOCK CHEVY OIL PANS

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

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

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

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

#22-300 SB Chevy Oil Pan Stud Kit.



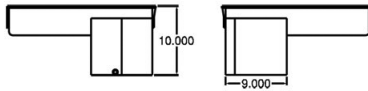
#22-300

Small Block Chevy Truck & Marine Oil Pans

Our truck and marine pans are designed for severe duty use. The pans use both deep and full length sump designs to address chassis and performance challenges. This makes it harder for air to be pulled by the pickup even under rough conditions. Due to the harsh environment these oil pans typically see they feature 14 ga. steel sump construction and a durable black powder coat finish.

#16-080 SMALL BLOCK CHEVY DEEP SUMP OIL PANS

#16-080T



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.

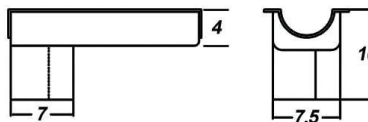
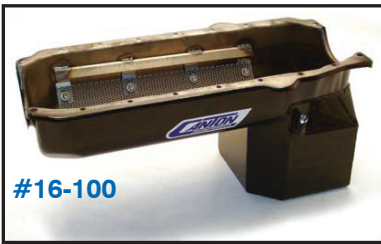
PICKUPS:

#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
- Provision for our Pan Mounted Dipstick
- 14 ga. Steel Sump Construction
- Gloss Black Powder Coat Finish

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

#16-100



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.

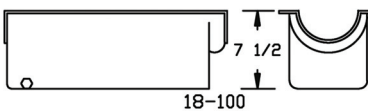
PICKUPS:

#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
- 14 ga. Steel Sump Construction
- Gloss Black Powder Coat Finish

#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.
#20-013 p/u for M155 pump
#20-023 p/u for M155HV & 10551ST pumps

- 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 Sump Construction
- Powder Coating and Brass Plugs for Corrosion Protection



Odie Ford's Chevy Mega Truck

Chevy LS Oil Pans

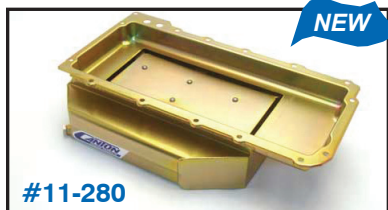
The Chevy LS replaced the historic SBC platform. First appearing in the 1997 Corvette the Chevy LS features several upgrades over the original SBC. The LS features upgraded heads, fuel injection, coilpack ignition as well as a new firing order. The LS also features a skirted block, which resulted in a departure from the traditional rounded seal style oil pan to a flat rail pan.



LS 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.

#11-280 GM LS1 CIRCLE TRACK ALUMINUM REAR SUMP



#11-280



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

PART #S:

#11-280 for GM LS1.

PICKUPS:

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

STARTER:

Works with stock starter.

RECOMMENDED / REQUIRED PARTS:

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

#21-870 T56 Transmission Flywheel Cover.

#22-302 GM LS Oil Pan Mounting Stud Kit

#22-630 & #22-632 LS1 Remote Filter Adapters

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

#22-620 Billet Aluminum Remote Spin-on Filter Mount.

- Designed for Open Chassis Circle Track Applications.

- Six Trap Door Circle Track Baffle System.

- Removable Windage / Anti-Slosh Baffle

- 1/2" NPT Temperature Bung

LS 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.

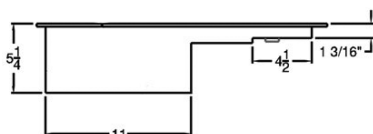
#13-270 / 13-270A LS1 / LS6 DRAG RACE OIL PAN



#13-270



#13-270A



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.

RECOMMENDED / REQUIRED PARTS:

#21-870 T56 Transmission Flywheel Cover.

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

#22-630 & #22-632 LS1 Remote Filter Adapters See Page 54.

#22-631 LS1 Pan Mounted Spin-on Filter Mount. See Page 54.

#22-620 Billet aluminum remote spin-on filter mount. See Pg. 54

#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 Baffle System

- Removable Windage / Anti-Slosh Baffle

- Includes a 20mm fitting for a low oil warning sender. (Purchase 22-405 Plug if not using sender)

LS Drag Race Oil Pans

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



#13-274



#13-274A

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.

RECOMMENDED / REQUIRED PARTS:

Our LS1 Filter Adapter or Filter Mount is Required

#21-870 T56 Transmission Flywheel Cover.
#22-302 GM LS1 Oil Pan Mounting Stud Kit.
#22-630 & #22-632 LS1 Remote Filter Adapters See Page 54.
#22-631 LS1 Pan Mounted Spin-on Filter Mount. See Page 54.
#22-620 Billet aluminum remote spin-on filter mount. See Pg. 54

STARTER: Works with stock starter.

NOTE: Works with OEM windage tray #12558253.

NOTE: Clears a 4.125" stroke with steel rods.

- 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

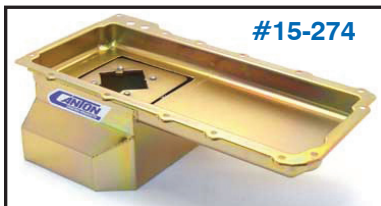
- Drag Race Trap Door Baffle System



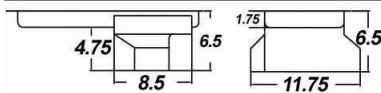
LS Road Race & Drift Oil Pans

Our Road Race & Drift oil pans feature oil control features for the most demanding performance situations. These oil pans are designed to allow for clearance in many popular chassis.

#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:

Our LS1 Filter Adapter or Filter Mount is Required

#21-870 T56 Transmission Flywheel Cover.
#22-302 GM LS1 Oil Pan Mounting Stud Kit.
#22-630 & #22-632 LS1 Remote Filter Adapters See Page 54.
#22-631 LS1 Pan Mounted Spin-on Filter Mount. See Page 54.
#22-620 Billet aluminum remote spin-on filter mount. See Pg. 54

NOTE: Clears a 4.125" stroke with steel rods.

- Designed for most rear sump applications. Fits A, F, Y & 1970's X-Body cars

- Fits RX7 LS Swaps

- Diamond Shape Road Race Baffle Assembly With Four Trap Doors

- Removable Windage / Anti-Slosh Baffle

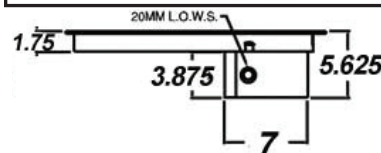
- Works with OEM windage tray #12558253.

- Provision for Pan Mounted Dipstick.

#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 Bell housing See Pg 44.

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

#22-630 & #22-632 LS1 Remote Filter Adapters See Page 54
#22-631 LS1 Pan Mounted Spin-on Filter Mount. See Page 54
#22-620 Billet aluminum remote spin-on filter mount. See Pg. 54

NOTE: Clears a 4.125" 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.

LS Truck Oil Pans

Our truck pans are designed for severe duty use. The pans use deep sump designs to fit chassis and performance challenges. This makes it harder for air to be pulled by the pickup even under rough conditions. Due to the harsh environment these oil pans typically see they feature 14 ga. steel sump construction and a durable black powder coat finish.

#16-278 GM LS1/LS6 S-10 V-8 CONVERSION OIL PANS

#16-278

NEW



10" Deep sump, 7 quart system capacity.

PICKUPS:

#16-279 pickup for #16-278 oil pan.

RECOMMENDED / REQUIRED PARTS:

#21-870 T56 Transmission Flywheel Cover.

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

#22-630 & #22-632 LS1 Remote Filter Adapters See Page 54.

#22-631 LS1 Pan Mounted Spin-on Filter Mount. See Page 54.

#22-620 Billet aluminum remote spin-on filter mount. See Pg. 54

Note: Works with GM Part # 12558253 Windage Tray.

- Designed to install an LS into S-10 / S-15 pickups or Blazer 4x4 chassis

- Provision for our Pan Mounted Dipstick

- 14 ga. Steel Sump Construction

- Gloss Black Powder Coat Finish

Chevy LS Options and Accessories

#22-302 LS1 Oil Pan Stud Kit.

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

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

#20-902 LS1 Front Sump Screen Windage Tray.

#21-870 LS1 Bell housing Flywheel Cover.

#80-052 LS1 Rotating 90 Deg water neck.

#22-632



#22-630



#22-631



#80-052



#21-870



PROS AND CONS OF THE LS

Rob Parson's
LS Swapped
Drift Car



Dart LS Next Oil Pans

Our Dart LS Next oil pans are designed to provide the best oil control and power savings possible for each application. Our pans take advantage of the LS Nexts' unskirted block by extending an oil recovery pouch all the way up. This design delivers more horsepower over pans that simply fill the skirt back in. Available for several chassis configurations, for all levels of performance, bracket to pro drag.



#13-280A

LS Next Drag & Road Race Oil Pans

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



#13-280A



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. capacity.

PART #:
#13-280A for Dart LS Next blocks

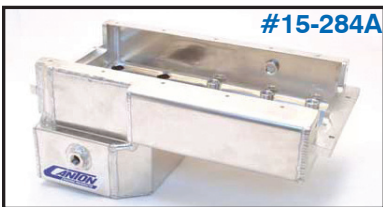
PICKUP:
#13-281 LS Next Pickup for #13-280A

RECOMMENDED / REQUIRED PARTS:
#21-870 LS Flywheel Cover for T56 Bell housing See Pg. 44
#22-304 LS Next Oil Pan Mounting Stud Kit.
#22-405 20mm Plug (If low oil warning sensor not used)
#22-620 Billet aluminum remote spin-on filter mount. See Pg. 54

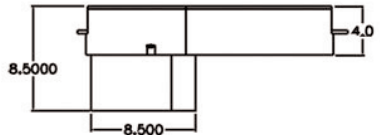
STARTER: Works with stock starter and most aftermarket starters.

- Designed for 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
- 1/2" NPT Bung for Turbo Drain Back
- 20mm Bung for Low Oil Sensor

#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, 7 qt capacity (Pan Only)

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

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

RECOMMENDED / REQUIRED PARTS:
#21-870 LS Flywheel Cover for T56 Bell housing See Pg. 44
#22-304 LS Next Oil Pan Mounting Stud Kit.
#22-405 20mm Plug (If low oil warning sensor not used)
#22-620 Billet aluminum remote spin-on filter mount. See Pg. 54

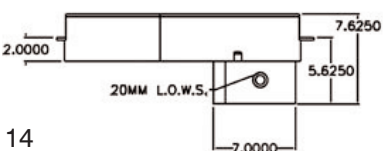
STARTER: Works with stock starter and most aftermarket starters

- 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
- Provision for our Pan Mounted Dipstick
- 1/2" NPT Bung for Turbo Drain Back
- 20mm Bung for Low Oil Sensor

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



#15-286A



5.625" Deep from engine's rear cover.
7.75" 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 LS Flywheel Cover for T56 Bell housing See Pg. 44
#22-304 LS Next Oil Pan Mounting Stud Kit.
#22-405 20mm Plug (If low oil warning sensor not used)
#22-620 Billet aluminum remote spin-on filter mount. See Pg. 54

STARTER: Works with stock starter and most aftermarket starters.

- 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
- Provision for our Pan Mounted Dipstick
- 1/2" NPT Bung for Turbo Drain Back
- 20mm Bung for Low Oil Sensor

Big Block Chevy Oil Pans

The BBC was introduced in 1958. The engine was designed to produce more torque to accommodate the trend toward larger passenger cars. The Mk IV block was introduced in 1965 and has been a staple of performance enthusiasts since.

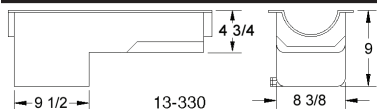
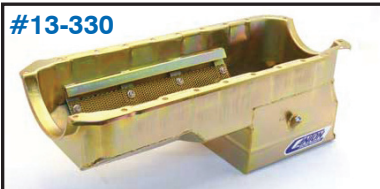


BBC Drag Race Oil Pans

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.

#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:

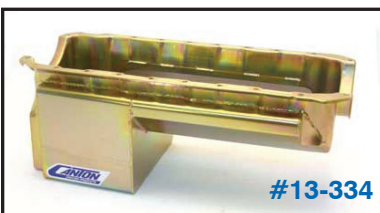
#20-190 for B.B.C. Pumps.

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

#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 after market offset starter.

PICKUP:

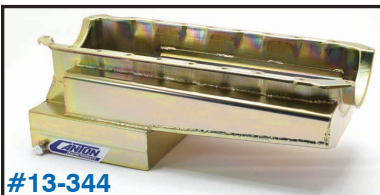
#20-190 for B.B.C. Pump, M77 & M77HV

STARTER:

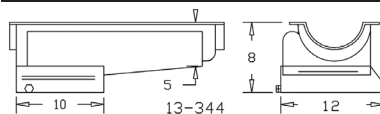
#13-334 works with aftermarket offset starters.

- Designed to fit most stock chassis.
- Trap Door Baffle
- includes an Oil Recovery Pouch for after market offset starter
- 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. Pump, M77 & M77HV

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

#13-348A BIG BLOCK CHEVY ALUMINUM STROKER POWER PAN



#13-348A

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

PART #:

#13-348A pan for B.B.C. Mark 4 blocks.

STROKE:

Can be relieved to take over a 4.75" stroke.

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 Screen Windage Tray
- Provision for our Pan Mounted Dipstick
- Turbo Return Bung
- Billet Seals

Big Block Chevy Street/Strip Oil Pans

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.

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



Stock depth, 5 quart system capacity.

PART #:

#15-300 for BBC Mark IV blocks.

PICKUP:

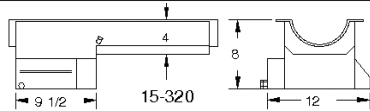
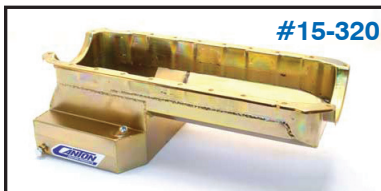
#18-301 for Big Bl. Pumps.

STARTER:

For all starter flywheel combinations.

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

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



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:

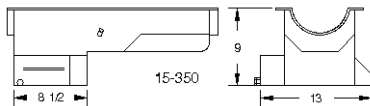
#M77 standard volume.

#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



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

CHECK OUT
OUR BLOG
THE SCIENCE OF OIL SLOSH



Randy Johnson
Camaro

Big Block Chevy Truck & Marine Oil Pans

Our truck and marine pans are designed for severe duty use. The pans use both deep and full length sump designs to fit chassis and performance challenges. This makes it harder for air to be pulled by the pickup even under rough conditions. Due to the harsh environment these oil pans typically see they feature 14 ga. steel sump construction and a durable black powder coat finish.

#16-330 BIG BLOCK CHEVY DEEP SUMP OIL PANS



#16-330

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:

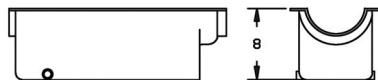
Use Big Block Pumps M77 or M77HV

- Designed for '67-'00 Chevy 4x4 Chassis
- Crank Scraper
- Sash Baffle
- Provision for our pan mounted dipstick.
- 14 ga. Steel Sump Construction
- Gloss Black Powder Coat Finish

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



#18-300



18-300

8" Deep full length sump holds 10 quarts (pan only)

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 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 Sump Construction
- Powder Coating and Brass Plugs for Corrosion Protection

BBC Marine Oil Pans

#18-360 / #18-362 BIG BL. 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:

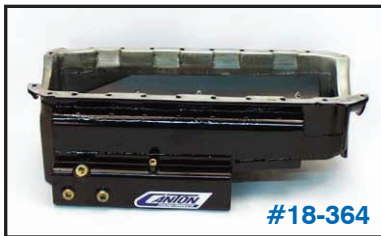
#18-361 Pickup for #18-360 & #18-362 Oil Pans.

OIL PUMPS:

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

- Pickup located at flywheel end
- Diamond Shaped Baffle Assembly
- Removable Windage / Anti-Slosh Baffle
- 1/2" NPT Drain Fittings and Provision for our Pan Mounted Dipstick
- 14 ga. Steel Sump 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.

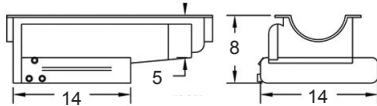
OIL PUMPS:

#M77 or #M77HV are recommended.

NOTE: Notched for a sea pump.

NOTE: Requires after market mini starter.

- Pickup located at flywheel end
- 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 Sump Construction
- Powder Coating and Brass Plugs for Corrosion Protection



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



#18-370

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

PART #S:

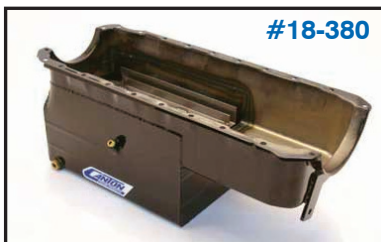
#18-370 for standard Big Block with 2 piece rear seal.
#18-372 for Mark V style Big Blocks with 1 piece rear seal.

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 Sump 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 Sump Construction
- Powder Coating and Brass Plugs for Corrosion Protection



Ford 2300 Oil Pans

Competition 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.

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



#11-900

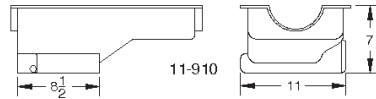
PART #S:
#11-900 Pan for '74-'97 2300cc ohc engines.
PICKUP:
#11-911 3/4" Dia. tube pickup for 86 C & 86 CHV pumps.
RELATED PARTS FOR #11-900:
#20-950 Oil Pump pickup stud for 2300 engines.

- Designed for circle track classes (mini-stocks) where a stock appearing oil pan is required
- Retains stock oil pan dimensions and 5 qt capacity
- Triple Trap Door Baffles
- Crank Scraper
- Removable Windage / Anti-Slosh Baffle

#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.
RELATED PARTS FOR #11-900:
#20-950 Oil Pump p/u stud for 2300 engines.

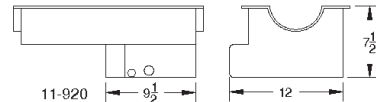
- 2300cc rear sump circle track oil pan.
- Designed for Fox bodies, rear sump Pinto chassis and mini-modifieds.
- Triple Trap Door Baffles
- Crank Scraper
- Removable Windage / Anti-Slosh Baffle
- 1/2" NPT Temperature Bung and Provision for our Pan Mounted Dipstick.

NOTE: Fel Pro 0534211R gasket recommended.

#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.

- 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

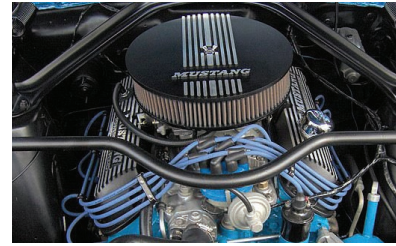
NOTE: For best results use with a 4 piece gasket.



Jami Russell's Sprint Car

Ford 289 302 Oil Pans

The 289-302 was introduced in 1963. It was first available in base and hipo (hi performance) form. The HIPO version was only initially available in the Fairlane. The 302 survived all the way until 1996 when the Mustang switched to the new 4.6 modular motor.



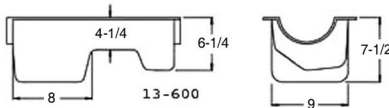
Ford 302 Drag Race Oil Pans

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 racing.

#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.

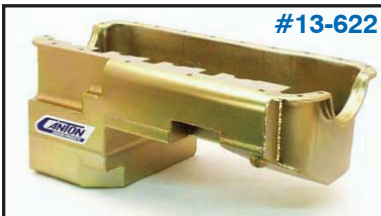
OIL PUMPS:

#M68 Recommended Oil Pump for 289-302 engines.

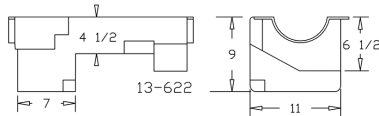
NOTE: This oil pan is designed for drag race stock eliminators, NMRA factory stock, and others requiring a stock appearing oil pan. Pan is notched for 2 bolt rear main cap SVO engine blocks.

- Designed for drag race stock eliminators, NMRA factory stock, and others requiring a stock appearing oil pan
- Retains stock oil pan dimensions and 5 qt capacity
- Crank Scraper
- Slosh Baffle
- Works with 21-060 main support and 20-960 main support tray when crank scraper removed
- Provision for Pan Mounted Dipstick

#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.

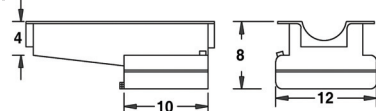
NOTE: Works with long tube headers.

- 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:

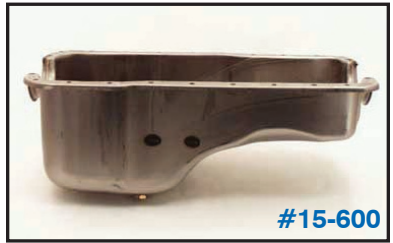
#M68HV Recommended H.V. Oil Pump.
 #M10688 Recommended Oil Pump.

- Front sump designed to fit stock, after market 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

Ford 289-302 Street/Strip & Road Race Oil Pans

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.

#15-600 FORD 289-302 REPLACEMENT FRONT SUMP



#15-600

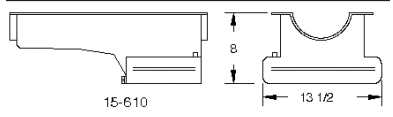
Stock depth, 5 quart system capacity.
PART #:
 #15-600 pan for 289-302 blocks.
PICKUP:
 #15-601 3/4" Dia. pickup.
OIL PUMPS:
 #M68 or #M68HV Oil pumps for 289-302 engines.

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

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



#15-610



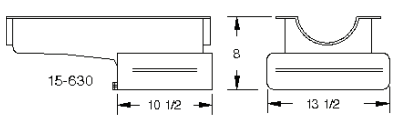
8" Deep by 13.5" Wide, 8.5" Long sump, 7 qt. system capacity.
PART #S:
 #15-610 for 289-302 blocks.
PICKUP:
 #15-611 3/4" Dia. p/u.
OIL PUMPS:
 #M68HV Recommended Oil Pump for 289-302 engines.
STARTER:
 Works with all after market and stock starters.

- 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 after market 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

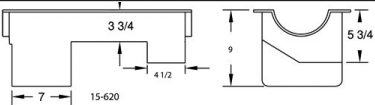
WINDAGE & HOW IT AFFECTS YOUR MOTOR



Grand Touring Garage
 Trans-Cammer 1970 Mustang

Ford 289-302 Street/Strip & Road Race Oil Pans

#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:

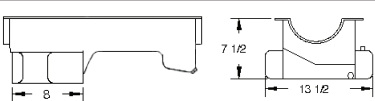
#15-621 3/4" Dia. p/u for 15-620.
#15-625 3/4" Dia. p/u for 15-620S with other steel support.
#15-627 3/4" Dia. p/u for 15-620S with CANTON #21-060 support.
#20-950 Oil Pump p/u stud for 302 based engines.
#20-953 Oil Pump p/u stud for R302 based engines.

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.
#15-645 3/4" Dia. p/u. (If using Canton windage tray)
#20-950 Oil Pump pickup stud for 302 engines.
#20-953 Oil Pump pickup stud for use with R302 engines.

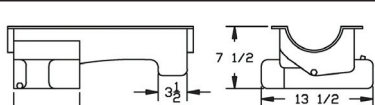
OIL PUMPS:

#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

Ford 302 Truck Oil Pans

Our truck pans are designed for severe duty use. The pans use deep sump designs to fit chassis and performance challenges. This makes it harder for air to be pulled by the pickup even under rough conditions. Due to the harsh environment these oil pans typically see they feature 14 ga. steel sump construction and a durable black powder coat finish.

#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 for Ford '66-'77 Broncos
- Crank scraper
- Slosh Baffle
- Provision for our pan mounted dipstick
- Two magnetic drain plugs
- 14 ga. Steel Sump Construction
- Gloss Black Powder Coat Finish

Ford 351W Oil Pans

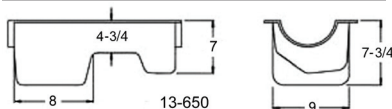
The 351W Motor was the next progression of the SBF engine. First introduced in 1969 the 351W featured the same 90 degree V8 design and 4" bore as the 302. However, upgraded intake, heads, pushrods, block height, and firing order provided 250 hp in 2 barrel form and 290 hp in 4 barrel form.



Ford 351W 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.

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



PART #:

#13-650 Pan for 351W blocks.

RELATED PARTS FOR #13-650:

Or use stock pickup or:

#15-691 3/4" Dia. p/u.

#15-695 Recommended p/u if using main support.

#20-953 oil pump pickup stud for 351W Based Engines.

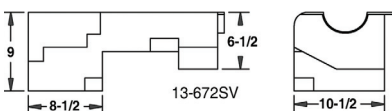
OIL PUMPS:

#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



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. Call for details.

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:

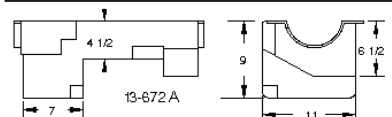
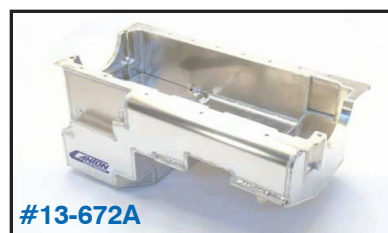
#20-850 Required Dipstick Kit.

OIL PUMPS:

#M83HV Recommended H.V. Oil Pump.

- 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



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. Call for details.

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.

- 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

Ford 351W Street/Strip & Road Race Oil Pans

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.

#15-650 FORD 351W REPLACEMENT FRONT SUMP



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.

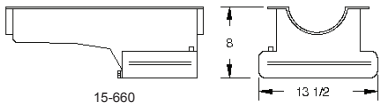
- Fits most front sump production chassis except Mustang II
- Retains all stock oil pan dimensions and capacity
- Slosh Baffle
- Pan comes unplated

#15-660 FORD 351W HIGH CAPACITY FRONT SUMP



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 after market 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

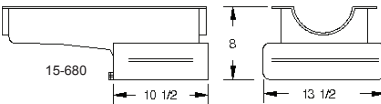


#15-680 FORD 351W FRONT SUMP ROAD RACE PANS



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 after market 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

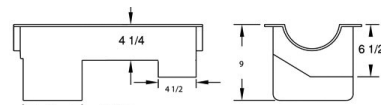


#15-670 FORD 351W DEEP REAR SUMP FOR FOX BODY MUSTANGS



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

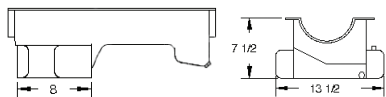


Ford 351W Street, Strip, Road Race Oil Pans

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



#15-690



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.
#15-695 p/u if using main support or 4.25" stroke.
#20-953 Oil Pump p/u stud for 351W engines.

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



#15-694

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.

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
- 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 351W Truck Oil Pans

Our truck pans are designed for severe duty use. The pans use both deep and full length sumps to address chassis and performance challenges. This makes it harder for air to be pulled by the pickup even under rough conditions. Due to the harsh environment these oil pans typically see they feature 14 ga. steel sump construction and a durable 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.

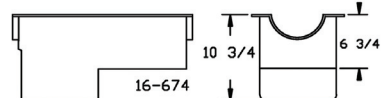
PICKUPS:
#16-671 pickup for 16-670 pan.
#20-953 Oil Pump pickup bolt for 351W engines.

- Designed for Ford '66-'77 Broncos
- Crank scraper
- Slosh Baffle
- Provision for our pan mounted dipstick
- Two magnetic drain plugs
- 14 ga. Steel Sump Construction
- 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
- 14 ga. Steel Sump Construction
- Gloss Black Powder Coat Finish

Ford 351C Oil Pans

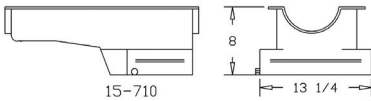
In 1970 Ford released the 351C engine to power its midrange cars that were formerly powered by 302 engines. The midrange cars over the years had expanded and gotten heavier requiring a more powerful engine. While the 351W and 351C share stroke and displacement they are actually separate motors with very few interchangeable parts.



351C Street/Strip & Road Race Oil Pans

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.

#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.

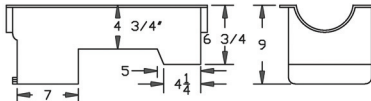
OIL PUMP:

#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

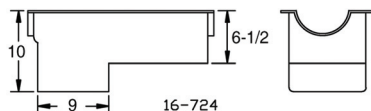
- Extra deep sump for increased oil capacity

- Crank Scraper
- Slosh Baffle

- Provision for our Pan Mounted Dipstick

Ford 351C Truck Oil Pan

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



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

- 14 ga. Steel Sump Construction
- Gloss Black Powder Coat Finish

Ford 4.6 / 5.4 Oil Pans

In the late 80's Ford began conceptualization of a new engine platform which later became known as the modular engine. There were 3 stated goals for the engine platform. Good power density, dependability with no major service requirements before 100,000 miles and a modular design that allowed different trims to be produced without major retooling.



Ford 4.6/5.4 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.

#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.
#88-780 Oil pan gasket.

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

#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.
#88-780 Oil pan gasket,

NOTE: Pan requires modification if being used in GT500 Mustangs. Please call for more information.

- 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



ACCUSUMP BASICS

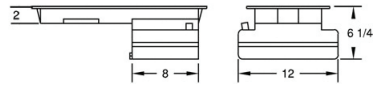
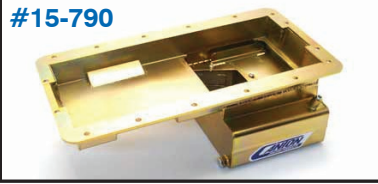


Ford 4.6/5.4 Road Race Oil Pans

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

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

#15-790



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

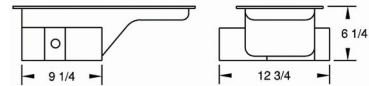
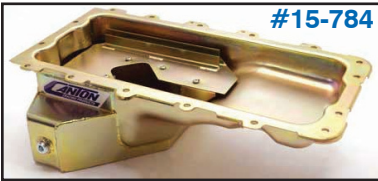
PART #:
#15-790 pan for Ford 4.6 / 5.4 blocks.

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

- 4.6/5.4 modular engines requiring a front sump oil pan
- 3/16" Laser Cut Pan Rail
- 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

#15-784



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

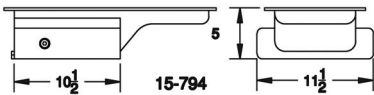
PICKUPS:
Use the factory pickup for your engine.

Note: Ford # 1C2Z-6750-AA Dipstick May Be Required.

- Designed for '96 -'04 and '05 - '10 Mustangs
- Windage/Anti-Slosh Baffle
- 1/2" NPT Temperature Bung
- 15-794 Features Diamond Shape Road Race Baffle.

#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.

Note: 3v p/u available as custom order part.

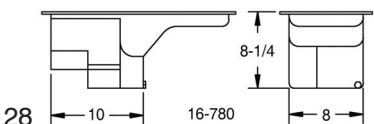
- Designed to install a 4.6/5.4 into a kit car without losing ground clearance
- Diamond Shape Road Race Baffle Assembly With Four Trap Doors
- Removable Windage / Anti-Slosh Baffle
- 1/2" NPT Temperature Bung

Ford 4.6/5.4 Truck Oil Pans

Our truck are designed for severe duty use. The pans use both deep and full length sump designs to fit chassis and performance challenges. This makes it harder for air to be pulled by the pickup even under rough conditions. Due to the harsh environment these oil pans typically see they feature 14 ga. steel sump construction and a durable black powder coat finish.

#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
- 14 ga. Steel Sump Construction
- Gloss Black Powder Coat Finish

Ford 5.0 Coyote Series Oil Pans

The Ford Coyote is the next iteration of the modular motor platform. One of the important changes made to the Coyote is a short block that is 10mm longer to accommodate a better oil pump. This also requires a different oil pan than the 4.6 generation.



#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) for all Coyote Blocks except 5.2 Voodoo

WINDAGE TRAY: Use stock Coyote gasket/windage tray

- Designed for 96-04 & 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.

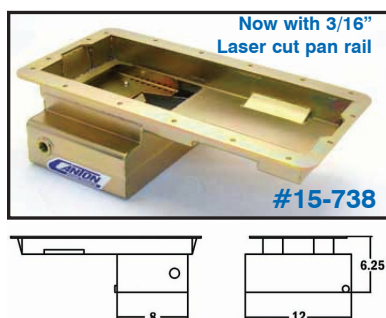
PICKUPS:

#15-737 Pickup for all Coyote Blocks except 5.2 Voodoo

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 Pickup for all Coyote Blocks except 5.2 Voodoo

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



John Little's Foxbody Drag Mustang

Ford 332 428 FE Oil Pans

The Ford FE was introduced in 1958 to replace the limited capability Y block. With low gas prices, increasing car sizes and the horsepower war just beginning Ford needed an engine that had larger displacement capabilities in order to maintain its stated horsepower advantage over Chevy.



Ford FE Street and Road Race Series

Our Street/Strip and Road Race category offers oil pans that cover many applications. Our Street/Strip pans are great for high performance street cars. Our road race pans with their race proven oil control systems offer the perfect option for competitive road racers.

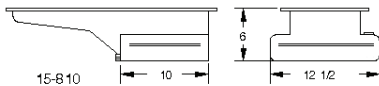
#15-800 FORD 332-428 FE REPLACEMENT FRONT SUMP



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

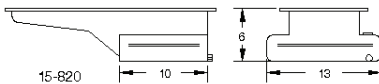
#15-810 FORD 332-428 FE HIGH CAPACITY FRONT SUMP



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

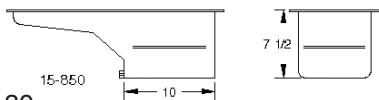
#15-820 FORD 332-428 FE FRONT SUMP ROAD RACE OIL PAN



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

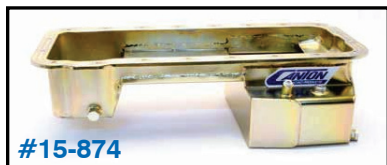


7.5" Deep sump, 7 quart system capacity.
PART #:
 #15-850 for all 332 - 428 FE blocks.
PICKUP:
 #15-851 3/4" Dia. Pickup.
OIL PUMP:
 #M57HV Recommended Oil Pump.

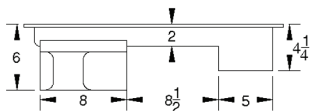
- Retains Stock Width to Clear Competition Headers
- Extra Deep for Extra Oil Capacity
- Two Trap Door Baffles
- Bolt in Slosh Baffle
- Provision for our Pan Mounted Dipstick

Ford FE Street and Road Race Series

#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

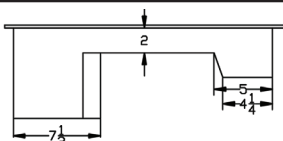
Ford 332-428 FE Truck Oil Pans

Our truck pans are designed for severe duty use. The pans use both deep and full length sump designs to fit chassis and performance challenges. This makes it harder for air to be pulled by the pickup even under rough conditions. Due to the harsh environment these oil pans typically see they feature 14 ga. steel sump construction and a durable black powder coat finish.

#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
- 14 ga. Steel Sump Construction
- Gloss Black Powder Coat Finish

Ford 429 460 Oil Pans

In the late 60's Ford began to displace the FE engine with the 385 family of engines. This included 3 different trims including the 429 and 460 engines. The 429 and 460 engines continue to be popular for towing and marine use.



Ford 429-460 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.

#15-745 FORD 429-460 REPLACEMENT FRONT SUMP



#15-745

Shown Unplated

Stock 8.25" depth, 5 quart system capacity.

PART #:
#15-745 Pan for 429-460 blocks.

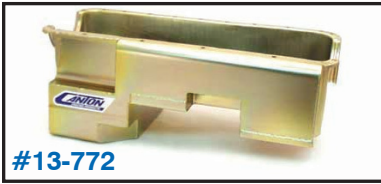
PICKUP:
Use stock pickup.

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

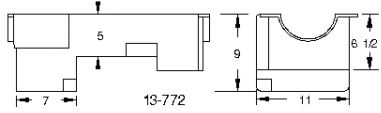
- Fits most front sump production chassis except Mustang II
- Retains all stock oil pan dimensions and capacity
- Slosh Baffle
- Pan comes unplated

Ford 429-460 Oil Pans Drag Race Oil Pans

#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.

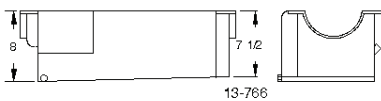
- Designed to fit Fox Body chassis
- Pro-Style Oil Recovery Pouch
- Slosh Baffle
- Provision for our Pan Mounted Dipstick

NOTE: Works with long tube headers.

#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 pump for #13-766

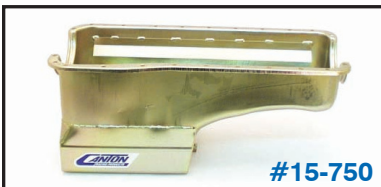
STARTER: Works with late stock starter

- 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

Ford 429-460 Oil Pans Street & Road Race

Our Street/Strip and Road Race category offers oil pans that cover many applications. Our Street/Strip pans are great for high performance street cars. Our road race pans with their race proven oil control systems offer the perfect option for competitive road racers.

#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 :

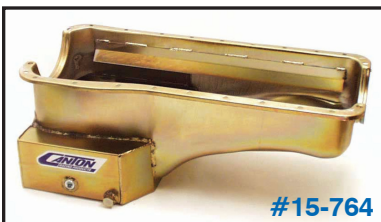
#15-751 pickup for Cobra Jet pumps.

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

#15-766 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.

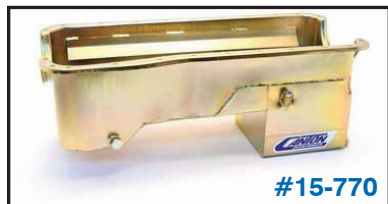
OIL PUMPS:

#M84DHV truck pump required.

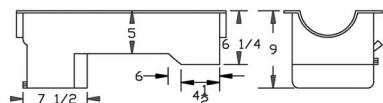
- Extra Capacity "T" Style Sump
- Diamond Shape Road Race Baffle Assembly With Four Trap Doors
- Crank Scraper
- 1/2" NPT Temp Bung and Provision for our Pan Mounted Dipstick
- Gloss Black Powder Coat Finish
- Removable Windage/Anti-Slosh Baffle

Ford 429-460 Road Race Oil Pans

#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.

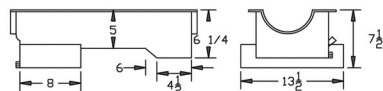
NOTE: This 429-460 pan for '79 and up Mustangs, '80 & up T-Bird chassis will require special motor mounts and may require modification when used in '79-'80 Mustangs.

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

#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 & other rear sump chassis, 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

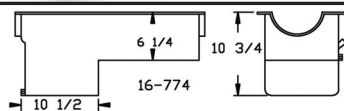
Ford 429-460 Truck & Marine Oil Pans

Our truck and marine pans are designed for severe duty use. Pans are offered in both deep and full length sump designs to fit chassis and performance challenges. This makes it harder for air to be pulled by the pickup even under rough conditions. Due to the harsh environment these oil pans typically see they feature 14 ga. steel sump construction and a durable black powder coat finish.

#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
- 14 ga. Steel Sump Construction
- Gloss Black Powder Coat Finish

#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

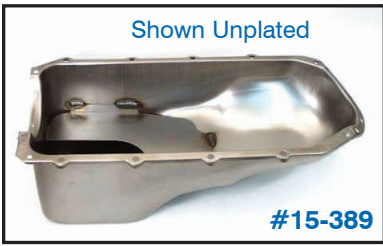
PICKUPS:
#18-761 Our special 7/8" dia. pickup.
#20-956 Oil Pump pickup stud for 460 Based Engines.

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

Pontiac Street/Strip/Road Race Oil Pans

#15-389 V8 PONTIAC REPLACEMENT PAN



Stock depth, 5 quart system capacity.

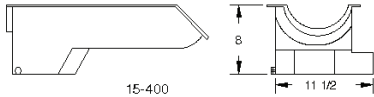
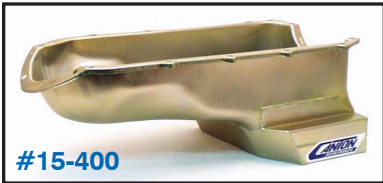
PART #:
#15-389 Pan for V8 Pontiacs.

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.

#15-400 PONTIAC HIGH CAPACITY PAN



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

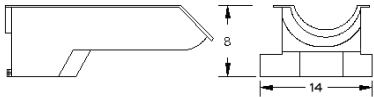
PART #:
#15-400 High capacity pan for Pontiac 301-455.

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



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

PART #:
#15-444 Road race pan for Pontiac 301-455.

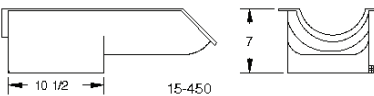
PICKUP:
#15-401 3/4" dia. pickup.

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



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

PART #:
#15-450 Shallow road race pan for Pontiac 301-455.

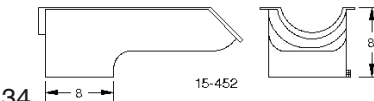
PICKUP:
#15-451 3/4" dia. pickup.

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



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

PART #:
#15-452 Road race pan for Pontiac 301-455.

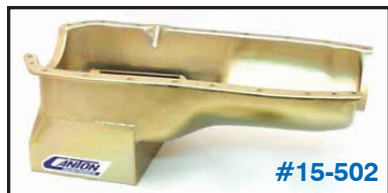
PICKUP:
#15-401 3/4" dia. pickup.

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

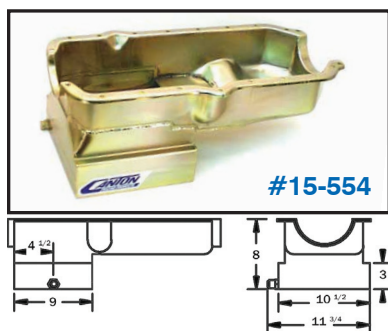


8.25" Deep, 8" Long sump, 6 quart system capacity.
PART #:
 #15-502 Pan for 307-455 Oldsmobile block.
PICKUP:
 #15-503 Pickup for 15-502 pan.
OIL PUMPS:
 #M22FHV Recommended oil pump for #15-502.

- 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



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

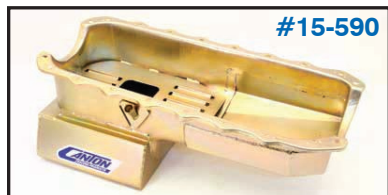
#15-580 HOLDEN V-8 FRONT SUMP STREET STRIP OIL PAN



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



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

Mopar Deep Sump Oil Pans

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

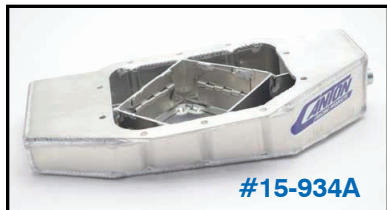


9" Deep, 7 quart system capacity.
PART #:
 #15-900 for SM. Block Chrysler 273, 318, & 340 blocks.
 #15-910 for SM. Block Chrysler 360 blocks. (77-01 Magnum)
PICKUPS:
 #15-901 pickup for #15-900/#15-910 Oil Pans.
OIL PUMPS:
 #M-72HV Required High Volume Oil Pump.

- Designed for 1967-1992 273, 318, & 340 LA blocks
- 77-01 Magnum use 15-910
- #15-910 is Designed for 360 blocks in most production chassis
- High Capacity
- Slosh Baffle

Nissan Race Baffled Oil Pan

#15-934A NISSAN SR20 ALUMINUM BAFFLED OIL PAN



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

Honda Road Race Oil Pans

#15-958 HONDA D16A STOCK APPEARING OIL PAN



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

#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 after market exhausts
- For Performance Street, Drag, or Road Race Applications
- Diamond Shape Road Race Baffle Assembly With Four Trap Doors
- 1/2" NPT Temperature Bung

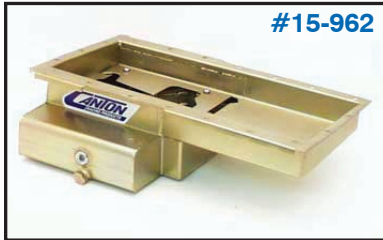
THE SCIENCE OF SLOSH

TBTM Driver
Joe Tardiff



Honda Road Race Oil Pans

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



#15-962

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 girdle)

PICKUP:

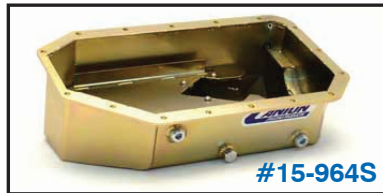
Use OEM pickup.

RECOMMENDED PARTS:

#20-912 Honda B-Series Pro Windage Tray. (Will not work with factory windage tray)

- 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



#15-964S

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

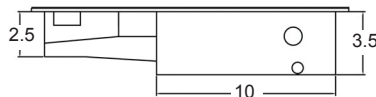
- Designed for popular K-series engine swap chassis.
- 3/16" Steel Laser Cut Pan Rail
- Diamond Shape Road Race Baffle Assembly With Four Trap Doors
- Removable Windage / Anti-Slosh Baffle
- 1/2" NPT Temperature Bung
- 1/2" NPT Turbo Bung

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



#15-966

NEW



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

REQUIRED 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.

EXPERIENCING OIL PRESSURE PROBLEMS?

CHECK OUT OUR BLOG

ACCUSUMP BASICS

Devon Stigletz
Honda S2000



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.

OPTIONS AND ACCESSORIES FOR SMALL BLOCK CHEVY DRY SUMP OIL PANS

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

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

#22-300 SB Chevy Oil Pan Stud Kit.

#22-750 -12AN Screen Pump Protector.

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

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

#23-110 & #23-120 Dry Sump Tanks.



#22-300



#22-750

SBC Dry Sump Oil Pans

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



#12-101



#12-103

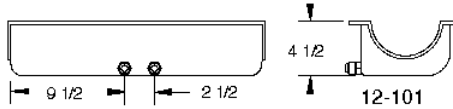
4.5" Deep

PART #S:

#12-101 Pan for all pre-'85 blocks with right side p/u exits
 #12-103 Pan for all pre-'85 blocks with left side p/u exits

STARTER:

Works with all starters.

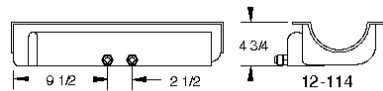


- Built 4-1/2" deep to permit low engine installations. Fits almost all applications
- Two -12 AN pickups exiting on the right side
- Pickup Tube Clean Out Ports
- Crank Scraper
- Built in Screen Windage Tray

#12-114 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:

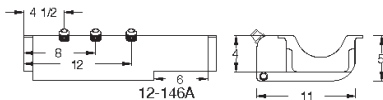
Must use after market starter and 153 or 168 tooth flywheel, or a left hand or rear mounted starter.

- 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

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



#12-146A



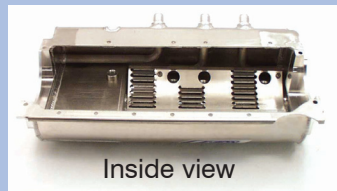
5" Deep

PART #:

#12-146A aluminum pan for pre-'85 blocks with two piece seal.

STARTER:

Requires the use of a rear mounted starter.



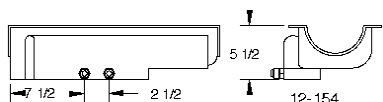
Inside view

- 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 after market 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.

LS, LS NEXT, Ford 302 & 351W Dry Sump Oil Pans

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



#12-200

2.5" Deep

PART #S:

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

STARTER:

Works with stock starter.

RECOMMENDED / REQUIRED PARTS:

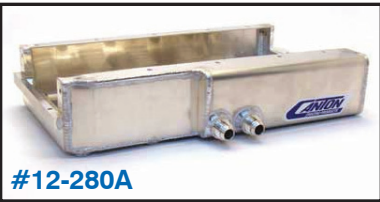
- #21-870 LS1 Flywheel Cover for T56 Bell housing.
- #22-302 GM LS1 Oil Pan Mounting Stud Kit.
(stock pan bolts too long for use with these pans)

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

- #22-630 & #22-632 LS1 Remote Filter Adapters
- #23-460A -12 AN Port Plug.
- #22-620 Billet aluminum remote spin-on filter mount.

- Designed to work in many applications.
- 1/2" deep oil collection trough aids in oil scavenging.
- Two -12 AN pickups exiting on the right side, space for third centrally located to be added.
- 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 Bell housing
- #22-302 Dart LS Next Oil Pan Stud Kit
- #22-620 Billet aluminum remote spin-on filter mount.

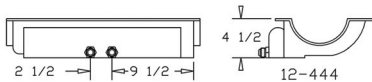
NOTE: Fel Pro 375-1839 Gasket Recommended.

- 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, space for third centrally located to be added.
- Built in Louvered Windage Tray

#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:

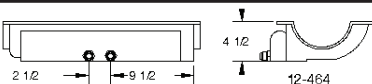
Works with late model stock or after market starter with stock flywheel.

- 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 after market 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 56 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



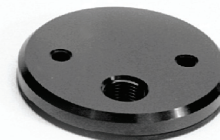
PART #:
#23-120 10 qt sprint style Dry Sump Tank with Right Side Fittings

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 56 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.
- #88-100T Gasket set for '86+ S.B.C. blocks.
- #22-300 SB Chevy Oil Pan Stud Kit.
- #22-750 -12AN Screen Pump Protector.
- #22-520 & #22-584 SBC & BBC Oil Input Adapter.
- #22-640/650/660 In-line Screen Protectors.
- #23-110 & #23-120 Dry Sump Tanks



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

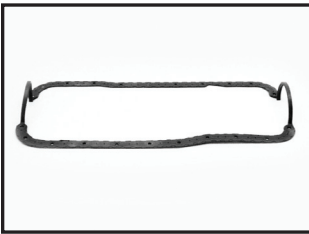
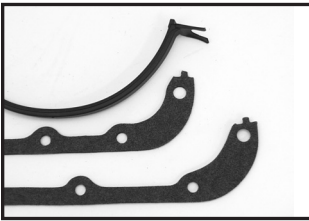


#88-100

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 SUMP 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 SUMP 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

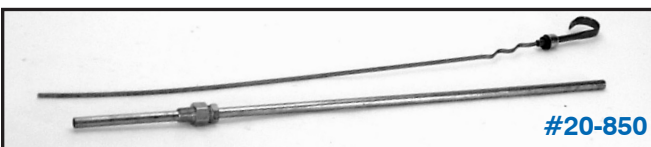
PART #S:

- #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.
- #22-304 Dart LS Next 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.
- #22-370 F-Series Honda Oil Pan Bolt Kit.

CRANK SCRAPERS



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



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



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.

Bell housing FLYWHEEL COVER



PART #S:

#21-870 LS1 Bell housing 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 after market pan. Designed for LS1 engines using the popular T56 transmission F-body Bell housing.

Made from lightweight aluminum and ribbed for strength.

Hardware included for a simple installation to the Bell housing.

IN-LINE SCREEN PROTECTORS



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 SUMP, 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



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



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.

Universal External Oil Pump Pickup Kits can be used to convert a wet sump pan to a single stage external oil pump or to add an extra pickup to a dry sump pan. Welding is required. **NOTE:** Special order installs available

FORD REAR SUMP PICKUP STUD



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 SUMP 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

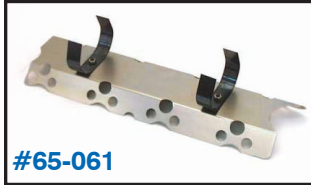
PART #:

#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 valley vent tubes.

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

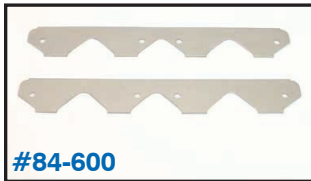


#84-100

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.

Alternator Mounts and Pulleys

ALTERNATOR MOUNTING BRACKETS FOR SBC AND SBF



#75-220



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.

Add-on Pulley Systems

#75-280 3.75" Dia. V belt water pump add on pulley

Fuel Pump Block Off Plates

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

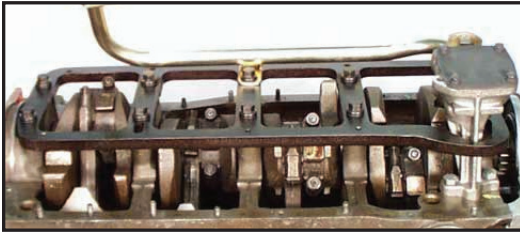


These block off plates will block off the fuel pump opening whenever a mechanical fuel pump is not used. They are made of billet aluminum and are black anodized to be durable and long lasting.

PART #S:

- # 21-954 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

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.

FORD 289-302 MAIN SUPPORT

#21-060

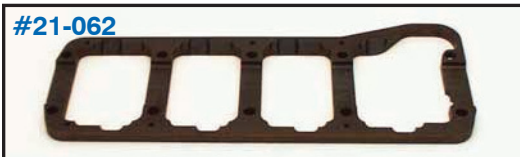


PART #S:

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

FORD 351W MAIN SUPPORT

#21-062



FORD 429-460 MAIN SUPPORT

#21-066



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.

FORD WINDAGE TRAYS FOR USE WITH MAIN SUPPORTS



#20-966

PART #S:

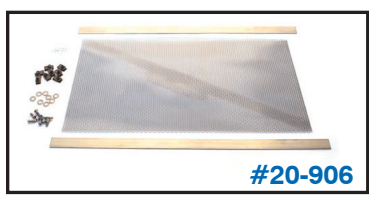
- #20-960 Ford 289-302 Main Support Windage Tray.
- #20-962 Ford 351W Main Support Windage Tray.
- #20-966 Ford 429-460 Main Support Windage Tray.

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 after market oil pans, clearance is tight when using 302 version in stock pan.

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.

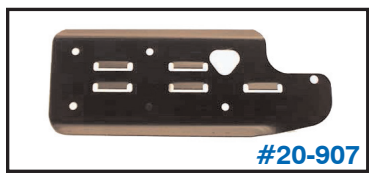
UNIVERSAL WINDAGE TRAY KIT



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.

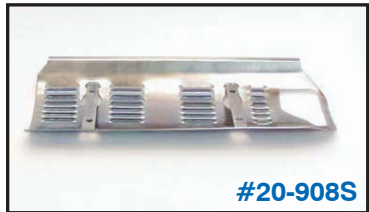
Delivers oil control and horsepower savings. The one-way screen follows the radius of the crankshaft allowing oil coming off the crank to pass through the screen while not allowing the oil in the sump to reach the rotating assembly.

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 after market pans.

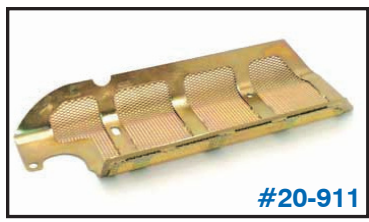
CHEVY PRO PLUS WINDAGE TRAYS



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.

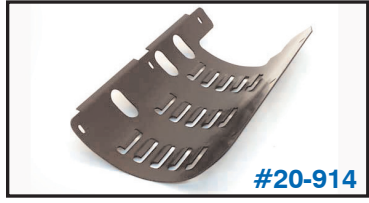
CHEVY SCREEN WINDAGE TRAYS



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**

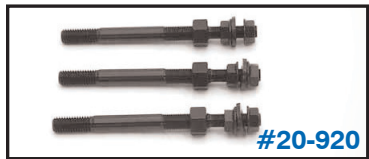
Comes in short and full length versions. The short style tray fits into stock or after market oil pans with stock front sections and the full length trays only fit into after market oil pans that are deeper in the front.

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).

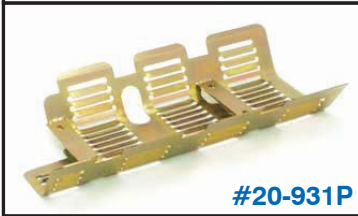
Windage Trays

FORD 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 after market 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.

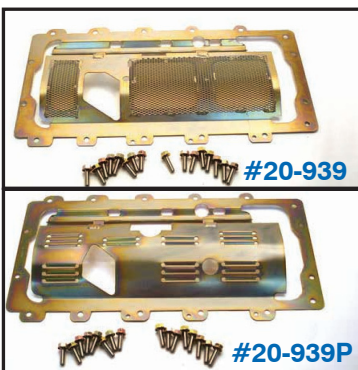


#20-940

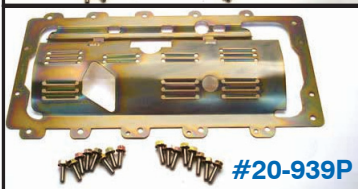
PART #S:

- #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 after market 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 after market 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.

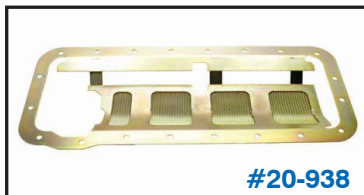
NOTE: When using with stock 4 valve Mustang pickup, scraper on pickup must be removed for clearance.

WINDAGE AND HOW IT AFFECTS YOUR MOTOR

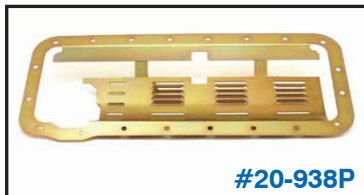


Windage Trays

FE FORD WINDAGE TRAY



#20-938



#20-938P

PART #:

#20-938 428 FE Ford **Screen** Windage tray for stock or after market 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 after market front and rear sump oil pans. Mounts between the oil pan and block, includes oil pan studs and nuts.

Recommended or related parts.
#88-800 oil pan gasket for Ford FE.

Note: Sealer between tray & block recommended with gasket between tray and pan.

PONTIAC SCREEN WINDAGE TRAY



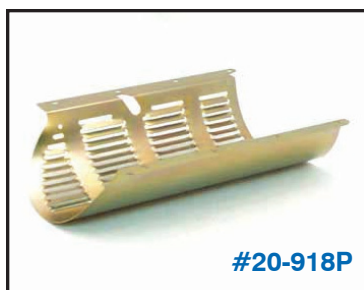
#20-918

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 after market 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



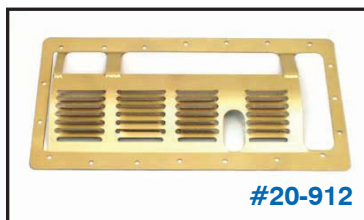
#20-918P

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 after market 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-girdle 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.

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.

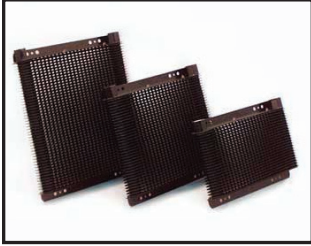
PICKUP TO PUMP WELDING

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.

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

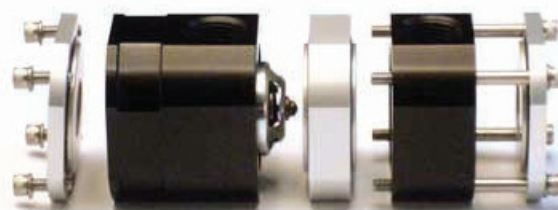


Our **#22-480** Oil Cooler Thermostat helps your engine's oil come up to temperature quickly and holds it at the right temperature. Cold oil does not flow and does not lubricate correctly. Plus, moving cold oil robs power. This thermostat is designed to bypass the cooler until the oil reaches 215 degrees. 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.

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
- #98-004 Replacement O-Ring Kit

- 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")
- #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



PART #S:

#22-575 For 1967-1992 273-318, 340-360 sm. blocks
(Replaces Mopar part # 2402-103)

NOTE: compatible with OEM style spin-on filters, our CM spin-on filters, and our #22-595 remote filter adapter.

Works with Mopar part # 53007563AB

- Direct replacement for stock plate
- Increase in oil flow capacity when compared to the OEM filter plates
- O-ring seal eliminates the failure prone OEM paper gasket.
- Torque to 30 ft/lbs

CHEVY OIL BYPASS ELIMINATOR



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.

SBC & BBC LARGE FILTER TO SMALL FILTER ADAPTER



PART #S:

#22-572 Chevy Oil Bypass Eliminator Filter Mount.

#98-003 Replacement O-Ring kit for Chevy adapters.

- Adapter allows for smaller 2-5/8" gasket filter to be use in a 3-1/4" gasket application such as small and big block chevy engines.
- 13/16" -16 thread filter

Billet Remote Oil Filter Adapters

BILLET REMOTE OIL FILTER ADAPTERS



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.

#22-589 Pontiac V8 326-455 with 1/2" N.P.T. ports.

#22-576 Nissan SR20 with 1/2" N.P.T. ports.

#22-627 Ford Coyote Remote Filter Adapter Gen 1+2

#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.
- 22-576 & 22-627 adapters comes with hardware and an O-rings. They also feature a 1/8" N.P.T. port for plumbing an oil pressure sender.

90 DEGREE ROTATING BILLET REMOTE OIL FILTER ADAPTERS



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 69

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

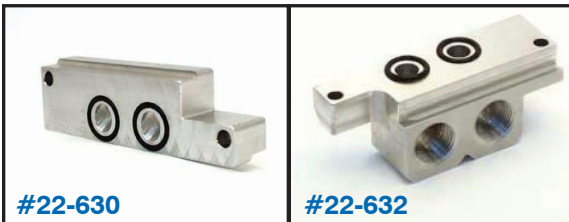


#22-629

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

Note: Short Style Fittings Required. See page 54

- 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

- 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

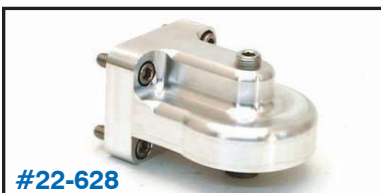


#22-631

PART #:
#22-631 Chevy LS1 Billet Aluminum Spin-On Oil Filter Mount (13/16"-16 Filter Thread)

- 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



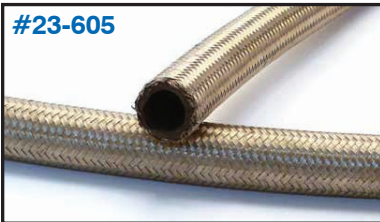
#22-628

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



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



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.
- #23-626 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.

"T" ADAPTER FITTINGS



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.

Fittings and Bungs

O-RING PORT ADAPTER FITTINGS

#23-460A



#23-460N



#23-465A



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.

N.P.T. TO AN ADAPTER FITTINGS



STEEL N.P.T. TO AN FITTINGS.



ALUM. 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.

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.

ACCUSUMP BASICS

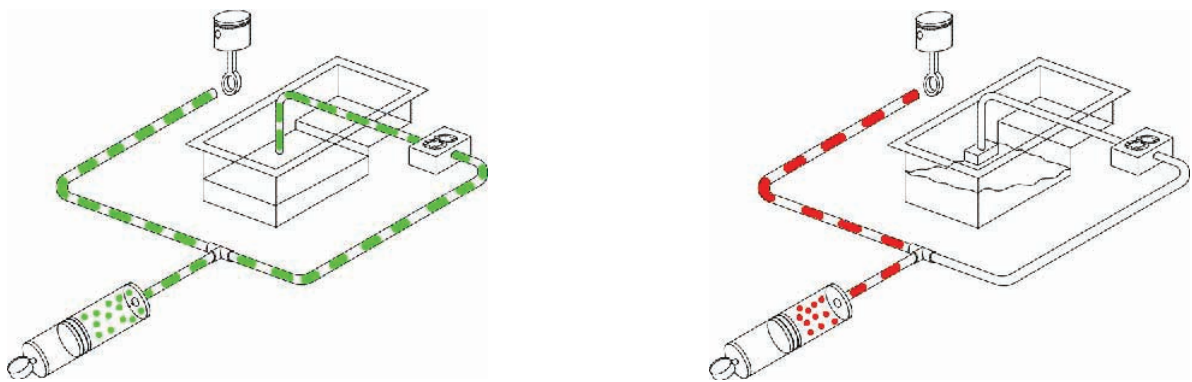
FEATURED POST FROM
THE CANTON BLOG

Protect against dry starts and oil pressure starvation!

The Accusump has been around for over 30 years. Since it was created the Accusump has saved countless engines, spared thousands of bank accounts and allowed racers to continue racing instead of needing costly engine rebuilds in the middle of racing season. The Accusump is a piston style Accumulator. To really understand what that means we need to break that down into two parts. Part one, what an Accumulator is, and part two, the benefits of the piston design.

Accumulators have been around for a long time and used in many different industries. The definition of an Accumulator is, “an apparatus that stores fluid at approximately the working pressure of the hydraulic system in which it will be employed, so that a supply of fluid is always immediately available to the system.” In the case of the Accusump, it is an automotive accumulator that plumbs into an engine’s oil system to prevent pressure drops and also provide oil pressure to the bearings before starting an engine.

The Accusump 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 engines’ oil galleys. The below illustration demonstrates how the Accusump oil accumulator operates. During normal engine operation and oil pressure ranges the accumulator fills with oil and holds it under pressure. During interruptions in the engine’s normal oil pressure the accumulator discharges that oil back into the system.



The piston style design is the other side of the description. There are several other styles of Accumulators with various strengths and weaknesses. There are bladder style, spring style, diaphragm and of course piston style. For the purpose of this blog post we are only concerned with piston style. The piston style design gives the Accusump several distinct performance advantages. The first and most useful advantage is that the Accusump can be mounted in any orientation. Some accumulators rely on an air bubble to push the fluid out. The air bubble style accumulator needs to be mounted vertically with the oil side facing down and air side up for the unit to work. The piston design eliminates this issue by providing a separation between the oil and air within the accumulator.

Continued on Next Page.....

Piston style accumulators also hold an advantage in their ability to hold a precharge of air pressure even when there is no pressure in the oil system. Again, due to the piston separating the air and oil sides of the accumulator, pressure can be separately added to the air side to “pre-charge” the unit. This pre-charge limits the Accusump to only filling with oil after a minimum of oil pressure is established in the system and also provides a little extra push when discharging. The importance of the pre-charge in a piston style accumulator cannot be understated.

To control the reserve of oil a control valve is used. We offer a few different valve options for the Accusump (See Page 60). The manual ball valve for pre-oiling and surge control, electric valve for pre-oiling operation, and the EPC (electronic 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 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.

When speaking specifically about the Accusump accumulator design, it is important to note it is completely rebuild-able and serviceable. In the event of an engine failure the Accusump can be disassembled, cleaned and rebuilt to original spec. Other styles don’t always have this capability.

Accusump™

Selection Guide

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**

PAT #4,094,293 #4,513,704 #4,513,705 #5,014,820

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™ 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 respond to your engines fluctuating oil pressure to provide maximum oil discharge duration

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)



#24-271X

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

- Kits features pro version electric valve with all the hardware for installation plus our EPC regulator.
- The EPC Valve system offers convenience and performance beyond a manual ball valve.
- To maximize oil available the valve only opens to discharge oil below the oil pressure range determined.
- When engine pressure is low (under the valves' PSI setting), slow refill speed keeps oil pressure prioritized to the engine,.
- Can be wired to any 12v power source or directly into the ignition switch to automatically provide pre-oiling on start up.

VALVE UPGRADE KITS



#24-271XK

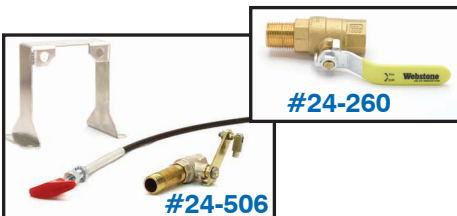
PART #S:

#24-271XK To convert a #24-270X to #24-271X specifications

#24-273XK To convert #24-270X to #24-273X specifications

#24-275XK To convert a #24-270X to #24-275X specifications

ACCUSUMP™ MANUAL BALL VALVE AND MANUAL BALL VALVE WITH CABLE KIT



#24-260

#24-506

PART #:

#24-260 Manual Accusump™ Ball Valve

#24-506 Manual Valve Cable Kit w/ 6ft Cable

- For use in racing applications.
- Positive on and off control.
- Max flow in and out.
- Comes with 1/2" N.P.T pipe nipple.
- 24-506 Comes with 6ft Cable

STILL CURIOUS ABOUT HOW TO SELECT A VALVE?



ACCUSUMP™ ACCESSORIES

ACCUSUMP™ INDICATOR LIGHT KIT

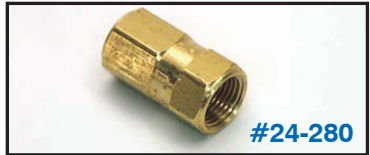


NEW

PART #:
#24-295 Accusump Indicator Light for Electric Valves

- Mounts on dash or easy to see location.
- Lights to inform driver when Accusump is active.
- For electric valve operated Accusumps.
- Includes LED Light, Accusump mounting plate, wires and connectors.

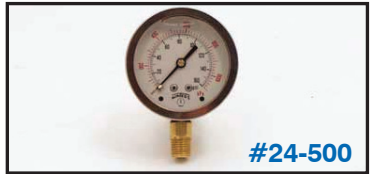
CHECK VALVE



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.

GET THE ACCUSUMP SELECTION GUIDE



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, stainless, or brass.
- C/M Marine Accusumps mount in any position,
- Hoses, fittings, and input adapters available.
- **Kit Features:**
 - * Liquid Fill Gauge
 - * Stainless Steel Mounting Clamps
 - * Brass Safety Valve
 - * 35-40 PSI Electric Valve System
 - * On / Off switch with wires and terminals

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.

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.



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™.

Accusump™ Oil Accumulators

INSTALLATION ACCESSORIES

ACCUSUMP INSTALLATION KITS FOR SPIN-ON FILTER APPLICATIONS

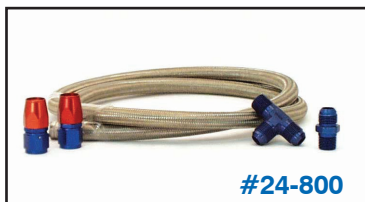


PART #:

- #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 69 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. Use 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.

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).



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.

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.



PART #S:

- #24-800 Accusump™ Installation Kit to plumb an Accusump™ into a system with external oil lines.



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.



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

- Canister filter features 3.5" Dia machined aluminum body for maximum capacity, flow and durability.
- Body is blue anodized with clear anodized end caps.
- 8 micron cellulose element high flow & filtration.
- Easy element replacement with removable 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.



CANISTER OIL FILTER KIT



PART #S:

#25-923 13/16-16 thread 2-5/8" Gasket

#25-924 13/16-16 thread 3-1/4" Gasket

#25-925 18mm thread 2-5/8" Gasket

#25-926 3/4-16 thread 2-5/8" Gasket

#25-928 20mm thread 2-5/8" Gasket

#25-929 22mm thread 2-5/8" Gasket

- Includes all parts to install CM Canister oil filter.
- Kits available for most popular spin-on filters

Kit includes:

Blue anodized billet CM oil filter housing
8 Micron cellulose element
Stainless steel filter band clamp
90 degree rotating billet remote adapter
8 ft of stainless steel braided hose
-10 AN hose ends
1/2" NPT to -10AN fittings



IN-LINE OIL FILTERS



PART #S:

#25-101 6" synthetic element In-line filter, 1/2" NPT ports.

#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.

- 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 o-ring ports or 1/2" NPT ports.
- Comes with synthetic element which filters down to 8 microns. Can also be used with 4-5/8 screen elements shown on page 67.



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 56 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:**
- #23-245 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 55-56

FILTER MOUNTS FOR CM REMOTE FILTERS



#26-892B



#26-891B



#26-894

PART #S:

- #26-891B Stainless steel clamp for 3.5" dia **B Series**, CM canister filters.
- #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.

- 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).

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 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 finned accents all performance engines. Features an 8 micron CM 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 page 67.



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 67.



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 an 8 CM synthetic element

PART #S:

- #25-414 6-1/4" Tall, 1"-12 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.
- NEW** #25-464F 6-1/4" Tall Ferrari Filter w/ standpipe.
- #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.
- #25-424 Special Order 1'-16thread w/ 2-5/8" seal

- 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 67.

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.



Filter Systems

FUEL FILTERS



CANISTER FUEL FILTERS



#25-911B



#25-924B

PART #S:

#25-911B 4" high remote filter w/ 1 micron element.

#25-912B 4" high remote filter w/ 8 micron element

#25-924B 4.5" high remote filter with water separation sump and petcock to drain. Includes 2-5/8" tall 8 micron element for high flow.

- 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.
- Clamps not included (see options on next page)



IN-LINE FUEL FILTERS



#25-904



#25-915

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 4-5/8" 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



#25-908



#25-909



#25-902

PART #S:

NEW

#25-902 In-line filter for 06+ Mustangs with 4.6 and 5.4 mod motors. Features OE style hose disconnects

#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

#25-902
'06+ Ford Mustang (4.6 & 5.4 Versions)

#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



HOW TO ESTIMATE YOUR FUEL FLOW REQUIREMENTS



Chris "Kamikaze" Day's "Elco" El Camino

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

- #23-245 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 after market automotive applications.

SEE A COMPLETE LISTING OF ALL OUR HOSES AND FITTINGS ON PAGES 55-56

BILLET ALUMINUM AND STAINLESS STEEL FILTER MOUNT FOR CM REMOTE FILTERS



PART #:

- #26-891B Stainless steel clamp for 3.5" dia B Series, CM canister filters.
- #26-892B Billet aluminum mount for our 3.5" dia body, B Series, CM remote canister filters.
- #26-893 Stainless steel clamp for 2-3/4 dia. remote in-line style CM filters.
- #26-894 Billet aluminum mount 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

- 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

SEE PAGE 56 FOR ADAPTER FITTINGS TO USE WITH THESE TANKS

Automatic Transmission & Clutch Fluid 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.

CLUTCH FLUID RESERVOIR TANK


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

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

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

#23-032



#23-030



#23-036



#23-033



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.

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.

#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

#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.

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.

- 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.
- 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.
- The pleated breather keeps any contaminants from entering the system.
- 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.
- We offer several different sizes and port configurations to match the need of most applications
- Light weight construction

Racers Vented Catch Tanks

UNIVERSAL RACERS CATCH VENTED TANK



#80-207



#80-209

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

2 qt. & 4qt. UNIVERSAL RECOVERY / CATCH / FILL TANKS

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.

NEW

#80-201R Round Style, Aluminum Coolant Recovery / Catch / Fill Tank. 2.6 qt. , 8" Tall, 5 Dia.

NEW

#80-201C Chamfered Style, Aluminum Coolant Recovery / Catch / Fill Tank. 1.75 qt. 6" Tall, 4.5" Wide, 4.5" Deep.

#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.

- 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.
- Has built in mounting brackets.

#80-201



#80-201R



NEW

#80-201C



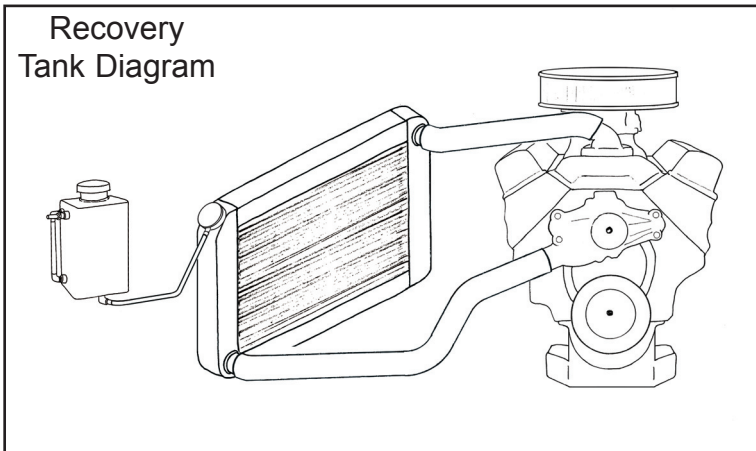
NEW

#80-211

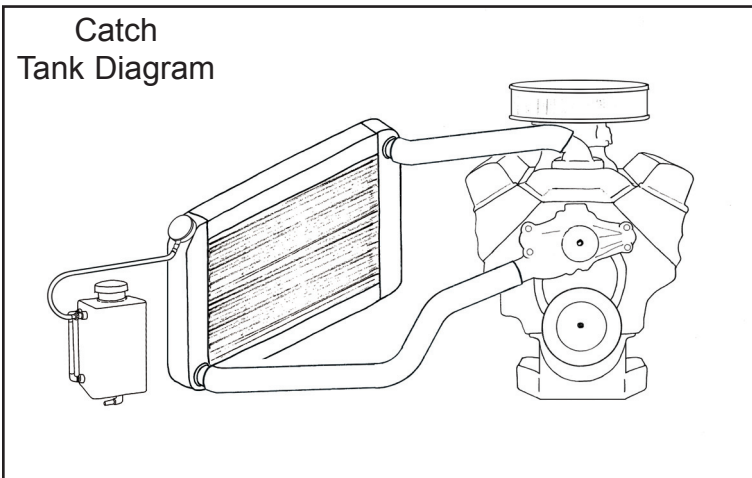


A recovery tank is plumbed by running a line from the coolant systems pressure relief fitting to the bottom of the tank. As the system heats up and coolant is expelled from the pressure relief it is pushed into the recovery tank. As the system cools it creates a vacuum and pulls the coolant back in

Recovery Tank Diagram



Catch Tank Diagram



A catch tank is designed to catch fluid that is expelled and hold it for later draining. Unlike a recovery tank, the fluid it collects cannot be drawn back into the system. Typically a catch tank will have an overflow line running to a top or side port and a petcock will be installed at the tanks bottom in order to drain it.

Coolant Expansion Fill Tanks

1-1/4 & 2 qt. COOLANT EXPANSION / FILL TANKS

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.

NEW **#80-200R** Round Style, Aluminum Coolant Expansion Fill Tank. 2.6 qt. , 8" Tall, 5 Dia.

NEW **#80-200C** Chamfered Style, Aluminum Coolant Expansion Fill Tank. 1.75 qt. 6" Tall, 4.5" Wide, 4.5" Deep.

#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.

Related parts:

#81-016 16 psi standard radiator cap

#81-030 30 psi standard radiator cap

#81-216 16 psi radiator cap - scalloped billet aluminum

- 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 should only be partially filled to allow for expansion.
- Has built in mounting brackets.

#80-200



#80-200R



NEW

#80-200C

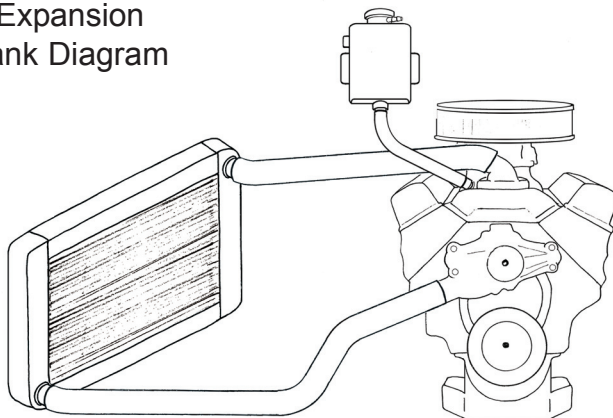


NEW

#80-202



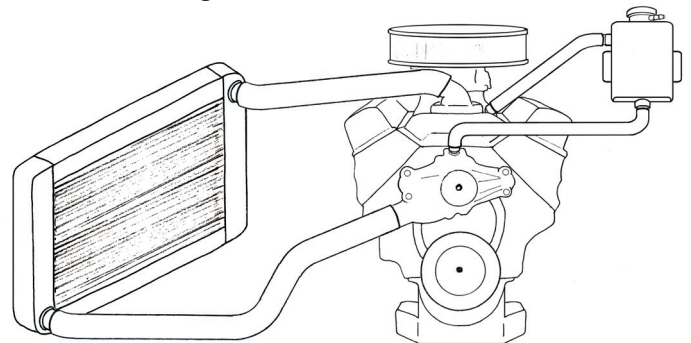
Expansion
Tank Diagram



An expansion tank is used when the radiator is lower than the cylinder heads. The coolant system needs a place higher than the engine for air to escape to and for coolant to expand into. When plumbed this way the tank will have a fitting in the bottom and a plug in the side port. The pressure relief in the neck can also be plumbed to a recovery tank.

These expansion tanks can also be plumbed using both the bottom and the side ports. When installed this way the coolant will circulate through the tank. The extra movement of coolant through the tank allows air in the system to escape up into the tank more easily.

Recirculating Expansion
Tank Diagram



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.

- Capture overflow coolant to prevent discharge on the track
- 4 qt. capacity as required for circle track applications
- Top ports for 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.

MACHINED TUBE STYLE COOLANT OVERFLOW TANKS



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



PART #:

#80-206 Aluminum Recovery / Catch / Fill 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.

- Can be used as general catch tank to capture overflow of fluid.
- Can 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 petcock, stainless steel mounting clamp, weld-on bracket for roll bar mounting and a vented cap.

EXPANSION VS RECOVERY/ RESERVOIR TANKS

The coolant system typically features a radiator, fan, thermostat, waterpump, a coolant tank, and a fill point. The most distinct difference in set up is whether the system requires an expansion tank or not. In many modern cars the radiator is mounted lower than the engine. Since the radiator is lower than the engine a pressure relief that is higher than the engine is need. This is accomplished with an expansion tank.

All water cooled systems are pressurized in order to raise the boiling point of the coolant. The boiling point of a 50/50 coolant water mix is 226 degrees F at 0 psi. At 16 psi the boiling point of a 50/50 mix is 267 degrees F. One of the easiest ways to differentiate between an expansion tank and a recovery tank is whether the tank is under pressure or not. An expansion tank is a part of the pressurized section of the coolant system and under pressure itself. A recovery tank sits outside the pressurized part of the system and is not under pressure.

EXPANSION TANK SET UP:

An expansion tank can easily be recognized by the neck and cap used. Since the tank is under pressure it will require a pressure cap and neck. The pressure relief in the expansion tank should be the highest point in your coolant system.



Expansion tanks need to be the highest point in the coolant system so they can hold the air that needs to be present in the system up away from the engine. This pocket of air that the tank holds allows space for the coolant to expand when it comes up to temperature. If an expansion tank is over filled and not enough space is left for coolant expansion it will discharge coolant when the system is at operating temperature. In cars that feature a radiator that sits higher than the engine, the expansion pocket and pressure relief may be located in the top of the radiator and an expansion tank is not needed.

RECOVERY / RESERVOIR TANK SET UP:

In contrast a recovery / reservoir tank typically features a vented cap and is not required to be above any portion of the engine. The job of the recovery / reservoir tank is to hold the coolant that is discharged from the pressure relief in the coolant system when it reaches operating temperature. When the system cools the cooling effect creates a vacuum that pulls coolant back into the system. Since the system is drawing back the fluid it discharges it always returns to the appropriate volume of coolant.

A coolant recovery / reservoir tank is plumbed into the pressure relief of the coolant system, usually at the radiator. However it can also be plumbed into systems using expansion tanks to recover any possible discharge from the expansion tank. In either case, recovery / reservoir tanks keep coolant discharging from the coolant system of the ground and safely stored for eventual return to the system.

Model Specific Coolant Expansion & Recovery Tanks

GM G-BODY COOLANT RECOVERY TANK



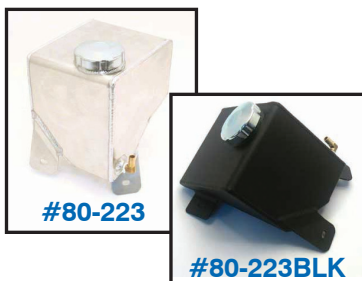
PART #:

#80-218 GM '78-'88 G-Body Coolant Recovery Tank

#80-218BLK GM '78-'88 G-Body Coolant Recovery Tank (black wrinkle powder coat)

- Features external sight gauge and vented fill cap.
- Designed to fit in the same location as the stock tank.
- Available in raw aluminum or black wrinkle powder coat

GM F-BODY COOLANT RECOVERY TANK



PART #:

#80-223 GM '82-'92 F-Body Aluminum Coolant Recovery / Fill Tank

#80-223BLK GM '82-'92 F-Body Aluminum Coolant Recovery / Fill Tank (black wrinkle powder coat)

- Features a vented fill cap.
- Designed to fit in the same location as the stock tank.
- Available in raw aluminum or black wrinkle powder coat

C-4 CORVETTE COOLANT RECOVERY TANK



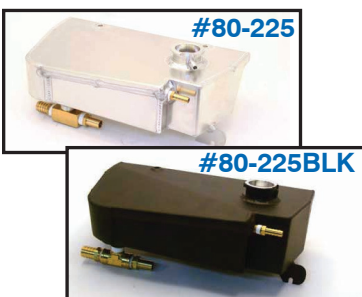
PART #:

#80-224 '84-'96 C-4 Corvette Aluminum Coolant Recovery / Fill Tank

#80-224BLK '84-'96 C-4 Corvette Aluminum Coolant Recovery / Fill Tank (black wrinkle powder coat)

- Features external sight gauge and vented fill cap.
- Designed to fit in the same location as the stock tank.
- 5 qt Capacity.
- Available in raw aluminum or black wrinkle powder coat

C-5 CORVETTE COOLANT EXPANSION TANK



PART #:

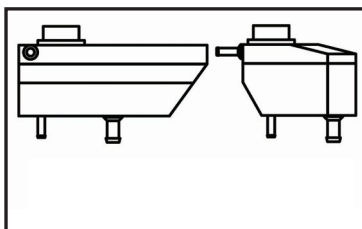
#80-225 '97-'04 C5 Corvette Aluminum Coolant Expansion / Fill Tank

#80-225BLK '97-'04 C5 Corvette Aluminum Coolant Expansion / Fill Tank (black wrinkle powder coat)

Note: Does not include provision for factory coolant level sensor

- 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.
- Available in raw aluminum or black wrinkle powder coat

C-7 CORVETTE COOLANT EXPANSION TANK



PART #:

#80-227 '15+ C7 Corvette Aluminum Coolant Expansion / Fill Tank

#80-227BLK '15+ C7 Corvette Aluminum Coolant Expansion / Fill Tank (black wrinkle powder coat)

- Designed to fit in the same location as the stock tank.
- Includes Required Cap
- Available in raw aluminum or black wrinkle powder coat

Model Specific Coolant Expansion & Recovery Tanks

'87-'93 & 94-95 MUSTANG COOLANT EXPANSION TANK

#80-230



#80-230BLK



#80-231



#80-231BLK



PART #:

#80-230 '87-'93 V8 Mustang Aluminum Coolant Expansion / Fill Tank

#80-230BLK '87-'93 V8 Mustang Aluminum Coolant Expansion / Fill Tank (black wrinkle powder coat)

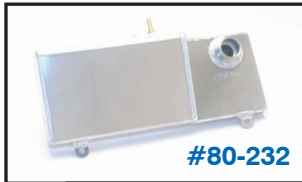
#80-231 '94-'95 V8 & 97-04 V6 Mustang Coolant Expansion / Fill Tank

#80-231BLK '94-'95 V8 & 97-04 V6 Mustang Coolant Expansion / Fill Tank (black wrinkle powder coat)

Stock OE Cap # E6ZZ-8K103A Required

- 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.
- 80-230 features 2.5 qt capacity.
- 80-231 features 4.5 qt capacity.
- Available in raw aluminum or black wrinkle powder coat

'96-'04 MUSTANG COOLANT EXPANSION TANK



#80-232



#80-232SBLK

PART #:

#80-232 '96-'04 V8 Mustang Coolant Expansion / Fill Tank

#80-232BLK '96-'04 V8 Mustang Coolant Expansion / Fill Tank (black wrinkle powder coat)

#80-232S '96-'04 V8 Mustang Aluminum Coolant Expansion Tank

#80-232SBLK '96-'04 V8 Mustang Aluminum Coolant Expansion Tank (black wrinkle powder coat)

Recommended parts:

#81-116 Billet Aluminum Cap for 80-232

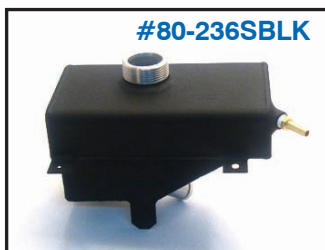
#81-236 Billet Aluminum Cap for 80-232S

- 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 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.
- Available in raw aluminum or black wrinkle powder coat

'05-'09 MUSTANG COOLANT EXPANSION TANK



#80-236



#80-236SBLK

PART #:

#80-236 '05-09 V8 Mustang '07-14 GT500 Mustang Coolant Expansion Tank

#80-236BLK '05-09 V8 Mustang '07-14 GT500 Mustang Coolant Expansion Tank (black wrinkle powder coat)

#80-236S '05-09 V8 Mustang '07-14 GT500 Mustang Coolant Expansion Tank

#80-236SBLK '05-09 V8 Mustang Aluminum '07-14 GT500 Mustang Coolant Expansion Tank (black wrinkle powder coat)

Recommended parts:

#81-116 Billet Aluminum Cap for 80-236

#81-236 Billet Cap for 80-236S & 80-246S

- 80-236 features a billet radiator style neck
- 80-236S features a billet stock Ford style neck
- Designed to fit in the same location as the stock tank.
- 2.75 qt Capacity
- 9" long X 5" wide X 5.25" tall
- Available in raw aluminum or black wrinkle powder coat

Model Specific Coolant Expansion & Recovery Tanks

'11-'14 MUSTANG COOLANT EXPANSION TANK

#80-246S



#80-246SBLK

**PART #:**

#80-246S 2011-14 V8 Mustang
Coolant Expansion Tank

#80-246SBLK 2011-14 V8 Mustang
Coolant Expansion Tank
(black wrinkle powder coat)

Recommended parts:

#81-236 Billet Cap for 80-236S & 80-246S

- 80-246S features a billet stock Ford style neck
- Designed to fit in the same location as the stock tank.
- 2.75 qt Capacity
- 9" long X 5" wide X 5.25" tall
- Available in raw aluminum or black wrinkle powder coat

15 -up S550 MUSTANG COOLANT TANK



#80-247



#80-247SBLK

PART #:

#80-247S '15-up Mustang
Coolant Expansion Tank

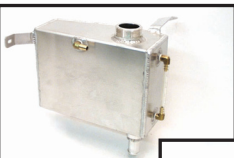
#80-247SBLK '15-up Mustang
Coolant Expansion Tank
(black wrinkle powder coat)

Recommended Parts

81-247 Billet Alum Coolant Cap, 15+ Ford Style

- Billet stock Ford style neck
- External Sight gauge
- 3/8" NPT pressure relief barb
- Direct OEM replacement
- .100 Aluminum
- Available in raw aluminum or black wrinkle powder coat

F150/ LIGHTNING COOLANT EXPANSION TANK



#80-240S



#80-240SBLK

PART #:

#80-240S '97-'03 F150, 2004 heritage
models, & '98-'03 Lightning
Coolant Expansion / Fill Tank

#80-240SBLK '97-'03 F150, 2004 heritage
models, & '98-'03 Lightning
Coolant Expansion / Fill Tank
(black wrinkle powder coat)

Recommended parts:

#81-236 Billet Aluminum Cap

- 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.
- 4.8 qt capacity
- Available in raw aluminum or black wrinkle powder coat

MINI COOPER COOLANT EXPANSION TANK



#80-272



#80-272BLK

PART #:

#80-272 '02-'06 Mini Cooper S, and 05-07
Mini Cooper S Convertibles
Coolant Expansion Tank

#80-272BLK '02-'06 Mini Cooper S, and 05-07
Mini Cooper S Convertibles
Coolant Expansion Tank
(black wrinkle powder coat)

Recommended Parts

81-030 30 psi mini radiator cap

- Billet radiator style neck, 30 psi cap recommended (81-030)
- Direct OEM replacement
- .100 Aluminum
- Available in raw aluminum or black wrinkle powder coat

Model Specific Coolant Expansion & Recovery Tanks

'90-'97 & '99-'05 MAZDA MIATA COOLANT EXPANSION TANKS



PART #:

#80-275 '90-'97 Mazda Miata Aluminum Coolant Expansion/ Fill Tank

#80-275BLK '90-'97 Mazda Miata Aluminum Coolant Expansion/ Fill Tank (black wrinkle powder coat)

#80-276 '99-'05 Mazda Miata Aluminum Coolant Expansion/ Fill Tank

#80-276BLK '99-'05 Mazda Miata Aluminum Coolant Expansion/ Fill Tank (black wrinkle powder coat)

- .100 Aluminum
- Vented fill cap.
- Designed to fit in the same location as the stock tank.
- Available in raw aluminum or black wrinkle powder coat

'01-'15 SUBARU WRX & STI TURBO COOLANT "HEADER" TANK



PART #:

#80-282 '01-'15 Subaru WRX & STI Turbo Coolant "Header" Tank

#80-282BLK '01-'15 Subaru WRX & STI Turbo Coolant "Header" Tank (black wrinkle powder coat)

Recommended Parts

81-016SM 16 psi mini radiator cap

- .100 Aluminum
- Billet mini radiator neck accepts stock cap.
- Direct fit stock replacement tank.
- 36% capacity increase (25 oz)
- Billet machined barb fittings.
- Available in raw aluminum or black wrinkle powder coat

'08-'15 SUBARU WRX & STI COOLANT OVERFLOW TANK



PART #:

#80-284 '08-'15 Subaru WRX & STI Coolant Overflow Tank

#80-284BLK '08-'15 Subaru WRX & STI Coolant Overflow Tank (black wrinkle powder coat)

Recommended Parts

77-284 WRX & STI Power Steering Tank

- .100 Aluminum
- Direct fit stock replacement tank.
- Sight gauge
- Knurled -12 O-ring Cap
- Replaces OE 45150AG011-PFM
- Available in raw aluminum or black wrinkle powder coat

JEEP CJ & WRANGLER COOLANT TANK



PART #:

#80-290 '81-'86 Jeep CJ, '87-'95 Wrangler(YJ) Coolant Tank

#80-290BLK '81-'86 Jeep CJ, '87-'95 Wrangler(YJ) Coolant Tank (black wrinkle powder coat)

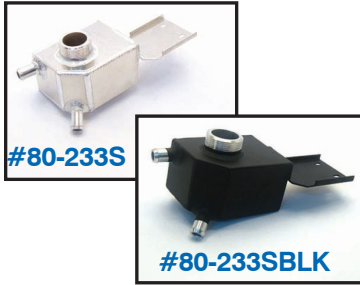
#80-291 '97-'06 Jeep Wrangler (TJ) Aluminum Coolant Tank

#80-291BLK '97-'06 Jeep Wrangler (TJ) Aluminum Coolant Tank (black wrinkle powder coat)

- .100 aluminum for increased strength and reliability.
- Vented Cap.
- Direct Stock Replacement
- Available in raw aluminum or black wrinkle powder coat

Supercharger Coolant Tanks

'03-'04 MUSTANG COBRA SUPERCHARGER COOLANT TANK


PART #:

#80-233S '03-'04 Mustang Cobra Supercharger Coolant Tank

#80-233SBLK '03-'04 Mustang Cobra Supercharger Coolant Tank (black wrinkle powder coat)

Recommended parts:

Billet Aluminum Cap #81-236

- .100 Aluminum
- Billet aluminum hose fitting.
- Billet Ford stock style neck, accepts stock cap or our 81-236
- Available in raw aluminum or black wrinkle powder coat

'07-'10 MUSTANG GT500 SUPERCHARGER COOLANT TANK


PART #:

#80-234S '07-'10 Mustang GT500 Extra Capacity Supercharger Tank

#80-234SBLK '07-'10 Mustang GT500 Extra Capacity Aluminum Supercharger Tank (black wrinkle powder coat)

#80-234XL '07-'10 Mustang GT50 Large Capacity Drag Race Supercharger Tank.

#80-234XLBLK '07-'10 Mustang GT500 Large Capacity Aluminum Drag Race Supercharger Tank. (black wrinkle powder coat)

Recommended Parts:

Billet Aluminum Cap #81-236 for 80-234S Tank

- .100 aluminum
- 80-234S Features Ford stock style neck, accepts stock cap
- 80-234XL Features a large top opening to be easily packed with ice. It is for Drag Use Only
- 80-234S features 2.4 qt Capacity.
- Available in raw aluminum or black wrinkle powder coat

'96-'10 MUSTANG OVERSIZED BATTERY BOX SUPERCHARGER COOLANT TANKS


PART #:

#80-235ND '96-'04 Mustang Battery Box Coolant Supercharger Tank

#80-235NDBLK '96-'04 Mustang Battery Box Coolant Supercharger Tank (black wrinkle powder coat)

#80-237ND '05-'10 Mustang Battery Box Coolant Supercharger Tank

#80-237NDBLK '05-'10 Mustang Battery Box Coolant Supercharger Tank (black wrinkle powder coat)

- Large capacity for ice.
- Mounts in battery box location.
- .100 aluminum
- Pressure relief for street driving
- 1.5 Gallon Capacity
- Available in raw aluminum or black wrinkle powder coat
- 11" x 7" x 7" Dimensions

OPTIONS AND ACCESSORIES FOR COOLANT EXPANSION TANKS

- #81-016 16 PSI Radiator Style Cap.
- #81-030 30 PSI Radiator Style Cap.
- #81-116 16 PSI Billet Aluminum Radiator Style Cap
- #81-216 16 PSI Billet Scalloped Radiator Style Cap
- #81-236 Billet Aluminum Coolant Cap, '94-'14 Ford Style
- #81-247 Billet Aluminum Coolant Cap, '15 -up Ford Style



Supercharger Coolant Tanks

'05-'09 ROUSH MUSTANG SUPERCHARGER & WHIPPLE SUPERCHARGER COOLANT TANK



PART #:

#80-238 '05-'09 Roush Mustang & Whipple Supercharger Coolant Tank

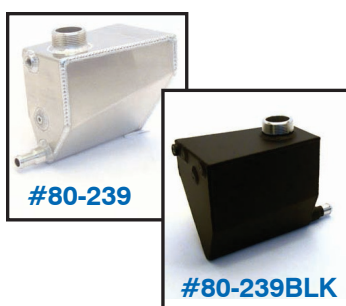
#80-238BLK '05-'09 Roush Mustang & Whipple Supercharger Coolant Tank (Black Wrinkle powder coat)

Recommended part:

#81-236 Billet Aluminum Cap

- Built from .100 aluminum making this tank stronger, more reliable, and better looking than stock.
- Features billet aluminum hose fittings.
- 2.9 qt Capacity.
- Available in raw aluminum or black wrinkle powder coat

'05-'10 MUSTANG VORTECH/PAXTON REPLACEMENT SUPERCHARGER COOLANT TANK



PART #:

#80-239 Vortech / Paxton upgraded supercharger system relocation tank.

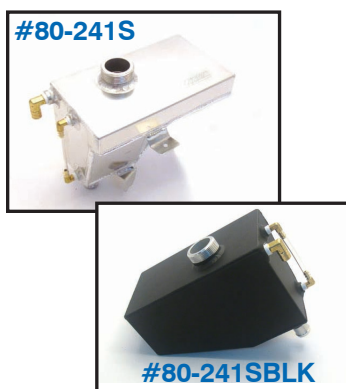
#80-239BLK Vortech / Paxton upgraded supercharger system relocation tank. (Black Wrinkle powder coat)

Recommended part:

#81-236 Billet Aluminum Cap

- .100 Aluminum
- Billet Ford stock style neck, accepts stock cap or our 81-236
- Billet aluminum hose fitting.
- Available in raw aluminum or black wrinkle powder coat

'98-'03 FORD F150 LIGHTNING SUPERCHARGER COOLANT TANK



PART #:

#80-241S '98-'03 Ford F150 Lightning Aluminum Supercharger Coolant Tank with a stock style neck

#80-241SBLK '98-'03 Ford F150 Lightning Aluminum Supercharger Coolant Tank with a stock style neck. (Black Wrinkle powder coat)

Recommended parts:

#81-236 Billet Aluminum Cap for 80-241S

- .100 Aluminum
- Billet stock Ford style neck, accepts stock cap or our 81-236.
- External sight gauge.
- 3.2 qt Capacity.
- Available in raw aluminum or black wrinkle powder coat

ALUMINUM SUPERCHARGER TANK FOR KENNE BELL SYSTEMS



PART #:

#80-242 Aluminum Coolant Tank for Kenne Bell supercharger systems.

#80-242BLK Aluminum Coolant Tank for Kenne Bell supercharger systems. (Black Wrinkle powder coat)

Recommended part:

#81-236 Billet Aluminum Cap

- Replacement for plastic Kenne Bell liquid cool option tank.
- Mounts with Kenne Bell bracket.
- Stock Ford neck cap.
- 1.9 qt Capacity
- Available in raw aluminum or black wrinkle powder coat

Power Steering Tanks

'99-'04 & '05-'10 FORD MUSTANG POWER STEERING TANK


PART #:

- #77-232 '99-'04 Ford Mustang P/S Tank
 #77-232BLK '99-'04 Ford Mustang P/S Tank (black wrinkle powder coat)
 #77-236 '05-'10 Ford Mustang P/S Tank
 #77-236BLK '05-'10 Ford Mustang P/S Tank (black wrinkle powder coat)

- Offers increased strength & aesthetics.
- Baffled to diffuse incoming fluid.
- Available in raw aluminum or black wrinkle powder coat

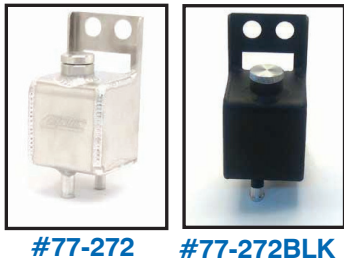
'97-'03 FORD F150 LIGHTNING POWER STEERING TANK


PART #:

- #77-240 '97-'03 Ford F150/ P/S Tank
 '98-'03 Ford Lightning P/S Tank
 #77-240BLK '97-'03 Ford F150/ P/S Tank
 '98-'03 Ford Lightning P/S Tank (black wrinkle powder coat)

- Offers increased strength & aesthetics.
- Baffled to diffuse incoming fluid.
- Available in raw aluminum or black wrinkle powder coat

'00-'06 GEN 1 MINI COOPER POWER STEERING TANK


PART #:

- #77-272 '00-'06 R52 & R53 P/S Tank
 #77-272BLK '00-'06 R52 & R53 P/S Tank (black wrinkle powder coat)

Recommended Parts:

- #80-272 Gen 1 Mini Cooper Coolant Tank.
 #80-272BLK Gen 1 Mini Cooper Coolant Tank. (black wrinkle powder coat)

- Offers increased strength & aesthetics.
- Knurled -12 O-ring Vented Cap.
- Baffled to diffuse incoming fluid.
- 26 oz capacity.
- Available in raw aluminum or black wrinkle powder coat

'08-'15 SUBARU WRX & STI POWER STEERING TANK


PART #:

- #77-284 '08-'15 Subaru WRX STI P/S tank
 #77-284BLK '08-'15 Subaru WRX STI P/S tank (black wrinkle powder coat)

Recommended Parts:

- #80-282 '01-'15 Subaru Coolant Header Tank
 #80-284 '08-'15 Coolant Overflow Tank

- Offer increased strength & aesthetics.
- Knurled -12 O-ring Vented Cap.
- Glass Sight Gauge
- 14 oz capacity.
- Available in raw aluminum or black wrinkle powder coat

Pump Mounted Power Steering Tank

PUMP MOUNTED POWER STEERING TANKS


PART #:

- #77-260 Pump Mounted Power Steering Tank designed with a straight .615 feed port to mount to GM type II power steering pumps.

- Designed to replace the stock plastic tanks.
- Internal baffle and vented cap.
- Designed to work with pulleys for pump mounted tank applications.

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

Tank Caps and Mounting Clamps

REPLACEMENT CAP FOR CANTON TANKS



#77-251 #81-200

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



#81-016

#81-116

NEW

#81-216

NEW

#81-016SM

PART #:

#81-016 16 psi. Radiator Style Cap

#81-016SM 16 psi. Mini Radiator Style Cap

#81-030 30 psi. Radiator Style Cap

#81-116 16 psi. Knurled Cap

#81-216 16 psi. Billet Radiator Style Cap

Recommended Accessories:

#80-092 Weld on radiator neck.

#80-092SM Weld on mini radiator neck.

- For use with our aluminum expansion tanks or any other application that requires a radiator style cap.



FORD BILLET ALUMINUM COOLANT CAPS



#81-236

NEW

#81-247

PART #:

#81-236 '94 -'14 Ford Billet Coolant Cap

#81-247 '15- up Ford Billet Coolant Cap

Fits: Ford OEM coolant tanks

- Fits Canton & OEM Ford Tanks.
- Scalloped edges for easy grip
- 81-236 Is rated at 16psi as required for 94 - 14 Fords and features ratchet mechanism in cap to prevent over tightening.
- 81-247 Is rated at 21psi as required for 2015 up Fords.

REPLACEMENT MOUNTING CLAMP FOR ROUND TANKS



#26-890

PART #:

#26-890 Replacement Stainless Steel Mounting Clamp for our 3-1/4" Round Tanks.

- Direct replacement for 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



#65-206

PART #S:

- #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.

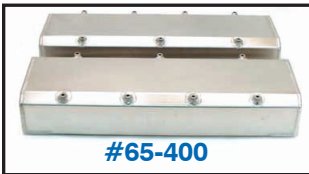
Note: Bolt holes off-set to exhaust side.

Note: Use Fel Pro 1648 Gasket.



#65-208

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



#65-301

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



#65-311

PART #S:

- #65-311** These 351C 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



#65-386

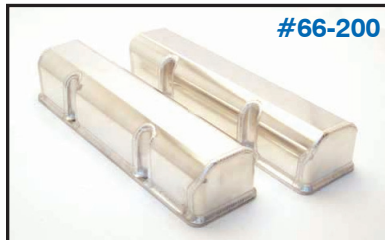
PART #S:

- #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.

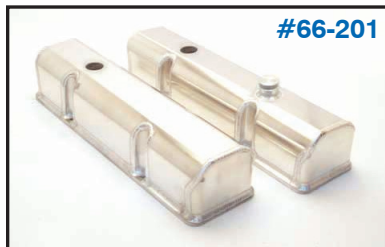
Solid Rail Fabricated Aluminum Valve Covers

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



#66-201

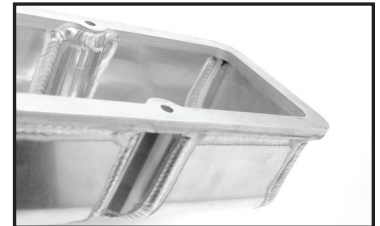
PART #S:

#66-200 These SBC tall solid rail fabbed aluminum valve covers come free of holes or fill necks.

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.

- 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.



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 43 & 56 for our fittings & bungs

Coolant Accessories

BILLET WATER NECKS

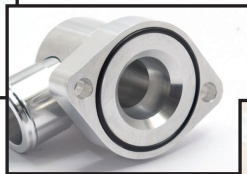
CNC machined billet aluminum for superior strength and appearance



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:

- #80-021 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.
- 80-021 include O-ring seal for gasket free installation.
- 80-022 Requires 06' Corvette Thermostat.
- 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

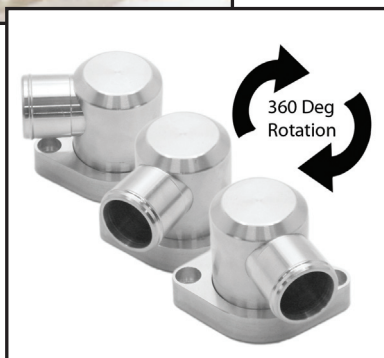
- CNC machine from billet aluminum
- Stainless steel socket head cap screws included
- 80-031 includes O-ring seal for gasket free installation
- 80-032 Requires 06' Corvette Thermostat.
- 80-036 - 302 / 351W water necks feature the necessary heater hose fitting

Coolant Accessories

90 Deg *BILLET WATER NECKS*



- Hose fitting exits at 90 degree angle to water neck.

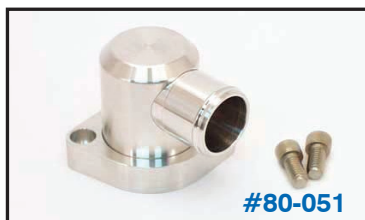


- Body rotates 360 Degrees on base for maximum adjustability on all styles except Ford 302/351W which is fixed to accommodate heater hose fitting.

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:

- #80-051** 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
- #80-059** 4.6/5.4 Ford 90 deg. water neck with 1 1/2" hose fitting.

NEW

- 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
- Entire unit 3" Tall.
- 80-052 Requires 06' Corvette Thermostat.
- 80-059 Designed to work with both style of coolant manifolds found on 4.6 engines. The nylon composite integrated manifold and the stand alone aluminum coolant crossover manifold.

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.

Note: 23-450A needed if bypass is not used.

- 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



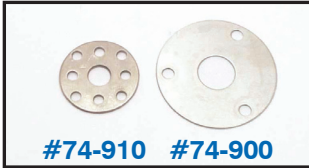
PART #S:

- #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.

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 after market 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

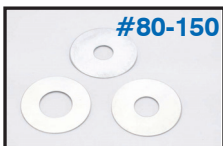
BILLET ALUMINUM WATER FILL NECK (WELD-ON)



PART #S:
#80-092 Standard Size Billet Machined Radiator Neck.
#80-092SM Mini Style Billet Machined Radiator Neck.

- Billet Aluminum CNC Machined
- 80-092
Accepts Standard Radiator Cap
- 80-092SM
Accepts Mini Radiator Cap

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 for fine tuning of your cooling systems

- Fits all GM V-8s, V-6s, and SB Fords

MACHINED ALUMINUM NPT TO HOSE BARB FITTINGS

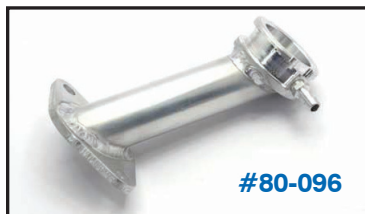


PART #S:
#23-247A 1/2" NPT to 5/8" Hose Barb Fitting
#23-248A 1/2" NPT to 3/4" Hose Barb Fitting
#23-248AE 1/2" NPT to 3/4" Extended Hose Barb Fitting

- Designed to install into 1/2 NPT thread water pump heater hose ports.

Coolant Accessories

CHEVY EXTENDED WATER NECK PLATE WITH FILL



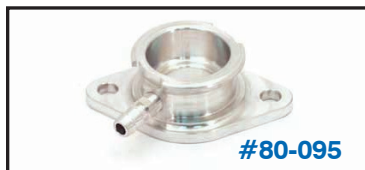
#80-096

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



#80-095

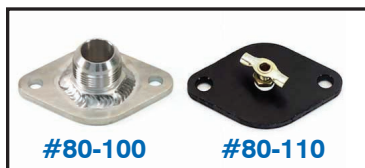
PART #S:

#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



#80-100

#80-110

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



#80-006

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



#80-116

PART #S:

#80-116 Billet Aluminum CNC machined 1.25" high water neck riser plate with ports.

Note: Thermostat should be installed on the bottom.

- 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

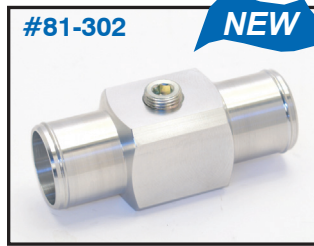
Inline Coolant Access Tubes

INLINE COOLANT ACCESS TUBES



#81-300

NEW



#81-302

NEW



#81-304

NEW



#81-306

NEW



PART #S:

- #81-300 Coolant Access Tube. 1/4" NPT port
- #81-302 Coolant Access Tube. 3/8" NPT port
- #81-304 Coolant Access Tube. 1/2" NPT port
- #81-306 Coolant Access Tube. 1/4" NPT port w/ mini fill neck

Recommended:

#81-016SM 16psi Mini Cap for #81-306

- Installs inline with radiator coolant hose.
- Provides access point for coolant system.
- CNC machined from billet aluminum
- 1.5" Hose ends
- Port for coolant temp sensor
- #81-306 Features mini radiator style fill neck. Cap sold separately

Liquid to Liquid Inline Heat Exchangers

Liquid to Liquid Heat Exchangers



#82-140

NEW



#82-160

NEW



14 Tubes for optimum heat transfer

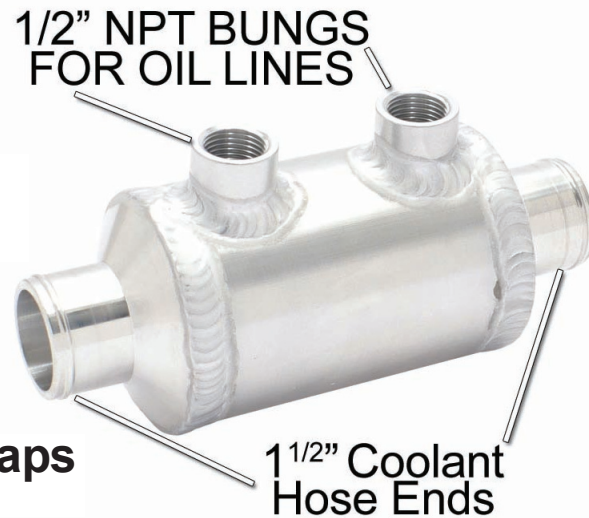
PART #S:

- #82-140 4" long liquid to liquid heat exchanger.
- #82-160 6" long liquid to liquid heat exchanger.

- Billet CNC'd End Caps
- 1/2" NPT Fittings
- Designed to be inline with cool side of the radiator system
- Internally Baffled

TIG Welded

Billet End Caps



1/2" NPT BUNGS FOR OIL LINES

1 1/2" Coolant Hose Ends

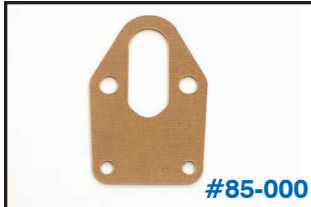
PHENOLIC SPACERS & ADAPTERS

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.

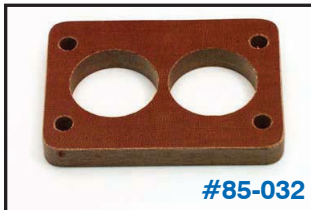
PART #S:

#85-000 SBC Phenolic fuel pump Insulators

#85-010 Ford V8's except Cleveland's BB Chevy and Pontiac

PHENOLIC ADAPTERS

ROCHESTER 2BBL SPACERS



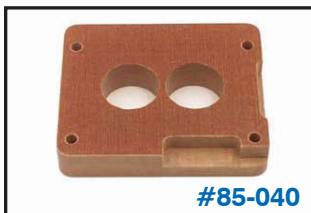
PART #S:

#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

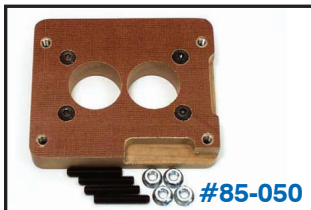


PART #:

#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.

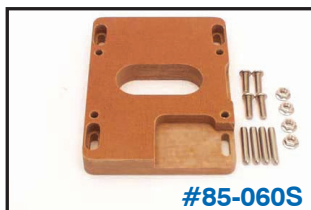
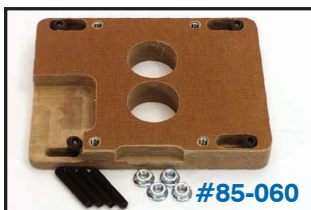
HOLLEY 2BBL TO GM INTAKE ADAPTER



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.

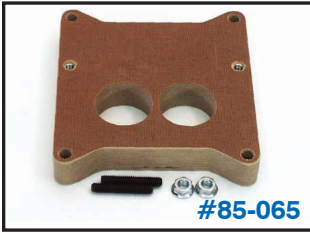
PART #S:

#85-060 2-hole style adapter

#85-060S Open style adapter

PHENOLIC SPACERS & ADAPTERS

HOLLEY 2BBL TO EDELBROCK PERFORMER 4BBL INTAKE ADAPTERS

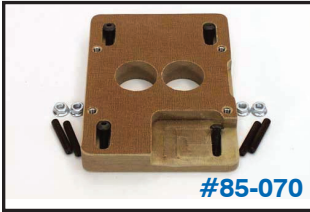


This 1" Phenolic adapter allows the #R4412 2BBL carb to be mounted on 4bbl-manifolds having the standard Holley bolt pattern as well as the Edelbrock 4bbl Performer intakes. Designed to position the carb to deliver the best performance and is non-adjustable.

PART #S:

#85-065 2-hole style adapter - DEVELOPED BY CARL McQUILLEN

HOLLEY 2 BBL TO Q-JET 4 BBL INTAKE ADAPTER

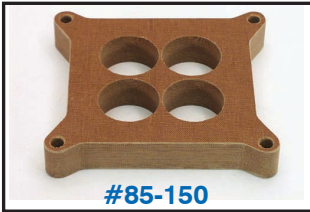


PART #:

#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 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.

HOLLEY 4500 OPEN CARB SPACERS



PART #S:

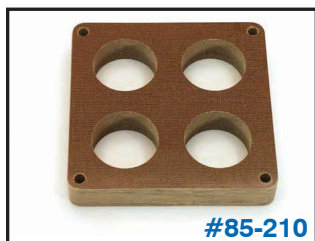
#85-202 1/2" thick open spacer.

#85-200 1" thick open spacer.

Recommended or related parts: **#85-510** Mounting studs for #85-202.
#85-520 Mounting studs for #85-200.

PHENOLIC & ALUMINUM SPACERS & ADAPTERS

HOLLEY 4500 FOUR HOLE CARB SPACERS



PART #S:

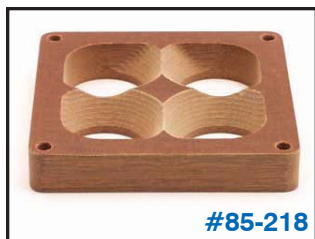
#85-214 1/4" thick 4-hole spacer with 2" inlet holes.

#85-212 1/2" thick 4-hole spacer with 2" inlet holes.

#85-210 1" thick 4-hole spacer with 2" inlet holes.

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

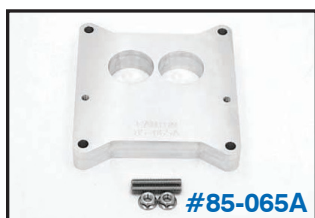


PART #S:

#85-250 1" thick Q-jet spacer.

NOTE: MOUNTING STUDS WILL WORK WITH SPREADBORES BUT NOT WITH Q-JETS.

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 94, but machined from aluminum.

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, SWEATSHIRTS & HATS



PART #S:

- #99-010 Adult Medium T-Shirt
- #99-020 Adult Large T-Shirt
- #99-030 Adult X-Large T-Shirt
- #99-040 Adult XX-Large T-Shirt
- #99-070 Adult XX-Large Sweatshirt
- #99-080 Adult XX-Large Sweatshirt
- #99-090 Adult XX-Large Sweatshirt
- #99-100 Adjustable Velcro Strap Hat

Our T-shirts are screen printed and are made form heavy weight 100% preshrunk cotton. Available in Medium, Large, X-Large, & XX-Large.



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