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Aluminum Oil Pans DART D.R.C.

DART WIDE RAIL Wet Sump

PRO3100KO

Description: This pan has four trap doors, a louvered windage tray, and an oil check level plug. The kickout is on the right side and has access plugs for the right side pan rail. The pan weighs 11 lbs. and is a 9 qt. system with filter. **For wide rail block** *No pan gasket required.*

Dimensions: 7 1/4" Deep x 12 3/4" Wide x 13 1/4" Long

Starter: Mini-starter

Pickups:

| | |
|--------|------------------------------|
| 1008SB | 5/8" SBC Hi - Vol Pump |
| 1027SB | 5/8" SBC M55 pump |
| 1703SB | 3/4" M10555 & 10552 |
| 1704SB | 3/4" M155HV & Dynagear |
| 100BB | 3/4" 5 Bolt BB Hi - Vol Pump |



PRO3102KO Alum.PRO Dart D.R.C

Type: Wet sump circle track

Description: This pan has 5 trap doors, a louvered windage tray, and an oil check level plug. The kickout is on the right side and has access plugs for the right side pan rail. The pan is a 10 qt. system with filter. **For wide rail block.** *No pan gasket required.*

Dimensions: 7 1/4" Deep x 12 3/4" Wide x 16 3/4" Long

Starter: Mini-starter

Pickups:

| | |
|----------|--------------------------------------------|
| 1008SB | 5/8" SBC Hi - Vol Pump |
| 1027SB | 5/8" SBC M55 pump |
| 1703SB | 3/4" M10555 & 10552 |
| 1704SB | 3/4" M155HV & Dynagear |
| 100BB | 3/4" 5 Bolt BB Hi - Vol Pump |
| 507SB | 3/4" Pickup & pump combination |
| 507ST-SB | 3/4" Pickup & pump combination shark tooth |
| 508SB | Same as 507SB no anti cavitation grooves |



Aluminum Oil Pans DART D.R.C.

DART WIDE RAIL Wet Sump

PRO3150

Type: Wet sump

Use: Street, strip, road race, circle track, or marine

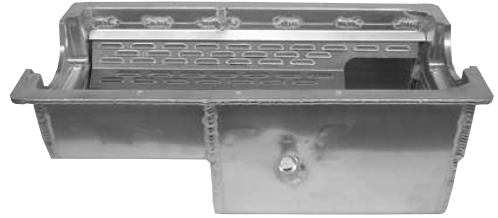
Description: This pan has one 6" trap door, a louvered windage tray, and a provision for a dipstick assembly. The pan weighs 10 lbs. and has an oil capacity of 8 qts. with filter. *No pan gasket required. Use Part# JR131 for Dipstick. For wide rail block*

Dimensions: 8" Deep x 9" Wide x 12 1/4" Long

Starter: Mini-starter

Pickups:

| | |
|------|------------------------------|
| 50SB | 5/8" SBC M55HV Pump |
| 50BB | 3/4" 5 Bolt BB Hi - Vol Pump |
| 51SB | 3/4" M155HV & Dynagear |
| 52SB | 3/4" M10555 & 10552 |



PRO3150KO

Type: Wet sump

Use: Street, strip, road race, circle track, or marine

Description: This pan has one 6" trap door, a louvered windage tray, and a provision for a dipstick assembly. The pan weighs 10.5 lbs. and has an oil capacity of 9 qts. with filter. *No pan gasket required. Use Part# JR131 for Dipstick. For wide rail block*

Dimensions: 8" Deep x 10 1/4" Wide x 12 1/4" Long

Starter: Mini-starter

Pickups:

| | |
|------|------------------------------|
| 50SB | 5/8" SBC M55HV Pump |
| 50BB | 3/4" 5 Bolt BB Hi - Vol Pump |
| 51SB | 3/4" M155HV & Dynagear |
| 52SB | 3/4" M10555 & 10552 |



Aluminum Oil Pans DART D.R.C.

DART WIDE RAIL Wet Sump

PRO3160

Use: Street or strip

Description: This pan has one 6" trap door, a louvered windage tray, and a provision for a dipstick assembly. The pan weighs 9.5 lbs. and is an 8 qt. system with filter. *No pan gasket required.*

For wide rail block

Note: will work with a stock cross member.

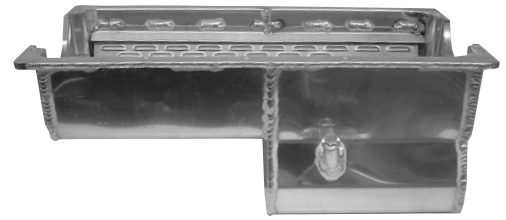
*Use Part# **JR131** for Dipstick*

Dimensions: 8" Deep x 10 1/2" Wide x 9 1/2" Long

Starter: Mini-starter

Pickups:

| | |
|------|------------------------------|
| 50SB | 5/8" SBC M55HV Pump |
| 51SB | 3/4" M155HV & Dynagear |
| 50BB | 3/4" 5 Bolt BB Hi - Vol Pump |
| 52SB | 3/4" M10555 & 10552 |



DART WIDE RAIL Asphalt Dry Sump

PRO180R3A 5.5 deep, front 3.875

PRO182R3A 4.25 deep, front 3.875

PRO182L3A 4.25 deep, front 3.875

Fits: Late model asphalt chassis like Lefthander or Port City

Series: Pro

Description: This pan has a kickout pouch that starts at the pan rail and goes to the bottom of the pan. It is made out of .100" aluminum. The pan has access holes for mounting the right side pan bolts, three -12 o-ring ports that exit the top right side of the pan, an inspection hole, and a drain plug. **For wide rail block**

Note: It will clear a mechanical fuel pump.

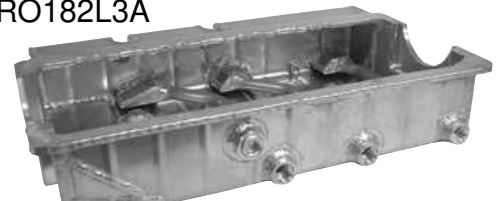
Dimensions: 5 1/2" Deep on Right Side; 3 7/8" Deep in Front

Starter: Reverse mounted starter

PRO180R3A



PRO182L3A



Aluminum Oil Pans DART D.R.C.

DART WIDE RAIL Dry Sump

PRO180R3 DART DRC

Description: The kickout pouch starts at the pan rail and goes to the bottom of the pan. The pan is made of .100" aluminum with access holes for mounting and has 3 -12 o-ring ports that exit the top right side of the pan. An inspection hole and drain plug are included. *No pan gasket required.* **For wide rail block**

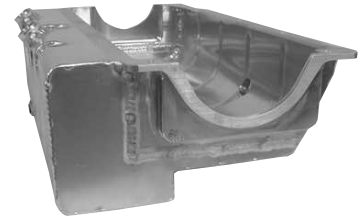
Note: It will clear a mechanical fuel pump.

Dimensions: 4.25 to 5.50" Deep

Starter: Reverse mounted starter

Part:

PRO180R3 DART Alum. DS with 3 -12 ports Right Side



PRO181R3

Type: Dry sump

Description: The kickout pouch starts at the pan rail and goes to the bottom of the pan. This pan is made of .100" aluminum with access holes for mounting. It has three -12 o-ring ports that exit the top right back half of the pan. An inspection hole and drain plug are also included. *No pan gasket required.* **For wide rail block**

Note: It will clear a mechanical fuel pump.

Dimensions: 6" Deep on right side; 4.5" Deep on left side

Starter: Reverse mounted starter

Part:

PRO181R3 DART D.R.C. Alum. DS with 3 -12 o-ring ports Right Side



DART WIDE RAIL Dry Sump Off Road

PRO181R2O
PRO181R3OR
PRO181R4OR

Type: Dry sump

Use: Off-road trucks

Description: This pan is made out of .100" aluminum. The 181R2O has two -10 o-ring ports that exit the bottom right side of the pan. The 181R3OR has three -10 o-ring ports that exit the bottom left side of the pan. **For wide rail block**

Note: It is notched for a front mini-starter.

Dimensions:

PRO181R2O - 4 7/8" Deep

PRO181R3OR - 5 5/8" Deep

Starter: Mini-starter

Part:

| | |
|------------|------------------------------------|
| PRO181R2O | Dart Aluminum with 2 -10 ports |
| PRO181R3OR | Dart Aluminum with 3 -10 ports |
| PRO181R4OR | Dart Aluminum with 4 1/2" pipe L.S |



DART WIDE RAIL Double Kick-out Dry Sump

PRO3003

Type: Dry sump

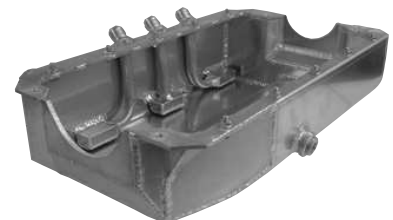
Description: This double kickout pan is 45% larger by volume than our PRO180 pan. This extra kickout on the left side frees up 15-20 horsepower. It has three -12 female port fittings that exit the top right side of the kickout. The mounting plates are included in the pricing below. Depth is 5.75. **For wide rail block**

Note: will need to relocate the four main mounting holes.

Follow the steps 2, 3, and 9 on page 59 to install pan.

Part:

PRO3003 DART D.R.C. with 3 -12 ports



Aluminum Oil Pans

Small Block Chevy Wet Sump

PRO1100KO 1957-1985
PRO1100KORB 86 up 1 pc rear

Description: The kickout is on the right side, which starts at the pan rail and runs the full length of the pan with three access holes for the right side pan rail. It has 4 trap doors, a louvered windage tray, an inspection hole, and oil check level plug. The pan weighs 11 lbs. and has an oil capacity of 8.5 qts. with filter. *No pan gasket required.*

Dimensions: 7" Deep x 11 3/4" Wide x 13 1/4" Long

Starter: Mini-starter

Pickups:

| | |
|--------|------------------------------------------|
| 1008SB | 5/8" SBC Hi - Vol Pump |
| 1026SB | 3/4" Melling M155 & 10554 |
| 1027SB | 5/8" SBC M55 pump |
| 1703SB | 3/4" Melling 10555 & 10552 |
| 1704SB | 3/4" Melling M155HV |
| 507SB | 3/4" Pickup & pump combination |
| 508SB | Same as 507SB no anti cavitation grooves |

PRO1102KO PRO Series Aluminum
PRO1102KO-1 PRO1102KO w/steering notch
PRO1102KORB For 86 up 1 pc rear main seal

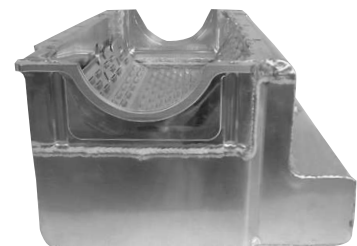
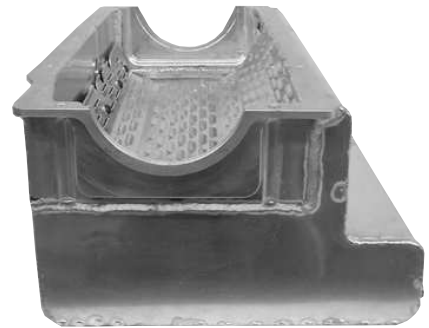
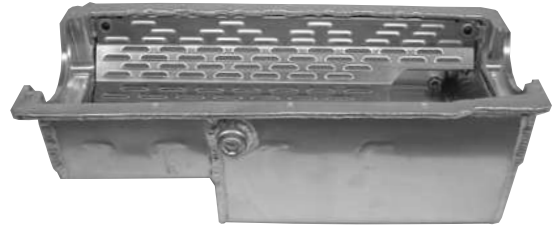
Description: The kickout is on the right side, which starts at the pan rail and runs the full length of the pan with three access holes for the right side pan rail. It has 5 trap doors, a louvered windage tray, an inspection hole, and oil check level plug. The pan has an oil capacity of 10 qts. with filter. *No pan gasket required.*

Dimensions: 7" Deep x 12" Wide x 16 1/2" Long

Starter: Mini-starter

Pickups:

| | |
|----------|--------------------------------------------|
| 1008SB | 5/8" SBC Hi - Vol Pump |
| 1026SB | 3/4" Melling M155 & 10554 |
| 1027SB | 5/8" SBC M55 pump |
| 1703SB | 3/4" Melling 10555 |
| 1704SB | 3/4" Melling M155HV |
| 100BB | 3/4" Five Bolt BB Hi - Vol |
| 507SB | 3/4" Pickup & pump combination |
| 507ST-SB | 3/4" Pickup & pump combination shark tooth |
| 508SB | Same as 507SB no anti cavitation grooves |



Aluminum Oil Pans

Small Block Chevy Wet Sump

PRO1106KO PRO Series 6 1/2 deep Asphalt

Description: The kickout is on the right side, which starts at the pan rail and runs the full length of the pan with three access holes for the right side pan rail. It has 4 trap doors, a louvered windage tray, an inspection hole, and oil check level plug. The pan has an oil capacity of 8. qts. with filter.

No pan gasket required.

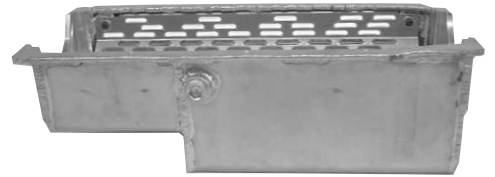
Dimensions: 6 1/2" Deep x 11 3/4" Wide x 13 1/4" Long

Starter: Mini-starter

Pickups:

| | |
|--------|------------------------|
| 1106SB | 5/8" SBC Hi - Vol Pump |
| 1107SB | 5/8" SBC Std Vol M55 |
| 1703SB | 3/4" M155 or M10554 |
| 506SB | 3/4 " pump & p/u combo |

The 506SB is a reworked M10550 with anti-cavitation grooves and the inlet has been relocated to the side. It has improved oil flow by 3 -5 %.



PRO1150 1957-1985

Use: Street, strip, road race, circle track, or marine

Description: This pan has one 6" trap door, a louvered windage tray, and a provision for a dipstick assembly. It weighs 7 lbs. and has an oil capacity of 7 qts. with filter. *No pan gasket required.*

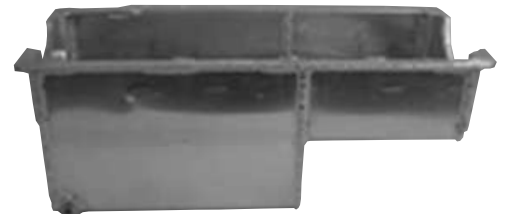
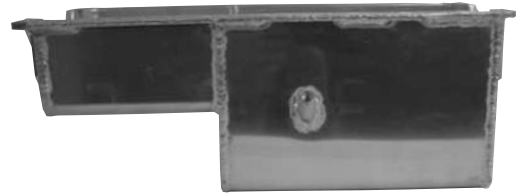
Use Part# JR131 for Dipstick

Dimensions: 8" Deep x 8" Wide x 12 1/4" Long

Starter: Mini-starter

Pickups:

| | |
|--------|----------------------------|
| 60SB | 5/8" SBC Hi - Vol Pump |
| 60BB | 3/4" Five Bolt BB Hi - Vol |
| 61SB | 3/4" Dynagear & M155HV |
| 63SB | 5/8" M55 stock pump |
| 64SB | 3/4" M155 stock pump |
| 1007SB | 3/4" Melling 10555 & 10552 |



Aluminum Oil Pans

Small Block Chevy Wet Sump

PRO1150KO

1957-1985

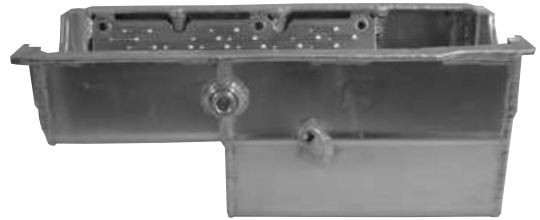
Description: This pan is the same as the PRO1150, but has a kickout that starts at the pan rail on the right side. There are three access holes for the right side, a louvered windage tray, an inspection hole, and a provision for a dipstick assembly. It weighs 8 lbs. and has an oil capacity of 8 qts. with filter. *No pan gasket required. Use Part# **JR131** for Dipstick*

Dimensions: 8" Deep x 9 1/4" Wide x 12 1/4" Long

Starter: Mini-starter

Pickups:

| | |
|--------|----------------------------|
| 60SB | 5/8" SBC Hi - Vol Pump |
| 60BB | 3/4" Five Bolt BB Hi - Vol |
| 61SB | 3/4" Dynagear & M155HV |
| 63SB | 5/8" M55 stock pump |
| 64SB | 3/4" M155 stock pump |
| 1007SB | 3/4" Melling 10555 & 10552 |



PRO1160

1957-1985

Use: Street or strip

Description: This "T" sump style pan is made of .100" aluminum. It has one 6" trapdoor, one crankscraper, and a louvered windage tray. It has an oil capacity of 8 qts. with filter. *No pan gasket required. Use Part# **JR131** for Dipstick*

Dimensions: 8" Deep x 10 5/8" Wide x 9 1/2" Long

Starter: Mini-starter

Pickups:

| | |
|--------|----------------------------|
| 60SB | 5/8" SBC Hi - Vol Pump |
| 60BB | 3/4" Five Bolt BB Hi - Vol |
| 61SB | 3/4" Dynagear & M155HV |
| 63SB | 5/8" M55 stock pump |
| 64SB | 3/4" M155 stock pump |
| 1007SB | 3/4" Melling 10555 & 10552 |



Aluminum Oil Pans

SBC Dry Sump

PRO170R3 SBC

Type: Dry sump

Description: The kickout pouch starts at the pan rail and goes to the bottom of the pan. The pan is made of .100" aluminum with access holes for mounting and has 3 -12 o-ring ports that exit the top right side of the pan. An inspection hole and drain plug are included. *No pan gasket required.*

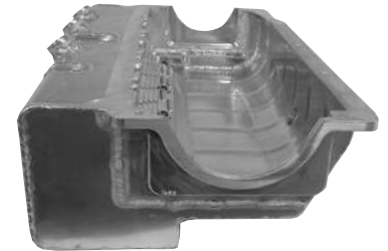
Note: will clear a mechanical fuel pump.

Dimensions: 4.25 to 5.5" Deep

Starter: Reverse mounted

Part:

PRO170R3 SBC Alum. DS with 3 -12 ports Right Side



PRO170F2 SBC Alum. DS with 2 -10 o-ring Frt. Right Side

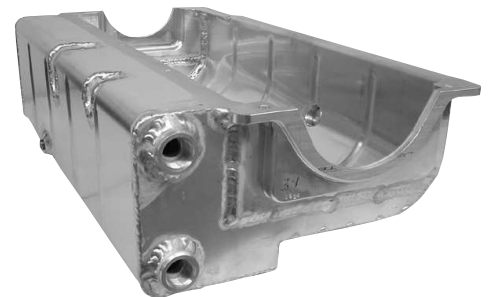
Type: Dry sump

Description: The kickout pouch starts at the pan rail and goes to the bottom of the pan. The pan is made of .100" aluminum with access holes for mounting and has 2 -10 o-ring ports that exit the front right side of the pan. An inspection hole and drain plug are included. *No pan gasket required.*

Note: will clear a mechanical fuel pump.

Dimensions: 4.25 to 5.5" Deep

Starter: Reverse mounted



Aluminum Oil Pans

SBC Dry Sump

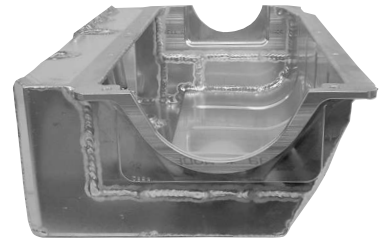
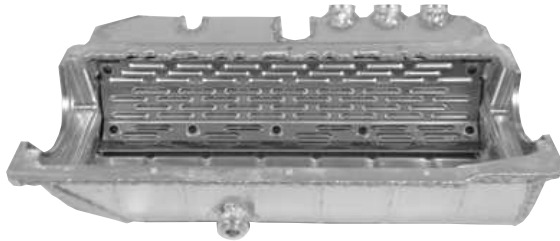
PRO171R3 SBC Alum. DS with 3 -12 ports Right Side

Description: The kickout pouch starts at the pan rail and goes to the bottom of the pan. The pan is made of .100" aluminum with access holes for mounting and has three -12 o-ring ports that exit the top right side of the pan. An inspection hole and drain plug are included. *No pan gasket required.*

Note: will clear a mechanical fuel pump.

Dimensions: 6" Deep on Right Side; 4.5" Deep on Left Side

Starter: Reverse mount



ALUMINUM DRY SUMP ASPHALT

PRO172R3A 3 -12 ports R.S. 4 1/4" deep

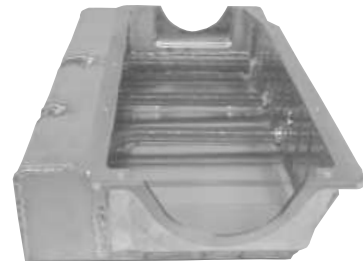
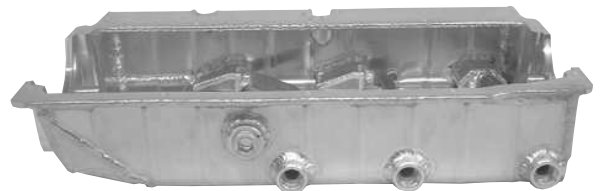
PRO172L3A 3 -10 ports L.S. 4 1/4" deep.

Fits: Asphalt late models like Lefthander or Port City Chassis

Description: The kickout pouch starts at the pan rail and goes to the bottom of the pan. The pan is made of .100" aluminum with access holes for mounting it has 3 o-ring ports that exit the bottom left side or right of the pan. An inspection hole and drain plug are included. *No pan gasket required.*

Note: will clear a mechanical fuel pump.

Dimensions: 4 1/4" Deep; Front is 3 7/8"



Aluminum Oil Pans

Small Block Chevy Double Kickout Dry Sump

- PRO1003** SBC Alum. Dry with 3 -12 ports right side
PRO1010 SBC Alum. Dry with 2 -10 ports Forward

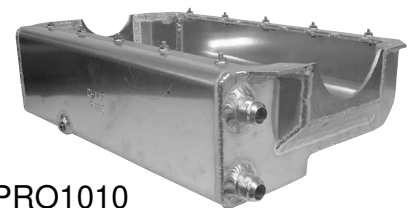
Description: This pan has a double kickout, which is 45% larger by volume than our PRO170 pan. The extra kickout on the left side frees up 15-20 horsepower. The mounting plates are included in the price. Depth is 5.75



PRO1003

Note: It requires the removal of block material on the SBC block and changing the mounting holes on the left side of the block.

Follow the directions on page 59 to install this pan.



PRO1010

SBC Dry Sump Asphalt

- PRO170R3A** SBC Alum. DS with 3 -12 ports Right Side

Fits: Asphalt late models like Lefthander or Port City Chassis

Description: The kickout pouch starts at the pan rail and goes to the bottom of the pan. The pan is made of .100" aluminum with access holes for mounting and has three -12 o-ring ports that exit the top right side of the pan. An inspection hole and drain plug are included. *No pan gasket required.*



Note: will clear a mechanical fuel pump.

Dimensions: 5.5" to 4.25"; Front is 3 7/8"

Starter: Reverse mount



Aluminum Oil Pans

For 1986 and up 1 piece rear main seal

PRO173R3 SBC 86 up Alum.D.S with 3 -12 ports R.S
PRO173R3A Asphalt 86 & up 1 pc. rear main 3-12 ports

Type: Dry sump

Description: The kickout pouch starts at the pan rail and goes to the bottom of the pan. The pan is made of .100" aluminum with access holes for mounting and has three -12o-ring ports that exit the top right side of the pan. An inspection hole and drain plug are included. *No pan gasket required.*

Note: will clear a mechanical fuel pump.

Dimensions: 6" Deep on Right Side; 4.5" Deep on Left Side

Starter: Reverse mount

PRO173R3 Circle track
PRO173R3A Asphalt



SBC OFF-ROAD TRUCK DRY SUMP

PRO171L3OR 3 -10 ports left side
PRO171R3OR 3 -10 ports right side

Type: Dry sump

Use: Off-road trucks

Description: This pan is made out of .100" aluminum. The 171L3OR has 3 -10 o-ring ports that exit the bottom left side of the pan. The 171R3OR has three -10 o-ring ports that exit the bottom right side of the pan. 5.75" to 4.25 deep

Note: It is notched for a front mini-starter.

Starter: Mini-starter



Aluminum Oil Pans

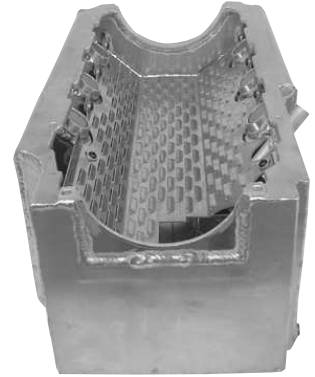
BBC Wet Sump

PRO2208 Fab Alum. for Mark IV and Merlin Blocks

PRO2308 Fab Alum. for Mark V

PRO2408 Fab Alum. for Mark VI

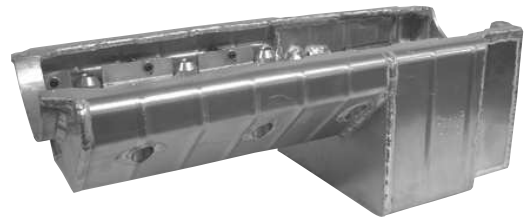
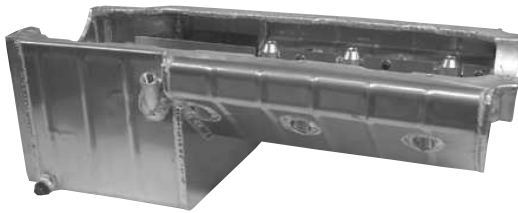
This is our new PRO Series street, strip pan, it has double kickouts for maximum oil collection from rotating assemblies, a full length louvered windage tray and 3 trapdoors for oil control. It will fit most header combinations and stock cross members. Must use a offset mini-starter 168 tooth. The pan rail bolts are relocated for maximum clearance for rods and larger strokes. Will clear 4 3/4 stroke. Removable plugs with o-ring and clips for convenient access to pan mounting bolts. Must use JR130 to check oil. Oil capacity 7 qts. No pan gasket required.



Dimensions: 8" deep x 11 1/8" wide 10" long

Pickup

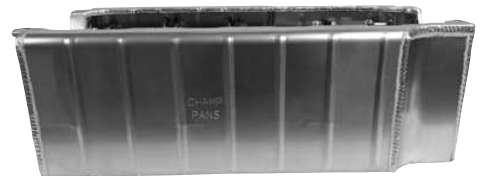
208BB For Big Block Hi-vol pump



PRO2225

Big Block Chevy Mark IV Aluminum wet sump for Drag or marine. It is made of .100 aluminum and is a double kick-out with access plugs in the bottom for the pan rails. It mounts to the block with the bolt holes **relocated** at the main caps, 3 on each side. It has 7 trapdoors, removable louvered windage tray and is a 12 qt system with filter. It is 8" deep and will clear 4 3/4 stroke.

Hole Relocation template provided



PRO2225

Mark IV

208BB

Pickup for big block pump

JR133

Dipstick for BBC pan



Aluminum Oil Pans

Chrysler aluminum oil pans and fab valve covers

PRO3400KO **For 340 Chrys**
PRO3600KO **For 360 Chrys**

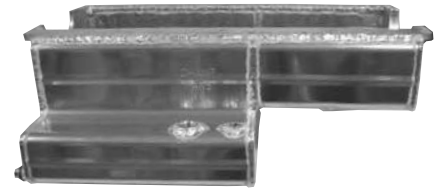
Use: Circle Track

PRO series SB Chrys Aluminum wet sump oil pan. It has a kick-out that starts at the pan rail and runs the full length of the pan. Billet pan rails, access plugs for the right side pan rail, sump tray and full louvered windage tray, oil check level plug, oil temp fitting, and inspection hole. Oil capacity 8 qts. No pan gasket required.

Dimensions: 7 1/2" Deep x 13" Wide x 12 1/2" Long

Starter: Stock starter

Pickups:
370SB For Chrys hi vol pump



Small Block Chrys. Fabricated Alum. Valve Covers

CP1160 Right Side Valve Cover
CP1160-1 Right Side with -One tube
CP1160-3 Right Side with -12 or -16 Fitting
CP1161 Left Side Valve Cover
CP1161-1 Left Side with One Tube
CP1161-2 Left Side with Two Tubes & Rubber Baffle Inserts
CP1161-3 Left Side with -12 or -16 Fitting
CP1161-4 Left Side with One Tube & Fitting
CP1161-5 Left side with -12 port & baffle
CP1161-6 Left Side with Two Tubes & Welded Baffles
OPTION-15 Alum. -16 port & plug fill kit installed in V/cover

CP1159 wrench for fill kit



Aluminum Oil Pans

Ford Wet Sump

PRO6100KO Ford 302 Alum. WS
PRO7100KO Ford 351 Windsor Alum. WS

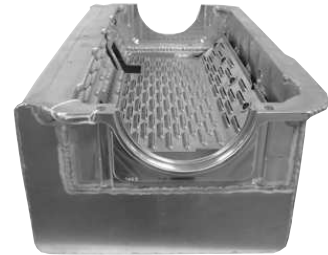
Description: This pan is for the Ford 351 Windsor block and 302, and fits the SVO block. The kickout starts at the pan rail on the right side. It has access plugs for the right side pan rail, a louvered windage tray, five trapdoors, and an oil check level plug. Pan weighs 10 lbs. and has an oil capacity of 10 qts. with filter. *No pan gasket required. Now made with front and rear billet end caps*

Dimensions: 7" Deep x 10.75" Wide x 21" Long

Starter: Reverse Mounted starter

Pickups:

| | | |
|-------|------|------------------------|
| 302SB | 3/4" | 302 Ford Hi-Vol pump |
| 351SB | 3/4" | 351 Ford Hi - Vol Pump |



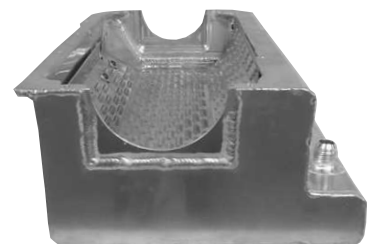
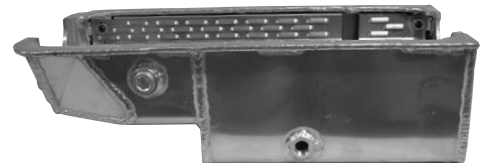
PRO7206KO-9 SBF 351 for ext. pump 6 1/2"
PRO7207KO-9 SBF 351 ext. pump 7" dp.
PRO6206KO-9 SBF 302 for ext. pump 6 1/2"
PRO6207KO-9 SBF 302 ext. pump 7" dp.

Type: Wet sump

Description: This pan is for the SBF blocks. The kickout starts at the pan rail on the right side. The pickup is welded inside with a -12 an exiting the top right side kickout and the front sump is removed so a external pump must be used. It has access plugs for the right side pan rail, a full length louvered windage tray, five trapdoors, and an oil check level plug. Pan weighs 11 lbs. and has an oil capacity of 7-8 qts. with filter. Depending on depth of pan *No pan gasket required. Now made with front and rear billet end caps*

Starter: reverse mount starter

Dimensions: 13" Wide x 13 1/4" Long



Aluminum Oil Pans

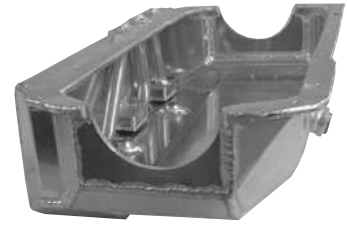
Ford Dry Sump

PRO6003 Ford 302 with 3 -12 port dirt
PRO6003A Ford 302 with 3 -12 port Asphalt

Description: This pan is for the Ford 302 block. It has three -12 o-ring ports that exit the upper right rear of the pan, will clear all dirt late model cars.

Note: The PRO6003A's front is notched to clear the front cross member. Front 3 3/4" Deep.

Dimensions: 5.5 to 4.25 Deep,

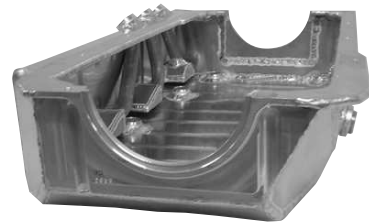


PRO6010A SBF 302 4.5 (asphalt)
PRO6010L3A SBF 302 4.5 left side fittings

Type: Aluminum Dry sump

Description: This pan is for the Ford 302 cast iron and aluminum blocks. It has three -12 o-ring ports that exit the upper right rear of the pan. It offers more ground clearance for Dirt or Asphalt.

Dimensions: 4.5" Deep. Front depth 3.875



PRO7010A SBF 351 4.5 asphalt
PRO7010L3A SBF 351 4.5 left side fittings

Description: This pan is for the Ford 351 cast iron and aluminum blocks. It has 3 -12 o-ring ports that exit the upper right rear of the pan or 3 -10 o-ring ports exit left side. It offers more ground clearance for Dirt or Asphalt.

Note: The PRO7010A are notched at 3 7/8" in the front to clear the front cross member. Front 3 3/4" Deep.

Dimensions: 4.5" Deep. Front depth 3.875



Aluminum Oil Pans

Ford Dry Sump

PRO7003 PRO7003A

Type: Dry sump

Description: This pan is for the Ford 351 cast iron and aluminum blocks. It has three -12 o-ring ports that exit the upper right rear of the pan.

Note: The PRO7003A's front is notched to clear the front cross member. Front 3 3/4" Deep.

Dimensions: 5.5 to 4.25 Deep.

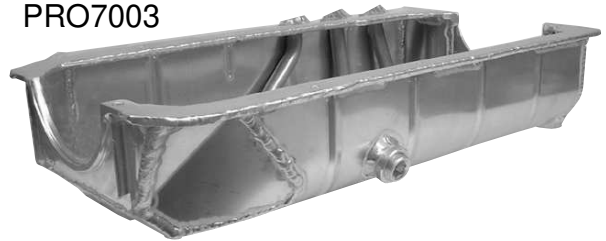
Part:

| | |
|----------|--------------------------------------|
| PRO7003 | Ford 351 with three -12 port dirt |
| PRO7003A | Ford 351 with three -12 port Asphalt |

PRO7003A



PRO7003



Ford Off Road Dry Sump

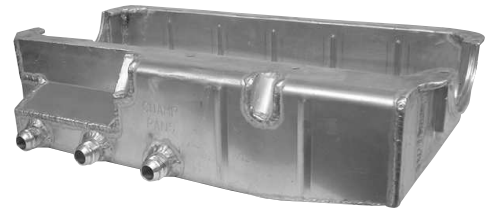
PRO7003OR SBF 351 3-10 o-ring ports rs.

Type: Dry sump

Description: This pan is for the Ford 351 cast iron and aluminum blocks. It has three -10 o-ring ports that exit the right side. It is made out of .100" aluminum.

Note: It is notched to clear the front mount starter.

Dimensions: 5" Deep to 4" deep



Aluminum Oil Tanks

Dry Sump Tanks

CP300

Description: This is a 3 1/2 gallon tank with simple mounting brackets, a baffled vent, a dipstick on the cap, and an unique air separator with a pleated 380 micron screen that can be removed and inspected for oil system debris.

Includes:

-12 an port in
3/4" NPT outlet
3/4" NPT vent fitting
1/2" NPT oil temp

Part:

| | |
|-----------|----------------------------------|
| CP300 | Dry Sump Tank Remote Vent |
| CP300V | Dry Sump Tank Vent on Top |
| CP300-LID | Dry Sump Tank Lid No Housing |
| HPF303 | Replacement Screen (40 mesh) |
| HPF304 | Replacement Screen (50 mesh) |
| HPF75006 | Replacement Screen Housing |
| JR1325 | Tank Heater 500 watt adhesive |
| JR2648 | Tank Heater 1000 watt adhesive |
| PFP301 | Replacement gasket for D.S. tank |
| A82026 | Replacement baffle |



CP300

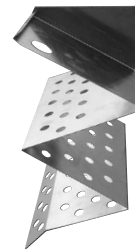
JR1325



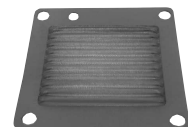
JR2648



CP300V



HPF303



Aluminum Oil Pans

LS3000

Type: Wet sump

Use: Street, strip, road race

Description: This conversion pan is for the LS1 series block for engine swaps into early Chevelles, Novas, and Camaros. It has four trap doors and a removable windage tray. This pan is a completely fabricated aluminum pan with machined billet pan rails. It utilizes a Billet aluminum oil filter adapter in the stock location. (Sold Separately) It has an oil capacity of 5 1/2 qts. with filter. The LS1001 uses WIX 57060 filter.

Note: Ideal for earlier GM chassis with stock cross members or rear steer linkage that want to swap in the newer LS series engine.

Dimensions: 5 1/2" Deep x 11 1/4" Wide x 9 1/4" Long

Pickups:

750LS1 Pickup for LS3000

Part:

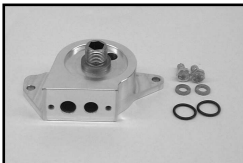
LS3000 LS in Chevelles, Novas & Camaros

LS1001 Billet Oil Filter Adapter

LS1001-1 Billet oil filter adapter cross drilled

LS1001-2 Billet crossover plate

LS1001



LS1001-1



LS1001-3



LS1001-2



LS3155

Type: Dry sump

Description: This pan has two #12 an fittings exiting the top right side kickout and a -10 an fitting for the oil filter line.

Dimensions: 2 1/2" Deep x 11" Wide x 16" Long



Steel Oil Pans

LS1 Series Wet Sump

LS1000 LS1 in Chevelles, Novas, Camaros

Use: Street or strip

Description: This is a conversion pan for the LS1 into Chevelles, Nova, or Camaros. It has four trapdoors, a removable windage tray, and a pan rail girdle. Pan is made from a steel stamping and utilizes a Billet aluminum oil filter adapter in the stock GM location. (sold separately). It has an oil capacity of 5 1/2 qts. with filter.

Note: Ideal for earlier GM cars with stock cross members or rear steer linkage that want to swap in the newer LS1 engine. Use 98-02 f-body camaro dipstick. **All parts are sold individually.**

Dimensions: 5 1/2" Deep x 11 1/4" Wide x 9 1/4" Long

Starter: Stock starter

Pickups:

750LS1 7/8" Pickup

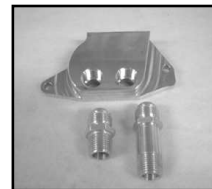
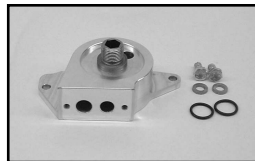
Part:

LS1001 Billet Oil Filter Adapter

LS1001-1 Billet oil filter adapter cross drilled

LS1001-2 Billet crossover plate

LS1001-3 Billet remote block with -10 fittings



750LS1



LS1000NFF LS1 in Chevelles, Novas, Camaros

Use: Street or strip

Description: This is a conversion pan for the LS1 into Chevelles, Nova, or Camaros. It has four trapdoors, a removable windage tray, and a pan rail girdle. Pan is made from a steel stamping. It has an oil capacity of 5 qts. **THIS PAN DOES NOT HAVE A OIL FILTER MOUNT FLANGE.**

Note: Ideal for earlier GM cars with stock cross members or rear steer linkage that want to swap in the newer LS1 engine. Use 98-02 f-body camaro dipstick. **All parts are sold individually.**

Dimensions: 5 1/2" Deep x 11 1/4" Wide x 9 1/4" Long

Starter: Stock starter

Pickups:

750LS1 7/8" Pickup



LS1 Series Wet Sump

LS1060 Wet sump

Use: Street, strip, marine, road race

Description: This is a conversion pan for the LS1 into open cross-member vehicles. It has four trapdoors, a removable windage tray, and a pan rail girdle. Pan is made from a steel stamping and utilizes a Billet aluminum oil filter adapter in the stock GM location (sold separately). It has an oil capacity of 10 qts. with filter. Use 98-02 f-body camaro dipstick. **All parts are sold individually**

Note: Ideal for vehicles where cross members are not an issue.

Dimensions: 5 1/2" Deep x 11 1/4" Wide x 16" Long

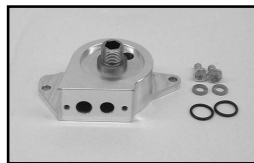
Starter: Stock starter

Pickup:

750LS1 7/8" Pickup

Part:

LS1001 Billet Oil Filter Adapter
LS1001-1 Billet oil filter adapter cross drilled
LS1001-2 Billet crossover plate
LS1001-3 Billet remote block with -10 fittings



LS1060-2 Wet sump

Use: Street, strip, marine, road race

Description: This is a conversion pan for the LS1 into open cross-member vehicles. It has four trapdoors, a removable windage tray, and a pan rail girdle. and 1 -10 an fitting for oil line. Pan is made from a steel stamping. It has an oil capacity of 10 qts. Use 98-02 f-body camaro dipstick. **Note:** Ideal for vehicles where cross members are not an issue.

Dimensions: 5 1/2" Deep x 11 1/4" Wide x 16" Long

Starter: Stock starter

Pickup:

750LS1 7/8" Pickup



Steel Oil Pans

LS1 Series Wet Sump

LS1100

Type: Wet sump

Use: Circle track

Series: Competition

Description: This pan has five trapdoors, a removable louvered windage tray, two -10 an fittings for the remote filter, an oil check level plug, and driverside oil temp fitting. It has an oil capacity of 6 qts. with out filter.

Dimensions: 4.5 " Deep x 10 1/4" Wide x 14" Long

Pickups:

700LS1 7/8" Pickup



LS1110

Type: Wet sump

Use: Circle track

Series: Competition

Description: This pan has six trapdoors, a removable louvered windage tray, 1 -10 an fitting for the pressure out oil line, an oil check level plug, and driverside oil temp fitting. It has an oil capacity of 7 1/2 qts. with filter. Front left corner is notched for steering clearance.

Dimensions: 4 " Deep x 11.75" Wide x 16" Long

Pickups:

703LS1 7/8" Pickup



Steel Oil Pans

LS1 Series Wet Sump

LS1111

Type: Wet sump

Use: Circle track

Series: Competition

Description: This pan has six trapdoors, a removable louvered windage tray, 2-10 an fittings for remote oil filter, an oil check level plug, and driverside oil temp fitting. It has an oil capacity of 8 1/2 qts. with filter. Front left corner is notched for steering clearance.

Dimensions: 4.5 " Deep x 11.75" Wide x 16" Long

Pickups:

704LS1 7/8" Pickup



LS1112

Type: Wet sump

Use: Circle track

Series: Competition

Description: This pan has six trapdoors, a removable louvered windage tray, 1-10 an fittings for remote oil filter, an oil check level plug, and driverside oil temp fitting. It has an oil capacity of 8 1/2 qts. with filter. Front left corner is notched for steering clearance.

Dimensions: 4.5 " Deep x 11.75" Wide x 16" Long

Pickups:

704LS1 7/8" Pickup



LS1 Series Dry Sump

LS1150 Circle track

Use: Circle track

Series: Competition

Description: The LS1150 has two #12 an fittings exiting the left side and a -10 an fitting for the oil filter line. The LS1150-L3 has 3 #12's exiting the left side and a -10 an for oil filter line. Pan has a black powder coat finish.

Dimensions: 3 7/8" Deep x 10 1/4" Wide x 16" Long

Starter: Stock starter or Mini-starter



LS1150-L3 Circle track

Use: Circle track

Series: Competition

Description: The LS1150-L3 has 3 #12's exiting the left side and a -10 an for oil filter line. Pan has a black powder coat finish.

Dimensions: 3 7/8" Deep x 10 1/4" Wide x 16" Long

Starter: Stock starter or Mini-starter



Steel Oil Pans

LS1 Series Dry Sump

LS1155

Use: Circle track

Series: Competition

Description: This pan has two #12 an fittings exiting the top right side kickout and a -10 an fitting for the oil filter line.

Dimensions: 2 1/2" Deep x 11" Wide x 16" Long

Starter: Stock starter or Mini-starter



LS1155L2

Use: Circle track

Series: Competition

Description: This pan has two #12 an fittings exiting the left side of pan and a -10 an fitting for the oil filter line.

Dimensions: 2 1/2" Deep x 11" Wide x 16" Long

Starter: Stock starter or Mini-starter



LS1170

Use: Circle track

Series: Competition

Description: This pan has 2 -12 an fitting exiting the rightside sump and a -10 an fitting for the oil filter line.

Dimensions: 1 3/4" Deep x 11" Wide x 15" Long

Starter: Stock starter or Mini-starter



LS1171

Use: Circle track

Series: Competition

Description: This pan has 2 -12 an fitting exiting the rightside sump and a -10 an fitting for the oil filter line.

Dimensions: 1 3/4" Deep x 11" Wide x 15" Long

Starter: Stock starter or Mini-starter



Steel Oil Pans

Small Block Chevy Wet Sump

CP40 Series

Use: Street or road race NHRA approved.

Description: This pan is stock appearing. It has one 6" trapdoor, one crankscraper, and a removable horsepower saving louvered windage tray. Oil capacity of 5 qts. with filter. Factory dipstick. **If inspection hole is needed in pan add -1 to the end of part#.**

Dimensions: 7 1/2" Deep

Pickups:

| | |
|------|-------------------------|
| 40SB | 5/8" SBC M55HV Pump |
| 50SB | 5/8" SBC M55 Pump |
| 51SB | 3/4" SBC M155 or M10554 |

Part:

| | |
|--------|-------------------------------|
| CP40 | 1957-1979 Left Side Dipstick |
| CP40R | 1979-1985 Right Side Dipstick |
| CP40RB | 1986+ One pc. Rear Main Seal |



CP62

Description: This pan is for the S-10 conversion. It has a louvered windage tray and a crankscraper. The pan is notched in the left front corner to clear the differential. Oil capacity of 5 qts. with filter.

Note: Must use a JR131 for CP62.

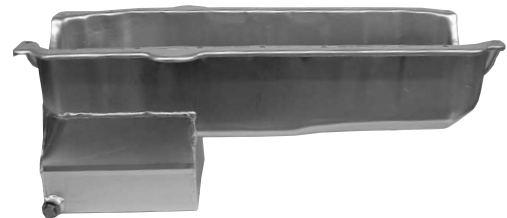
Dimensions: 8" Deep x 7 3/4" Wide x 7" Long

Pickups:

| | |
|--------|----------------------------|
| 60SB | 5/8" SBC Hi - Vol Pump |
| 60BB | 3/4" Five Bolt BB Hi - Vol |
| 61SB | 3/4" Dynagear & M155HV |
| 63SB | 5/8" M55 Stock pump |
| 64SB | 3/4" M155 Stock Pump |
| 1007SB | 3/4" Melling 10555 & 10552 |

Part:

| | |
|--------|------------------------------|
| CP62 | 1957-1985 Left Side Dipstick |
| CP62RB | 1986+ One pc. Rear Main Seal |



Steel Oil Pans

Small Block Chevy Wet Sump

CP50 Series

Use: Street, strip, road race, circle track, or marine use

Description: This pan has 1 large trapdoor, 1 crankscraper and 2 runners. Oil capacity of 7 qts. with filter. The CP50LT has a removable horsepower saving louvered windage tray. Use factory dipstick.

Dimensions: 7 3/4" Deep x 7 3/4" Wide x 12" Long

Starter: Stock starter

Pickups:

| | |
|------|----------------------------|
| 50SB | 5/8" SBC M55HV Pump |
| 50BB | 3/4" 5 bolt BB hi-vol Pump |
| 60SB | 5/8" SBC M55 Pump |
| 61SB | 3/4" M155 |
| 51SB | 3/4" M155HV & Dynagear |
| 52SB | 3/4" M10555 & 10552 Pump |

Part:

| | |
|----------|--------------------------------------|
| CP50 | 1957-1979 Left Side Dipstick |
| CP50R | 1979-1985 Right Side Dipstick |
| CP50RB | 1986+ One pc. Rear Main Seal |
| CP50LT | 1957-1979 with Louvered Windage Tray |
| CP50LTR | 1979-1985 with Louvered Windage Tray |
| CP50LTRB | 1986+ with Louvered Windage Tray |



CP55 Series

Description: This Claimer pan is ideal for stock front stub cars with stock engine location. It has a kickout on the right side, 3 trapdoors, 1 crankscraper, and an oil check level plug. It has an oil capacity of 8 qts. with filter. The CP55LT has a removable horsepower saving louvered windage tray. Use JR131 for dipstick. **If inspection hole is needed in pan add -1 to the end of part#.**

Dimensions: 8" Deep x 11" Wide x 9 1/2" Long

Starter: Stock starter or Mini-starter

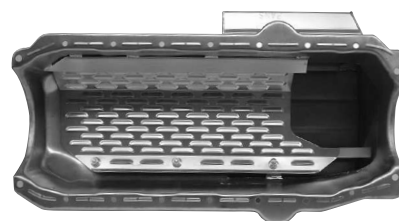
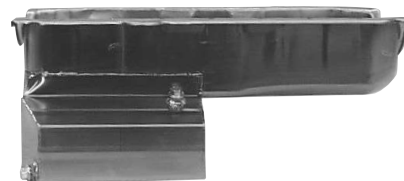
Pickups:

| | |
|--------|---------------------------------|
| 80SB | 5/8" SBC M55HV Pump |
| 80BB | 3/4" Five Bolt BB Hi - Vol |
| 1002SB | 3/4" M155HV & Dynagear |
| 1004SB | 3/4" Melling 10555 & 10552 |
| 1010SB | 3/4" Melling M155 Stock Pump |
| 1029SB | 5/8" for Schumann 140 xvdv pump |

Part:

| | |
|--------------|--------------------------------------|
| CP55 | 1957-1985 |
| CP55RB | 1986+ One pc. Rear Main Seal |
| CP55LT | 1957-1985 with Louvered Windage Tray |
| CP55LTRB | 1986+ with Louvered Windage Tray |
| CP55LTRB-BLK | 86 up 1 pc rear main powder black |

CP55LTRB is the replacement for GM25534353



Steel Oil Pans

Small Block Chevy Wet Sump

CP56LT

Description: This Claimer pan has a kickout on the right side, 3 trapdoors, and 1 crankscraper. Oil capacity of 6 qts. with filter. The CP56LT has a removable horsepower saving louvered windage tray. Use JR131 for dipstick. **If inspection hole is needed in pan add -1 to the end of part#.**

Dimensions: 7" Deep x 11" Wide x 9.5" Long

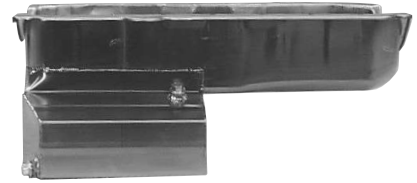
Starter: Stock starter or Mini-starter

Pickups:

| | |
|--------|-------------------------------------|
| 100SB | 5/8" SBC M55HV Pump |
| 100BB | 3/4" Five Bolt BB Hi - Vol |
| 1001SB | 3/4" M155HV & Dynagear |
| 1003SB | 3/4" Melling 10555 & 10552 |
| 1009SB | 5/8" Melling M55 Stock Pump |
| 1012SB | 3/4" Melling M155 Stock Pump |
| 1025SB | 3/4" x 7 for Schumann pump 140 xvdf |

Part:

CP56LT 1957-1985 with Louvered Windage Tray



CP57 & CP57LT

Description: This Claimer pan has a kickout on the right side, 3 trapdoors, and 1 crankscraper. Oil capacity of 7 qts. with filter. The CP57LT has a removable horsepower saving louvered windage tray. Use JR131 for dipstick. **If inspection hole is needed in pan add -1 to the end of part#.**

Note: Ideal for IMCA-style Modifieds.

Dimensions: 7" Deep x 11" Wide x 12" Long

Starter: Stock starter or Mini-starter

Pickups:

| | |
|--------|-------------------------------------|
| 100SB | 5/8" SBC M55HV Pump |
| 100BB | 3/4" Five Bolt BB Hi - Vol |
| 1001SB | 3/4" M155HV & Dynagear |
| 1003SB | 3/4" Melling 10555 & 10552 |
| 1009SB | 5/8" Melling M55 Stock Pump |
| 1012SB | 3/4" Melling M155 Stock Pump |
| 1025SB | 3/4" x 7 for Schumann pump 140 xvdf |

Part:

| | |
|----------|--------------------------------------|
| CP57 | 1957-1985 |
| CP57RB | 1986+ One pc. Rear Main Seal |
| CP57LT | 1957-1985 with Louvered Windage Tray |
| CP57LTRB | 1986+ with Louvered Windage Tray |



Steel Oil Pans

Small Block Chevy Wet Sump

CP60 Series

Type: Street or drag

Description: This "T" sump style pan has 1 6" trapdoor and 1 crankscraper. It has an oil capacity of 8 qts. with filter. The CP60LT has a removable horsepower saving louvered windage tray and uses a Factory Dipstick.

Note: Should fit most chassis and header combinations.

If inspection hole is needed in pan add -1 to the end of part#.

Dimensions: 8" Deep x 10 1/2" Wide x 9 1/2" Long

Starter: Stock starter

Pickups:

| | |
|--------|----------------------------|
| 60SB | 5/8" SBC M55HV Pump |
| 60BB | 3/4" Five Bolt BB Hi - Vol |
| 61SB | 3/4" M155HV & Dynagear |
| 63SB | 5/8" M55 Stock pump |
| 64SB | 3/4" M155 Stock Pump |
| 1007SB | 3/4" Melling 10555 & 10552 |

Part:

| | |
|-----------|---------------------------------------------|
| CP60 | 1957-1979 Left Side Dipstick |
| CP60R | 1979-1985 Right Side Dipstick |
| CP60RB | 1986+ One pc. Rear Main Seal |
| CP60LT | 1957-1979 with Louvered Windage Tray |
| CP60LTR | 1979-1985 with Louvered Windage Tray |
| CP60LTRB | 1986+ with Louvered Windage Tray |
| CP60LTRHD | 79-85 made of 14 gauge severe duty (marine) |

| | |
|----------|----------------------------|
| CP64LT | 57-78 left hand dipstick |
| CP64LTR | 79-85 right hand dipstick |
| CP64LTRB | For 1 piece rear main seal |

Description: The same as the CP60LTRB but with a stock core. Has 1, 6" trapdoor and 1 crankscraper. It has an oil capacity of 7qts. with filter. The CP64LTRB has a removable horsepower saving louvered windage tray and uses a Factory Dipstick

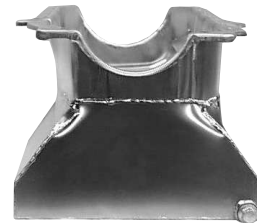
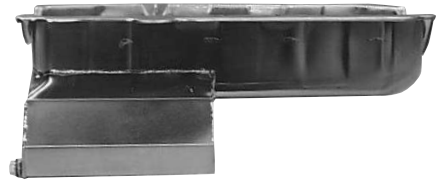
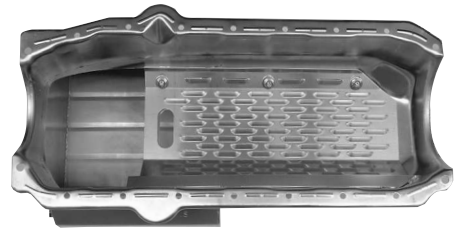
Note: Should fit most chassis and header combinations.

Dimensions: 8" Deep x 10 1/2" Wide x 9 1/2" Long

Starter: Stock starter

Pickups:

| | |
|--------|----------------------------|
| 60SB | 5/8" SBC M55HV Pump |
| 60BB | 3/4" Five Bolt BB Hi - Vol |
| 61SB | 3/4" M155HV & Dynagear |
| 63SB | 5/8" M55 Stock pump |
| 64SB | 3/4" M155 Stock Pump |
| 1007SB | 3/4" Melling 10555 & 10552 |



Steel Oil Pans

Small Block Chevy Wet Sump

CP80 Series

Type: Wet sump

Series: Competition

Description: This pan is ideal for stock cars with cross members or rear steer linkage. It has 4 trapdoors, 1 crankscraper, oil temp fitting, and an oil check level plug. Oil capacity of 8 qts. with filter. The CP80LT has a removable horsepower saving louvered windage tray. Use JR131 for dipstick. **If inspection hole is needed in pan add -1 to the end of part#.**

Dimensions: 8" Deep x 14" Wide x 9 1/2" Long

Starter: Stock starter or Mini-starter

Part:

| | |
|----------|--------------------------------------|
| CP80 | 1957-1985 |
| CP80RB | 1986+ 1 pc. rear main seal |
| CP80LT | 1957-1985 with Louvered Windage Tray |
| CP80LTRB | 1986+ with Louvered Windage Tray |

Pickups for CP80 Series

| | |
|--------|---------------------------------|
| 80SB | 5/8" SBC M55HV Pump |
| 80BB | 3/4" Five Bolt BB Hi - Vol |
| 1002SB | 3/4" M155HV & Dynagear |
| 1004SB | 3/4" Melling 10555 & 10552 |
| 1010SB | 3/4" Melling M155 Stock Pump |
| 1029SB | 5/8" for Schumann 140 xvdv pump |

CP80KO

Type: Wet sump

Description: This pan is similar to the CP80, but has a kickout that runs the length of the pan. It has a removable horsepower saving louvered windage tray, an oil temp fitting, and an oil check level plug. Oil capacity of 8 qts. with filter. Use JR131 for dipstick. **If inspection hole is needed in pan add -1 to the end of part#.**

Dimensions: 8" Deep x 14" Wide x 9 1/2" Long

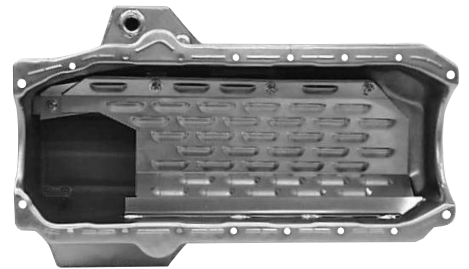
Starter: Mini-starter

Pickups for CP80 Series

| | |
|--------|---------------------------------|
| 80SB | 5/8" SBC M55HV Pump |
| 80BB | 3/4" Five Bolt BB Hi - Vol |
| 1002SB | 3/4" M155HV & Dynagear |
| 1004SB | 3/4" Melling 10555 & 10552 |
| 1010SB | 3/4" Melling M155 Stock Pump |
| 1029SB | 5/8" for Schumann 140 xvdv pump |

Part:

| | |
|--------|-----------|
| CP80KO | 1957-1985 |
|--------|-----------|



Steel Oil Pans

Small Block Chevy Wet Sump

CP81KO Steel Pro series 8" deep
CP81KORB Steel Pro 86 up 1 pc rear

Description: This pan has a kickout that goes all the way to the block and has 3 access plugs on the right side for mounting. It has 4 trapdoors, a sump tray, an oil temp sender port, a 3/4" sight hole, and a removable louvered windage tray that covers 160 degrees of the crank rotation. Oil capacity of 8 qts. with filter. Use JR131 for dipstick.

Note: Ideal for cars with stock cross members or rear steer linkage. must use a mini-starter for a 168 flywheel.

Dimensions: 8" Deep x 14" Wide x 9 1/2" Long

Starter: Mini-starter

Pick-ups:

| | |
|--------|---------------------------|
| 1020SB | 8" x 5/8" for M55HV |
| 1021SB | 8" x 3/4" for M10555 |
| 1022SB | 8" x 3/4" for M10551 |
| 1023SB | 8" x 5/8" for M55, M10553 |



CP100 & CP100LT Series

Series: Competition

Description: This pan is designed around the Camaro front stub with engine set back. It has 6 trapdoors, 1 crankscraper, an oil temp fitting, and an oil check level plug. Oil capacity of 8 qts. with filter. The CP100LT has a removable horsepower saving louvered windage tray. Use JR131 for dipstick. **If inspection hole is needed in pan add -1 to the end of part#.**

Dimensions: 7" Deep x 14" Wide x 12" Long

Starter: Stock starter or Mini-starter

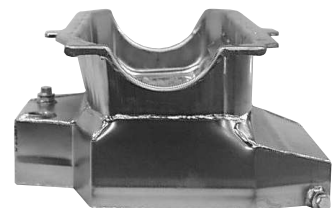
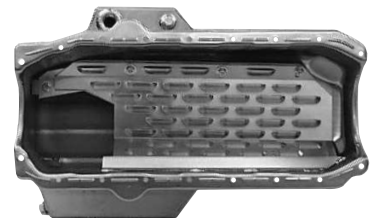
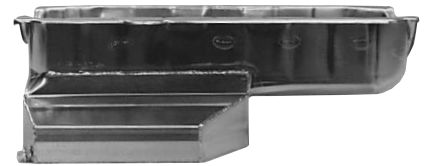
Pickups for 100 Series Pans

| | |
|--------|-------------------------------------|
| 100SB | 5/8" SBC M55HV, M10550 |
| 100BB | 3/4" M77HV, M99HV |
| 1001SB | 3/4" M155HV, M10551 |
| 1003SB | 3/4" Melling 10555 & 10552 |
| 1009SB | 5/8" Melling M55, M10553 |
| 1012SB | 3/4" Melling M155, M10554 |
| 1025SB | 3/4" x 7 for Schumann pump 140 xvdf |

Part:

| | |
|---------------|--------------------------------------|
| CP100 | 1957-1985 |
| CP100RB | 1986+ 1 pc. rear main seal |
| CP100LT | 1957-1985 with Louvered Windage Tray |
| CP100LTRB | 1986+ with Louvered Windage Tray |
| CP100LTRB-BLK | 86 up 1 pc rear main Powder Black |

CP100LTRB is the GM replacement for GM25534354



Steel Oil Pans

Small Block Chevy Wet Sump

CP100KO & CP100KORB

Series: Competition

Description: This pan is similar to the CP100, but has a kickout that runs the length of the pan. It has a removable horsepower saving louvered windage tray, an oil temp fitting, and an oil check level plug. Oil capacity of 8 qts. with filter. **If inspection hole is needed in pan add -1 to the end of part#.** Use JR131 for dipstick.

Dimensions: 7" Deep x 14" Wide x 12" Long

Starter: Mini-starter

Part:

| | |
|-----------|------------------------------|
| CP100KO | 1957-1985 |
| CP100KORB | 1986+ One pc. Rear Main Seal |

Pickups for 100 Series Pans

| | |
|--------|-------------------------------------|
| 100SB | 5/8" SBC M55HV Pump |
| 100BB | 3/4" Five Bolt BB Hi - Vol |
| 1001SB | 3/4" M155HV & Dynagear |
| 1003SB | 3/4" Melling 10555 & 10552 |
| 1009SB | 5/8" Melling M55 Stock Pump |
| 1012SB | 3/4" Melling M155 Stock Pump |
| 1025SB | 3/4" x 7 for Schumann pump 140 xvdf |



CP101KO & CP101KORB

Description: This pan has a kickout that goes all the way to the block and has 3 access plugs on the right side for mounting. It has 5 trapdoors, a sump tray, an oil temp sender port, a 3/4" sight hole, and a removable louvered windage tray that covers 160 degrees of the crank rotation. Oil capacity of 9 qts. with filter. Use JR131 for dipstick. **Note:** This pan was designed for race cars that do not have a cross member in the way and must be used with a mini-starter for a 168 fly-wheel.

Dimensions: 7" Deep 11 3/4" wide x 13" Long

Pickups:

| | |
|----------|--------------------------------------------|
| 1008SB | 5/8" SBC M55HV Pump |
| 1703SB | 3/4" Melling 10555 & 10552 |
| 1026SB | 3/4" Melling M155 & 10554 |
| 1027SB | 5/8" SBC M55 pump |
| 1704SB | 3/4" SBC M155HV Dynagear Pump |
| 100BB | 3/4" Five Bolt BB Hi - Vol |
| 507SB | 3/4" Pickup & pump combination |
| 507ST-SB | 3/4" Pickup & pump combination shark tooth |
| 508SB | Same as 507SB no anti cavitation grooves |

Part:

| | |
|-----------|------------------------------|
| CP101KO | 1957-1985 |
| CP101KORB | 1986+ One pc. Rear Main Seal |



Steel Oil Pans

Small Block Chevy Wet Sump

CP101LT Circle track
CP101LTRB 86 up 1 pc. rear main

Description: This pan is designed around the CP101KO with the exception there is no kick-out starting at the pan rail. It has 5 trapdoors, a sump tray, an oil temp sender port, a 3/4" sight hole, and a removable louvered windage tray. Oil capacity of 9 qts. with filter. Use JR131 for dipstick.

Note: This pan was designed for race cars that have engine set back. It will use mini-starter for a 168 or 153 flywheel.

Dimensions: 7" Deep 11 3/4" wide x 13" Long

Pickups:

| | |
|----------|--------------------------------------------|
| 100SB | 5/8" SBC M55HV Pump |
| 100BB | 3/4" Five Bolt BB Hi - Vol |
| 1001SB | 3/4" M155HV & Dynagear |
| 1003SB | 3/4" Melling 10555 & 10552 |
| 1009SB | 5/8" Melling M55 Stock Pump |
| 1012SB | 3/4" Melling M155 Stock Pump |
| 1025SB | 3/4" x 7 for Schumann pump 140 x vdf |
| 507SB | 3/4" Pickup & pump combination |
| 507ST-SB | 3/4" Pickup & pump combination shark tooth |
| 508SB | Same as 507SB no anti cavitation grooves |

CP102KO Steel PRO series 10 qt.
CP102KORB Steel PRO series 1 pc rear main

Type: Wet sump

Description: This pan has a kickout that goes all the way to the block and has 3 access plugs on the right side for mounting. It has 6 trapdoors, a sump tray, an oil temp sender port, a 3/4" sight hole, and a removable louvered windage tray that covers 160 degrees of the crank rotation. Oil capacity of 10 qts. with filter. Use JR131 for dipstick.

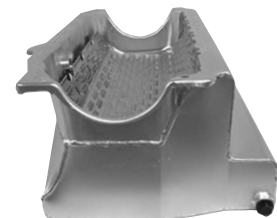
Note: This pan was designed for race cars that do not have a cross member in the way and must be used with a mini-starter for a 168 flywheel.

Dimensions: 7" Deep 11 1/4" wide x 16 1/2" Long

Pickups:

| | |
|----------|--------------------------------------------|
| 1008SB | 5/8" SBC M55HV Pump |
| 1026SB | 3/4" Melling M155 & 10554 |
| 1027SB | 5/8" SBC M55 pump |
| 1703SB | 3/4" Melling 10555 |
| 1704SB | 3/4" SBC M155HV Dynagear Pump |
| 100BB | 3/4" Five Bolt BB Hi - Vol |
| 507SB | 3/4" Pickup & pump combination |
| 507ST-SB | 3/4" Pickup & pump combination Shark tooth |
| 508SB | Same as 507SB no anti cavitation grooves |

The 507SB is a reworked M10550 with anti-cavitation grooves and the inlet has been relocated to the side. It has improved oil flow by 3 -5 %.



Steel Oil Pans

Small Block Chevy Wet Sump

CP103KO PRO series steel wet 6 1/2 deep
CP103KORB PRO series 86 up 1 pc rear main

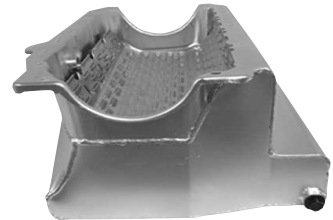
Description: This pan has a knockout that goes all the way to the block and has 3 access plugs on the right side for mounting. It has 6 trapdoors, a sump tray, an oil temp sender port, a 3/4" sight hole, and a removable louvered windage tray that covers 160 degrees of the crank rotation. Oil capacity of 8 1/2 qts. with filter.
Use JR131 for dipstick.

Note: This pan was designed for race cars that do not have a cross member in the way and must be used with a mini-starter for a 168 flywheel.

Dimensions: 6 1/2" Deep 11 1/4" wide x 16 1/2" Long
Starter: Mini-starter

Pickups:

| | |
|----------|----------------------------|
| 1106SB | 5/8" SBC Hi - Vol Pump |
| 1107SB | 5/8" SBC M55 Pump |
| 1703SB | 3/4" M155 or M10554 |
| 506SB | 3/4 " pump & p/u combo |
| 506ST-SB | 3/4" Shark tooth pump & PU |

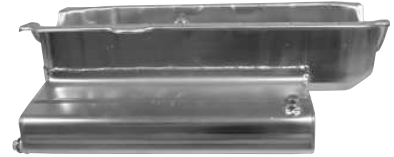


Steel Oil Pans

Small Block Chevy Wet Sump

CP103LT Asphalt circle track
CP103LTRB Asph c/t 86 up 1 pc rear main

Description: This pan is the same as the CP103KO with the exception it does not have the kickout at the pan rail. It has 6 trapdoors, a sump tray, an oil temp sender port, a 3/4" sight hole, and a removable louvered windage tray. Oil capacity of 8 1/2 qts. with filter.
Use JR131 for dipstick.



Note: This pan was designed for race cars that do not have a cross member in the way and must be used with a mini-starter for a 168 or 153 flywheel.



Dimensions: 6 1/2" Deep 11 1/4" wide x 16 1/2" Long
Starter: Mini-starter

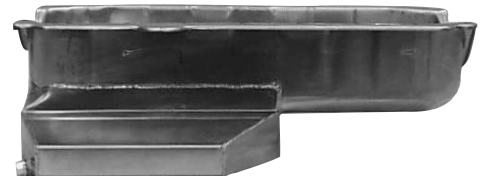
Pickups:

106SB 5/8" SBC M55HV Pump
110SB 5/8" SBC M55 Stock Pump
1011SB 3/4" SBC M155 Stock Pump
506SB 3/4" " pump & p/u combo
506ST-SB 3/4" Shark tooth pump & PU



CP106LT & CP106LTRB

Description: This pan is similar to the CP100LT except that the sump is 6 1/2" deep, which allows for better ground clearance for asphalt racers. It has 6 trapdoors, 3 crankscrapers, an oil temp fitting, an oil check level plug, and a removable horsepower saving louvered windage tray. Oil capacity of 7 qts. with filter. Use JR131 for dipstick. **If inspection hole is needed in pan add -1 to the end of part#.**



Note: We recommend using an accusump because of the lower oil capacity, unless you are using a remote cooler and oil filter adapter.

Dimensions: 6 1/2" Deep x 14" Wide x 12" Long

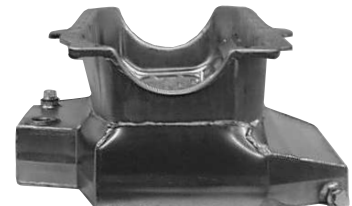
Starter: Stock starter or Mini-starter

Pickups:

106SB 5/8" SBC M55HV Pump
110SB 5/8" SBC M55 Stock Pump
1011SB 3/4" SBC M155 Stock Pump

Part:

CP106LT 1957-1985 with Louvered Windage Tray
CP106LTRB 1986+ with Louvered Windage Tray



Steel Oil Pans

Small Block Chevy Wet Sump

CP106KO & CP106KORB

Description: This pan is similar to the CP106LT but with a knockout that runs the length of the pan. It has 6 trapdoors, an oil temp fitting, an oil check level plug, and a removable horsepower saving louvered windage tray. Oil capacity of 7 qts. with filter. Use JR131 for dipstick. **If inspection hole is needed in pan add -1 to the end of part#.**

Note: We recommend using an accusump because of the lower oil capacity, unless you are using a remote cooler and oil filter adapter.

Dimensions: 6 1/2" Deep x 14" Wide x 12" Long

Starter: Mini-starter

Pickups:

| | |
|--------|--------------------------|
| 106SB | 5/8" SBC M55HV Pump |
| 110SB | 5/8" SBC M55 Stock Pump |
| 1011SB | 3/4" SBC M155 Stock Pump |

Part:

| | |
|-----------|------------------------------|
| CP106KO | 1957-1985 |
| CP106KORB | 1986+ One pc. Rear Main Seal |

CP109KO PRO series steel wet 6 1/2 Deep

CP109KORB PRO series 1pc. rear main

Description: The same as the PRO1106KO, but made of 16 gauge steel. The knockout is on the right side, which starts at the pan rail and runs the full length of the pan with three access holes for the right side pan rail. It has 5 trap doors, a louvered windage tray, a 3/4" inspection hole, and oil check level plug. Oil capacity of 8 qts. with filter.

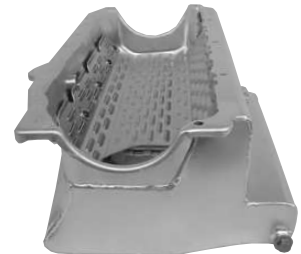
Use JR131 for dipstick.

Dimensions: 6 1/2" Deep x 11 1/4" Wide x 13" Long

Starter: Mini-starter

Pickups:

| | |
|----------|----------------------------|
| 1106SB | 5/8" SBC Hi - Vol Pump |
| 1107SB | 5/8" SBC M55 Pump |
| 1703SB | 3/4" M155 or M10554 |
| 506SB | 3/4 " pump & p/u combo |
| 506ST-SB | 3/4" Shark tooth pump & PU |



Steel Oil Pans

SBC V8 Road Race Series

CP80LT-RR CP80LTRB-RR

Type: Wet sump

Series: Competition

Description: This pan has 5 trapdoors, 2 crankscrapers, an oil temp fitting, an oil check level plug, and a removable horsepower saving louvered windage tray. The oil capacity is 8 qts. including filter. Use JR131 for dipstick. **If inspection hole is needed in pan add -1 to the end of part#.**

Note: Ideal for cars with stock cross members or rear steer linkage.

Dimensions: 8" Deep x 14" Wide x 9 1/2" Long

Starter: Stock starter or Mini-starter

Pickups:

| | |
|--------|----------------------------|
| 60SB | 5/8" SBC M55HV Pump |
| 61SB | 3/4" M155HV & Dynagear |
| 63SB | 5/8" M55 Stock pump |
| 64SB | 3/4" M155, M10551 |
| 1007SB | 3/4" Melling 10555 & 10552 |

Part:

| | |
|-------------|--------------------------------------|
| CP80LT-RR | 1957-1985 with Louvered Windage Tray |
| CP80LTRB-RR | 1986+ One pc. Rear Main Seal |

CP81KO-RR PRO series 8" Deep road Race
CP81KORB-RR PRO series 8: dp 1 pc rear seal

Type: Wet sump Road Race

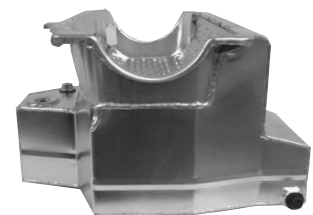
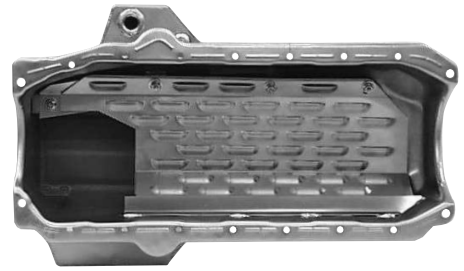
Description: This pan has a kickout that goes all the way to the block and has 3 access plugs on the right side for mounting. It has 5 trapdoors, a sump tray, an oil temp sender port, a 3/4" sight hole, and a removable louvered windage tray that covers 160 degrees of the crank rotation. It has an oil capacity of 8 qts. with filter. Use JR131 for dipstick.. **Note:** Ideal for cars with stock cross members or rear steer linkage. must use a mini-starter for a 168 flywheel.

Dimensions: 8" Deep x 14" Wide x 9 1/2" Long

Starter: Mini-starter

Pick-ups:

| | |
|--------|----------------------------|
| 60SB | 5/8" SBC M55HV Pump |
| 61SB | 3/4" M155HV & Dynagear |
| 63SB | 5/8" M55 Stock pump |
| 64SB | 3/4" M155 stock pump |
| 1007SB | 3/4" Melling 10555 & 10552 |



Steel Oil Pans

V8 Road Race Series

CP100LT-RR & CP100LTRB-RR

Type: Wet sump

Series: Competition

Description: This pan is designed around the Camaro front stub. It has 7 trap-doors, 2 crankscrapers, an oil temp fitting, an oil check level plug, and a removable horsepower saving louvered windage tray. The oil capacity is 8 qts. including filter. Use JR131 for dipstick. **If inspection hole is needed in pan add -1 to the end of part#.**

Dimensions: 7" Deep x 14" Wide x 12" Long

Starter: Stock starter or Mini-starter

Pickups For CP100 Series Road race:

| | |
|--------|-------------------------|
| 1005SB | 5/8" SBC M55HV Pump |
| 1006SB | 3/4" M155HV & Dyno-gear |
| 1013SB | 3/4" M155 Stock Pump |
| 1018BB | 3/4" Big block HV |
| 1019SB | 5/8" M55 Stock pump |
| 1028SB | 3/4" M10552 & M10555 |

Part:

| | |
|--------------|------------------------------|
| CP100LT-RR | 1957-1985 |
| CP100LTRB-RR | 1986+ One pc. Rear Main Seal |

CP100KO-RR & CP100KORB-RR

Series: Competition

Description: This has a kickout that runs the length of the pan, has 7 trap-doors, 3 crankscrapers, an oil temp fitting, an oil check level plug, and a removable horsepower saving louvered windage tray. Oil capacity is 8 qts. including filter. Use JR131 for dipstick.

Dimensions: 7" Deep x 14" Wide x 12" Long

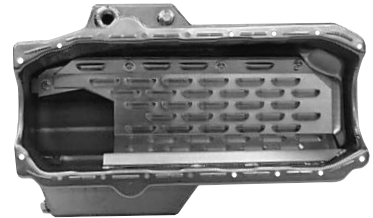
Starter: Stock starter or Mini-starter

Pickups:

| | |
|--------|-------------------------|
| 1005SB | 5/8" SBC M55HV Pump |
| 1006SB | 3/4" M155HV & Dyno-gear |
| 1013SB | 3/4" M155 Stock Pump |
| 1018BB | 3/4" Big block HV |
| 1019SB | 5/8" M55 Stock pump |
| 1028SB | 3/4" M10552 & M10555 |

Part:

| | |
|--------------|------------------------------|
| CP100KO-RR | 1957-1985 |
| CP100KORB-RR | 1986+ One pc. Rear Main Seal |



Steel Oil Pans

Small Block Chevy Dry Sump

CP150R
CP160R

Type: Dry sump

Description: This pan has two crankscrapers and a removable horsepower saving louvered windage tray. The louvered tray will give maximum oil flow to the pickups. It comes with #12 fittings on the right side.

Dimensions: 4 1/2" Deep

Starter: Stock starter or Mini-starter

Part:

CP150R12 1957-1985 with 2 #12

CP160R12 1986+ 1 pc. Rear Main Seal with #12



CP150L
CP160L

Type: Dry sump

Description: This pan has two crankscrapers and a removable horsepower saving louvered windage tray. The louvered tray will give maximum oil flow to the pickups. It comes with #12 fittings on the left side and directed forward.

Dimensions: 4 1/2" Deep

Starter: Stock starter or Mini-starter

Part:

CP150L12 1957-1985 with #12

CP160L12 1986+ One pc. Rear Main Seal with #12



Steel Oil Pans

Small Block Chevy Dry Sump

CP150KO-3

CP160KO-3

Type: Dry sump

Description: This pan has a kickout that is 1 1/4" below the pan rail and runs the length of the pan for increased oil control and torque. It has two crankscrapers and a removable horsepower saving windage tray. It comes with three #12 fittings located on the right side only .

Dimensions: 4 1/2" Deep

Starter: Mini-starter

Part:

CP150KO-3 1957-1985 with three #12

CP160KO-3 1986+ One pc. Rear Main Seal with three #12



CP155KO-3 & CP165KO-3 Series

Type: Dry sump

Description: This pan has a kickout that is 1 1/4" below the pan rail and runs the length of the pan for increased oil control and torque. It has two crankscrapers and a removable horsepower saving windage tray. It comes with three #12 fittings located on the right side only .

Dimensions: Right side 5 1/2" deep, Left side 4 1/2" deep

Starter: Mini-starter

Part:

CP155KO-3 1957-1985 with three #12

CP165KO-3 1986+ One pc. Rear Main Seal with three #12



Steel Oil Pans

PRO Series Dry Sump

CP-PRO150R3D & CP-PRO160R3D

Type: Dry sump

Description: This pan has a knockout that starts at the block and runs the full length of the pan. It is designed for dirt late model cars. The right side pan bolts are accessed through 4 plugs in the pan bottom. An inspection hole is on the left side of the pan.

Note: Will clear a mechanical fuel pump.

Dimensions: 5 1/8" Deep

Starter: Reverse mounted

Part:

CP-PRO150R3D 1957-1985

CP-PRO160R3D 1986+



CP-PRO150R3A & CP-PRO160R3A

Type: Dry sump

Use: Asphalt

Description: This pan has a knockout that starts at the block and runs the full length of the pan. The pan is notched in the front to 3 7/8". An inspection hole is on the left side of the pan.

Note: Will clear a mechanical fuel pump.

Dimensions: 5 1/8" Deep

Starter: Reverse mounted

Part:

CP-PRO150R3A 1957-1985

CP-PRO160R3A 1986+



Steel Oil Pans

Small Block Chevy V6

CP129LT

Type: Wet sump

Series: Competition

Description: This pan is for the 229 CI V6 and is designed around the Camaro front stub. It has 6 trapdoors, 2 crankscrapers, an oil temp fitting, an oil check level plug, and a removable horsepower saving louvered windage tray. Oil capacity is 8 qts. including filter. Use JR131 for dipstick.

Dimensions: 7" Deep x 14" Wide x 12" Long

Starter: Stock starter or Mini-starter

Pickups:

| | |
|--------|------------------------------|
| 100SB | 5/8" SBC M55HV Pump |
| 100BB | 3/4" Five Bolt BB Hi - Vol |
| 1001SB | 3/4" M155HV & Dynagear |
| 1003SB | 3/4" Melling 10555 & 10552 |
| 1009SB | 5/8" Melling M55 Stock Pump |
| 1012SB | 3/4" Melling M155 Stock Pump |

CP130LT & CP130LT-RR

Series: Competition

Description: This pan is for the 4.3 liter V6 and is designed around the Camaro front stub. It has 6 trapdoors, 2 crankscrapers, an oil temp fitting, an oil check level plug, and a removable horsepower saving louvered windage tray. Oil capacity is 8 qts. including filter. Use JR131 for dipstick.

Dimensions: 7" Deep x 14" Wide x 12" Long

Starter: Stock starter or Mini-starter

Pickups:

| | |
|--------|--------------------------------------------|
| 100SB | 5/8" SBC M55HV Pump |
| 100BB | 3/4" Five Bolt BB Hi - Vol |
| 1001SB | 3/4" M155HV & Dynagear |
| 1003SB | 3/4" Melling 10555 |
| 1009SB | 5/8" Melling M55 Stock Pump |
| 1012SB | 3/4" Melling M155 Stock Pump |
| 1005SB | 5/8" SBC Hi - Vol (Road Race) |
| 1006SB | 3/4" M155HV & Dyno-gear (Road Race) |
| 1013SB | 3/4" M155 Stock Pump (Road Race) |
| 1018BB | 3/4" Big block HV (Road Race) |
| 1019SB | 5/8" M55 Stock pump (Road Race) |

Part:

| | |
|------------|-----------------------|
| CP130LT | 4.3 L V6 Circle track |
| CP130LT-RR | 4.3 L V6 Road Race |



Steel Oil Pans

Big Block Chevy Wet Sump

CP200LT
CP201LT

Type: Wet sump

Description: This pan uses our BBC stroker core that is 4 3/4" deep in front and 8" deep in back. It has 5 trapdoors, 1 crankscraper, an oil temp fitting, an oil check level plug, and our louvered windage tray. Oil capacity is 10 qts. including filter.

Note: Must use JR131 to check oil.

Dimensions: 8" Deep x 12" Wide x 14" Long

Starter: Stock starter or Mini-starter

Pickups:

200BB 3/4" M77HV Pump

Part:

CP200LT Mark IV

CP201LT Mark V & VI



CP207 Stock core with Louvered windage tray

Type: Wet sump Street or strip

Description: This pan has 1- 6" trapdoor, 1 crankscraper, and louvered windage tray. It is also NHRA approved. Oil capacity is 6 qts. including filter. Will clear 4.25" stroke.

Note: Must use JR130 to check oil. This pan should fit most all chassis and header combinations. You can use a stock OEM pickup for street use.

Dimensions: 7 3/4" Deep

Starter: Stock starter or Mini-starter

Pickup:

215BB M77 & M77HV

Part:

CP207 Mark IV Only, Stock Core



Steel Oil Pans

Big Block Chevy Wet Sump

CP208 Stock core with Louvered windage tray

CP209 Stock core with Louvered windage tray

Type: Wet sump Street or strip

Description: This pan has 1- 6" trapdoor, 1 crankscraper, and louvered windage tray. Oil capacity is 8 qts. including filter.

CP208 will clear 4 1/4" stroke. NOT FOR MARINE USE.

CP209 will clear 4.5" stroke and is 7 qt. capacity.

Note: Must use JR130 to check oil. This pan should fit most all chassis and header combinations. You can use a stock OEM pickup for street use.

Dimensions: 8" Deep x 11" Wide x 9 3/8" Long 14 ga. material

Starter: Stock starter or Mini-starter

Pickups:

208BB 3/4" M77HV Pump

Part:

CP208 Mark IV Only, Stock Core

CP209 Mark V Only, Stock Core

CP208LT

Type: Wet sump

Use: Street or strip

Description: This pan uses our new BBC stroker core that is 4.75 deep in front and 8" deep in back. It has one 6" trapdoor, 1 crankscraper, and our louvered windage tray. Oil capacity is 8 qts. including filter. Clear 4.75 stroke.

Note: Must use JR130 to check oil. This pan will NOT fit stock cross membered cars.

Dimensions: 8" Deep x 11" Wide x 9 3/8" Long. 14 ga. material

Starter: Stock starter or Mini-starter

Pickups:

208BB 3/4" M77HV Pump

Part:

CP208LT Mark IV



Steel Oil Pans

Big Block Chevy Wet Sump

CP210LT

Description: This pan has one 6" trapdoor, 1 crankscraper, 2 runners, and a louvered windage tray. Oil capacity is 8 qts. including filter. Clear 4.75 stroke. Sump area is made of 14 ga.

Note: Must use JR130 to check oil.

Dimensions: 8" Deep x 8 1/4" Wide x 12" Long. 14 ga. material

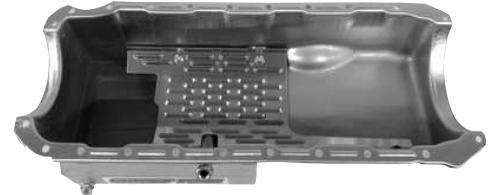
Starter: Stock starter or Mini-starter

Pickups:

208BB 3/4" M77HV Pump

Part:

CP210LT Mark IV



CP211 With Louvered windage tray

Description: This Claimer pan has one 6" trapdoor, 1 crankscraper, and 2 runners and louvered windage tray. Oil capacity is 8 qts. including filter. Will clear 4.50" stroke.

Note: Must use JR130 to check oil.

Dimensions: 8" Deep x 8 1/4" Wide x 12" Long. 14 ga. material

Starter: Stock starter or Mini-starter

Pickups:

208BB 3/4" M77HV Pump

Part:

CP211 Mark V



Steel Oil Pans

Big Block Chevy Wet & Dry Sump

| | |
|---------|-------------------------------|
| CP214LT | Gen IV 8" deep 12 qt. |
| CP215LT | Gen IV 7 3/4" deep 11 qt. |
| CP216LT | Gen IV 7 1/2" deep 10 qt. |
| CP217LT | Gen V & VI 8" deep 12 qt. |
| CP218LT | Gen V & VI 7 3/4" deep 11 qt. |
| CP219LT | Gen V & VI 7 1/2" deep 10 qt. |

Description: The BBC pan is more for drag or marine use. It is made of 14 gauge steel to take the abuse of drag racing or marine use, it has 6 trapdoors, a back splash to keep oil from climbing up the back of the pan a louvered windage tray, crankscraper. It is available for both the GEN IV, GEN V & VI. also 7.5", 7.75", 8" Deep. Can also be used for agricultural use and Drag racing. Will clear 4.75 stroke.

NOTE: Must use JR133 Dipstick to check oil

JR133 BBC marine/ industrial dipstick

Pickups:

| | |
|-------|-------------------------|
| 208BB | 3/4"x8" M77HV Pump |
| 215BB | 3/4"x 7 3/4" M77HV Pump |
| 219BB | 3/4"x 7 1/2" M77HV Pump |



BBC DRY SUMP

CP220
CP221

Type: Dry sump

Description: This pan uses our horsepower saving Louvered windage tray, which allows for maximum oil flow to the pickup scavengers. It comes with three #12 fittings on the passenger side only.

Dimensions: 4 3/4" Deep

Starter: Stock starter or Mini-starter

Part:

| | |
|-------|-----------------|
| CP220 | Mark IV 3 #12's |
| CP221 | Mark V 2 #12's |

CP220



CP221



Steel Oil Pans

Ford Wet Sump

CP302LT
CP303LT
CP302LT-RR

Use: Circle track or road race

Description: This is a Claimer and Competition Series pan that has 4 trapdoors, 1 crankscraper, an oil check level plug. The oil capacity is 8 qts. including filter. The CP302LT has a horsepower saving louvered windage tray. Use JR131 for dipstick.

Dimensions: 13 1/4" Wide x 9" Long

Starter: Stock starter or Mini-starter

Pickups:

| | |
|-------|----------------------------|
| 302SB | Circle Track |
| 303SB | Road Race P.U. |
| 306SB | Asphalt CT 6.5" deep |
| 308SB | Circle track 7/8 dia. tube |

Part:

| | |
|------------|------------------------------------|
| CP302LT | SBF 302 Circle track 7" Deep |
| CP303LT | SBF 302 Circle track 6.5 Deep 7qts |
| CP302LT-RR | SBF 302 Road Race |



CP351LT SBF 351 Windsor Circle with Louvered Tray
CP353LT SBF 351 Circle track 6.5 Deep 7qts
CP351LT-RR SBF 351 Windsor Road Race

Use: Circle track or road race

Description: This is a Claimer and Competition Series pan designed for the Windsor block. It has four trapdoor, one crankscraper, an oil check level plug. The oil capacity is 8 qts. including filter. Use JR131 for dipstick.
The CP351LT has a horsepower saving louvered windage tray.

Dimensions: 7" Deep x 13 1/4" Wide x 9" Long

Starter: Stock starter or Mini-starter

Pickups:

| | |
|-------|-----------------------------|
| 351SB | Ford Hi - Vol Pump |
| 352SB | Road Race P.U. |
| 358SB | Circle Track 7/8" dia. tube |



Steel Oil Pans

Ford Wet Sump

| | |
|----------------|--------------------------------------|
| CP309LT | SBF 302 Circle track 7" deep |
| CP359LT | SBF 351 Circle track 7" deep |
| CP306LT | SBF 302 Circle track 9 qt. 6.5" deep |
| CP356LT | SBF 351 Circle Track 9 qt. 6.5" deep |

Description: This is a Competition Series pan that has 6 trapdoors, horsepower saving louvered windage tray Oil temp fitting and oil check level plug one crankscraper. The oil capacity is 10 1/2 qts. including filter. Use JR131 for dipstick.

Dimensions: 7" Deep x 14" Long x 11 1/2 wide.

Starter: Stock starter or Mini-starter

Pickups:

| | |
|-------|---------------------------|
| 302SB | 302 Circle Track 7" Deep |
| 351SB | 351 Circle Track 7" Deep |
| 306SB | 302 Circle Track 6.5 Deep |
| 356SB | 351 Circle Track 6.5 Deep |
| 308SB | 302 c/t 7/8 tube 7" Deep |
| 358SB | 351 c/t 7/8 tube 7" Deep |

| | |
|----------------|----------------------|
| CP329KO | SBF 302 Circle track |
| CP359KO | SBF 351 Circle track |

Description: This is a NEW Designed Competition Series pan that has 6 trapdoors, horsepower saving louvered windage tray Oil temp fitting and oil check level plug one crankscraper. The right side pan rail is accessed thru 3 access plugs in bottom of pan. A kickout runs the full length of the right side pan rail and notched for a mini-starter The oil capacity is 12 qts. including filter.

Dimensions: 7" Deep x 21" Long x 11.75" wide.

Starter: Stock starter or Mini-starter

Pickups:

| | |
|-------|--------------------------|
| 302SB | Circle Track |
| 308SB | 302 c/t 7/8 tube 7" Deep |
| 351SB | Circle Track |
| 358SB | 351 c/t 7/8 tube 7" Deep |



Steel Oil Pans

Ford's Front Wet Sump

CP302FS 302 Front Sump
CP351FS 351 Front Sump

Use: Street

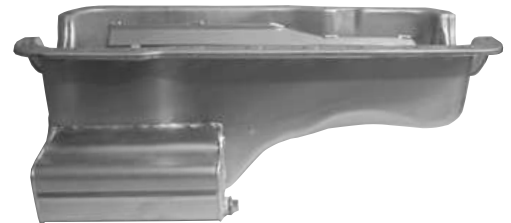
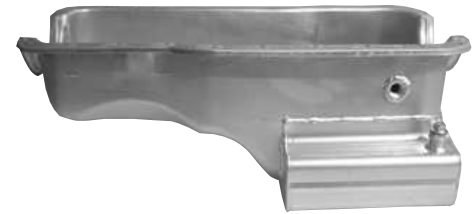
Description: This front sump pan was designed for street use in front sump production chassis. Except Mustang II's, Mavericks and comets, which may fit with modification. It has 1 crankscraper, 1 large sump baffle, provision for pan mounted dipstick. Oil capacity is 8 qts. including filter.

Use JR131 for dipstick

Dimensions: 8" Deep x 13.25" Wide x 8.75" Long

Part:

CP302FS Ford 302
CP351FS Ford 351



Ford's Fox Body Wet Sump

CP302Fox
CP351Fox

Use: Street

Description: This rear sump pan was designed for street use in the Fox body Ford Mustang. It has 1 crankscraper, an aluminum windage tray, and a diamond-shape trap door system for launch and braking. And dipstick provision. Oil capacity is 8 qts. including filter. Use JR130 dipstick.

Dimensions: 8" Deep x 11" Wide x 10 1/2" Long

Pickups:

304SB Ford Hi - Vol Pump
353SB Ford Hi - Vol Pump

Part:

CP302Fox Ford 302
CP351Fox Ford 351



Steel Oil Pans

Ford's Fox Body Wet Sump

CP4654Fox

Type: Wet sump

Use: Street or Road Race

Description: This rear sump pan was designed for street or road race use in the Fox body Ford Mustang. It has 1 crankscraper an aluminum windage tray, and a diamond-shape trap door system for launch and braking. Oil capacity is 7 qts. including filter.

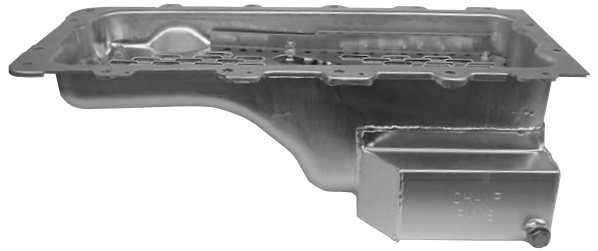
Dimensions: 6 3/8" Deep x 13" Wide x 7 3/8" Long

Pickups:

Stock PU

Part:

CP4654Fox Ford 4.6



Steel Oil Pans

Ford's Fox Body Wet Sump

CP4654

Type: Wet sump

Use: Street & Road Race

Description: This rear sump pan was designed for street or road race use in the Cobra Replicas. It has 1 crankscraper an aluminum windage tray, and a diamond-shape trap door system for launch and braking. Oil capacity is 7 qts. including filter. Uses Factory Dipstick

Dimensions: 4 1/2" Deep x 13" Wide x 13 1/2" Long

Pickups:

4654SB For DOHC motor

4654SSB For SOHC motor

Part:

CP4654 Ford 4.6



CP4700

Type: Wet sump

Use: Street & Road Race

Description: This rear sump pan was designed for street or road race use in the Cobra Replicas. It has 1 crankscraper an aluminum windage tray, and a diamond-shape trap door system for launch and braking. 1/2" NPT & 20mm bung Oil capacity is 7 qts. including filter.

Dimensions: 4 1/2" Deep x 13" Wide x 13 1/2" Long

Pickups:

4700SB For Ford Coyote 5.0

Part:

CP4700 Ford Coyote 5.0



1/2 NPT 20 mm



Steel Oil Pans

Ford & Chrysler Dry Sump

CP302KO-3 CP351WKO-3

Type: Dry sump

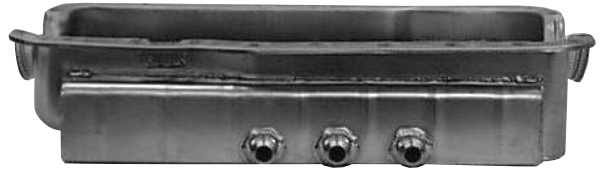
Description: This Ford pan has a kickout that is 1 1/4" below the pan rail and runs the length of the pan for increased oil control and torque. It has two crankscrapers and a removable horsepower saving louvered tray. It comes with three #12 fittings located on the right side only. Will not work with auto transmission.

Dimensions: 4 1/2" Deep

Starter: Mini-starter

Part:

| | |
|------------|-----------------------------------|
| CP302KO-3 | SBF 302 C.I.D. with three #12 |
| CP351WKO-3 | Windsor 351 C.I.D. with three #12 |



CP340KO-3 CP360KO-3

Description: This Chrysler pan has a kickout that is 1 1/4" below the pan rail and runs the length of the pan for increased oil control and torque. It has two crankscrapers and a removable horsepower saving windage screen. It comes with three #12 fittings located on the right side only.

Note: The CP340KO will also fit the Mopar 318.

Dimensions: 4 1/2" Deep

Starter: Mini-starter

Part:

| | |
|-----------|-----------------------------------|
| CP340KO-3 | SB Chrys 340 & 318 with three #12 |
| CP360KO-3 | SB Chrys 360 with three #12 |

Options:

| | |
|----------|-------------------|
| Option-7 | Weld in Seal 360 |
| Option-8 | Weld in Seals 340 |



Steel Oil Pans

Chrysler Wet Sump

CP340-7 & CP360-7

Use: Circle track or road race

Description: This pan has 2 trapdoors, 1 crankscraper, an oil temp fitting, an oil check level plug, and a horsepower saving louvered windage tray. Oil capacity is 8 qts including filter. Use JR131 for dipstick.

Dimensions: 7 1/2" Deep x 12" Wide x 10" Long

Starter: Stock starter

Pickups:

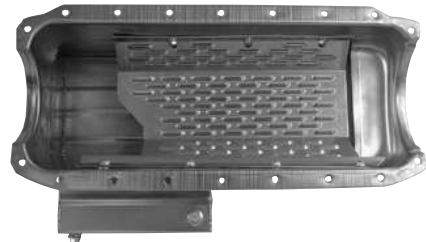
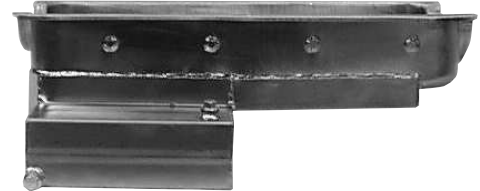
340SB & 360SB M72HV Pump
341SB & 361SB Road Race M72HV Pump

Options:

Option-7 Weld in Seal spacer 360
Option-8 Weld in Seal spacers 340

Price:

CP340-7 Chrys 340 & 318 Circle
CP360-7 Chrys 360 Circle
CP340-7RR Chrys 340 & 318 (**Road race**)
CP360-7RR Chrys 360 (**Road race**)



CP340-9 & CP360-9

Use: Circle track

Description: This pan has 4 trapdoors, 1 crankscraper, an oil temp fitting, an oil check level plug, and a horsepower saving louvered windage tray. Oil capacity is 10 qts including filter. Use JR131 for dipstick.

Dimensions: 7 1/2" Deep x 12" Wide x 14" Long

Starter: Stock starter

Pickups:

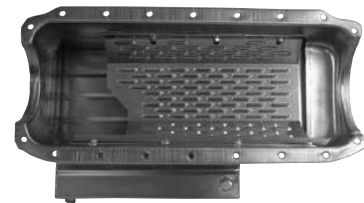
340SB & 360SB M72HV Pump

Options:

Option-7 Weld in Seal 360
Option-8 Weld in Seals 340

Part:

CP340-9 Chrys 340 & 318 Circle
CP360-9 Chrys 360 Circle
CP360-9RR Chrys 360 Road Race



Pickups

| | | |
|-------------|--------------------------------------------|---------------------------|
| 40SB | 5/8 x 7 1/2 M55HV, M10550 | CP40 Series |
| 50SB | 5/8 x 7 3/4 M55HV, M10550 | CP50 Style |
| 50BB | 3/4x 7 3/4 M99HV, M77HV,M10770 | CP50 Style |
| 51SB | 3/4x 7 3/4 M155HV, M10551 | CP50 Style |
| 52SB | 3/4x 7 3/4 M10555, 10552 | CP50 Style |
| 60SB | 5/8 x 8 M55HV,M10550 | CP60 Style |
| 60BB | 3/4 x 8 M77HV,M99HV, M77, M99, M10770 | CP60 Style |
| 61SB | 3/4 x 8 M155HV, M10551 | CP60 Style |
| 63SB | 5/8 x 8 M55, M10553 std | CP60 Style |
| 64SB | 3/4 X 8 M155, M10551 Std | CP60 Style |
| 80SB | 5/8 x 8 M55HV, M10550 | CP80 & CP55 Series |
| 80BB | 3/4 x 8 M77, M99, M77HV, M99HV, M10770 | CP80 & CP55 Series |
| 100SB | 5/8 x 7 M55HV, M10550 | CP100 & CP57 Series |
| 100BB | 3/4 x 7 M77, M99, M77HV, M99HV, M10770 | CP100 & CP57 Series |
| 106SB | 5/8 x 6.5 M55HV, M10550 | CP106 Series |
| 110SB | 5/8 x 6.5 M55, M10553 std | CP106 Series |
| 200BB | Pickup for 8 Deep & B.B. Pump | CP200 Series |
| 208BB | Pickup for 8 Deep & B.B. Pump | CP208 & CP210 Styles |
| 215BB | Pickup for 7 3/4 Deep B.B. Pump | CP215LT, |
| 219BB | Pickup for 7 1/2 Deep B.B.Pump | CP207, Cp216,219 |
| 302SB | Ford 302 circle track M68HV | CP302 Series |
| 303SB | Ford 302 Road Race M68HV | CP302LT-RR |
| 304SB | 3/4 x 8 Ford 302 Fox Body M68HV | CP302Fox |
| 306SB | 3/4 x 6.5 Ford 302 CT M68HV | CP303,306LT |
| 308SB | 7/8 tube for 7" Dp 302 M68HV | CP309LT & 309 KO |
| 351SB | Ford 351 circle track M83HV | CP351LT |
| 352SB | Ford 351 Windsor for Road Race M83HV | CP351LT-RR Series |
| 353SB | 3/4"x 8" Ford 351 Fox Body M83HV | CP351Fox |
| 356SB | 3/4 x 6.5 Deep 351 M83HV | CP356LT |
| 358SB | 7/8 tube for 351KO M83HV | CP359LT & 359KO |
| 340SB&360SB | Mopar 340 c/track 7.5 Deep M72HV | CP340 Series |
| 341SB&361SB | Mopar 340 for R/Race 7.5 Deep M72HV | CP340 Road Race Series |
| 370SB | Mopar 340 & 360 7.5 Deep M72HV | PRO3400KO & 3600KO |
| 506SB | Preassembled reworked pump & P/u 6.5 Deep | PRO1106KO CP109KO |
| 507SB | Preassembled reworked pump & P/u 7 Deep | PRO1102KO, CP102KO |
| 507ST-SB | Preassembled Shark tooth pump & P/u 7 Deep | PRO1102KO, CP102KO |
| 508SB | Pre assembled no grooves for 7 deep | Pro series |
| 700LS1 | 7/8 x 4 for LS1100 | LS1100 |
| 703LS1 | 7/8 for LS1110 | LS1110 circle track |
| 704LS1 | 7/8 for LS1111 | LS1111 circle trk asphalt |
| 750LS1 | 7/8 x 5.25 Deep LS1000 | LS1000 & Ls3000 |
| 1001SB | 3/4 Tube; 7 M155HV & M10551 | CP100 & CP57 Series |
| 1002SB | 3/4 Tube; 8 M155HV & M10551 | CP80 & CP55 Series |
| 1003SB | 3/4" x 7 M10555 & 10552 Pump | CP100 & CP57 Series |
| 1004SB | 3/4 x 8 M10555 & 10552 Pump | CP80 & CP55 Series |
| 1005SB | 5/8 x 7 R/ Race M55HV, M10550 | CP100LT-RR |
| 1006SB | 3/4 x 7 R/ Race, M155HV & M10551 | CP100LT-RR |

| | | |
|---------|------------------------------------|---------------------------|
| 1007SB | 3/4 x 8 R/ Race & M10555 & 10552 | CP80LT-RR |
| 1008SB | 5/8 x 7 M55HV, M10550 | CP1100KO & CP101KO |
| 1009SB | 5/8 x 7 M55, M10553 Std. | CP100 & CP57 Series |
| 1010SB | 3/4 x 8 M155, M10554 Std | CP80 & CP55 Series |
| 1011SB | 3/4 x 6.5 M155, M10554 Std. | CP106 Series |
| 1012SB | 3/4 x 7 M155, M10554 Std. | CP100 & CP57 Series |
| 1013SB | 3/4 x 7 R/ Race M155, M10554 Std. | CP100LT-RR series |
| 1018BB | 3/4 x 7 R/Race M99HV,M77HV, M10770 | CP100LT-RR series |
| 1019SB | 5/8 x 7 R/Road Race M55,M10553 Std | CP100LT-RR series |
| 1020SB | 5/8 x 8 M55HV, M10550 | CP81KO series |
| 1021SB | 3/4 x 8 M10555, M10552 | CP81KO series |
| 1022SB | 3/4 x 8 M155HV, M10551 | CP81KO series |
| 1023SB | 5/8 x 8 M55, M10553 | CP81KO series |
| 1025SB | 3/4 x 7 Schumann 140 XVDF | CP100 series pans |
| 1026SB | 3/4 x 7 M155, M10554 | CP101KO,102, Pro1100,1102 |
| 1027SB | 5/8 x 7 M55, M10550 | CP101KO,102, Pro1100,1102 |
| 1028SB | 3/4x 7 R/ Race 10555 | CP100 series |
| 1029SB | 3/4 x 8 Schumann 140xvdf | CP80 series |
| 1106SB | 5/8 x 6.5 M55HV, M10550 | PRO1106 Series |
| 1107SB | 5/8 x 6.5 M55, M10553 | PRO1106 Series |
| 1703SB | 3/4 x 7 M10555 & 10552 | PRO1100KO & CP101KO |
| 1704SB | 3/4 x 7 M155HV, M10551 | PRO1100KO & CP101KO |
| 4654SB | 3/4 x 4.5 Dp. DOHC | 4654 DOHC |
| 4654SSB | 3/4 x 4.5 DP SOHC | 4654 SOHC |
| 4700SB | New 5.0 Cobra pickup | 5.0 Cobra pan |

Pumps that use same pickups:

M55, M55A,M10553 including C & ST suffix

M55HV, M10550, M10550ST including C & ST suffix

M155, M10554 including C & ST suffix

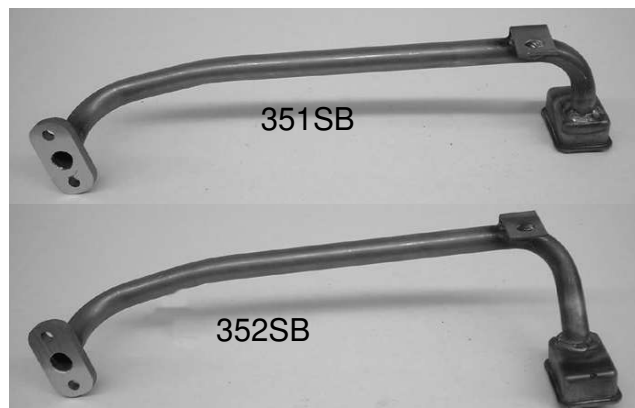
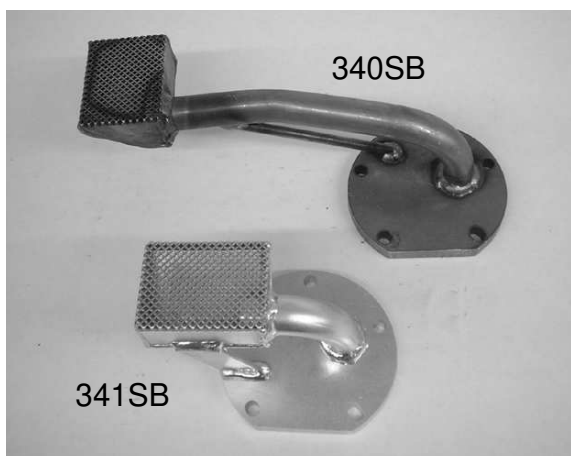
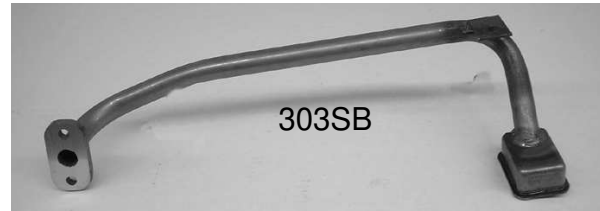
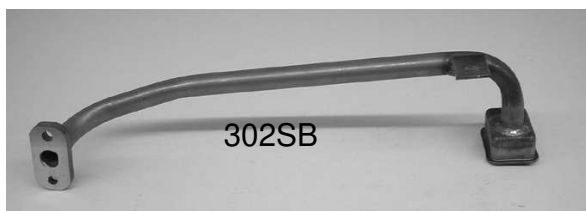
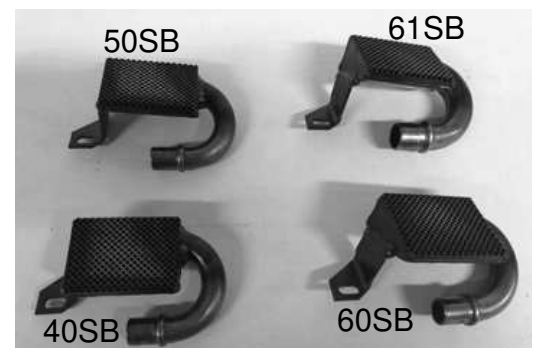
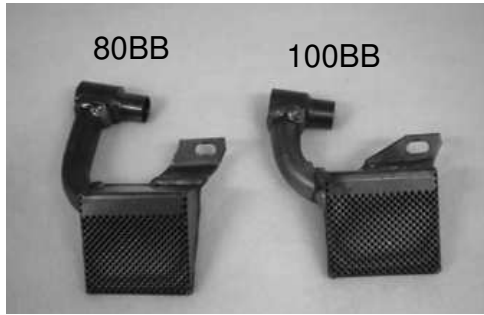
M155HV, M10551 including C & ST suffix

M10555, M10552 including C & ST suffix

M99HV, M10990

M77, M77HV, M10770, M10774, M10778

Pickups



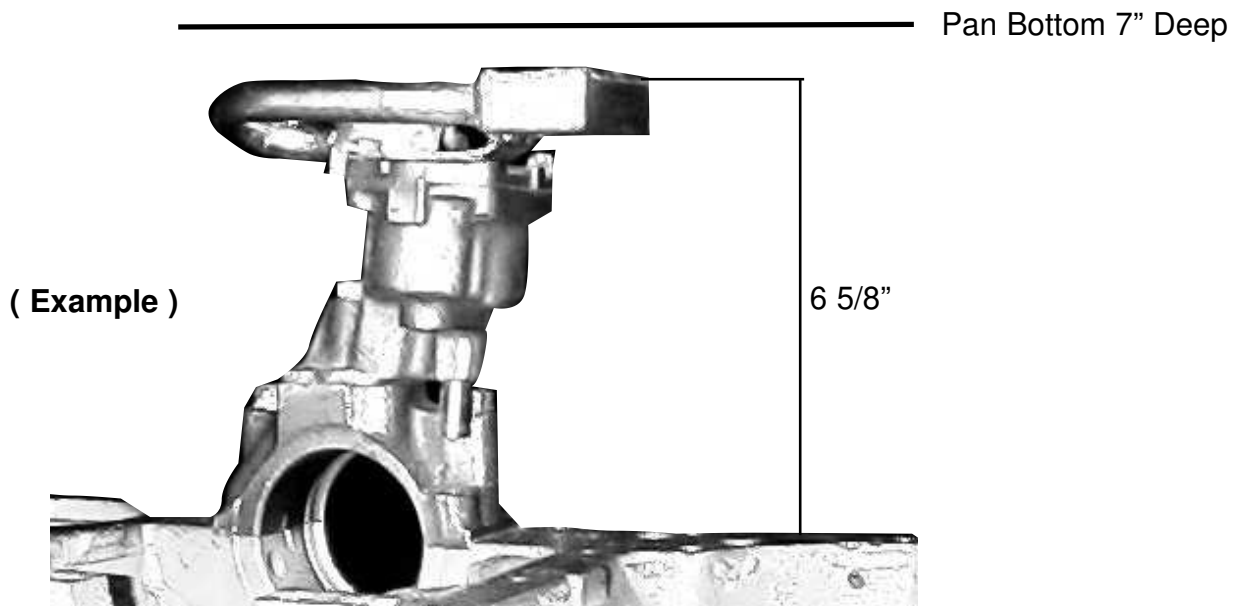
Installation Instructions for Oil Pans

Step 1

Due to the welding done on these pans, there is always a slight chance of warping. While our jigs are designed to greatly reduce the warping factor, you may encounter a slight “rocking” effect when laying the pan down. Once the pan is drawn down securely by bolts and the engine is ran, you will find that the pan will set into the straightened position. We have found that an initial “rock” of up to 3/16” on a new pan is completely acceptable. Another note: 2 piece rear main rear pan bolts will measure 5.75” center to center and a 1 piece rear main will measure 6.5” center to center on the rear bolts. All SBC oil pans with 2 pc. rear main will use a thick front seal for the pan gasket. All Std SBC blocks measure 8.5” center of rail, a Dart wide rail will measure 9.5” center of rail.

Step 2

Be sure you are using the correct pickup with your oil pan. Make sure you measure from the block to the top of the pickup. The pickup should be 1/4”-1/2” off the pan bottom. Example: if the pan measures 7” deep, the pickup should measure between 6 1/2” to 6 5/8” from the block to the top of the pickup box.



Step 3

Before final assembly, make sure all parts are thoroughly inspected and cleaned of any foreign debris, such as packing material, paper, stickers, etc. If the oil pan contains hinged trapdoor-style baffles, make sure they operate freely. It is advisable to reassemble the pan using Loc-tite on all nuts and bolts to help prevent them from loosening. Also, you should install the oil pan with the engine upright to ensure no trapdoors will be caught in an open position.

Step 4

Be sure to use OEM quality gaskets or equivalent. We recommend using a FEL-PRO gasket or equivalent for a drip-free installation. After you have installed the gaskets in the usual manner, install the oil pan. We also have a dipstick assembly available for Claimer and Competition Series oil pans: JR131.

*If you have any questions regarding installing your oil pan, feel free to give us a call.
We will do our best to help you do your installation correctly.*

Installation Instructions for PRO Series Pans

Step 1

Fill all 1/4" holes and the dipstick hole on driver's side pan rail with steel or epoxy. Allow to dry.

Step 2

Locate the pan rail adapters #85102 and #85103 and mount them using the hole 1, 2, 3, and 4. These are the locating holes only. Final assembly uses holes 5, 6, 7, and 8.

Step 3

Drill the new .266" hole for 5, 6, 7, and 8. (Tap size for 5/16 - 18 bolt)

Step 4

Drill holes 9, 10, 11, 12, and 13 with a .209" drill. (Tap size for 1/4 - 20 bolt)

Step 5

Take the pan rail adapters off and remove part of the block where the dipstick notch is. There should be clearance for the nut which goes through holes 17 or 19 if your block is a 1980 through 1986.

Step 6

Tap drilled holes 5 through 13.

Step 7

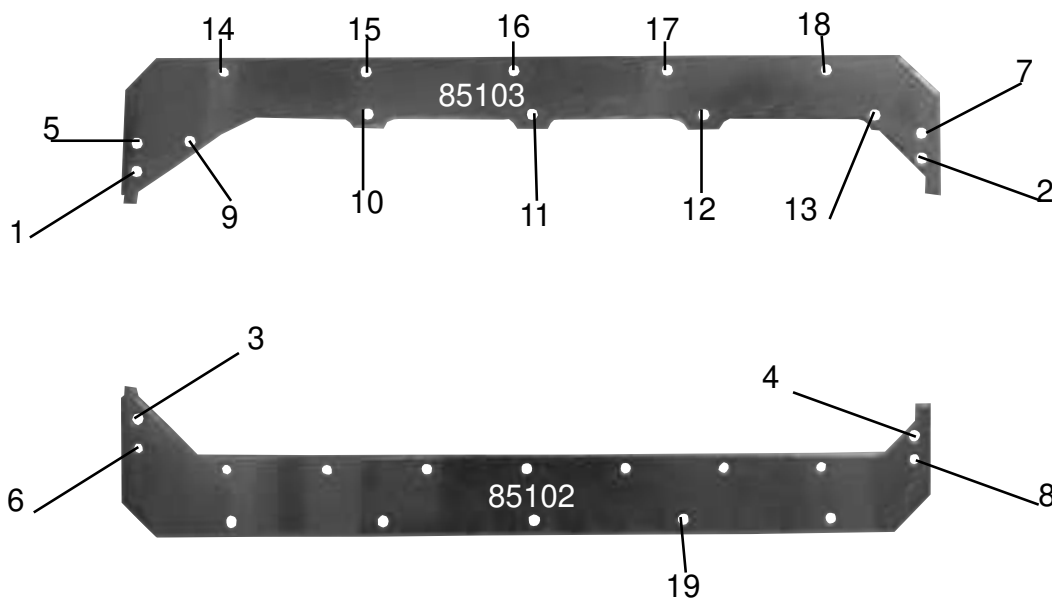
Bolt the driver side pan rail adapter #85103 on and use as a guide to cut away the cast iron at about a 33 degree angle. Removing the aluminum from the pan rail adapter is okay.

Step 8

Tap and plug the oil galley holes for the remote filter.

Step 9

Use a thin layer of silicone gasket maker to assemble pan to race engine.



Replacement trays



ST



ST-LT



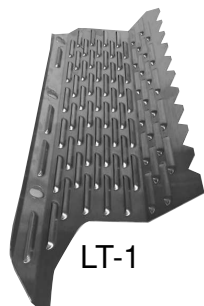
ST-1



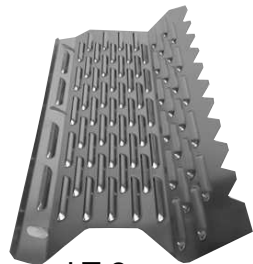
ST-2



WS40



LT-1



LT-2



LT-3



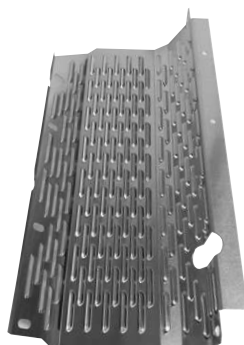
LT-4



LT-7



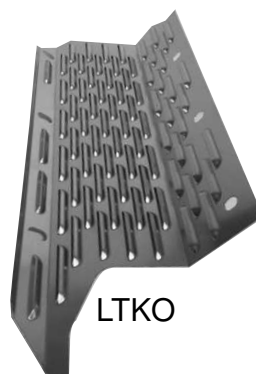
LTKO-4



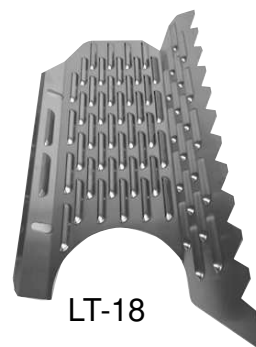
LT-8



LT-10



LTKO



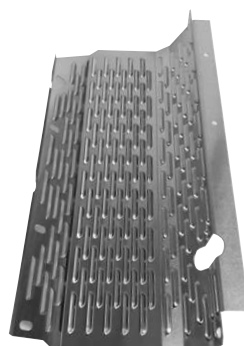
LT-18



LT-14



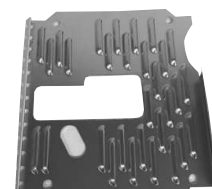
LT-15



LT-16



LT-17



LS-1



CP15001



CP15003



LS-2



LS-3



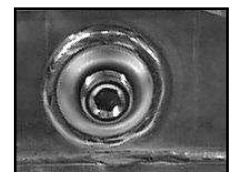
LT-13

Replacement Parts & Options

| | |
|-----------|------------------------------------------------------|
| 78-15 | Drain Plug & Washer 1/2 - 20 |
| DP | Magnetic Drain Plug & Washer 1/2 - 20 |
| DPW | Copper Drain Plug Washer |
| DP3 | Pro plug & Clip |
| DP4 | Pro plug & Clip & Bung |
| WS40 | LT for CP40s |
| ST | Standard Sump Tray |
| ST-1 | Sump tray for CP101KO |
| ST-2 | Sump tray for CP102KO |
| ST-4 | Sump tray for LT/KO with option-4 |
| ST-LT | Sump tray for LT Applications |
| LS-1 | Sump tray for LS1000 |
| LS-2 | Sump tray for LS1060 |
| LS-3 | LT for LS1170 |
| LT-1 | LT for CP50, 55, 57, 80 & 100 |
| LT-2 | LT for CP50 & 60 with Stock P/U |
| LT-3 | LT for CP302 & 351 |
| LT-4 | Full LT for Option-4 |
| LT-5 | LT for CP340 & 360 |
| LT-6 | LT for CP200, 208 & 210 |
| LT-7 | LT for PRO1100KO series pans |
| LT-8 | LT for PRO7100KO with option9 |
| LT-9 | LT for PRO3100KO series pans |
| LT-10 | LT for CP101KO series pans |
| LT-11 | LT tray for PRO171R3 |
| LT-12 | LT tray for PRO181R3 |
| LT-13 | LT tray For LS1100 |
| LT-14 | LT tray for CP359KO |
| LT-15 | LT tray For PRO6100KO & 7100KO |
| LT-16 | LT tray for 6200 & 7200 series |
| LT-17 | LT tray for 302LT-RR & 351LTRR |
| LT-18 | LT tray for CP64 series |
| LT-KIT | LT with Bolts & Tabs |
| LTKO | LT for CP100KO's |
| LTKO-4 | Full LT for KO with Option-4 |
| CP15001 | LT for CP150R & 160R |
| CP15002 | LT for CP150L & 160L |
| CP15003 | LT for CP150KO & 160KO |
| CP15004 | LT for CP155KO & 165KO |
| CP15005 | WSA for PRO150RD, R2 & L2 |
| CP15006 | WSA for PRO150R3A |
| CP15007 | LT for CP220 |
| CP15008 | LT for CP340KO & 360KO |
| CP15009 | LT for CP302KO & 351KO |
| CP15012 | replacement screen for PRO170 & PRO180 |
| OPTION-1 | Inspection Hole with Plug Installed |
| OPTION-2 | Inspection Hole Plug Kit |
| OPTION-4 | External Pickup Installed in steel pan |
| OPTION-5 | Inspection Hole with Plug & Clip Installed |
| OPTION-7 | Weld in Seal Spacer in CP360 |
| OPTION-8 | Weld in Seal Spacers in CP340 |
| OPTION-9 | External pickup installed in alum. pans |
| OPTION-12 | Alum -12 port & plug fill kit installed in short V/C |
| OPTION-15 | Alum. -16 port & plug fill kit installed in V/cover |
| OPTION-16 | Alum -16 port & plug fill kit you weld |



Option-1

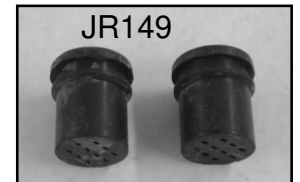


Valve Covers & Accessories

Stamped Steel

Small Block Chevy

| | |
|-----------|-------------------------------------------|
| CP140 | Valve Cover - Silver |
| CP140B | Valve Cover - Black |
| CP140TF | Valve Cover with Tube Forward - Silver |
| CP140-1 | Valve Cover with Tube Side Only |
| CP140-2 | Valve Cover with No Tubes |
| JR141 | Chrome Hold Down Bars |
| JR142 | Unshielded Breather 1 1/2" |
| JR142-3 | Unshielded Breather 1 3/8" |
| JR143 | Shielded Breather 1 1/2" |
| JR143-3 | Shielded Breather 1 3/8" |
| JR144 | Chrome "T" Handles SBC |
| JR144-1 | Chrome "T" Handles SBF |
| JR145 | Small Breather 1/2" |
| JR147 | Foam Wrap for JR142 - Red |
| JR147B | Foam Wrap for JR142 - Blue |
| JR148 | Competition Duty Hold Down Bars |
| JR148-1 | Competition Duty Hold Down Bar - Silver |
| JR149 | Rubber Baffle Insert |
| DSC302SGN | Stud Girdle Nuts 3/8" |
| DSC305GA | Chevy Stud Girdle Assembly with 3/8" nuts |



Valve Covers & Accessories

Polished Aluminum

Small Block Chevy

| | |
|-----------|------------------------------------------------------|
| CP1140 | Polished set no tubes |
| CP1141V | Polished single Vortec no tubes |
| CP1141 | Polished single no tubes |
| CP1142 | Polished with 2 Tubes & rubber baffles |
| CP1142-6 | Polished with 2 Tubes & welded baffles |
| CP1143 | Polished with a -12 an Fitting |
| CP1143V | Polished single vortec w/an fitting |
| CP1144 | Polished with 1 Tube & a -12 an Fitting |
| CP1145 | Polished set with 2 Tubes on 1 with rubber baffles |
| CP1145-6 | Polished set with 2 tubes & welded baffles on 1 |
| CP1145TF | Polished with 2 Tubes Forward, the other plain |
| CP1145V | Polished with 2 Tubes on 1 (Vortec Head) |
| CP1145VTF | Polished with 2 Tubes Forward (Vortec Head) |
| OPTION-15 | Alum. -16 port & plug fill kit installed in V/covers |
| OPTION-16 | Alum. -16 port & plug fill kit you weld |

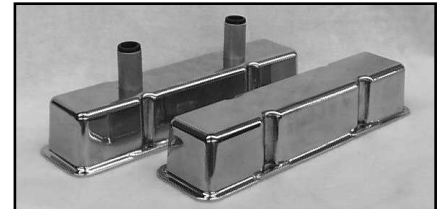
CP1159 Wrench for fill kit



Option-16

SBC Fabricated

| | |
|-----------|-----------------------------------------------------------|
| CP1146 | Right Side Valve Cover plain |
| CP1146-1 | Right Side with -1 tube |
| CP1146-3 | Right Side with -12 or -16 Fitting |
| CP1146-5 | Right Side with -12 port & baffle |
| CP1146S | Right side Valve Cover (Short) |
| CP1146V | Right Side for Vortec |
| CP1147 | Left Side Valve Cover plain |
| CP1147S | Left side Valve Cover (Short) |
| CP1147V | Left Side for Vortec |
| CP1147-1 | Left Side with 1 Tube |
| CP1147-1V | Left Side with 1 Tube for Vortec |
| CP1147-2 | Left Side with 2 Tubes & Rubber Baffle Inserts |
| CP1147-2V | Left Side with 2 Tubes & Rubber Baffle Inserts for Vortec |
| CP1147-3 | Left Side with -12 or -16 Fitting |
| CP1147-3V | Left side with -12 or -16 Fitting |
| CP1147-4 | Left Side with 1 Tube & Fitting |
| CP1147-5 | SBC L.S. fab v/c w -12 port + baffle |
| CP1147S-5 | SBC L.S. fab v/c w -12 port + baffle (Short) |
| CP1147-6 | Left Side with 2 Tubes & Welded Baffles |
| CP1155 | Optional Oilers installed |
| OPTION-15 | Alum. -16 port & plug fill kit installed in V/covers |
| OPTION-16 | Alum -16 fill kit you weld |



CP1146 & opt-15



The fabricated Valve covers will fit the 18-23 degree SBC heads. Made of .080" material and you can add tubes, fittings, or oiler tubes for an additional cost.

Valve Covers & Accessories

Ford 302 & 351 Windsor

- CP310 Valve Cover Silver
CP310TF Valve Cover with Tubes Forward

CP1159 wrench for fill kit



CP1159-1 Billet wrench for fill kit



Small Block Ford

- CP1130 Polished set no tubes
CP1131 Polished single no tubes
CP1132 Polished with 2 Tubes
CP1133 Polished with a #12 Fitting
CP1134 Polished with 1 Tube & a #12 Fitting
CP1135 Polished with 2 Tubes on 1
CP1135TF Polished with 2 Tubes Forward
OPTION-15 Alum. -16 port & plug fill kit installed in V/covers

pricing for breathers,
hold downs, t-handles
on page 65



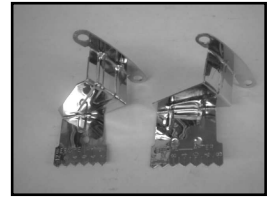
FORD fabricated Valve covers will fit almost all rocker ratio combinations, including the 1.7 ratio rockers. They are made of .080" material and you can add tubes and or fittings for an additional cost.

- CP1170 Right Side Valve Cover
CP1170-1 Right Side with 1 tube
CP1170-3 Right Side with -12 or -16 Fitting
CP1171 Left Side Valve Cover
CP1171-1 Left Side with 1 Tube
CP1171-2 Left Side with 2 Tubes & Rubber Baffle Inserts
CP1171-3 Left Side with -12 or -16 Fitting
CP1171-4 Left Side with 1 Tube & Fitting
CP1171-5 Left Side with 12 o-ring port & welded Baffle
CP1171-6 Left Side with 1 Tube & Welded Baffles



Timing Covers & Accessories

| | |
|---------|----------------------------------------------------|
| CP135 | Timing Cover for 1957-1974 - Silver |
| CP135B | Timing Cover for 1957-1974 - Black |
| CP135NS | Timing Cover for 1957-1974 with No Pan Seal - Gold |
| CP136 | Timing Covers for 1975+ - Silver |
| CP136WS | CP136 with strap welded in |
| CP137 | CP135 with big crank snout |
| CP710 | SBC Lifter Valley Baffle |
| JR130 | BBC Dipstick for CP208 & 210 |
| JR131 | SBC Dipstick Assembly |
| JR132 | Replacement Adapter for JR131 |
| JR133 | BBC Marine Dipstick |
| JR136 | Timing Indicator for 7" Balancer |
| JR137 | Timing Indicator for 8" Balancer |
| JR535 | Oil Pan Bolt Kit 1/2" long for SBC |
| JR535-1 | Oil pan bolt kit 3/4" long for SBC |
| JR536 | Timing Cover Bolt Kit |



These GM-style timing cover which offers tolerances equal to or better than the original GM covers. It also offers a larger relief for a racing cam button and tighter formed radiuses for improved rigidity. Made from .048" material.



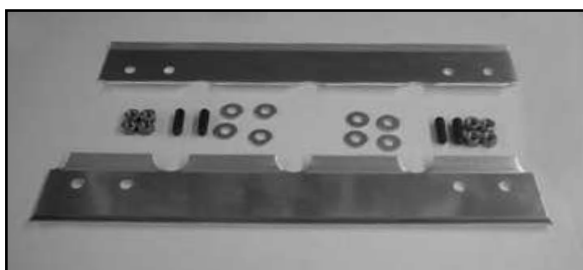
| | |
|-------|--------------------------------------------|
| CP725 | Dist. Vacuum Advance Lockdown GM H.E.I |
| CP726 | Dist. Mechanical Advance Lockdown GM H.E.I |



CP710 SBC Lifter valley baffle

Will fit SBC Standard and Vortec heads and Windsor SBF. They are designed to deflect oil back onto the valve spring, cooling them for better performance between rebuilds. 3/8" studs and nuts.

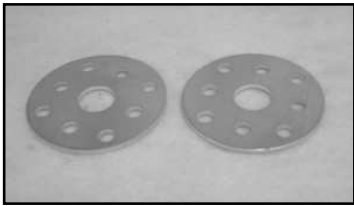
CP709 Oil Deflector Plates



Fan Blades & Spacers

Fan Blades

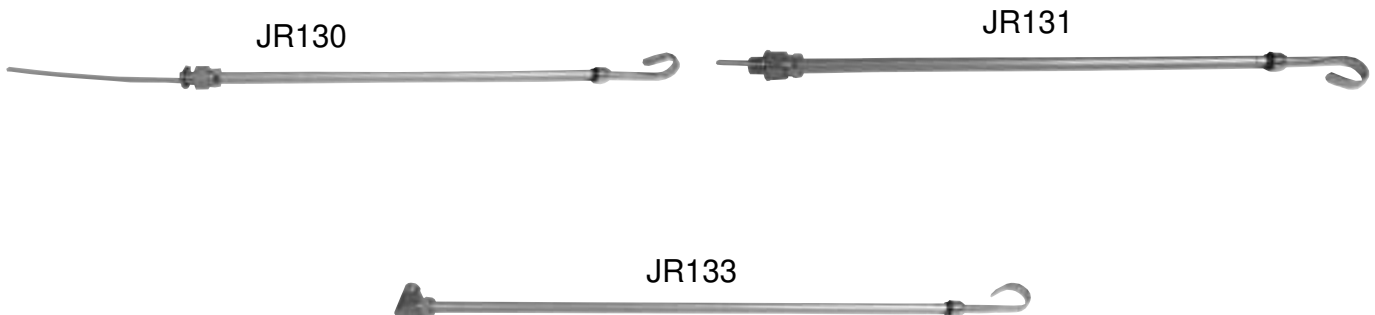
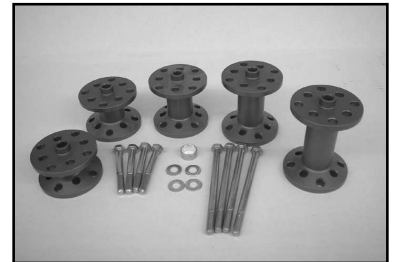
| | |
|----------|---------------|
| JR168-15 | 15" Fan Blade |
| JR168-18 | 18" Fan Blade |
| JR168-19 | 19" Fan Blade |



JR164 Racing Cap Radiator cap 22-24 lbs.

Spacers

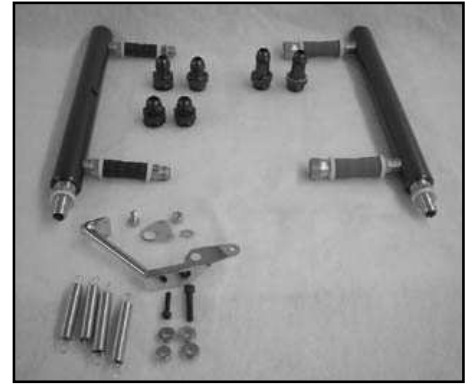
| | |
|---------|---------------------------------------------|
| JR165 | Upper Water Pump Spacer |
| JR166 | Reducer 3/4" - 5/8" Aluminum |
| JR167 | Fan Adapter |
| JR169-1 | 1" long fan spacer |
| JR169 | 1 1/2" Long Spacer |
| JR170 | 2" Long Spacer |
| JR171 | 2 1/2" Long Spacer |
| JR172 | 3" Long Spacer |
| JR173 | 3 1/2" Long Spacer |
| A10022 | 1/4" Water Pump Spacer between Block & Pump |
| A10024 | 1/8" Water Pump Spacer between Block & Pump |



Carb Accessories & Phenolic Spacers

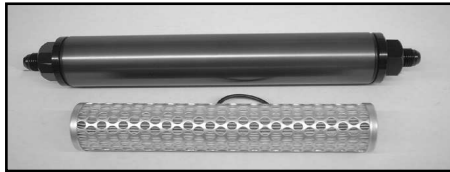
Carb Accessories

| | |
|----------|-------------------------------------|
| JR620 | Inline Fuel Filter Housing only |
| JR621 | Replacement Paper Element for JR620 |
| JR660 | Throttle Return Spring Kit |
| JR670 | Fuel log 3/8" Male Inverted Flare |
| JR670-AN | JR670 with a -8 an on the Input |
| JR680 | Fuel log -8 Female Fitting JIC |
| DSC300 | -8 Holley Carb Fitting - Long |
| DSC300M | -8 Holley Carb Fitting Med. |
| DSC300S | -8 Holley Carb Fitting - Short |



JR670 & 680: Our fuel log keeps the supply of fuel closer to the carb, which is a must for those running alcohol. It has flexible lines to the carb that allow for easy jet changing. It is available with 3/8" or 1/2" fittings for gas or alcohol.

JR620: Body length is 10" x 2" round with -10, -8, -6 an fittings. Please specify an size.



Phenolic Spacers

| | |
|--------|--------------------------------------------|
| CT8500 | Fuel Pump Insulator |
| CT8505 | Adapter Holley 2bbl - GM 2bbl Intake |
| CT8506 | Adapter Holley 2bbl - Holley 4bbl Intake |
| CT8507 | Adapter Holley 2bbl - Q-Jet 4bbl Intake |
| CT8508 | Adapter Rochester 2bbl - Q-Jet 4bbl Intake |
| CT8514 | Four Hole 1" Spacer for 390 Carb |
| CT8515 | Four Hole 1" Spacer for Holley |
| CT8516 | Open-style 1" Spacer for Holley |
| CT8520 | Open-style 1" Spacer for Holley 4500 |
| CT8525 | 1" Q-Jet Spacer |
| CT101G | Gasket for CT8507 & 8508 |
| CT109G | Gasket for Rochester 2 bbl Carb |

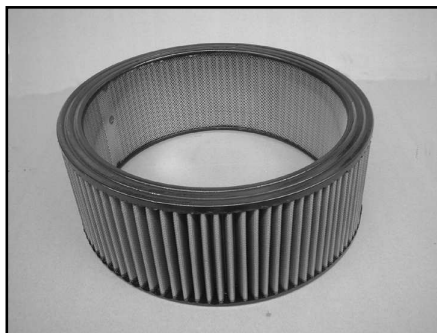


Air Management

| | |
|----------|-------------------------------------------------|
| JR650 | Heat Shield for 750-style Holley Carb |
| JR520 | 14" Chrome Air Cleaner Assembly with 4" Element |
| JR510 | Chrome Top & Bottom Only |
| JR511 | Aluminum Top & Bottom Only |
| JR511-1 | Aluminum Top & Offset Bottom Only |
| JR511B | Aluminum Air Cleaner Bottom Only |
| JR511B-1 | 1 1/4" Offset Aluminum Bottom Only |
| JR511T | 14" Aluminum Top Only |
| JR512 | Aluminum Top & Bottom with Sure Seal |
| JR512-1 | 1 1/4" Offset Top & Bottom with Sure Seal |
| JR513 | 14 x 5 Washable Cotton Element |
| JR514 | 5/16" Offset Stud with hardware |
| JR514-1 | 1/4" Offset Stud with hardware |
| JR515 | 4" Washable Air Filter Element |
| JR517 | Spray Oil for Filter Elements |
| JR518 | Foam Wrap for 4" & 5" Element - Blue |
| JR519 | Foam Wrap for 4" & 5" Element - Red |
| JR521 | 1" rise 1 1/4" tall sure seal ring |
| JR522 | 3/4" rise 1" tall sure seal ring |
| JR522-1 | 1.5 rise 1 3/4" tall sure seal ring |
| JR523 | 2 1/4" rise 2.5 tall sure seal ring |
| JR523-1 | 2 3/4" rise 3" tall sure seal ring |
| JR524 | 1/4" rise 1/2" tall sure seal ring |
| JR524-1 | 1/2" rise 3/4" tall sure seal ring |
| JR524OR | Replacement o-ring for sure seal |

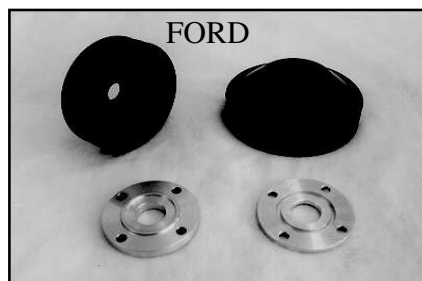
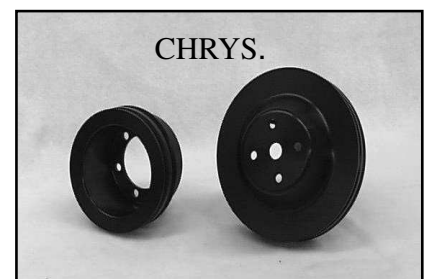
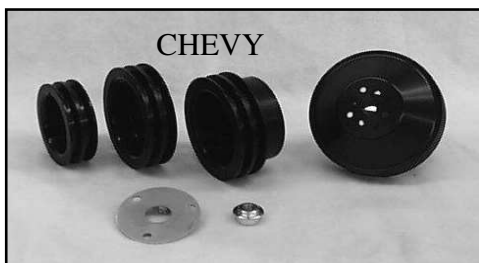
SURE SEALS FOR STEEL AIR CLEANER BASE

| | |
|---------|-------------------------------------|
| JR538 | 1/4" rise 1/2" tall sure seal ring |
| JR538-1 | 1/2" rise 3/4" tall sure seal ring |
| JR538-2 | 3/4" rise 1" tall sure seal ring |
| JR538-3 | 1.25" rise 1.5" tall sure seal ring |
| JR538-4 | 1.75 rise 2" tall sure seal ring |
| JR538-5 | 2 1/4" rise 2.5 tall sure seal ring |
| JR538-6 | 2 3/4" rise 3" tall sure seal ring |



Pulleys

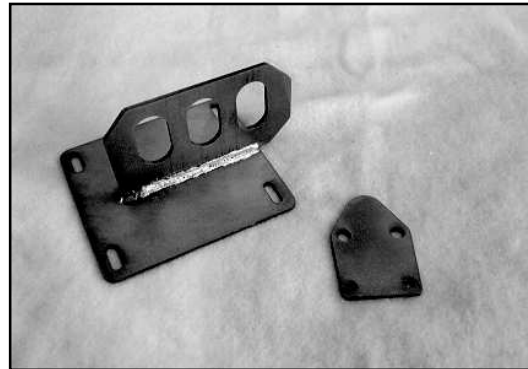
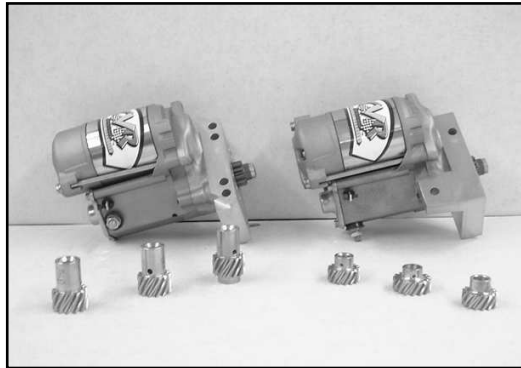
| | |
|------------|---------------------------------------------|
| DS364B | Alignment Boss |
| DS364-90 | Aluminum Lower Pulley Spacer |
| JR177 | 6 15/16" Diameter Upper 3/4" Hole |
| JR178 | 5 13/16" Diameter Lower 15% (short pump) |
| JR179 | 5 13/16" Diameter Lower 15% (long pump) |
| JR180 | 4 13/16" Diameter Lower 30% (short pump) |
| JR181 | 5 13/16" Diameter Upper 1:1 Ratio 3/4" Hole |
| JR188 | 3 1/4" water pump accessory pulley |
| JR188-1 | SBC Alternator pulley |
| JR191 | SBC Double groove water pump pulley 1:1 |
| JR196 | SBC Double groove water pump pulley 15% |
| JR198 | SBC 3 groove lower for use with short pump |
| JR198-1 | SBC 2 groove lower for use with short pump |
| JR199 | SBC 3 groove lower for use with Long pump |
| JR199-1 | SBC 2 groove lower for use with Long pump |
| JR183 | SB Chrys Upper Double Groove |
| JR183-1 | SB Chrys Upper 1:1 Double groove NEW |
| JR184 | SB Chrys Lower Double Groove |
| JR184-1 | SB Chrys Lower 1:1 Double Groove NEW |
| JR187 | SBF Lower Double Groove |
| JR187-1 | SBF Aluminum Spacer 1/4" for JR187 |
| JR187-2 | SBF Aluminum Spacer 1/2" for JR187 |
| JR188 | 3 1/4" Water Pump Accessory Pulley |
| JR189 | Lower Pulley Spacer Adapter; Chevy to Ford |
| JRP-6103 | Jones 40 Tooth Pulley; 1 1/4" Wide |
| JRP-7103 | Jones 40 Tooth Pulley for SCP-201-BT |
| JRP-600-20 | Round Tooth Belt for JRP-7103 1" wide |
| JRP-600-30 | Round Tooth Belt for JRP-7103 1 1/4q" wide |
| JRP-610-85 | Flanges for JRP-7103 |
| JRP-640-20 | HTD Belt for KSE or Bert |
| SCP1444 | Pulley Flange for SCP1104-28 |



Starters, Mufflers & Accessories

Starters

| | |
|-----------|---------------------------------------------------|
| JR525 | SBC Ultra-light High Torque Starter |
| JR525OS | SBC Offset Bolt Pattern Mini-starter |
| JR525Bert | SBC starter for Bert bell housing |
| JR525SD | SBC super duty 3.1 hp motor |
| JR526 | Starter Clutch without pinion |
| JR527 | Starter Pinion (Tilton) |
| JR528 | Pinion Retainer Spring Assembly (tilton) |
| JR529 | Starter Solenoid (Tilton) |
| JR530 | Chrome Distributor Hold Down |
| DSC350 | SBC Bronze Distributor Gear for Standard Rotation |
| DSC350A | SBC Bronze Distributor Gear for Accel Distributor |
| DSC350MSD | SBC Bronze Distributor Gear for MSD Distributor |
| DSC302 | Ford 302 Distributor Gear |
| DSC351C | Ford Cleveland Distributor Gear |
| DSC351W | Ford Windsor Distributor Gear |
| CP711 | SBC Fuel Pump Block-off Plate |
| CP712 | Engine Lift Plate |



Mufflers

| | |
|--------|-------------------------------------|
| CP3030 | Muffler - 3.0 Inlet & 3.0 Outlet |
| CP3535 | Muffler - 3.5 Inlet & 3.5 Outlet |
| JR3090 | 3" 90 degree Exhaust Tube |
| JR3590 | 3 1/2" 90 degree Exhaust Tube |
| JR3025 | Exhaust Adapter - 3" OD x 2 1/2" ID |
| JR3501 | Exhaust Clamp - 3 1/2" OD |
| JR3000 | 3" Turn Down |
| JR3500 | 3 1/2" Turn Down |

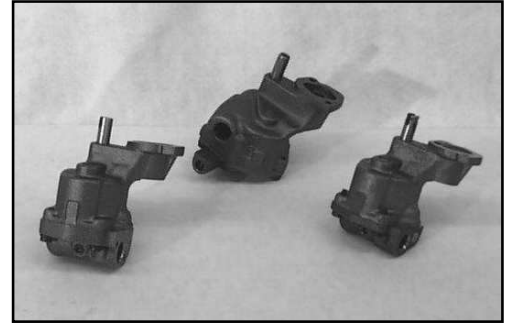


CP3535: This muffler will only cost you .05% to 1% of your horsepower, while only weighing 3-3.5 lbs. It will meet 100db at 100 ft. if properly mounted. Dimensions: 4" x 4" x 13 1/2".

Oil Pumps, Drives & Accessories

Chevrolet

| | |
|---------|--------------------------------------------|
| M99HVS | BB Pump for SB Motor |
| M10550 | M55HV with Steel Gears & IS55E |
| M10550c | 5/8" inlet anti-cavitation w/steel gear |
| M10551 | 3/4 inlet steel gear |
| M10551c | 3/4 inlet anti cavitation w/steel gear |
| M10552 | 3/4" inlet with steel gears 10% |
| M10552c | 3/4 inlet anti cavitation w/steel gear 10% |
| M10555 | 3/4" inlet with steel gears |
| M77HV | BB HV Pump |
| IS55E | Chevy SB Oil Pump Shaft |
| IS77 | Chevy BB Oil Pump Shaft |
| CP279 | Champ Pans Oil Filter with Bypass |
| CP279NB | Champ Pans Oil Filter without Bypass |



SB Chevy oil filter



Ford

| | |
|-------|-------------------------------------|
| M68HV | Ford 302 HV Oil Pump |
| M83HV | Melling 351W High Pressure Oil Pump |
| IS68 | Ford 302 Oil Pump Shaft |
| IS83 | Ford 351W Oil Pump Shaft |

Chrysler

| | |
|-------|-----------------------|
| IS63 | Chrys oil pump shaft |
| M72HV | Chrys 360 HV Oil Pump |
| IS72 | Chrys Oil Pump Shaft |

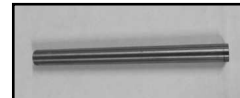
ON the JR690 & JR695 Please specify tubing size for clamp, 1 1/4", 1 1/2", 1 3/4".

| | |
|---------|-------------------------------------------|
| JR690 | Champ pans remote oil filter mount (Blk) |
| JR695 | Champ pans remote fuel filter mount (Red) |
| JR689-1 | 1 1/4 clamp for JR690 & JR6695 |
| JR689-2 | 1 1/2 clamp for JR690 & JR6695 |
| JR689-3 | 1 3/4 clamp for JR690 & JR6695 |
| JR689-4 | 2" clamp for JR690 & JR695 |
| CT2257 | SBC Oil Filter Mount |
| CT2614 | Mecca Filter Element |

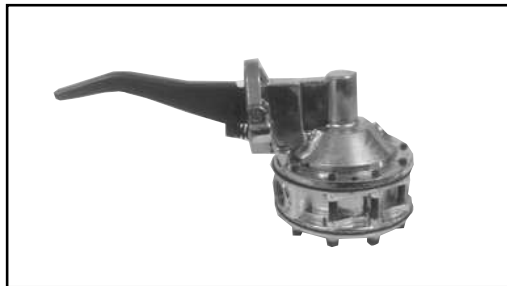


Fuel Pumps & Power Steering

| | | |
|----------|--------------------------------------------|---------|
| JR600 | Light Weight Fuel Pump Shaft 2.4 oz | |
| JR601 | High Pressure Spring for JR613 & 615 | |
| JR605KIT | Street Rebuild Kit | |
| JR610KIT | Competition Rebuilt Kit | |
| JR613 | Ford Comp 7-9 psi. 1/2 inlets | Limited |
| JR614 | Ford Competition 12-13 psi & 1/2" fittings | Limited |
| KSM1086 | KSE Power Steering Fluid | |



JR613 and 614: Six valve fuel pumps for ford small block engines, both street and competition. For use with alcohol or gas. They use 1/2" pipe fittings on the competition pumps.
LIMITED SUPPLY CALL



Other Miscellaneous Parts

JR805 Freezer Coolant Additiv

This is designed to lower your water temperature 10-30 degrees.

DR775 7 3/4" x 3" U-bolt

DR875 8 3/4" x 3" U-bolt



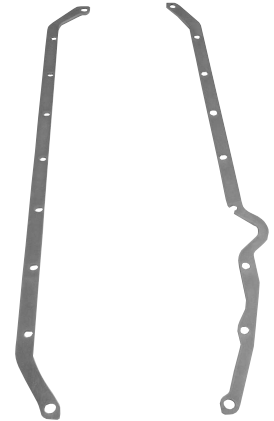
DA400 Balance Plate for SBC400

This balance plate is designed for Chevy 400 engines and allows the use of a standard 350 flywheel.

CP20 1957-1979 Pan Rail Girdle Set

CP21 1986+ Pan Rail Girdle Set

These are designed to spread the torque force over a larger area to help seal the oil pan to the block, regardless of the gasket you use. It is .125" thick and conform to our racing core oil pans; however, they will also fit stock-appearing core oil pans.

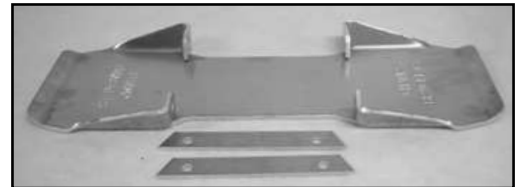


JR200 Dirt Wing for Aluminum Jacks

This will fit aluminum jacks from 6 1/4" to 6 3/4" wide.

CP713 Exhaust Blockoff Plate

These plates are for security when transporting or storing engines.



CP714 Water Outlet Divider

This divider is used to help ensure the water in both sides of the upper engine is forced to exit the engine.



CP715 -16 an Fitting Outlet

CP716 -20 an Fitting Outlet

They are 1/4" aluminum mounts with a radius bend for added strength.

CP717 SBC Aluminum Motor Mount standard

CP718 SBC Aluminum Right Side 1" or 2" Backset

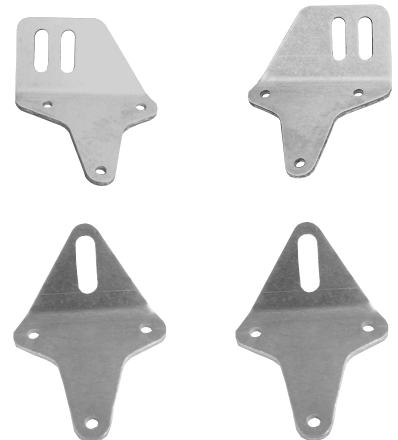
CP719 SBC Aluminum left Side 1" or 2" Backset

Made of 1/4" steel with radius bend.

S10075 SBC Steel Right Side

S10076 SBC Steel Left Side

S10077 SBC Steel Motor Mount standard



Other Miscellaneous Parts

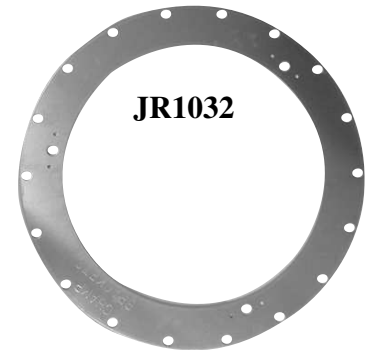
The wheel covers are available in Polished Alum., Black, Flat Black, and White.

- JR1030 Mud cap ring for old style weld bead loc
- JR1031 Mud cap cover Weld,& steel Aero bead loc.
- JR1031-B Mud cap for standard Bassett Bead-loc.
- JR1031-D Mud cap for Diamond
- JR1031-R Mud cap for the steel or Alum. "Real" bead-Loc wheels.
- JR1032-B Mud cap ring, Bolts on the outside of the old style Bassett.bead-loc.
- JR1032-D Mud cap ring, Bolts on the outside of the Diamond bead-loc.
- JR1033-B Mud cover 1 pc that bolts on over the blr of the Bassett wheel, 6" hole in center.
- JR1033-D Mud cover 1 piece that bolts on Diamond wheel, 6" hole in center.
- JR1034-B Mud cover bolt on for New Basset bead loc
- JR1040 Exp ring, for Weld, Bassett, and Diamond nbl wheel.
- JR1040-B Exp. ring with 1/4 -20 nut zerk for Weld covers
- JR1040-S NEW Steel expander ring same as JR1040
- JR1040-W Exp ring for Weld bead-loc cover on non bead loc wheel
- JR1040-W-B Exp ring with 1/4 -20 nut zerk for Weld bead-loc cover on non bead loc wheel

- JR1041 Mud cap for JR1040 on Weld non bead-loc wheel. (Weld only).
- JR1041-B Mud cover for JR1040 on Bassett or Diamond non bead-loc wheel.
- JR1045 Option for adding louvers in mud covers
- JR1046 Bolt Kit for JR1034-B (3 bolts and washers)
- JR1047 3 Slotted buttons and washers

- JR1009** Hardware kit for spoiler no lexan
- JR1009-1** Hardware kit for split spoiler 57/15
- JR1010** Body brace kit (9 pc.)
- JR1010-1** Body brace kit BRC (10 pc.)
- JR1011** Body brace kit GRT (9 pc.)

JR1040



Other Miscellaneous Parts

S10047 Ford 9" Truss support. Ford 9"



A10031 1/4" Wheel spacers to fit 4 1/2, 4 3/4, & 5" bolt pattern 4 1/2" pattern is for 1/2" stud and 4 3/4", 5" is for 5/8" stud. **The spacer is 7" O.D.**



CP12 Small mat 32x16x1.5



CB20606 & CB21406

CB20606 is 6"x6" and the CB21406 is 6"x14". They all come with the springs and captivated slotted buttons as well as the hinge. They have a polished Aluminum surface with a protective film for installation. available in White, Black & Flat Black & Polished Alum.

| | |
|---------------------|---------------------|
| CB20606 | 6x6 access door |
| CB20606-BLK | 6x6 Gloss Black |
| CB20606-FBLK | 6x6 Flat Black |
| CB21406 | 6x14 access door |
| CB21406-BLK | 6x14 Gloss Black |
| CB21406-FBLK | 6x14 Flat Black |
| CB21408 | 8x14 access door |
| CB21408-BLK | 8x14 Gloss Black |
| CB21408-FBLK | 8x14 Flat Black |
| CB21410 | 14x10 access door |
| CB21410-BLK | 14x10 Gloss Black |
| CB21410-FBLK | 14x10 Flat Black |
| CB21414 | 14x14 access door |
| CB21414-BLK | 14x14 Gloss Black |
| CB21414-FBLK | 14x14 Flat Black |
| CB21610 | 16 x10 access door |
| CB21616 | 16 x 16 access door |

JR1048 Self ejecting Button & Spring



CP10 Champ Mat, this mat is nice for the pit area. It is grease & oil resistant and made of a foam rubber. 48.5 x 32

CP11 Champ mat, High visibility orange. Same as CP10

ASK ABOUT PALLET PRICING

CP10



CP11



CB801 Aluminum 15" tall 2 ton jack stand stackable.

CB802 Aluminum 19" tall 2 ton jack stand stackable.

CB803

CB801



CB803



CB802

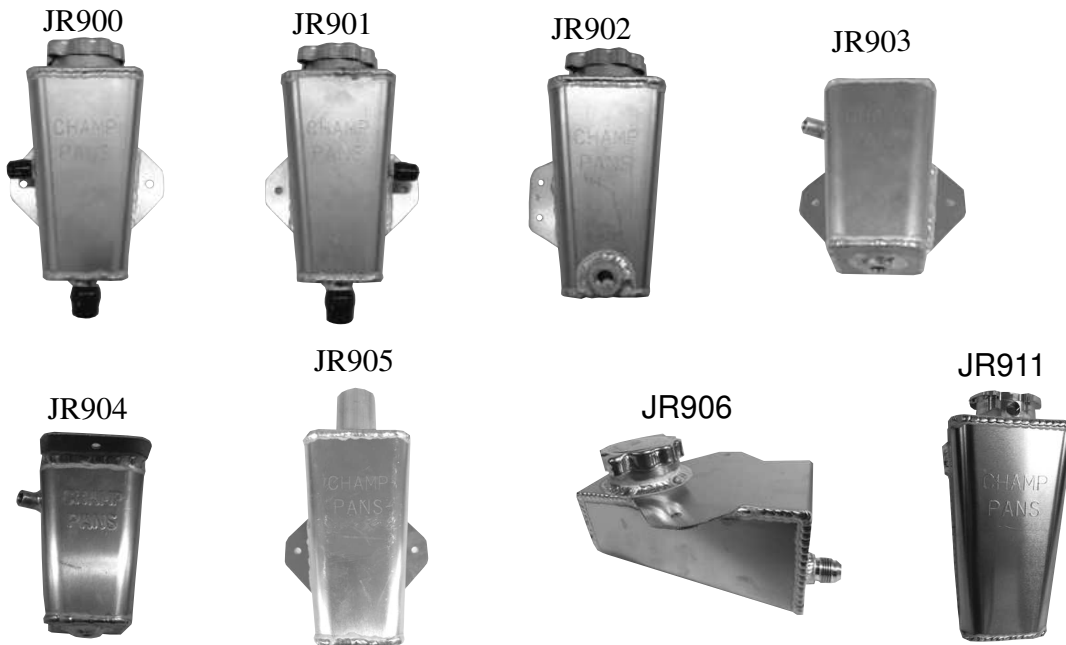
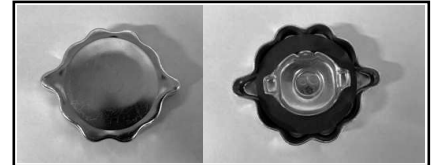


Other Miscellaneous Parts

JR3900 Weld on mid size GM caliper bracket

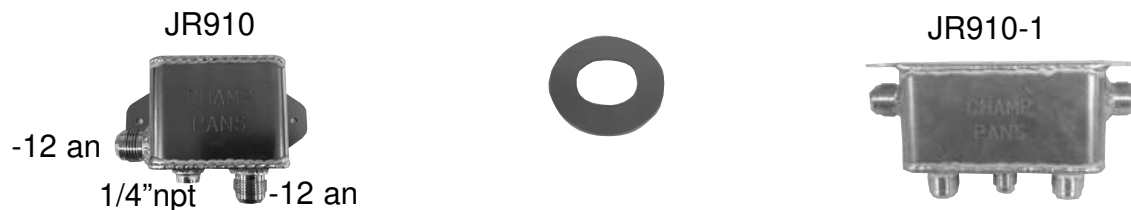


JR900 Aluminum power steering tank left side fitting
JR901 Aluminum power steering tank right side fitting
JR902 Radiator burp tank
JR903 Radiator burp tank sealed fire wall mt.
JR904 Radiator burp tank sealed deck mt.
JR905 Breather vent tank blank
 (Fitting cost will be added when ordered)
JR906 Rear end filler tank
JR911 Surge tank roll bar mount
JR914 Replacement cap for power steering tank



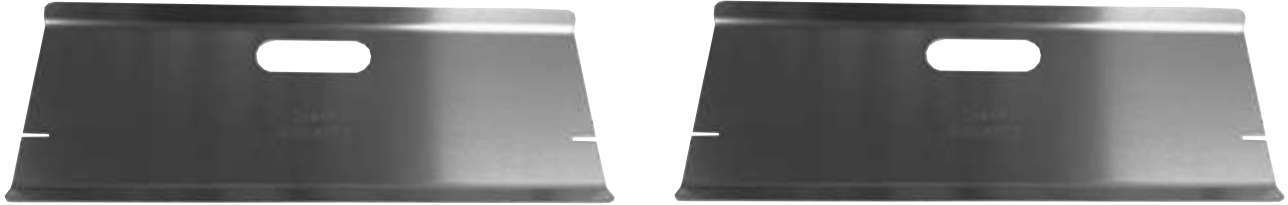
The JR910 in dyno testing showed improved horsepower of up to 10 horse and also improved the power band of the motor in the upper RPM range. Do not use with the Gm crate engine, you may have seal or gasket failures.

JR910 evac oil separator tank single 3 x 4
JR910-1 evac oil separator tank dual 3 x 6
S10092 Evac exhaust washer gusset



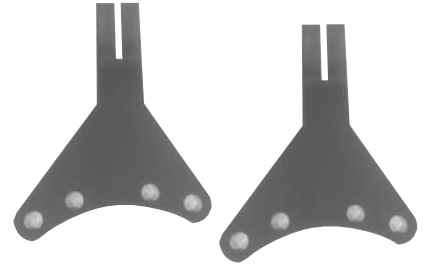
Other Miscellaneous Parts

CB100 Toe Plates



CB101 Rear end checker for quick change& ford 9" pr.

A10152 Oil cooler cover Louvered 8.25x 13.75



IMCA Mod spoiler rudders are 6" tall by 14.5" long, available in Black or raw alum.

A10113 Leftside raw alum.

A10113-W Leftside White Alum

A10113-1 leftside Black alum.

A10114 Center raw alum.

A10114-BLK Center Black alum.

A10115 Right side raw alum.

A10115-1 Right side Black alum.

A10115-W Right side white alum



Champ Brackets

By JR. Mfg. Inc.

This Company is set up to service only the Chassis builder with quantity discounts on Brackets and Parts for race cars and Chassis. Prices subject to change without notice.

CB200 11" Battery Box weld-on
CB200-6 9.5" battery box weld-on

CB200-1 11" Battery Box W/O
mounting ears.
CB200-7 9.5"

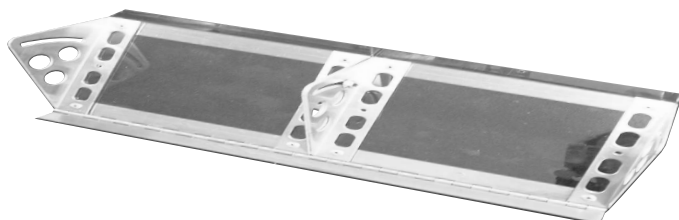
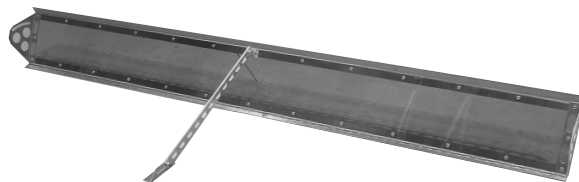
CB200-2 11" Specialty fab.
Battery Box.



CB200-3 11" GRT Bolt on
CB200-4 11" Removable Right side
CB200-5 11" Removable Left side

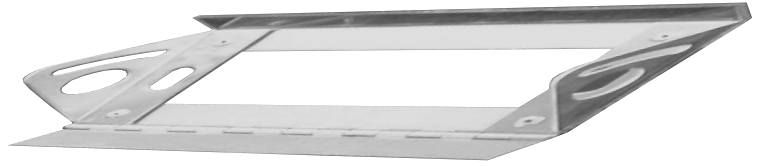
Late Model Spoilers

89100 R.S spoiler adjuster
89101 L.S. spoiler adjuster
89102 Center sup. strap
89103 Forward support Brk.
89104 Rear support brk.
89110 Spoiler back brace
89157 36" Backbone

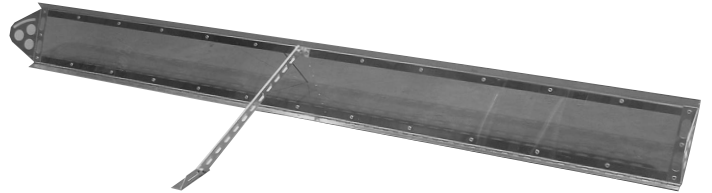


Modified Spoiler kits

- 89150** R.S adjuster
- 89151** L.S adjuster
- 89152** 63" backbone



- JR1009-1** Hardware kit for JR1018



- JR1007** Spoiler kit 66" x 5" (Clear).
- JR1008** Spoiler kit 66" x 5" (Smoked).
- JR1009** Hardware Kit for JR1000.
- JR1021** IMCA End Rudder no paint.
- JR1022** IMCA Center Rudder for JR1025,26.



- 89159** 66" backbone for spoiler
- 89160** 5x66 clear lexan
- 89160-G** 5x66 smoked lexan

- JR1010** Body Brace Kit, 3 Door Braces
2 Lower Quarter, 2 Upper Quarter, 2 Front fender
pcs.

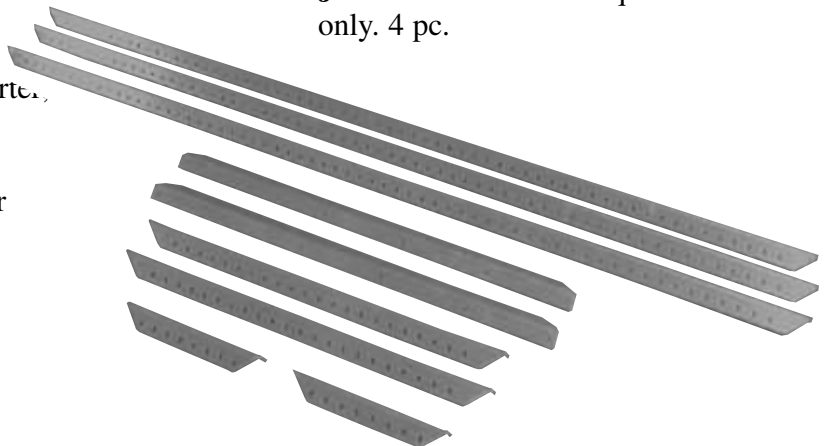
- JR1011** GRT Body Brace
Kit.

- JR1012** Kit for rear quarters
only. 4 pc.

- JR1010-1** Body Brace Kit BRC
4 Door Braces 2 Lower Quarter, 2 Upper Quarter,
2 Front fender pcs.

- JR1010-2** Body brace kit for DBE rocket car

- 89118** 66" door brace.
- 89119** 30" Qtr panel 45 deg.
- 89119-90** 30" Qtr panel 90 deg
- 89120** 26" qtr panel 90 deg.
- 89120-45** 26" qtr panel 45 deg.
- 89121** 10" fender brk.
- 89182** 72" door brace
- 89182-45** 72" door brace 45 deg.
- 89191** 52" door brace
- 89192** 25" qtr. panel brace



A10000 Aluminum Tab (hole= .26).



A10001 Motor Mount Shims



A10002 Mid Plate for SBC in Cobra.
Mid Plate for SBF in Cobra.

A10002-1



A10003 Mid Plate for SBC in MasterSbilt
2003, 04.

A10003-1 Mid Plate for SBF in MasterSbilt.

A10003-2 Mid Plate for SB Chrys. in MasterSbilt.



A10004 Mid Plate for SBF in MasterSbilt. 2003
& 2004.

A10005 Mid Plate for SBF & SBC build chassis
to fit.



A10006 Chevy Motor mount L side Offset 1"
& 2" 1/4" Thick.



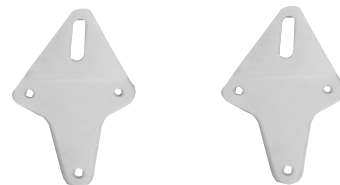
A10007 Chevy Motor mount L side Offset 1" &
2" 1/4" Thick.



A10009 Q.C. Shock mount 1/4"
Thick.



A10008 Chevy Motor mounts.
1/4" Thick Standard (ea).



A10010 Leg saver for MasterSbilt.
A10011 Legsaver for Cobra.

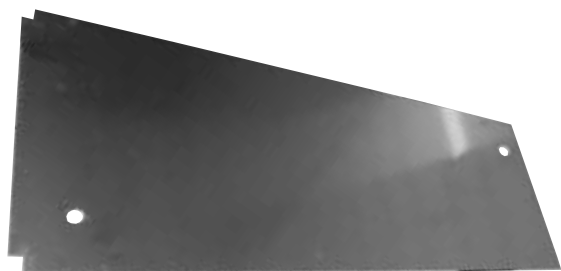


A10014 Chevy Throttle return spring bracket.



A10012 Floor pan for MasterSbilt.

A10013 Floor pan for Cobra.



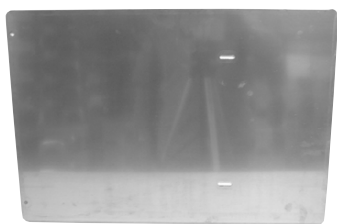
A10015 3/16" x 1" x 48" Adj Strapping for LM door.



A10016 Deck support W/ hood pin mounts for LM.



A10018 Skid Plate for MasterSbilt.



A10017 Mid Plate for DD chassis Chevy

A10017-1 Mid Plate for DirtDueler Chassis.

A10017-2 Mid Plate for DD chassis Chrys.



A10019 Mid Plate for Lightning Chassis.



A10025 Mid Plate AFCO style.



A10026-1 Mid Plate for SBF Masters 2005.



A10026 Mid Plate for SBC Masters 2005.



A10021 .090 Brake Pad Spacer.

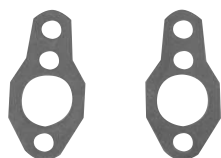
A10021-1 .125 Brake Pad Spacer.

A10021-2 .250 Brake Pad Spacer.



A10022 .250 water pump
spacer.

A10024 .125 water pump
spacer.



S10000 Steel Body Tab (.109 thk. hole= .26).



S10001 Slotted Tab (.109 thk. slot= .26 x .76)
Steel.



S10004 7/8" Cap for 1" Tube (.109) Thick



S10005 1 1/8" Cap for 1 1/4" Tube (.109) Thk.

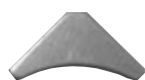


S10008 1 5/8" Cap for 1 3/4" Tube (.109) Thk.



S10010 Gusset Solid 1/8" Thick.

S10011 Gusset W/ hole 1/8" Thick.



Mid Plate Mounting Tab .095

S10022 1 3/4" **S10023** 1 7/8"

S10024 2" **S10025** 2 3/4"

S10026 2 7/8" **S10027** 3"



A10027 Hood pin scuff plate.



S10002 Brake Line Tab (.078 thk. hole= .650)
Steel.



S10003 5/8" Cap for 3/4" Tube (.109) Thick



S10006 1 3/8" Cap for 1 1/2" Tube (.109) Thk.



S10007 1 1/2" Cap for 1 5/8" Tube(.109) Thk.



S10009 1 7/8" Cap for 2" Tube (.109) Thick.



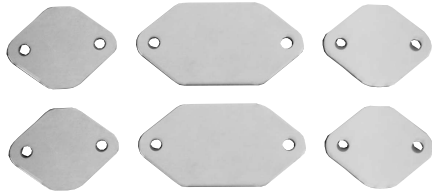
S10012 Weld On Shock Bracket pr. (.121
thick) (Standard).



S10013 Shock Adapter Bracket pr. (.121 thick)
moves shock 1 1/4" farther out.



CP713 Exhaust Block off plates 23 Deg.
Heads for Chevy.



S10021 Steering Shaft Support.



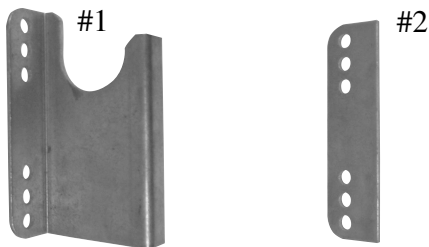
S10028 MCI gusset 1 3/4" rd. to 2" sq.
MCI gusset 1 3/4" x 1 3/4".

S10032



S10033 Brake pedal bracket adjustable.
Part 2 of brake pedal bracket.

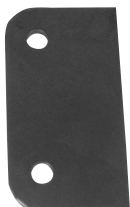
S10034



S10039 1 1/4" weld on tube bracket.



S10040 Solenoid bracket weld on.



S10014 Shock Adapter Bracket pr. (.121 thick)
moves shock 1 1/2" farther out.



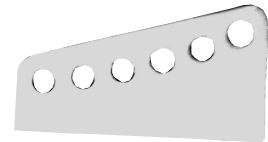
S10035 1 5/8" Tube bracket.

S10036 Weld on 3/16" thk. 3/8" hole.



S10015 Suspension Bracket 5/8" hole
Hole Arc = 15 1/2".

S10016 Suspension Bracket 3/4" hole
Hole Arc = 15 1/2".

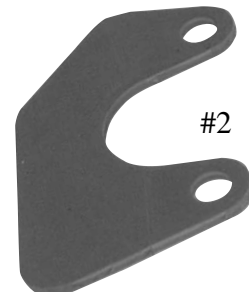


S10037 Upper bird cage bracket.



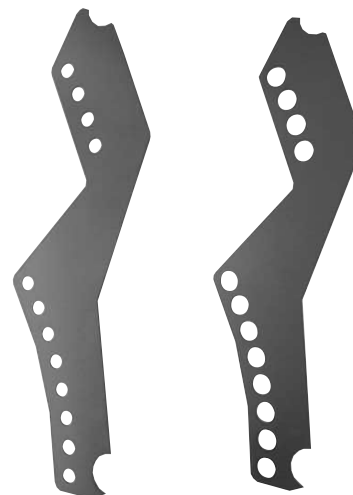
S10038 #1 Lower Q.C bracket.

S10038-1 #2 of lower Q.C. bracket.



S10049 Z 4 Link Bracket with .089 holes

S10050 Z 4 Link Bracket with .625 holes



S10017 4 Bar right side .890 4 on top.

S10017-1 4 Bar right side .890 3 on top.

S10018 4 Bar right side .625 4 on top.

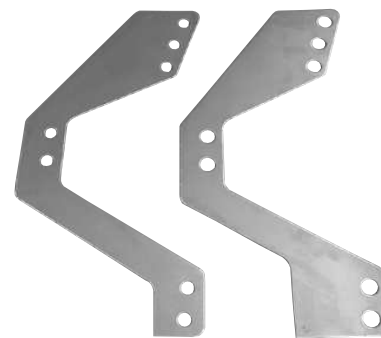
S10018-1 4 Bar right side .625 3 on top.

S10019 4 Bar left side .890 4 on top.

S10019-1 4 Bar left side .890 3 on top.

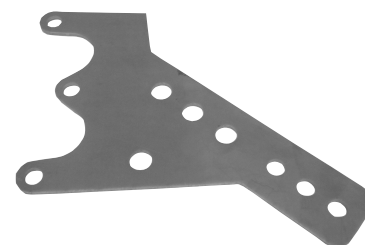
S10020 4 Bar left side .625 4 on top.

S10020-1 4 Bar left side .625 3 on top.



S10041 Upper Q.C. bracket.

S10031 Pull bar bracket MasterSbilt.



S10041-1 Part 2 Upper Q.C. bracket.



S10043-2R Chev. lower brk.2" R.S ford 9"

S10043-2L Chev. lower brk.2" L.S ford 9"

S10043-3R Chev. lower brk. 3".R.S ford 9"

S10043-3L Chev. lower brk. 3".L.S ford 9"

S10043-4R Chev. lower brk. 4" R.S ford 9"

S10043-4L Chev. lower brk. 4".L.S ford 9"

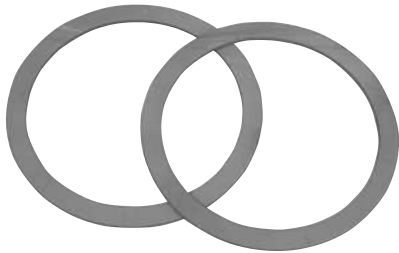
S10045 Slotted 1/4 turn screw tab Basset wheel no spring.



S10048 Rack mount .125.
S10048-1 Rack mount .125 moves rack 1".



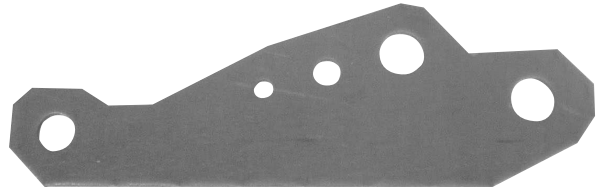
JR3613 S.S. thrust shims for bird cages.



A10029 Aluminum roof support 42" long for the twisted trick or the Lazer lid roof.



S10046 Spindle saver metric Chevelle.



JR1015 Mud shaker frame kit with inner strips to fasten the screen of your choice with 3/16" rivets.

