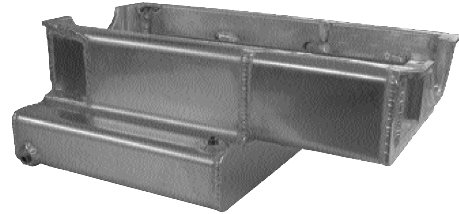




## Aluminum Oil Pans DART D.R.C. DART D.R.C. Wet Sumps

### 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. *No pan gasket required.*

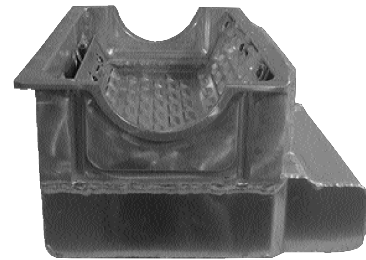


**Dimensions:** 7 1/4" Deep x 12 3/4" Wide x 13 1/4" Long

**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

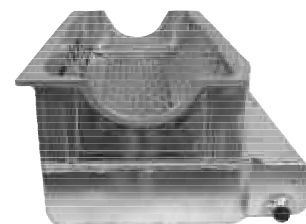
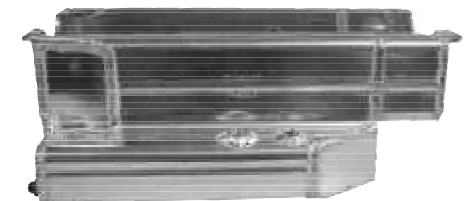
**Description:** This pan has 5 trap doors, a louvered windage tray, and an oil check level plug. The kickout is on the right side and has access plugs for the right side pan rail. The pan is a 10 qt. system with filter. *No pan gasket required.*

**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
508SB	Same as 507SB no anti cavitation grooves



# Aluminum Oil Pans DART D.R.C.

## DART D.R.C. Wet Sumps

### PRO3150

**Type:** Wet sump

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

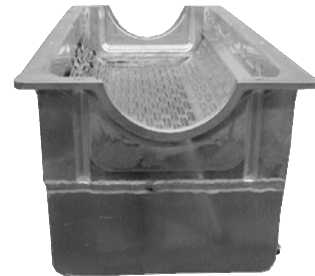
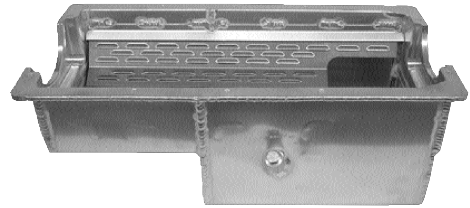
**Description:** This pan has one 6" trap door, a louvered windage tray, and a provision for a dipstick assembly. The pan weighs 10 lbs. and has an oil capacity of 8 qts. with filter. *No pan gasket required. Use Part# JR131 for Dipstick*

**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

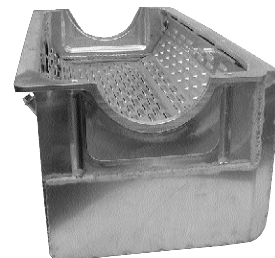
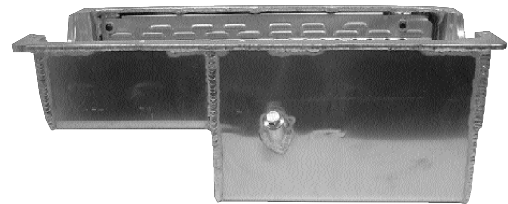
**Description:** This pan has one 6" trap door, a louvered windage tray, and a provision for a dipstick assembly. The pan weighs 10.5 lbs. and has an oil capacity of 9 qts. with filter. *No pan gasket required. Use Part# JR131 for Dipstick*

**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 D.R.C. Wet Sumps

### 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 7 lbs. and is an 8 qt. system with filter. *No pan gasket required.*

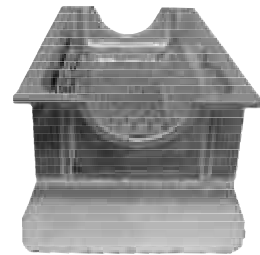
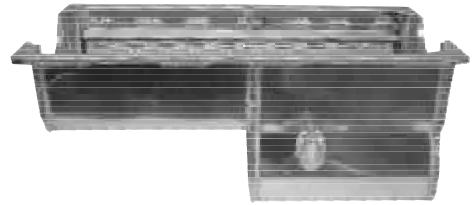
**Note:** will work with a stock cross member.  
*Use Part# JR131 for Dipstick*

**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 D.R.C. Asphalt Dry Sumps

<b>PRO180R3A</b>	5.5 deep, front 3.875
<b>PRO182R3A</b>	4.25 deep, front 3.875
<b>PRO182L3A</b>	4.25 deep, front 3.875

**Fits:** Late model asphalt chassis like Lefthander or Port City

**Series:** Pro

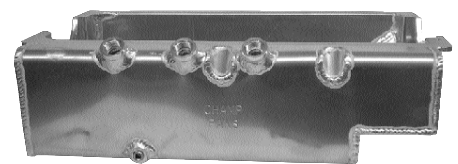
**Description:** This pan has a kickout pouch that starts at the pan rail and goes to the bottom of the pan. It is made out of .100" aluminum. The pan has access holes for mounting the right side pan bolts, three -10 o-ring ports that exit the top right side of the pan, an inspection hole, and a drain plug.

**Note:** It will clear a mechanical fuel pump.

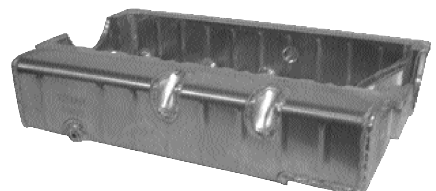
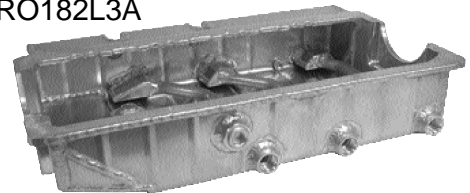
**Dimensions:** 5 1/2" Deep on Right Side; 3 7/8" Deep in Front

**Starter:** Reverse mounted starter

PRO180R3A



PRO182L3A



# Aluminum Oil Pans DART D.R.C.

## DART D.R.C. Dry Sumps

### 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 -10 o-ring ports that exit the top right side of the pan. An inspection hole and drain plug are included. *No pan gasket required.*

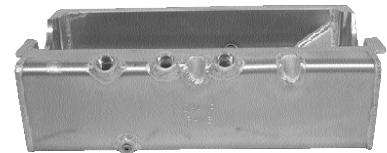
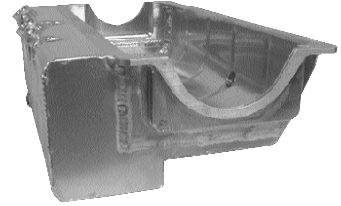
**Note:** It will clear a mechanical fuel pump.

**Dimensions:** 4.25 to 5.50" Deep

**Starter:** Reverse mounted starter

**Part:**

PRO180R3 DART Alum. DS with 3 -10 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.*

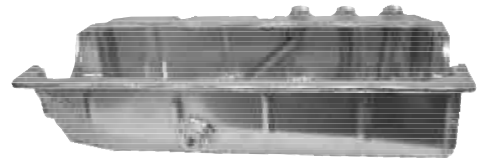
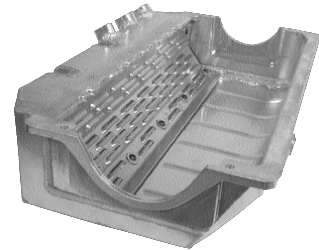
**Note:** It will clear a mechanical fuel pump.

**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 D.R.C. Dry Sumps 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.

**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

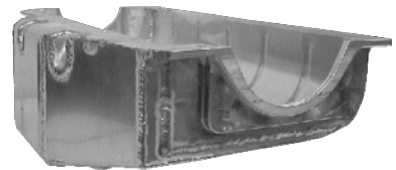
PRO181R3OR Dart Aluminum with 3 -10 ports

PRO181R4OR Dart Aluminum with 4 1/2" pipe L.S

PRO181R2O



PRO181R3OR



## DART D.R.C. Double Kick-out Dry Sumps

**PRO3003**

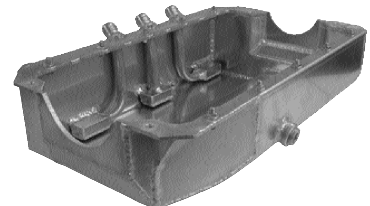
**Type:** Dry sump

**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.

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

**Part:**

PRO3003 DART D.R.C. with 3 -10 ports

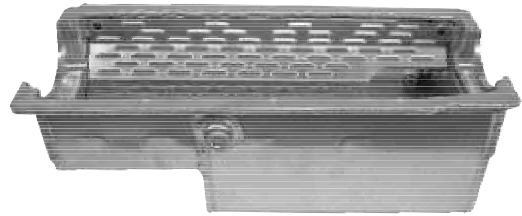


# Aluminum Oil Pans

## Small Block Chevy Wet Sumps

**PRO1100KO**      **1957-1985**

**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.*

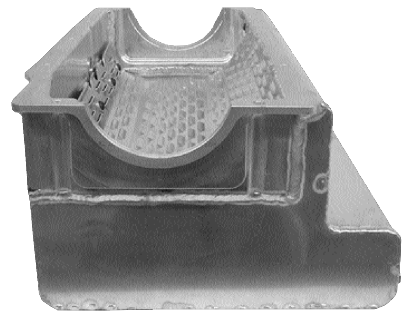


**Dimensions:** 7" Deep x 11 3/4" Wide x 13 1/4" Long

**Starter:** Mini-starter

**Pickups:**

- 1008SB      5/8" SBC Hi - Vol Pump
- 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



508SB 3/4" inlet has been relocated to the side, steel gears, no anti cavitation grooves. It has a higher idle pressure than the 507SB.

**PRO1102KO**      **PRO Series Aluminum**  
**PRO1102KO-1**      **PRO1102KO w/steering notch**

**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.*

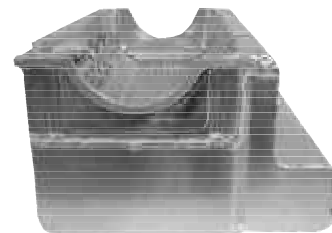
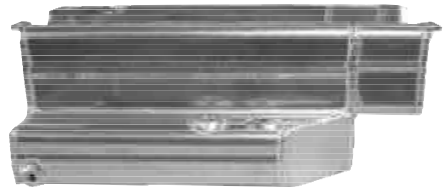


**Dimensions:** 7" Deep x 12" Wide x 16 1/2" Long

**Starter:** Mini-starter

**Pickups:**

- 1008SB      5/8" SBC Hi - Vol Pump
- 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
- 508SB      Same as 507SB no anti cavitation grooves



# Aluminum Oil Pans

## Small Block Chevy Wet Sumps

**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.*

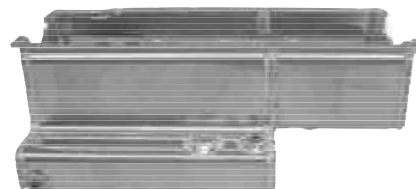
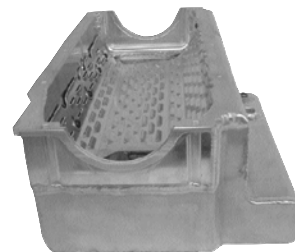
**Dimensions:** 6 1/2" Deep x 11 3/4" Wide x 13 1/4" Long

**Starter:** Mini-starter

**Pickups:**

1106SB 5/8" SBC Hi - Vol Pump  
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.*

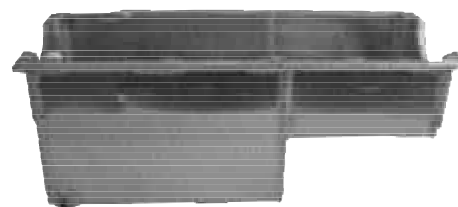
*Use Part# JR131 for Dipstick*

**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 Sumps

**PRO1150KO**      1957-1985

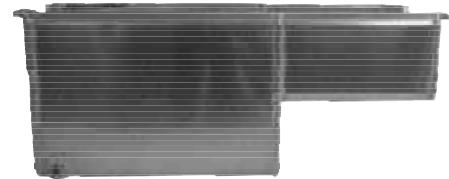
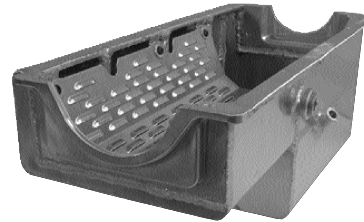
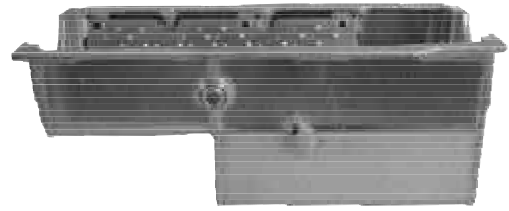
**Description:** This pan is the same as the PRO1150, but has a kickout that starts at the pan rail on the right side. There are three access holes for the right side, a louvered windage tray, an inspection hole, and a provision for a dipstick assembly. It weighs 8 lbs. and has an oil capacity of 8 qts. 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

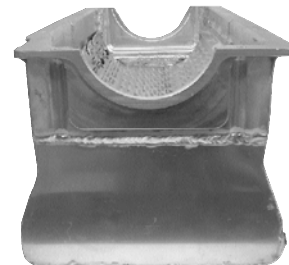
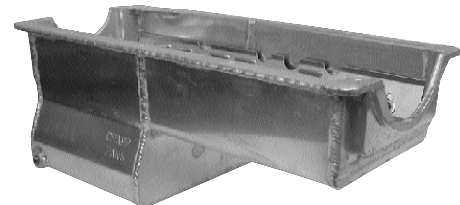
**Description:** This "T" sump style pan is made of .100" aluminum. It has one 6" trapdoor, one crankscraper, and a louvered windage tray. It has an oil capacity of 8 qts. with filter. *No pan gasket required. Use Part# **JR131** for Dipstick*

**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





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# Aluminum Oil Pans

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## SBC Dry Sumps

### 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 -10 o-ring ports that exit the top right side of the pan. An inspection hole and drain plug are included. *No pan gasket required.*

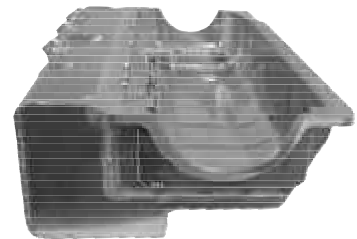
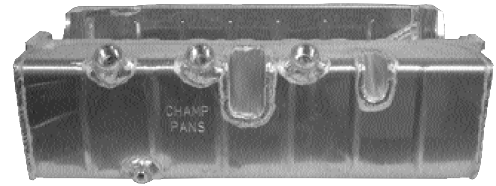
**Note:** will clear a mechanical fuel pump.

**Dimensions:** 4.25 to 5.5" Deep

**Starter:** Reverse mounted

**Part:**

PRO170R3      SBC Alum. DS with 3 -10 ports Right Side



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

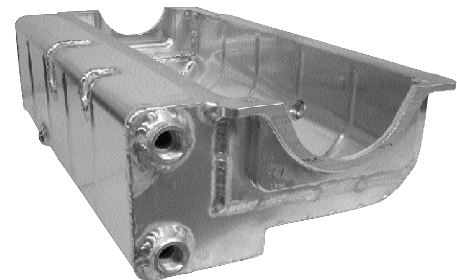
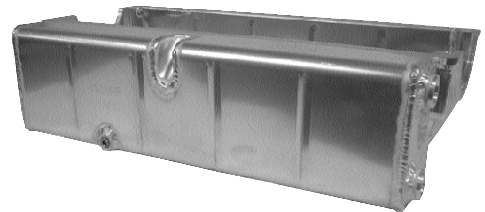
**Type:** Dry sump

**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

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## SBC Dry Sumps

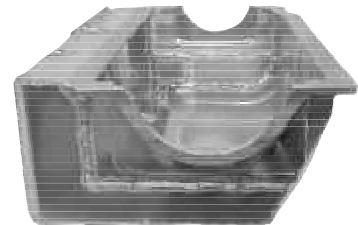
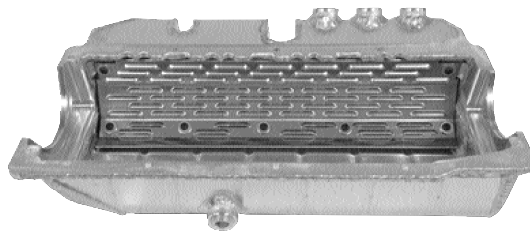
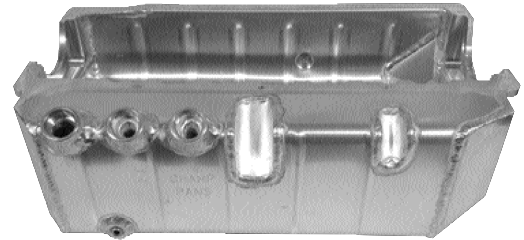
**PRO171R3** SBC Alum. DS with 3 -12 ports Right Side

**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



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## ALUMINUM DRY SUMP ASPHALT

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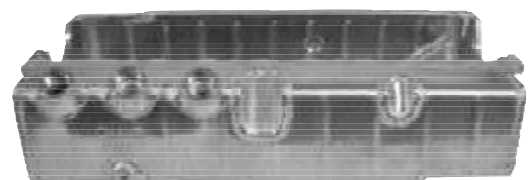
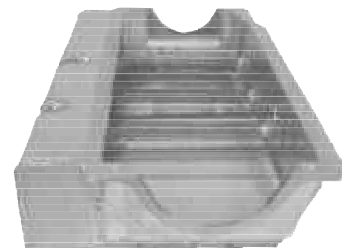
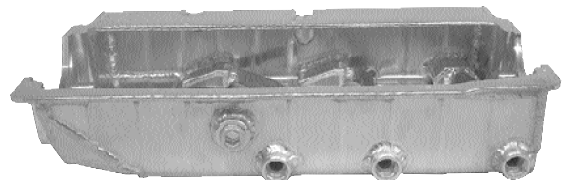
**PRO172R3A** 3 -10 ports R.S. 4 1/4" deep  
**PRO172L3A** 3 -10 ports L.S. 4 1/4" deep.

**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

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## Small Block Chevy Double Kickout Dry Sump

- PRO1003** SBC Alum. Dry with 3 #12 right side  
**PRO1010** SBC Alum. Dry with 2 #12 Forward  
**PRO1013** SBC Alum. Dry with 3 #12 Forward

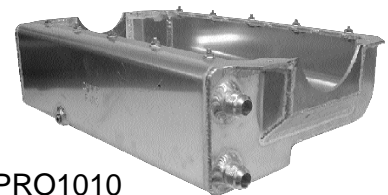


PRO1003

**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

**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 56 to install this pan.*



PRO1010

## SBC Dry Sumps Asphalt

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- PRO170R3A** SBC Alum. DS with 3 -10 ports Right Side

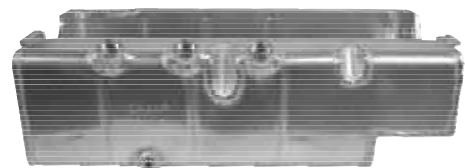
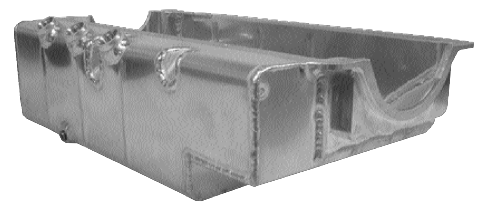
**Fits:** Asphalt late models like Lefthander or Port City Chassis

**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 -10 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

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## For 1986 and up 1 piece rear main seal

**PRO173R3** SBC 86 up Alum.D.S with 3 -10 ports R.S  
**PRO173R3A** Asphalt 86 & up 1 pc. rear main 3-10 ports

**Type:** Dry sump

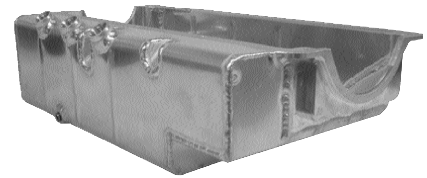
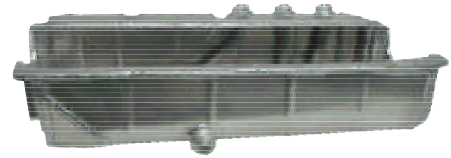
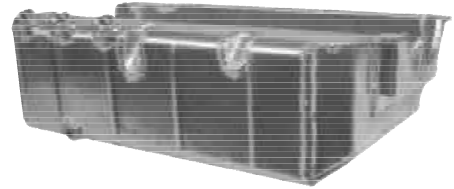
**Description:** The kickout pouch starts at the pan rail and goes to the bottom of the pan. The pan is made of .100" aluminum with access holes for mounting and has either two or three -10 o-ring ports that exit the top right side of the pan. An inspection hole and drain plug are included. *No pan gasket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

**Note:** will clear a mechanical fuel pump.

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

**Starter:** Reverse mount

**PRO173R3** Circle track  
**PRO173R3A** Asphalt



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## SBC OFF-ROAD TRUCK DRY SUMPS

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

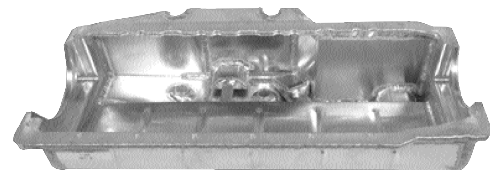
**Type:** Dry sump

**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

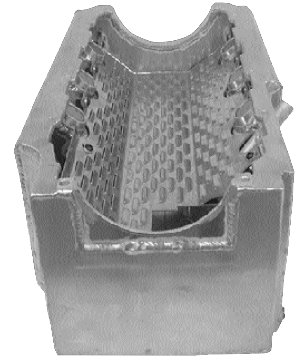
## BBC Wet Sumps

**PRO2208** Fab Alum. for Mark IV and Merlin Blocks

**PRO2308** Fab Alum. for Mark V

**PRO2408** Fab Alum. for Mark VI

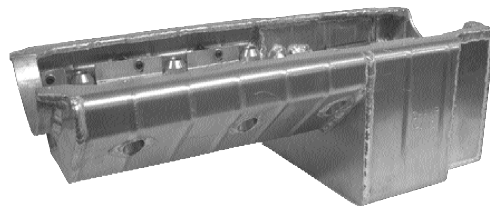
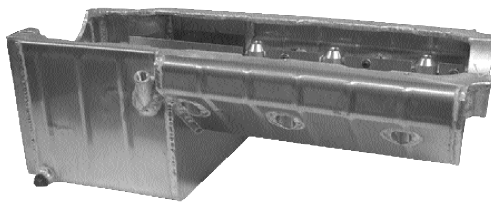
This is our new PRO Series street, strip pan, it has double kickouts for maximum oil collection from rotating assemblies, a full length louvered windage tray and 3 trapdoors for oil control. It will fit most header combinations and stock cross members. Must use a offset mini-starter 168 tooth. The pan rail bolts are relocated for maximum clearance for rods and larger strokes. 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

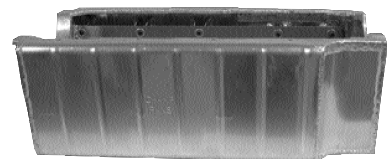
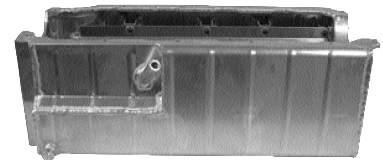
### Pickup

**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.

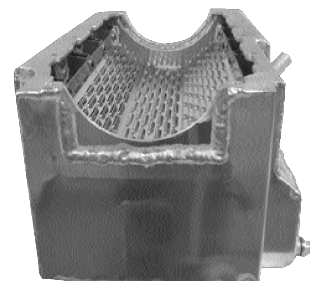


### PRO2225

Mark IV

**208BB** Pickup for big block pump

**JR130** Dipstick for BBC pan



# Aluminum Oil Pans

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## Chrysler aluminum oil pans and fab valve covers

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

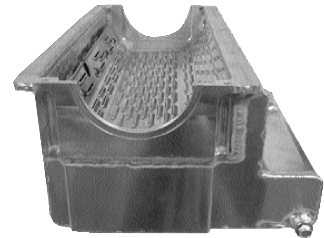
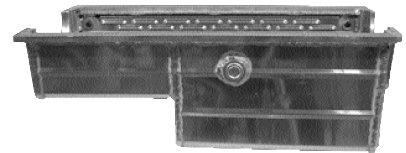
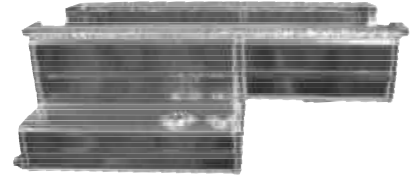
**Use:** Circle Track

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



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## 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  
CP1161-6 Left Side with Two Tubes & Welded Baffles  
OPTION-15 Alum. -16 port & plug fill kit installed in V/covers



**CP1159** wrench for fill kit



# Aluminum Oil Pans

## Ford Wet Sumps

**PRO6100KO**  
**PRO7100KO**

Ford 302 Alum. WS  
Ford 351 Windsor Alum. WS

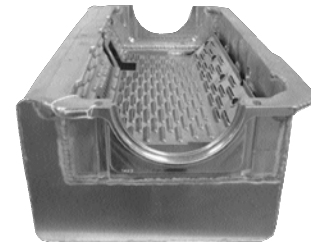
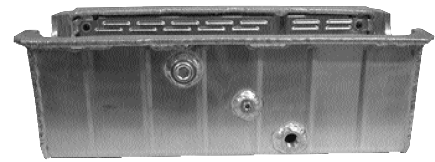
**Description:** This pan is for the Ford 351 Windsor block and 302, and fits the SVO block. The kickout starts at the pan rail on the right side. It has access plugs for the right side pan rail, a louvered windage tray, five trapdoors, and an oil check level plug. Pan weighs 10 lbs. and has an oil capacity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

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

**Starter:** Mini-starter

**Pickups:**

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



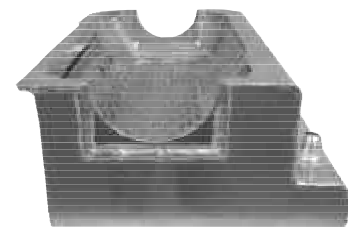
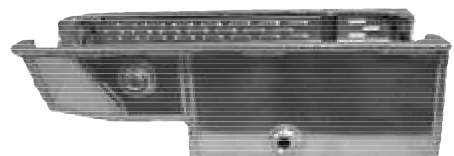
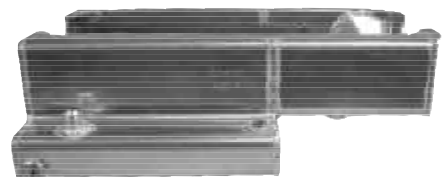
<b>PRO7206KO-9</b>	SBF 351 for ext. pump 6 1/2"
<b>PRO7206SVOKO-9</b>	SBF 351 SVO ext. Pump
<b>PRO7207KO-9</b>	SBF 351 ext. pump 7" dp.
<b>PRO7207SVOKO-9</b>	SBF 351 svo ext. pump 7" dp.
<b>PRO6206KO-9</b>	
<b>PRO6207KO-9</b>	

**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

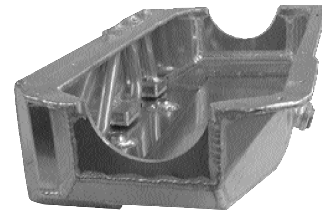
## Ford Dry Sumps

- PRO6003** Ford 302 with 3 -10 port dirt  
**PRO6003A** Ford 302 with 3 -10 port Asphalt

**Description:** This pan is for the Ford 302 block. It has three -10 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,

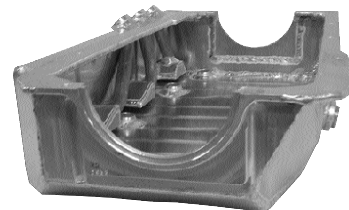


- PRO6010A** SBF 302 4.5 (asphalt)  
**PRO6010L3A** SBF 302 4.5 left side fittings

**Type:** Aluminum Dry sump

**Description:** This pan is for the Ford 302 cast iron and aluminum blocks. It has three -10 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

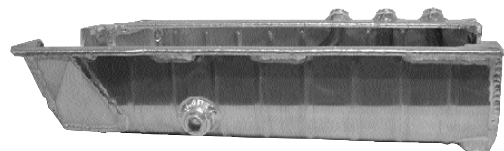
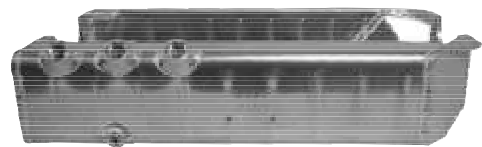


- PRO7010A** SBF 351 4.5 asphalt  
**PRO7010ASVO** SBF 351 4.5 SVO  
**PRO7010L3A** SBF 351 4.5 left side fittings

**Description:** This pan is for the Ford 351 cast iron and aluminum blocks. It has 3 -10 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 & PRO7010ASVO's 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

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## Ford Dry Sumps

**PRO7003**  
**PRO7003A**  
**PRO7003SVO**

**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 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.

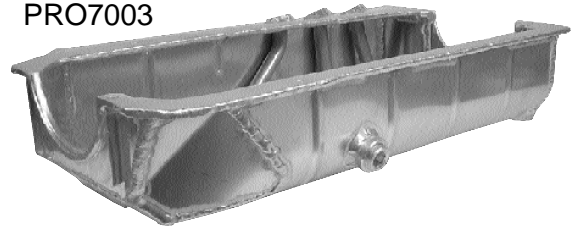
**Part:**

PRO7003	Ford 351 with three -10 port dirt
PRO7003A	Ford 351 with three -10 port Asphalt
PRO7003SVO	Ford 351 SVO with three -10 port dirt

PRO7003A



PRO7003



## Ford Off Road Dry Sumps

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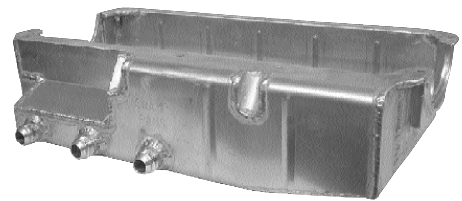
**PRO7003OR**

**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:**

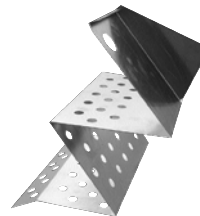
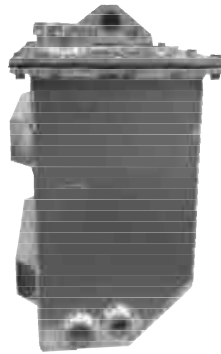
- 12 an port outlet
- 3/4" NPT outlet
- 3/4" NPT vent fitting
- 1/2" NPT oil temp

JR1325      JR2648

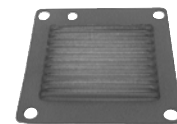


**Part:**

- CP300      Dry Sump Tank Remote Vent
- CP300V      Dry Sump Tank Vent on Top
- CP300-LID      Dry Sump Tank Lid No Housing
- HPF301      Replacement Gasket
- HPF303      Replacement Screen
- 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



HPF303

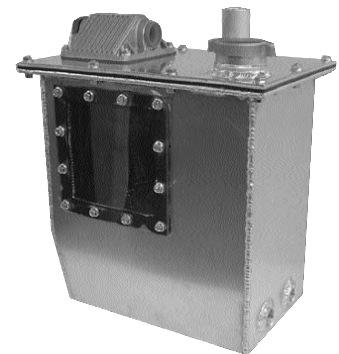


### CP290

**Description:** This is a 3 1/2 gallon tank setup for Dyno rooms. It has 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. The tank has a 5 1/4" by 5 1/4" observation window.

**Part:**

- CP290      Dry Sump Tank for Dyno
- HPF303      Replacement Screen



# Aluminum Oil Pans

## LS1 Series

### LS3000

**Type:** Wet sump

**Use:** Street, strip, road race

**Description:** This conversion pan is for the LS1 series block for engine swaps into early Chevilles, 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. It has an oil capacity of 5 1/2 qts. with 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

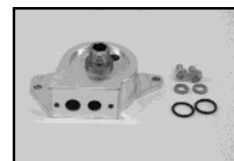
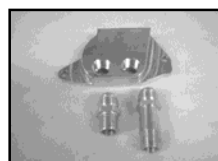
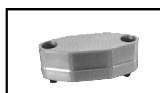
**Part:**

LS3000 LS in Chevilles, Novas & Camaros

LS1001 Billet Oil Filter Adapter

LS1001-2 Billet crossover plate

LS1001-3 Billet remote block with fittings



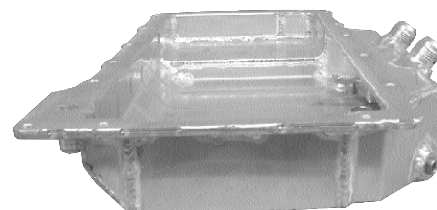
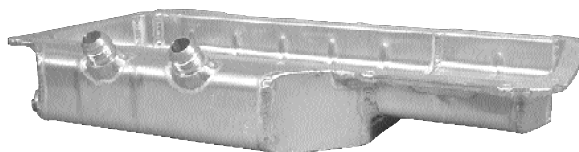
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### LS3155

**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 5/8" Deep x 11" Wide x 15" Long



# Steel Oil Pans

## LS1 Series Wet Sumps

**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. 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.

**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  
LS1001-2 Billet crossover plate  
LS1001-3 Billet remote block with -10 fittings

**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. It has an oil capacity of 10 qts. with filter. 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

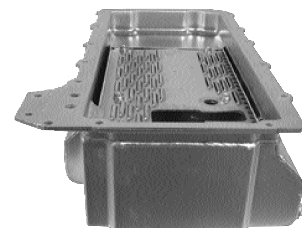
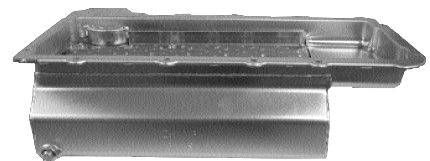
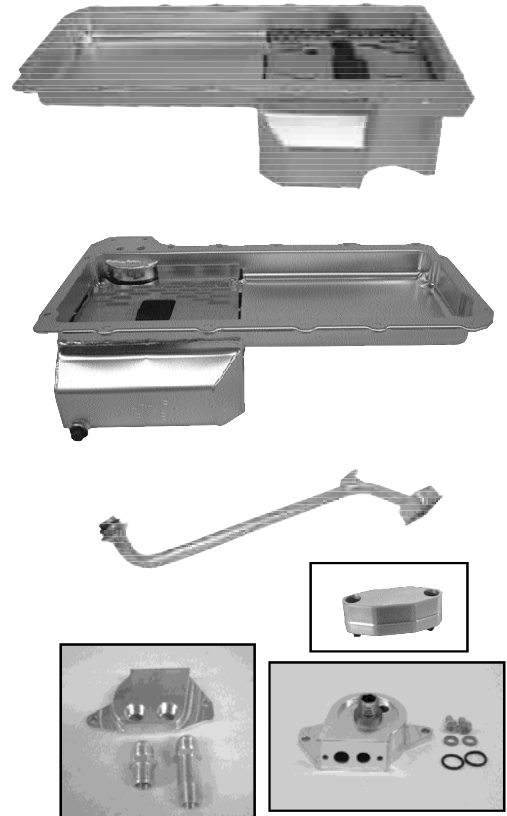
**Starter:** Stock starter

**Pickups:**

750LS1 7/8" Pickup

**Part:**

LS1001 Billet Oil Filter Adapter  
LS1001-2 Billet crossover plate  
LS1001-3 Billet remote block with -10 fittings



# Steel Oil Pans

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## LS1 Series Wet Sumps

### LS1100

**Type:** Wet sump

**Use:** Circle track

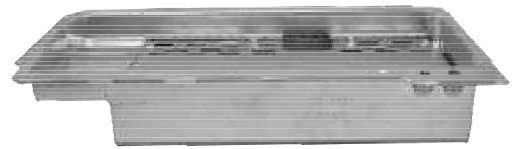
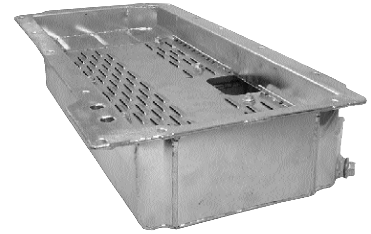
**Series:** Competition

**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. without filter.

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

**Pickups:**

700LS1 7/8" Pickup



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### 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 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

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## LS1 Series Wet Sumps

### LS1111

**Type:** Wet sump

**Use:** Circle track

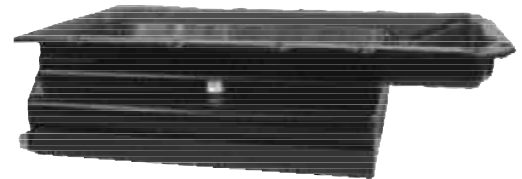
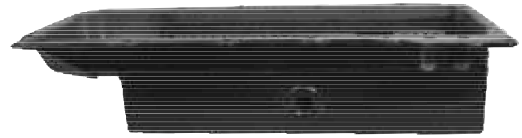
**Series:** Competition

**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



**LS1150** Circle track

**LS1150-L3** Circle track

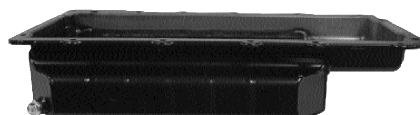
**Use:** Circle track

**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. Both pans are 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

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## LS1 Series Dry Sumps

### LS1155

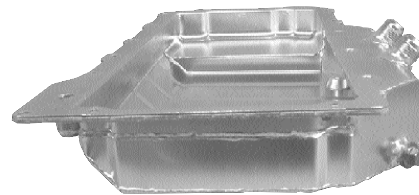
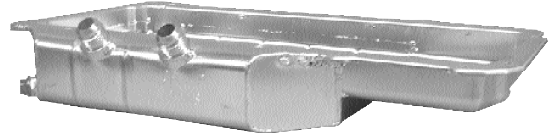
**Use:** Circle track

**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 5/8" Deep x 11" Wide x 15" Long

**Starter:** Stock starter or Mini-starter



### LS1170

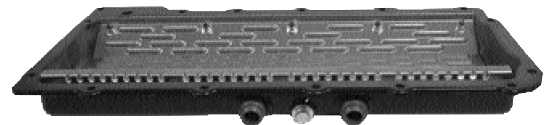
**Use:** Circle track

**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:** 2 5/8" Deep x 11" Wide x 15" Long

**Starter:** Stock starter or Mini-starter



# Steel Oil Pans

## Small Block Chevy Wet Sumps

### 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.

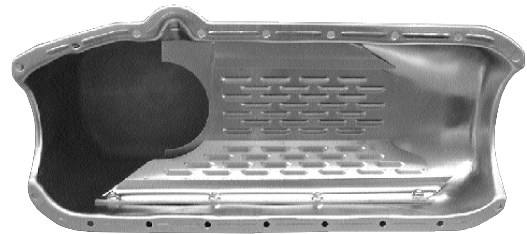
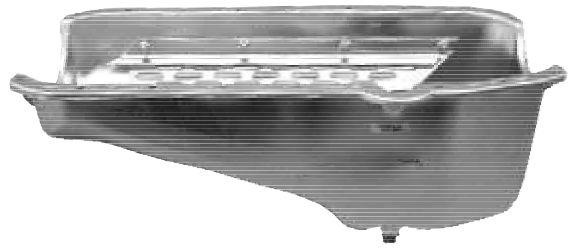
**Dimensions:** 7 1/2" Deep

**Pickups:**

40SB 5/8" SBC M55HV Pump  
50SB 5/8" SBC M55 Pump

**Part:**

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



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### 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.

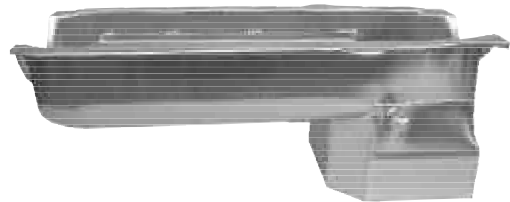
**Dimensions:** 8" Deep x 7 3/4" Wide x 7" Long

**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 Sumps

### CP50 Series

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

**Description:** This pan has one large trapdoor, one crankscraper and two 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

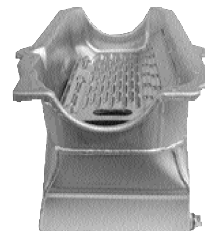
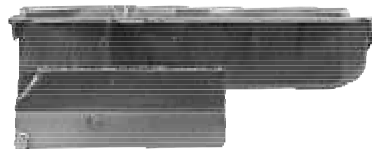
**Starter:** Stock starter

#### 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, three trapdoors, one 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.

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

**Starter:** Stock starter or Mini-starter

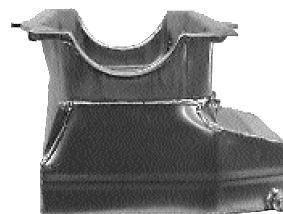
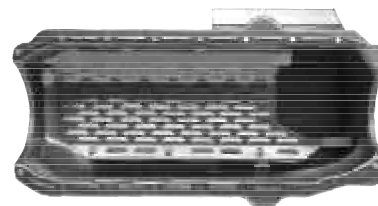
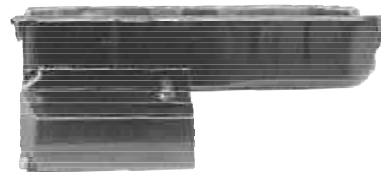
#### Pickups:

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

#### 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 is the replacement for GM25534353**



# Steel Oil Pans

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## Small Block Chevy Wet Sumps

### CP56LT

**Description:** This Claimer pan has a kickout on the right side, three trapdoors, and one crankscraper. Oil capacity of 6 qts. with filter. The CP56LT has a removable horsepower saving louvered windage tray. Use JR131 for dipstick.

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

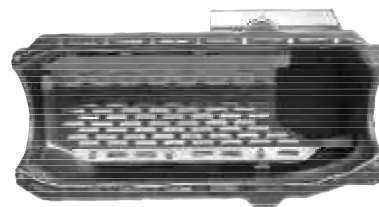
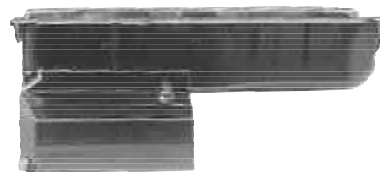
**Starter:** Stock starter or Mini-starter

**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, three trapdoors, and one crankscraper. Oil capacity of 7 qts. with filter. The CP57LT has a removable horsepower saving louvered windage tray. Use JR131 for dipstick.

**Note:** Ideal for IMCA-style Modifieds.

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

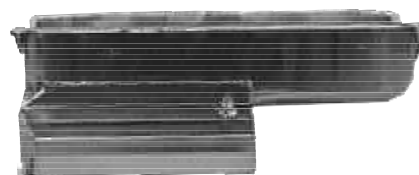
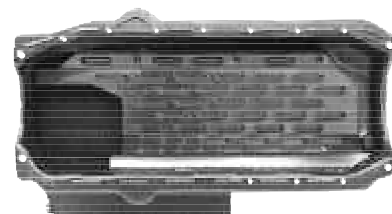
**Starter:** Stock starter or Mini-starter

**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

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## Small Block Chevy Wet Sumps

### CP60 Series

**Type:** Street or drag

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

**Note:** Should fit most chassis and header combinations.

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

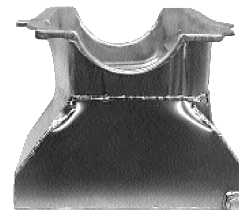
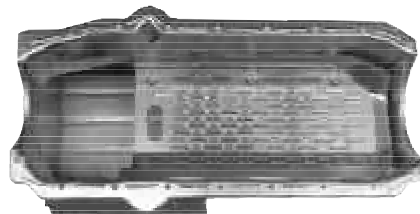
**Starter:** Stock starter

**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

**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



**CP64LTRB** For 1 piece rear main seal

**CP64LTR** 79-85 right hand dipstick

**Description:** The same as the CP60LTRB but with a stock core. Has one 6" trapdoor and one crankscraper. It has an oil capacity of 8qts. with filter. The CP64LTRB has a removable horsepower saving louvered windage tray. Factory Dipstick

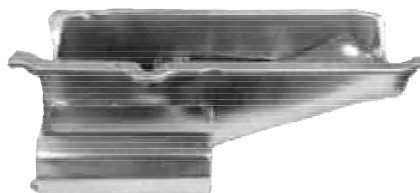
**Note:** Should fit most chassis and header combinations.

**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

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## Small Block Chevy Wet Sumps

### CP80 Series

**Type:** Wet sump

**Series:** Competition

**Description:** This pan is ideal for stock cars with cross members or rear steer linkage. It has four trapdoors, one crankscraper, two runners, 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.

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

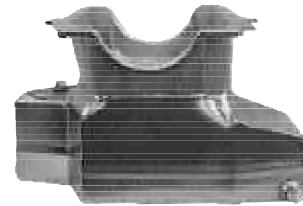
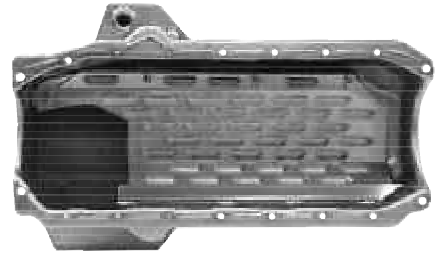
**Starter:** Stock starter or Mini-starter

**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



### 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.

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

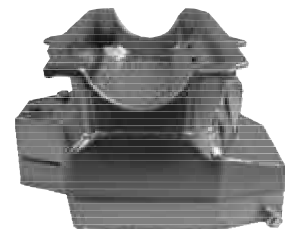
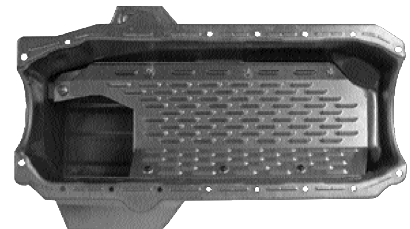
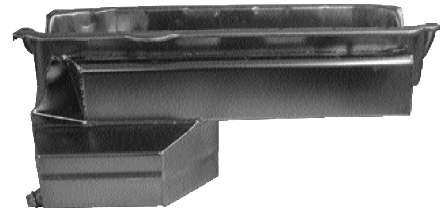
**Starter:** Mini-starter

**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

**Part:**

CP80KO	1957-1985
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# Steel Oil Pans

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## Small Block Chevy Wet Sumps

**CP81KO**      Steel Pro series 8" deep

**Description:** This pan has a kickout that goes all the way to the block and has three access plugs on the right side for mounting. It has 4 trapdoors, two runners, 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.

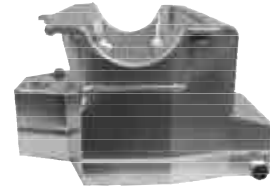
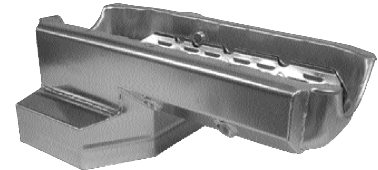
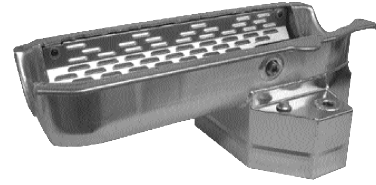
**Note:** Ideal for cars with stock cross members or rear steer linkage. must use a mini-starter for a 168 flywheel.

**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



### CP100 & CP100LT Series

**Series:** Competition

**Description:** This pan is designed around the Camaro front stub with engine set back. It has six trapdoors, three crankscrapers, two runners, 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.

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

**Starter:** Stock starter or Mini-starter

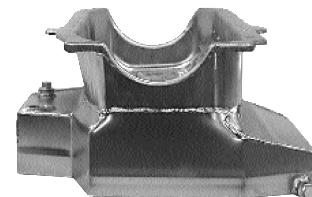
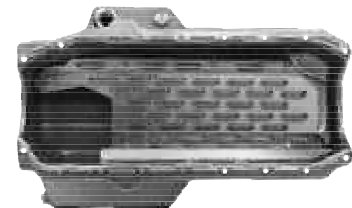
**Pickups for 100 Series Pans**

100SB	5/8" SBC M55HV 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:**

CP100	1957-1985
CP100RB	1986+ 1 pc. rear main seal
CP100LT	1957-1985 with Louvered Windage Tray
CP100LTRB	1986+ with Louvered Windage Tray

**CP100LTRB is the GM replacement for GM25534354**



# Steel Oil Pans

## Small Block Chevy Wet Sumps

### 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. Use JR131 for dipstick.

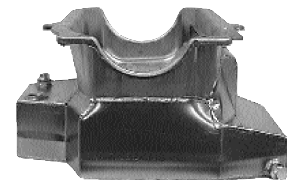
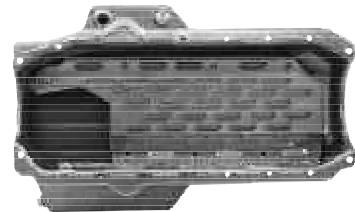
**Dimensions:** 7" Deep x 14" Wide x 12" Long

**Starter:** Mini-starter

**Pickups for 100 Series Pans see above.**

**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 three access plugs on the right side for mounting. It has five 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 an mini-starter for a 168 flywheel.

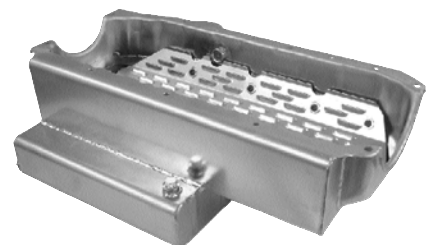
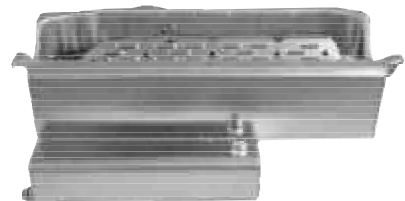
**Dimensions:** 7" Deep 11 3/4" wide x 13" Long

**Pickups:**

1008SB 5/8" SBC M55HV Pump  
1703SB 3/4" Melling 10555 & 10552  
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  
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 Sumps

**CP101LT** Circle track

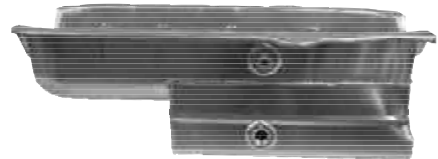
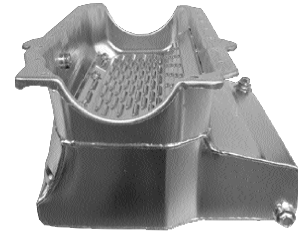
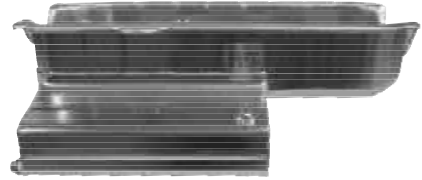
**Description:** This pan is designed around the CP101KO with the exception there is no kick-out starting at the pan rail. It has five trapdoors, a sump tray, an oil temp sender port, a 3/4" sight hole, and a removable louvered windage tray. Oil capacity of 9 qts. with filter. Use JR131 for dipstick.

**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 xvdf
- 507SB** 3/4" Pickup & pump combination
- 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

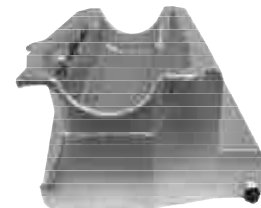
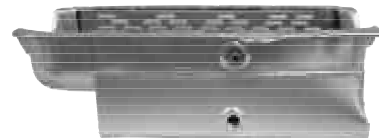
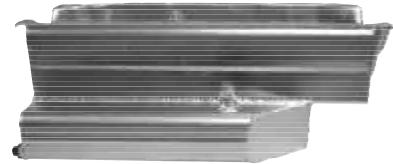
**Description:** This pan has a kickout that goes all the way to the block and has three access plugs on the right side for mounting. It has 6 trapdoors, a sump tray, an oil temp sender port, a 3/4" sight hole, and a removable louvered windage tray that covers 160 degrees of the crank rotation. Oil capacity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



507SB

# Steel Oil Pans

## Small Block Chevy Wet Sumps

**CP103KO** PRO series steel wet 6 1/2 deep

**Description:** This pan has a kickout that goes all the way to the block and has three 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.

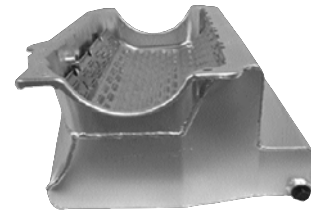
**Note:** This pan was designed for race cars that do not have a cross member in the way and must be used with an mini-starter for a 168 flywheel.

**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
506SB	3/4 " pump & p/u combo





# Steel Oil Pans

## Small Block Chevy Wet Sumps

**CP103LT** Asphalt circle track

**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.

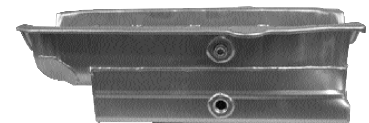
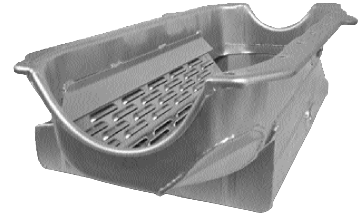
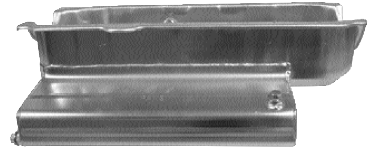
**Note:** This pan was designed for race cars that do not have a cross member in the way and must be used with an mini-starter for a 168 or 153 flywheel.

**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



### 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 six trapdoors, three 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.

**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

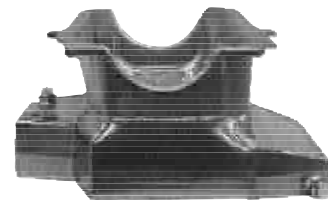
**Starter:** Stock starter or Mini-starter

**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 Sumps

### CP106KO & CP106KORB

**Description:** This pan is similar to the CP106LT but with a kickout that runs the length of the pan. It has six 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.

**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

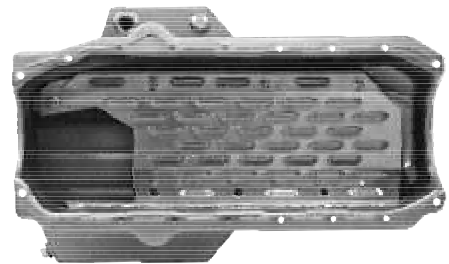
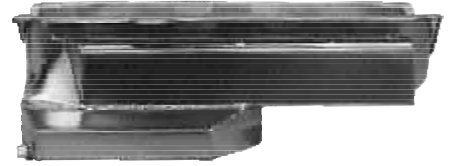
**Starter:** Mini-starter

#### 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 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, a 3/4" inspection hole, and oil check level plug. Oil capacity of 8. qts. with filter.

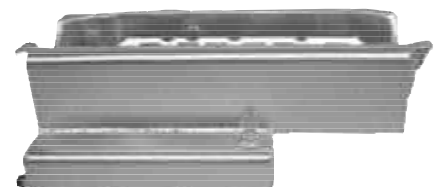
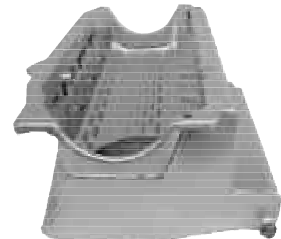
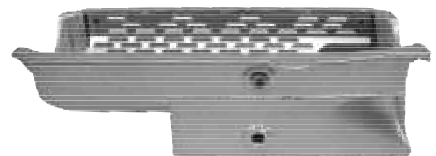
Use JR131 for dipstick.

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

**Starter:** Mini-starter

#### Pickups:

1106SB      5/8" SBC Hi - Vol Pump  
506SB      3/4 " pump & p/u combo



# Steel Oil Pans

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## SBC V8 Road Race Series

### CP80LT-RR CP80LTRB-RR

**Type:** Wet sump

**Series:** Competition

**Description:** This pan has five trapdoors, three 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.

**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
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

**Type:** Wet sump Road Race

**Description:** This pan has a kickout that goes all the way to the block and has three 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.

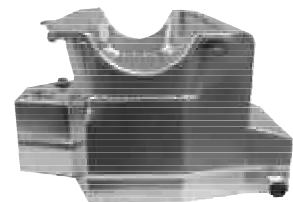
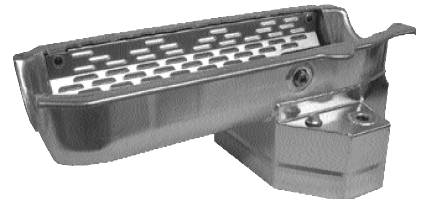
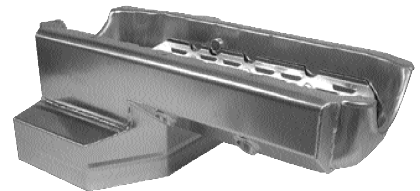
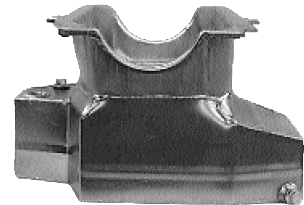
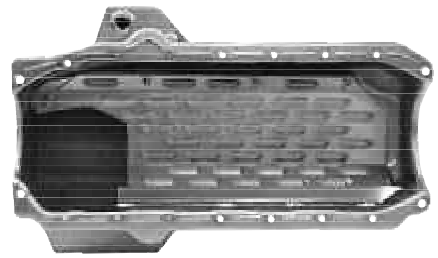
**Note:** Ideal for cars with stock cross members or rear steer linkage. must use a mini-starter for a 168 flywheel.

**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 seven trapdoors, three 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.

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

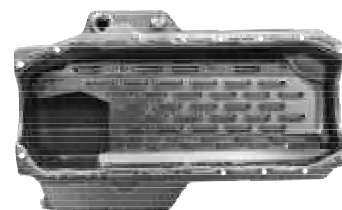
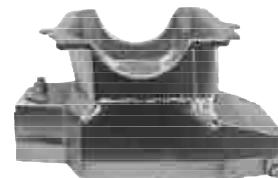
**Starter:** Stock starter or Mini-starter

#### 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

#### 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 seven trapdoors, three 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

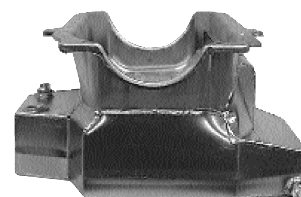
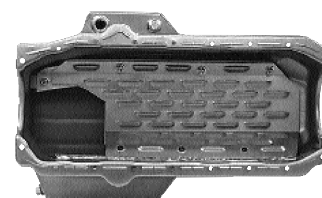
**Starter:** Stock starter or Mini-starter

#### 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 R.R.

#### Part:

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



# Steel Oil Pans

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## Small Block Chevy Dry Sumps

**CP150R**  
**CP160R**

**Type:** Dry sump

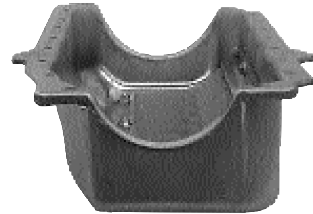
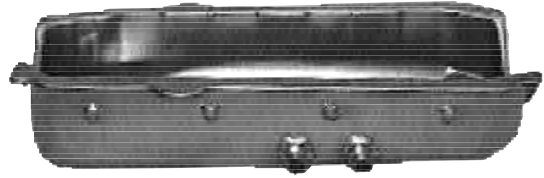
**Description:** This pan has two crankscrapers and a removable horsepower saving louvered windage tray. The screen will give maximum oil flow to the pickups. It comes with #12 fittings on the right side.

**Dimensions:** 4 1/2" Deep

**Starter:** Stock starter or Mini-starter

**Part:**

CP150R10 1957-1985 with 2 #10  
CP150R12 1957-1985 with 2 #12  
CP160R10 1986+ 1 pc. Rear Main Seal with #10  
CP160R12 1986+ 1 pc. Rear Main Seal with #12



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**CP150L**  
**CP160L**

**Type:** Dry sump

**Description:** This pan has two crankscrapers and a removable horsepower saving louvered windage tray. The screen 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:**

CP150L10 1957-1985 with #10  
CP150L12 1957-1985 with #12  
CP160L10 1986+ One pc. Rear Main Seal with #10  
CP160L12 1986+ One pc. Rear Main Seal with #12



# Steel Oil Pans

## Small Block Chevy Dry Sumps

**CP150KO**

**CP160KO**

**Type:** Dry sump

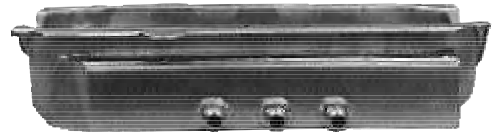
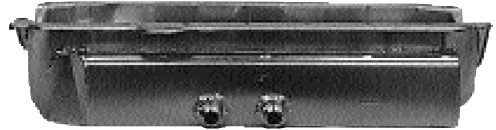
**Description:** This pan has a kickout that is 1 1/4" below the pan rail and runs the length of the pan for increased oil control and torque. It has two crankscrapers and a removable horsepower saving windage tray. It comes with two or three #12 fittings located on the right side only .

**Dimensions:** 4 1/2" Deep

**Starter:** Mini-starter

**Part:**

CP150KO      1957-1985 with two #12  
CP150KO-3    1957-1985 with three #12  
CP160KO      1986+ One pc. Rear Main Seal with two #12  
CP160KO-3    1986+ One pc. Rear Main Seal with three #12



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### CP155KO & CP165KO 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 two or 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      1957-1985 with two #12  
CP155KO-3    1957-1985 with three #12  
CP165KO-3    1986+ One pc. Rear Main Seal with three #12



# Steel Oil Pans

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## PRO Series Dry Sumps

### CP-PRO150R2 & CP-PRO160R2

**Type:** Dry sump

**Description:** This pan has a kickout that starts at the block and runs the full length of the pan. The right side pan bolts are accessed through four plugs in the pan bottom. An inspection hole is on the left side of the pan.

**Note:** Will clear a mechanical fuel pump.

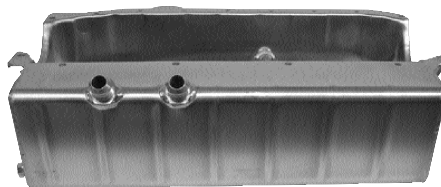
**Dimensions:** 5 1/8" Deep

**Starter:** Reverse mounted

**Part:**

CP-PRO150R2 1957-1985

CP-PRO160R2 1986+



### CP-PRO150R3D & CP-PRO160R3D

**Type:** Dry sump

**Description:** This pan has a kickout 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 four plugs in the pan bottom. An inspection hole is on the left side of the pan.

**Note:** Will clear a mechanical fuel pump.

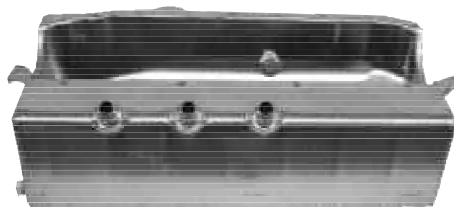
**Dimensions:** 5 1/8" Deep

**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 kickout 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.

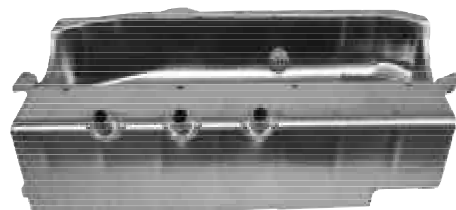
**Dimensions:** 5 1/8" Deep

**Starter:** Reverse mounted

**Part:**

CP-PRO150R3A 1957-1985

CP-PRO160R3A 1986+



# Steel Oil Pans

## Small Block Chevy V6

### CP129LT

**Type:** Wet sump

**Series:** Competition

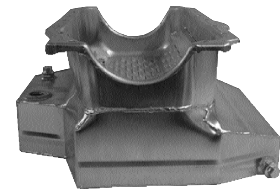
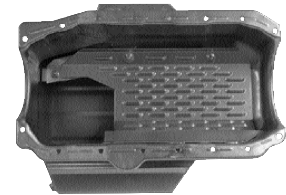
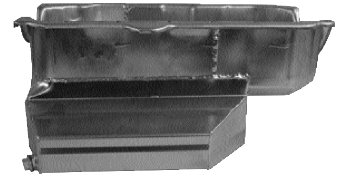
**Description:** This pan is for the 229 CI V6 and is designed around the Camaro front stub. It has six trapdoors, three crankscrapers, an oil temp fitting, an oil check level plug, and a removable horsepower saving louvered windage tray. Oil capacity is 8 qts. including filter. Use JR131 for dipstick.

**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

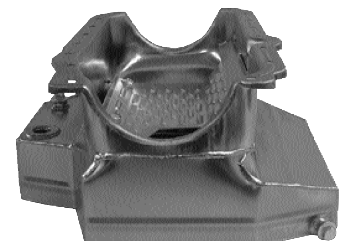
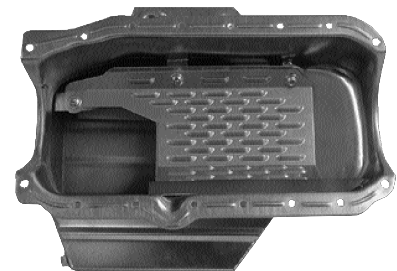
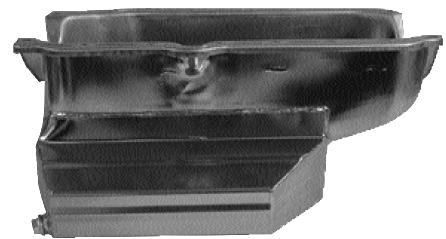
**Description:** This pan is for the 4.3 liter V6 and is designed around the Camaro front stub. It has six trapdoors, three crankscrapers, an oil temp fitting, an oil check level plug, and a removable horsepower saving louvered windage tray. Oil capacity is 8 qts. including filter. Use JR131 for dipstick.

**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 Sumps

**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 five trapdoors, three crankscrapers, 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

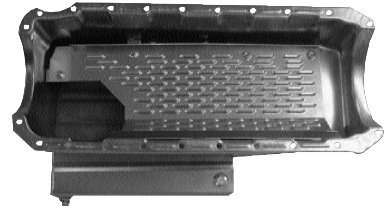
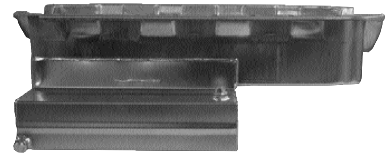
**Starter:** Stock starter or Mini-starter

**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 one 6" trapdoor, one 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

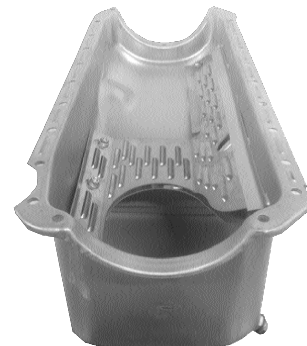
**Starter:** Stock starter or Mini-starter

**Pickups:**

use stock pickup

**Part:**

**CP207                      Mark IV Only, Stock Core**



# Steel Oil Pans

## Big Block Chevy Wet Sumps

**CP208** Stock core with Louvered windage tray

**CP209** Stock core with Louvered windage tray

**Type:** Wet sump Street or strip

**Description:** This pan has one 6" trapdoor, one crankscraper, and louvered windage tray. Oil capacity is 8 qts. including filter. CP208 will clear 4 1/4" stroke. CP209 clear 4.5" 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:** 8" Deep x 11" Wide x 9 1/2" Long

**Starter:** Stock starter or Mini-starter

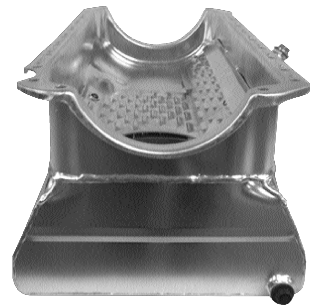
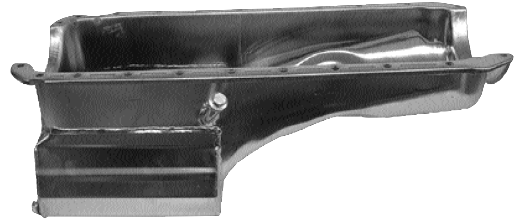
**Pickups:**

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 stoker core that is 4.75 deep in front and 8" deep in back. It has one 6" trapdoor, one 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 1/2" Long

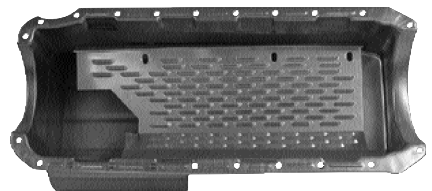
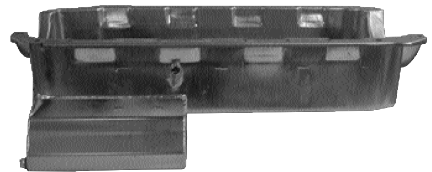
**Starter:** Stock starter or Mini-starter

**Pickups:**

208BB 3/4" M77HV Pump

**Part:**

CP208LT Mark IV



# Steel Oil Pans

## Big Block Chevy Wet Sumps

### CP210LT

**Description:** This Claimer pan has one 6" trapdoor, one crankscraper, two runners, and a louvered windage tray. Oil capacity is 8 qts. including filter. Clear 4.75 stroke.

**Note:** Must use JR130 to check oil.

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

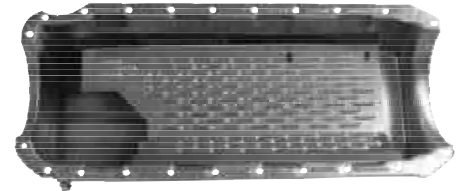
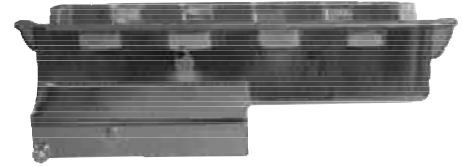
**Starter:** Stock starter or Mini-starter

**Pickups:**

208BB            3/4" M77HV Pump

**Part:**

CP210LT        Mark IV



### CP211    With Louvered windage tray

**Description:** This Claimer pan has one 6" trapdoor, one crankscraper, and two 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

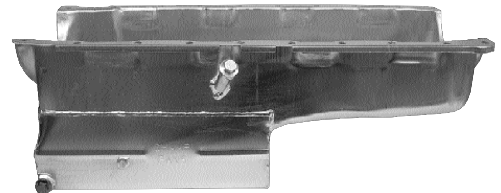
**Starter:** Stock starter or Mini-starter

**Pickups:**

208BB            3/4" M77HV Pump

**Part:**

CP211            Mark V



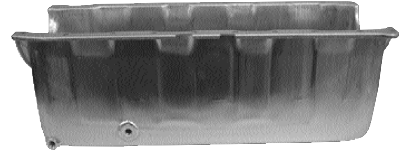
# Steel Oil Pans

## Big Block Chevy Wet & Dry Sumps

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.

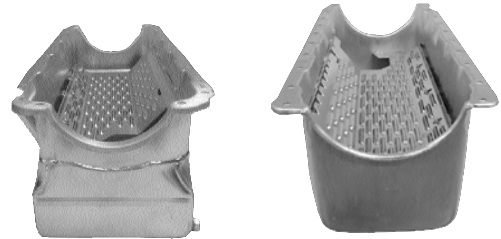


**Description:** The BBC pan is more for drag or marine use. It is made of 14 gauge steel to take the abuse of drag racing or marine use, it has 6 trapdoors, a back splash to keep oil from climbing up the back of the pan a louvered windage tray, crankscraper. It is available for both the GEN IV, GEN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



**NOTE:** Must use JR133 Dipstick to check oil

JR133 BBC marine/ industrial dipstick



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## 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 Sumps

### CP302LT CP302LT-RR

**Use:** Circle track or road race

**Description:** This is a Claimer and Competition Series pan that has four trapdoors, one 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:** 7" Deep x 13 1/4" Wide x 9" Long

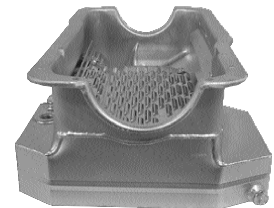
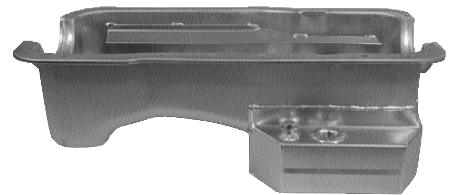
**Starter:** Stock starter or Mini-starter

**Pickups:**

302SB            Circle Track  
303SB            Road Race P.U.

**Part:**

CP302LT            SBF 302 Circle Track w/LT Tray  
CP302LT-RR        SBF 302 Road Race



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### CP351LT CP351LT-RR

**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

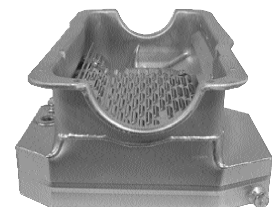
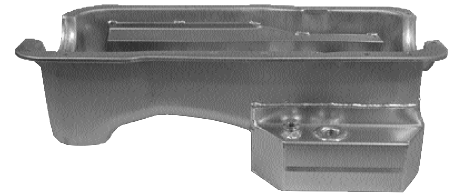
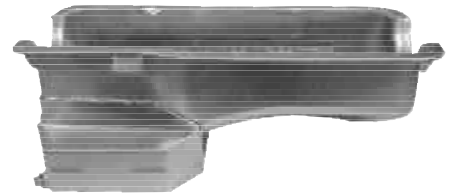
**Starter:** Stock starter or Mini-starter

**Pickups:**

351SB            Ford Hi - Vol Pump  
352SB            Road Race P.U.

**Part:**

CP351LT            SBF 351 Windsor Circle with Louvered Tray  
CP351LT-RR        SBF 351 Windsor Road Race



# Steel Oil Pans

## Ford Wet Sumps

<b>CP309LT</b>	SBF 302 Circle track 7" deep
<b>CP359LT</b>	SBF 351 Circle track
<b>CP306LT</b>	SBF 302 Circle track 6.5" deep
<b>CP356LT</b>	SBF 351 Circle Track 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
308SB	302 c/t 7/8 tube 7" Deep
356SB	351 Circle Track 6.5 Deep
358SB	351 c/t 7/8 tube 7" Deep

<b>CP329KO</b>	SBF 302 Circle track
<b>CP359KO</b>	SBF 351 Circle track

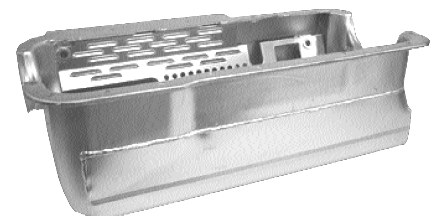
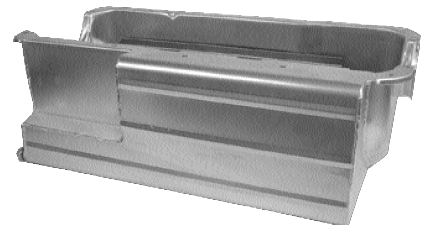
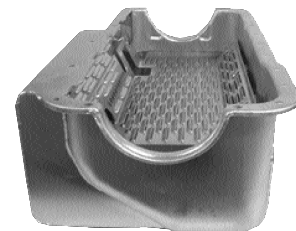
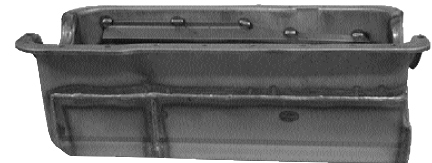
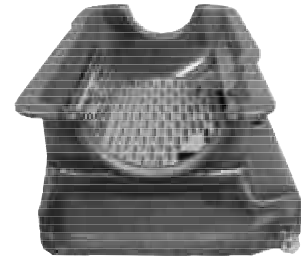
**Description:** This is a NEW Designed Competition Series pan that has 6 trapdoors, horsepower saving louvered windage tray Oil temp fitting and oil check level plug one crankscraper. The right side pan rail is accessed thru 3 access plugs in bottom of pan. A kickout runs the full length of the right side pan rail and notched for mini-starter. The oil capacity is 10 1/2 qts. including filter.

**Dimensions:** 7" Deep x 19.75" Long x 11 1/2 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

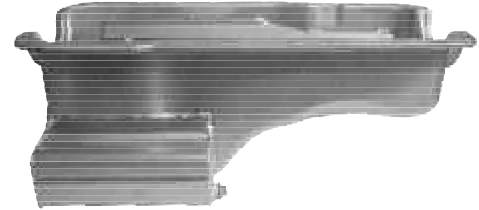
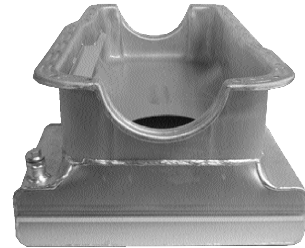
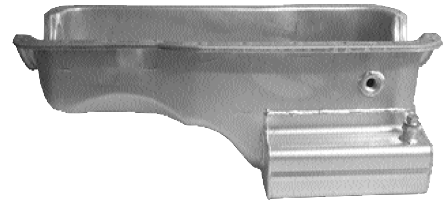
**Description:** This front sump pan was designed for street use in front sump production chassis. Except Mustang II's, Mavericks and comets, which may fit with modification. It has one crankscraper, one large sump baffle, provision for pan mounted dipstick. Oil capacity is 8 qts. including filter.

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 Sumps

CP302Fox  
CP351Fox

Use: Street

**Description:** This rear sump pan was designed for street use in the Fox body Ford Mustang. It has one 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.

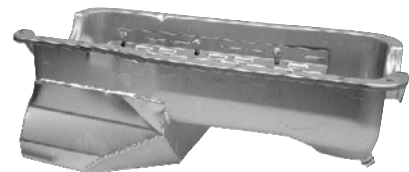
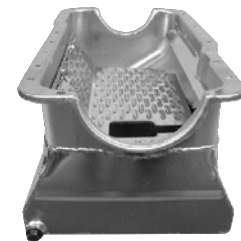
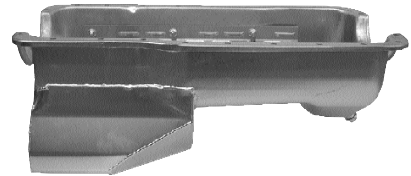
**Dimensions:** 8" Deep x 9 1/2" Wide x 10 1/2" Long

**Pickups:**

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

**Part:**

CP302Fox Ford 302  
CP351Fox Ford 351



# Steel Oil Pans

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## Ford's Fox Body Wet Sumps

**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 one crankscraper, an aluminum windage tray, and a diamond-shape trap door system for launch and braking. Oil capacity is 7 qts. including filter.

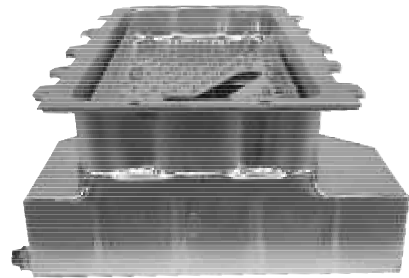
**Dimensions:** 6 3/8" Deep x 13" Wide x 7 3/8" Long

**Pickups:**

Stock PU

**Part:**

CP4654Fox     Ford 4.6





# Steel Oil Pans

## Ford's Fox Body Wet Sumps

### 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 one crankscraper, an aluminum windage tray, and a diamond-shape trap door system for launch and braking. Oil capacity is 7 qts. including filter.

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

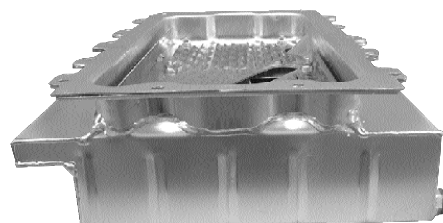
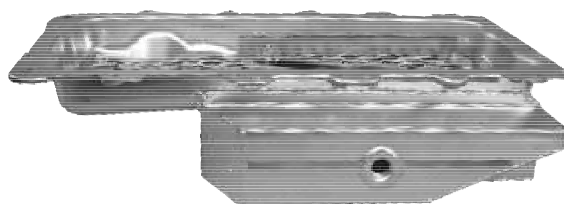
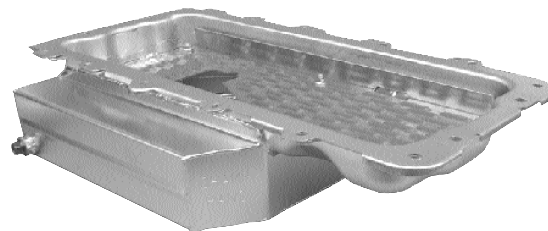
**Pickups:**

**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 one crankscraper, an aluminum windage tray, and a diamond-shape trap door system for launch and braking. Oil capacity is 7 qts. including filter.

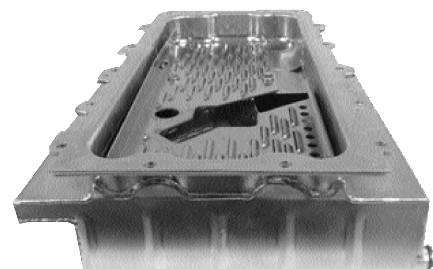
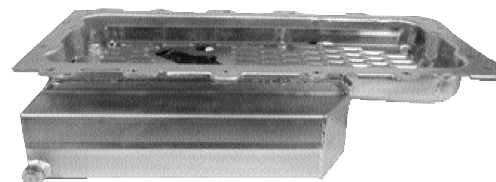
**Dimensions:** 4 1/2" Deep x 13" Wide x 13 1/2" Long

**Pickups:**

**4700SSB** For Ford 5.0

**Part:**

**CP4700** Ford 5.0



# Steel Oil Pans

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## Ford & Chrysler Dry Sumps

**CP302KO-3**  
**CP351WKO-3**

**Type:** Dry sump

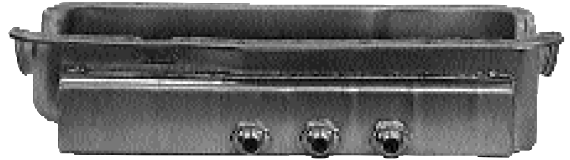
**Description:** This Ford pan has a kickout that is 1 1/4" below the pan rail and runs the length of the pan for increased oil control and torque. It has two crankscrapers and a removable horsepower saving louvered tray. It comes with three #12 fittings located on the right side only.

**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



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**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 Sumps

### CP340-7 & CP360-7

**Use:** Circle track or road race

**Description:** This pan has two trapdoors, one 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:**

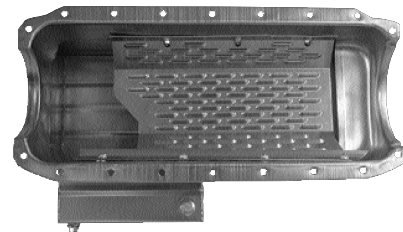
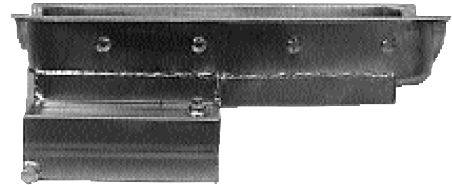
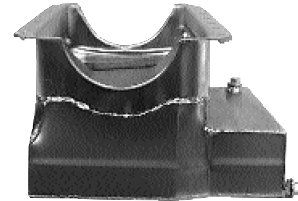
340SB & 360SB M72HV Pump  
341SB & 361SB Road Race M72HV Pump

**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**)



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### CP340-9 & CP360-9

**Use:** Circle track

**Description:** This pan has four trapdoors, one 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:**

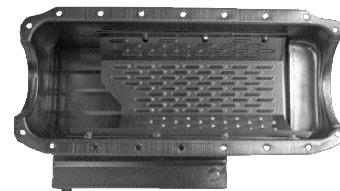
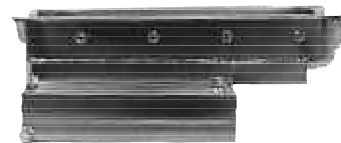
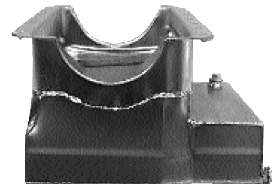
340SB & 360SB

**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

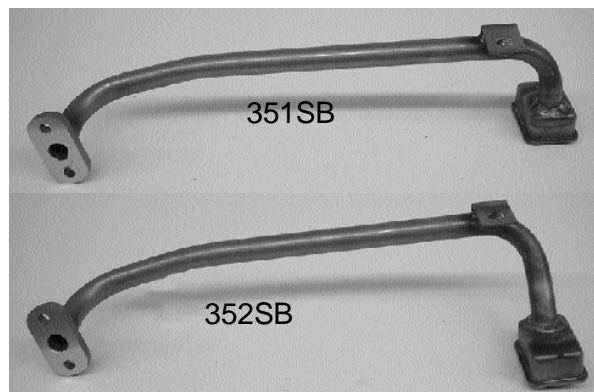
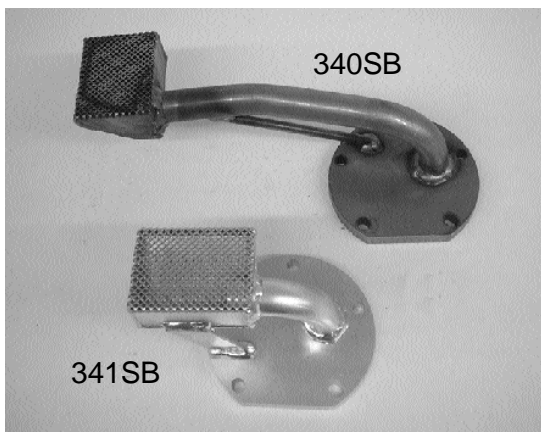
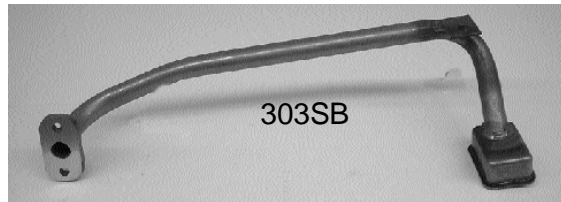
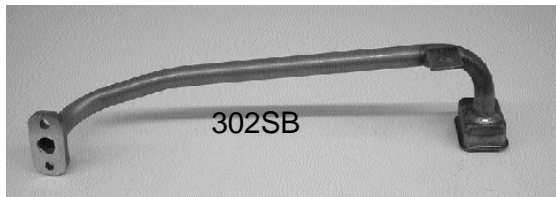
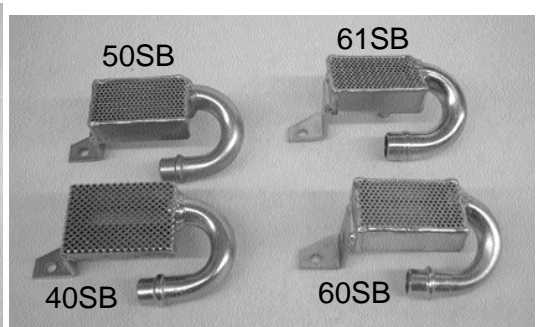
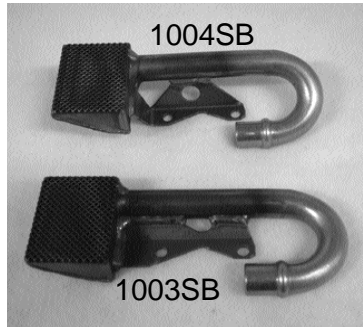
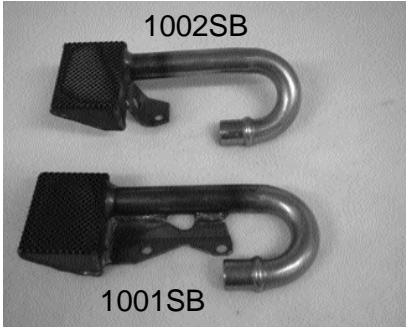
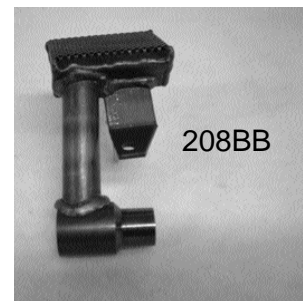
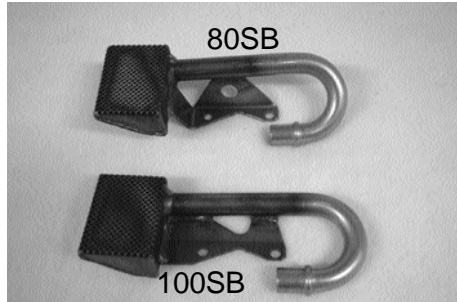
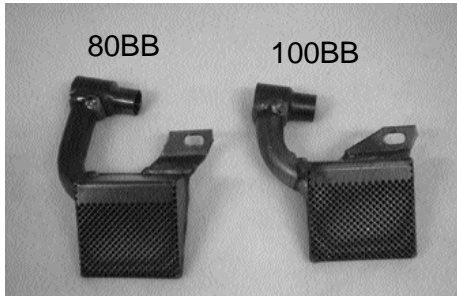


# Pickups

40SB	5/8" x 7 1/2" Deep for M55HV Pump	CP40 Series
50SB	5/8" x 7 3/4" Deep for M55HV Pump	CP50 Style
50BB	3/4"x 7 3/4" Deep for M99Hv & M77Hv pump	CP50 Style
51SB	3/4"x 7 3/4" Deep for M155HV M10551pump	CP50 Style
52SB	3/4"x 7 3/4" Deep for M10555 & 10552 pump	CP50 Style
60SB	5/8" x 8" Deep for M55HV Pump	CP60 Style
60BB	Pickup for 8" Deep & B.B. Pump	CP60 Style
61SB	3/4" x 8" Deep for M155HV & M10551	CP60 Style
63SB	5/8" x 8 " Deep for M55 Stock Pump	CP60 Style
64SB	3/4" X 8" Deep for M155 Stock pump	CP60 Style
80SB	5/8" x 8" Deep for M55HV Pump ( same as 55SB)	CP80 & CP55 Series
80BB	3/4" x 8" Deep for B.B. Pump ( same as 80BB)	CP80 & CP55 Series
100SB	Pickup for 7" Deep & M55HV Pump (same as 57SB)	CP100 & CP57 Series
100BB	Pickup for 7" Deep & B.B. Pump ( same as 57BB)	CP100 & CP57 Series
106SB	5/8" x 6 1/2" Deep for M55HV Pump	CP106 Series
110SB	5/8" x 6 1/2" Deep for M55 Pump	CP106 Series
200BB	Pickup for 8" Deep & B.B. Pump	CP200 Series
208BB	Pickup for 8" Deep & B.B. Pump	CP208 & CP210 Styles
302SB	Ford 302 circle track	CP302 Series
303SB	Ford 302 for Road Race	CP302LT-RR
304SB	3/4"x 8" Ford 302 Fox Body	CP302Fox
308SB	7/8" tube for 7" Dp 302	CP309LT & 309 KO
351SB	Ford 351 circle track	CP351LT
352SB	Ford 351 Windsor for Road Race	CP351LT-RR Series
353SB	3/4"x 8" Ford 351 Fox Body	CP351Fox
358SB	7/8" tube for 351KO	CP359LT & 359KO
340SB&360SB	Mopar 340 circle track	CP340 Series
341SB&361SB	Mopar 340 for Road Race	CP340 Road Race Series
506SB	Preassembled reworked pump & P/u 6.5" Deep	PRO1106KO CP109KO
507SB	Preassembled reworked 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
750LS1	7/8" x 5 1/4" LS1000	LS1000 & Ls3000
1001SB	3/4" Tube; 7" Deep for M155HV & M10551	CP100 & CP57 Series
1002SB	3/4" Tube; 8" Deep for M155HV & M10551	CP80 & CP55 Series
1003SB	3/4" x 7" Deep for Melling 10555 & 10552 Pump	CP100 & CP57 Series
1004SB	3/4" x 8" Deep for Melling 10555 & 10552 Pump	CP80 & CP55 Series
1005SB	5/8" x 7" Deep for Road Race & M55HV	CP100LT-RR
1006SB	3/4" x 7" Deep for Road Race, M155HV & M10551	CP100LT-RR
1007SB	3/4" x 8" Deep for Road Race & M10555 & 10552	CP80LT-RR
1008SB	5/8" x 7" Deep for Aluminum Wet & M55HV	CP1100KO & CP101KO
1009SB	5/8" x 7" Deep for M55 Stock Pump	CP100 & CP57 Series
1010SB	3/4" x 8" Deep for M155 Stock Pump	CP80 & CP55 Series
1011SB	3/4" x 6 1/2" Deep for M155 Stock Pump	CP106 Series
1012SB	3/4" x 7" Deep for M155 Stock Pump	CP100 & CP57 Series
1013SB	3/4" x 7" Deep for Road Race & M155 Stock Pump	CP100LT-RR series
1018BB	3/4" x 7" Deep for M99HV pump Road Race	CP100LT-RR series
1019SB	5/8" x 7" Deep for Road Race M55 Stock Pump	CP100LT-RR series
1020SB	5/8" x 8" Deep For M55HV	CP81KO series
1021SB	3/4" x 8" Deep For M10555	CP81Ko series
1022SB	3/4" x 8" Deep For M155HV & M10551	CP81Ko series
1025SB	3/4" x 7" Deep For Schumann 140 XVDF	CP100 series pans
1106SB	5/8" x 6 1/2" Deep for M55HV Pump	CP106 Series
1703SB	3/4" x 7" Deep for Aluminum Wet & M10555 & 10552	PRO1100KO & CP101KO
1704SB	3/4" x 7" Deep for Aluminum Wet & M155HV & M10551	PRO1100KO & CP101KO
4654SB	3/4" x 4 1/2" Dp. DOHC	4654 DOHC
4654SSB	3/4" x 4 1/2" DP SOHC	4654 SOHC
4700SB	New 5.0 Cobra pickup	5.0 Cobra pan

# Pickups

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# Installation Instructions for Oil Pans

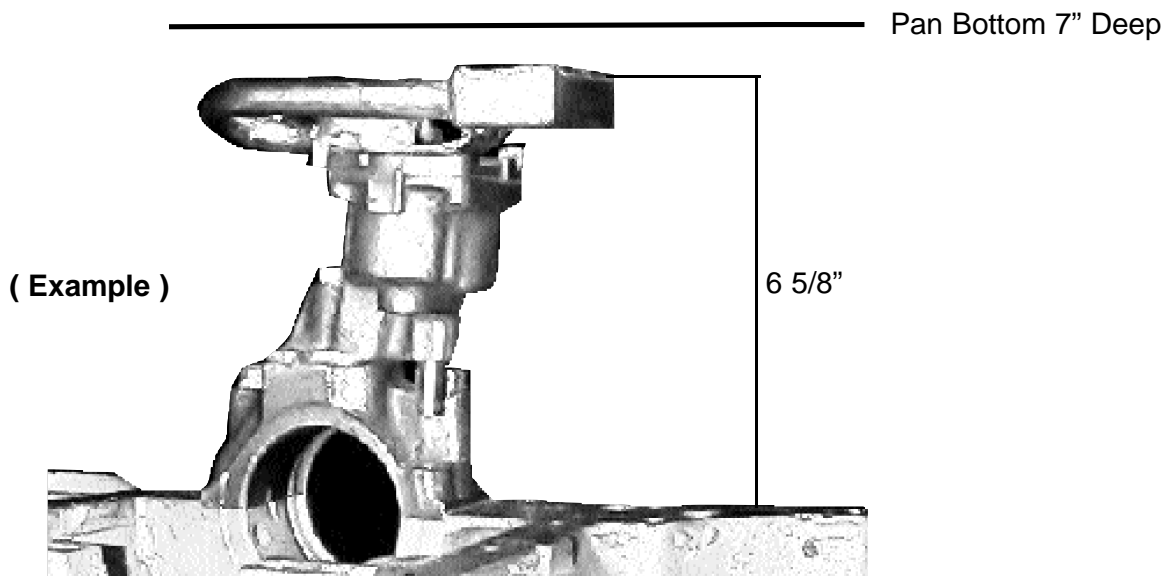
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## Step 1

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.

## 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”-3/8” off the pan bottom. Example: if the pan measures 7” deep, the pickup should measure 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 highly recommend using FEL-PRO gasket FP34510 or equivalent for a drip-free installation. Many off-brand gaskets are especially poor in the rubber end area, which leads to leaks. 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.

# 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

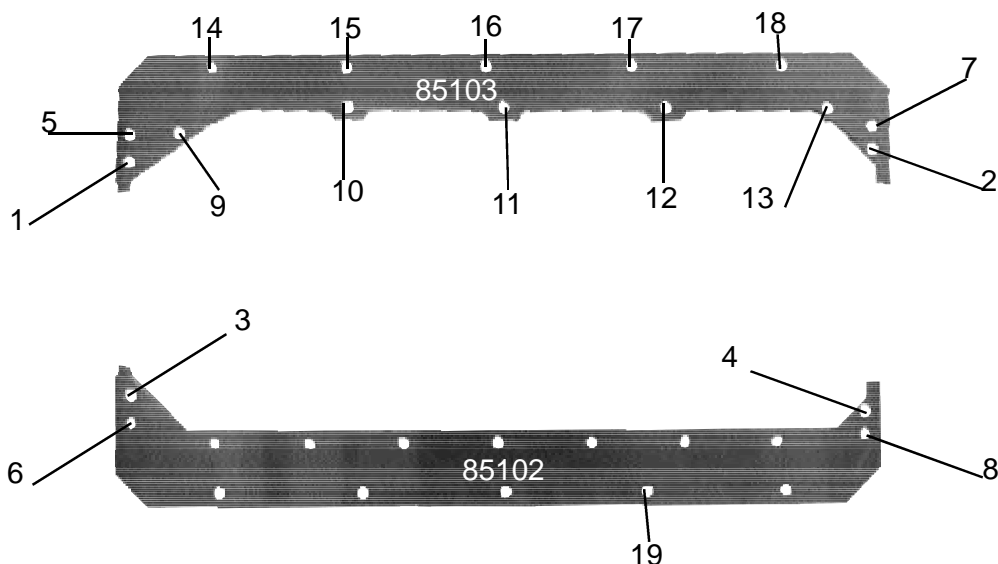
Bolt the driver side pan rail adapter #85103 on and use as a guide to cut away the cast iron at about a 33 degree angle. Removing the aluminum from the pan rail adapter is okay.

## Step 8

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

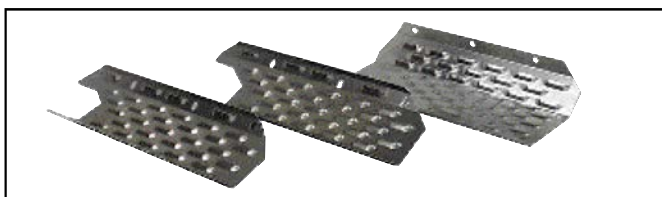
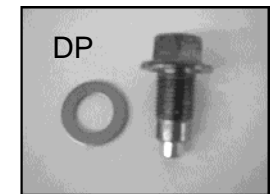
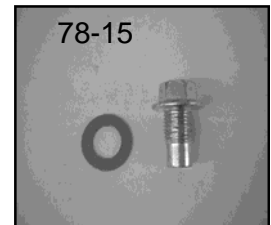
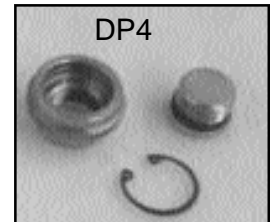
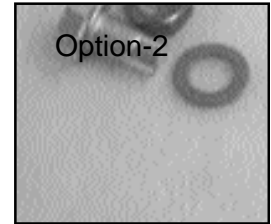
## Step 9

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



# Replacement Parts & Options

78-15	Drain Plug & Washer
DP	Magnetic Drain Plug & Washer
DPW	Copper Drain Plug Washer
DP3	Pro Plug & Clip
DP4	Pro plug & Clip & Bung
WS40	LT for CP40s
ST	Standard Sump Tray
ST-LT	Sump Tray for LT Applications
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-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 Seal Spacers in CP360
OPTION-8	Weld Seal Spacers in CP340
OPTION-9	External pickup installed in alum. pans
OPTION-15	Alum. -16 port & plug fill kit installed in V/covers



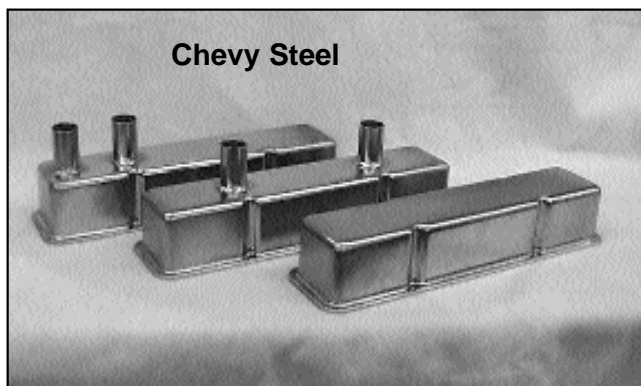
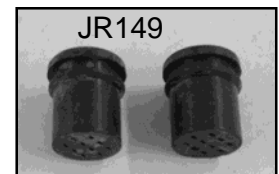
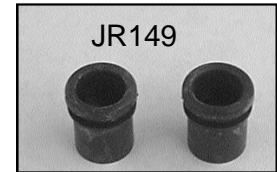


# Valve Covers & Accessories

## Stamped Steel

### Small Block Chevy

- CP140 Valve Cover - Silver
- CP140B Valve Cover - Black
- CP140TF Valve Cover with Tube Forward - Silver
- CP140TFB Valve Cover with Tube Forward - Black
- 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"
- DSC304SGN Stud girdle nuts 7/16" thick .610
- DSC305GA Chevy Stud Girdle Assembly with 3/8" nuts



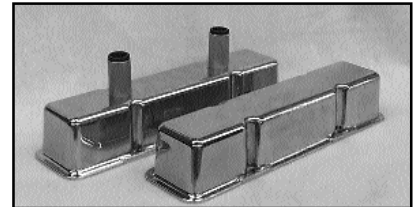
# Valve Covers & Accessories

## Polished Aluminum

### Small Block Chevy

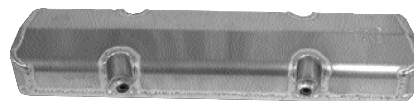
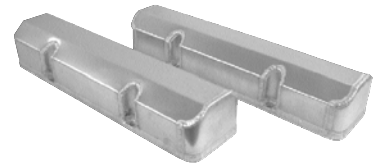
- CP1140 Polished set no tubes
- CP1141 Polished no tubes
- CP1142 Polished with Two Tubes
- CP1143 Polished with a #12 Fitting
- CP1144 Polished with One Tube & a #12 Fitting
- CP1145 Polished with Two Tubes on One
- CP1145TF Polished with Two Tubes Forward
- CP1145V Polished with Two Tubes on One - Vortec Head
- CP1145VTF Polished with Two Tubes Forward - Vortec Head
- OPTION-15 Alum. -16 port & plug fill kit installed in V/cover

- CP1159 wrench for fill kit



## SBC Fabricated

- CP1146 Right Side Valve Cover
- CP1146S Right side Valve Cover (Short)
- CP1146-1 Right Side with -One tube
- CP1146-3 Right Side with -12 or -16 Fitting
- CP1146V Right Side for Vortec
- CP1147 Left Side Valve Cover
- CP1147V Left Side for Vortec
- CP1147-1 Left Side with One Tube
- CP1147-1V Left Side with One Tube for Vortec
- CP1147-2 Left Side with Two Tubes & Rubber Baffle Inserts
- CP1147-2V Left Side with Two 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 One 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 Two Tubes & Welded Baffles
- CP1155 Optional Oilers installed
- CP1156 Oiler Rail Kit
- OPTION-15 Alum. -16 port & plug fill kit installed in V/cover



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

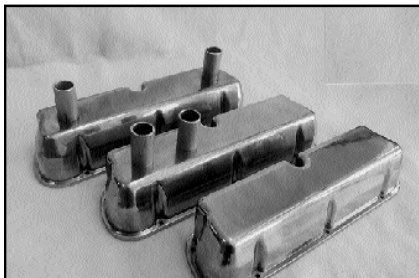
- CP310 Valve Cover - Silver
- CP310TF Valve Cover with Tubes Forward

CP1159 wrench for fill kit



## Small Block Ford

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



**FORD** fabricated Valve covers will fit almost all rocker and 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 -One tube
- CP1170-3 Right Side with -12 or -16 Fitting
- CP1171 Left Side Valve Cover
- CP1171-1 Left Side with One Tube
- CP1171-2 Left Side with Two Tubes & Rubber Baffle Inserts
- CP1171-3 Left Side with -12 or -16 Fitting
- CP1171-4 Left Side with One Tube & Fitting
- CP1171-6 Left Side with Two Tubes & Welded Baffles

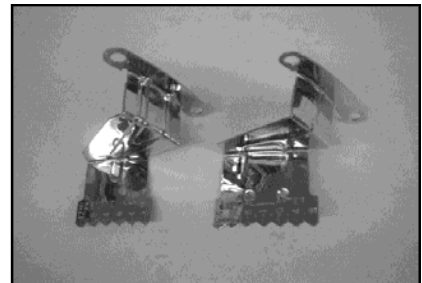
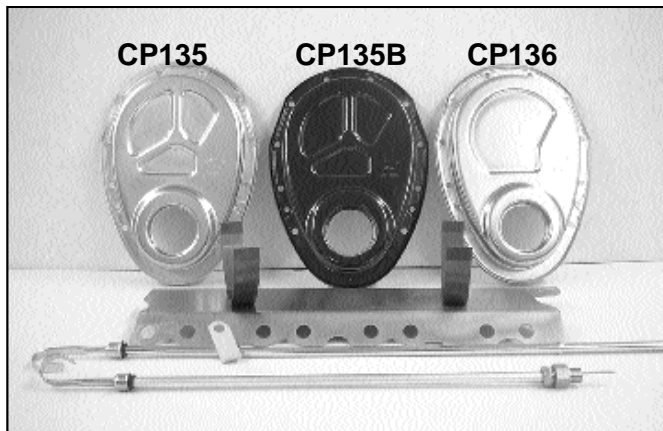


# Timing Covers & Accessories

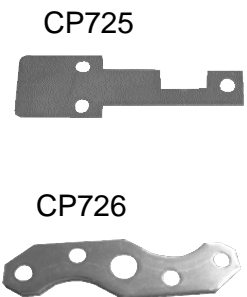
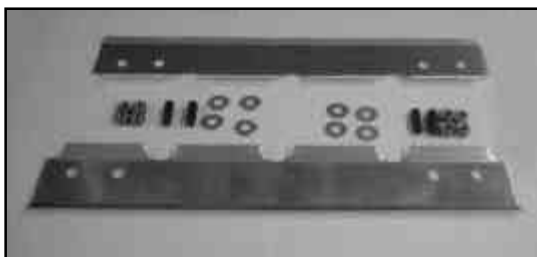
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CP135	Timing Cover for 1957-1974 - Silver
CP135B	Timing Cover for 1957-1974 - Black
CP135NS	Timing Cover for 1957-1974 with No Pan Seal - Gold
CP136	Timing Covers for 1975+ - Silver
CP136WS	CP136 with strap welded in
CP710	SBC Lifter Valley Baffle
JR130	BBC Dipstick for CP208 & 210
JR131	SBC Dipstick Assembly
JR132	Replacement Adapter for JR131
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

**CP135 & 135B:** 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. It is made from .048" material.



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



<b>CP709</b>	Oil Deflector Plates
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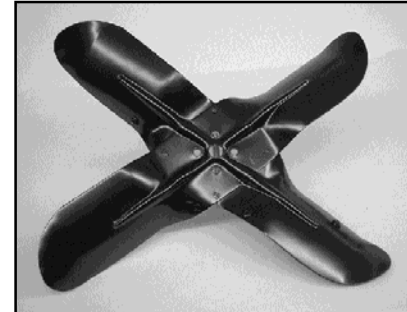
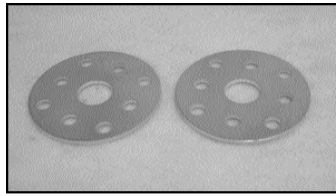
**CP709:** These will fit SBC Standard and Vortec heads and Windsor SBF. They are designed to deflect oil back onto the valve spring, cooling them for better performance between rebuilds. 3/8" studs and nuts.

# Fan Blades & Spacers

## Fan Blades

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

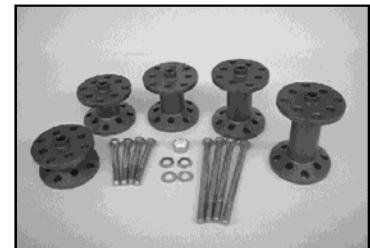
**JR168:** A four blade fan with a high pitch and wide paddles for cooling stubborn high temperature engines. It uses the small bolt pattern with the 5/8" center hole.



- JR164 Racing Cap Radiator cap 22-24 lbs.

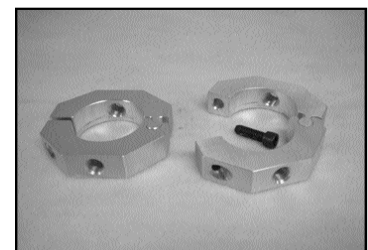
## Spacers

- JR165 Upper Water Pump Spacer
- JR166 Reducer 5/8" - 3/4" 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



## WEIGHT CLAMPS

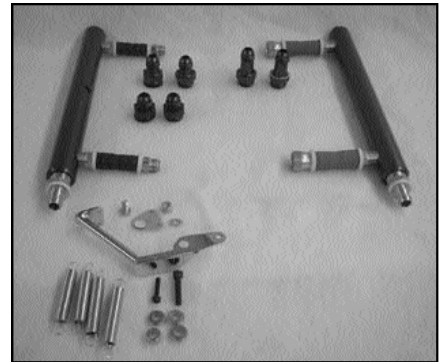
- JR3800** 2" Quick clamp, ballast clamp, billet aluminum.
- JR3801** 1 3/4" Quick clamp, ballast clamp, billet aluminum.
- JR3802** 1 1/2" Quick clamp, ballast clamp, billet aluminum.
- JR3803** 1 1/4" Quick clamp, ballast clamp, billet aluminum.



# Carb Accessories & Phenolic Spacers

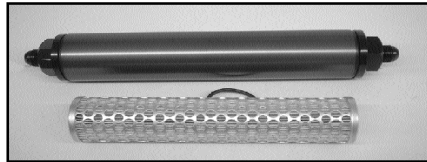
## Carb Accessories

JR620	Inline Fuel Filter Housing
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.



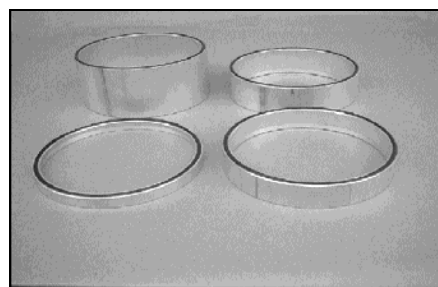
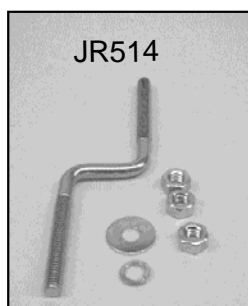
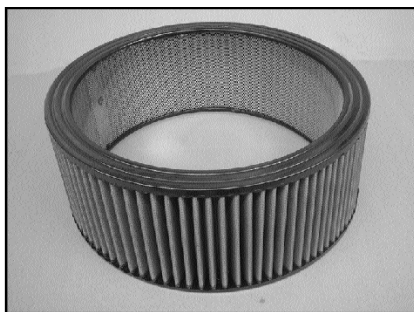
## Phenolic Spacers

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



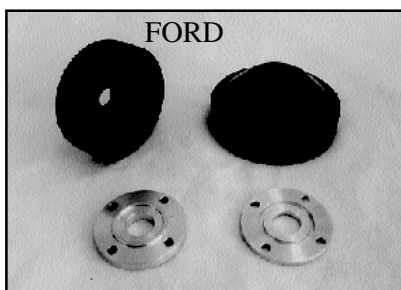
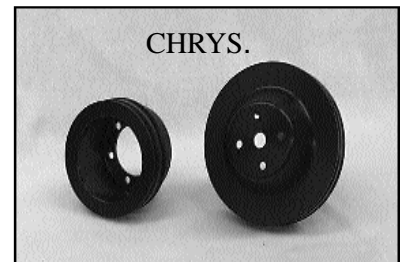
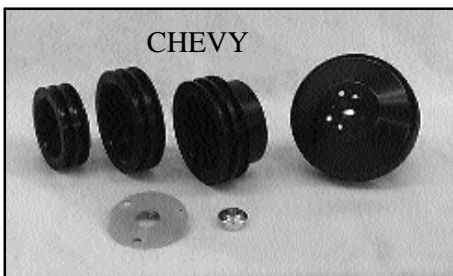
# Air Management

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	5/15" Offset Stud with hardware
JR514-1	1/4" Offset Stud with hardware
JR515	4" Washable Air Filter Element
JR516	air filter spray cleaner
JR517	Spray Oil for Filter Elements
JR518	Foam Wrap for 4" & 5" Element - Blue
JR519	Foam Wrap for 4" & 5" Element - Red
JR521	1/4" Tall Sure Seal Ring
JR522	3/4" Tall Sure Seal Ring
JR523	2 1/4" Tall Sure Seal Ring
JR524	1/2" Tall Sure Seal Ring
JR524-1	Replacement o-ring for sure seal



# Pulleys

DS364B	Alignment Boss
DS364-90	Aluminum Lower Pulley Spacer
JR176	6 15/16" Diameter Upper 5/8" Hole
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
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
SCP1104-28	28 Tooth Cog Pulley for SCP-201
SCP1444	Pulley Flange for SCP1104-28



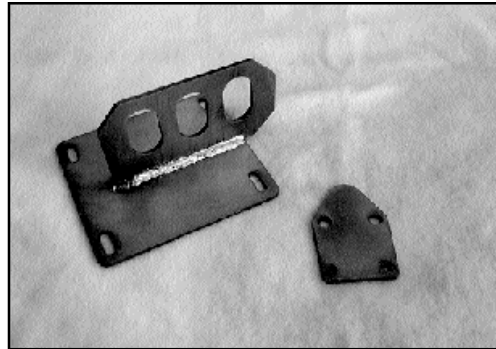
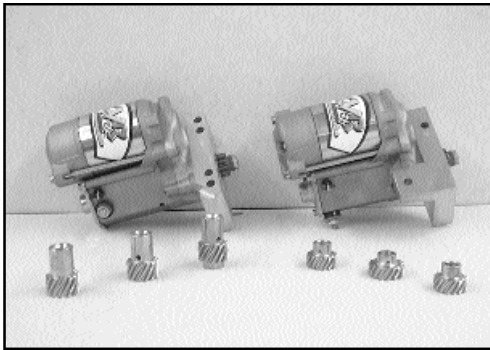


# Starters, Mufflers & Accessories

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## 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



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## Mufflers

CP3030	Muffler - 3.0 Inlet & 3.0 Outlet
CP3530	Muffler - 3.5 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

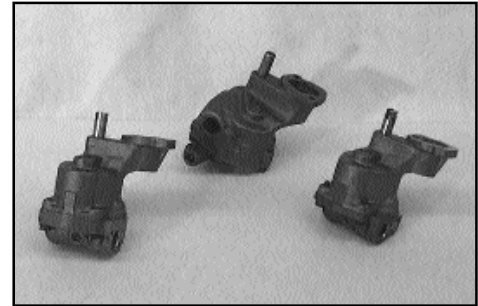


**CP3535:** This muffler will only cost you .05% to 1% of your horsepower, while only weighing 3-3.5 lbs. It will meet 100db at 100 ft. if properly mounted. Dimensions: 4" x 4" x 13 1/2".

# Oil Pumps, Drives & Accessories

## Chevrolet

M55HV	HV High Pressure Pump
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

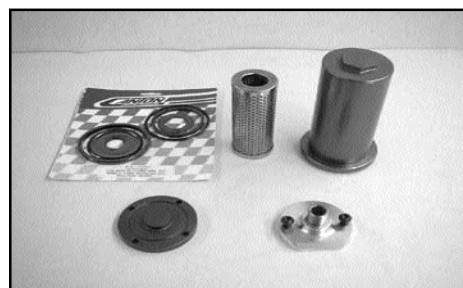
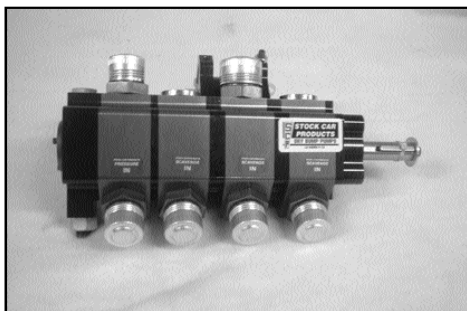
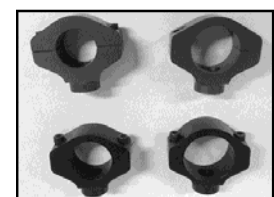
M68HV	Ford 302 HV Oil Pump
M83HV	Melling 351W High Pressure Oil Pump
IS68	Ford 302 Oil Pump Shaft
IS83	Ford 351W Oil Pump Shaft

## 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
JR695	Champ pans remote fuel filter mount
JR689-1	1 1/4 clamp for JR690 & JR695
JR689-2	1 1/2 clamp for JR690 & JR695
JR689-3	1 3/4 clamp for JR690 & JR695
CT2257	SBC Oil Filter Mount
CT2614	Mecca Filter Element
CT2685	Mecca Filter Seal Kit
SCP-214-BT	Four Stage Pump Rear Mount
KSE-11	Adapter Block for SCP-201A-BT

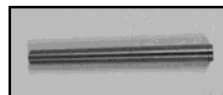
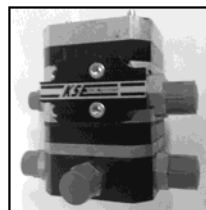
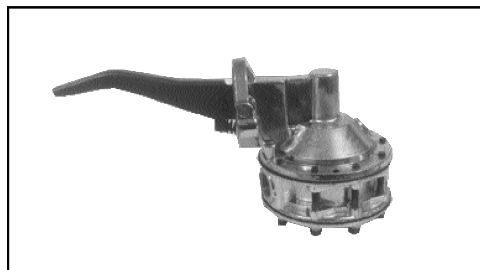
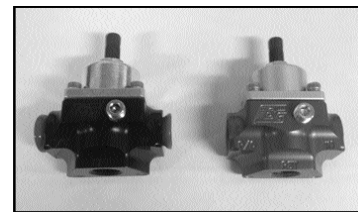
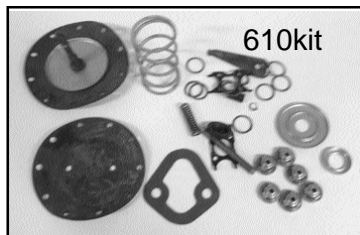


# Fuel Pumps & Power Steering

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JR600	Light Weight Fuel Pump Shaft 2.4 oz
JR601	High Pressure Spring for JR613 & 615
JR605KIT	Street Rebuild Kit
JR610KIT	Competition Rebuild Kit
JR613	Ford Comp 7-9 psi. 1/2 inlets
JR614	Ford Competition 12-13 psi & 1/2" fittings
JR615KIT	High Pressure Rebuild Kit
JR4501	Bypass Regulator for Mechanical Pump
JR4502	Bypass Regulator for Belt Drive Pump
KSC1034-1	KSE Tandem Pump Belt Drive SBC
KSC1034-3	KSE Tandem Pump Direct Drive
KSC1056	SBC Mounting Kit for KSC1034-1
KSC1059	Bert Belt Drive Adapter for KSC1034-1
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

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JR800 CTS Tire Softener - Sniffer Proof

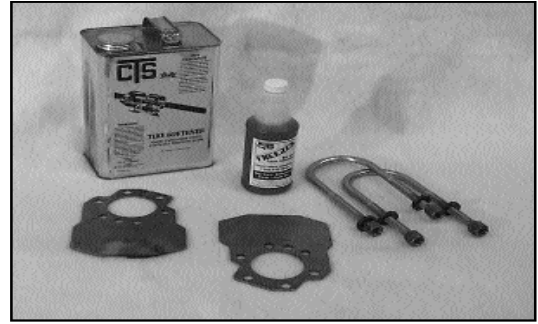
Do not use this with tubes or plugs.

JR805 Freezer Coolant Additive

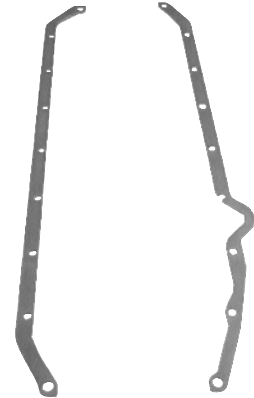
This is designed to lower your water temperature 10-30 degrees.

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.



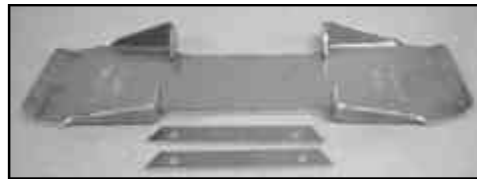
CP20 1957-1979 Pan Rail Girdle Set

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.



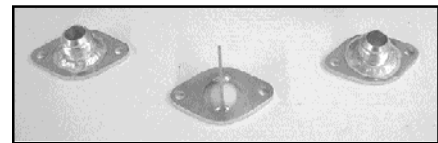
CP713 Exhaust Blockoff Plates

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

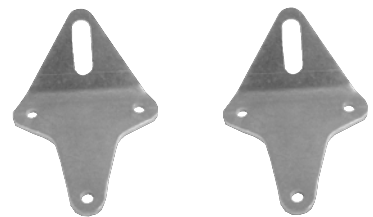
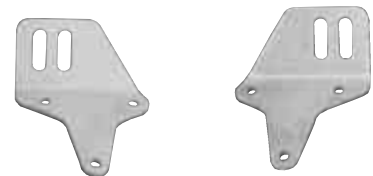
CP716 -20 an Fitting Outlet

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

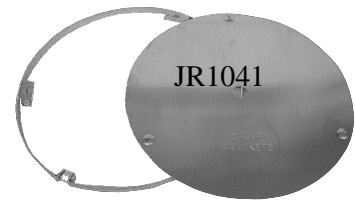
S10077 SBC Steel Motor Mount standard

## Other Miscellaneous Parts

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- JR1030**      Mud cap ring for old style weld bead loc
- JR1031**      Mud cap cover Weld,& steel Aero bead loc.
- JR1031-B**    Mud cap for new 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 bead-loc ring of the Bassett wheel, 6" hole in center.
- JR1033-D**    Mud cover 1 piece that bolts on Diamond wheel, 6" hole in center.
- JR1040**      Expander ring, for Weld, Bassett, and Diamond non bead-loc wheel.

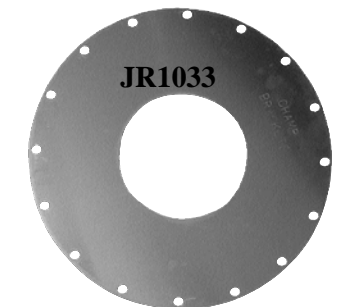
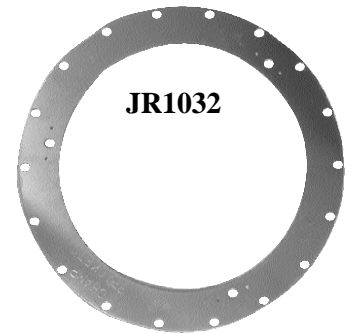
JR1040



**0-W**    Expander ring for New Style Weld non bead loc and uses new style Weld bead loc cover

- 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.
- JR1040-S**    NEW Steel expander ring same as JR1040
- JR1045**      Option for adding louvers in mud covers

**JR104**



- Dzus kit**      3 dzus buttons and washers
- JR1000**      72" Clear Spoiler kit
- JR1009**      Hardware kit for spoiler no lexan
- JR1010**      Body brace kit ( 9 pc. )
- JR1010-1**    Body brace kit BRC ( 10 pc. )
- JR1011**      Body brace kit GRT ( 9 pc. )



# 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.**



**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

**CP12** Champ mat 27.25 x 15.75 x 1.5 black

### ASK ABOUT PALLET PRICING

CP12



CP10



CP11



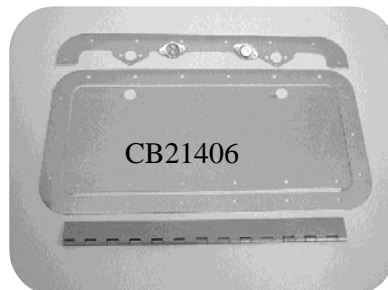
### CB20606 & CB21406

CB20606 is 6"x6" and the CB21406 is 6"x14". They both come with the Dzus springs and captivated Dzus buttons as well as the hinge. They have a polished Aluminum surface with a protective film for installation.

- 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

**Dzus Kit** Dzus buttons & washers (3)

**Dzus Kit1** Self ejecting Button & Spring



**CB801** Aluminum 15" tall 2 ton jack stand stackable.

**CB802** Aluminum 19" tall 2 ton jack stand stackable.



# Other Miscellaneous Parts

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**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

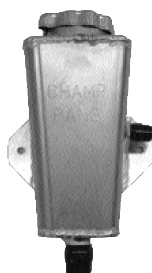
JR904



JR900



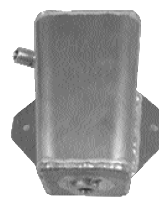
JR901



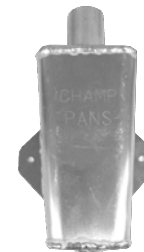
JR902



JR903



JR905



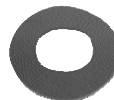
KSE Engineering came to us looking for a good oil separator tank for a evacuation system for his 2 BBl. engine program. We did a prototype and Kevin did some dyno testing and it showed improved horsepower of up to 10 horse and also improved the power band of the motor in the upper RPM range.

**JR910** evac oil separator tank single 3 x 4

**JR910-1** evac oil separator tank dual 3 x 6

**S10092** Evac exhaust washer gusset

JR910



JR910-1



# Other Miscellaneous Parts

**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.

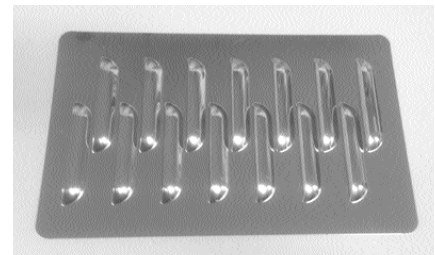
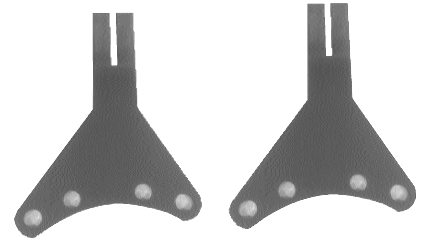
**A10113-1** leftside Black alum.

**A10114** Center raw alum.

**A10114-1** Center Black alum.

**A10115** Right side raw alum.

**A10115-1** Right side Black alum.





# Champ Brackets

By JR. Mfg, Inc.

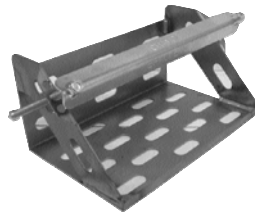
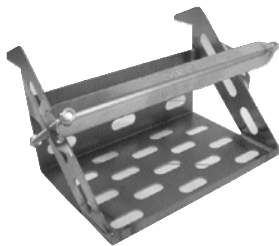
Phone: (715) 834-7748  
Fax: (715) 835-7254

6198 Hwy. 12 East  
Eau Claire, WI. 54701

**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.



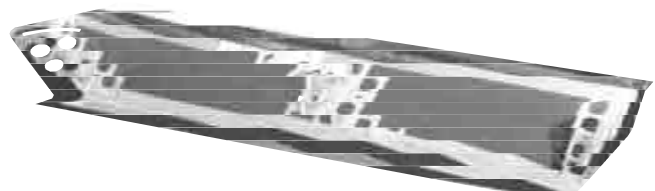
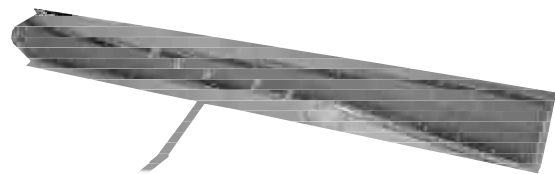
**CB200-3** 11" GRT Bolt on  
**CB200-4** 11" Removable Right side  
**CB200-5** 11" Removable Left side

## Late Model Spoilers

**JR1000** Spoiler kit 8" x 72" (Clear).

**JR1001** Spoiler kit 8" x 72" (Smoked).

**89100** R.S spoiler adjuster  
**89101** L.S. spoiler adjuster  
**89102** Center sup. strap  
**89103** Forward support Brk.  
**89104** Rear support brk.  
**89108** Clear Lexan 72"  
**89109** Smoked Lexan 72"  
**89110** Spoiler back brace



**JR1002** Split Spoiler kit 8" x 72" (clear).  
**JR1003** Split Spoiler kit 8" x 72" (Smoked).  
**JR1025** Split Spoiler W/3 Rudders (Clear).  
**JR1026** Split Spoiler W/3 Rudder (Gray).  
**89155** 8x36 Clear Lexan  
**89156** 8x36 smoked lexan  
**89157** 36" backbone

## Modified Spoiler kits

**JR1005** Spoiler kit 63" x 5" (Clear).

**JR1006** Spoiler kit 63" x 5" (Smoked).

**89150** R.S adjuster

**89151** L.S adjuster

**89152** 63" backbone

**89153** 5x63 clear lexan

**89153-g** 5x63 gray lexan

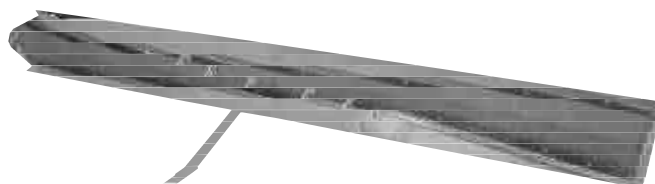
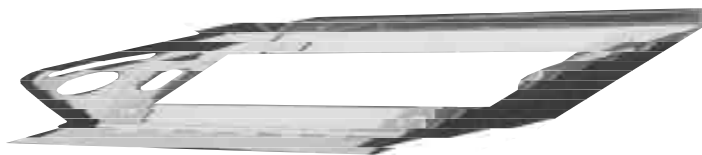
**JR1016** UMP Spoiler kit 8" x66" (Clear).

**JR1017** UMP Spoiler kit 8" x 66" (Smoked).

**JR1018** Split Spoiler 57"/15" Clear

**JR1019** Split Spoiler 57"/15" Smoked

**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.

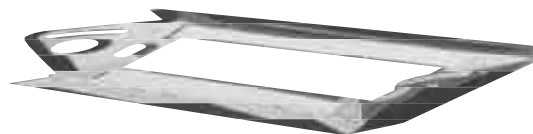
**JR1021** IMCA End Rudder no paint.

**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.

**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

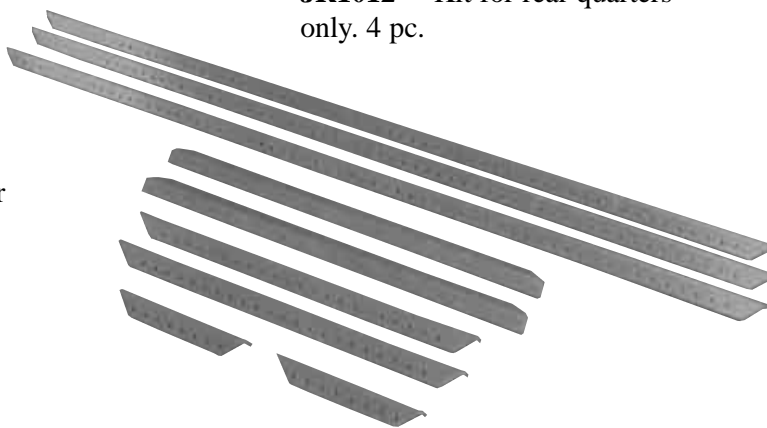
**89182-45** 72" door brace 45 deg.

**89191** 52" door brace

**89192** 25" qtr. panel brace

**JR1011** GRT Body Brace Kit.

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



**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.



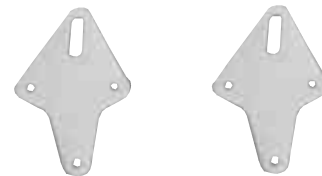
**A10007** Chevy Motor mount L side Offset 1" &  
2" 1/4" Thick.



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

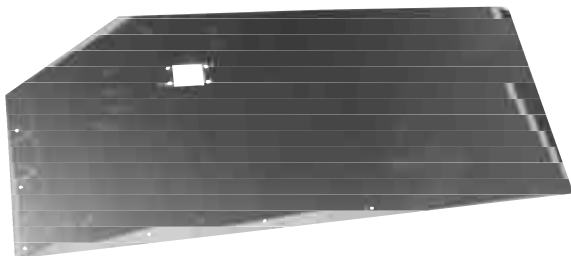


**A10008** Chevy Motor mounts.  
1/4" Thick Standard (ea).



**A10010** Leg saver for MasterSbilt.

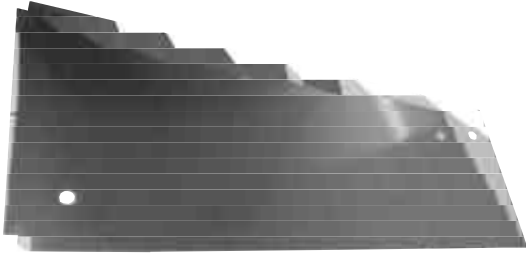
**A10011** Legsaver for Cobra.



**A10014** Chevy Throttle return spring bracket.



**A10012** Floor pan for MasterSbilt.  
**A10013** Floor pan for Cobra.



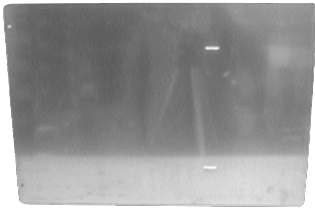
**A10015** 3/16" x 1" x 48" Adj Strapping for LM door.



**A10016** Deck support W/ hood pin mounts for LM.



**A10018** Skid Plate for MasterSbilt.



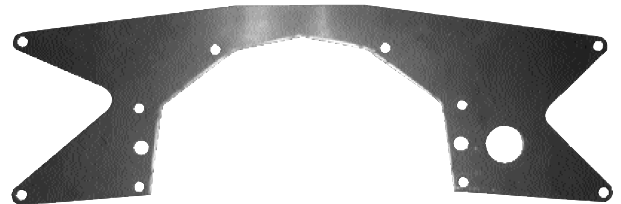
**A10017** Mid Plate for DD chassis Chevy  
**A10017-1** Mid Plate for DirtDueler Chassis.  
FORD  
**A10017-2** Mid Plate for DD chassis Chrys.  
Chrys.



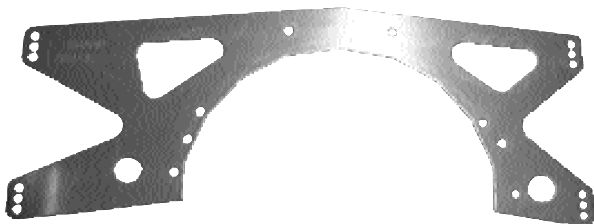
**A10019** Mid Plate for Lightning Chassis.



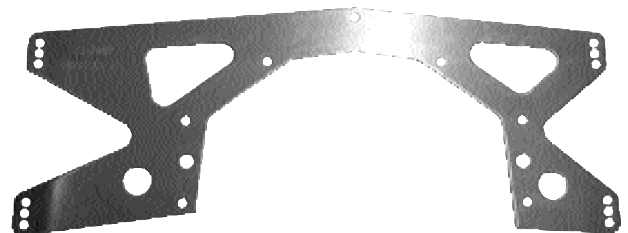
**A10025** Mid Plate AFCO style.



**A10026-1** Mid Plate for SBF Masters 2005.



**A10026** Mid Plate for SBC Masters 2005.

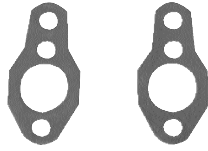


**A10021** .090 Brake Pad Spacer.  
**A10021-1** .125 Brake Pad Spacer.  
**A10021-2** .250 Brake Pad Spacer.



**A10022** .250 water pump spacer.

**A10024** .125 water pump spacer.



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



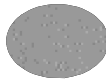
**S10001** Slotted Tab ( .109 thk. slot= .26 x .76 ) Steel.



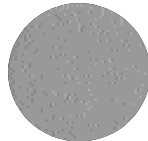
**S10004** 7/8" Cap for 1" Tube ( .109) Thick



**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

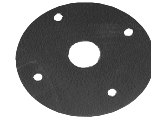
**S10022** 1 3/4"      **S10023** 1 7/8"

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

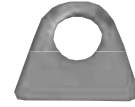
**S10026** 2 7/8"    **S10027** 3"



**A10027** Hood pin scuff plate.



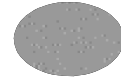
**S10002** Brake Line Tab ( .078 thk. hole= .650 ) Steel.



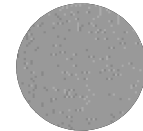
**S10003** 5/8" Cap for 3/4" Tube ( .109) Thick



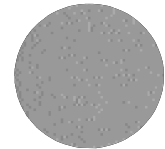
**S10006** 1 3/8" Cap for 1 1/2" Tube ( .109) Thk.



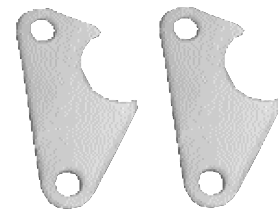
**S10007** 1 1/2" Cap for 1 5/8" Tube ( .109) Thk.



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



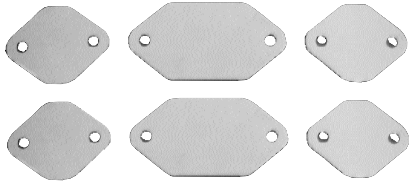
**S10012** Weld On Shock Bracket pr. ( .121 thick ) (Standard).



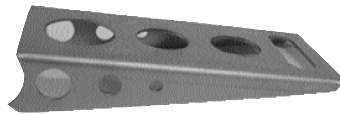
**S10013** Shock Adapter Bracket pr. ( .121 thick ) moves shock 1 1/4" farther out.



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



**S10021** Steering Shaft Support.



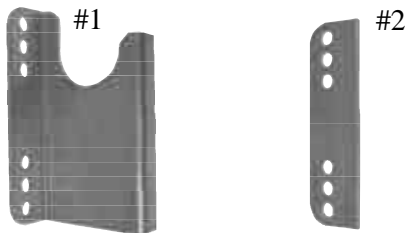
**S10028** MCI gusset 1 3/4" rd. to 2" sq.

**S10032** MCI gusset 1 3/4" x 1 3/4".



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

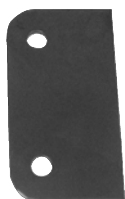
**S10034**



**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.



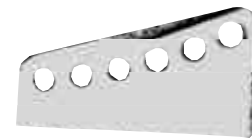
**S10035** 1 5/8" Tube bracket.

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

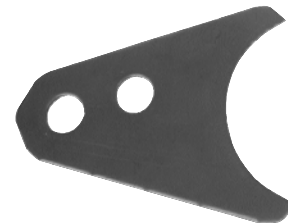


**S10015** Suspension Bracket 5/8" hole  
Hole Arc = 15 1/2".

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

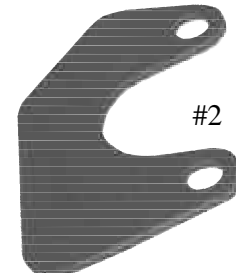
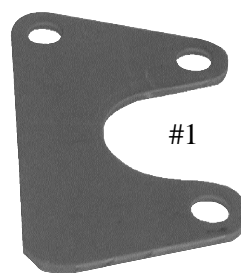


**S10037** Upper bird cage bracket.



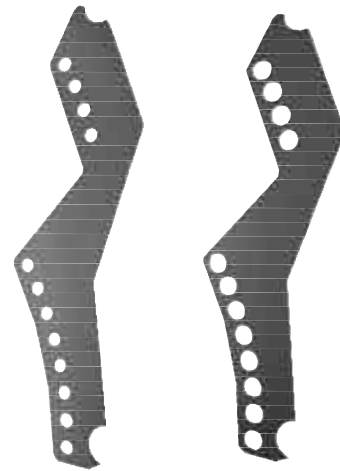
**S10038** #1 Lower Q.C. bracket.

**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.

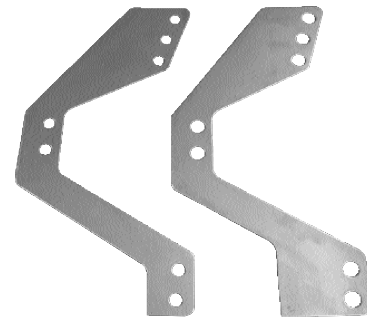
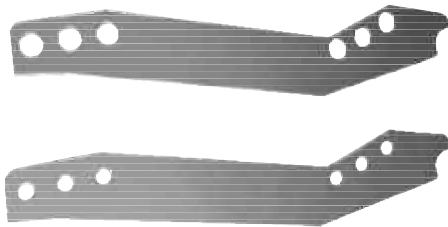
**S10018-1** 4 Bar right side .625 3 on top.

**S10019** 4 Bar left side .890 4 on top.

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

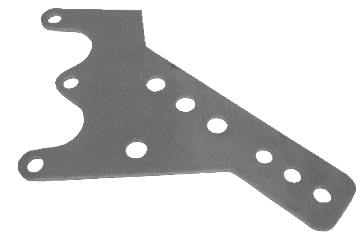
**S10020** 4 Bar left side .625 4 on top.

**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"

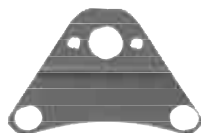
**S10043-3R** Chev. lower brk. 3".R.S ford 9"

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

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

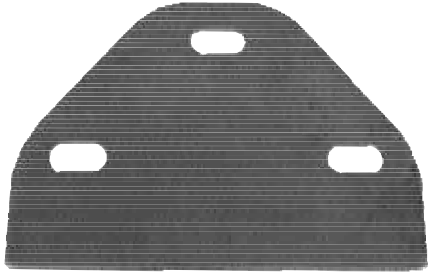
**S10043-4L** Chev. lower brk. 4".L.S ford 9"

**S10045** Dzus tab Basset wheel no spring.

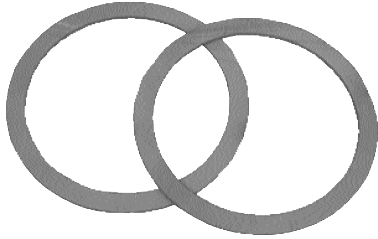


**S10048** Rack mount .125.

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



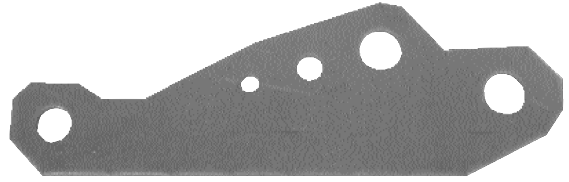
**JR3613** S.S. thrust shims for bird cages.



**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.

