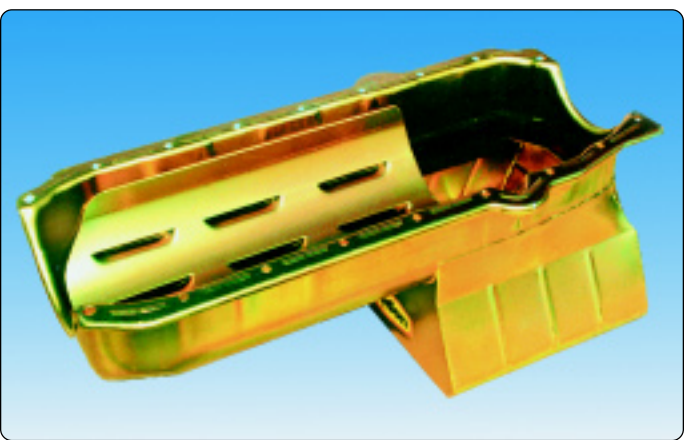




QUESTIONS and ANSWERS ABOUT OIL PANS:

1). Why do I need an aftermarket oil pan?

Each pan is designed to provide optimum performance for a specific application. That's why Milodon makes over 150 different models. Drag racing pans assure an ample supply of lubricant under rapid acceleration, while providing optimum power; circle track pans are engineered to cope with the centrifugal effects of hard turns. Off-road pans are built to deliver lubrication on all kinds of radical terrain while marine pans are designed to provide an ample supply of oil and reduced oil temperatures. Important features include oil control to allow good oil supply and maximum power, an increased sump capacity to assure an ample supply of lubricant at lower oil temperatures, plus design considerations such as required ground and component clearance.



2). How much power can an oil pan give?

On street-type applications a gain of approximately 3% can be realized. That's 10-12 "free" horsepower. Improvements are more dramatic in high RPM race engines. Think about this: At 8,000 RPM the outer part of the crank counterweight is rotating at approximately 300 mph. You know what air resistance is like, sticking your hand out of a moving vehicle at 60 mph. Now factor in the extra resistance of oil and consider that the crank is rotating five times as fast! Imagine the power it takes to push the crank through this oil and air mixture. Now you understand the importance of proper oil control.

3). What oil pump should be used?

Milodon pumps provide a 20%-30% increase in both oil volume and pressure, a must for any performance engine. Each Milodon pump is 100% flow tested to assure it's proper operation. Pump, pick-up and pan are specifically matched for application & the best possible performance.



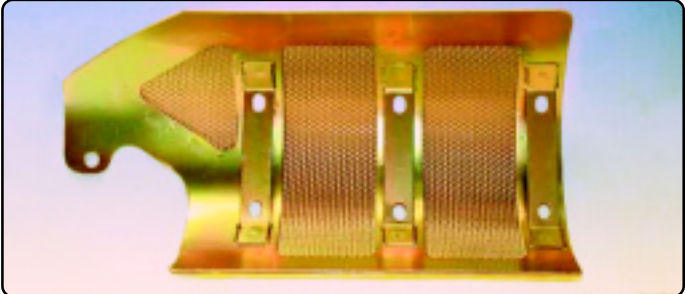
4). What about the oil pickup?

It is imperative that the correct pickup be used for each particular pan, as they are engineered as a unit for optimum performance. Milodon utilizes a special high flow, compact head, large diameter tubing and special flanges/bungs exactly machined from billet bar stock. All components are heli-arc welded. The pickup is equipped with a unique tab to assure proper spacing from the pan floor and adequate flow.



5). Can a windage tray really make power?

Controlling windage makes power! Milodon's "Diamond Stripper" tray out-performs any screen-type windage tray on the market today! It has hundreds of tiny louvers that very efficiently scavenge oil from the rods and crank. Additional "free" horsepower can also be obtained by using a rear pan baffle to prevent the oil from "climbing" during acceleration. In high end applications a crank scraper provides maximum oil control.



6). Is there anything else to be considered?

Stock oil pump drive shafts tend to break when used in conjunction with high volume pumps, heavy racing oil, and high RPM operation. Break a shaft and it will destroy your motor! Milodon heat-treated 4130 chrome moly shafts overcome this problem. Milodon oil pan bolts and studs, that resist loosening and consequent oil leakage are the final touch.



Milodon has made quality performance oil pans for over 50 years! There is no substitute for experience! Milodon offers the widest coverage of any oil pan manufacturer, with 180 part numbers in applications for: Street/Strip, Stock, Drag Race, Circle Track, Road Race, Marine and Off Road. Milodon offers pans for all V8 engines – Chevy, Ford, Chrysler, Olds, Pontiac and AMC.

Flat unwarped pan rails, proper bolt hole alignment, and pump/pick-up combinations engineered for each pan, provide a part that fits. Every pan is 100% leak-checked and block-checked to assure compliance with the Milodon standard of quality. All pans receive Milodon's distinctive gold plating which isn't just cosmetic, it provides long lasting corrosion protection . . . inside and out!



STREET & STRIP OIL PANS



- **Designed for Performance Street and Drag Strip Applications.**
- **Clears Stock Chassis and Steering, As Listed and Most Headers.**
- **These Well Engineered Oil Pans Actually Free Up Additional Horsepower.**
- **Deep Sumps Provide Ample Oil Supply When Ground Clearance is Adequate.**
- **Low Profile Gives Adequate Oil Supply and Maximum Available Ground Clearance.**
- **A Necessity Where High Volume Oil Pumps and Increased RPM Ranges Are Used.**

- Small Block Chevy -

LOW PROFILE

The Low Profile "triangulated" sump design that was originally developed by Milodon over three decades ago and gives both adequate ground clearance, as well as, sufficient oil capacity for any kind of high performance use. This pan is equally suited for use on the street or strip. It will fit all Chevy chassis, except '62-'67 Nova. Oil control baffles 100% subdue oil movement and provide increased horsepower. Comes with a high strength magnetic drain plug.

Pan Capacity is 7 Qts. Plus Filter — 8 1/4" Sump Depth

- Left Hand Dipstick (1955-79) **30900**
- Right Hand Dipstick (1980-85), Dart SHP **30901**
- Right Hand Dipstick (1986-Present) **30902**
- Left Hand Dipstick – Australian Holden LC/LJ **30905**

30905 Pan Capacity is 6 Qts. Plus Filter — 7" Sump Length

Oil Pump and Pick-Up Required:

Milodon 18750, (Melling M55HV, 10550)	18314
Milodon 18755 / 18756, (Melling M55, 10554)	18311
Milodon 18770, (Melling M99HV, 10990)	18301
Oil Pump Shaft	23050
Oil Pan Gasket - Up To 1986	40100
1 Piece Pan Gasket - Up To 1979	41000
1 Piece Pan Gasket - 1986-99	41001
1 Piece Pan Gasket - 1980-85	41008
Windage Tray 350 with 30900	32250 or 32100
Windage Tray 400 with 30900	32250 or 32101
Windage Tray for 30902 right hand dipstick	32102
Windage Tray Install Kit	81150
Rear Pan Baffle	32500
Oil Pan Dipstick - Up To 79, Left Hand	22000
Oil Pan Dipstick - 86 & Up, Right Hand	22005
Pan Bolts	85000
Pan Studs	81300



Pick-Up to Pan Bottom Clearance MUST Be Checked and Adjusted from 1/4" to 3/8".

All Milodon Small Block Chevy Pans Require the 1977-79 Thick Front Seal, Contained in Milodon's "Crush-proof" Pan Gasket Set #40100.



STREET & STRIP OIL PANS

- Small Block Chevy -

DEEP SUMP

Milodon's exclusive all one-piece deep sump is manufactured with no external welds. Oil control baffles 100% contain oil movement, which provides consistent oil pressure and avoids horsepower loss. Fits all Chevy chassis, except 1962-67 Nova. Includes high strength magnetic drain plug.

Pan Capacity is 6 Qts. Plus Filter — 8½" Sump Depth

- Left Hand Dipstick (1955-79) Gold **30401**

Oil Pump and Pick-Up Required:

Milodon 18750, (Melling M55HV)	18314
Milodon 18755, 18756 (Melling M55)	18311
Milodon 18770, (Melling M99HV)	18301
Oil Pump Shaft	23050
Oil Pan Gasket	40100
1 Piece Pan Gasket	41000
Windage Tray	32250 or 32100
Windage Tray Install Kit	81150
Rear Pan Baffle	32500
Oil Pan Dipstick - Up To 79, Left Hand	22000



#30401

62-67 CHEVY II NOVA

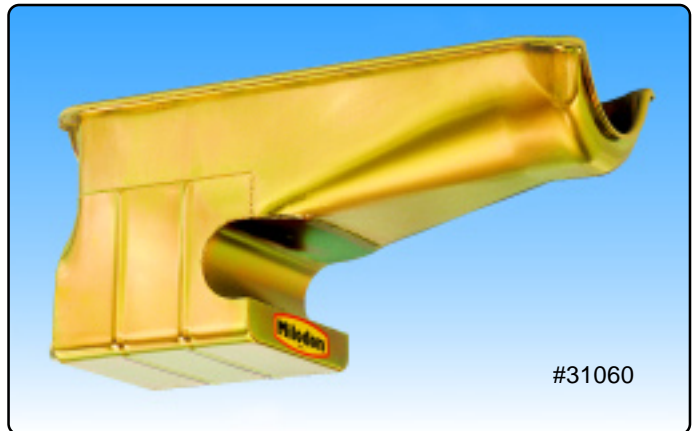
This rear sump pan is a requirement for any racing or high performance use, replacing the poorly designed stock front sump configuration. Will not work with stock power steering.

Pan Capacity is 6 Qts. Plus Filter — 9½" Sump Depth

- Left Hand Dipstick (1955-79)
- Right Hand Dipstick (1980-85) & Dart SHP ...
- Right Hand Dipstick (1986 & Up)
- LS Chevy series

Oil Pump and Pick-Up Required:

Milodon 18750, (M55HV)	18313
Milodon 18755, 18756 (M55)	18310
Milodon 18755, (M55), Extreme Duty	18317
LS series, stock oil pump	18291
Oil Pump Shaft	23050
Oil Pan Gasket	40100
1 Piece Pan Gasket - Up To 1979	41000
1 Piece Pan Gasket - 1986 & Up	41001
1 Piece Pan Gasket - Dart SHP	41008
Windage Tray	32250 or 32100
Windage Tray Install Kit	81150
Rear Pan Baffle	32500
Oil Pan Dipstick - Up To 79, Left Hand	22000
Oil Pan Dipstick - 86 & Up, Right Hand	22005



#31060



VEGA AND MONZA

Specially engineered for Small Block Chevrolet installations in Vega and Monza chassis. Designed to provide ample draglink clearance. Includes control baffles to 100% subdue unwanted oil movement and increase power output. Milodon Windage Trays #32100 and #32250 must be trimmed in front of No. 3 main cap mounting to clear shallow area of pan.

Will fit all 350 cranks with Eagle style rods and 400 stroke cranks with stock steel rods.

Pan Capacity is 6 Qts. Plus Filter — 7¾" Sump Depth

- Left Hand Dipstick (1955-79)

Oil Pump and Pick-Up Required:

Stock Chevy, (Melling M55)	18312
Milodon 18750, (Melling M55HV)	18312
Oil Pump Shaft	23050
Oil Pan Gasket	40100
1 Piece Pan Gasket	41001
Windage Tray	32250 or 32100
Windage Tray Install Kit	81150
Rear Pan Baffle	32500
Oil Pan Dipstick - Up To 79, Left Hand	22000



#31070



STREET & STRIP OIL PANS

- Small Block Chevy -

STROKER LOW PROFILE

High power output design, deeper pan front to allow the use of a full-length competition style windage tray fastened in the pan. Fits stock crossmember without modification. Low profile sump uses stock starter and oil filter yet increases oil capacity. Includes high strength magnetic drain plug.

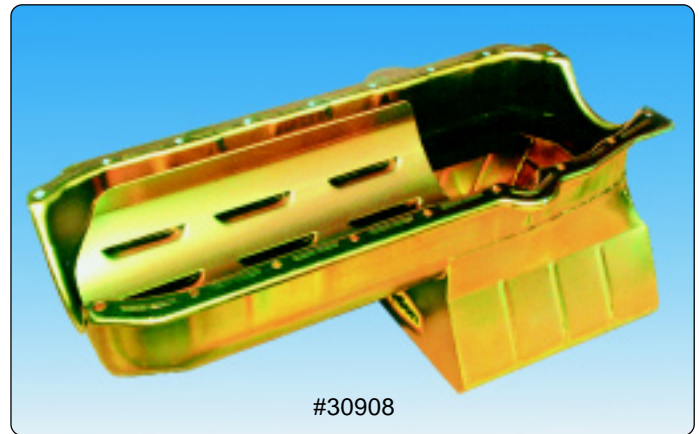
Will fit up to a 4" stroke with steel Carillo or Eagle style rod

Pan Capacity is 6 Qts. Plus Filter — 8 1/4" Sump Depth

- Left Hand Dipstick (1955-79) **30908**
- Right Hand Dipstick , Dart SHP **30907**
- Right Hand Dipstick (1986-99) **30909**
- Left Hand Dipstick - no tray, clear plated **30906**

Oil Pump and Pick-Up Required:

Milodon 18750, (Melling M55HV, 10550)	18314
Milodon 18750, (Melling M55HV)..Extreme Duty	18316
Milodon 18770, (Melling M99HV, 10990)	18301
Oil Pump Shaft	23050
Oil Pan Gasket	40100
1 Piece Stroker Pan Gasket - 1955-79	41010
1 Piece Pan Gasket - 86 & Up	41001
1 Piece Pan Gasket - Dart SHP	41008
Rear Pan Baffle	32500
Oil Pan Dipstick - Up To 79, Left Hand	22000
Oil Pan Dipstick - 86 & Up, Right Hand	22005



#30908

Note: For engines over 420 cubic inches or will see severe blown or nitrous use, the Extreme Duty pickup part #18316 is highly recommended.

Note: Small Block Chevy engine mounts come in 2 designs: Tall / Narrow or Short / Wide. The Tall and Narrow must be used for proper crossmember clearance. Lakewood #24087 or equivalent.

STREET PERFORMANCE

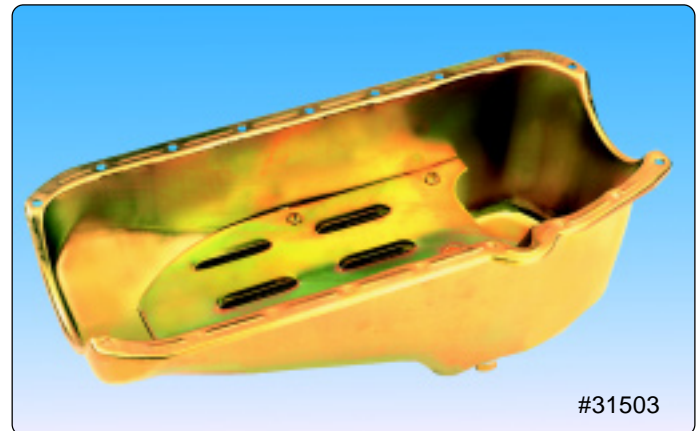
Appearing stock on the outside, it contains horizontal baffling to 100% control oil movement. Pan mounted windage tray provides increased power yet requires no mounting to the block. Fits all chevy chassis except 62-67 Nova. A complete low cost performance package with magnetic drain plug.

Pan Capacity is 5 Qts. Plus Filter — 7 1/2" Sump Depth

- 1979 & Earlier (L/H Dipstick) **31503**
- 1980-1985 (R/H Dipstick) **31502**
- 1986-1999 (R/H Dipstick) **31501**

Oil Pump and Pick-Up Required:

Milodon 18750, (Melling M55HV)	18307
Oil Pump Shaft	23050
Oil Pan Gasket	40100
1 Piece Pan Gasket - Up To 1979	41000
1 Piece Pan Gasket - 1986 & Up	41001
Rear Pan Baffle	32500
Oil Pan Dipstick - Up To 79, Left Hand	22000
Oil Pan Dipstick - 86 & Up, Right Hand	22005



#31503



S-10 ENGINE SWAP

Allows installation of a Small Block Chevy swapped into the S-10. This rear sump pan is increases oil capacity and increases oil control. Includes high strength magnetic drain plug.

Pan Capacity is 5 Qts. Plus Filter — 9 1/2" Sump Depth

- Left Hand Dipstick (1955-79) **31080**
- Right Hand Dipstick (80-85) & Dart SHP **31081**
- Right Hand Dipstick (1986-99) **31082**
- LS Chevy Series **31083**

Oil Pump and Pick-Up Required:

Milodon 18750, (M55HV)	18313
Milodon 18750, 18756 (M55)	18310
LS series, stock oil pump	18291
Oil Pump Shaft	23050
Oil Pan Gasket Up To 1979	40100
1 Piece Pan Gasket - Up To 1979	41000
1 Piece Pan Gasket - 1986 & Up	41001
Windage Tray	32250 or 32100
Windage Tray Install Kit	81150
Rear Pan Baffle	32500



#31080



STREET & STRIP OIL PANS

- LS Series Chevy -

LOW PROFILE - HEAVY DUTY USE LS1, LS2, LS6 & LS7

Allows installation of LS Chevy engines into early pre-1975 Camaro, Chevelle, 55-57 Chevy and 68 & up Nova chassis.

This pan uses heavy duty steel and double thick pan rails yet it is actually 5 1/2 pounds lighter than the factory aluminum pan. Increased oil capacity and oil control allows for constant oil pressure under heavy usage and more available power.

The factory oil filter location on the oil pan is replaced by a remote oil filter kit that allows convenient placement as desired. The oil pan includes billet fitting plate and fittings where the oil exits the block and provides increase sealing ability for higher oil pressures. The required #21575 filter kit includes all other required brass fittings and 3 feet of 10 AN 300 PSI oil line. Push-together oil lines can be cut to length and are easy to assemble.

Pan Capacity is 7 Qts. Plus Filter

Sump: 9" Long, 11" Wide, 6" Deep - Front: 1 3/4" deep

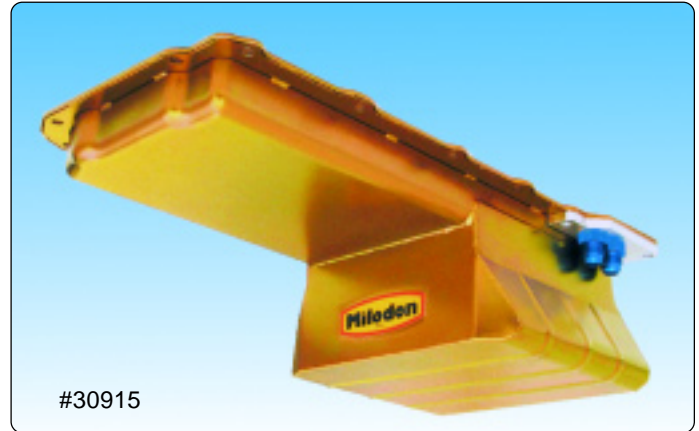
- All chassis (except 62-67 Nova & 55-57 Chevy) . . . **30915**
- 55-57 Chevy **30916**

Oil Filter Kit and Pick-Up Required:

Pick-Up	18290
Oil Filter Kit	21575
Oil Pan Dipstick **	22006
Windage Tray	32150



** Milodon Dipstick requires use of tube headers & will not fit with stock cast manifolds



#30915

NOTE: Road Race version also available on page 38.

LOW PROFILE - LS1, LS2, LS6 & LS7

Allows installation of LS Chevy series engines into early Camaro, Chevelle, 55-57 Chevy and 68 & up Nova.

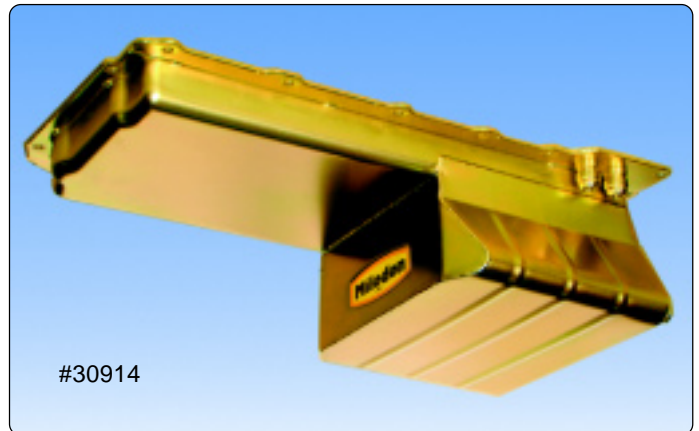
Uses the oil filter attaching tubes welded to the pan rail. If oil pressure over 80 pounds is common then the 30915 pan should be used with the heavy duty billet filling plate which will accommodate oil pressure up to 95 pounds.

Pan Capacity is 7 Qts. Plus Filter — 6" Deep Sump

- LS Chevy Series, All **30914**

Oil Filter Kit and Pick-Up Required:

Pick-Up	18290
Oil Filter Kit	21575
Oil Pan Dipstick **	22006
Windage Tray	32150



#30914

LOW PROFILE - MAX POWER LS1, LS2, LS6 & LS7

Fits same early chassis like 1967-1986 Camaro, Chevelle, 55-57 Chevy and 68 & up Nova as above but features a dropped front section allowing windage tray to work more efficiently.

Uses the oil filter attaching tubes welded to the pan rail. Full length Milodon tray upgrade mounts on the stock factory tray bolts. Remote filter kit is needed.

Pan Capacity is 7 Qts. Plus Filter

Sump: 9" Long, 11" Wide, 6" Deep - Front: 1 3/4" deep

- LS Chevy Series, All **30913**

Oil Filter Kit and Pick-Up Required:

Pick-Up	18290
Oil Filter Kit	21575
Oil Pan Dipstick **	22006
Windage Tray	32150



#30913



STREET & STRIP OIL PANS

- LS Series Chevy -

62-67 NOVA

Allows swapping LS Chevy engine into an early Nova. Will not work with stock power steering. Full length Milodon tray upgrade mounts on the stock factory tray bolts and will increase power. Remote filter kit is needed.

Pan Capacity is 6 Qts. Plus Filter

Sump: 8 1/2" Length, 8 1/4" Width, 7 1/2" Depth

- LS Chevy Series, All **31063**

Oil Pump and Pick-Up Required:

LS series, stock oil pump.....	18291
Windage Tray	32150
Oil Pan Dipstick	22006
Oil Pan Bolts	85002



S-10 BLAZER & PICKUP

The S-10 pan allows the LS Chevy installation the Blazer and pickup. Windage tray can be used on the LS series to increase oil control and power. Full length Milodon tray upgrade mounts on the stock factory tray bolts. Remote filter kit is needed.

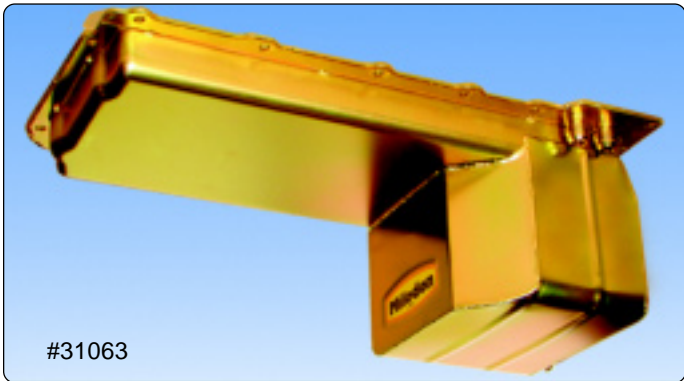
Pan Capacity is 5 Qts. Plus Filter

Sump: 7" Length, 8 1/4" Width, 7 1/2" Depth

- LS Chevy Series, All **31083**

Oil Pump and Pick-Up Required:

LS series, stock oil pump.....	18291
Windage Tray	32150
Oil Pan Dipstick	22006
Oil Pan Bolts	85002



PRO TOURING / ROAD RACE

Just out for the LS Chevy engines, a full on road racing pan with competition trap door baffle system proven to provide good oil supply on left and right turns. Fits Corvettes, Camaros and most popular chassis. Uses billet filter fitting block that provides increased endurance race length sealing. High strength magnetic drain plug included. Will allow a 4.125" stroke.

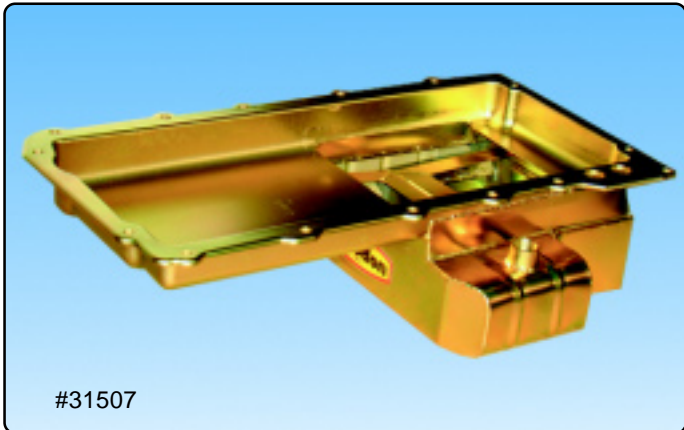
Pan Capacity is 7 Qts. Plus Filter —

Sump: 9 1/2" Long, 13 3/8" Wide, 5 3/8" Deep

- LS1, LS2, LS3, LS6, LS7..... **31507**

Oil Pump and Pick-Up Required:

Pickup	18292
Windage Tray	32150
Remote Oil Filter Kit	21575
Pan Bolts.....	85002
Dipstick	22006





STREET & STRIP OIL PANS

- Big Block Chevy -

LOW PROFILE

This pan is equally suited for use on the street or the race track. Fits all Chevy chassis, including 1966 & 67 Chevelles, except 1962-67 Nova & 55-57 Chevy. Oil control baffles are used to provide consistent oil pressure and subdue any unwanted, power robbing oil movement. Pan rail on Mark IV, Mk V & Gen VI is notched for up to 4½" strokes with most aluminum rods without modification. Comes with a high strength magnetic drain plug.

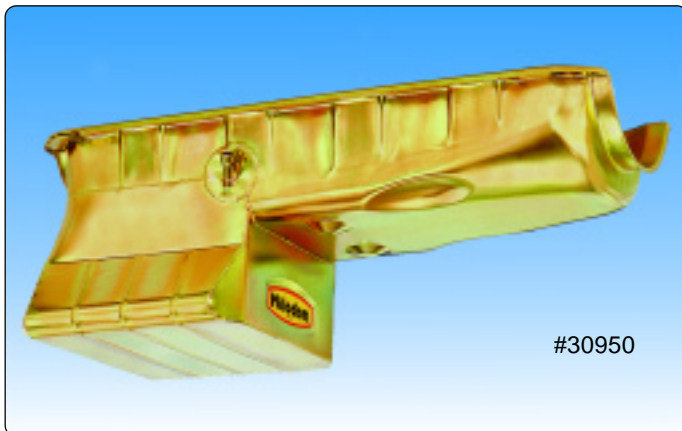
Pan Capacity is 7 Qts. Plus Filter

Sump: Length 9 1/2" , Depth 8 1/2"

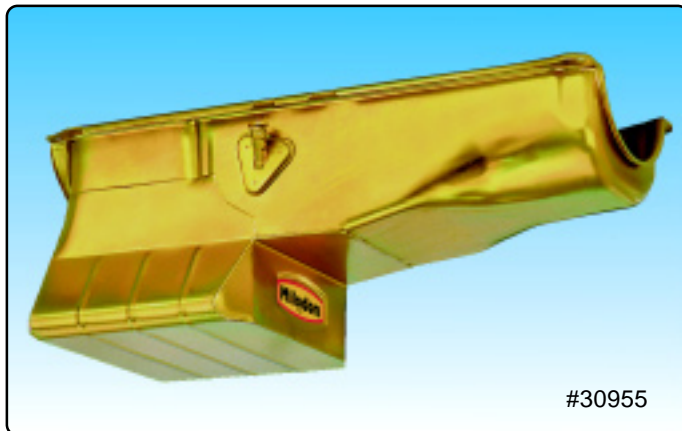
- Mark IV Engine (1965-90) **30950**
- Mark V & VI Engine (8.2 Litre) **30955**

Oil Pump and Pick-Up Required:

Pick-Up	18301
Pick-Up, Extreme Duty	18201
Oil Pump, (Melling M77HV, 10990)	18760
Oil Pump Shaft	23060
Oil Pan Gasket - Mark IV	40200
1 Piece Pan Gasket - Mark V & Gen VI	41002
Oil Pan Bolts	85005
Oil Pan Studs	81305
Windage Tray	32200 or 32260
Windage Tray Install Kit	81151
Rear Pan Baffle	32505
Oil Pan Dipstick	22010



#30950



#30955

LOW PROFILE WITH OIL FILTER RELIEF

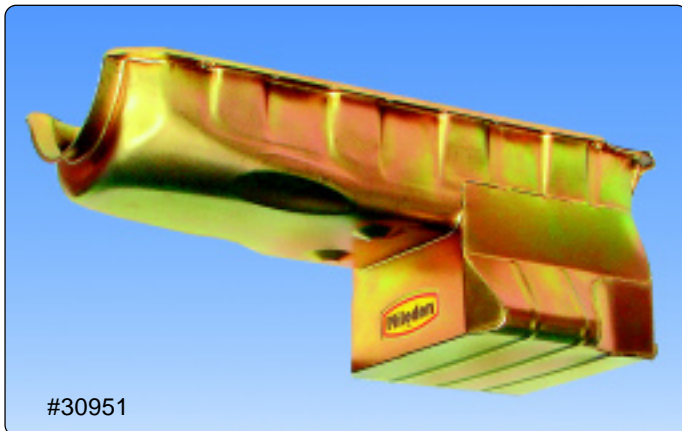
Same as the Low Profile design except that it has an oil filter cut-out allowing the oil filter to exit straight down. These days big inch engines are the norm. They all use large tube headers to breath correctly and these larger tube headers will enclose the filter area making removal difficult and very messy. This pan performs just as well but makes life much easier. Comes with a high strength magnetic drain plug.

Pan Capacity is 6 Qts. Plus Filter

Sump: Length 9 1/2" , Depth 8 1/2"

- Mark IV Engine (1965-90) **30951**
- Mark V & VI Engine (8.2 Litre) **30956**

Pick-Up	18301
Pick-Up, Extreme Duty	18201
Oil Pump, (Melling M77HV, 10990)	18760
Oil Pump Shaft	23060
Oil Pan Gasket - Mark IV	40200
1 Piece Pan Gasket - Mark V & Gen VI	41002
Oil Pan Bolts	85005
Oil Pan Studs	81305
Windage Tray	32200 or 32260
Windage Tray Install Kit	81151
Rear Pan Baffle	32505
Oil Pan Dipstick	22010



#30951



STREET & STRIP OIL PANS

- Big Block Chevy -

EXTRA LOW PROFILE AND 55-56-57 CHEVY

For the early 1955, 56 and 57 Chevy chassis, as well as, very low Camaros / Chevelles. Pan is ready for use on the street or the race track. This pan allows adequate steering clearance even if the engine is moved forward, as many mount kits do. Includes high strength magnetic drain plug.

Will fit a 4 1/2" strokes with most aluminum rods.

Pan Capacity is 6 Qts. Plus Filter

Sump: 8 1/8" Long, 7 3/4" Deep

- 396-454 Mark IV Engine (1965-90) **30970**
- 454-502 Mark V & VI Engine **30975**

Oil Pump and Pick-Up Required:

Pick-Up for 30970	18302
Pick-Up for 30975	18303
Oil Pump, (Melling M77HV, 10990)	18760
Oil Pump Shaft	23060
Oil Pan Gasket - Mark IV	40200
1 Piece Pan Gasket - Mark V & Gen VI	41002
Windage Tray	32200 or 32260
Windage Tray Install Kit	81151
Rear Pan Baffle	32505
Oil Pan Dipstick	22010



#30970



DEEP SUMP

For all Chevy chassis and 1955-57 Chevy if motor is mounted rearward, except 1962-67 Nova. Has oil control baffles to 100% contain oil movement to yield increased horsepower. Includes high strength magnetic drain plug.

Will fit a 4 1/2" strokes with most aluminum rods.

Pan Capacity is 7 Qts. Plus Filter — 9 1/2" Deep Sump

- 396-454 Mark IV Engine (1965-90) **31100**
- 454-502 Mark V & VI Engine **31105**

Oil Pump and Pick-Up Required:

Pick-Up	18300
Pick-Up, Extreme Duty	18200
Oil Pump, (Melling M77HV)	18760
Oil Pump Shaft	23060
Oil Pan Gasket - Mark IV	40200
1 Piece Pan Gasket - Mark V & Gen VI	41002
Windage Tray	32260 or 32200
Windage Tray Install Kit	81151
Rear Pan Baffle	32505
Oil Pan Dipstick	22010



#31100

62-67 CHEVY II NOVA

Special pan to swap a 396, 454 or 502 engine into the 1962-67 Chevy II. Features notched rear sump for steering clearance but will not fit with power steering.

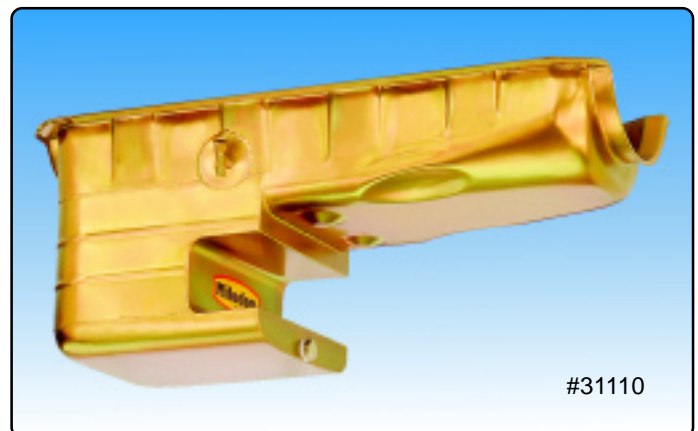
Will fit a 4 1/2" strokes with most aluminum rods.

Pan Capacity is 6 Qts. Plus Filter — 9 1/2" Deep Sump

- 396-454 Mark IV Engine (1965-90) **31110**
- 454-502 Mark V & VI Engine **31115**

Oil Pump and Pick-Up Required:

Pick-Up	18300
Pick-Up, Extreme Duty	18200
Oil Pump, (Melling M77HV)	18760
Oil Pump Shaft	23060
Oil Pan Gasket - Mark IV	40200
1 Piece Pan Gasket - Mark V & Gen VI	41002
Windage Tray	32260 or 32200
Windage Tray Install Kit	81151
Rear Pan Baffle	32505
Oil Pan Dipstick - Mark IV	22010



#31110



STREET & STRIP OIL PANS

- Chrysler 383, 440 & 426 Hemi -

383, 440 & HEMI- LOW PROFILE

Low profile design fits all A, B and E bodies and provides increased capacity and maximum available ground clearance. Increased capacity is an absolute must to handle the demands of big cubic inches and increased horsepower. Oil is properly controlled which results in consistent oil pressure which is a must for Mopars. **Includes high strength magnetic drain plug.**

Pan Capacity is 7 Qts. Plus Filter — 7" Sump Depth

- 383, 400, 426, 440 **30930**

Pick-Up Required:

383-440 (Stock 3/8" Pipe Inlet) . . .	18325	Windage Tray	32000
383-440 (Larger 1/2" Pipe Inlet) . .	18335	Windage Tray for strokers	32005
Hemi	18335	Dipstick	22070
Oil Pump	M63HV	Pan Bolts	85020
Oil Pan Gasket	40700	Pan Studs	81320
		Pump Shaft / Gear (Steel for Regular Cams) .	21505
		Pump Shaft / Gear (Bronze for Roller Cams) .	21525



#30930

NOTE: For "Stock" Hemi pans see page 19

383, 440 & HEMI- LOW PRO

Fits all A, B and E bodies and provides best ground clearance and increased capacity. Designed for an increased performance level where engine runs over 7000 RPM or has a large cubic inch displacement. Pan uses an external 12 AN pickup system. This pan and oil system offers the increased oil volume that will keep a serious engine running long and hard. **Includes high strength magnetic drain plug.**

Pan Capacity is 7 Qts. Plus Filter — 7" Sump Depth

- 383, 400, 426, 440 **30931**

Oil System Required:

383-440 Oil System	21010	Windage Tray	32000
Hemi Oil System	21000	Windage Tray for strokers	32005
Stock Cover System, Hemi & Wedge	21001	Dipstick	22070
Oil Pump	M63HV	Pan Bolts	85020
Oil Pan Gasket	40700	Pan Studs	81320
		Pump Shaft / Gear (Steel for Regular Cams) .	21505
		Pump Shaft / Gear (Bronze for Roller Cams) .	21525



#30931



383, 440 & HEMI - DEEP SUMP

Provides increased capacity for 59-64 B Bodies and will work in all chassis as long as depth is tolerable. Increased capacity is an absolute must to handle the demands of bigger cubic inches and increased horsepower. Includes magnetic drain plug.

Pan Capacity is 7 Qts. Plus Filter — 7 3/4" Sump Depth

- 383, 400, 426, 440 **31010**

Oil Pump and Pick-Up Required:

383 - 440 (Stock 3/8" Pipe Inlet)	18320
383 - 440 (Inlet is Opened to 1/2" Pipe)	18330
Hemi	18330
Oil Pan Gasket	40700
Windage Tray	32000
Windage Tray for stroker cranks	32005
Pump Shaft / Gear (Steel for Regular Cams) .	21505
Pump Shaft / Gear (Bronze for Roller Cams) .	21525
Dipstick	22070



#31010



STREET & STRIP OIL PANS

- Chrysler 5.7 & 6.1 Hemi -

5.7 & 6.1 HEMI - EARLY CHASSIS STREET SUMP

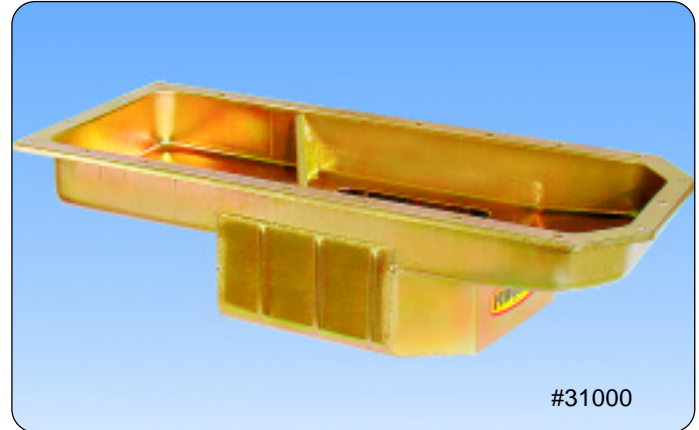
Allows the new, high tech Hemis to be installed in 1959-1973 A, B, C and E body cars. Increased oil capacity and oil control are an absolute must to handle the demands of higher RPM and increased horsepower. Oil control baffles with additional windage tray greatly increase power and give consistent oil pressure. High strength magnetic drainplug included.

Pan Capacity is 6 Qts. Plus Filter — 6” Sump Depth

- 5.7 & 6.1 Hemi & Stokers **31000**

Pickup	Oil Pump and Pick-Up Required:	18331
Windage Tray, All Strokes		32010
Pan Gaskets, Pair		40750
Dipstick 5.7 / 6.1, Billet Stainless Steel		22065
Pan Bolts		85025

**** Milodon Dipstick requires use of tube headers & will not fit with stock cast manifolds**



#31000



5.7 & 6.1 HEMI - LATE CHASSIS CHALLENGER, CHARGER

Designed for very low street cars as well as true road race use. A stock location front sump pan for use in the new stock Challenger, Charger chassis. Wide sump increases capacity yet allows ample ground clearance. Fully baffled for competition use. Stock steering will not interfere with pan. High strength magnetic drainplug included.

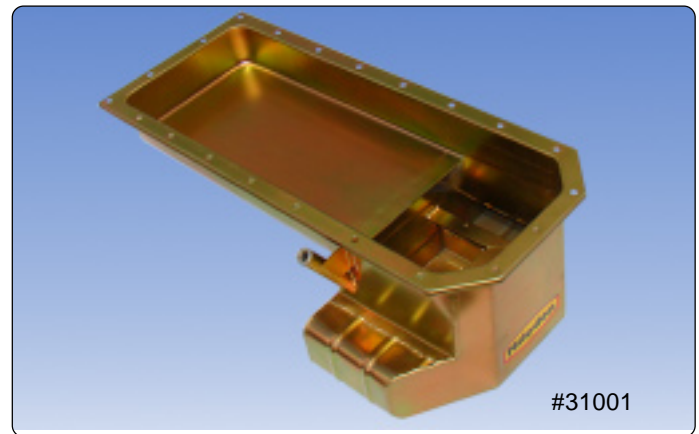
Pan Capacity is 9 Qts. Plus Filter

Sump: 7 1/2” Long, 13 1/2” Wide, 8” Deep

- 5.7, 6.1, 392 Stroker, 426 Stroker **31001**

Oil Pump and Pick-Up Required:

Pickup		18333
Windage Tray, All Strokes		32010
Pan Gaskets, Pair		40750
Dipstick 6.1 / 426, Billet Stainless Steel		22064
Dipstick 5.7 / 392, Billet Stainless Steel		22065
Pan Bolts		85025



#31001

383, 440 & HEMI - EXTERNAL PICK-UP

Same as the #31010 pan design but includes hole for single line static external line pick-up. External pick-ups use a large 12AN line size for maximum oil feed to the oil pump. This oil system provides a volume level that is adequate for repeated use to 6800-7000 RPM. Oil control baffles 100% subdue any unwanted oil movement which results in consistent oil pressure and increased horsepower output. Magnetic drainplug included.

Pan Capacity is 7 Qts. Plus Filter — 7 3/4” Sump Depth

- 383, 400, 426, 440 **31015**

Oil System Required:

Wedge	21010
Hemi	21000
Stock Cover System, Hemi & Wedge	21001
Oil Pan Gasket	40700
Windage Tray	32000
Windage Tray for stroker cranks	32005
Pump Shaft / Gear (Steel for Regular Cams)	21505
Pump Shaft / Gear (Bronze for Roller Cams)	21525



#31015



STREET & STRIP OIL PANS

- Chrysler 318, 340 & 360 -

318-340 & 360 - LOW PROFILE

Designed for 318-340 Small Block Chrysler engines. Features increased oil capacity, which is an absolute must to handle the demands of higher RPM and horsepower. Magnetic drainplug included.

Pan Capacity is 8 Qts. Plus Filter — 8 3/4" Sump Depth

- 318, 340 **30935**
- 360 **30940**

Pick-Up Required:

Pick-Up	18345
Oil Pump	Melling M72HV
Oil Pan Gasket - 318, 340	40600
Oil Pan Gasket - 360	40650
Windage Tray - 318, 340 & 360	32230
Tray Install Kit	81151
Oil Pump Drive Steel Gear	21530
Oil Pump Drive Bronze Gear	21535
Oil Pan Bolts	85020
Oil Pan Studs	81320
Dipstick	22060



#30935

340 & 360 - LOW PRO

Designed for 340 & 360 Chrysler engines where superior oil control and increased ground clearance is desired. Features increased oil capacity, which is an absolute must to handle the demands of higher RPM, while increasing oil control by raising the rear pan floor. Highly efficient horizontal baffles are used for oil control while the sump rear features added large tube header clearance. Magnetic drainplug included.

Pan Capacity is 7 Qts. Plus Filter — 7 3/4" Sump Depth

- 340 **30936**
- 360 **30941**

Pick-Up Required:

Pick-Up	18346
Oil Pump	Melling M72HV
Oil Pan Gasket - 318, 340	40600
Oil Pan Gasket - 360	40650
Windage Tray - 318, 340 & 360	32230
Tray Install Kit	81151
Oil Pump Drive Steel Gear	21530
Oil Pump Drive Bronze Gear	21535
Oil Pan Bolts	85020
Oil Pan Studs	81320
Dipstick	22060



#30936





STREET & STRIP OIL PANS

- Chrysler 331, 354, 392 Early Hemi -

331, 354 & 392 EARLY HEMI - LOW PROFILE

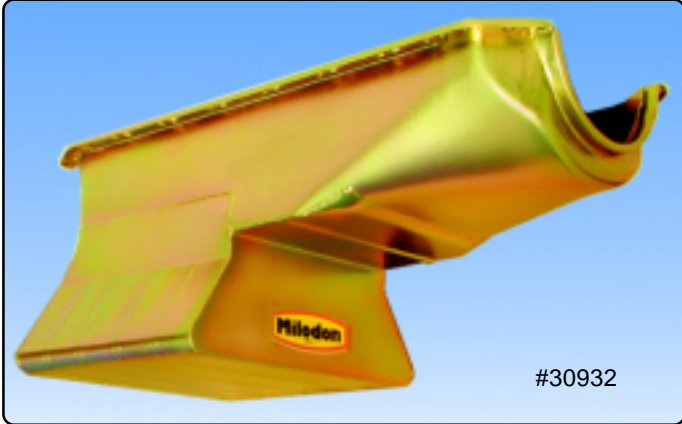
Built on a NEW Milodon pan core this rear sump design for the Early Chrysler Hemi, features increased oil capacity, which is an absolute requirement to handle the demands of racing & increased horsepower. Magnetic drainplug included.

Pan Capacity is 7 Qts. Plus Filter
Sump: 9 1/2" Long, 12" Wide, 9" Deep

- 354, 392 **30932**

Oil Pump and Pick-Up Required:

Pick-Up	18342
Oil Pump	20150
Pan Bolts	85020
Pan Studs	81320



#30932

392 EARLY HEMI - STOCK REAR SUMP

Brand new Milodon pan is an exact match to the stock rear sump design for the Early Chrysler Hemi. Features increased oil capacity, which is an absolute requirement to handle the demands of nostalgia racing or even blown street. Horizontal baffle controls oil movement. Why pay too much for a beat up stocker? Magnetic drainplug included.

Pan Capacity is 5 Qts. Plus Filter
Stock Rear Sump: 11" Long, 7 3/4" Deep

- 392 **30762**

Oil Pump and Pick-Up Required:

Stock Pick-Up & Pump	OK
Performance Oil Pump & Pickup Assy	20155
Pan Bolts	85020
Pan Studs	81320



#30762





STREET & STRIP OIL PANS

- Ford -

LOW PROFILE - FRONT SUMP

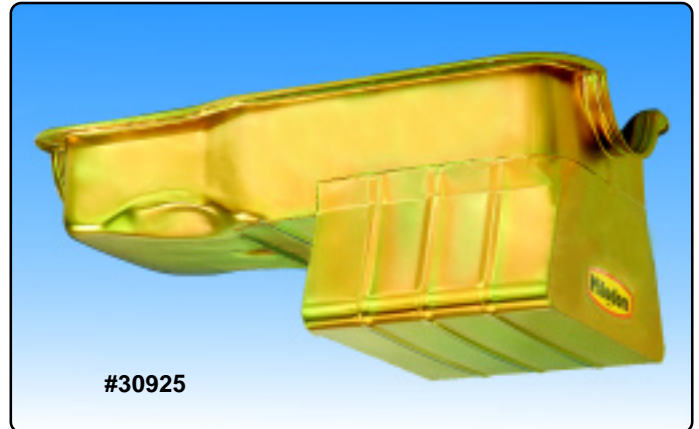
These early chassis, pre 1974 front sump, low profile designs provide both increased oil capacity, as well as, maximum available ground clearance. Increased oil capacity is an absolute requirement to handle the demands of higher RPM and increased horsepower. Suitable for heavy street and strip use. Oil control baffles 100% subdue any unwanted oil movement, which results in consistent oil pressure and increased horsepower output. Will fit all stock front sump chassis, all stock starters, all stock exhausts, and nearly all headers. All come with a high strength magnetic drain plug.

Pan Capacity is 8 Qts. Plus Filter
Sump: 9" Long, 11" Wide, 8 3/4" Deep

- 289-302 **30925**

Oil Pump and Pick-Up Required:

Pick-Up	18375
Oil Pump (Melling M68HV, 10688)	18800
Oil Pump Shaft	22500
Oil Pan Gasket	40300
1 Piece Pan Gasket	41003
Oil Pan Bolts	85010
Oil Pan Studs	81310
Windage Tray	32210
Tray Install Kit	81157
Dipstick (In Timing Cover)	22030



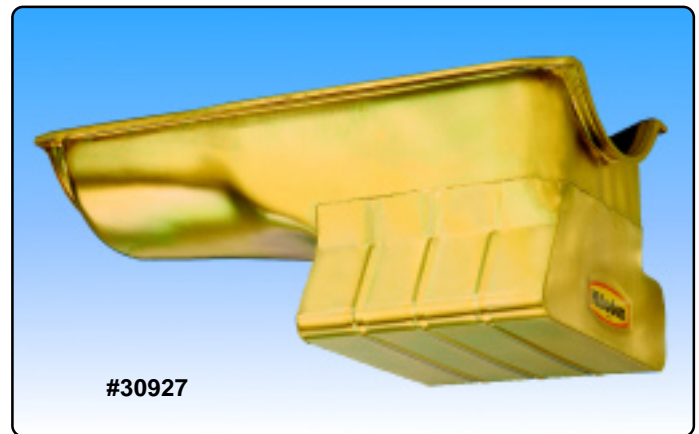
#30925

Pan Capacity is 8 Qts. Plus Filter
Sump: 9" Long, 11" Wide, 8 3/4" Deep

- 351W **30926**

Pick-Up Required:

Pick-Up	18365
Oil Pump	Melling M83HV, 10833
Oil Pump Shaft	22560
Oil Pan Gasket	40350
1 Piece Pan Gasket	41004
Oil Pan Bolts	85010
Oil Pan Studs	81310
Windage Tray	32215
Tray Install Kit	81167
Dipstick (In Timing Cover)	22030



#30927

Pan Capacity is 8 Qts. Plus Filter
Sump: 9 1/2" Long, 12" Wide, 9 1/2" Deep

- 351C **30927**

Pick-Up Required:

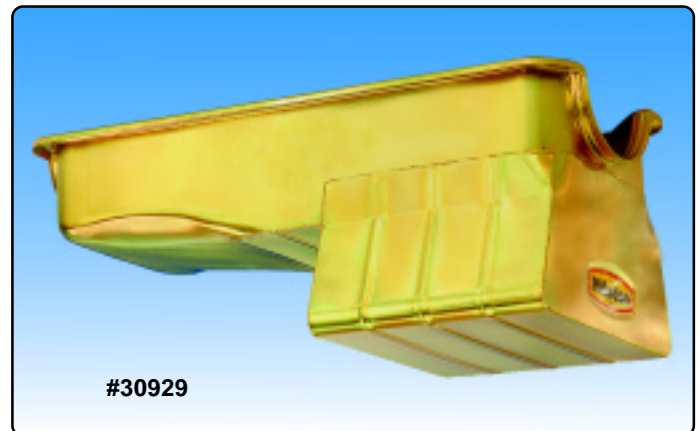
Pick-Up	18355
Oil Pump	Melling M84AHV
Oil Pump Shaft	22565
Oil Pan Bolts	85010
Oil Pan Studs	81310
Oil Pan Gasket	40400
Windage Tray	32220
Tray Install Kit	81151
Dipstick	22031

Pan Capacity is 8 Qts. Plus Filter
Sump: 9 1/2" Long, 12" Wide, 9 1/2" Deep

- 429-460 **30929**

Pick-Up Required:

Pick-Up - Melling M84 (Press-in Pick-Up)	18396
Pick-Up - Melling M84B	18398
Oil Pump Shaft	22570
Oil Pan Gasket	40500
1 Piece Pan Gasket	41005
Oil Pan Bolts	85010
Oil Pan Studs	81310
Windage Tray	32225
Tray Install Kit	81190
Dipstick	22035



#30929



STREET & STRIP OIL PANS

- Ford (cont.) -

LATE MODEL - REAR SUMP

Designed for the late model Fox body Mustang. Suitable for extreme street or strip applications including turbo and nitrous use. Oil control baffles 100% subdue any unwanted oil movement, which results in consistent oil pressure and increased power output. Pans feature drain plugs on both sumps to fully drain dirty oil and the late model Ford style, leak-proof screw-in dipstick fitting in the pan. Pickups are bolted to number 4 main cap for strength and will work with the 302 main support girdle. A 302 girdle will not allow use of a windage tray. **Includes high strength magnetic drain plug.**

Pan Capacity is 7 Qts. Plus Filter —

6" Front, 43/8" Center, 8 1/4" Rear, 8" Sump Length

- 302 **31125**

Pick-Up Required:

Pick-Up	18380	Pan Gasket	40300
Oil Pump, (Melling M68HV, 10688)	18800	Pan Gasket, 1 piece	41003
Oil Pump Shaft	22500	Oil Pan Dipstick	22040
Windage Tray	32212	Pan Bolts.....	85010
Tray Install Kit	81157	Pan Studs.....	81310

Pan Capacity is 7 Qts. Plus Filter —

6 3/4" Front, 43/8" Center, 8 1/4" Rear, 8" Sump Length

- 351W **31126**

Pick-Up Required:

Pick-Up	18385	Pan Gasket	40350
Oil Pump	Melling M68HV, 10668	Pan Gasket, 1 piece	41004
Oil Pump Shaft	22560	Oil Pan Dipstick	22040
Windage Tray	32217	Pan Bolts.....	85010
Tray Install Kit	81167	Pan Studs.....	81310

Pan Capacity is 7 Qts. Plus Filter —

6 1/2" Front, 45/8" Center, 8 1/4" Rear, 8" Sump Length

- 351C **31127**

Pick-Up Required:

Pick-Up	18387	Pan Gasket	40400
Oil Pump	Melling M84AHV	Oil Pan Dipstick	22040
Oil Pump Shaft	22565	Pan Bolts.....	85010
Windage Tray	32222	Pan Studs.....	81310
Tray Install Kit	81151		

Pan Capacity is 7 Qts. Plus Filter —

7" Front, 43/4" Center, 8" Rear, 8" Sump Length

- 429-460 **31129**

Pick-Up Required:

Pick-Up	18388	Pan Gasket	40500
Oil Pump	Melling M84B	Pan Gasket 1 piece.....	41005
Oil Pump Shaft	22570	Oil Pan Dipstick	22040
Windage Tray	32227	Pan Bolts.....	85010
Tray Install Kit	81190	Pan Studs.....	81310

390-428 - DEEP FRONT SUMP

Features the increased oil capacity that a high output engines require. Horizontal baffling that increases power through proper oil control keeping it away from the crank. Fits all chassis up to 1973 (except 4x4 trucks, vans and other rear sump applications).

Pan Capacity is 7 Qts. Plus Filter — 8" Sump Depth

- 352, 390, 427, 428 **31130**

Pick-Up Required:

Pick-Up	18370
Oil Pump Shaft.....	22550
Oil Pump	Melling M57HV
Oil Pan Gasket.....	40450
Windage Tray	32224
Pan Bolts.....	85020
Pan Studs	81320



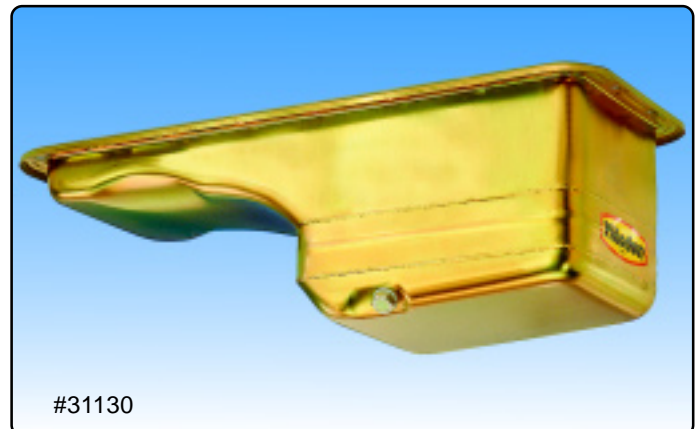
#31125



#31127



#31129



#31130

NHRA legal to replace FE Super Stock pan # C8AX 6675A



STREET & STRIP OIL PANS

- Ford -

LATE MODEL MUSTANG - 302 & 351W PRO COMPETITION

- Maximum power, Pro Competition design uses a full length kick out plus a prefitted internal crankwiper designed to positively remove power robbing windage.
- Available windage tray and internal oil control baffles 100% subdue any unwanted oil movement, which results in consistent oil pressure and increased horsepower output.
- These oil pans use the late model Ford style, leak-proof screw-in dipstick fitting in the pan. It will accept either the stock or Milodon CNC dipstick.
- Pickups are braced to number 4 main cap for strength and will work with a 302 main support girdle. Use of a 302 girdle will not allow use of a windage tray. On 302 SVO and 351W blocks without support girdles, a windage tray may be used for additional windage removal and power savings.



**Pan Capacity is 7 Qts. Plus Filter —
6 1/4" Front, 43/8" Center, 8 1/4" Rear, 8" Sump Length**

- 302 **31121**

Oil Pump and Pick-Up Required:

Pick-Up	18380
Oil Pump	18800
Oil Pump Shaft	22500
Oil Pan Gasket	40300
1 Piece Pan Gasket	41003
Windage Tray	32212
Tray Install Kit	81157
Oil Pan Dipstick	22040



**Pan Capacity is 7 Qts. Plus Filter —
6 3/4" Front, 43/8" Center, 8 1/4" Rear, 8" Sump Length**

- 351W **31122**

Pick-Up Required:

Pick-Up	18385
Oil Pump	M83HV
Oil Pump Shaft	22560
Oil Pan Gasket	40350
1 Piece Pan Gasket	41004
Windage Tray	32217
Tray Install Kit	81167
Oil Pan Dipstick	22040



LATE MODEL MUSTANG - 4.6L

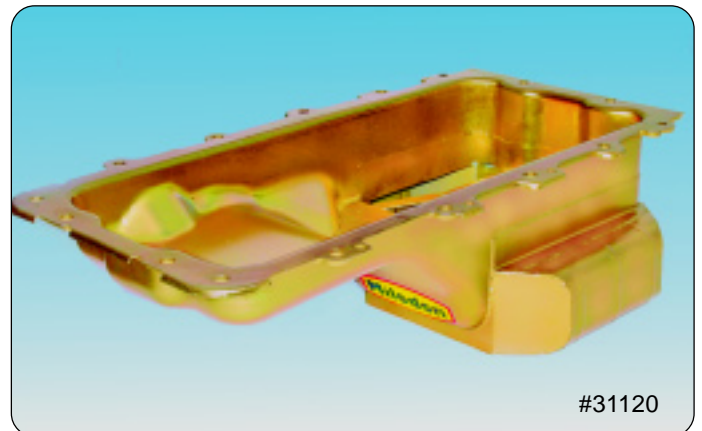
- Fits all 1994 & later Mustang chassis.
- Designed for road race, street or drag race applications with heavy braking, acceleration and right & left turns.
- Increased capacity for the demands of higher horsepower and controls oil movement for consistent pressure while providing good ground clearance.

**Pan Capacity is 7 Qts. Plus Filter —
8 1/4" Rear Depth**

- 4.6 Liter **31120**

Pick-Up Required:

Pick-Up	18350
Pan Bolts	85015
Oil Pan Dipstick **	22029



** Milodon Dipstick requires use of tube headers & will not fit with stock cast manifolds



STREET & STRIP OIL PANS

- Oldsmobile -

OLDS - STREET SUMP

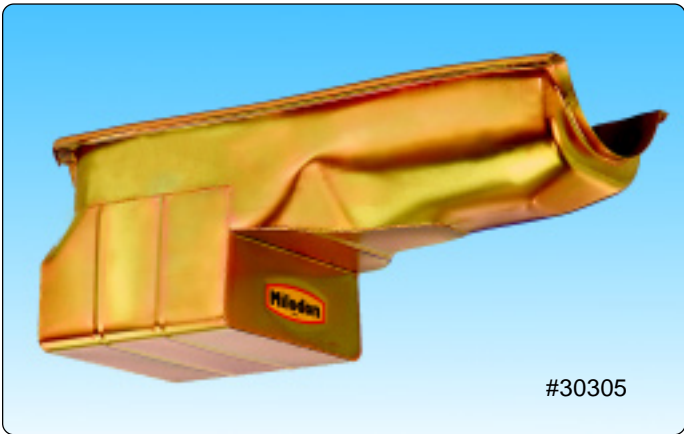
Designed for street and strip use providing the increased oil capacity that is an absolute requirement to handle the demands of higher RPM and increased horsepower, especially one with the large main bearing sizes of the Olds engine. Magnetic drainplug included.

Pan Capacity is 7 Qts. Plus Filter — 8 1/4" Sump Depth

- 330, 350, 394, 400, 403, 425, 455..... **30305**

Pick-Up Required:

Pick-Up for (Melling M22-FHV).....	18411
Oil Pump	Melling M22FHV
Oil Pump Shaft.....	22575
Oil Pan Gasket.....	40800
Windage Tray (400-425-455 only)	32245
Tray Install Kit (400-425-455 only).....	81217
Pan Bolts.....	85000



#30305

- Pontiac -

PONTIAC - LOW PROFILE

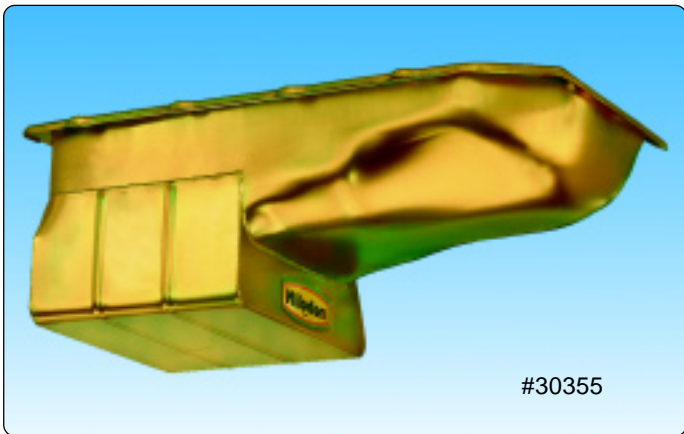
Low profile design provides increased capacity and maximum available ground clearance. Increased oil capacity is an absolute requirement, to handle the demands of higher RPM and increased horsepower, especially with very large main bearing sizes, like the Pontiac engine. Oil control baffles 100% subdue any unwanted oil movement which results in consistent oil pressure and increased horsepower output. Magnetic drainplug included.

Pan Capacity is 7 Qts. Plus Filter — 8" Sump Depth

- 326, 350, 389, 400, 421, 428, 455..... **30355**

Oil Pump and Pick-Up Required:

Oil Pump	M54D
Oil Pan Gasket.....	40900
Windage Tray.....	32240
Tray Install Kit	81151
Pan Bolts.....	85020



#30355

- American Motors and Jeep -

AMC & JEEP - V8 DEEP SUMP

Designed for improved performance on the street and off-road, through increased capacity and strategically placed horizontal baffling for oil control. Fits AMC V8 engines in chassis originally equipped with this engine, including Jeeps. The stock style internal pick-up provides adequate oil supply up to 6500 RPM. High strength magnetic drainplug included.

Pan Capacity is 8 Qts. Plus Filter — 9" Sump Depth

- 304, 343, 401

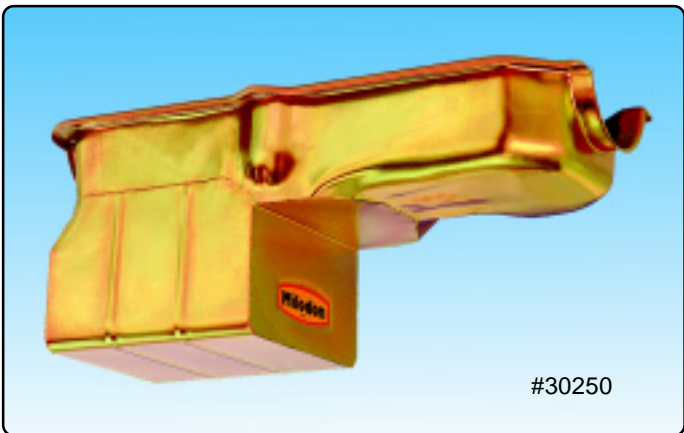
Pick-Up 18400

EXTERNAL PICK-UP OIL PAN

Same as the #30250 pan, but intended for racing applications. The pick-up system is designed to bypass the stock internal oil passages with an external swivel pick-up system using large 12AN aircraft line. Holes are provided in pan to mount swivel either a single or dual line system. The single line system is good to about 7000 RPM and dual line adequate to about 7500 RPM plus. High strength magnetic drainplug included.

- 304, 343, 401 For External Pickup

Single Line System	24050
Dual Line System	24070



#30250



#31130



STREET & STRIP OIL PANS

- American Motors and Jeep -

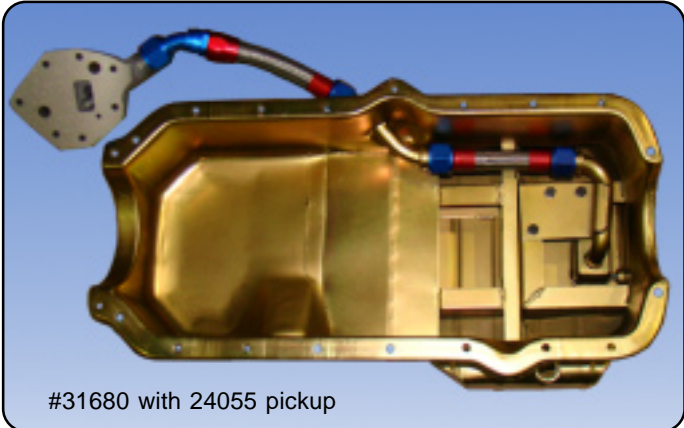
AMC & JEEP - PRO TOURING

EXTERNAL PICKUP SYSTEM

Designed for maximum performance with maximum ground clearance for very low cars. Whether a high power track car that handles very well or a street car that is really low this pan is your answer. Increased capacity with full competition baffling system allows a pan that is shallower than stock to carry 8 quarts. High volume external pickup system will provide adequate oil supply for 7000 RPM plus for extended periods. Pan pickup exit is away from the header tubes to avoid contact. High strength magnetic drainplug included.

Pan Capacity is 8 Qts. Plus Filter — 7" Sump Depth

- 304, 343, 360, 390, 401..... **31680**
Pick-Up System 24055



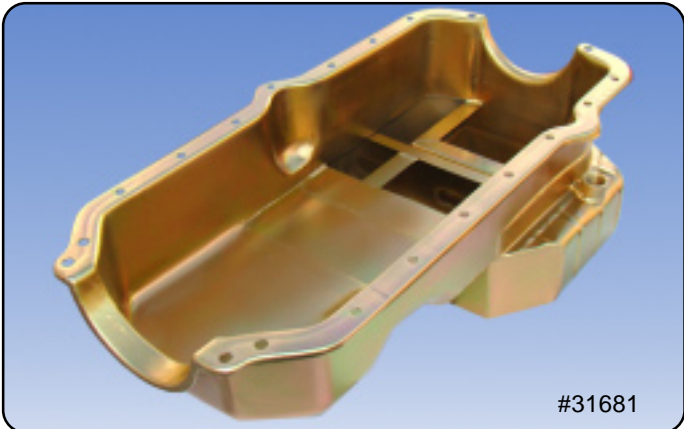
AMC & JEEP - PRO TOURING

INTERNAL PICKUP

Designed for unequaled performance with maximum ground clearance for very low cars. Whether a track car that handles very well or a street car that is really low this pan is your answer. Increased capacity with full competition baffling system allows a pan that is shallower than stock to carry 8 quarts. Uses internal pickup system will provide adequate oil supply for up to 6800 RPM operation. High strength magnetic drainplug included.

Pan Capacity is 8 Qts. Plus Filter — 7" Sump Depth

- 304, 343, 360, 390, 401..... **31681**
Pick-Up 18401

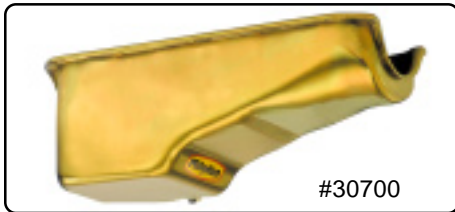




STOCK REPLACEMENT OIL PANS

- *Quality generic stock replacements for factory oil pans.*
- *For engines that are not intended for racing and just need a new stock style pan.*
- *Excellent fit & flat unwarped pan rails, unlike imported chrome stock replacement pans.*
- *Milodon's distinctive gold irridated finish assures quality and a distinctive look.*
- *Have very effective internal horizontal baffles for proper oil control.*
- *Pans for Ford trucks will work on FRONT SUMP only, for rear sump & Bronco see the 4 x 4 section.*
- *All pans include high strength magnetic drain plugs.*

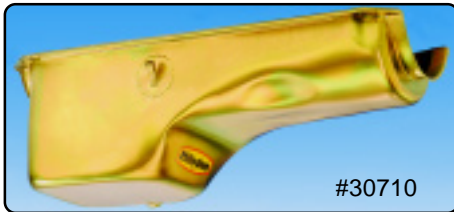
SMALL BLOCK CHEVY



Pan Capacity is 5 Qts. Plus Filter
7 3/4" Sump Depth, 8" At Deepest Point

SB Chevy (1955-79)	30700
SB Chevy (1980-85)	30701
SB Chevy (1986-99)	30702
Milodon 18755, 18756	18600
Milodon 18750, (M55HV)	18600
Oil Pump Shaft	23050
Oil Pan Gasket Up To 1979	40100
1 Piece Pan Gasket - Up To 1979	41000
1 Piece Pan Gasket - 1986 TO 1999	41001
Rear Pan Baffle	32500
Oil Pan Bolts	85000
Oil Pan Studs	81300
Oil Pan Dipstick - Up To 79, Left Hand	22000
Oil Pan Dipstick - 86 & Up, Right Hand	22005

BIG BLOCK CHEVY



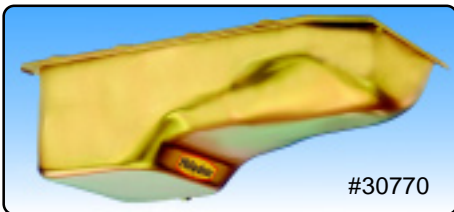
Pan Capacity is 5 Qts. Plus Filter
8" Sump Depth, 8 1/8" At Deepest Point

BB Chevy (1964-90 Mk IV)	30710
Pick-Up	18610
Oil Pump, (Melling M77HV)	18760
Oil Pump Shaft	23060
Oil Pan Gasket - Mark IV	40200
Rear Pan Baffle	32505
Oil Pan Bolts	85005
Oil Pan Studs	81305
Oil Pan Billet CNC Dipstick	22010



All Milodon pans come with high strength magnetic drain plugs.

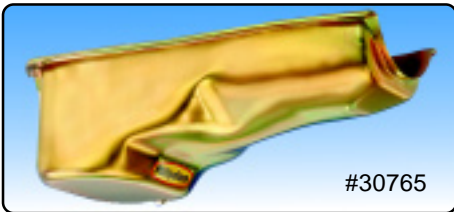
PONTIAC



Pan Capacity is 4 Qts. Plus Filter
7 1/4" Sump Depth, 7 1/2" At Deepest Point

350-455	30770
Pick-Up (5/8" inlet)	18670
Oil Pump (Melling)	M54
Oil Pan Gasket	40900
Oil Pan Bolts	85000
Oil Pan Studs	81300

OLDSMOBILE



Pan Capacity is 5 Qts. Plus Filter
7" Sump Depth, 7 1/4" At Deepest Point

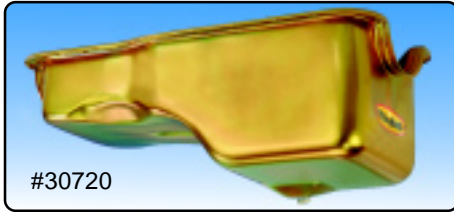
350-455	30765
Pick-Up for (Melling M22)	18665
Oil Pump Shaft	22575
Oil Pan Gasket	40800
Oil Pan Bolts	85000
Oil Pan Studs	81300

It should be noted that while Milodon's stock pan tooling is stamped overseas, all baffle design, manufacturing and welding along with all plating, leak testing and block fitting are done here in the USA.



STOCK REPLACEMENT OIL PANS

289-302 FORD

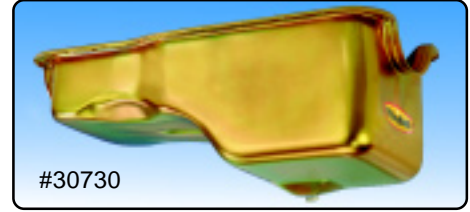


#30720

Pan Capacity is 5 Qts. Plus Filter
7 3/4" Sump Depth, 8 1/4" At Deepest Point

289-302 Car (1965-74)	30720
Pick-Up	18620
Oil Pump	18800
Oil Pump Shaft	22500
Oil Pan Gasket	40300
1 Piece Pan Gasket	41003
Oil Pan Bolts	85010
Oil Pan Studs	81310
Dipstick (In Timing Cover)	22030

351W FORD



#30730

Pan Capacity is 5 Qts. Plus Filter
7 3/4" Sump Depth, 8 1/4" At Deepest Point

351W Car (1969-75)	30730
Pick-Up	18630
Oil Pump Shaft	22560
Oil Pan Gasket	40350
1 Piece Pan Gasket	41004
Oil Pan Bolts	85010
Oil Pan Studs	81310
Dipstick (In Timing Cover)	22030

351C FORD



#30735

Pan Capacity is 5 Qts. Plus Filter
8 1/4" Sump Depth, 8 1/2" At Deepest Point

351C-400 Car (1970-79)	30735
Pick-Up	18635
Oil Pump Shaft	22565
Oil Pan Gasket	40400
Oil Pan Bolts	85010
Oil Pan Studs	81310
Dipstick	22031



4.6-5.4 LITER FORD



#30715

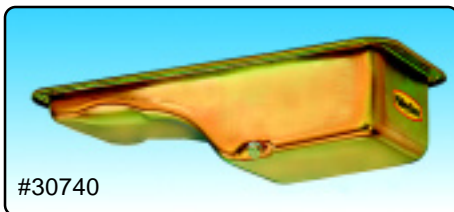
Pan Capacity is 5 Qts. Plus Filter
5 3/4" Sump Depth, 6" At Deepest Point
 4.6L & 5.4L (1994 & Up)..... **30715**

Pick-Up

Stock

All Milodon pans come with high strength magnetic drain plugs.

390-427-428 FORD

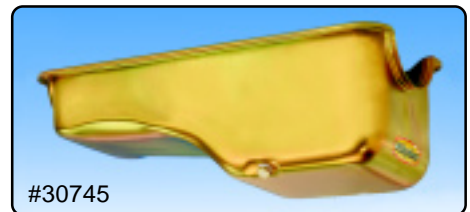


#30740

Pan Capacity is 5 Qts. Plus Filter
5 3/4" Sump Depth, 6" At Deepest Point

390, 427, 428 Car (1958-71)	30740
Pick-Up	18640
Oil Pump Shaft	22550
Oil Pan Gasket	40450
Oil Pan Bolts	85010
Oil Pan Studs	81310

429-460 FORD



#30745

Pan Capacity is 5 Qts. Plus Filter
8" Sump Depth, 8 1/4" At Deepest Point
 429-460 Car (1968-78)

30745

Pick-Up - (Press-in Pick-Up)	18645
Oil Pump (Melling)	M84
Oil Pump Shaft	22570
Oil Pan Gasket	40500
1 Piece Pan Gasket	41005
Oil Pan Bolts	85010
Oil Pan Studs	81310
Dipstick	22035

It should be noted that while Milodon's stock pan tooling is stamped overseas, all baffle design, manufacturing and welding along with all plating, leak testing and block fitting are done here in the USA.



STOCK REPLACEMENT OIL PANS

318-340-360 CHRYSLER



Pan Capacity is 4 Qts. Plus Filter
7 1/4" Sump Depth, 7 1/2" At Deepest Point

318-340 Car (1960-72)	30750
360 Car (1972 & Up)	30755
Pick-Up	18650
Oil Pan Gasket - 318, 340	40600
Oil Pan Gasket - 360	40650
Oil Pump Drive Steel Gear	21530
Oil Pump Drive Bronze Gear	21535
Oil Pan Bolts	85020
Oil Pan Studs	81320
Dipstick	22060

383-400-426-440 CHRYSLER



Pan Capacity is 4 Qts. Plus Filter
5 1/4" Sump Depth, 5 1/4" At Deepest Point

383-440 Car (1965 & Up)	30760
383-440 (Stock 3/8" Pipe Inlet)	18660
Hemi (Stock 1/2" Pipe Inlet)	18662
Oil Pan Gasket	40700
Windage Tray	32000
Windage Tray for stroker cranks	32005
Pump Shaft / Gear (Steel for Regular Cams)	21505
Pump Shaft / Gear (Bronze for Roller Cams)	21525
Oil Pan Bolts	85020
Oil Pan Studs	81320
Dipstick	22070

EARLY 392 HEMI CHRYSLER



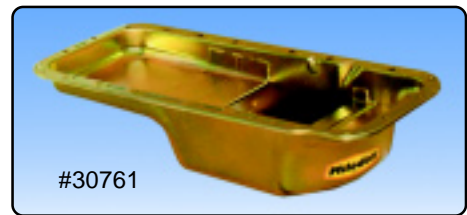
#30762

A brand new stamping of the rear sump 392 Hemi pan. Milodon pan has complete interior baffling heli-arc welded in place, race ready. Beware of cheaper versions that frequently have off-center seal locations and no interior baffling at all. Has magnetic drain plug included.

Pan Capacity is 5 Qts. Plus Filter
Sump: 11" Long, 7 3/4" Deep

392, 354	30762
Oil Pump (Stock will work)	20150
Pickup (Stock will work)	18342
Oil Pump Pickup Assy	20155
Oil Pan Bolts	85020
Oil Pan Studs	81320
Dipstick, Billet Stainless Steel	22066

FACTORY 6 QUART HEMI



#30761

Has complete heavy duty front and rear interior baffles for oil control. Cheap imports have only very thin spot welded baffles that frequently come loose and will kill a cylinder wall. Version of the 71 and up Hemi E Body pan. Will fit all years and all strokes. Has magnetic drain plug included.

Pan Capacity is 6 Qts. Plus Filter
Sump: 11" Long, 5" Deep

383-440 Car (1965 & Up)	30761
383-440 (Stock 3/8" Pipe Inlet)	18660
Hemi (Stock 1/2" Pipe Inlet)	18662
Oil Pan Gasket	40700
Windage Tray	32000
Windage Tray for stroker cranks	32005
Pump Shaft / Gear (Steel for Regular Cams)	21505
Pump Shaft / Gear (Bronze for Roller Cams)	21525
Oil Pan Bolts	85020
Oil Pan Studs	81320
Dipstick	22070

It should be noted that while Milodon's stock pan tooling is stamped overseas, all baffle design, manufacturing and welding along with all plating, leak testing and block fitting are done here in the USA.





DRAG RACING OIL PANS

- Small Block Chevy -

COMPETITION-FULL SUMP

Used in Super Comp, Super Gas and bracket classes. Designed for tube chassis cars with no stock frame or steering under the engine. Has full length, louvered windage tray and doubled trap doors for 100% oil control which gives consistent oil pressure (even on shut down) and increased horsepower. High strength magnetic drain plug included.

Will fit a 4" stroke crank and Carillo or Eagle style rods.

Pan Capacity is 7 Qts. Plus Filter —
6" Front Depth, 7 5/8" Rear Depth

- Left Hand Dipstick (1955-79) **31145**
- Right Hand Dipstick, Dart SHP **31147**

Oil Pump and Pick-Up Required:

Pick-Up	18315
Oil Pump, (Melling M55HV)	18750
Pump Shaft	23050
Oil Pan Gasket Up To 1979	40100
1 Piece Pan Gasket - Up To 1979	41000
1 Piece Pan Gasket - Dart SHP	41008
Rear Pan Baffle	32500
Crank Scraper	32640
Oil Pan Bolts	85000
Oil Pan Studs	81300



#31145

COMPETITION - 1962-67 CHEVY II

Designed for the stock chassis 1962-67 Chevy II competing in Super Stock, Super Gas and bracket classes. Full length sump design uses a tube through the pan to allow use of the stock drag link location. Full length louvered windage tray and double trap doors provide a positive oil control system giving consistent oil pressure and noticeable horsepower increases. Will not allow power steering. High strength magnetic drain plug included.

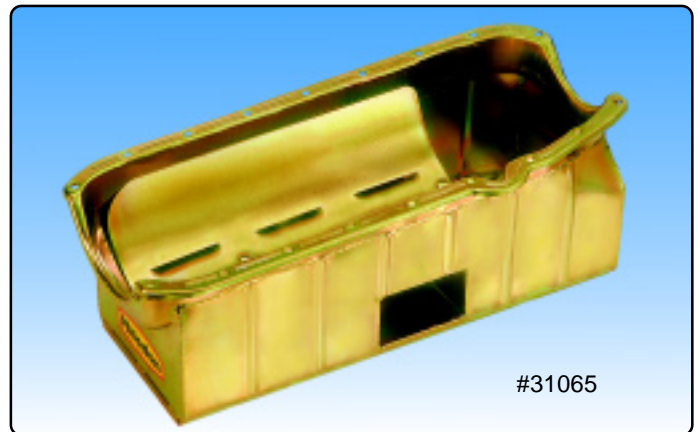
Will fit a 4" stroke crank and Carillo or Eagle style rods.

Pan Capacity is 7 Qts. Plus Filter —
7 1/2" Front Depth, 8 1/2" Rear Depth

- Left Hand Dipstick (1955-79) **31065**
- Right Hand Dipstick (1986-99) **31066**
- Right Hand Dipstick, Dart SHP **31067**

Oil Pump and Pick-Up Required:

Pickup with 18750 pump, (Melling M55HV)	18314
Pickup with 18750 pump, Extreme Duty	18316
Pump Shaft	23050
Rear Pan Baffle	32500
Crank Scraper	32640
Oil Pan Bolts	85000



#31065

Oil Pan Related Items

Oil Pan Gasket Up To 1979	40100
1 Piece Pan Gasket - Up To 1979	41000
1 Piece Pan Gasket - Dart SHP	41008
Oil Pan Studs	81300





DRAG RACING OIL PANS

- Small Block Chevy (cont.) -

PRO COMPETITION- STEPPED SUMP

For tube chassis cars, stock framed cars or dragsters where maximum power output and shut-off oil control is needed. Designed to fit crossmembered cars, such as Camaros and Chevelles, with only a reasonable amount of crossmember modification. This horsepower style pan incorporates lightweight, steel construction with a full kick-out and full-length louvered tray assembly which gives maximum horsepower output. High strength magnetic drain plug included.

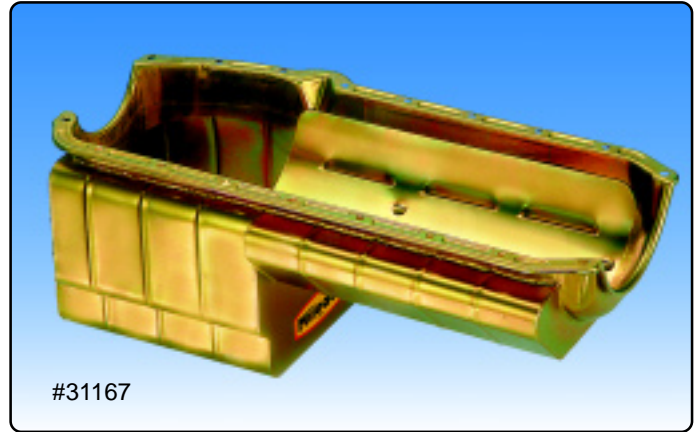
Will fit a 4" stroke and steel Carillo or Eagle style rods.

**Pan Capacity is 5 Qts. Plus Filter —
4 1/4" Front Depth, 8 1/4" Rear Depth**

- Left Hand Dipstick (1955-79) **31167**
- Right Hand Dipstick (1986 & Up) **31168**
- Right Hand Dipstick, Dart SHP **31169**

Oil Pump and Pick-Up Required:

Pickup with 18750 pump, (Melling M55HV) ..	18314
Pickup with 18750 pump, Extreme Duty	18217
Pickup with 18750 pump, Extreme Duty	18316
Pickup with 18755 pump, Extreme Duty	18317
Oil Pump	18750
Pump Shaft	23050
Rear Pan Baffle	32500
Crank Scraper	32640
Oil Pan Bolts	85000
Oil Pan Studs	81300



Oil Pan Related Items

Pan Gasket, 1955-79	40100
Pan Gasket, 1 Pc 1986-99	41001
Pan Gasket, 1 Pc Dart SHP	41008
Oil Pan Bolts	85000
Oil Pan Studs	81300
Dipstick, Left Hand	22000
Dipstick, Right Hand	22005

Note: For engines over 430 cubic inches or will see severe blown or nitrous use, the Extreme Duty pickup part # 18316 is highly recommended.



Is too much power a bad thing ? We don't think so !



DRAG RACING OIL PANS

- Small Block Chevy, Wet Sump -

PRO COMPETITION - FULL SUMP

The Pro Competition Series oil pan is one of the highest horsepower pans on the market. Manufactured from lightweight steel and it has a full kick-out for maximum horsepower. A double trap door assembly and full length louvered windage tray, 100% control oil movement giving consistent oil pressure & increased power. High strength magnetic drain plug included.

Will fit a 4" stroke crank and Carillo or Eagle style rods.

**Pan Capacity is 7 Qts. Plus Filter —
6 1/2" Front Depth, 7 1/2" Rear Depth**

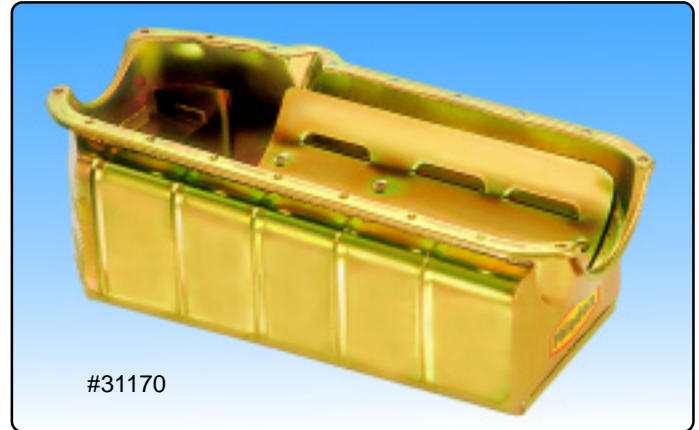
- Left Hand Dipstick, Full Kick-Out **31170**
- Right Hand, Full Kick-Out (1986 & Up) **31173**
- Right Hand, Full Kick-Out, Dart SHP **31174**

Oil Pump and Pick-Up Required:

Pick-Up	18315
Oil Pump, (Melling M55HV)	18750
Pump Shaft	23050
Rear Pan Baffle	32500
Crank Scraper	32640
Oil Pan Bolts	85000

Oil Pan Related Items

Oil Pan Gasket Up To 1979	40100
1 Piece Pan Gasket - Up To 1979	41000
1 Piece Pan Gasket - 1986 & Up	41001
1 Piece Pan Gasket - Dart SHP	41008
Oil Pan Studs	81300



Jay Bunce - IHRA Quick Rod 2009



DRAG RACING OIL PANS

- Big Block Chevy, Wet Sump -

COMPETITION-STEEL, FULL SUMP

The most used oil pan in Super Comp, Super Gas and bracket classes today! Designed for altered, dragsters and tube chassis cars. Quick release, full length, louvered windage tray, baffles and trap doors 100% control oil movement to give consistent oil pressure and increased horsepower output. A Titan oil pump is not recommended due to the oil pump size and variations in these pumps. Pan includes high strength magnetic drain plug.

Mk IV / V & Gen VI will fit 4 1/2" stroke with most aluminum rods.

**Pan Capacity is 8 Qts. Plus Filter —
6 1/2" Front Depth, 7 3/4" Rear Depth**

- Mark IV (1965-90), without Dipstick **31190**
- Mark IV (1965-90), with Dipstick **31195**
- Mark V & VI , with Dipstick **31196**



Oil Pump and Pick-Up Required:

Pick-Up	18302
Pick-Up, Extreme Duty	18202
Oil Pump, Steel, Melling M77HV, 10770	18760
Oil Pump Shaft	23060
Oil Pan Gasket - Mark IV	40200
1 Piece Oil Pan Gasket - Mark V & gen VI	41002
Rear Pan Baffle	32505
Oil Pan Bolts	85005
Oil Pan Studs	81305
Dipstick	22010



Mike Ferderer - NHRA Super Gas 2009



DRAG RACING OIL PANS

- Big Block Chevy, Wet Sump -

PRO COMPETITION- STEPPED SUMP

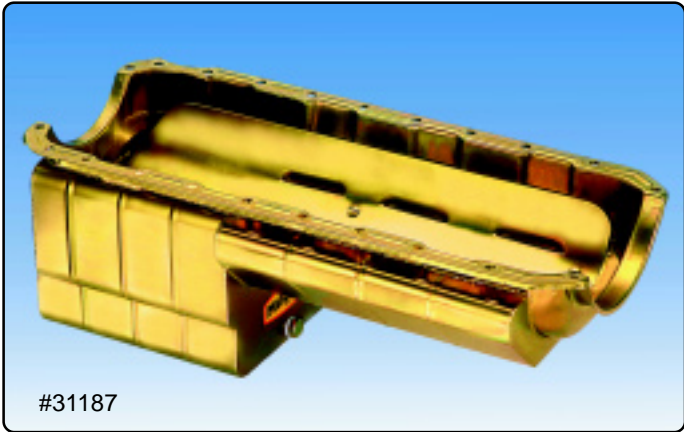
Used in tube chassis cars, stock framed cars or dragsters where maximum power output and shut-off oil control is needed. Designed to fit into crossmembered cars such as Camaros and Chevelles with only a reasonable amount of crossmember modification. This horsepower style pan incorporates lightweight steel construction with a full length kick-out and full-length louvred tray assembly. A Titan oil pump is not recommended due to the oil pump size and variations in these pumps. Pan damaged caused by interference between this pump and pan will void any warranty. Includes high strength magnetic drain plug.

Mk IV / V & Gen VI will fit 4½" stroke with most aluminum rods.

**Pan Capacity is 6 Qts. Plus Filter —
4¾" Front Depth, 8½" Rear Depth**

- Mark IV (1965-90), Full Kick-Out **31187**
- Mark IV , Full Kick-Out with Dipstick **31188**
- Mark V & VI, Full Kick-Out **31185**
- Mark V & VI, Full Kick-Out with Dipstick **31186**

Pick-Up .Oil Pump and Pick-Up.Required:	
Pick-Up, Extreme Duty	18201
Oil Pump, Steel, (Melling M77HV, 10770)	18760
Oil Pump Shaft	23060
Oil Pan Gasket - Mk VI	40200
1 Piece Oil Pan Gasket - Mk V & Gen VI	41002
Rear Pan Baffle	32505
Oil Pan Bolts	85005
Oil Pan Studs	81305
Dipstick	22010



These are the oil pans used by leading engine buliders like Huntsville Engine, Scott Shafiroff & Bill Mitchell's World Products. They and many other professional builders have proven the power increases found in the Milodon Pro Comptition design oil pans. They have come to rely on the quality of fit and consistent performance Milodon provides.



Ray Connolly - NHRA Super Gas 2009



DRAG RACING OIL PANS

- Big Block Chevy, Wet Sump (cont.) -

PRO COMPETITION- FULL SUMP

Maximum horsepower design for either a tube chassis door car or a dragster. This lightweight steel pan has a full length kick-out for maximum horsepower that requires a mini-style starter. Features two trap door assemblies and a full length windage tray. This pan will fit most Titan oil pumps, however due to the oil pump size and variations in these pumps, fit can not be guaranteed. Pan includes high strength magnetic drain plug. High power magnetic drain plug included.

Mk IV / V & Gen VI will fit 4½" stroke with most aluminum rods.

**Pan Cap. is 8 Qts. Plus Filter —
6½" Front, 7¾" Rear Deep**

- Mark IV, Full Kick-Out **31176**
- Mark IV, Full Kick-Out, with dipstick **31178**
- Mark V & VI, Full Kick-Out **31180**

Oil Pump and Pick-Up Required:

Pick-Up	18302
Pick-Up, Extreme Duty	18202
Pick-Up for 18910 Pump	18252
Oil Pump, Steel	18760
Oil Pump Shaft	23060



#31176

Oil Pan Related Items

Oil Pan Gasket - Mk VI	40200
1 Piece Oil Pan Gasket - Mk V & Gen VI	41002
Rear Pan Baffle	32505
Oil Pan Bolts	85005
Oil Pan Studs	81305
Dipstick	22010



Dale Koncen - IHRA Super Rod 2009



DRAG RACING OIL PANS

- Big Block Chevy, Dry Sump -

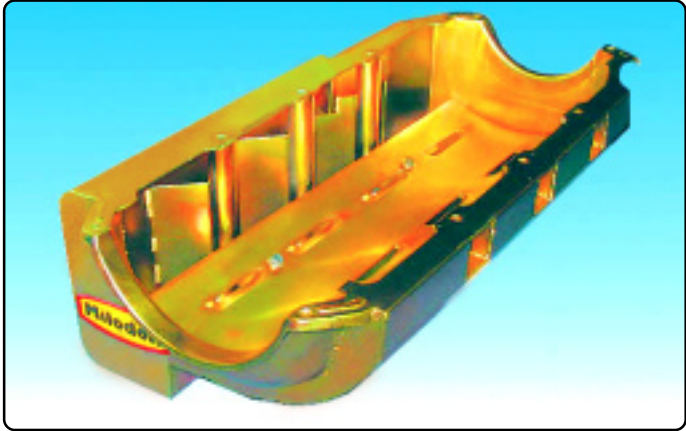
PRO COMPETITION - 4 STAGE DRY SUMP

Designed for Pro Modified, Top Dragster and Super comp cars using tube chassis. Pan has a full kick-out on both sides and a full length louvered windage tray. This deep style dry sump uses oil directing baffles and four 12AN scavenge fittings to 100% control oil movement. Internal scrapper is removable to allow proper cleaning. Bolt tubes are used so all pan bolts are on the outside of the oil pan. No plugs and dripping oil to deal with. Requires use of a mini starter.

Will fit 4 3/4" stroke with most aluminum rods.

7" Front Depth, 7" Rear Depth

- Mark IV Engines (1965-90) **31770**



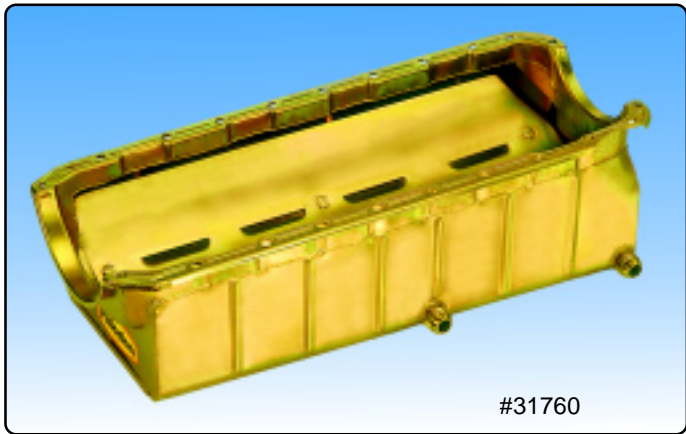
COMPETITION - 2 STAGE DRY SUMP

Designed for Pro Modified cars using tube chassis, pan has a full kick-out and a full length louvered windage tray. This deep style dry sump uses oil directing baffles and two 12AN scavenge fittings to 100% control oil movement Requires use of a mini starter.

Will fit 4 1/2" stroke with most aluminum rods.

6 1/2" Front Depth, 7 3/4" Rear Depth

- Mark IV Engines (1965-90) **31760**



#31760



Britt Cummings - IHRA Top Dragster 2009



DRAG RACING OIL PANS

- Chrysler -

383-440 & HEMI - COMPETITION

Full length style oil pan used in Alcohol, Super Comp, and Super Gas. The trap door and swivel system work together to keep the pick-up where the oil is at all times. The quick release windage tray will accommodate up to a 3/4" stroke. Holes are pre-drilled to mount the swivel pick-up. Designed to allow installation in cars with the Magnum and most tubular front crossmembers. Angled front face allows easier installation into the car. High strength magnetic drain plug included.

Pan Capacity is 7 Qts. Plus Filter —
3 3/4" Front Depth, 5" Rear Depth

- 383, 400, 426, 440. **31151**

Pan Capacity is 9 Qts. Plus Filter —
4 3/4" Front Depth, 6" Rear Depth

- 383, 400, 426, 440. **31161**

Oil System Required:



#31151

5.7 / 6.1 HEMI - STOCK and SUPER STOCK

Designed for the new Challenger in NHRA Stock class. Currently the fastest pan in the class. Windage technology is used to squeeze every last horsepower out of this tray design. On the dyno at Indy Cylinder Heads this combination pickpuped up 25 horsepower over stock windage tray design. High strength magnetic drain plug included.

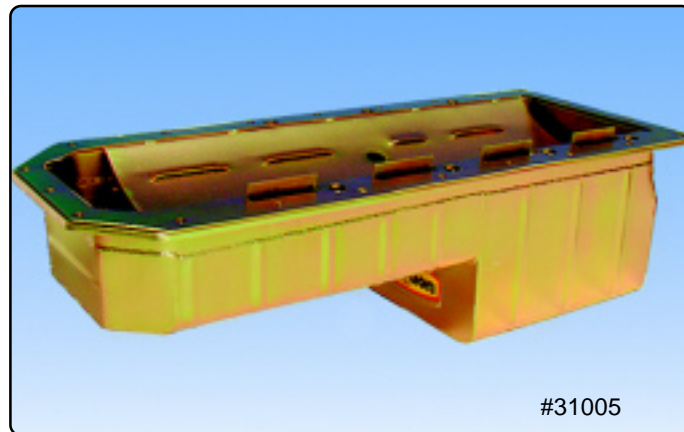
Pan Capacity is 6 Qts. Plus Filter —

Sump: 9 1/2" Long, 8 1/4" Wide, 7" Deep - Front: 3 5/8"

- 5.7, 6.1 & 392, 426, 440 Stokers **31005**

Oil System Required:

Oil Pickup	18332
Windage Tray	32010
Oil Pan Gaskets, Pair	40750
Pan Bolts	85025



#31005



5.7 / 6.1 HEMI - TUBE CHASSIS CAR

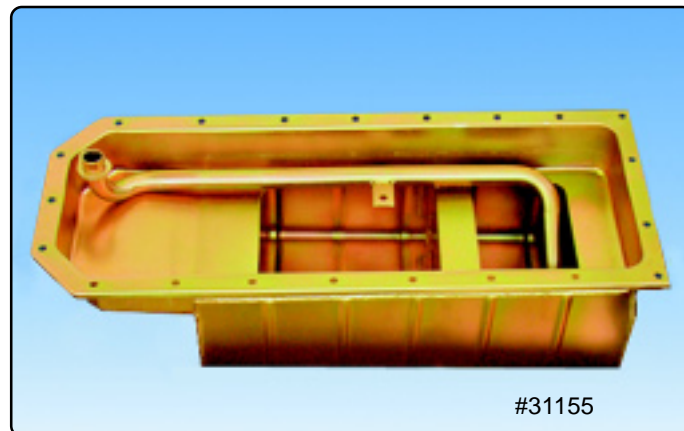
Designed for dragsters and tube chassis cars. Full trap doors control oil movement for consistant oil pressure both during the run and through shut-down. Uses Milodon's exclusive windage tray with double gaskets. This pan and tray combination pickpuped a full 25 horsepower on Indy's dyno over a factroy tray. High power magnetic drain plug included.

Pan Capacity is 7 Qts. Plus Filter — 5 1/2" Sump Depth

- 5.7, 6.1 & 392, 426, 440 Stokers **31155**

Oil System Required:

Oil Pickup	18334
Windage Tray	32010
Oil Pan Gaskets, Pair	40750
Pan Bolts	85025



#31155



DRAG RACING OIL PANS

- Chrysler (cont.) -

EARLY HEMI - COMPETITION

Returned to production after many years due to popular demand. Pan features are double sets of trap doors, full length windage tray in a competition style pan. For 354 and 392 early Hemi engines in any dragster or tube chassis class including Top Fuel and Alcohol. No more cores needed to be cleaned up. Pan uses Milodon brand new Hemi core and is ready to ship. High power magnetic drain plug included.

Pan Capacity is 8 Qts. Plus Filter —
7" Front Depth, 8" Rear Depth

- 354, 392 **31162**

Oil Pump and Pick-up Required:

Oil Pump Assembly.....	20155
Pan Bolts	85020
Paan Studs	81320



SMALL BLOCK - SUPER STOCK

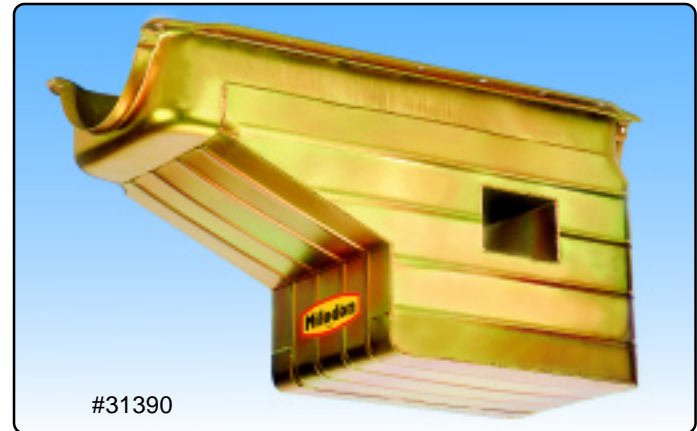
New shallower design for 340 and 360 Chryslers. Uses a swivel pick-up and horizontal baffles to assure maximum flow and constant oil pressure. Fits all 1965 and up A, B and E bodies. Uses a tie rod tube through which the drag link is inserted after engine installation. Minor drag link modification may be necessary due to frame, steering and engine mount misplacement or movement from stock.

Pan Capacity is 9 Qts. Plus Filter —
10" Sump Depth, 12" Sump Length

- 340 **31390**
- 360 **31395**

Oil Pump and Pick-Up Required:

Swivel Pick-Up.....	19325
Oil Pump Cover Kit	19331
Oil Pump	M72HV



PRO COMPETITION - STEPPED SUMP

For tube chassis cars with non stock steering or dragsters where maximum power output and shut-off oil control are needed. Designed to fit with K-member. This horsepower style pan incorporates lightweight, steel construction with a full kick-out and full-length louvered tray assembly which gives maximum horsepower output. High strength magnetic drain plug included.

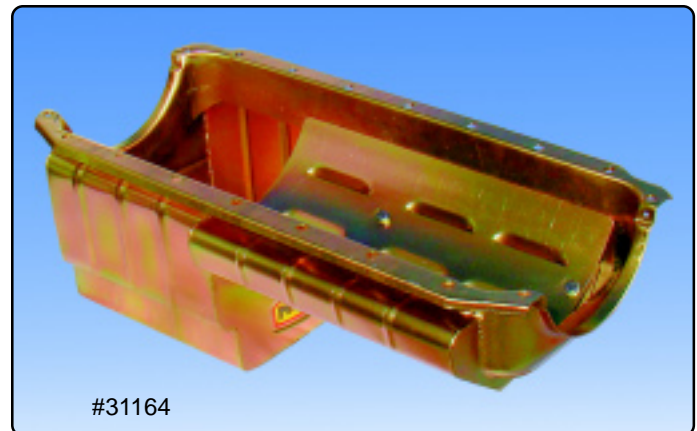
Will fit a 4.125" stroke.

Pan Capacity is 6 Qts. Plus Filter —
4¼" Front Depth, 8¼" Rear Depth

- 340 **31164**
- 360 **31165**

Oil Pump and Pick-Up Required:

Pickup	18344
Oil pump cover.....	19320
Oil Pump Drive Steel Gear	21530
Oil Pump Drive Bronze Gear.....	21535
Oil Pan Gasket 340.....	40600
Oil Pan Gasket 360.....	40650
Oil Pan Bolts	85020
Oil Pan Studs	81320





DRAG RACING OIL PANS

- Chrysler (cont.) -

383-440 & HEMI - PRE-1965 REAR SUMP

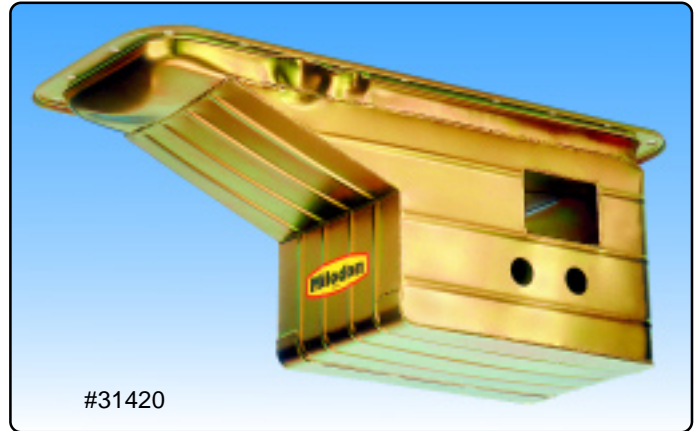
Originally designed for the factory Super Stockers in the early sixties, this pan is still a necessity for any serious '64 and earlier Mopar. Uses an external oil system to feed the required oil volume and uses a tie rod through which the drag link is inserted after engine installation. Some drag link modification may be necessary due to frame, steering and engine mount placement or movement from stock.

Pan Capacity is 10 Qts. Plus Filter — 9" Sump Depth

- 383,400,426, 440 **31420**

Oil System Required:

Oil System & Pump Shaft	See Page 58-59
Windage Tray	32000
Stroker Windage Tray	32005
Oil Pan Gasket	40700



#31420

383-440 & HEMI - 7" DEEP, REAR SUMP

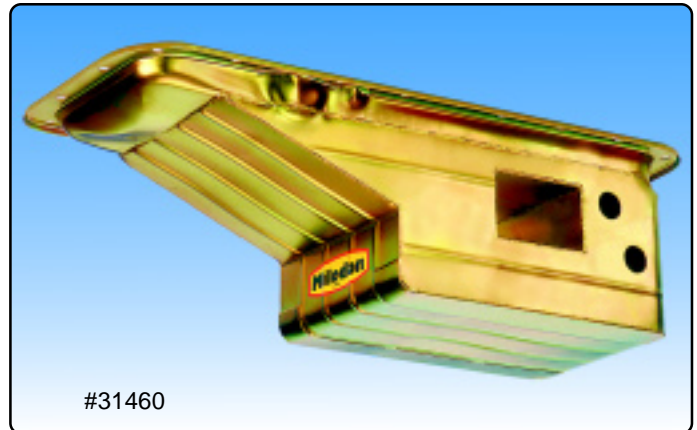
For cars that are lower and require a shorter pan than the #31470, this pan offers increased ground clearance yet adequate oil supply. As the reduced pan depth hinders the pickup placement, you may need to shut the car off on deceleration. There is, however, maximum flow available on acceleration and allows the 8500 range when the proper oil system is used. High power magnetic drain plug included.

Pan Capacity is 8 Qts. Plus Filter — 7" Sump Depth

- 383, 400, 426, 440. **31460**

Oil System Required:

Oil System & Pump Shaft	See Page 58-59
Pick-Up Only	18580
Windage Tray	32000
Stroker Windage Tray	32005
Oil Pan Gasket	40700



#31460



383-440 & HEMI - 8 1/4" DEEP, REAR SUMP

Originally designed for Super Stock campaigners and today used on all Super Comp, Super Gas and bracket classes as well, this design moves the sump completely to the rear, where it should have been in the first place, and where the oil wants to go! Fits '65 and later chassis for all Wedge and Hemi engines. Pan and a Milodon oiling system will allow the 8500 RPM plus range. Uses a tie rod tube through which the drag link is inserted after engine installation. Minor drag link modification may be necessary due to frame, steering and engine mount misplacement or movement from stock.

Pan Capacity is 9 Qts. Plus Filter — 8 1/4" Sump Depth

- 383, 400, 426, 440. **31470**

Oil System Required:

Oil System & Pump Shaft	See Page 58-59
Windage Tray	32000
Stroker Windage Tray	32005
Oil Pan Gasket	40700



#31470

Pick-Up to Pan Bottom Clearance MUST Be Checked and Adjusted from 1/4" to 3/8".



DRAG RACING OIL PANS

- Ford -

351W COMPETITION

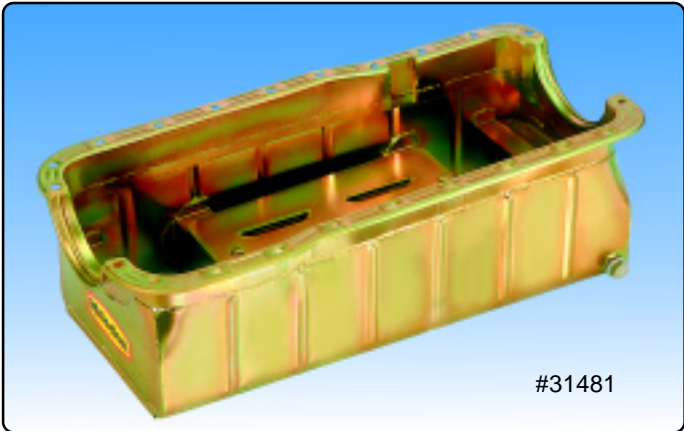
This 351W pan fits standard and SVO blocks. Used in Super Comp, Super Gas and like classes. This pan gives good ground clearance and the quick release, louvered, full length windage tray significantly increases power. Double trap door assemblies control oil movement for consistent oil pressure. Constructed from durable but light weight steel. Pick-up is rigidly braced for proper support.

Pan Capacity is 8 Qts. Plus Filter —
6½" Front Depth, 7½" Rear Depth

- 351W **31481**

Oil Pump and Pick-Up Required:

Pick-Up	18565
Oil Pump	M83HV
Oil Pump Shaft	22560
Oil Pan Gasket	40350
1 Piece Oil Pan Gasket	41004



#31481

351W PRO COMPETITION

This 351W pan is similar to the Competition pan except it is a higher power output design. The full length kickout incorporates an internal crankwiper that is fitted to the rods and crank counter weights. This wiper positively removes power robbing windage and directs it away into the kickout. Double trap doors and a full length windage tray control the oil movement to allow a consistent oil supply. Pick-up is rigidly braced for proper support.

Pan Capacity is 8 Qts. Plus Filter —
6½" Front Depth, 7½" Rear Depth

- 351W **31487**

Oil Pump and Pick-Up Required:

Pick-Up	18565
Oil Pump	M83HV
Oil Pump Shaft	22560
Oil Pan Gasket	40350
1 Piece Oil Pan Gasket	41004



#31487



302 PRO COMPETITION

This 302 pans fits standard and SVO blocks. The **Pro Competition** style pan has a full length kickout and incorporates an internal crankwiper that is fitted to the rods and crank counter weights. This wiper positively removes power robbing windage and directs it away into the kickout. Pick-up is rigidly braced for proper support.

Pan Capacity is 8 Qts. Plus Filter —
6½" Front Depth, 7½" Rear Depth

- 302 Pro Competition **31486**

Oil Pump and Pick-Up Required:

Pick-Up	18491
Oil Pump	18800
Oil Pump Shaft	22500
Oil Pan Gasket	40300
1 Piece Oil Pan Gasket	41003



#31486

Note: Rear sump pickups must mount between the main cap and the main bolt with no bolt extensions required or desired. Do not use bolts with extensions or any other upward spacing.



DRAG RACING OIL PANS

- Ford -

351C COMPETITION

Used in tube chassis classes. This pan features a louvered, full length windage tray that significantly increases power output. Double trap door assemblies control oil movement for consistent oil pressure. Constructed from durable but light weight steel. Pick-up is rigidly braced for support. Magnetic drain plug included.

Pan Capacity is 8 Qts. Plus Filter —
7" Front Depth, 8" Rear Depth

• 351C..... **31482**

Oil Pump and Pick-Up Required:

Pick-Up	18570
Oil Pump	M84AHV
Oil Pump Shaft.....	22565
Oil Pan Gasket	40400



#31482

429-460 COMPETITION

This competition style pan has been heavily used in the Comp, Super Comp, Super Gas and bracket classes. Features such as maximum ground clearance, full length, quick release, louvered windage tray assembly provides increased horsepower and double trap doors which 100% control oil movement to yield consistent oil pressure.

Pan Capacity is 9 Qts. Plus Filter —
7½" Front Depth, 8¼" Rear Depth

• 429-460..... **31484**

Oil Pump and Pick-Up Required:

Pick-Up (Bolt On)	18577
Oil Pump - Melling.....	M84 D or M84 DHV
Oil Pump Shaft.....	22570
Oil Pan Gasket	40500
1 Piece Oil Pan Gasket	41005
Pan Bolts	85010
Pan Studs	81310



#31484



429-460 PRO COMPETITION

This Pro Competition pan is similiar to the Competition pan except it is a higher power output design. The full length kickout incorporates an internal crankwiper that is fitted to the rods and crank counter weights. This wiper positively removes power robbing windage and directs it away into the kickout. Double trap doors and a full length windage tray control the oil movement to allow a consistant oil supply. Pick-up is rigidly braced for proper support.

Pan Capacity is 9 Qts. Plus Filter —
7½" Front Depth, 8¼" Rear Depth

• 429-460..... **31488**

Oil Pump and Pick-Up Required:

Pick-Up (Bolt On)	18577
Oil Pump - Melling.....	M84 D or M84 DHV
Oil Pump Shaft.....	22570
Oil Pan Gasket	40500
1 Piece Oil Pan Gasket	41005
Pan Bolts	85010
Pan Studs	81310



#31488

Note: Rear sump pickups must mount between the main cap and the main bolt with no bolt extensions required or desired. Do not use bolts with extensions or any other upward spacing.



CIRCLE TRACK OIL PANS

- **Consistant oil pressure & increased horsepower.**
- **American made quality & design.**
- **Not the cheapest, just the Best.**
- **We know because... we run them !**



Track Champion Bakersfield, California

- Small Block Chevy, Wet Sump -

MODIFIED CLAIMER, HOBBY & STREET STOCK

Appearing stock on the outside, pan has sufficient horizontal baffling to 100% control 5 qts. of oil, assuring ample oil supply under all racing conditions. Removable, full-length windage tray is mounted in the pan. Matched pick-up locates in the right rear corner for maximum oil pressure supply. High strength magnetic drain plug included.

Pan Capacity is 5 Qts. Plus Filter — 7 1/2" Sump Depth

- 1979 & Earlier (L/H Dipstick) **31503**
- 1980-1985 & Dart SHP block (R/H Dipstick) **31502**
- 1986 & Up (R/H Dipstick) **31501**

Oil Pump and Pick-Up Required:

Pickup with 18750 pump, (Melling M55HV)	18307
Oil Pump,(Melling M55HV)	18750
Pump Shaft	23050
Oil Pan Gasket.....	40100
1 Piece Oil Pan Gasket - 55-79	41000
Rear Pan Baffle.....	32500



#31503

MODIFIED, HOBBY & STREET STOCK

Designed with a right side kickout for higher end IMCA Modifieds and Street Stocks. It contains sufficient horizontal baffling to 100% control 6 qts. of oil, assuring an ample oil supply under high RPM and rough track conditions. A removable, full-length windage tray is mounted in the oil pan. The matched pick-up uses a billet pump end and oversized 3/4" tube for greater oil pump performance. This is a quality pan made in the USA and flat works. High power magnetic drain plugs included.

Pan Capacity is 6 Qts. Plus Filter — 7 1/2" Sump Depth

- 1979 & Earlier (L/H Dipstick) **31513**
- 1980-1985 & Dart SHP block (R/H Dipstick) **31512**
- 1986 & Up (R/H Dipstick) **31511**

Oil Pump and Pick-Up Required:

Pickup with 18750 pump,	18308
Oil Pump,(Melling M55HV).....	18750
Pump Shaft	23050
Oil Pan Gasket.....	40100
1 Piece Oil Pan Gasket - 55-79	41000
Rear Pan Baffle.....	32500



#31513



CIRCLE TRACK OIL PANS

- Small Block Chevy, Wet Sump -

LATE MODEL & SPRINT - COMPETITION - 7" DEEP

Designed for Dirt or Asphalt in Late Models, Modifieds and Sprint Cars that don't use a stock crossmember location. The highly effective trap door system and the quick release windage tray assembly fastened into the pan provide 100% oil control. This results in consistent oil pressure both in and out of the corners, as well as increases power output. Accepts stock large diameter flywheels. The Sprint Car style pan is available with a sealed, dirt proof, screw in style dipstick where as the Late Model style does not and both have a 1/2" pipe temperature sender bung welded into the pan. Comes with a high strength magnetic drain plug.

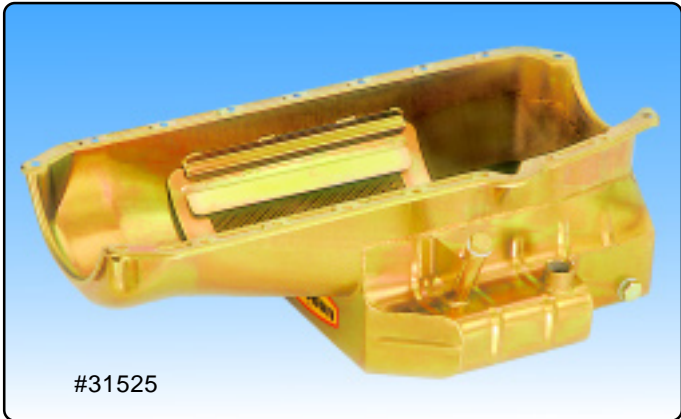
*** Will fit 4" Stroke ***

**Pan Capacity is 7 Qts. Plus Filter —
12" Sump Length, 7" Sump Depth**

- Left Hand, without dipstick **31504**
- Left Hand, with dipstick **31525**

Oil Pump and Pick-Up Required:

Pickup with 18770 pump, (Melling M99HV)	18305
Pickup with 18750 pump, (Melling M55HV)	18306
Pump Drive Shaft	23050
Oil Pan Gasket - 55-85	40100
1 Piece Oil Pan Gasket - 55-79	41000
Rear Pan Baffle	32500
Oil Pan Bolts	85000
Oil Pan Studs	81300



#31525

*Pick-Up to Pan Bottom Clearance MUST Be
Checked and Adjusted from 1/4" to 3/8".*

LATE MODEL & SPRINT - COMPETITION - 7" DEEP

Dirt or Asphalt in Late Models, Modifieds and Sprint Cars that require rod inspection access. A one inch removable plug allows easy access to number 3 and 4 rod pair for tech. This pan is otherwise identical to the 31504 except for the addition of an extra 1/2 pipe fitting for the use of an oil heater. Comes with a high strength magnetic drain plug.

*** Will fit a 4.00" stroke ***

**Pan Capacity is 7 Qts. Plus Filter —
12" Sump Length, 7" Sump Depth**

- Left Hand, without dipstick **31533**

Oil Pump and Pick-Up Required:

Pickup with 18770 pump, (Melling M99HV)	18305
Pickup with 18750 pump, (Melling M55HV)	18306
Pump Drive Shaft	23050
Oil Pan Gasket - 55-85	40100
1 Piece Oil Pan Gasket - 55-79	41000
Rear Pan Baffle	32500
Oil Pan Bolts	85000
Oil Pan Studs	81300



#31533





CIRCLE TRACK OIL PANS

- Small Block Chevy, Wet Sump -

LATE MODEL & SPRINT - COMPETITION - 6 1/2" DEEP

Designed for Dirt or Asphalt in Late Models, Modifieds and Sprint Cars where the engine is set very low and/or where ground clearance is critical. The highly effective tray door system and the quick release windage tray assembly fastened into the pan provide 100% oil control results in consistent oil pressure and increased power output. A 1/2" pipe temperature sender bung welded into the pan. * Will fit a 4.00" stroke *

**Pan Capacity is 6 Qts. Plus Filter —
12" Sump Length, 6 1/2" Sump Depth**

- Left Hand, without dipstick **31510**
- Right Hand, Dart SHP block, w/o dipstick **31509**

Oil Pump and Pick-Up Required:

Pickup with 18750 pump, (Melling M55HV)	18309
Pump Drive Shaft	23050
Oil Pan Gasket - 55-79	40100
1 Piece Oil Pan Gasket - 55-79	41000
Rear Pan Baffle	32500
Pan Bolts	85000
Pan Studs	81300



#31510



STREET & HOBBY STOCK

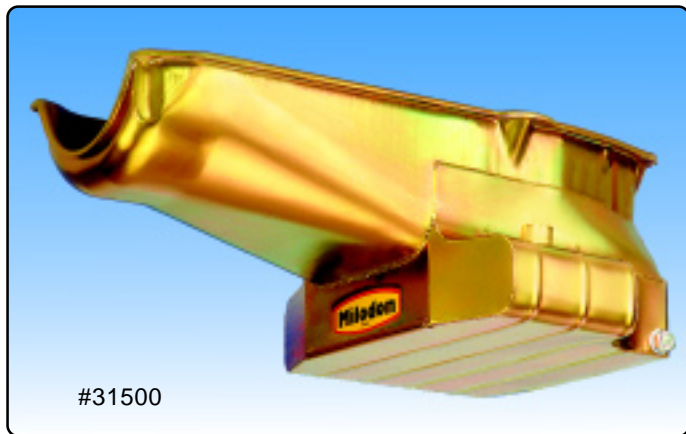
Designed for Street Stock and classes that use stock Camaro and Chevelle front ends. A sophisticated trap door and baffle system assures consistent oil pressure on even the toughest tracks. (For figure eight courses, use #31505 pan.) A #32250 screen windage tray assembly that mounts from the mains to allow adjustment to achieve the highest scavenging effect possible. Pick-up uses billet pump end and oversized 3/4" tube for greater oil pump performance. High strength magnetic drain plug included. * Will fit 3.750" stroke*

**Pan Capacity is 7 Qts. Plus Filter —
10" Sump Length, 13 1/2" Sump Width, 7 5/8" Sump Depth**

- Left Hand Dipstick **31500**

Oil Pump and Pick-Up Required:

Pickup with 18750 pump, (Melling M55HV)	18308
Pump Shaft	23050
Oil Pan Gasket	40100
1 Piece Oil Pan Gasket - 55-79	41000
Windage Tray	32250
Tray Install Kit	81150
Rear Pan Baffle	32500
Pan Bolts	85000
Pan Studs	81300



#31500

LATE MODEL & SPRINT - COMPETITION - 6 1/2" DEEP

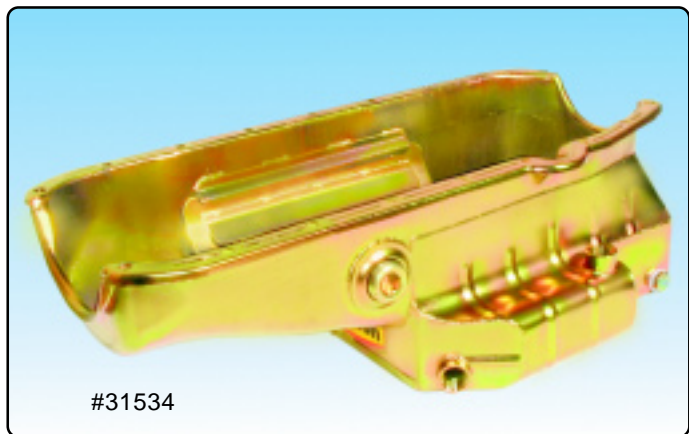
Dirt or Asphalt in Late Model, Modified and Sprint Car where engine is set very low and requires rod inspection access. One inch removable plug allows easy access to number 3 and 4 rod pair for tech. Also has the addition of an extra 1/2 pipe fitting for the use of oil heater. * Will fit a 4.00" stroke *

**Pan Capacity is 7 Qts. Plus Filter —
12" Sump Length, 6 1/2" Sump Depth**

- Left Hand, without dipstick **31534**

Oil Pump and Pick-Up Required:

Pickup with 18750 pump, (Melling M55HV)	18309
Pump Drive Shaft	23050
Oil Pan Gasket - 55-85	40100
1 Piece Oil Pan Gasket - 55-79	41000
Rear Pan Baffle	32500
Pan Studs	81300



#31534



CIRCLE TRACK OIL PANS

LATE MODEL & SPRINT - PRO COMPETITION - 7" DEEP

High output pan design has a full kickout and full length tray. Designed for cars that don't use a stock crossmember location. Highly effective tray door system and the quick release windage tray fastened into the pan provide 100% oil control. This results in consistent oil pressure both in and out of the corners, as well as increases power output. Accepts stock large diameter flywheels. Available with a sealed, dirt proof, screw in style dipstick and has 1/2" pipe temperature sender bung welded into the pan.

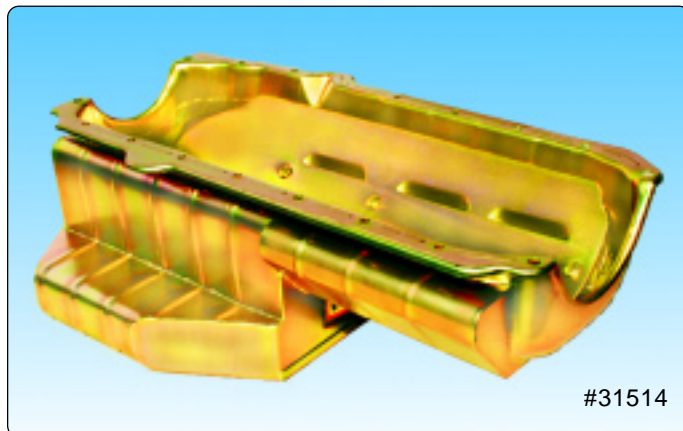
* Will fit a 4" stroke crank and Carillo or Eagle syle rods *

**Pan Capacity is 7 Qts. Plus Filter —
12" Sump Length, 7" Sump Depth**

- Left Hand, without dipstick **31514**
- Left Hand, with dipstick..... **31515**
- Right Hand, Dart SHP block, with dipstick **31516**

Oil Pump and Pick-Up Required:

Pickup with 18770 pump, (Melling M99HV)	18305
Pickup with 18750 pump, (Melling M55HV)	18306
Oil Pump	18750
Pump Drive Shaft	23050
Oil Pan Gasket - 55-85	40100
1 Piece Oil Pan Gasket - 55-79	41000
Rear Pan Baffle	32500
Pan Bolts	85000
Pan Studs	81300



#31514



LATE MODEL & SPRINT CAR - PRO COMPETITION - 6 1/2" DEEP

High output pan design has a full kickout and full length tray. Designed for cars that don't use a stock crossmember. Highly effective tray door system and the quick release windage tray fastened into the pan provide 100% oil control. This results in consistent oil pressure both in and out of the corners, as well as increases power output. Accepts stock large diameter flywheels. Available with a sealed, dirt proof, screw in style dipstick. Has 1/2" pipe temperature sender bung welded into the pan and a 1" inspection hole for rod check

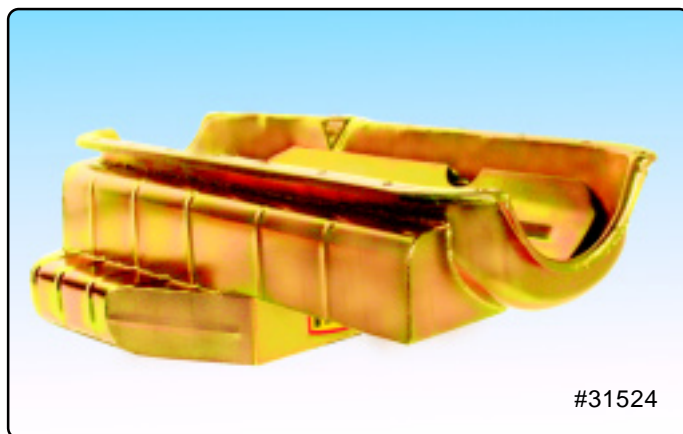
* Will fit a 4" stroke crank and Carillo or Eagle syle rods *

**Pan Capacity is 7 Qts. Plus Filter —
12" Sump Length, 6 1/2" Sump Depth**

- Left Hand, Internal Pump & Pickup **31524**

Oil Pump and Pick-Up Required:

Pickup with 18750 pump, (Melling M55HV)	18309
Oil Pump	18750
Pump Drive Shaft	23050
Oil Pan Gasket - 55-85	40100
1 Piece Oil Pan Gasket - 55-79	41000
Rear Pan Baffle	32500
Pan Bolts	85000
Pan Studs	81300



#31524

EXTERNAL PICKUP - 6 1/2" DEEP

For classes that allow an external single stage oil pump. Pickup mounts through the pan in the right rear with a 12 AN male fitting. A reverse mounted starter is required. Power is maximized with a front to rear windage tray, stopping upward oil slosh and allowing rear rod oil scavenging.

* Will fit a 4" stroke crank and Carillo or Eagle syle rods *

- Left Hand, Exxternal Pump & Pickup..... **31523**

Oil Pump and Pick-Up Required:

Pickup	18595
Oil Pan Gasket - 55-85	40100
1 Piece Oil Pan Gasket - 55-79	41000

**DYNO PROVEN FOR POWER,
TRACK PROVEN FOR RELIABILITY
— TO FINISH FIRST,
YOU FIRST MUST FINISH!**



CIRCLE TRACK OIL PANS

- Small Block Chevy, Dry Sump -

PRO COMPETITION- STEEL, DRY SUMP

Built to be equally effective in all types of racing whether drag racing, road racing or circle track. Three 12AN fittings are used in the front, middle and rear positions. A high efficiency screen oil separator de-aerates the recovered oil before it is returned to the tank. Pro Competition design features full kick-out for maximum oil control and horsepower output. Requires small style starter.

* Will fit a 4" stroker and Carillo or Eagle style rods *

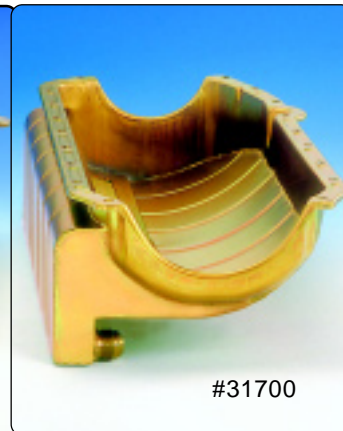
Measures 4" Under Crank, 5 1/2" Deep Reservoir

• Left & Right Hand Blocks and Dart SHP block . . . **31700**

1 Piece Oil Pan Gasket - 55-79 41000



#31700



#31700

PRO COMPETITION- DRY SUMP

With a 4 1/2" depth, this oil pan offers maximum ground clearance for cars in most NASCAR, Formula road race and drag race classes. An evacuation channel accumulates oil which is removed via two 12AN scavenges. The Pro Competition style has a full length kick-out which requires a small style starter.

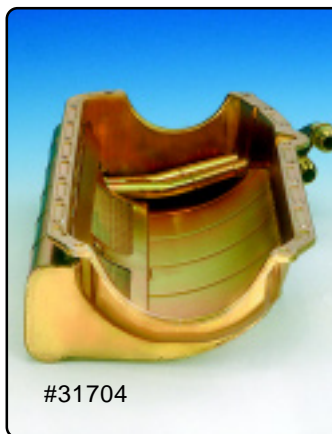
* Will fit a 4" stroker and Carillo or Eagle style rods *

Both pans fit Left & Right Hand blocks and Dart SHP blocks

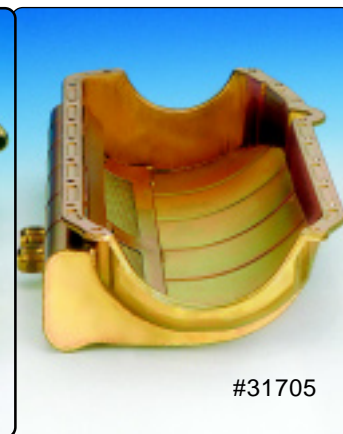
• Left Side Rear Exit, **31704**

• Right Side Middle Exit **31705**

1 Piece Oil Pan Gasket - 55-79 41000



#31704



#31705



The Milodon dirt late model piloted by 2 time Western States Late Model Champion and former National IMCA Modified Champion Scott Pounds



CIRCLE TRACK OIL PANS

- Small Block Chevy, Dry Sump (cont.) -

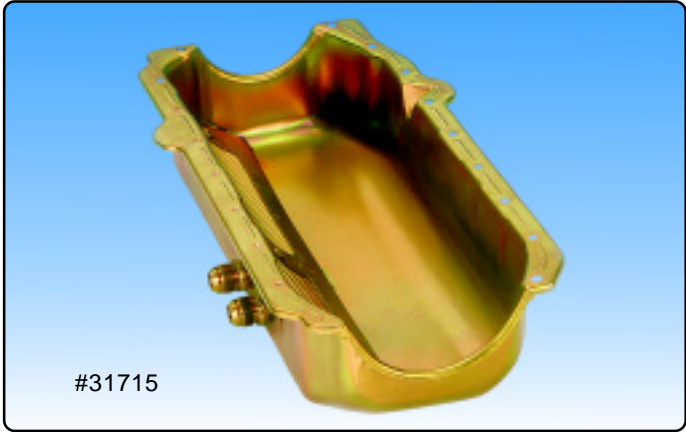
COMPETITION-DRY SUMP

For use in NASCAR Sportsman, Modifieds, Sprint Cars and Late Models. Designed to give maximum ground clearance and maximum scavenging ability, to yield increased horsepower output. Two 12AN scavenge lines and a high efficiency screen oil separator, which de-aerates the oil, are used. Will work with all starters. True Milodon quality at a very reasonable price.

* Will fit a 4" stroker and Carillo or Eagle style rods *

Both pans fit Left & Right Hand blocks and Dart SHP blocks

- Left Side Rear Exit, **31710**
 - Right Side Middle Exit, **31715**
- 1 Piece Oil Pan Gasket - 55-79 41000



#31715

- Big Block Chevy, Wet Sump -

MODIFIED

Designed for Dirt or Asphalt Modifieds. The highly effective trap door system and the quick release windage tray assembly that is fastened into the pan provide 100% oil control at all times. Accepts stock large dial. flywheels. A sealed, dirt proof, screw in style dipstick and temperature sender Bung are welded into the pan. With most aluminum rods, this pan will fit up to a 4½" stroke without modification.

Will fit a 4 1/2" stroker with most aluminum rods.

Pan Capacity is 9 Qts. Plus Filter - 7 ¼" Depth

- 396-454 Mark IV Engines **31554**

Oil Pump and Pick-Up Required:

Pickup	18305
Oil Pump (Melling M77)	18760
Pump Shaft	23060
Oil Pan Gasket.....	40200
Rear Pan Baffle.....	32505



#31554



- Ford 351W -

CIRCLE TRACK - REAR SUMP

Designed for Dirt or Asphalt in Late Models, Modifieds and Sprint Cars where ground clearance is critical. The highly effective tray door system and the quick release windage tray assembly fastened into the pan provide 100% oil control. This results in consistent oil pressure both in and out of the corners, as well as increases power output. Uses a factory style dirt-tight screw-in dipstick and has a 1/2" pipe fitting for an oil temp sender. Rear Sump design that will fit with either tube chassis or Fox chassis cars. Will not fit stock pre-74 front sump chassis.

Pan Capacity is 7 Qts. Plus Filter — 7 ½" Sump Depth

- 351W **31631**

Oil Pump and Pick-Up Required:

Pickup with Melling M83HV	18510
Oil Pump Shaft	22560
Oil Pan Gasket.....	40350
1 Piece Oil Pan Gasket	41004
Windage Tray.....	32217
Tray Install Kit.....	81167



#31631

*Pick-Up to Pan Bottom Clearance **MUST** Be Checked and Adjusted from 1/4" to 3/8".*



ROAD RACE OIL PANS

- Small Block Chevy, Wet Sump -

ROAD RACE

The hot tip for road racing due to trap door baffle system proven to provide good oil supply on left and right turns. Proven highly effective in SCCA and other competition. Fits Corvettes, Camaros and most popular chassis. Comes with a high strength magnetic drain plug.

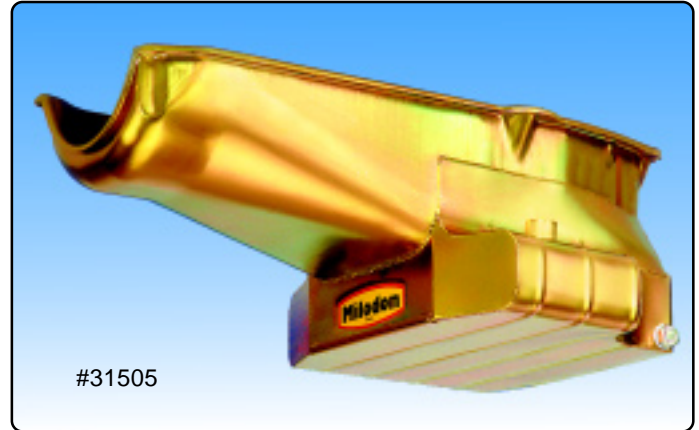
* Will fit a 4" stroker and Carillo or Eagle style rods *

**Pan Capacity is 7 Qts. Plus Filter —
10" Sump Length, 7 7/8" Sump Depth**

- Left Hand Dipstick (Up to 1979 block) **31505**
- Right Hand Dipstick, Dart SHP & 1980-85 **31506**
- Right Hand Dipstick, 1986 & Up **31508**

Oil Pump and Pick-Up Required:

Milodon 18770, (Melling M99HV)	18465
Windage Tray	32250 or 32100
Windage Tray Install Kit	81150
Rear Pan Baffle	32500
Oil Pan Gasket- 55-79	40100
Pan Gasket, 1 piece, 1955-79	41000
Pan Gasket, 1 piece, Dart SHP block	41008
Pan Bolts	85000
Pan Studs	81300



#31505



- LS Series Chevy, Wet Sump -

ROAD RACE

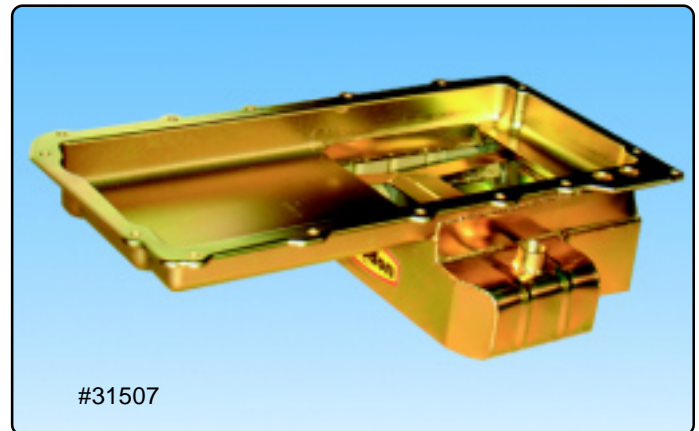
Just out for the LS Chevy engines, a full on road racing pan with competition trap door baffle system proven to provide good oil supply on left and right turns. Fits Corvettes, Camaros and most popular chassis. Uses billet filter fitting block that provides increased endurance race length sealing. High strength magnetic drain plug included. Will allow a 4.125" stroke.

**Pan Capacity is 7 Qts. Plus Filter —
Sump: 9 1/2" Long, 13 3/8" Wide, 5 3/8" Deep**

- LS1, LS2, LS3, LS6, LS7 **31507**

Oil Pump and Pick-Up Required:

Pickup	18292
Windage Tray	32150
Remote Oil Filter Kit	21575
Pan Bolts	85002
Dipstick	22006



#31507

- Small Block Chevy, Dry Sump -

PRO COMPETITION - DRY SUMP

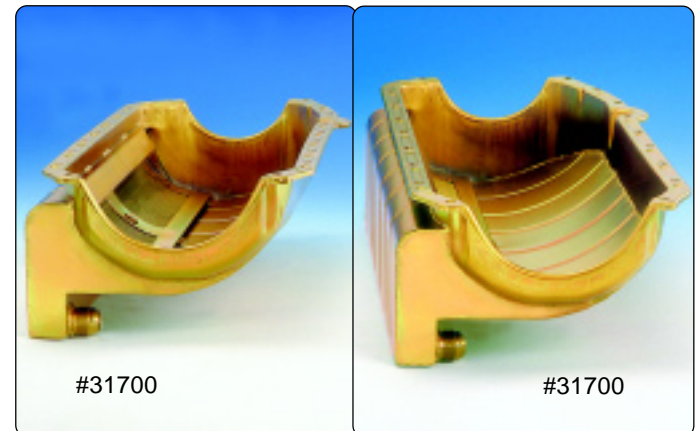
Designed to be equally effective in all types of racing, drag racing, road racing or circle track. Three 12AN fittings are used in the front, middle and rear positions. A high efficiency screen oil separator de-aerates the recovered oil before it is returned to the tank. Pro Competition design features full kick-out for maximum oil control and horsepower output. Requires small style starter.

* Will fit a 4" stroker and Carillo or Eagle style rods *

Measures 4" Under Crank, 5 1/2" Deep Reservoir

- Left & Right Hand Blocks and Dart SHP block **31700**

1 Piece Oil Pan Gasket - 55-79	41000
Pan Bolts	85000
Pan Studs	81300



#31700

#31700



ROAD RACE OIL PANS

- Ford 1965-73 Front Sump - 289, 302 & 351W-

ROAD RACE & COBRA - FRONT SUMP

Front sump design for road race applications in pre-74 chassis . Features multiple baffles to provide oil supply during violent turns, acceleration and deceleration. Has a 1/2" pipe temperature sender bung. Fits most stock chassis using front sump pan. High strength magnetic drain plug included.

- 289-302 **31600**
Pan Capacity is 7 Qts. Plus Filter — 7½" Sump Depth

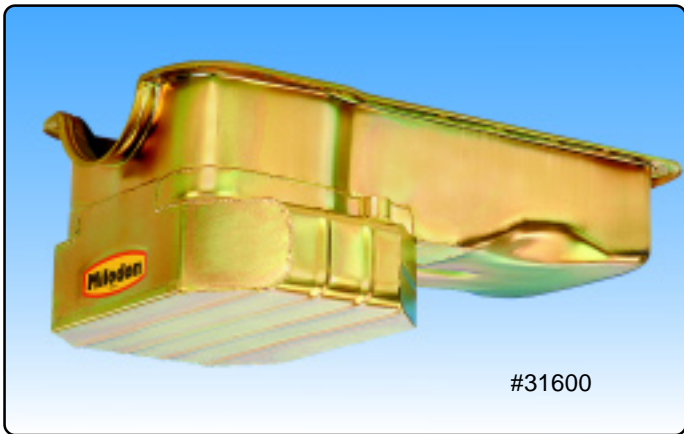
Oil Pump and Pick-Up Required:

Pickup with 18800 pump, (Melling M68HV)	18485
Oil Pump	18800
Oil Pump Shaft	22500
Oil Pan Gasket	40300
1 Piece Oil Pan Gasket	41003
Windage Tray	32210
Tray Install Kit	81157

- 351W **31630**
Pan Capacity is 7 Qts. Plus Filter — 7½" Sump Depth

Oil Pump and Pick-Up Required:

Pickup with Melling M83HV pump	18505
Oil Pump Shaft	22560
Oil Pan Gasket	40350
1 Piece Oil Pan Gasket	41004
Windage Tray	32215
Tray Install Kit	81167



#31600

- Ford 1980 & Up Rear Sump - 302 & 351W-

LATE MODEL MUSTANG 302 ROAD RACE - REAR SUMP

Late model rear sump sump design for use in road race applications in 1978 and up chassis. While designed for the late model Mustang this pan will fit Cobra kit cars and any vehicle with clearance under the engine. Features multiple baffles to provide oil supply during violent turns, acceleration and deceleration. Uses a factory style dirt-tight screw-in dipstick and has a 1/2" pipe fitting for an oil temp sender. Comes with a high strength magnetic drain plug.

- 302 / 5.0 Liter **31601**
Pan Capacity is 7 Qts. Plus Filter — 7½" Sump Depth

Oil Pump and Pick-Up Required:

Pickup with 18800 pump, (Melling M68HV)	18491
Oil Pump Shaft	22500
Oil Pan Gasket	40300
1 Piece Oil Pan Gasket	41003
Windage Tray	32212
Tray Install Kit	81157



#31601

351W ROAD RACE - REAR SUMP

For 351 W in stock chassis 79 & up Mustangs.

- 351W **31631**
Pan Capacity is 7 Qts. Plus Filter — 7½" Sump Depth

Oil Pump and Pick-Up Required:

Pickup with Melling M83HV pump	18510
Oil Pump Shaft	22560
Oil Pan Gasket	40350
1 Piece Oil Pan Gasket	41004
Windage Tray	32215
Tray Install Kit	81167





ROAD RACE OIL PANS

- Big Block Chevy -

ROAD RACE

The hot tip for road racing due to trap door baffle system is to provide adequate oil supply on left & right turns. Proven highly effective in SCCA and other competition. Fits 396-454 engines in Corvette and other modified chassis. High strength magnetic drain plug included.

Will fit 4½" stroke with most aluminum rods.

Pan Capacity is 8 Qts. Plus Filter —

10" Sump Length, 16" Sump Width, 8 1/8" Sump Depth

- 396-454 Mark IV **31555**

Oil Pump and Pick-Up Required:

Milodon 18760, (Melling M77HV)	18465
Oil Pump Shaft	23060
Windage Tray	32260 or 32200
Windage Tray Install Kit	81151
Rear Pan Baffle	32505
Oil Pan gasket	40200



#31555



TO ACHIEVE THE PROPER DIPSTICK READING: Fill the Empty Pan with the Number of Quarts Listed in this Catalog. Listed Capacities Are For the Oil Pan ONLY and DO NOT Include the Filter. Before Starting the Engine, Check the Dipstick and Scribe the New Full Level Where the Oil Mark Is. The Original Full Mark Has No Bearing on Where Your New **Milodon** Pan Full Level Will Be.

- Ford 427, 428-

COBRA ROAD RACE - FRONT SUMP

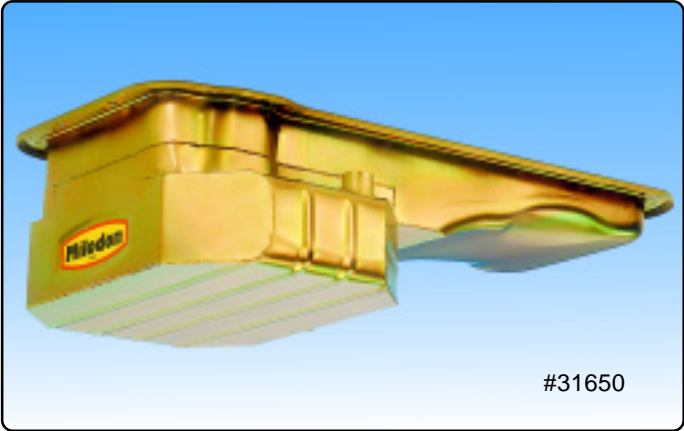
Designed for the original Cobras and current 390, 427, 428 Cobra kit cars, as well as Road Race pre-1973 Mustangs. Road race pans work for all applications as they have the ability to control oil through acceleration, deceleration and right & left turns. Has 1/2" temperature sender bung and high strength magnetic drain plug.

Pan Capacity is 7 Qts. Plus Filter — 6" Sump Depth

- 390, 427, 428 **31650**

Oil Pump and Pick-Up Required:

Pickup	18515
Oil Pump	M57HV
Oil Pump Shaft	22550
Oil Pan Gasket	40450
Windage Tray	32224



#31650

- Ford 351C -

PANTERA ROAD RACE

Designed to meet the increased demands street and road racing of the Ford Pantera. Capable of accomodating heavy acceleration, deceleration and hard turns. Features an extensive trap door and baffle system to ensure ample oil supply. High strength magnetic drain plug included.

Pan Capacity is 6 Qts. Plus Filter — 7¾" Sump Depth

- 351 Cleveland **31483**

Oil Pump and Pick-Up Required:

Pickup	18483
Oil Pump	M84AHV
Oil Pump Shaft	22565
Oil Pan Gasket	40400
Windage Tray	32222
Tray Install Kit	81151



#31483



ROAD RACE OIL PANS

- MOPAR 5.7 / 6.1 HEMI -

NEW CHALLENGER & CHARGER ROAD RACE

Designed for very low street cars as well as true road race use. A stock location front sump pan for use in the new stock Challenger, Charger chassis. Wide sump increases capacity yet allows ample ground clearance. Fully baffled for competition use. Stock steering will not interfere with pan. High strength magnetic drain plug included.

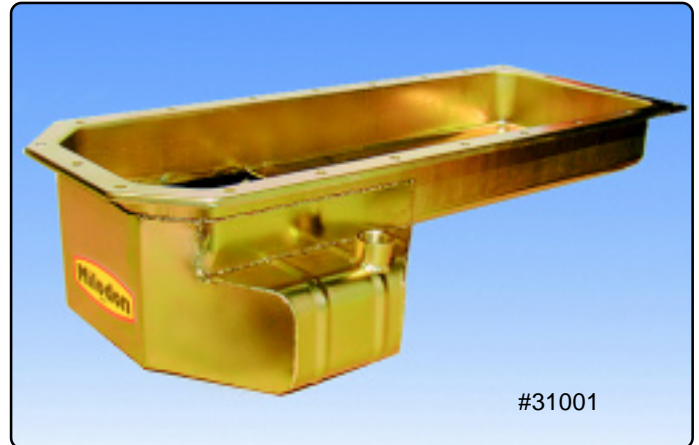
Pan Capacity is 7 Qts. Plus Filter —

Sump: 8 7/8" Long, 13 1/4" Wide, 5 1/2" Deep

- 5.7, 6.1, 392 Stroker, 426 Stroker **31001**

Oil Pump and Pick-Up Required:

Pickup	18333
Windage Tray, All Strokes	32010
Pan Gaskets, Pair	40750
Pan Bolts	85025



#31001

DODGE TRUCK AND DURANGO ROAD RACE

Designed for very low street trucks giving true road race performance. A stock location rear sump pan for use in the new stock trucks and Durango chassis. Wide sump increases capacity yet allows ample ground clearance. Fully baffled for competition use. Stock steering will not interfere with pan. High strength magnetic drain plug included.

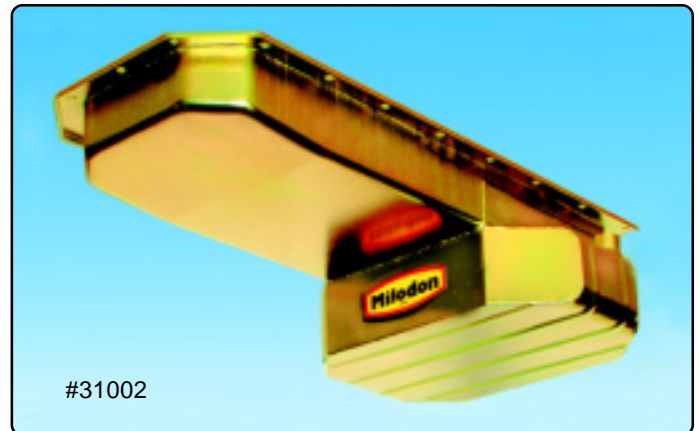
Pan Capacity is 7 Qts. Plus Filter —

Sump: 8 7/8" Long, 13 1/4" Wide, 5 1/2" Deep

- 5.7, 6.1, 392 Stroker, 426 Stroker **31002**

Oil Pump and Pick-Up Required:

Pickup	18334
Windage Tray, All Strokes	32010
Pan Gaskets, Pair	40750
Dipstick 5.7 / 6.1, Billet Stainless Steel	22065
Pan Bolts	85025



#31002



- Small Block MOPAR-

340 / 360 & STROKERS ROAD RACE

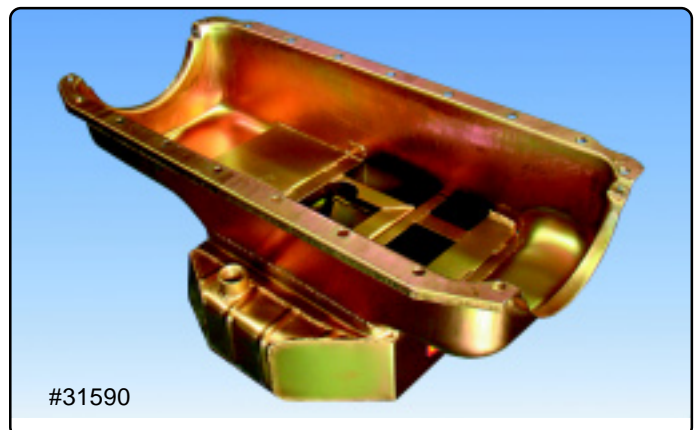
Fits A, B and E bodies. Works with 1967 to 73 and later 1973 to 1976 A body K-members. Full competition baffling with 5 doors and 7 baffle assemblies are capable of handling full road coarse use or just street on very low cars. High strength magnetic drain plug included. Clears 4.125" stroke.

Pan Capacity is 6 Qts. Plus Filter — 7" Sump Depth

- 318 / 340 **31590**
- 360 **31595**

Oil Pump and Pick-Up Required:

Pickup	18343
Oil Pump	M72HV
Oil Pan Gasket 318 / 340	40600
Oil Pan Gasket 318 / 340	40600
Oil Pan Gasket 360	40650
Oil Pump Drive Steel Gear	21530
Oil Pump Drive Bronze Gear	21535
Windage Tray	32230
Windage Install Kit	81151
Dipstick, Billet Stainless Steel	22060
Pan Bolts	85020
Pan Studs	81320



#31590



ROAD RACE OIL PANS

- Big Block MOPAR -

383-426-440 ROAD RACE

Designed for low street cars as well as road race use. A stock location sump pan for use in stock Chrysler B & E body chassis. Wide sump increases capacity yet allows ample ground clearance. Fully baffled for competition use. Stock steering will not interfere with this pan. High strength magnetic drain plug included.

Pan Capacity is 7 Qts. Plus Filter — 5½" Sump Depth

- 383-440 **31580**

Oil Pump and Pick-Up Required:

Pickup, 3/8" Pipe Inlet	18328
Pickup, 1/2" Pipe Inlet	18338
Oil Pump	M63HV
Oil Pan Gasket	40700
Oil Pump Shaft	21505 or 21525
Windage Tray	32000
Windage Tray, up to 3/4" Stroker	32005
Dipstick, Billet Stainless Steel	22070
Pan Bolts	85020
Pan Studs	81320

383-426-440 ROAD RACE

WITH EXTERNAL PICKUP

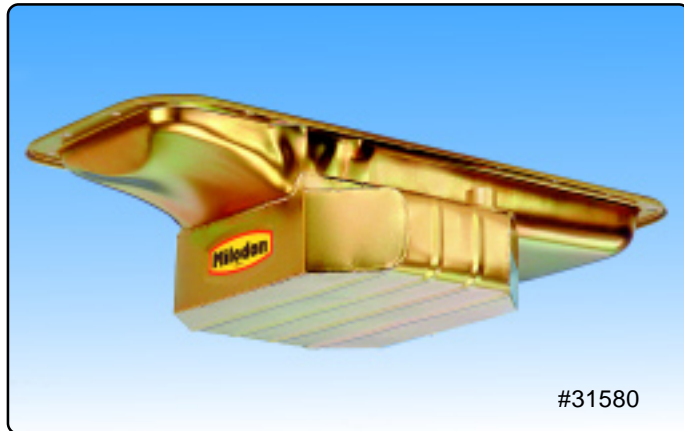
Same as the 31580 oil pan but with an external pickup exiting the pan. This 12AN port is a must for big inch strokers and mandatory on World / Mopar blocks with a big stroke as the existing internal pickup boss must be machined away. Comes complete with the pickup installed in the pan. High strength magnetic drain plug included.

Pan Capacity is 7 Qts. Plus Filter — 5½" Sump Depth

- 383-440 **31581**

Oil Pump and Pick-Up Required:

Oil Sstem	21001
Oil Pump	M63HV
Oil Pan Gasket	40700
Oil Pump Shaft	21505 or 21525



#31580



- AMC -

AMC & JEEP - PRO TOURING EXTERNAL PICKUP SYSTEM

Designed for maximum performance with maximum ground clearance for very low cars. Whether a high power track car that handles very well or a street car that is really low, this pan is your answer. Increased capacity with full competition baffling allows a pan that is shallower than stock to carry 8 quarts. High volume external pickup system provides adequate oil supply for 7000 RPM plus for extended periods. Pan pickup exits away from header tubes to avoid contact. High strength magnetic drainplug included.

Pan Capacity is 8 Qts. Plus Filter — 7" Sump Depth

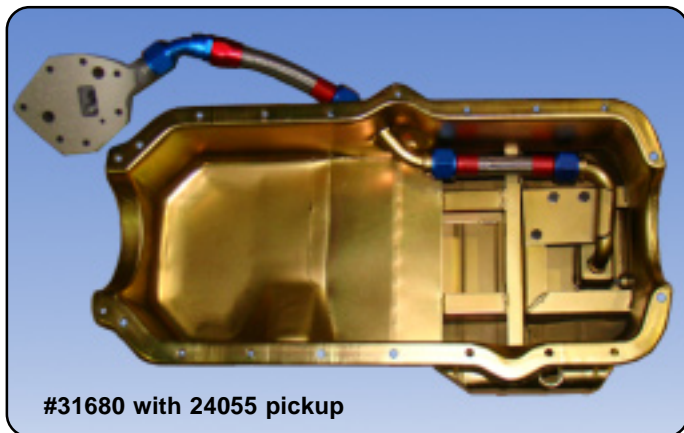
- 304, 343, 360, 390, 401 **31680**
- Pick-Up System 24055

AMC & JEEP - PRO TOURING INTERNAL PICKUP

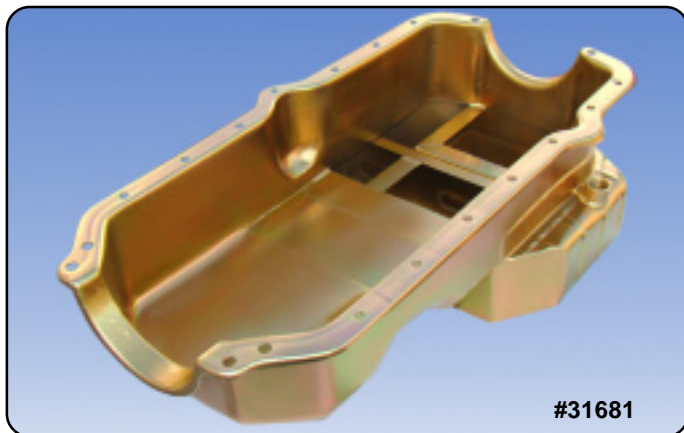
Designed for unequaled performance with maximum ground clearance for very low cars. Increased capacity with full competition baffling system allows a pan that is shallower than stock to carry 8 quarts. Internal pickup system provides adequate oil supply for up to 6800 RPM. High strength magnetic drainplug included.

Pan Capacity is 8 Qts. Plus Filter — 7" Sump Depth

- 304, 343, 360, 390, 401 **31681**
- Pick-Up 18401



#31680 with 24055 pickup



#31681



ROAD RACE OIL PANS

- Pontiac-

ROAD RACE - GTO

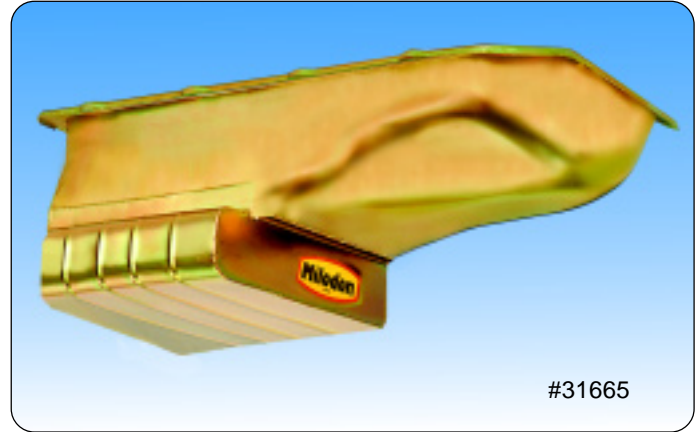
Designed for 1964 to 73 GTO, LeMans with 389-455 engines in performance street and road racing where, heavy acceleration, deceleration and hard turns are involved. Features trap door, baffle system and increased oil capacity to ensure ample oil supply. Angled sump front allows adequate crossmember clearance to install the engine and trans together. Fits well with Dougs Headers with all size header tubes. Will not fit Firebird chassis. High strength magnetic drain plug included.

Pan Capacity is 7 Qts. Plus Filter — 7³/₄" Sump Depth

- 389-455 **31665**

Oil Pump and Pick-Up Required:

Pickup	18525
Oil Pump, 3/4" inlet.....	M54D
Oil Pan Gasket.....	40900
Oil Pan Bolts	85020
Oil Pan Studs	81320
Windage Tray	32240
Tray Install Kit	81151



#31665

ROAD RACE - FIREBIRD

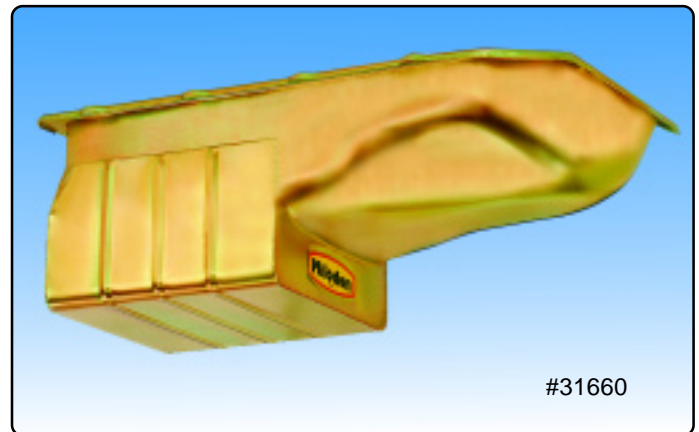
Designed originally for performance street and road racing in the 1967 to 1974 Firebird, where heavy acceleration, deceleration and hard turns are involved. Features trap door, baffle system and increased oil capacity to ensure ample oil supply. Pan has straight, non kicked out sides to allow easy starter removal and extra header clearance. Fits 389-455 Pontiac engines in the Firebird as well as all other 1966 & up GTO and LeMans chassis. High strength magnetic drain plug included.

Pan Capacity is 6 Qts. Plus Filter — 7³/₄" Sump Depth

- 389-455 **31660**

Oil Pump and Pick-Up Required:

Pickup	18525
Oil Pump, 3/4" inlet.....	M54D
Oil Pan Gasket.....	40900
Oil Pan Bolts	85020
Oil Pan Studs	81320
Windage Tray	32240
Tray Install Kit	81151



#31660



*Pick-Up to Pan Bottom Clearance **MUST** Be Checked and Adjusted from 1/4" to 3/8".*



ROAD RACE OIL PANS

- Small Block Chevy, Wet Sump -

ROAD RACE

The hot tip for road racing due to trap door baffle system proven to provide good oil supply on left and right turns. Proven highly effective in SCCA and other competition. Fits Corvettes, Camaros and most popular chassis. Comes with a high strength magnetic drain plug.

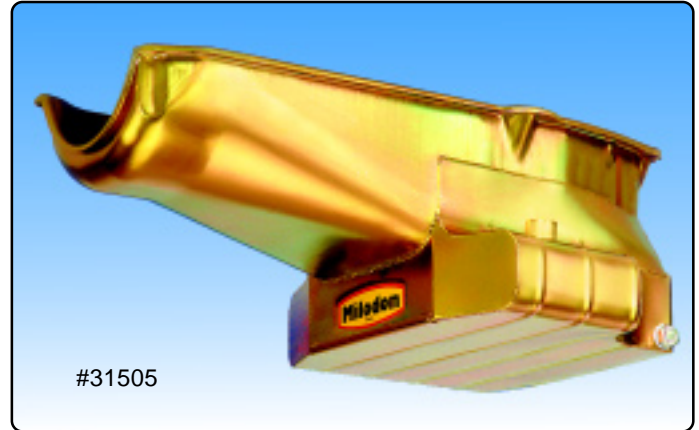
* Will fit a 4" stroker and Carillo or Eagle style rods *

**Pan Capacity is 7 Qts. Plus Filter —
10" Sump Length, 7 7/8" Sump Depth**

- Left Hand Dipstick (Up to 1979 block) **31505**
- Right Hand Dipstick, Dart SHP & 1980-85 **31506**
- Right Hand Dipstick, 1986 & Up **31508**

Oil Pump and Pick-Up Required:

Milodon 18770, (Melling M99HV)	18465
Windage Tray	32250 or 32100
Windage Tray Install Kit	81150
Rear Pan Baffle	32500
Oil Pan Gasket- 55-79	40100
Pan Gasket, 1 piece, 1955-79	41000
Pan Gasket, 1 piece, Dart SHP block	41008
Pan Bolts	85000
Pan Studs	81300



#31505



- LS Series Chevy, Wet Sump -

ROAD RACE

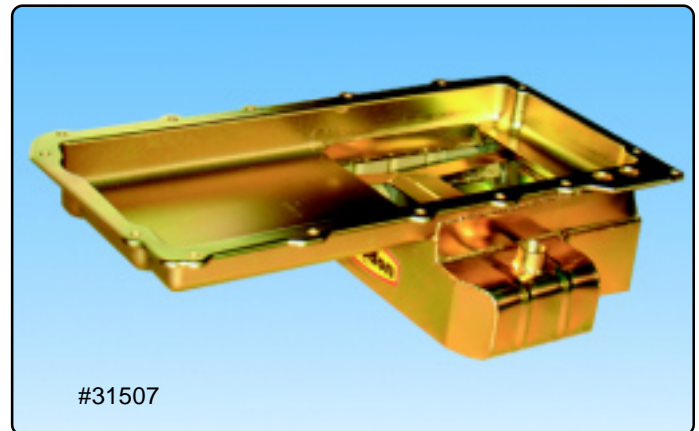
Just out for the LS Chevy engines, a full on road racing pan with competition trap door baffle system proven to provide good oil supply on left and right turns. Fits Corvettes, Camaros and most popular chassis. Uses billet filter fitting block that provides increased endurance race length sealing. High strength magnetic drain plug included. Will allow a 4.125" stroke.

**Pan Capacity is 7 Qts. Plus Filter —
Sump: 9 1/2" Long, 13 3/8" Wide, 5 3/8" Deep**

- LS1, LS2, LS3, LS6, LS7 **31507**

Oil Pump and Pick-Up Required:

Pickup	18292
Windage Tray	32150
Remote Oil Filter Kit	21575
Pan Bolts	85002
Dipstick	22006



#31507

- Small Block Chevy, Dry Sump -

PRO COMPETITION - DRY SUMP

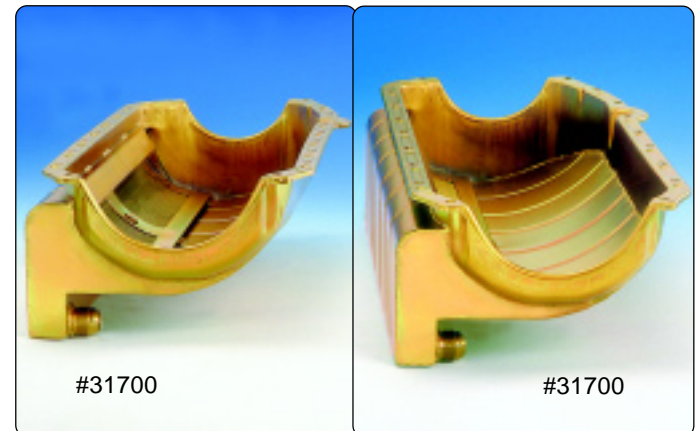
Designed to be equally effective in all types of racing, drag racing, road racing or circle track. Three 12AN fittings are used in the front, middle and rear positions. A high efficiency screen oil separator de-aerates the recovered oil before it is returned to the tank. Pro Competition design features full kick-out for maximum oil control and horsepower output. Requires small style starter.

* Will fit a 4" stroker and Carillo or Eagle style rods *

Measures 4" Under Crank, 5 1/2" Deep Reservoir

- Left & Right Hand Blocks and Dart SHP block **31700**

1 Piece Oil Pan Gasket - 55-79	41000
Pan Bolts	85000
Pan Studs	81300



#31700

#31700



ROAD RACE OIL PANS

- Ford 1965-73 Front Sump - 289, 302 & 351W-

ROAD RACE & COBRA - FRONT SUMP

Front sump design for road race applications in pre-74 chassis. Features multiple baffles to provide oil supply during violent turns, acceleration and deceleration. Has a 1/2" pipe temperature sender bung. Fits most stock chassis using front sump pan. High strength magnetic drain plug included.

- 289-302 **31600**
Pan Capacity is 7 Qts. Plus Filter — 7½" Sump Depth

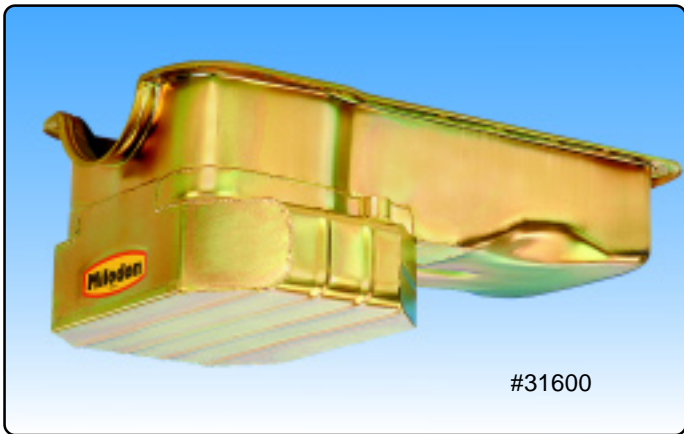
Oil Pump and Pick-Up Required:

Pickup with 18800 pump, (Melling M68HV)	18485
Oil Pump	18800
Oil Pump Shaft	22500
Oil Pan Gasket	40300
1 Piece Oil Pan Gasket	41003
Windage Tray	32210
Tray Install Kit	81157

- 351W **31630**
Pan Capacity is 7 Qts. Plus Filter — 7½" Sump Depth

Oil Pump and Pick-Up Required:

Pickup with Melling M83HV pump	18505
Oil Pump Shaft	22560
Oil Pan Gasket	40350
1 Piece Oil Pan Gasket	41004
Windage Tray	32215
Tray Install Kit	81167



#31600

- Ford 1980 & Up Rear Sump - 302 & 351W-

LATE MODEL MUSTANG 302 ROAD RACE - REAR SUMP

Late model rear sump sump design for use in road race applications in 1978 and up chassis. While designed for the late model Mustang this pan will fit Cobra kit cars and any vehicle with clearance under the engine. Features multiple baffles to provide oil supply during violent turns, acceleration and deceleration. Uses a factory style dirt-tight screw-in dipstick and has a 1/2" pipe fitting for an oil temp sender. Comes with a high strength magnetic drain plug.

- 302 / 5.0 Liter **31601**
Pan Capacity is 7 Qts. Plus Filter — 7½" Sump Depth

Oil Pump and Pick-Up Required:

Pickup with 18800 pump, (Melling M68HV)	18491
Oil Pump Shaft	22500
Oil Pan Gasket	40300
1 Piece Oil Pan Gasket	41003
Windage Tray	32212
Tray Install Kit	81157



#31601

351W ROAD RACE - REAR SUMP

For 351 W in stock chassis 79 & up Mustangs.

- 351W **31631**
Pan Capacity is 7 Qts. Plus Filter — 7½" Sump Depth

Oil Pump and Pick-Up Required:

Pickup with Melling M83HV pump	18510
Oil Pump Shaft	22560
Oil Pan Gasket	40350
1 Piece Oil Pan Gasket	41004
Windage Tray	32215
Tray Install Kit	81167





ROAD RACE OIL PANS

- Big Block Chevy -

ROAD RACE

The hot tip for road racing due to trap door baffle system is to provide adequate oil supply on left & right turns. Proven highly effective in SCCA and other competition. Fits 396-454 engines in Corvette and other modified chassis. High strength magnetic drain plug included.

Will fit 4½" stroke with most aluminum rods.

Pan Capacity is 8 Qts. Plus Filter —

10" Sump Length, 16" Sump Width, 8 1/8" Sump Depth

- 396-454 Mark IV **31555**

Oil Pump and Pick-Up Required:

Milodon 18760, (Melling M77HV)	18465
Oil Pump Shaft	23060
Windage Tray	32260 or 32200
Windage Tray Install Kit	81151
Rear Pan Baffle	32505
Oil Pan gasket	40200



TO ACHIEVE THE PROPER DIPSTICK READING: Fill the Empty Pan with the Number of Quarts Listed in this Catalog. Listed Capacities Are For the Oil Pan ONLY and DO NOT Include the Filter. Before Starting the Engine, Check the Dipstick and Scribe the New Full Level Where the Oil Mark Is. The Original Full Mark Has No Bearing on Where Your New **Milodon** Pan Full Level Will Be.

- Ford 427, 428-

COBRA ROAD RACE - FRONT SUMP

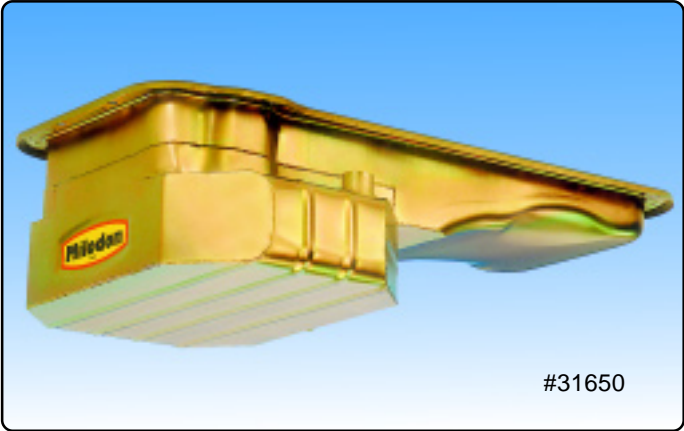
Designed for the original Cobras and current 390, 427, 428 Cobra kit cars, as well as Road Race pre-1973 Mustangs. Road race pans work for all applications as they have the ability to control oil through acceleration, deceleration and right & left turns. Has 1/2" temperature sender bung and high strength magnetic drain plug.

Pan Capacity is 7 Qts. Plus Filter — 6" Sump Depth

- 390, 427, 428 **31650**

Oil Pump and Pick-Up Required:

Pickup	18515
Oil Pump	M57HV
Oil Pump Shaft	22550
Oil Pan Gasket	40450
Windage Tray	32224



- Ford 351C -

PANTERA ROAD RACE

Designed to meet the increased demands street and road racing of the Ford Pantera. Capable of accomodating heavy acceleration, deceleration and hard turns. Features an extensive trap door and baffle system to ensure ample oil supply. High strength magnetic drain plug included.

Pan Capacity is 6 Qts. Plus Filter — 7¾" Sump Depth

- 351 Cleveland **31483**

Oil Pump and Pick-Up Required:

Pickup	18483
Oil Pump	M84AHV
Oil Pump Shaft	22565
Oil Pan Gasket	40400
Windage Tray	32222
Tray Install Kit	81151





ROAD RACE OIL PANS

- MOPAR 5.7 / 6.1 HEMI -

NEW CHALLENGER & CHARGER ROAD RACE

Designed for very low street cars as well as true road race use. A stock location front sump pan for use in the new stock Challenger, Charger chassis. Wide sump increases capacity yet allows ample ground clearance. Fully baffled for competition use. Stock steering will not interfere with pan. High strength magnetic drain plug included.

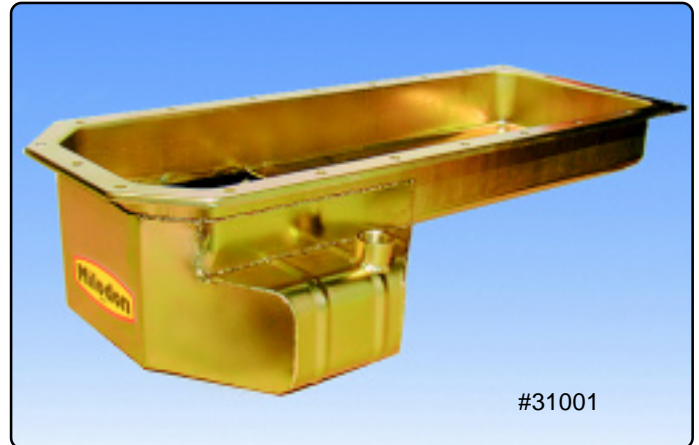
Pan Capacity is 7 Qts. Plus Filter —

Sump: 8 7/8" Long, 13 1/4" Wide, 5 1/2" Deep

- 5.7, 6.1, 392 Stroker, 426 Stroker **31001**

Oil Pump and Pick-Up Required:

Pickup	18333
Windage Tray, All Strokes	32010
Pan Gaskets, Pair	40750
Pan Bolts	85025



#31001

DODGE TRUCK AND DURANGO ROAD RACE

Designed for very low street trucks giving true road race performance. A stock location rear sump pan for use in the new stock trucks and Durango chassis. Wide sump increases capacity yet allows ample ground clearance. Fully baffled for competition use. Stock steering will not interfere with pan. High strength magnetic drain plug included.

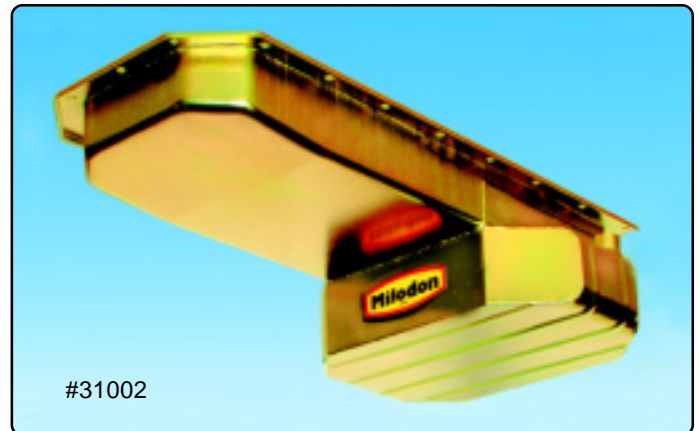
Pan Capacity is 7 Qts. Plus Filter —

Sump: 8 7/8" Long, 13 1/4" Wide, 5 1/2" Deep

- 5.7, 6.1, 392 Stroker, 426 Stroker **31002**

Oil Pump and Pick-Up Required:

Pickup	18334
Windage Tray, All Strokes	32010
Pan Gaskets, Pair	40750
Dipstick 5.7 / 6.1, Billet Stainless Steel	22065
Pan Bolts	85025



#31002



- Small Block MOPAR-

340 / 360 & STROKERS ROAD RACE

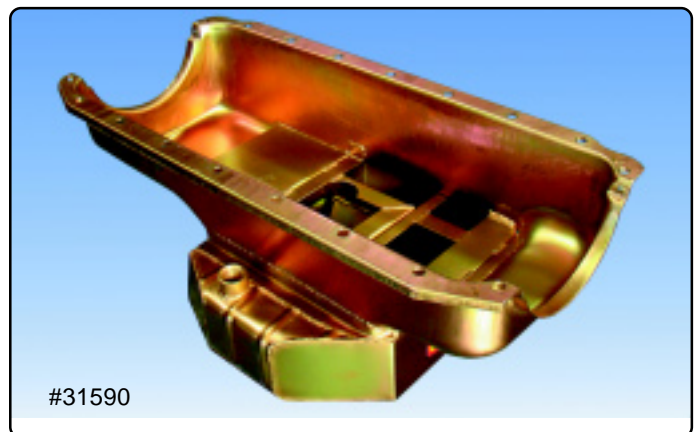
Fits A, B and E bodies. Works with 1967 to 73 and later 1973 to 1976 A body K-members. Full competition baffling with 5 doors and 7 baffle assemblies are capable of handling full road coarse use or just street on very low cars. High strength magnetic drain plug included. Clears 4.125" stroke.

Pan Capacity is 6 Qts. Plus Filter — 7" Sump Depth

- 318 / 340 **31590**
- 360 **31595**

Oil Pump and Pick-Up Required:

Pickup	18343
Oil Pump	M72HV
Oil Pan Gasket 318 / 340	40600
Oil Pan Gasket 318 / 340	40600
Oil Pan Gasket 360	40650
Oil Pump Drive Steel Gear	21530
Oil Pump Drive Bronze Gear	21535
Windage Tray	32230
Windage Install Kit	81151
Dipstick, Billet Stainless Steel	22060
Pan Bolts	85020
Pan Studs	81320



#31590



ROAD RACE OIL PANS

- Big Block MOPAR -

383-426-440 ROAD RACE

Designed for low street cars as well as road race use. A stock location sump pan for use in stock Chrysler B & E body chassis. Wide sump increases capacity yet allows ample ground clearance. Fully baffled for competition use. Stock steering will not interfere with this pan. High strength magnetic drain plug included.

Pan Capacity is 7 Qts. Plus Filter — 5½" Sump Depth

- 383-440 **31580**

Oil Pump and Pick-Up Required:

Pickup, 3/8" Pipe Inlet	18328
Pickup, 1/2" Pipe Inlet	18338
Oil Pump	M63HV
Oil Pan Gasket	40700
Oil Pump Shaft	21505 or 21525
Windage Tray	32000
Windage Tray, up to 3/4" Stroker	32005
Dipstick, Billet Stainless Steel	22070
Pan Bolts	85020
Pan Studs	81320

383-426-440 ROAD RACE

WITH EXTERNAL PICKUP

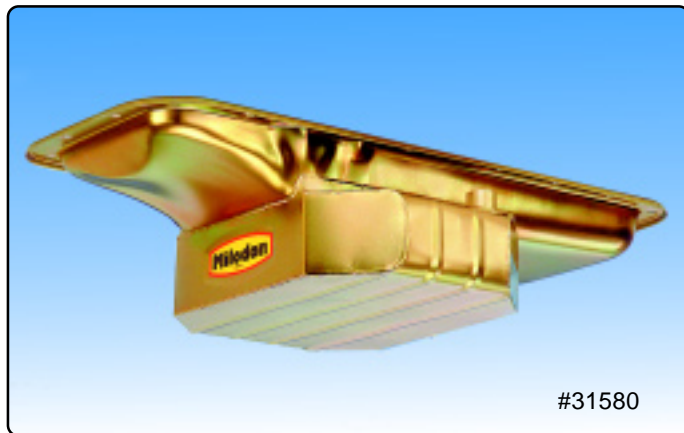
Same as the 31580 oil pan but with an external pickup exiting the pan. This 12AN port is a must for big inch strokers and mandatory on World / Mopar blocks with a big stroke as the existing internal pickup boss must be machined away. Comes complete with the pickup installed in the pan. High strength magnetic drain plug included.

Pan Capacity is 7 Qts. Plus Filter — 5½" Sump Depth

- 383-440 **31581**

Oil Pump and Pick-Up Required:

Oil Sstem	21001
Oil Pump	M63HV
Oil Pan Gasket	40700
Oil Pump Shaft	21505 or 21525



#31580



- AMC -

AMC & JEEP - PRO TOURING EXTERNAL PICKUP SYSTEM

Designed for maximum performance with maximum ground clearance for very low cars. Whether a high power track car that handles very well or a street car that is really low, this pan is your answer. Increased capacity with full competition baffling allows a pan that is shallower than stock to carry 8 quarts. High volume external pickup system provides adequate oil supply for 7000 RPM plus for extended periods. Pan pickup exits away from header tubes to avoid contact. High strength magnetic drainplug included.

Pan Capacity is 8 Qts. Plus Filter — 7" Sump Depth

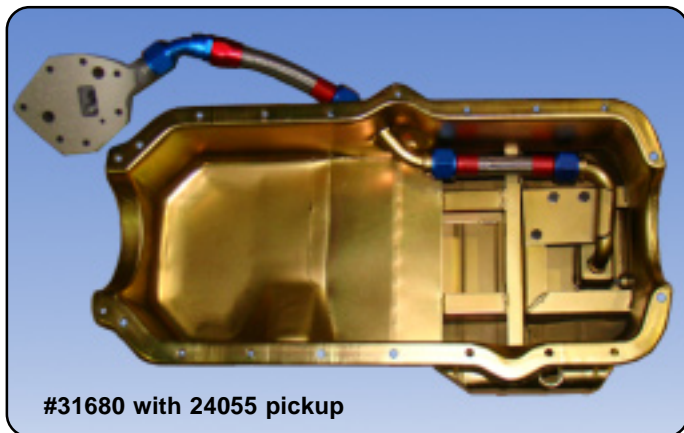
- 304, 343, 360, 390, 401 **31680**
- Pick-Up System 24055

AMC & JEEP - PRO TOURING INTERNAL PICKUP

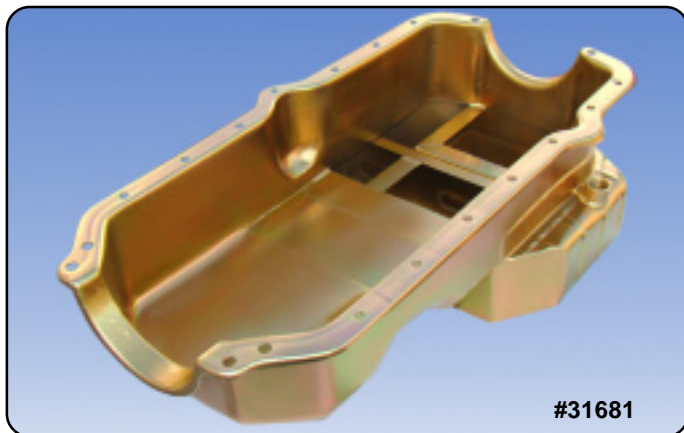
Designed for unequaled performance with maximum ground clearance for very low cars. Increased capacity with full competition baffling system allows a pan that is shallower than stock to carry 8 quarts. Internal pickup system provides adequate oil supply for up to 6800 RPM. High strength magnetic drainplug included.

Pan Capacity is 8 Qts. Plus Filter — 7" Sump Depth

- 304, 343, 360, 390, 401 **31681**
- Pick-Up 18401



#31680 with 24055 pickup



#31681



ROAD RACE OIL PANS

- Pontiac-

ROAD RACE - GTO

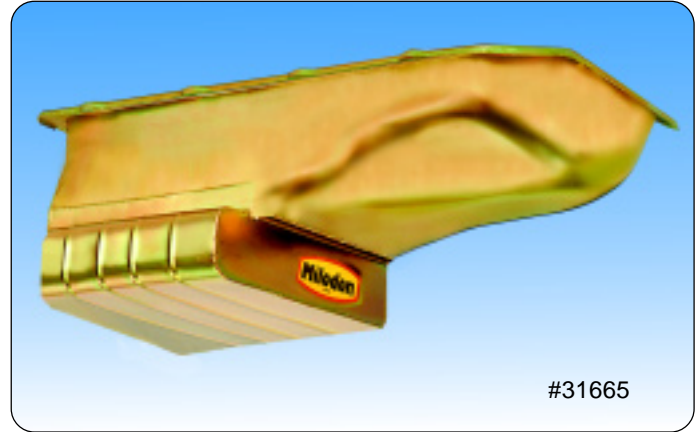
Designed for 1964 to 73 GTO, LeMans with 389-455 engines in performance street and road racing where, heavy acceleration, deceleration and hard turns are involved. Features trap door, baffle system and increased oil capacity to ensure ample oil supply. Angled sump front allows adequate crossmember clearance to install the engine and trans together. Fits well with Dougs Headers with all size header tubes. Will not fit Firebird chassis. High strength magnetic drain plug included.

Pan Capacity is 7 Qts. Plus Filter — 7³/₄" Sump Depth

• 389-455 **31665**

Oil Pump and Pick-Up Required:

Pickup	18525
Oil Pump, 3/4" inlet.....	M54D
Oil Pan Gasket.....	40900
Oil Pan Bolts	85020
Oil Pan Studs	81320
Windage Tray	32240
Tray Install Kit	81151



#31665

ROAD RACE - FIREBIRD

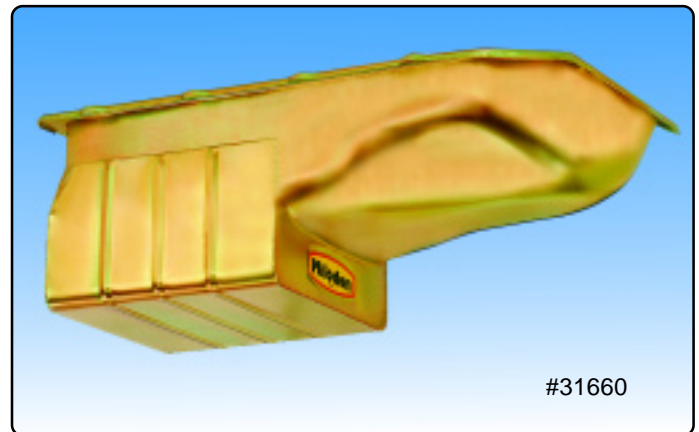
Designed originally for performance street and road racing in the 1967 to 1974 Firebird, where heavy acceleration, deceleration and hard turns are involved. Features trap door, baffle system and increased oil capacity to ensure ample oil supply. Pan has straight, non kicked out sides to allow easy starter removal and extra header clearance. Fits 389-455 Pontiac engines in the Firebird as well as all other 1966 & up GTO and LeMans chassis. High strength magnetic drain plug included.

Pan Capacity is 6 Qts. Plus Filter — 7³/₄" Sump Depth

• 389-455 **31660**

Oil Pump and Pick-Up Required:

Pickup	18525
Oil Pump, 3/4" inlet.....	M54D
Oil Pan Gasket.....	40900
Oil Pan Bolts	85020
Oil Pan Studs	81320
Windage Tray	32240
Tray Install Kit	81151



#31660



*Pick-Up to Pan Bottom Clearance **MUST** Be Checked and Adjusted from 1/4" to 3/8".*



MARINE OIL PANS

- ***Especially Designed for Marine Applications.***
- ***Available for Flywheel Aft and Flywheel Forward Installations.***
- ***Fully Baffled, Trap-Doored and Include Windage Trays.***
- ***Provide Proper Oil Control Under Rough Conditions.***
- ***“Offshore” Pans are Made from Extra Heavy Gauge Steel to Withstand Extreme Use.***
- ***Carry Large Oil Capacities for High RPM Prop Boats or for High Load, Heat-Creating Jet Drive Boats.***



- Small Block Chevy -

V-DRIVE (FLYWHEEL FORWARD)

Recommended for recreational to competition boats when engine is installed in hull with flywheel forward. Full length windage tray provides maximum power while controlling oil movement, even during severe boat handling. Has a large 12AN oil drain suitable for installing an external oil drain line. Built from extra heavy 16 gauge material to handle harsh marine environment and extreme use.

Will fit a 4" stroke crank and Carillo or Eagle syle rods.

**Pan Capacity is 8 Qts. Plus Filter —
8" Deep Front 7" Deep Rear of Motor**

- Left Hand Dipstick (pre-1980) **31300**

Oil Pump and Pick-Up Required:

Pickup with 18770 Pump, (Melling M99HV).....	18470
Pump Drive Shaft	23050
Rear Pan Baffle.....	32500
Oil Pan Gasket.....	40100
1 Piece Pan Gasket	41000
Oil Pan Bolts	85000
Oil Pan Studs	81300
Dipstick.....	22000



#31300

INBOARD/OUTBOARD OR JET DRIVE (FLYWHEEL AFT)

Used in inboard or inboard/outboard cruisers and jet boats where engine sits with flywheel aft. Pan is double baffled & has a full length windage tray provides maximum power while controlling oil movement even during severe boat handling. Also large 12AN oil drain is suitable for installing an external oil drain line. Built of extra heavy 16 gauge material to handle harsh marine environment & extreme use.

Will fit a 4" stroke crank and Carillo or Eagle syle rods.

**Pan Capacity is 8 Qts. Plus Filter —
8½" Deep Sump, Front and Rear**

- Pre 1980 **31305**
- 1986 & Up..... **31306**

Oil Pump and Pick-Up Required: 6 & Up

Pickup with 18755 pump, (Melling M55).....	18311
Pickup with 18770 pump, (Melling M99HV).....	18301
Pickup with 18750 pump, (Melling M55HV).....	18314
Pump Shaft	23050
Rear Pan Baffle.....	32500
Oil Pan Gasket - 31305	40100
1 Piece Pan Gasket (31305)	41000
Oil Pan Bolts	85000
Oil Pan Studs	81300
Dipstick, pre 1980.....	22000



#31305

All Milodon Small Block Chevy Pans Require the 1977-79 Thick Front Seal, Contained in Milodon's "Crush-proof" Pan Gasket Set #40100.

Pick-Up to Pan Bottom Clearance MUST Be Checked and Adjusted from 1/4" to 3/8".



MARINE OIL PANS

- Big Block Chevy -

V-DRIVE - (FLYWHEEL FORWARD)

For river runners to competition boats. Pan is double baffled with a full length windage tray providing maximum power by controlling oil movement in severe conditions. Water tight dipstick and large 12AN oil drain suitable for installing an external oil drain line. Built from extra heavy 16 gauge material to handle extreme use.

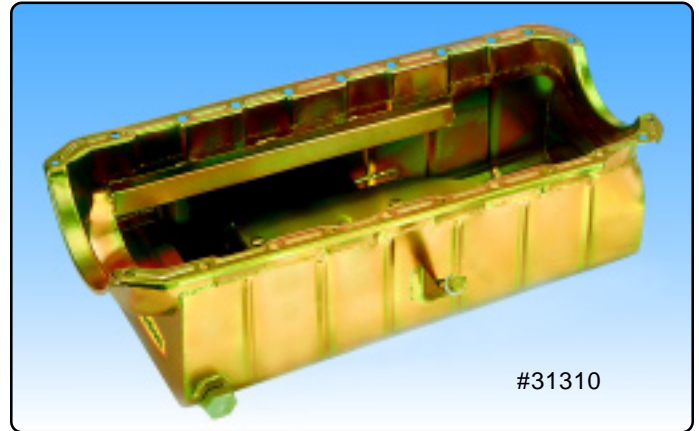
Mk IV / V & Gen VI will fit 4½" stroke with most aluminum rods.

**Pan Capacity is 9 Qts. Plus Filter —
8" Deep in Front, 7" Deep in Rear of Motor**

- 396-454 Mark IV ('65-'90) **31310**
- 8.2 Litre Mark V & Gen VI **31311**

Oil Pump and Pick-Up Required:

Pickup with 18760 pump, (Melling M77HV)	18475
Extreme Duty Pickup with 18760 pump	18476
Oil Pump	18760
Pump Drive Shaft	23060
Rear Pan Baffle	32505
Dipstick, Billet Stainless Steel	22012



#31310

OFFSHORE

Designed for multi-engined race boats or deep V hulls that require an under engine mounting cradle. Built from heavy duty 16 gauge steel to withstand severe racing conditions. Baffling designed for 100% oil control, has provision for oil temperature sender and dual watertight, screw-in dipstick locations for mounting either side.

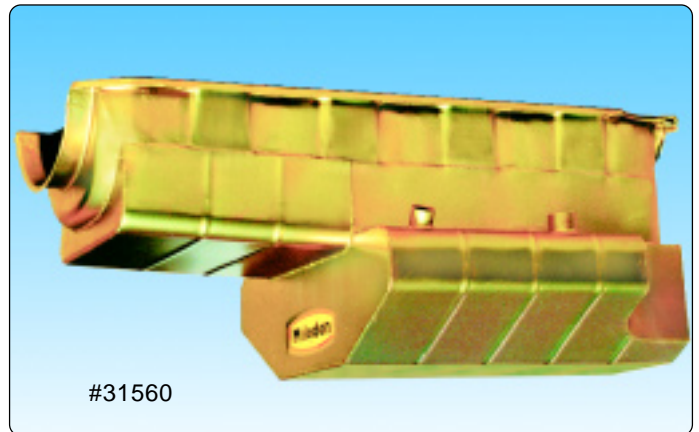
Mk IV / V & Gen VI will fit 4½" stroke with most aluminum rods.

**Pan Capacity is 12 Qts. Plus Filter —
5" Front, 9½" Deep Rear Sump**

- 396-454 Mark IV ('65-'90) **31560**
- 454-502 Mark V Gen VI (1990 & Later) **31562**

& Later Oil Pump and Pick-Up Required:

Pickup	18300
Pickup, Extreme Duty	18200
Oil Pump	18760
Pump Drive Shaft	23060
Rear Pan Baffle	32505
Oil Pan Gasket, Mk IV	40200
Oil Pan Bolts	85005
Oil Pan Studs	81305
Dipstick, Billet Stainless Steel	22011



#31560

*Pick-Up to Pan Bottom Clearance **MUST** Be
Checked and Adjusted from 1/4" to 3/8".*

OFFSHORE & JET DRIVE

For multi-engined all-out racing and jet drive boats. Built from heavy duty 16 gauge steel to withstand heavy abuse and racing conditions. Designed with ample bilge clearance. Full length windage tray and double trap door system provide complete oil control for increased power, reduced oil temperatures and consistent oil pressure. Increased oil capacity is required due to high loads placed on the engine by a jet drive and the resulting engine killing high oil temperatures. Features a water-tight, screw-in dipstick which keeps bilge water out of the pan.

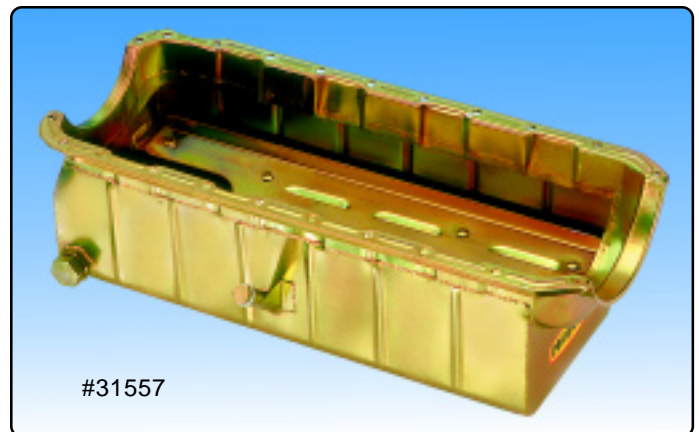
Mk IV / V & Gen VI will fit 4½" stroke with most aluminum rods.

**Capacity is 10 Qts. Plus Filter —
7½" Deep Sump, Front and Rear**

- 396-454 Mark IV ('65-'90) **31557**
- 8.2 Litre Mark V & Gen VI **31556**

Oil Pump and Pick-Up Required:

Pickup	18302
Pickup, Extreme Duty	18202
Oil Pump	18760
Pump Drive Shaft	23060
Rear Pan Baffle	32505
Oil Pan Gasket - Mark IV	40200
1 Piece Pan Gasket - Mk V & Gen VI	41002
Oil Pan Bolts	85005
Oil Pan Studs	81305
Dipstick, Billet Stainless Steel	22012



#31557





MARINE OIL PANS

- Oldsmobile -

JET DRIVE - 3 POINT MOUNT (FLYWHEEL AFT)

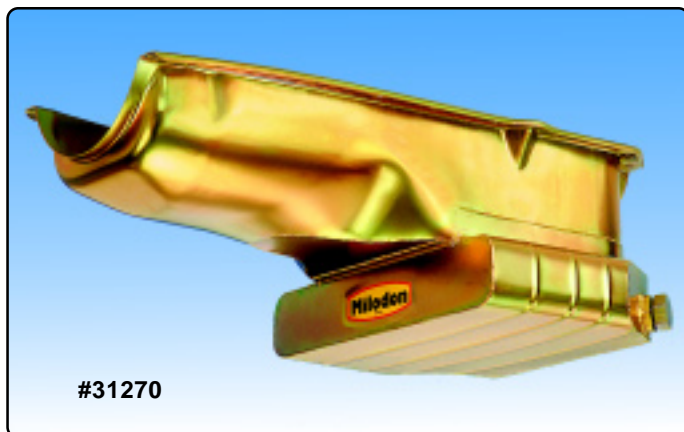
Designed for 350-455 Oldsmobile engine when installed in hull flywheel aft and using 3-point mounting (mount crosses under block). Extra capacity ensures performance and reliability.

**Pan Capacity is 7 Qts. Plus Filter —
7 5/8" Sump Depth**

- 350-455 **31270**

Oil Pump and Pick-Up Required:

Pickup	18410
Oil Pump, Bolt On Pickup Style	M22FHV
Oil Pump Shaft	22575
Oil Pan Gasket.....	40800



#31270

JET DRIVE - 4 POINT MOUNT (FLYWHEEL AFT)

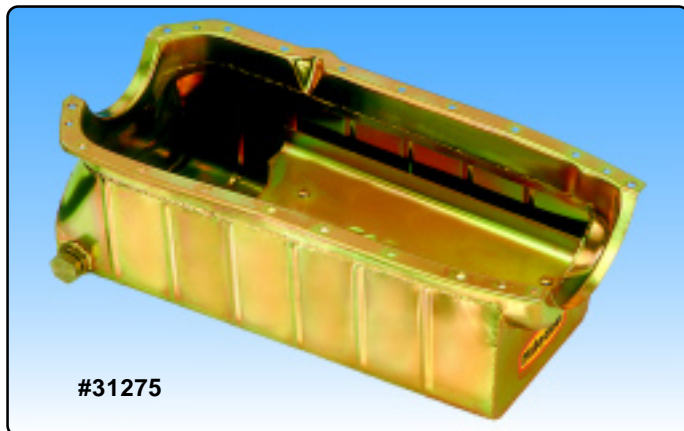
Designed for 350-455 Oldsmobile engine when installed in hull with flywheel aft and using 4-point mounting. This pan features large capacity and includes a built-in windage tray.

**Pan Capacity is 10 Qts. Plus Filter —
7 5/8" Sump Depth, Front and Rear**

- Olds 350-455 **31275**

Oil Pump and Pick-Up Required:

Pickup	18410
Oil Pump, Bolt On Pickup Style	M22FHV
Oil Pump Shaft	22575
Oil Pan Gasket.....	40800



#31275



To Achieve the Proper Dipstick Reading:

*Fill the Empty Pan with the Number of Quarts Listed in this Catalog. Listed Capacities Are For the Oil Pan ONLY and DO NOT Include the Filter. Before Starting the Engine, Check the Dipstick and Scribe the New Full Level Where the Oil Mark Is. The Original Full Mark Has No Bearing on Where Your New **Milodon** Pan Full Level Will Be.*



MARINE OIL PANS

- Ford -

429-460 JET DRIVE (FLYWHEEL AFT)

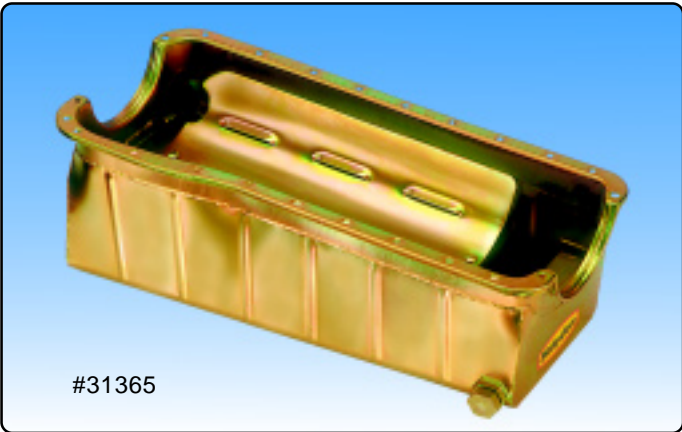
Designed for marine applications from recreational to competition use when engine is installed in hull with flywheel aft. This full length pan includes quick release windage tray. Oil pan capacity is 10 quarts plus filters, etc. which is required because of the high load placed on the engine by the jet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

**Pan Capacity is 10 Qts. Plus Filter —
8 3/4" Front, 7" Rear**

- 429-460..... **31365**

Oil Pump and Pick-Up Required:

Pickup	18482
Oil Pump, Bolton Pickup	Melling M84B
Oil Pump Shaft	22570
Oil Pan Gasket.....	40500
1 Piece Pan Gasket	41005
Dipstick, Billet Stainless Steel	22035



#31365

Note: Rear sump pickups must mount between the main cap and the main bolt with no bolt extensions required or desired. Do not use bolts with extensions or any other upward spacing.

- Chrysler Wedge & Hemi -

V-DRIVE - (FLYWHEEL FORWARD)

For drag boats or quick river runs. Double baffled with a full length windage tray, Water tight dipstick and large 12AN oil drain for installing external oil drain line. Built from heavy gauge material.

Will fit 4 3/4" stroke with most aluminum rods.

**Pan Capacity is 9 Qts. Plus Filter —
8" Deep in Front, 7" Deep in Rear of Motor**

- Hemi & Wedge..... **31330**

Oil Pump and Pick-Up Required:

Oil Ststem	21193
Oil Pump Shaft Assembly	21503 or 21523
Windage Tray, for 3.750 strokes	32000
Windage Tray, for up to 3/4" strokers.....	32005
Oil Pan Gasket.....	40700
Oil Pan Bolts	85020
Oil Pan Studs	81320
Dipstick, Stainkless Steel, Stock Location ...	22070



#31330





4 x 4 TRUCK & OFF-ROAD OIL PANS

- **Designed for Rough Terrain Operation.**
- **Fully Horizontal Baffled to Keep Oil in Sump.**
- **All are for Applications with Sump in the Rear.**
- **All Pick-Ups are Heavily Braced for Added Strength.**
- **Carry Large Oil Capacity to Help Control Oil Temperature.**



- Small Block Chevy -

DEEP SUMP

One-piece stamped pan features ultra straight rails (no gasket leaks) and has built-in horizontal baffle for oil control. Fits all 2 & 4WD chassis applications suitable for street or full-on, off-road racing. High strength magnetic drain plug included. Strokes up to 3.750".

Pan Capacity is 6 Qts. Plus Filter — 8½" Sump Depth

- 350-400 (Up To 1979, Left hand dipstick) **30401**

Oil Pump and Pick-Up Required:

Pickup	18314
Oil Pump (Melling M55HV)	18750
Oil Pump Shaft	23050
Windage Tray 350	32250 or 32100
Windage Tray 400	32250 or 32102
Windage Tray Install Kit	81150
Rear Pan Baffle	32500
Oil Pan Gasket	40100
1 Piece Pan Gasket	41000
Dipstick	22000



#30401

- Big Block Chevy -

DEEP SUMP

Designed for all 2 and 4 wheel drive trucks. Will provide 100% oil control and decreased oil temperatures in all conditions whether all out racing or just street. Will accept up to 4 1/12" stroke. High strength magnetic drain plug included.

Pan Capacity is 7 Qts. Plus Filter — 9½" Sump Depth

- 396-454 Mark IV ('65-'90) **31100**
- 8.2 Litre Mark V & VI **31105**

Oil Pump and Pick-Up Required:

Pickup	18300
Pickup Extreme Duty	18200
Oil Pump (Melling M77HV)	18760
Oil Pump Shaft	23060
Windage Tray	32260 or 32200
Windage Tray Install Kit	81151
Rear Pan Baffle	32505
Oil Pan Gasket, Mark IV	40200
1 Piece Pan Gasket - Mk V & Gen VI	41002
Dipstick	22010



#31100



4 x 4 TRUCK & OFF-ROAD OIL PANS

- Ford -

4.6 & 5.4 LITER MODULAR TRUCK

Special off-road pan for 2 and 4 wheel drive, rear sump trucks. Deep sump in rear for extra capacity, features horizontal baffles for increased oil control. Features dirt and water tight Ford style screw-in dipstick receiver.

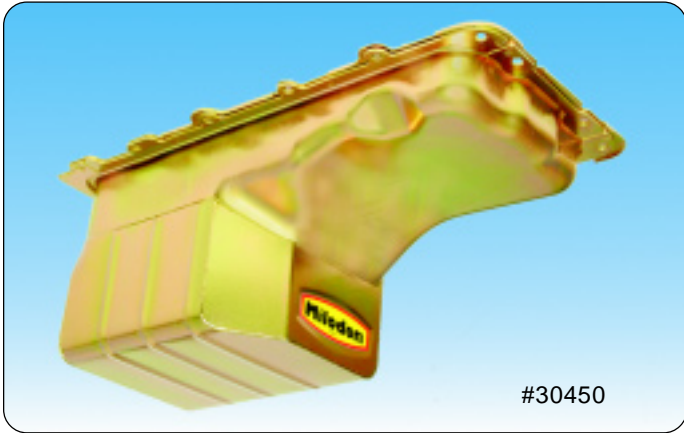
**Pan Capacity is 7 Qts. Plus Filter —
Sump Measures 10" Deep in Rear**

- Ford 4.6 & 5.4 Liter (Trucks, Broncos 1994 & Up).. . **30450**

Oil Pump and Pick-Up Required:

Pickup	Stock
Dipstick	22029

*Pick-Up to Pan Bottom Clearance MUST Be
Checked and Adjusted from 1/4" to 3/8".*



#30450

289, 302 BRONCO REAR SUMP

Special off-road pan for 2 and 4 wheel drive, rear sump trucks and 1966 & Up Broncos. Deep sump in rear for extra capacity, features horizontal baffles for increased oil control. Features dirt and water tight Ford style screw-in dipstick receiver and a high strength magnetic drain plug in each sump for total oil drainage.

**Pan Capacity is 7 Qts. Plus Filter —
Sump Measures 6¾" Deep in Front, 10" Deep in Rear**

- Ford 289, 302 (Trucks, Broncos 1966 & Up)... . **30501**

Oil Pump and Pick-Up Required:

Pickup	18430
Oil Pump (Melling M83HV)	18800
Oil Pump Shaft	22500
Windage Tray	32212
Tray Install Kit	81157
Oil Pan Gasket	40300
1 Piece Pan Gasket	41003
Dipstick	22040



#30501



351W REAR SUMP

Off-road pan for 2 and 4 wheel drive, rear sump trucks and Broncos. Deep sump in rear for extra capacity. Features horizontal baffles for increased oil control and dirt and water tight Ford style screw-in dipstick receiver with high strength magnetic drain plug in each sump for total oil drainage.

**Pan Capacity is 8 Qts. Plus Filter —
Sump Measures 6¾" Deep in Front, 10" Deep in Rear**

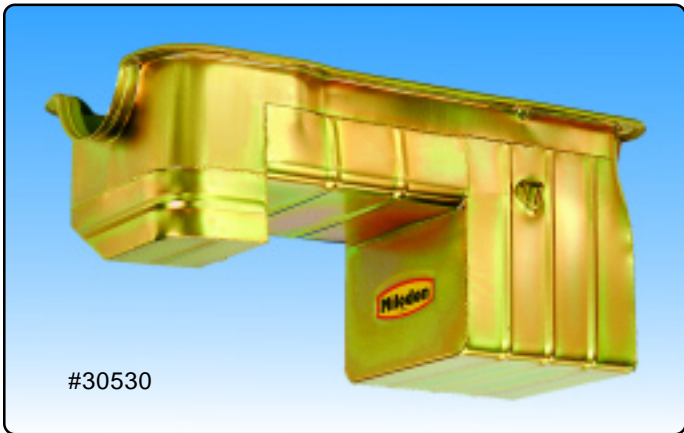
- Ford 351W (Truck & Bronco 1978 & Up)..... **30530**

Pan Capacity is 7 Qts. Plus Filter —

- Ford 351W (1966-77 Bronco)..... **30531**

Oil Pump and Pick-Up Required:

Pickup	18440
Oil Pump Shaft	22560
Oil Pan Gasket	40350
1 Piece Pan Gasket	41004
Oil Pan Bolts	85010
Windage Tray	32217
Tray Install Kit	81167
Dipstick	22040



#30530



4x4 TRUCK & OFF-ROAD OIL PANS

- Ford (cont.) -

351C & 400M REAR SUMP

For 2 and 4 wheel drive, rear sump trucks including Bronco. The deep rear sump features horizontal oil control baffles that allow increased capacity as well as improved oil control. Features a factory style fitting to attach a dirt and water tight screw in dipstick tube. High strength magnetic drain plug included.

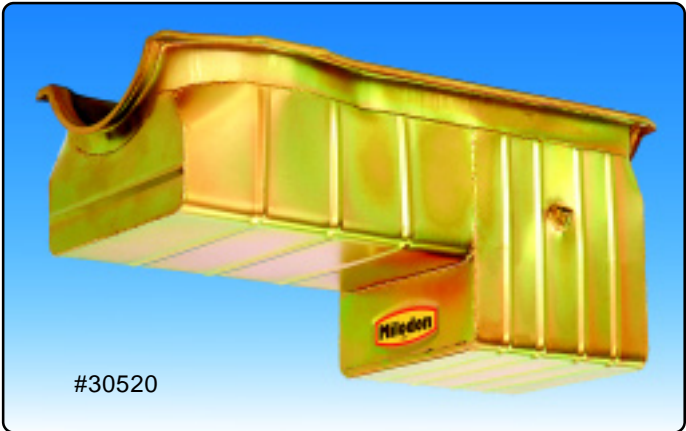
Pan Capacity is 8 Qts. Plus Filter —

Sump Measures 6½” Deep in Front, 10” Deep in Rear

- Ford 351C (Truck & Bronco 1978 & Up) **30520**

Oil Pump and Pick-Up Required:

Pickup with Melling M84AHV	18435
Oil Pump Shaft	22565
Oil Pan Gasket	40400
Oil Pan Bolts	85010
Oil Pan Studs	81310
Windage Tray	32222
Tray Install Kit	81151
Dipstick	22040



Note: Rear sump pickups must mount between the main cap and the main bolt with no bolt extensions required or desired. Do not use bolts with extensions or any other upward spacing.

390-428 REAR SUMP

Designed for applications where extra rough terrain and jumping may be encountered. For 2 and 4 wheel rear sump trucks including 1978 and up Bronco. Deep rear sump features horizontal oil control baffles that allow increased capacity as well as improved oil control. Features a factory style fitting to attach a dirt and water tight screw in dipstick tube and high strength magnetic drain plug.

Pan Capacity is 8 Qts. Plus Filter —

Sump Measures 4½” Deep in Front, 10” Deep in Rear

- 390-428 **30550**

Oil Pump and Pick-Up Required:

Pickup with Melling M57HV	18445
Oil Pump Shaft	22550
Oil Pan Gasket	40450
Oil Pan Bolts	85020
Oil Pan Studs	81320
Dipstick	22040



429-460 REAR SUMP

For 2 and 4 wheel rear sump trucks including Broncos. The deep rear sump features horizontal oil control baffles that allow increased capacity as well as improved oil control. Features a factory style fitting to attach a dirt and water tight screw in dipstick tube. High strength magnetic drain plug included.

Pan Capacity is 8 Qts. Plus Filter —

Sump Measures 6½” Deep in Front, 10¾” Deep in Rear

- 429-460 (Truck, Bronco 78 & Up) **30570**

Oil Pump and Pick-Up Required:

Pickup, Bolt-on	18451
Oil Pump	Melling M84D
Oil Pump Shaft	22570
Oil Pan Gasket	40500
Oil Pan Bolts	85010
Oil Pan Studs	81310
Windage Tray	32227
Tray Install Kit	81190
Dipstick	22040





4x4 TRUCK & OFF-ROAD OIL PANS

- Chrysler -

318-340 & 360 REAR SUMP

For street cruising to heavy off road use. Sump at the rear has additional oil control for power and increased capacity. Uses a factory Ford style screw-in or Milodon CNC stainless steel dipstick. Fits two and four wheel drive vehicles trucks. High strength magnetic drain plug included.

Pan Capacity is 8 Qts. Plus Filter — 10 3/4" Sump Depth

- 318-340 **30980**
- 360 **30985**

Oil Pump and Pick-Up Required:

Pickup with Melling M72HV	18460
Oil Pan Gasket - 318-340	40600
Oil Pan Gasket - 360	40650
Windage Tray - 318, 340 & 360	32230
Tray Install Kit	81151
Oil Pump Drive Steel Gear	21530
Oil Pump Drive Bronze Gear	21535
Oil Pan Bolts	85020
Oil Pan Studs	81320
Dipstick	22040



#30980

383-440 & HEMI REAR SUMP

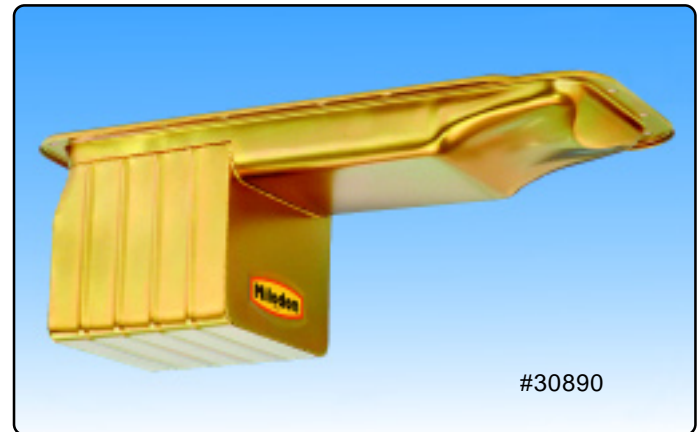
Designed for extra rough offroad terrain or heavy street use. For 2WD, 4WD trucks. Pan has additional oil control for power and increased capacity for longevity. Uses a factory Ford style screw-in or Milodon CNC stainless steel dipstick. Stock dipstick location can be used but stick will have to be cut off to just touch the floor on the pan in the front. There will only be 1/2" of oil depth there but it can work. High strength magnetic drain plug included.

Pan Capacity is 8 Qts. Plus Filter — 8" Sump Depth

- 383-440 **30890**

Oil Pump and Pick-Up Required:

Pickup, 3/8" Pipe Inlet	18455
Pickup, Hemi & Oversized Wedge, 1/2" Pipe Inlet	18456
Oil Pump (Melling)	M63HV
Single Line Static External Pick-Up (Hemi)	21000
Single Line Static External Pick-Up (Wedge)	21010
Oil Pump Shaft Assembly	21505 or 21525
Windage Tray	32000
Oil Pan Gasket	40700
Oil Pan Bolts	85020
Oil Pan Studs	81320
Dipstick, Screw In Pan Location	22040
Dipstick, Stock Block Location	22070



#30890

Big and Small Block Chrysler Dipstick Note:

The dipstick has been relocated into the rear sump of the oil pan. A screw-in style Ford bung welded into the pan will accept a late model Ford or the stainless CNC Milodon dipstick #22040.

383-440 & HEMI STOCK REAR SUMP

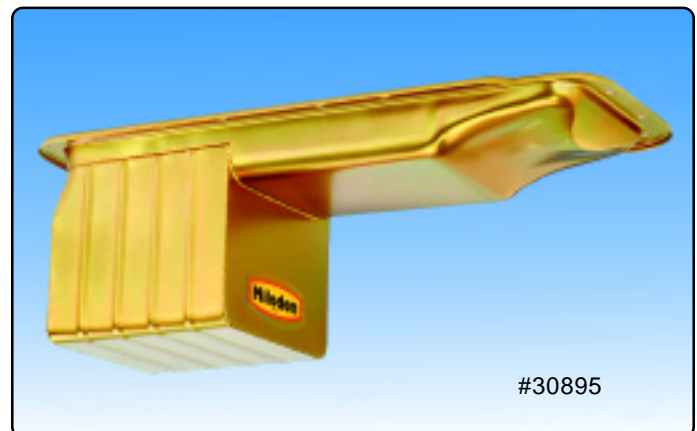
Designed for stock replacement for 2WD, 4WD trucks or other rear sump applications. Pan has additional oil control for power and increased capacity for longevity. Uses a factory Ford style screw-in or Milodon CNC stainless steel dipstick. Stock dipstick location can be used but stick will have to be cut off to just touch the floor on the pan in the front. There will only be 1/2" of oil depth there but it can work. High strength magnetic drain plug included.

Pan Capacity is 5 Qts. Plus Filter — 6" Sump Depth

- 383-440 **30895**

Oil Pump and Pick-Up Required:

Pickup, 3/8" Pipe Inlet	18457
Oil Pump (Melling)	M63HV
Oil Pump Shaft Assembly	21505 or 21525
Windage Tray	32000
Oil Pan Gasket	40700
Oil Pan Bolts	85020
Dipstick, Screw In Pan Location	22040
Dipstick, Stock Block Location	22070



#30895



MONSTER TRUCK

- Big Block Chevy Reversed Sump-

454-632

MONSTER TRUCK

Especially for Monster truck use where engine is reverse mounted. This pan is built of extra heavy gage material. Pan is double baffled with a full length windage tray providing maximum power by controlling oil movement in severe conditions. Water tight leakproof dipstick pan mounted.

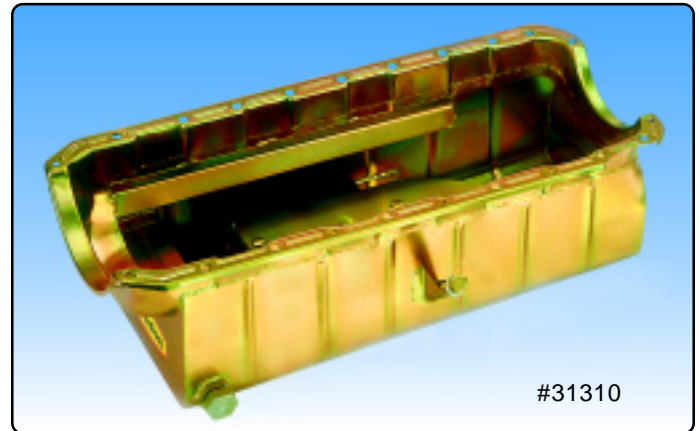
Mk IV / V & Gen VI will fit 4½" stroke with most aluminum rods.

**Pan Capacity is 9 Qts. Plus Filter —
8" Deep in Front, 7" Deep in Rear of Motor**

- 396-454 Mark IV ('65-'90) **31310**
- 8.2 Litre Mark V & Gen VI **31311**

Oil Pump and Pick-Up Required:

Extreme Duty Pickup	18476
Oil Pump	18760
Pump Drive Shaft	23060
Rear Pan Baffle.....	32505



#31310

- Ford Reversed Sump-

429-460

MONSTER TRUCK

Especially for Monster truck use where engine is reverse mounted. This pan is built of extra heavy gage material. Pan is double baffled with a full length windage tray providing maximum power by controlling oil movement in severe conditions.

**Pan Capacity is 9 Qts. Plus Filter —
7½" Front Depth, 8¼" Rear Depth**

- 429-460..... **31494**

Oil Pump and Pick-Up Required:

Pick-Up (Bolt On)	18494
Oil Pump - Melling	M84 D or M84 DHV
Oil Pump Shaft	22570
Oil Pan Gasket.....	40500
1 Piece Oil Pan Gasket	41005
Pan Bolts.....	85010
Pan Studs	81310



#31494



The Black Stallion team do 70 shows a year & needs the best.



All Bigfoot trucks have run Milodon oil pans since 1985



OIL PUMP PICK-UPS

- *Engineered for maximum flow & long term durability, even in extreme applications.*
- *Precision bent, thick wall tubing, larger than stock inside diameter.*
- *Heli-arc welded to aircraft specs.*
- *Milodon's exclusive high flow, compact pick-up head design.*
- *Milodon's exclusive pickup clearance foot assures proper oil flow.*
- *Engineered to work perfectly in the listed pan and application*



Chevy and Pontiac pick-ups:

All tube ends are CNC machined from solid billet bar stock and seal perfectly to the pump inlet and have exactly the correct amount of press fit. Between these CNC machined tube ends and the bolt-on support brackets, there is absolutely no need to weld pick-ups into the pump.

Chrysler pick-ups:

Threaded block insert is CNC machined from 4130 billet bar stock and then thread rolled, just like our engine studs, for the ultimate in strength. All pick-up tubing has a larger inside diameter than even factory "Hemi" pick-up tubes.

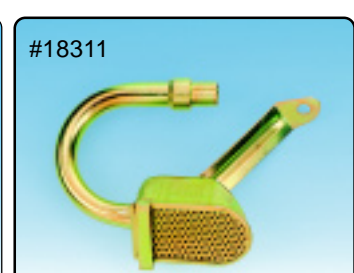
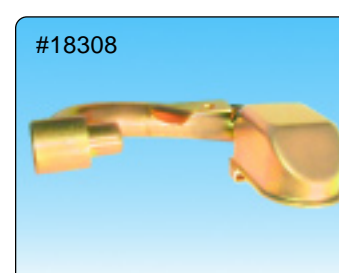
Ford pick-ups:

Pump to pickup flange is ground on the face after welding to assure straightness and a leak-free mounting.

Milodon's exclusive design benefits:

Milodon's exclusive clearance foot on the pick-up bottom, assures that in all cases, the engine can never be starved of oil due to insufficient pick-up to pan floor clearance. This can be caused from running over an object, which dents the pan or an inaccurate initial pickup depth, otherwise unnoticed except to the bearings.

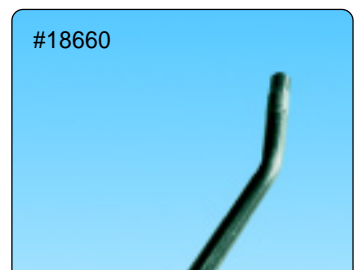
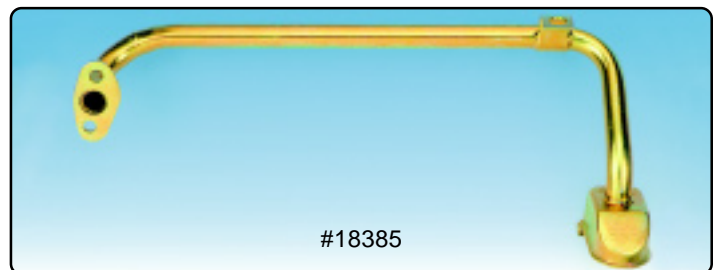
PICK-UP#	OIL PAN#	OIL PUMP#	APPLICATION
18290	30913-30916	Stock	Street, Drag Race
18291	31063, 31083	Stock	Street, Drag Race
18292	31507	Stock	Road Race
18300	31100, 31105	18760	Street, Drag Race
& 18200	31110, 31115	18760	Street, Drag Race
	31560	18770	Marine
18301	30950, 30955	18760	Street, Drag Race
& 18201	30900-30909	18770	Street, Drag Race
& 18101	30401	18770	Street, Drag Race
	31185-31187	18760	Drag Race
	31305	18770	Marine
18302	30970	18760	Street, Drag Race
& 18202	31190	18760	Drag Race
	31195, 31196	18760	Drag Race
	31176, 31178	18760	Drag Race
	31180	18760	Drag Race
	31556, 31557	18760	Marine
18303	30975	18760	Street, Drag Race
18305	31504	18770	Circle Track
	31554	18760	Circle Track
18306	31504	18750	Circle Track
18307	31501-31503	18750	Circle Track
18308	31500	18750	Circle Track
	31511-31513	18750	Circle Track
18309	31510, 31524	18750	Circle Track
18310	31060-31062	Stock/18755	Street Strip
18311	30401	Stock/18755	Street Strip
	30900-30909	Stock/18755	Street Strip
	31167-31169	Stock/18755	Drag Race
18312	31070	Stock, 18750	Street Strip
18313	31060-31062	18750	Street Strip
18314	30401	18750	Street Strip
& 18316	30900-30909	18750	Street Strip
& 18217	31065	18750	Street Strip
	31167-31169	18750	Drag Race
18317	30900-30909	Stock/18755	Street Strip
	31167-31169	Stock/18755	Drag Race
18315	31145	18750	Drag Race
	31170-31173	18750	Drag Race
18320	31010	M63HV	Street, Strip
18325	30930	M63HV	Street, Strip
18328	31580	M63HV	Street, Strip
18330	31010	M63HV	Street, Strip





OIL PUMP PICK-UPS

PICK-UP#	OIL PAN#	OIL PUMP#	APPLICATION
18331	31000	Stock	Street, Strip
18332	31005	Stock	Drag Race
18333	31001	Stock	Street, Strip
18334	31002, 31155	Stock	Street, Strip
18335	30930	M63HV	Street, Strip
18338	31580	M63HV	Street, Strip
18342	30932	20150	Street, Strip
18343	31590/31595	M72HV	Street, Strip
18345	30935-30940	M72HV	Street, Strip
18346	30936-30941	M72 HV	Street, Strip
18350	31120	Stock	Street, Strip
18355	30927	M84 AHV	Street, Strip
18365	30926	M83 HV	Street, Strip
18370	31130	M57 HV	Street, Strip
18371	31135	M57 HV	Drag Race
18375	30925	18800	Street, Strip
18380	31125	18800	Street, Strip
18385	31126	M83 HV	Street, Strip
18387	31127	M84 AHV	Street, Strip
18388	31129	M84 D	Street, Strip
18396	30929	M84D	Street, Strip
18398	30929	M84D	Street, Strip
18400	30250	Stock	Street, Strip
18401	31681	Stock	Street, Strip
18410	31270, 31275	M22 FHV	Stock, Marine
18411	30305	M22 FHV	Street, Strip
18425	30355	M54 D	Street, Strip
18429	30450	Stock	Off Road
18430	30501	18800	Off Road
18435	30520	M84 AHV	Off Road
18440	30530, 30531	M83 HV	Off Road
18445	30550	M57 HV	Off Road
18451	30570	M84 D	Off Road
18455	30890	M63 HV	Off Road
18456	30890	M63 HV	Off Road
18460	30980, 30985	M72 HV	Off Road
18465	31505, 31555	18760, 18770	Road Race
18470	31300	18770	Marine
18475	31310	18760	Marine
18476	31310	18760	Marine/Truck
18482	31365	M84 D	Marine
18483	31483	M84 AHV	Road Race
18485	31600	18800	Road Race
18491	31601	18800	Road Race
18505	31630	M83 HV	Road Race
18510	31631	M83 HV	Road Race
18515	31650	M57HV	Road Race
18525	31660-31665	M54D	Street, Road Race
18565	31481	M83 HV	Drag Race
18570	31482	M84 AHV	Drag Race
18577	31484	M84 DHV	Drag Race
18580	31460	System	Drag Race
18584	12AN	For External Pmp	Drag Race
18585	16AN	For External Pmp	Drag Race
18590	20AN	For External Pmp	Drag Race
18595	31523	For External Pmp	Circle Track
18600	30700-30702	Stock, 18755	Street
18610	30710	Stock, 18760	Street
18620	30720	Stock, 18800	Street
18630	30730	Stock	Street
18635	30735	Stock	Street
18640	30740	Stock	Street
18645	30745	Stock	Street
18650	30750, 30755	Stock	Street
18660	30760	Stock	Street
18662	30760-30761	Stock	Street
18665	30765	Stock 5/8"	Street

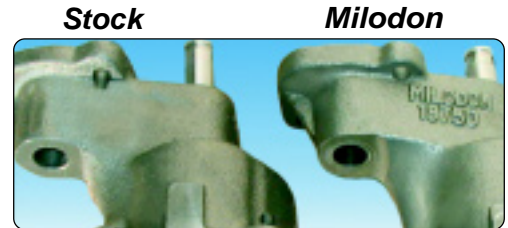




OIL PUMPS

Performance and Heavy duty applications require an increase in both volume and pressure. Increased bearing loads, RPM and horsepower all place a greater demand on the oil system which, if not up to the job, will cause severe engine failure. Here's why the Milodon Small Block Chevy oil pump is better....

- **40,000 PSI "G-10" housing material**
- This material is normally used for brake rotors...very tough.
- **Neck is stronger, to end the pump body breaking off during extreme use**
- Bolt flange pad has an improved machined radius to avoid cracks.
- Neck is thicker in key areas.
- **Superior performance at low and high RPM**
- **Only 1/2 ounce heavier than other pumps**
- **CNC machined for precise tolerances**
- **Every pump is 100% flow tested**
- **Suitable for all applications, Pro Street to 7 second Drag Cars or Circle Track**



- **Re-inforced Neck Area**
- **Improved Bolt Pad Machining Radius**

- SMALL BLOCK CHEVY -

High volume and high pressure



Small Block - 283-327-350-400
3/8" deeper than stock with 5/8" inlet **18750**

Factory stock volume



Small Block - 283-327-350-400
Standard Volume & Pressure **18755**
Small Block - Z28 equivalent
Standard Volume, High Pressure **18756**

HV - 3/4" Inlet



Small Block - LT1 350-400
3/8" deeper than stock with 3/4" inlet **18740**

While some parts are cast overseas, all parts are designed, fitted, assembled and tested here in the USA

Extra HV - 3/4" Inlet



Small Block - 283-327-350-400
3/4" pickup inlet Big Block Chevy style pump **18770**



OIL PUMPS

- BIG BLOCK CHEVY -

- **40,000 PSI "G-10" housing material**
 - This material is normally used for brake rotors...very tough
- **Neck is redesigned, to end the pump body breaking off during extreme use**
 - Bolt flange pad area is closed in for absolute support
 - Neck is much thicker
- **Suitable for all applications, Pro Street to 7 second drag cars and marine**



High volume and high pressure

While some parts are cast overseas, all parts are designed, fitted, assembled and tested here in the USA



Big Block - 396-402-427-454-502 **18760**

- FORD 302-

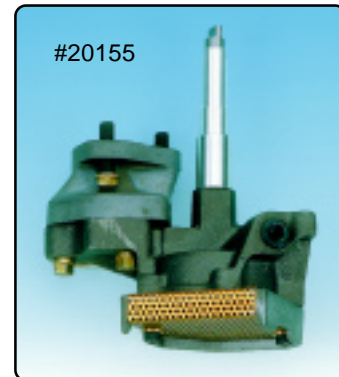
25% increase in volume and pressure.



Ford 260-289-302 **18800**



- 392 HEMI -



Early Hemi (354-392) — For any application from Nostalgia Top Fuel to a Street Rod. Uses 340 high volume oil pump adapted to the 392 main cap. On a 354, a minor rework of the bolts holes is required. Special pump cover pick-up ensures maximum flow and volume. Gear shaft is made from 4130 chrome moly to reduce twisting. Uses a stock intermediate shaft. For Milodon #31162, stock rear sump and other 7½" deep pans

354 - 392 Early Chrysler Hemi 20155

Early Hemi (354-392) — Designed for #30932 rear sump pan and #18342 tube pick-up. Includes 340 high volume oil pump adapted to 392 main cap. Uses a stock intermediate shaft.

354 - 392 Early Chrysler Hemi 20150

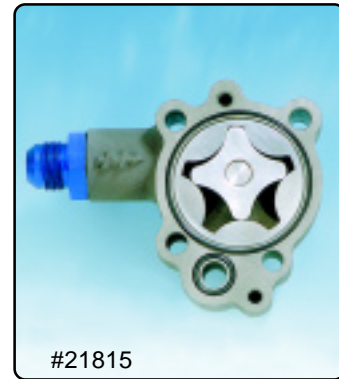


CHRYSLER OIL PUMPS

- CHRYSLER WEDGE & HEMI -



#21814



#21815

WEDGE and HEMI BILLET Oil PUMP - SINGLE ENTRY

- For all performance use, street to 7 second drag cars.
- Works well with internal or single external pickups and can be used with stock steel pump covers if desired.
- For dual line pickups use with the #21350 dual line spacer.
- Has the necessary volume required for large cubic inch big strokers or high horsepower, high RPM engines. Special. Milodon 1.100" tall gears outputs more volume, yet take less horsepower to drive. Will flow 19 G.P.M to 21 G.P.M.
- Aircraft 6061-T6 aluminum is 3 lbs lighter than steel pumps.

NOTE: This pump does not use stock Chrysler O-ring around gear set. Special supplied O-ring must be used, also available in system rebuild kit #21590.

383-440 Wedge & 426 Hemi..... 21814

WEDGE and HEMI Oil PUMP - DOUBLE ENTRY

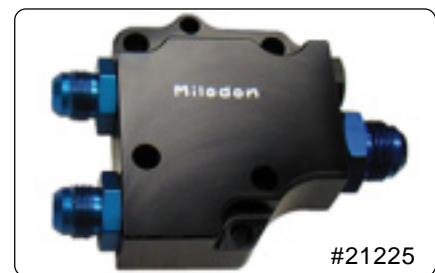
- For all extreme applications from Super Gas to Top Fuel.
- Allows the second line of dual line systems to enter directly into the housing without a dual line spacer.
- Special Milodon 1.100" tall gears output more volume, yet take less horsepower to drive. Flows 19 G.P.M to 21 G.P.M.
- Housing requires additional pump cover specific to the application.
- Requires use of #21500 steel or #21520 bronze drive gear and longer 4130 chrome moly shaft.

NOTE: This pump does not use stock Chrysler O-ring around gear set. Special supplied O-ring must be used, also available in system rebuild kit #21590.

383-440 Wedge & 426 Hemi..... 21815



#21215



#21225

ONE PIECE BILLET OIL PUMP COVER - WEDGE and HEMI

- One piece billet design of filter and pump cover.
- More compact than earlier gray Milodon covers in height, width and length.
- CNC machined from aircraft 6061-T6 aluminum
- Cad/Cam engineered for maximum efficiency
- Black hard anodized for long term durability.

Available for:

-Hemi mounts or motor plate 21205
-Stock wedge mounts 21215

REMOTE BILLET OIL PUMP COVER - WEDGE and HEMI

- Allows for remote filter use with (2) 12 AN ports.
- More compact than earlier gray Milodon covers in height, width and length.
- CNC machined from aircraft 6061-T6 aluminum
- Cad/Cam engineered for maximum efficiency
- Black hard anodized for long term durability.

Available for:

-Hemi mounts or motor plate 21225
-Stock wedge mounts 21235



OIL PUMP SHAFTS

OIL PUMP DRIVE SHAFTS

CNC machined from 4130 chrome moly and centerless ground to avoid stress risers. These race proven shafts eliminate breakage-prone stock units that frequently fail when used with high volume oil pumps, heavy racing oil, and high RPM. Ends are heat-treated to reduce wear. Chevy shafts use pinned steel collars instead of plastic. Good insurance at a low cost, for every application.

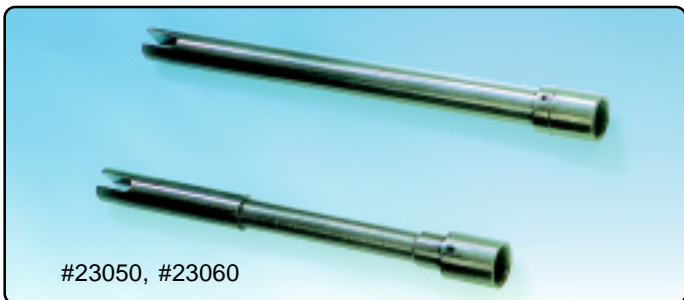
- FORD -



#22500, #22560

Ford 289-302	22500
Ford 351W	22560
Ford 351C, 400M	22565
Ford 390-428	22550
Ford 429-460	22570
Oldsmobile 330-455	22575

- CHEVY -



#23050, #23060

Small Block Chevy	23050
Big Block Chevy	23060

- CHRYSLER -



#21505, #21525

CHRYSLER BIG BLOCK CHROME MOLY OIL PUMP DRIVES

Distributor shaft and gear assembly for all 383-440 Wedge and Hemi engines. Bronze gear assemblies are for Roller Cams. Steel gear assemblies are used for flat tappet and hydraulic cam applications.

Wedge and Hemi using Milodon Oil Systems with ateel high volume oil pump and dual line spacer: #21001, #21150, #21160. Overall length 8.500"

- Steel Gear **21500**
- Bronze Gear **21520**

Wedge and Hemi using Milodon aluminum pump #21815. Use with Milodon Oil Systems #21175, #21185, #21190, #21195.

Overall Length 8.187"

- Steel Gear **21503**
- Bronze Gear **21523**

Wedge and Hemi using stock-style pan and tube pick-up. Also used with Milodon Oil Systems #21000, #21010, #21100, #21110 and systems using a Keith Black pump.

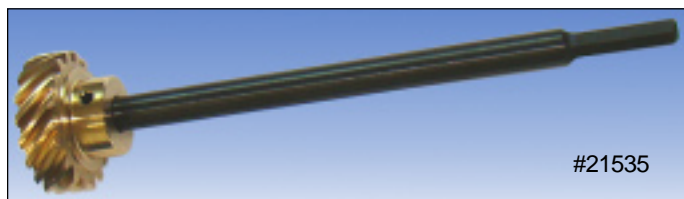
Overall Length 7.875"

- Steel Gear **21505**
- Bronze Gear **21525**

CHRYSLER SMALL BLOCK CHROME MOLY OIL PUMP DRIVES

Distributor shaft and gear assembly for all 340-360. Bronze gear assemblies are for Roller Cams. Steel gear assemblies are used for flat tappet and hydraulic cam applications. Both use premium material and will not wear like cheaper bronze version or stock steel cast gears.

- Steel Gear **21530**
- Bronze Gear **21535**



#21535

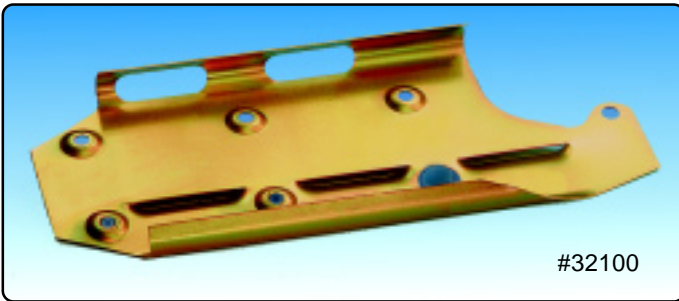


#21530



WINDAGE TRAYS

- CHEVY -



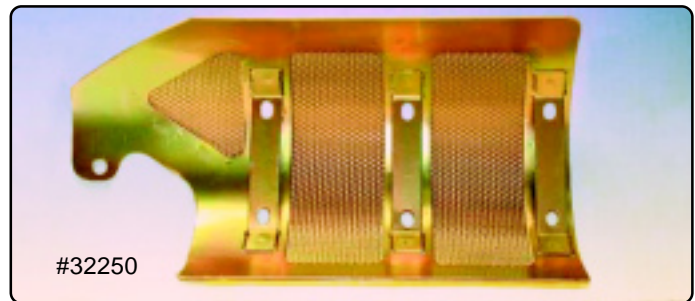
#32100

SOLID LOUVERED TRAYS

Specially contoured solid trays with louvers that permit rapid return of oil to sump. This windage tray provides optimum protection against oil splash-back, and provides increased power. Ideal for all street and strip applications.

Small Block Chevy - 350 (Left Side Dipstick)	32100
Small Block Chevy - 400 (Left Side Dipstick)	32101
Small Block Chevy - 350 (Right Side Dipstick)	32102
Chevy LS Series, Fully Length -	32150
Big Block Chevy -All, Mark IV, V & Gen VI	32200

NOTE: Milodon adjustable tray studs are required for proper installation on all Milodon windage trays. Stock tray bolts will cause tray to mount very low in the pan and interfere with a stock pan baffle and tray will not work well at all. Using Milodon adjustable tray studs allows the correct height for maximum power to be set, regardless of stroke and steel or aluminum rods.



#32250

THE "DIAMOND STRIPPER" SCREEN WINDAGE TRAY

The most sophisticated windage tray available today! This exclusive Milodon design features hundreds of small louvers that quickly scavenge oil from crankshaft rotation, but prevents splash back common to screen-type windage trays. This is a completely finished, gold irridited part that does not require additional fitting. And it flat works! Extensive dynameter and on-track testing verifies that Milodon "Diamond Stripper" windage trays out-perform all other screen type trays.

Small Block Chevy trays will fit both the 350 and 400 bolt pattern. They will also fit right and left side dipsticks with the tray adjusted properly, as the dipstick will go underneath the tray.

SB Chevy - 350 & 400	32250
SB Chevy with modified, full length pan - 350 & 400 ..	32255
BB Chevy - Mark IV, V & Gen VI.....	32260
BB Chevy with modified, full length pan	32270

NOTE: Milodon adjustable tray studs #81150 & #81151 are required for installation. Stock tray bolts may cause tray to interfere with stock pan baffle, which will need modification. Using Milodon adjustable tray studs allows the correct height for maximum power to be set regardless of stroke, steel or aluminum rods.



#17050

OIL PUMP STUD

The professional way to mount an oil pump. Centerless ground from 8740 chrome moly steel and features rolled and heat-treated threads, ground washer, and grade 8 nut. Torque: 50 ft./lbs. with oil.

Small and Big Block Chevy Engines	17050
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#17100

PUMP SUPPORT BRACKETS

Prevents pump housing cracking in high stress and vibration conditions like marine, circle track & drag racing.

Big Block Chevy.....	17100
Small Block Chevy, 5-Bolt Big Block Pump ...	17150
Small Block Chevy with Tube-Type Pick-Up....	17200

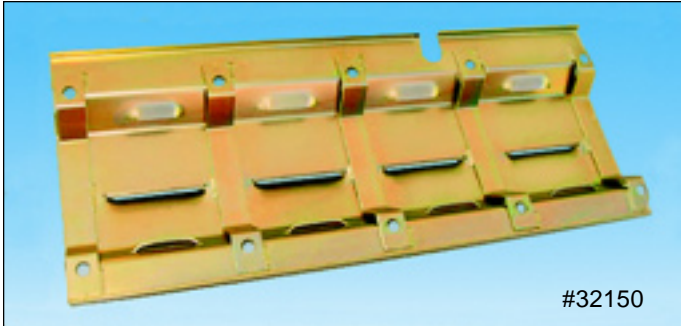


WINDAGE TRAYS

WINDAGE TRAYS ARE **POWER!**

*On a 400 horsepower street engine,
a louvered tray can add about 12 to 15hp;
a screen tray can add up to 25hp.*

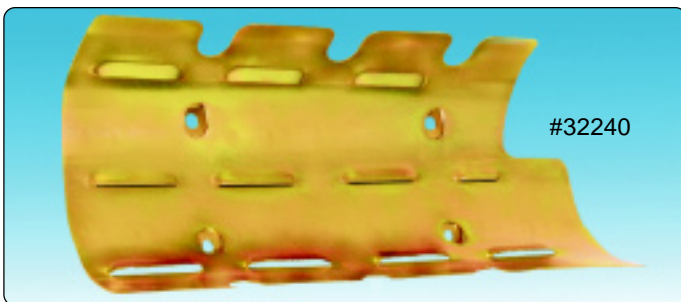
- LS CHEVY SERIES -



Milodon design covers all 5 main caps for maximum performance, unlike others that leave the front rod pair open and loose power. Mounts on the stock tray bolt extensions for easy installation. Will work with all oil pans, stock or Milodon. This windage tray provides optimum protection against oil splash-back, and provides increased power. Performs well for all street or strip applications. LS Series Chevy - All Engines, All Strokes **32150**

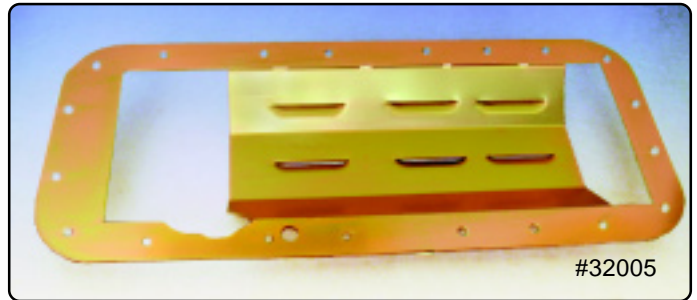
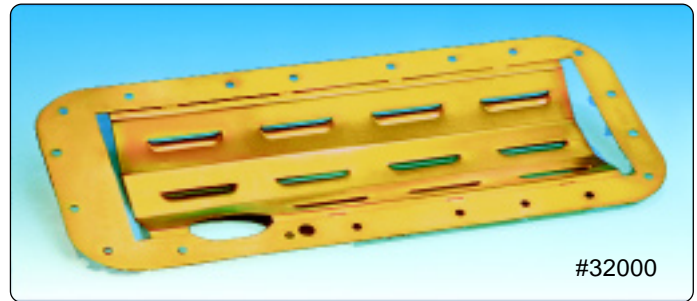
NOTE: Milodon adjustable tray studs are required for proper installation on all Milodon windage trays. Stock tray bolts will cause tray to mount very low in the pan and interfere with a stock pan baffle and tray will not work well at all. Using Milodon adjustable tray studs allows the correct height for maximum power to be set, regardless of stroke and steel or aluminum rods.

- PONTIAC, OLDS & HOLDEN-



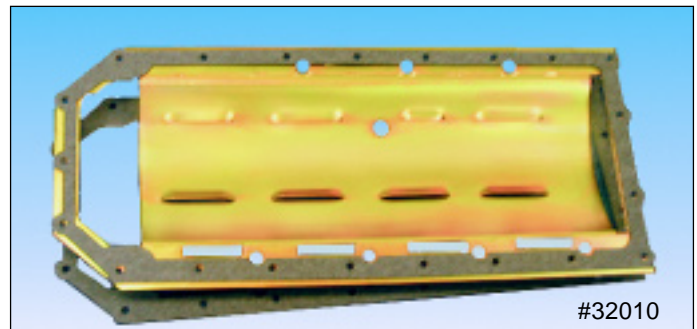
Pontiac 350-455 **32240**
Olds 400-425-455 **32245**
Holden 253-308 **32246**

- MOPAR WEDGE & HEMI-



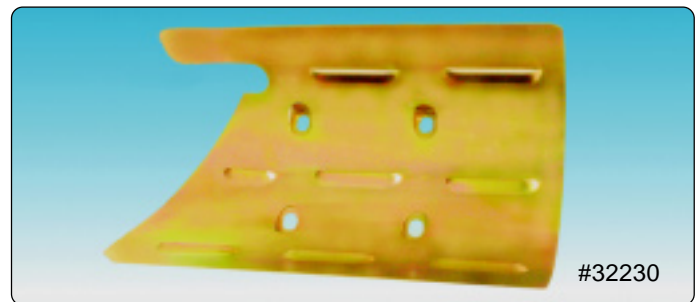
Chrysler Wedge and Hemi **32000**
Chrysler Wedge and Hemi for up to 1/2" strokers **32005**

- MOPAR 5.7 / 6.1 HEMI -



* 32010 tray pictured with 40750 gasket set
Chrysler 5.7 / 6.1 Hemi & All Stokers **32010**

- CHRYSLER SMALL BLOCK-



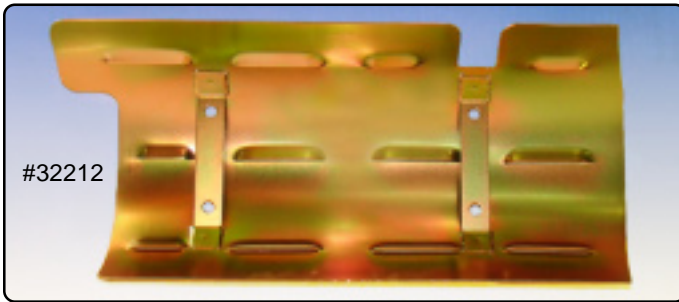
Chrysler 318-340 & 360 **32230**





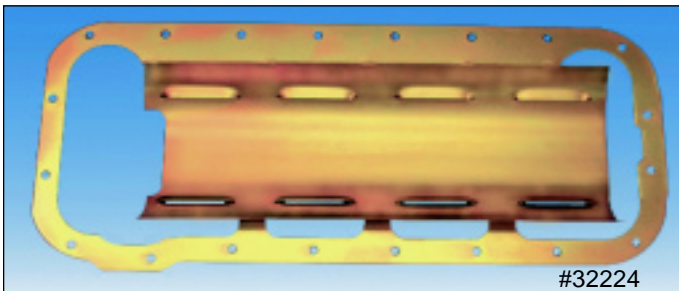
WINDAGE TRAYS & BAFFLES

- FORD -



Ford 302 – Front Sump (Pre-1974)	32210
Ford 302 – Rear Sump (1980 & Up) *	32212
Ford 351W – Front Sump (Pre-1974)	32215
Ford 351W – Rear Sump (1980 & Up) *	32217
Ford 351C – Front Sump (Pre-1974)	32220
Ford 351C – Rear Sump (1980 & Up)	32222
Ford 390-427-428 – All Applications	32224
Ford 429-460 – Front Sump (Pre-1974)	32225
Ford 429-460 – Rear Sump (1980 & Up) *	32227

* Will not fit with a factory Ford pickup



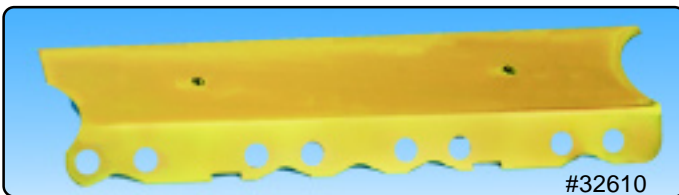
MAGNETIC DRAIN PLUG

Super strength magnet draws any metal particles out of the oil flow before they can scare your bearings on the way to the filter. Particulates are held for inspection until you change the oil showing problems early before they get worse. 1/2"-20 fine thread fits all Milodon pans, except marine applications.



Milodon & Most Other Oil Pans	17000
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(Not made in the USA)

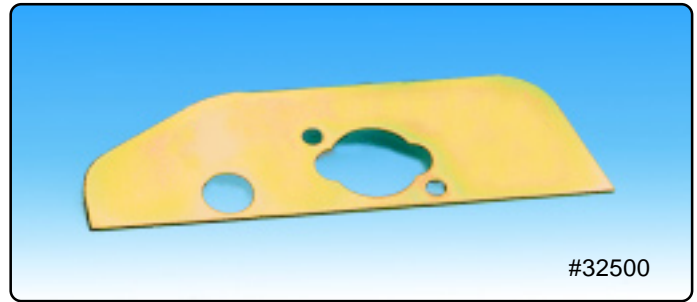


LIFTER VALLEY BAFFLE

Keeps hot oil off the intake manifold, allowing a cooler fuel mix making more power. Keeps surplus oil out of valve covers leaving more in the oil pan. Maintains oil pressure, during pushrod or rocker arm failure by keeping lifters in their bores, except with roller cams.

Small Block Chevy	32610
Big Block Chevy	32615
Small Block Chrysler	32620

- CHEVY PAN BAFFLE -



OIL PAN REAR BAFFLE

An easy addition to assure added horsepower. Every Chevy engine should run one regardless of use. Installed between the oil pump and rear main, this special baffle effectively prevents oil from climbing up the rear of the pan getting into the crankshaft during any acceleration especially hard launches.

Small Block Chevy	32500
Big Block Chevy	32505



WINDAGE TRAY INSTALL KIT

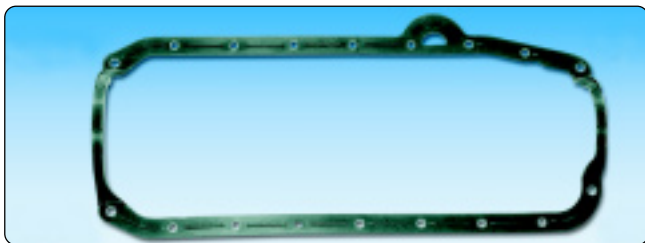
Required to properly mount the tray assembly, adjustable mounting position allows the tray to work at its maximum potential by being as close as possible to the rotating assembly (min.100") and to avoid any unnecessary interference with the oil pan. Install the 7/16" nuts torqued to 65 ft./lbs. or 1/2" to 85 ft./lbs using oil, and the 3/8" nuts torqued to 35 ft./lbs.

Small Block Chevy set	81150
SB Chevy 7/16" Windage Tray Stud (1pc.)	81148
Big Block Chevy set	81151
BB Chevy 1/2" Windage Tray Stud (1pc.)	81152
Ford 302 set	81157
Ford 351-W set	81167
Ford 351-C set	81151
Ford 429 & 460 set	81190
Small Block Chrysler - 340 & 360 set	81151
Small Block Chrysler - 318 set	81182
Olds 400-425-455 set	81219
Pontiac set	81151
Holden 253-308 set	81157





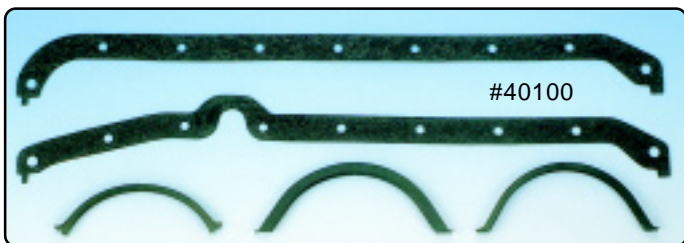
PAN GASKETS & WINDAGE TRAYS



ONE PIECE PAN GASKETS

Milodon one piece pan gaskets stop leaks at the corners where conventional individual pieces gaskets met and are reusable too. Steel inserts around each bolt hole allow the pan bolts to be securely tightened yet the gasket can never be over tightened.

Small Block Chevy, 55-79	41000
Small Block Chevy, 55-79, Notched For 4" Stroke	41010
Small Block Chevy, 86 & Up	41001
Small Block Chevy, Dart SHP Notched For 4" Stroke	41008
Big Block Chevy, Mark V & Gen VI 8.2 Liter	41002
Ford 302 / 5.0 Liter	41003
Ford 351-W / 5.8 Liter	41004
Ford 429, 460 / 7.5 Liter	41005
Chrysler 360	41007

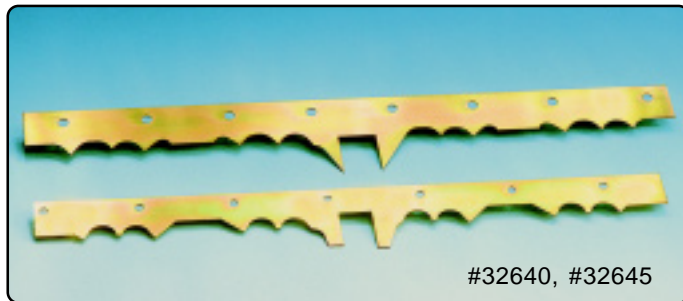


CRUSHPROOF PREMIUM QUALITY PAN GASKETS

Milodon pan gaskets will not crush, split, shrink or squeeze out like inferior gaskets. You can't tear them, even if you tried! Resistant to gas, alcohol and fuel. For leak free pan installation use the right gaskets the first time. You don't need an oil leak on your new motor.

Small Block Chevy, 55-79	40100
Small Block Chevy, Notched for 4" Stroke	40105
Big Block Chevy, Mark IV	40200
Ford 302	40300
Ford 351-W	40350
Ford 351-C	40400
Ford 390-428	40450
Ford 429, 460	40500
Small Block Chrys, 318, 340	40600
Small Block Chrys, 360	40650
Chrys 392 Hemi	40680
Big Block Chrys, 383-440	40700
Chrys, 5.7 / 6.1 Hemi (Pair)	40750
Olds, 350-455	40800
Pontiac, 350-455	40900

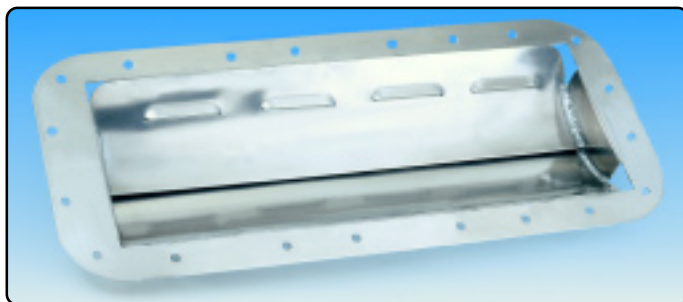
#40105



CRANKSHAFT SCRAPER

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

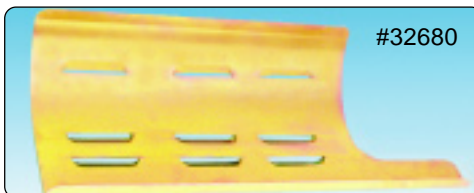
Small Block Chevy	32640
Big Block Chevy	32645



TOP FUEL STYLE TRAYS

For stock stroke Alcohol motors and up to 1" stroke Fuel motors. They are intended for these professional applications only, providing maximum available crank scavenging and zero splash back. **Will NOT work with street style pans.** They use 32000 and 32005 trays.

426 Hemi -Stock Stroke, Steel - 5.1 lbs	32050
426 Hemi Stroker up to 1", Steel - 5.1 lbs	32055



#32695

REPLACEMENT WINDAGE TRAYS FOR MILODON PANS

These trays replace the trays in Milodon pans that were fitted from the factory. They come complete with new fastener assemblies but holes must be transferred from your pan.

Tray # Fits Oil Pan

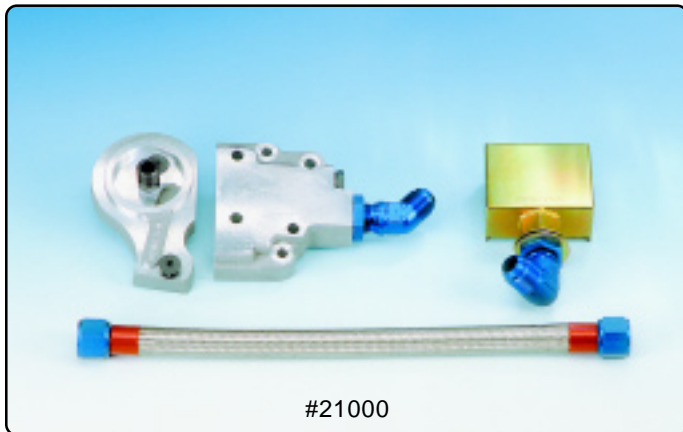
32660 31145, 31065
32665 31170, 31173
32685 31176, 31180
32680 31190, 31195, 31196, 31556, 31557
32690 31187, 31188, 31185, 31186
32695 (7) Replacement Tray Clips & Bolts





CHRYSLER OIL SYSTEMS

External oil systems allow the bypassing of irregular and restrictive stock internal oil passages. These systems allow the placement of the pick-up in optimum position, plus the use of free flowing braided line. Kits are available with static or swivel pick-ups with single or dual lines and with or without oil pumps.. Milodon Oiling Systems provide the optimum in oiling for all types of competition. Systems come complete with all necessary bolts, fittings, O-rings, etc. for installation. A Milodon oil pan, windage tray and oil pump drive shaft will complete the package. In some cases, minor notching of frame is required.



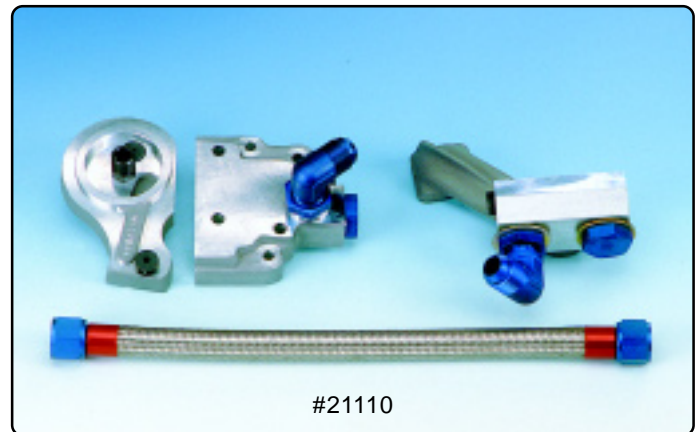
#21000

SINGLE LINE STATIC

Ideal system for street or street and strip applications. Will supply adequate oil supply up to 7000 RPM when used with a Mellings M63HV high volume pump. Use with Milodon #30931 or #31015 oil pan.

- 426 Hemi or Wedge, with motor plate **21000**
- 383-440 Wedge, with stock motor mounts . . . **21010**

– OIL PUMP DRIVE ASSEMBLY REQUIRED –
Use #21505 Steel Gear / #21525 Bronze Gear



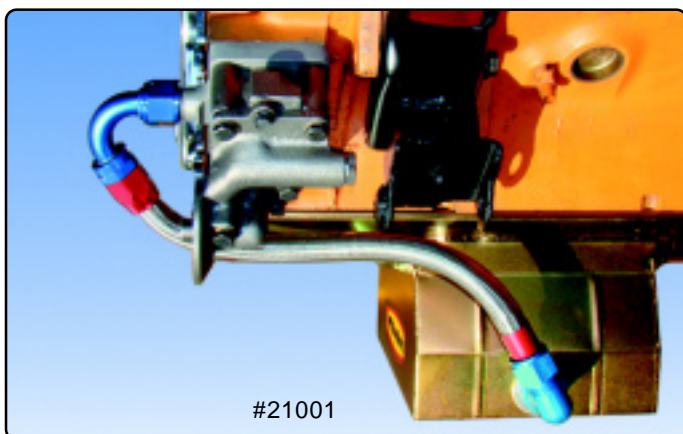
#21110

SINGLE LINE SWIVEL

Ideal for cars and applications where engine speed does not exceed 7000 RPM when used with a Mellings M63HV high volume pump. Use with Milodon rear sump design oil pans.

- 426 Hemi or Wedge, with motor plate **21100**
- 383-440 Wedge, with stock motor mounts . . . **21110**

– OIL PUMP DRIVE ASSEMBLY REQUIRED –
Use #21505 Steel Gear / #21525 Bronze Gear



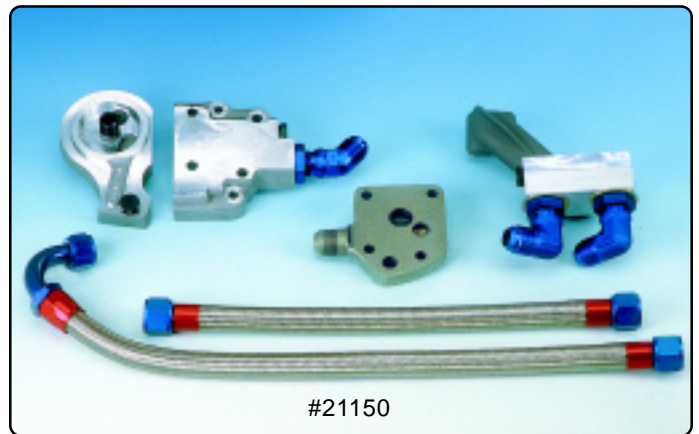
#21001

STOCK COVER, SINGLE LINE STATIC

Ideal system for street or strip applications where space is limited due to motor mounts etc. Will supply adequate oil volume up to 7000 RPM when used with a Mellings M63HV high volume pump. Use with Milodon #30931 or 31015 oil pans. Longer oil pump drive shaft is needed.

- 426 Hemi or 383-440 & Up Wedge **21001**

– OIL PUMP DRIVE ASSEMBLY REQUIRED –
Use #21500 Steel Gear / #21520 Bronze Gear



#21150

DUAL LINE SWIVEL

Dual line systems deliver adequate oil volume up to 7500 RPM when used with a Mellings M63HV high volume pump. Use with Milodon rear sump design oil pans.

With Swivel Pickup

- 426 Hemi or Wedge, with motor plate **21150**
- 383-440 Wedge, with stock motor mounts **21160**

OIL PUMP DRIVE ASSEMBLY REQUIRED –
Use #21500 Steel Gear / #21520 Bronze Gear



CHRYSLER OIL SYSTEMS



#21185

DUAL LINE WITH PUMP

Systems with pumps deliver substantial oil even when engine RPM greatly exceeds 8000. Use with Milodon rear sump design oil pans.

With Swivel Pickup

- 426 Hemi or Wedge, with motor plate **21175**
- 383-440 Wedge, with stock motor mounts **21185**

With Static Pickup For 31460 Pan

- 426 Hemi or Wedge, with motor plate **21176**
- 383-440 Wedge, with stock motor mounts **21186**

– OIL PUMP DRIVE ASSEMBLY REQUIRED –
Use #21503 Steel Gear / #21523 Bronze Gear

TECH NOTE: On Oil Pump Covers, the **Top** port is “**OUT**”, while the **Bottom** port is “**IN**”.



#21196

DUAL LINE WITH OIL PUMP FOR REMOTE OIL FILTER

Same as #21175 and 21185 but has provision for remote filter. Use with Milodon rear sump design oil pans.

With Swivel Pickup

- 426 Hemi or Wedge, with motor plate **21190**
- 383-440 Wedge, with stock motor mounts **21195**

Marine Use with V-Drive Pan

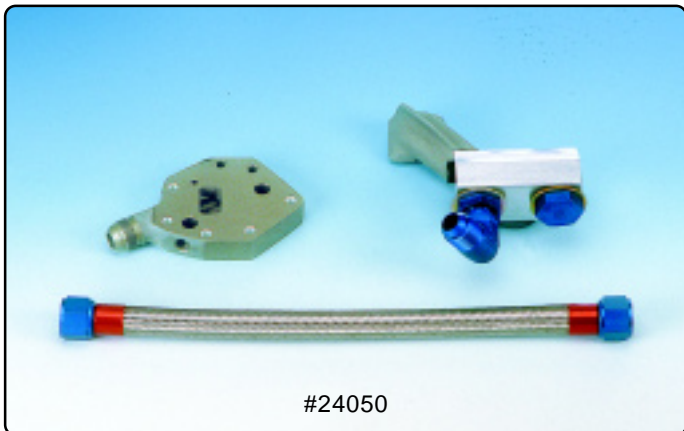
- Hemi & Wedge, Swivel Pickup with Oil Pump . **21193**

With Static Pickup For 31460 Pan

- 426 Hemi or Wedge, with motor plate **21191**
- 383-440 Wedge, with stock motor mounts **21196**

– OIL PUMP DRIVE ASSEMBLY REQUIRED –
Use #21503 Steel Gear / #21523 Bronze Gear

AMC / JEEP OIL SYSTEMS

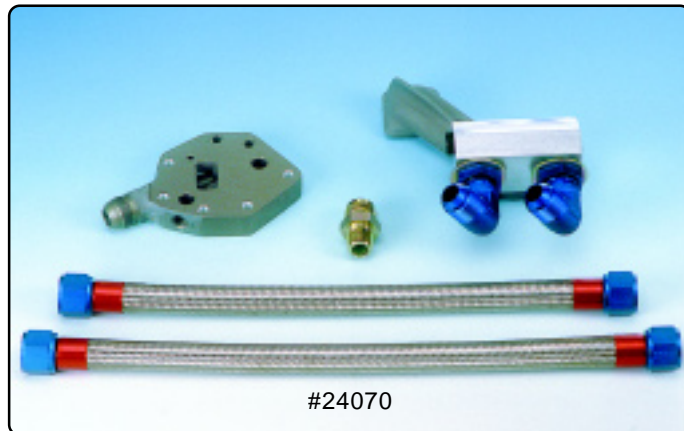


#24050

AMC SINGLE LINE - EXTERNAL SYSTEM

- **Single Line with Swivel Pick-Up** for use in AMC Street & Strip Cars or Jeep V8 Off-Road. Increases oil system volume without modifying oil pump / timing cover.

Recommended for
UP TO 7000 RPM **24050**



#24070

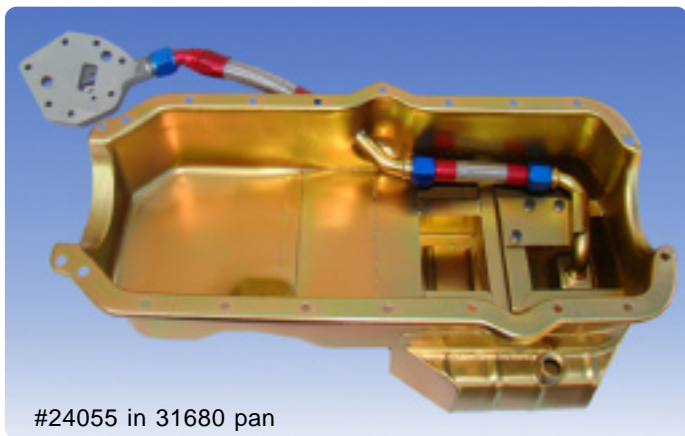
AMC DUAL LINE - EXTERNAL SYSTEM

- **Dual Line with Swivel Pick-Up** for use in AMC Street & Strip Cars or Jeep V8 Off-Road. Increases oil system volume without modifying oil pump / timing cover.

Recommended for
UP TO 7500 RPM **24070**



AMC OIL SYSTEMS



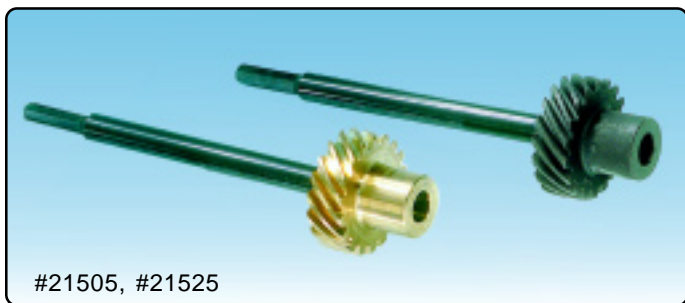
#24055 in 31680 pan

AMC SINGLE LINE PRO TOURING-EXTERNAL SYSTEM

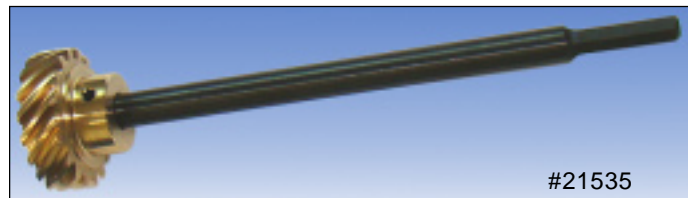
- For use in AMC Pro Touring, Autocross and Street & Strip Cars. Increases oil system volume without modifying oil pump / timing cover.
- System includes pump cover spacer and bolts, exterior line, interior line and pickup tube unit.
- Must be used with Milodon oil pan #31680 as connecting tube through the pan is welded in place.

Recommended for Up to 7200 RPM **24050**

CHRYSLER OIL SYSTEM COMPONENTS



#21505, #21525



#21535



#21530

CHRYSLER CHROME MOLY OIL PUMP DRIVES

Distributor shaft and gear assembly for all 383-440 Wedge and Hemi engines. Bronze gear assemblies are for Roller Cams. Steel gear assemblies are used for flat tappet and hydraulic cam applications.

Wedge and Hemi using Milodon Oil Systems with steel high volume oil pump and dual line spacer: #21001, #21150, #21160. Overall length 8.500"

- Steel Gear **21500**
- Bronze Gear **21520**

Wedge and Hemi using Milodon aluminum pump #21815. Use with Milodon Oil Systems #21175, #21185, #21190, #21195. Overall Length 8.187"

- Steel Gear **21503**
- Bronze Gear **21523**

Wedge and Hemi using stock-style pan and tube pick-up. Also used with Milodon Oil Systems #21000, #21010, #21100, #21110 and systems using a Keith Black pump.

Overall Length 7.875"

- Steel Gear **21505**
- Bronze Gear **21525**

CHRYSLER SMALL BLOCK CHROME MOLY OIL PUMP DRIVES

Distributor shaft and gear assembly for all 340-360. Bronze gear assemblies are for Roller Cams. Steel gear assemblies are used for flat tappet and hydraulic cam applications. Both use premium material and will not wear like cheaper bronze version or stock steel cast gears.

- Steel Gear **21530**
- Bronze Gear **21535**





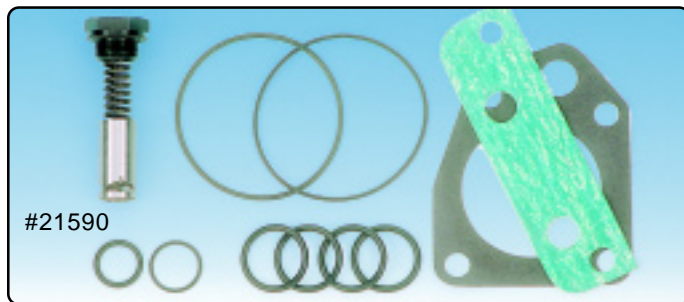
OIL SYSTEM COMPONENTS



CHRYSLER OIL PRESSURE REGULATOR

Permits oil pressure adjustment externally even when the engine is running. Very valuable asset for dialing-in desired oil pressure, for compensating for low oil pressure on street application or excessively high oil pressure on the track (more than 75 PSI hot is usually unnecessary and uses extrahorsepower to drive).

Chrysler Wedge and 426 Hemi **21550**



CHRYSLER OIL SYSTEM GASKET & O-RING KIT

Includes oil pump to block and oil filter adapter gaskets, pressure regulator assembly, oil pump and pick-up O-rings for Milodon Oil Systems or any other Chrysler Hemi and Wedge oil pumps. Contains all components necessary to rebuild complete Milodon oil systems **21590**

CHRYSLER OILING SYSTEM COMPONENTS



COVERS

Pump Cover, Billet - Hemi & Wedge If Using Motor Plates (less fittings) **21205**

Pump Cover, Cast - Wedge with Stock Mounts (less fittings) See image in kit #21110 **21210**

Pump Cover, Billet - Wedge with Stock Mounts (less fittings) **21215**

Pump Cover, Billet - Hemi/Wedge Using Motor Plates Remote Filter (less fittings) **21225**

Pump Cover, Billet - Wdge Using Remote Filter (less fittings) **21235**

PICKUPS

Single Line Static Pick-Up (less fittings) **21300**

Dual Line Swivel Pick-Up (less fittings) **21330**

Dual Line Spacer, See image in kit #21150 **21350**

AMC Dual Line Spacer **21355**



#21450 & 21455

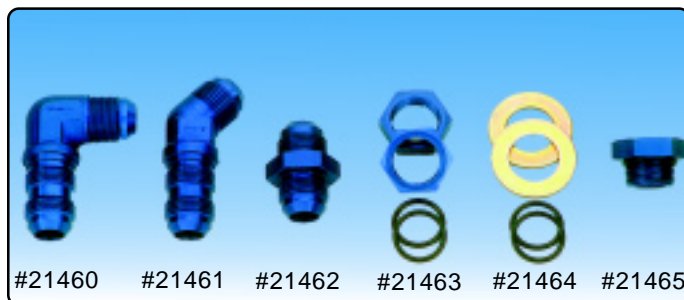


#21350

LINES

25½" 12-AN Line **21450**

18" 12-AN Line **21455**



FITTINGS

12-AN 90° Fitting **21460**

12-AN 45° Fitting **21461**

12-AN Union **21462**

12-AN Jam Nuts & O-rings (2) **21463**

12-AN Large Diameter Washers & O-rings (2) **21464**

12-AN Plug & O-ring (For pump cover or drain plug). **21465**



#21466



#21469



#21468

12-AN 45° Fitting, Jam Nut & O-ring (For pump cover) **21466**

12-AN 90° Fitting, Jam Nut & O-ring (For pump cover) **21467**

12-AN 90° Fitting, Washer, Jam Nut & O-ring (For oil pan) **21468**

12-AN Plug, Washer & O-ring (For Oil Pan) **21469**

PUMPS

Billet Pump Housing and Gears, 19 G.P.M. Flow **21814**

Pump Housing and Gears, 19 G.P.M. Flow **21815**

Replacement Gears for #21815 (1.100" tall) **21817**

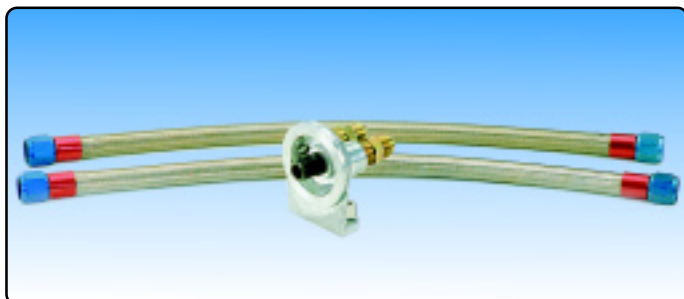




OIL SYSTEM COMPONENTS

REMOTE OIL FILTER KITS

This kit allows you to overcome space limitations by permitting custom installation of the oil filter in any desired location. Ease of accessibility can also be greatly improved by oil filter relocation. Both the Braided Steel AN Line Kit or the High Performance Kit are comprised of race quality components and provide reliable, leak-proof performance.



BRAIDED STEEL AN LINE KIT

Designed for Competition or Street Rods that require the durability & look of Braided Steel AN lines & fittings. This kit comes with remote filter housing, which uses a Ford/Chrysler type filter, as well as (2) 24" 10AN oil lines & fittings.

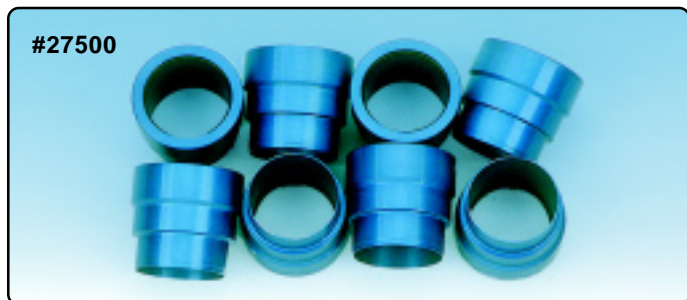
- Kit for Single Filter **21560**
- Kit for Dual Filter **21562**

*NOTE: Requires Block Adapter #21565 for Chevys,
#21566 for Ford/Chrys. engines or a Milodon oiling system.*

HIGH PERFORMANCE KIT

This is a complete kit consisting of a remote filter housing which uses a Ford / Chrysler type filter, a block adapter & (2) 24" 300 PSI working pressure lines & all necessary brass fittings.

- Complete Chevy Kit..... **21570**
- Complete Ford/Chrysler Kit..... **21572**



HEMI TUBE SEALS

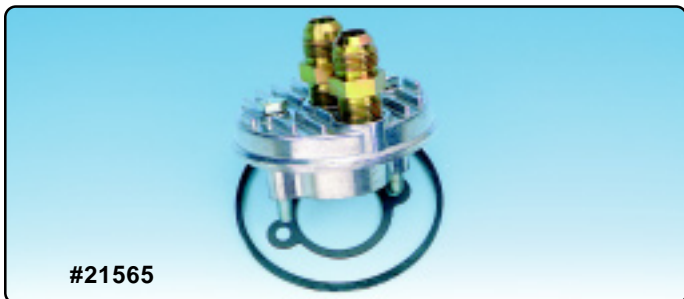
Required by serious competitors using Hemi engines. Milodon seals press fit into the cylinder heads and provide a snug, O-ringed contact on spark plug tubes preventing undesirable oil seepage into combustion chambers. Facilitates accurate plug readings.

- Hemi - Late (set of eight) **27500**
- Hemi - Early (set of eight) **27050**

LS SERIES CHEVY KIT

Similar to the High Performance Kit, this complete kit consists of a remote filter housing, which uses a Ford / Chrysler type filter, & (2) 36" 300 PSI working pressure lines & all necessary aluminum AN fittings.

- Complete Chevy LS / Gen III Kit **21575**

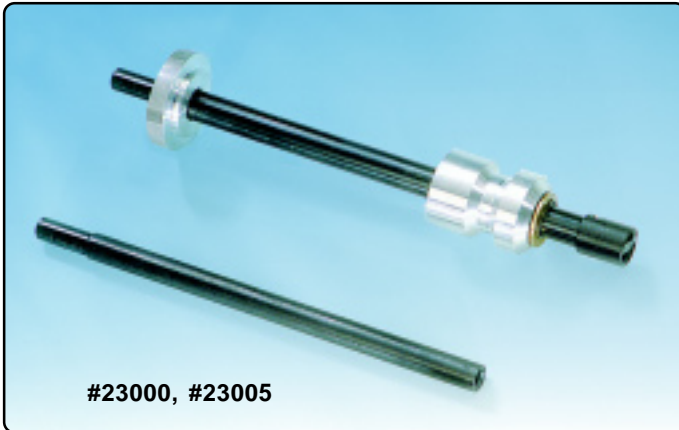


REMOTE FILTER BLOCK ADAPTERS

- Chevy V8 Adapter
for Remote Filter Kits (Single or Dual) **21565**
- Ford/Chrysler V8 Adapter
for Remote Filter Kits (Single or Dual) **21566**



OIL SYSTEM COMPONENTS

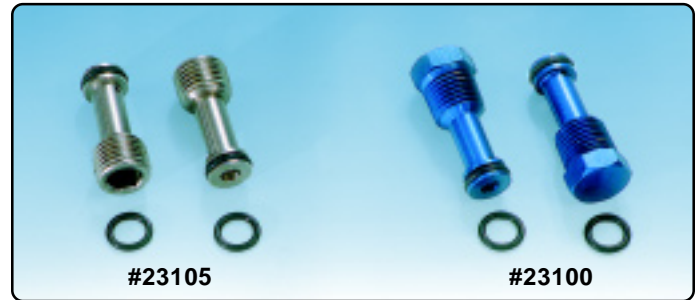


#23000, #23005

OIL PUMP PRIMERS

Before starting a new motor, proper priming of the system is absolutely critical. These oil pump primers prohibit needless engine wear from improper lubrication upon initial start-up. These primers allow you to drive the oil pump with a 3/8" drill once the distributor is removed. The Chevy "Pro Model" not only primes the oil pump and bottom end but also the lifters and rocker assemblies. The "Pro Model" also has a top support that locks down with the distributor clamp to provide "hands free" operation. All are black oxide finished.

- Small and Big Block Chevy **23000**
- Ford 289, 302, 390, 428 with
1/4" Hex Pump Shaft **23005**
- Ford 351W, 351C, 400, 429, 460
with 5/16" Hex Pump Shaft **23010**
- Small and Big Block Chryslers **23015**



#23105

#23100

OIL FLOW RESTRICTOR PLUGS

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

ALUMINUM HEX HEAD

- Small Block and Big Block Chevy **23100**

STAINLESS STEEL FLUSH

- Small Block and Big Block Chevy late model Bowtie, Rocket and Merlin Blocks. Plug has an allen head to allow flush mounting in the block and is made from stainless steel to avoid stripping out on removal. **23105**

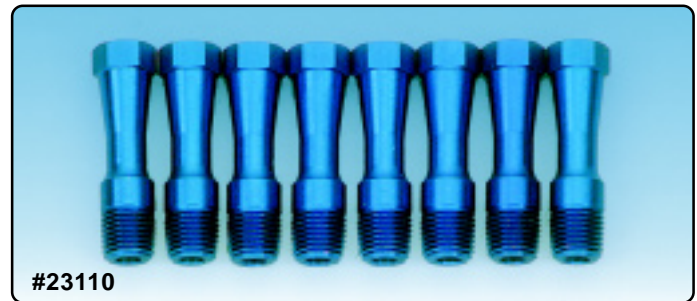


#23150

LIFTER VALLEY SCREEN KITS

The Milodon Lifter Valley Screen Kits provides inexpensive insurance for Small Block and Big Block Chevy racing engines-especially for dry sump applications. Designed to prevent broken parts from falling into the oil pan or pump and causing serious motor damage, these stainless steel screens affix to the oil drainback holes located in the valley area of Chevy engines. Screen kit includes instructions and epoxy.

- Small Block Chevy. **23150**
Kit includes both screens & block-off plugs for over the cam area to give you an option.
- Big Block Chevy **23160**
Kit includes two epoxy kits for adequate coverage.



#23110

LIFTER VALLEY PRESSURE VENTS

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

- Small Block Chevy. **23110**



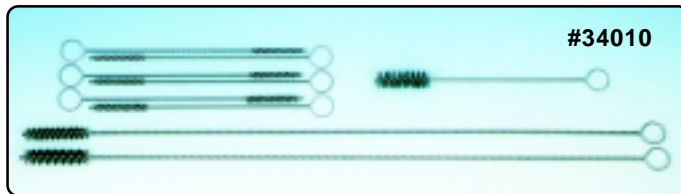
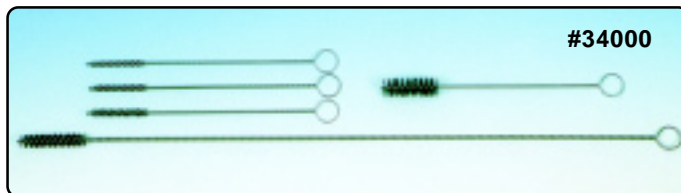
ENGINE ASSEMBLY ITEMS



CRANKSHAFT SOCKETS

Designed for the engine builder, this crankshaft rotating socket slips on over crank snout and enables the builder to rotate, with ease, a complete engine for assembly. CNC machined and gold irridited. *NOTE: For use when dampner is removed only.*

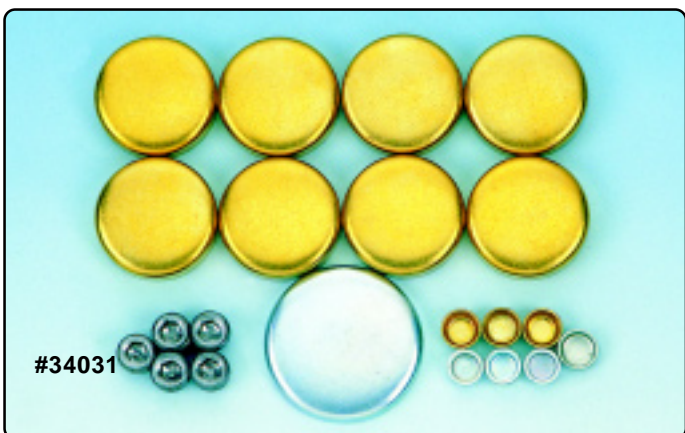
Small Block Chevy.....	27000
Big Block Chevy.....	27005
Chrysler V8.....	27010
Ford V8, Buick V8, Pontiac V8, and Olds V8....	27015



ENGINE CLEANING BRUSHES

Cleaning of an engine's oil passages prior to assembly is an absolute must. These brush kits will scrub oil sludge and machining debris from cranks, lifter bores and oil galleys.

Chevy and Ford 289-302.....	34000
Fords (except 289-302), Chrysler, Olds, & Pontiac.	34005
Professional Kit for All Engines.....	34010



BRASS FREEZE PLUG KITS

Milodon brass freeze plugs will not rot out, like lower cost steel ones. Your new engine assembly deserves the best. Don't get stuck trying to replace a leaking steel freeze plug behind a motor mount a year or two from now! Milodon kits include all the necessary external block freeze plugs, cam and oil galley plugs for one complete engine.

Chevy 283-350.....	34031
Chevy 400.....	34032
Chevy 396-454.....	34033
Ford 289-302-351W.....	34035
Ford 352-390-428.....	34036
Ford 351C-351M-400.....	34037
Ford 429-460.....	34038
Chrysler 273-360.....	34040
Chrysler 383-440.....	34041
Oldsmobile V8.....	34045
Pontiac V8.....	34046
Holden 253-308.....	34047



VACUUM LINE CAPS

These caps are an easy way to temporarily or permanently cap off vacuum ports or connections that have had the lines removed. Kit contains:

(2) 1/8", (6) 3/16", (6) 1/4", (2) 5/16", and (4) 3/8" caps.....	41150
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STAINLESS STEEL DIPSTICKS

BILLET STAINLESS STEEL ENGINE DIPSTICKS



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

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

Small Block Chevy - Up to 1979	22000
Small Block Chevy - 1986 & Up	22005
Chevy LS Series, All - **	22006
Big Block Chevy - Mk IV, V & Gen VI Pans	22010
Big Block Chevy - For Milodon Marine Pan #31560	22011
Big Block Chevy - For All Other Milodon Marine Pans	22012
Ford 4.6 & 5.4 Liter - **	22029
Ford 302 / 351W in Timing Cover	22030
Ford 351C in Timing Cover	22031
Ford 390-427-428	22034
Ford 429-460 in Timing Cover	22035
Ford 302 / 351W / 429-460 in Oil Pan	22040
Small Block Chrysler - 318-340-360 Center Sump	22060
Chrysler 5.7 / 6.1 Hemi, Rear & Center Sump- **	22065
Chrysler 354-392 Early Hemi	22066
Big Block Chrysler - 383-440, Center Sump	22070



** Requires tube headers & will not fit with stock cast manifolds

UNIVERSAL STAINLESS STEEL ENGINE DIPSTICK

For use where you need an engine dipstick in a custom application. Simply drill a 13/16" hole, weld in the supplied weld bung and you are set. Stainless steel dipstick tube assembly screws into the bung welded in the pan and seals with a copper gasket. Tube assembly attaches to a header bolt and is 16" long with a 18 1/2" long stick **22080**



STAINLESS STEEL TRANSMISSION DIPSTICKS

- Dipstick assemblies have the same sleek design as Milodon engine dipsticks.
- All dipstick components are CNC machined from billet stainless steel.
- Inside diameter of the 10AN tube is 39% larger than other designs allowing speedy filling.
- Fittings, stick and hose are all stainless steel so they will stay bright & rust free.
- O-ring sealed handle and double o-ringed bottom to positively seal against water and dirt.
- Dipstick is pre-calibrated with the OEM style Add and Full levels.
- Made right here in the USA, unlike others.

GM Powerglide	22100
GM Turbo 350	22110
GM Turbo 400	22120
GM 700 R4	22130
Ford C4 (Car only, not Truck)	22140
Ford C6	22150
Chrysler 727	22160





GEAR DRIVES



For over 40 years, Milodon Gear Drives have been acknowledged as the ultimate in quality, strength and durability – whether the use be Top Fuel, Circle Track, Drag Race, Marine or Street. There are lots of gear drive units on the market today, many of them are from overseas. None of them can match the American made quality and experience of Milodon.

Even though Milodon Gear Drives are designed for “All Out Competition”, they work equally well in ANY application, including Street. When installed properly, these units will virtually last indefinitely due to the zero wear and their overall brute strength. Cam timing accuracy and consistency are the key to accessing 100% of the cam’s available power.

Milodon’s professionally proven “Fixed Idler Gear” system is capable of maintaining the precise cam timing required to allow the release of this power. Cam timing adjustments are easy to perform on the Full Cover Style Assembly through the removable billet cam cover. The adjustment is achieved by changing the position of the cam gear on the cam hub. A simple bolt-on procedure with no offset dowels or keys to mess with. Each movement is detailed on a provided chart which gives the exact position for the desired amount of advance or retard, once top dead center is found.

A professional style three gear unit, unlike a four gear type, does not rob any power from the engine. The billet steel gears mounted solidly to the block, will not and can not, allow the timing to vary, unlike a flexible belt or chain. These factors add up to increased horsepower output and higher RPM potential.

CHEVY and CHRYSLER



- Allows precise camshaft degreeing using Milodon’s adjustable bolt pattern cam gear and hub assembly.
- Incorporates a full cast aluminum front cover with a removable cam cover that allows quick and easy access to the cam gear for adjustments and cam removal.
- Mounts the fixed idler gear solidly into the main cover itself. This fixed idler system will fully compensate for any crank position, even if the block has been severely align bored, without any sacrifices.
- Uses positive cam end play adjustment and a three-piece roller bearing behind the cam gear to control cam movement, reduce power-robbing drag and stop block face wear.
- NO block machining is required. Hand tools are required to drill and ream the positioning dowel pin holes which, with care, can be done at home.
- Available in the standard “flat cover” configuration which uses a stock style water pump or the “injected/blown with fuel pump drive” style that does not use a stock-style water pump. Blown engines will require a fuel pump extension (see that section for a complete listing).
- For Small Block Chevys, stock factory and Milodon short pumps fit over the 12000 drive with the hardware provided. Big Block short water pumps will not fit over the 12600 drive without additional spacing.



GEAR DRIVES



SMALL BLOCK CHEVY

SB Chevy (Flat Cover Style)	12000
SB Chevy (Flat Cover Style) 1984 & Up, Hydraulic Roller Engine.....	12001
SB Chevy (Injected/Blown Style)	12250

BIG BLOCK CHEVY

BB Chevy (Flat Cover Style) 1965-90, Mark IV.....	12600
BB Chevy (Flat Cover Style) 8.2L, Mark V.....	12605
BB Chevy (Flat Cover Style) 8.2L, Gen VI, Large Early Cam Nose	12606
BB Chevy (Flat Cover Style) 8.2L, Gen VI, Stock Small Cam Nose	12608
BB Chevy (Injected/Blown Style) 1965-90, Mark IV	12700
BB Chevy (Injected/Blown Style) 8.2L, Mark V	12705
BB Chevy (Injected/Blown Style) 8.2L, Gen VI.....	12706
BB Chevy (Marine Style) 1965-90, Mark IV.....	12900

BIG BLOCK CHRYSLER and HEMI

Chrysler Hemi/Wedge with 3 bolt cam.....	13000
Chrysler Hemi/Wedge with 3 bolt cam (Injected/Blown Style)	13250

FORD, SB CHRYSLER, OLDS, PONTIAC, AMC



- Available for Fords 302-460, Small Block Chrysler, Olds, Pontiac and AMC.
- Fits under the stock front cover with very slight fitting.
- Allows precise camshaft advance & retard using Milodon's adjustable bolt pattern cam gear and cam hub.
- Mounts the fixed idler gear solidly to a 3/8" thick steel plate which is bolted securely to the block. This fixed idler system will fully compensate for any crank position, even if the block has been severely align bored.
- A three-piece roller bearing is used behind the cam gear to control cam movement, reduce power-robbing drag and stop wear (except #14300).
- NO block machining is required. Hand tools are required to drill and tap some of the mounting bolt holes which, with care, can be done at home.
- The stock mechanical-style fuel pump may be used on some engines, if desired.

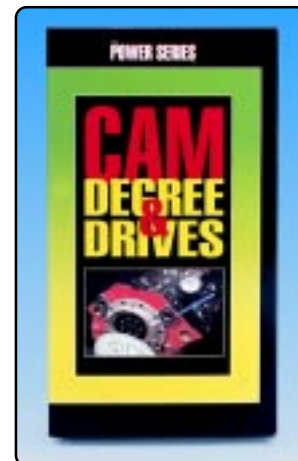


GEAR DRIVES



CHRYSLER	
318, 340, 360 Small Block ²	13600
331, 354, 392 Early Hemi	13600
AMC	
290-401	13700
PONTIAC and OLDS	
Pontiac 389-455	13900
Oldsmobile, 1976 & Earlier	14000
FORD	
302-351W ¹	14100
351C, 400M	14200
427 SOHC	14300
390, 427, 428 ¹	14500
429-460	14600

GEAR DRIVE INSTALL AND CAM DEGREE DVD



1 =This engine can NOT run a stock-style mechanical fuel pump with gear drive. An electric unit must be used.
 2 =This unit can run a stock-style mechanical fuel pump, but the eccentric must be shortened 1/4".

This very professional "HOW TO" video gives clear concise, step by step instructions to install a typical gear drive unit and degree the cam. DVD will cover proper setting of the gear lash and correct mounting of the drive assembly. The comprehensive look at cam degreeing shows you how to set your cam to deliver the power you paid for. Buying the correct cam for your application is the first step however to make the intended power the cam must be timed right. Degreeing your cam is a fundamental part of the properly blueprinted engine.

Cam Degree & Drives DVD 14900

FACT - MILODON GEAR DRIVES MAKE HORSEPOWER !!

- Street or Strip, a Milodon Fixed Idler gear drive will make more power than a timing chain or a floating idler gear.
- It will make the same power as when new, virtually indefinitely. Even on the street, it is almost impervious to wear.
- It will keep the same cam timing you set, whether the engine is on the engine stand or at 10,000 rpm.
- Fixed Idler, steel billet gears can not change, unlike all other flexible chain or belt drives.



When you drive a record holding **Hemi 4 Speed Car**, you know what you are doing!
 That's why Ken and Matt Hensley run Milodon.



GEAR DRIVE ASSEMBLIES



CNC BILLET FUEL PUMP EXTENSIONS

Precision CNC machined from billet aluminum. Fits all Milodon gear drives, as well as other drives and aluminum front covers, and is required to clear belts, etc. on supercharged applications.

- 2½" Extension with 3/8" Hex Drive **12950**
- 4½" Extension with 3/8" Hex Drive **12955**
- 5½" Extension with 3/8" Hex Drive **12960**
- Replacement Shaft for 2½" Extension **12975**
- Replacement Shaft for 4½" Extension **12976**
- Replacement Shaft for 5½" Extension **12977**



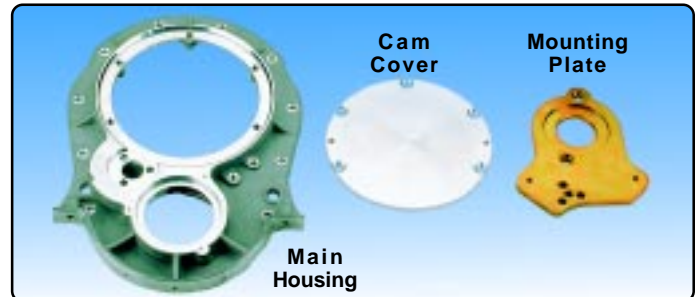
GEAR DRIVE CONVERSION KITS

Designed to change your existing Milodon gear drive assembly from a carbureted-style (no cam drive capability) to an injected/blown-style (with a cam driven hex) or vice versa. These complete kits include necessary cam hub, secondary cam cover, all bolts and camshaft end-play control device.

- Small Block Chevy #12000-#12250 **12570**
- Small Block Chevy #12250-#12000 **12571**
- Big Block Chevy #12700-#12900 **12925**
- Big Block Chevy #12600-#12700 **12970**
- Big Block Chevy #12700-#12600 **12971**
- Chrysler Hemi/Wedge #13000-#13250 **13570**
- Chrysler Hemi/Wedge #13250-#13000 **13571**



GEAR DRIVE SERVICE PARTS



NOTE: Cam Gears, Idler Axles, Cam Hubs and Cam Covers Include Bolts.

GEAR DRIVE	CAM GEAR	CRANK GEAR	IDLER GEAR	IDLER AXLE	CAM HUB	THRUST BUTTON	LAM. SHIM WASHER	THRUST BEARING KIT	MAIN HOUSING	MOUNTING PLATE	CAM COVER	FRONT CRANK SEAL	BOLT PACK	(2) 5/16" DOWELS	(2) DRILL BUSHINGS	IDLER RETAINER KIT	WATER PUMP SPACERS	SEAL RETAINER
12000	12550	12551	12553	12554	12555	12557	-	12559	12560	-	12561	12564	12565	12567	12569	12568	-	-
12001	12550	12551	12553	12554	12549	12557	-	12559	12560	-	12561	12564	12565	12567	12569	12568	-	-
12250	12550	12551	12553	12973	12556	-	12558	12559	12560	-	12562	12564	12566	12567	12569	12568	-	-
12600	12952	12951	12953	12954	12957	12557	-	12959	12958	12968	12961	12965	12966	12567	12569	12968	-	-
12700	12952	12951	12953	12974	12956	-	12558	12959	12958	-	12962	12965	12967	12567	12569	12968	-	12969
12708	12952	12951	12953	12974	12949	-	12558	12959	12958	-	12962	12965	12967	12567	12569	12968	-	12969
12900	12952	12951	12953	12954	12956	-	12558	12959	12958	-	12964	12965	12967	12567	12569	12968	-	12969
13000	12952	13551	13553	12954	13554	12557	-	12559	13560	-	12961	13563	13564	12567	12569	13568	13567	-
13250	12952	13551	13553	12974	13555	-	12558	12559	13560	-	13561	13563	13565	12567	12569	13568	-	13569
13600	12952	13851	13854	13856	13858	-	-	13861	-	13863	-	-	13866	-	-	-	-	-
13700	12952	13852	13854	13856	13859	-	-	13861	-	13864	-	-	13867	-	-	-	-	-
13800	-	13853	13855	13857	-	-	-	12559	-	13865	-	-	13868	-	-	-	-	-
13900	13869	13870	13855	13857	14662	-	-	13861	-	14664	-	-	14666	-	-	-	-	-
14100	13869	13871	13855	13857	14663	-	-	13861	-	14665	-	-	14667	-	-	-	-	-
14200	12952	14651	13854	13856	14653	-	-	13861	-	14656	-	-	14660	-	-	-	-	-
14300	12952	14652	13854	13856	14654	-	-	-	-	14657	-	-	14661	-	-	-	-	-
14500	12952	14652	13854	13856	14655	-	-	13861	-	14658	-	-	14661	-	-	-	-	-
14600	12952	14651	13854	13856	14653	-	-	13861	-	14659	-	-	14660	-	-	-	-	-



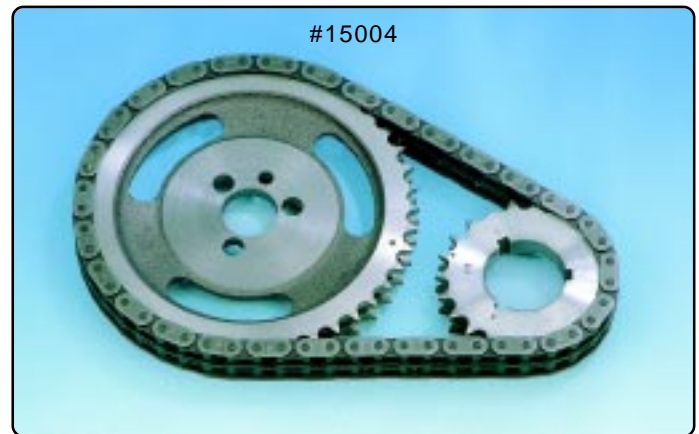
PREMIUM ROLLER TIMING CHAINS

• **Milodon's Premium Roller Chain Sets Provide the Ultimate in Consistent Performance and Extended Durability Available From a Timing Chain.**

• **No Matter How Much More You Pay, There is No Better Quality Available!**



Premium Roller Chain Sets feature THE highest quality chain available. Our chains have huge .250" diameter non-split design rollers that actually roll into the sprocket, reducing power-robbing drag. Unlike most other chain sets, the Milodon chain almost eliminates chain stretch problems – even in racing conditions. Cam and crank gears are CNC machined from high tensile strength, heat-treated material. Both gears use a wider tooth profile for superior strength and wear resistance. Crank gear has three keyways to allow an easy 4° of advance or retard, if so desired.



AMC	
290-401	15000
SMALL BLOCK CHEVY	
SB Chevy	15004
SB Chevy – Hydraulic Roller (1984 & Up)	15015
BIG BLOCK CHEVY	
BB Chevy	15005
FORD	
351C/351M	15006
390-428	15007
289 (Std.)/351W	15008
302 (Std. & H.O.)	15008
429/460.....	15009
CHRYSLER	
383-440 (Single Bolt Cam)	15010
383-426-440 (Three Bolt Cam)	15014
318-360, 392 Early Hemi.....	15011
OLDS & PONTIAC	
Olds 350-455	15012
Pontiac 326-455	15013

Special Note For #15008 302 FORD:

1962 to 64 Vehicles – Discard original spacer and thrust plate; use thrust plate #C9OZ-6269-A.
1965 to 72½ Vehicles – Use existing thrust plate.
1972½ to Present – Discard original two-piece eccentric, use one-piece eccentric FORD #C3AZ-6287-B.



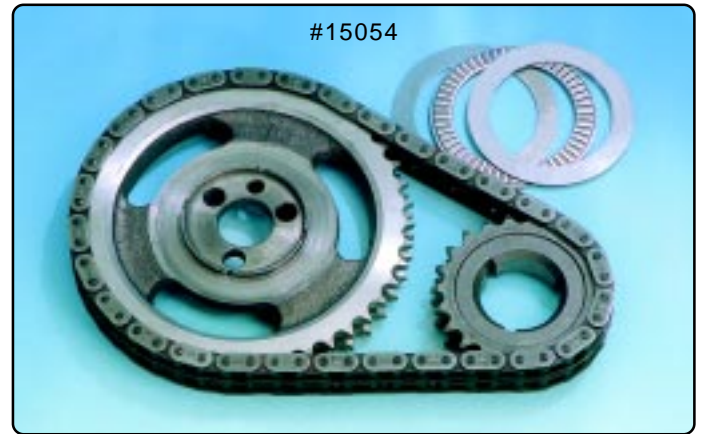
PREMIUM ROLLER TIMING CHAINS



PREMIUM TRU ROLLER CHAIN SET WITH ROLLER BEARING CAM GEAR THRUST

These Milodon Premium Tru Roller Timing Chain Sets have a machined cam gear which uses a gear drive style three piece Torrington roller bearing. This stops block wear from the cam gear and reduces power-robbing drag. The block requires NO machining and is a direct bolt-on. These sets also have three keyway positions for easy 4° advancing and retarding of camshaft.

- Small Block Chevy **15054**
- Big Block Chevy **15055**



LOCKING CAM PLATE AND BOLTS

This locking cam plate will prevent loosening during operation. A low cost investment to prevent a great amount of potential damage.

- Small and Big Block Chevy **10777**



ALUMINUM THRUST BUTTON

Designed to control camshaft end play. This will deliver more stable ignition timing which results in increased horsepower.

- SB Chevy Button (Early Cover) **10774**
- SB Chevy Button (Late Cover) **10775**
- SB Chevy Button (Milodon #65555 Cover) **10775**
- BB Chevy Button (All) **10776**



TIMING COVERS

- ALUMINUM -

- **CNC machined for precise fit and maximum quality.**
- **Provides a positive, non-flexing cam stop.**
- **Fits with double roller and stock timing chains.**
- **Fits under most short water pumps.***



*Some cases will require only minor water pump backplate edge cleanup.

- All covers include timing cover bolts, thicker water pump gaskets & water pump back plate bolts for additional short water pump clearance.
- Will not work with 4-gear style gear drives or belt drives.



Small Block Chevy Polished - #14800

SMALL BLOCK CHEVY

Small Block Chevy – Polished **14800**

Small Block Chevy – CNC Machined Finish **14805**

Gasket & Seal Kit 65503

With Big Block Chevy Crank Snout

For applications where extra crank nose strength is required such as to support a blower drive. Cover accepts standard Big Block Chevy crank seal to allow the use of aftermarket crankshafts using the Big Block Chevy crank nose size.

Small Block Chevy – Polished **14810**

Small Block Chevy – CNC Machined Finish **14815**

Gasket Kit 65503

Big Block Chevy Seal..... 12565

Made in the USA...not generic imports.

Exclusively machined and produced by Milodon.

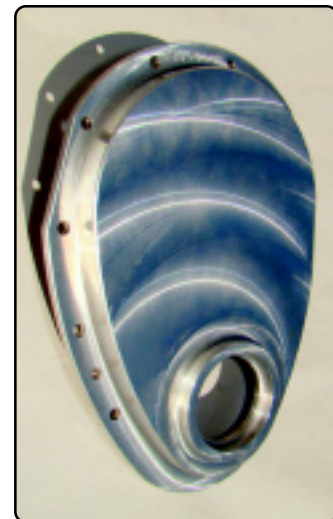
SMALL BLOCK CHEVY

Small Block Chevy - Billet Style

Fully CNC'd cover for the billet cover look.

Small Block Chevy – CNC Machined Finish **14801**

Gasket & Seal Kit 65503



Small Block Chevy Billet Style - #14801



TIMING COVERS

- ALUMINUM -

Made in the USA...not generic imports.

Exclusively machined and produced by Milodon.

BIG BLOCK CHEVY - Mark IV

-Mark IV covers have 10 timing cover bolts & 1" wide, horizontal seal lip- Includes timing cover bolts, special water pump gaskets and water pump back plate bolts for additional short water pump clearance.

* Fits double row timing chains *

Big Block Chevy, 1964-90 – Polished..... **14850**

Big Block Chevy, 1964-90 – CNC Machined Finish... **14855**

Gasket & Seal Kit 65603



Big Block Chevy Mark IV
Polished - #14850



Big Block Chevy Mark V
Polished - #14860

BIG BLOCK CHEVY - Mark V

-Mark V covers have 10 timing cover bolts and an inside seal lip- Includes timing cover bolts, special water pump gaskets and water pump back plate bolts for additional short water pump clearance.

* Fits double row timing chains *

Big Block Chevy – Polished..... **14860**

Big Block Chevy – CNC Machined Finish **14865**

Gasket & Seal Kit 65603

BIG BLOCK CHEVY - Gen VI

-Gen VI covers have only 6 timing cover bolts and an inside seal lip- Includes timing cover bolts, special water pump gaskets and water pump back plate bolts for additional short water pump clearance.

* Fits double row timing chains *

Big Block Chevy – Polished..... **14870**

Big Block Chevy – CNC Machined Finish **14875**

Gasket & Seal Kit 65606



Big Block Chevy Gen VI
Unpolished - #14875



TIMING COVERS - STEEL -

- Seal recess is precisely formed to correctly hold the seal in place, unlike most.
- Dowel pin location to crank seal held and double checked.
- Used by professional builders like Reher & Morrison, Scott Shafiroff & Steve Schmidt.

SMALL BLOCK CHEVY



Those leaky O.E. covers can easily be replaced by distinctive chrome or gold plated Milodon covers. Each cover is precision checked for proper placement of seal and dowel pins to avoid leaks like the other off-center brands.

Small Block Chevy

- Small Block Chevy – Chrome **65500**
- Small Block Chevy – Gold **65501**
- Small Block Chevy – Black **65502**

While Milodon's timing cover tooling is stamped overseas, all design, manufacturing and welding along with gold & black plating, fitting and inspection are done here in the USA.

RE-ENFORCED CAM THRUST

The reinforced cam thrust covers features a .090" thick wear plate welded into place which provides a positive cam stop as well as stiffens the cover to stand up to severe loads. Uses the short, late model style #10775 cam button.. Each cover is checked for proper placement of seal and dowel pins to avoid leaks.

Small Block Chevy

- Reinforced Thrust – Gold **65555**

Interior wear plate hand welded



Seal lip also welded by hand assures it will not break loose.





TIMING COVERS - STEEL -

- Seal recess is precisely formed to correctly hold the seal in place, unlike most.
- Dowel pin location to crank seal held and double checked.
- Used by professional builders like Reher & Morrison, Scott Shafiroff & Steve Schmidt.

BIG BLOCK CHEVY - Mark IV



BIG BLOCK CHEVY MK IV STEEL TIMING COVERS

Those cheap, leaky, imported covers can easily be replaced by distinctive chrome, black or gold plated Milodon covers. Each cover is precision checked for proper placement of seal and dowel pins to avoid leaks like the other off-center brands.

Big Block Chevy

Big Block Chevy – Chrome	65600
Big Block Chevy – Gold	65604
Big Block Chevy – Black	65605



348 - 409 CHEVY

348 - 409 CHEVY STEEL TIMING COVER

You no longer need to search ebay for a dinged up used piece. Or fight to keep the seal in a chrome one. This OE quality cover is gold zinc plated to stop rust and can be used as is or painted. Each cover is precision checked for proper placement of seal and dowel pins to avoid leaks. **65615**



While Milodon's timing cover tooling is stamped overseas, all design, manufacturing and welding along with gold & black plating, fitting and inspection are done here in the USA.



ACCESSORIES

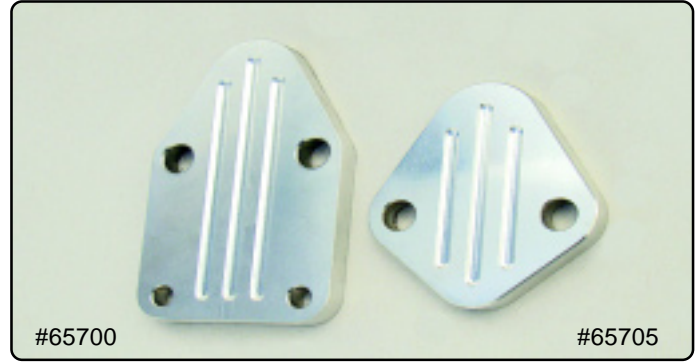


#65503

TIMING COVER INSTALLATION SETS

For Milodon, O.E. and aftermarket front timing covers. Includes cover & water pump gaskets, bolts, and seal.

- Small Block Chevy  **65503**
- Big Block Chevy - Mk IV & Mk V  **65603**
- Big Block Chevy - Gen VI  **65606**



#65700

#65705

CNC BILLET FUELPUMP BLOCKOFFS

These extra thick fuel pump block-off plates are CNC machined from billet aluminum. They provide a leak-proof replacement when mechanical pumps are replaced by electric pumps.

- Small Block Chevy  **65700**
- Big Block Chevy  **65705**



#65715



#65510

TIMING INDICATORS

To complement chrome front covers, Milodon offers chrome plated timing indicators that are also degreed to facilitate accurate ignition timing.

- Small Block Chevy – 6” Balancer **65505**
- Small Block Chevy – 8” Balancer **65510**
- Big Block Chevy – 8” Balancer **65515**



#65730



#65710

CHROME WATER NECKS

These necks are made from extra thick castings and are highly polished and chrome plated. Chevy's use a reuseable O-ring to seal. Chryslers use a gasket to provide leak-proof performance. Both are supplied with chrome bolts.

- Early Chevy (Straight), 1955-65 **65715**
- Late Chevy (Angled), 1966-75 **65720**
- Mopar, Small & Big Block 1964 & Up **65730**

CHROME DISTRIBUTOR HOLD-DOWN

This chromed, heavy duty distributor clamp includes both a race ready stud and a standard hold down bolt.

- Small Block and Big Block Chevy **65710**



HIGH PERFORMANCE WATER PUMPS

Engineered for maximum cooling performance and reliability in all applications. Whether it be the increased cooling demands of high performance high horsepower or street rod cruising or towing and RV, Milodon has a High Performance Water Pump for your application.

Milodon **High Volume** water pumps feature balanced distribution and improved efficiency, close tolerance impellers that increase coolant flow up to 30%. This increases the pressure within the block to help prevent hot spots and steam pockets, as well as, improve coolant flow through the radiator. A non-restrictive, high flow thermostat is highly recommended to enable the Milodon High Volume water pump to work to its highest capability.

All Milodon High Performance water pumps start with new, high quality steel or aluminum castings, that use large diameter shafts and heavy duty bearings. All pumps are direct factory replacements equipped with all hose connections and bosses. All Milodon Performance water pumps are protected by Milodon's 100% satisfaction guarantee.

Small Block Chevy	Hi Volume Steel	Hi Volume Aluminum
--------------------------	----------------------------	-------------------------------

1959-1968, Short Pump, Standard Rotation **16200** **16301**

- Camaro 67-68 -Chevelle 64-68 -El Camino 59-68,
- Nova 62-68 -Impala 59-68 -Trucks 65-72 -Corvette 69-70
- Hub Height 5 5/8", Hub Pilot 5/8", Inlet 1 3/4"



#16200

1969-1976, Long Pump, Standard Rotation **16210** NA

- Camaro 69-76 -Chevelle 69-73 -El Camino 69-76
- Nova 69-76 -Impala 69-76 -Trucks 73-76
- Uses correct power steering pump mounting bolt hole
- Hub Height 7", Hub Pilot 5/8", Inlet 1 3/4"



#16301

1977-1988, Long Pump, Standard Rotation **16212** NA

- Camaro 77-87 -El Camino 77-88 -Malibu 77-83 -Blazer 77-88 -Trucks 77-86
- Uses correct power steering pump mounting threaded hole
- Hub Height 7", Hub Pilot 5/8", Inlet 1 3/4"



#16210

1989-1999, Long Pump, Reverse Rotation **16213** NA

- Camaro 88-92 -Blazer 89-94 -Trucks 88-95
- Correct reverse rotation impellar, not a one-part-fits-all pump
- Hub Height 7", Hub Pilot 5/8", Inlet 1 3/4"



#16212

1971-1982, Corvette Pump, Standard Rotation **16215** NA

- Fits Corvette 71-82
- Hub Height 5 11/16", Hub Pilot 3/4", Inlet 1 3/4"

1984-1991, Corvette Pump, Standard Rotation NA **16216**

- Fits Corvette 84-91
- Hub Height 5 5/8", Hub Pilot 5/8", Inlet 1 1/2"



#16213

Big Block Chevy	Hi Volume Steel	Hi Volume Aluminum
------------------------	----------------------------	-------------------------------

1969-1986, Long Pump, Standard Rotation **16225** NA

- Hub Height 7 5/16", Hub Pilot 5/8", Inlet 1 7/8"
- Camaro 69-70 -Chevelle 70-73 -El Camino 69-75 - Impala 71-76
- Nova 69 -Blazer 76-78 -Truck 1/2 ton 73-79 - Truck 3/4 ton 73-86



#16225

1988-2000, Long Pump, Reverse Rotation **16226** NA

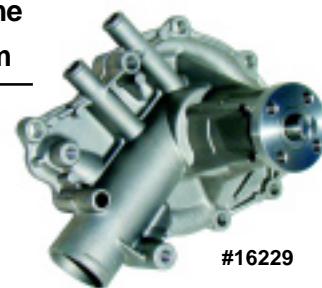
- Fits: Trucks -1/2 ton 90-93 -3/4 ton 91-2000 -1 ton 88-2000
- Hub Height 7 5/16", Hub Pilot 5/8", Inlet 1 7/8"



HIGH PERFORMANCE WATER PUMPS

Ford 289 - 302 - 351W - 351C

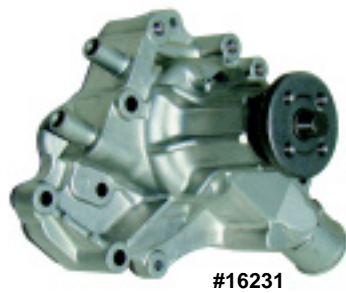
	Hi Volume Aluminum	Std Volume Aluminum
1964-66 289 and 1967 289 Hi Perf, Standard Rotation	16229	NA
- Hub Height 5 3/16", Hub Pilot 5/8", Inlet 1 3/4" - Mustang 64-66 & 67 HP - Fairlane 64-66		
1965-69 289-302-351W, Standard Rotation	16230	16330
- Hub Height * 5 1/2", Hub Pilot 5/8", Inlet 1 3/4" - Mustang 65-69 except 67 HP - Fairlane 65-69 - Torino 68-69 - Falcon 65-69 - Bronco 66-77		
1970-87 302-351W, Standard Rotation	16231	16331
- Hub Height 5 13/16", Hub Pilot 5/8", Inlet 1 3/4" - Mustang 70-73 - Fairlane 70 - Torino 70-74 - Granada 75-81 - Gran Torino 72-76 - F-100 Truck 69-77 302 & 80-83 302 - Bronco 80-87 - F-150 & F-250 Trucks 75-86 302 & 80-87 351W		
1979-85 302-351W, Reverse Rotation	16232	16332
- Hub Height 5 13/16", Hub Pilot 5/8", Inlet 1 3/4" - Fits Mustang 79-85		
1986-93 302, Reverse Rotation	16233	16333
- Hub Height 5 13/16", Hub Pilot 5/8", Inlet 1 3/4" - Fits Mustang 86-93		
1987-97 302- 351W, Truck & Bronco, Reverse Rotation ..	16234	NA
- Hub Height 5 13/16", Hub Pilot 5/8", Inlet 1 3/4" - Fits -Bronco 87-96 -F-150, F-250, F-350 Trucks 96-97		
1970-79 351C-400, Standard Rotation	16235	16335
- Hub Height 5 11/16", Hub Pilot 5/8", Inlet 1 3/4" - Mustang 70-73 - Fairlane 70 - Torino 71-76 - Bronco 78-82 - Truck 77-82		



#16229



#16230



#16231



#16233

Ford 4.6 L - 5.4 L

	Hi Volume Aluminum	Std Volume Aluminum
1996-1998 4.6L-5.4L, Reverse Rotation	16236	NA
- Hub Height 87 mm or 3 7/16", Hub Pilot 1 9/16" - Fits Mustang GT & Corba		
1999-2001 4.6L-5.4L, Reverse Rotation	16237	NA
- Hub Height 87 mm or 3 7/16", Hub Pilot 1 9/16" - Fits Mustang GT & Cobra		
2002-2004 4.6L-5.4L, Reverse Rotation	16238	NA
- Hub Height 65 mm or 2 9/16", Hub Pilot 1 9/16" - Fits 02-04 GT, 03-04 Cobra & Mach 1, 98-04 Crown Victoria		



#16236



#16237



#16238



HIGH PERFORMANCE WATER PUMPS

While water pump tooling is cast overseas, all design, manufacturing and welding along with fitting, inspection and assembly are done here in the USA.

Ford 390-427-428 and 429-460

1965-71 390-427-428, Standard Rotation **16240** NA

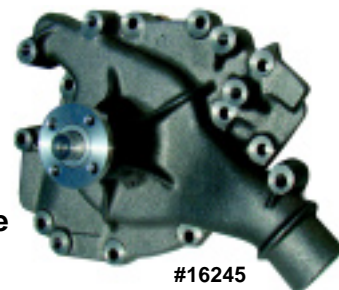
- Hub Height 7 9/16", Hub Pilot 5/8", Inlet 2 1/8"
- Mustang 67-70 -Torino 68-69 -Galaxie 65-71 -Trucks 65-76

1970-92 429-460, Standard Rotation **16245** NA

- Hub Height 5 1/2", Hub Pilot 3/4", Inlet 2"
- Mustang 69-71 -Torino 70-73 -Galaxie 70-74 -Trucks 73-92



#16240



#16245

Mopar

1970-92 318-340-360, Standard Rotation **16250** **16350**

- Hub Height 5 9/16", Hub Pilot 5/8", Inlet 1 3/4"
- Fits all A, B, C and E Bodies and all Trucks

1960-69 273-318-340, Standard Rotation - Hi Volume Steel - **16251** NA

- Hub Height 4 3/4", Hub Pilot 5/8", Inlet 1 1/2"
- Fits all A, B and C Bodies and all Trucks

1959-79 383-400-426-440, Standard Rotation **16260** **16360**

- Hub Height 3 1/16", Hub Pilot 5/8"
- Fits all A, B, C and E Bodies and all Trucks



#16250

AMC, Pontiac and Olds

1973-79 AMC & Jeep 304-360-401, Standard Rotation **16271** NA

- Hub Height 4 13/16", Hub Pilot 5/8", Inlet 1 3/4"
- Fits -304 73-79 -360 73-78 -401 73-76

1970-79 Pontiac 350-400-455, Standard Rotation **16281** NA

- Hub Height 4 1/2", Hub Pilot 5/8"
- Fits -350 69-77 -400 69-77 -455 70-76

1971-88 Olds 350-403-455, Standard Rotation **16285** NA

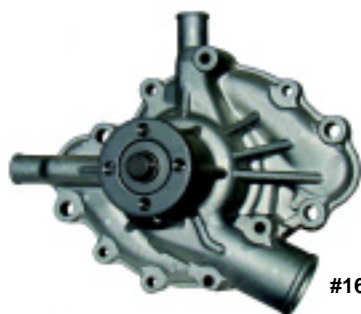
- Hub Height 6", Hub Pilot 5/8", Inlet 1 7/8"
- Fits -350 Gas 71-80 -350 Diesel 79-85 -403 77-80
- 455 71-76 -260 75-82



#16271



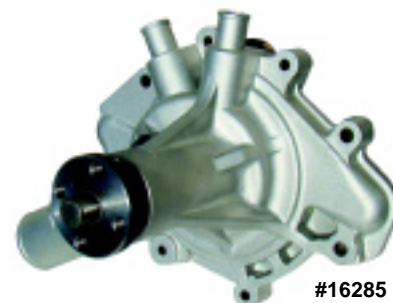
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#16271



#16281



#16285



HIGH PERFORMANCE *THERMOSTATS*



HIGH FLOW THERMOSTATS

High Flow Thermostats aid the proper functioning of a high performance cooling system. Engineered to warm the engine to a proper operating temperature without allowing it to run hot enough to lose power. The "Balanced Sleeve" design is essential for use with High Volume water pumps as it equals the pressure exerted on the thermostat so its operation is solely regulated by coolant temperature. On other thermostat designs, the increased flow generated by High Volume water pumps can actually attempt to hold the thermostat closed.

Chevy (All), Ford (All except pre '67, 390-428), AMC, Pontiac	
160° Thermostat	16400
180° Thermostat	16401
Chrysler (All), Ford 390-428 (pre '67)	
160° Thermostat	16405
180° Thermostat	16406

WATER OUTLET RESTRICTORS

In race applications these Water Outlet Restrictors, on Chevys and Fords, replace the thermostat. They work to slow the flow of coolant through the block and radiator which allows more heat to be absorbed from the block and more heat to be released through the radiator. In cases where the engine has excess cooling capacity, as in an alcohol burning engine, a higher amount of restriction is required than the thermostat, while open, can provide. This kit contains restrictors with 1", 3/4" and 5/8" openings to allow tailoring to your particular application.

Outlet Restrictors – Chevy (All) and Ford (All except pre '67, 390-428)**16420**





MEGAFLOW COMPETITION VALVES

Quality and Flow...Proven Second To None !!

- Premium Quality 21-4N Material on All Valves
- One-Piece Forging on Every Milodon Valve
- 1600°F Operating Temperature
- Swirl Polished for Flow and Tulipped Heads for Weight Savings
- Undercut Stems for Greatest Flow and Lightness
- Stellite Tips Hardened to 58-60 Rc. Hold Up to High Valve Train Loads



Milodon Megaflow Valves Are Lighter !

- More RPM & Quicker RPM -
- Better Valve Spring Life -

Joe Mondello measured and confirmed that a Megaflow valve is substantially lighter than a Ferrea valve. Representative data for Small and Big Block Chevy are shown.

Small Block Chevy							Big Block Chevy						
Ferrea 6000 Series			Milodon Megaflow				Ferrea 6000 Series			Milodon Megaflow			
Size	Part#	Grams	Part#	Grams	Gr Less	% Less	Size	Part#	Grams	Part#	Grams	Gr Less	% Less
2.02	F6101	125.6	45015	115.3	10.3	8.9%	2.25	F6190	156.0	45116	134.4	21.6	16.1%
1.60	F6100	101.5	45045	97.1	4.4	4.5%	1.88	F6157	131.0	45136	128.9	2.1	1.6%
Ferrea Comp.Series			Milodon Megaflow				Ferrea Comp.Series			Milodon Megaflow			
Size	Part#	Grams	Part#	Grams	Gr Less	% Less	Size	Part#	Grams	Part#	Grams	Gr Less	% Less
2.02	F1115P	123.0	45015	115.3	7.7	6.7%	2.25	F1223P	151.5	45116	134.4	17.1	12.7%
1.60	F1104P	103.0	45045	97.1	5.9	6.1%	1.88	F2101	141.5	45136	128.9	12.6	9.8%

Milodon's stainless steel valves are produced solely by our manufacturing partner in Argentina for over 25 years

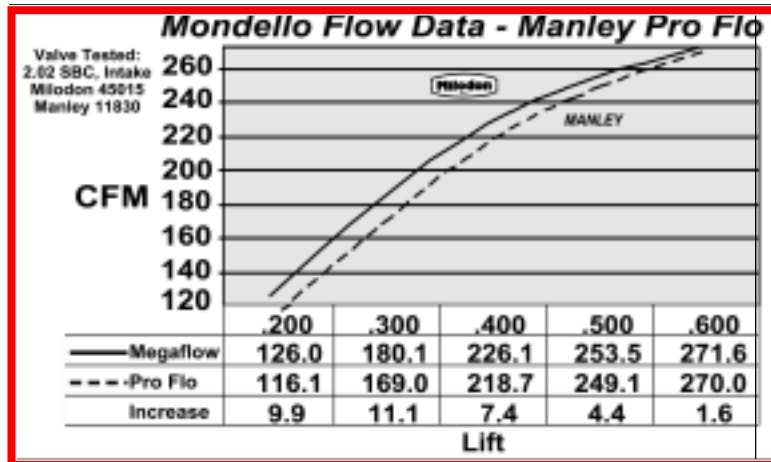


MEGAFLOW COMPETITION VALVES

Megaflow Valves Flow Better !

- More Horsepower -

Independent testing as shown here, by highly respected head specialists like “Joe Mondello” of the Joe Mondello Technical School, proves the Megaflow valve is second to none in the flow department, right out of the box.



	HEAD TYPE	STEM DIA.	LENGTH DIA.	LENGTH STOCK Unless Otherwise Noted	TIP LENGTH	HEAD ANGLE/RADIUS	MARGIN SEAT	GRAMS	PART #
SMALL BLOCK CHEVY									
	IN	1.94	.341	4.910	.250	12° 3/8R	.050 .060	109.9	45005-8
	IN	2.02	.341	4.910	.250	12° 3/8R	.050 .060	112.6	45015-8
	IN	2.02	.341	5.010 (+.100)	.250	12° 3/8R	.050 .060	112.6	45016-8
	IN	2.02	.341	5.160 (+.250)	.250	12° 3/8R	.050 .060	114.4	45055-8
	IN	2.05	.341	4.910	.250	12° 3/8R	.050 .060	115.3	45025-8
	IN	2.05	.341	5.010 (+.100)	.250	12° 3/8R	.050 .060	117.1	45026-8
	IN	2.05	.341	5.110 (+.200)	.250	12° 3/8R	.050 .060	118.0	45059-8
	IN	2.05	.341	5.160 (+.250)	.250	12° 3/8R	.050 .060	118.0	45060-8
	IN	2.05	.341	5.200 (+.290)	.250	12° 3/8R	.050 .060	118.9	45061-8
	IN	2.08	.341	4.910	.250	12° 3/8R	.050 .060	121.7	45027-8
	IN	2.08	.341	5.010 (+.100)	.250	12° 3/8R	.050 .060	122.6	45028-8
	IN	2.08	.341	5.160 (+.250)	.250	12° 3/8R	.050 .060	120.8	45065-8
	EX	1.50	.341	4.930	.280	12° 3/8R	.080 .090	92.6	45035-8
	EX	1.60	.341	4.930	.280	12° 3/8R	.080 .090	97.2	45045-8
	EX	1.60	.341	5.030 (+.100)	.280	12° 3/8R	.080 .090	97.2	45046-8
	EX	1.60	.341	5.130 (+.200)	.280	12° 3/8R	.080 .090	98.1	45069-8
	EX	1.60	.341	5.160 (+.230)	.280	12° 3/8R	.080 .090	100.8	45070-8
	EX	1.60	.341	5.200 (+.270)	.280	12° 3/8R	.080 .090	101.2	45071-8
	EX	1.625	.341	4.930	.280	12° 3/8R	.080 .090	98.1	45047-8
	EX	1.625	.341	5.030 (+.100)	.280	12° 3/8R	.080 .090	100.8	45048-8
	EX	1.625	.341	5.130 (+.200)	.280	12° 3/8R	.080 .090	100.8	45074-8
	EX	1.625	.341	5.160 (+.230)	.280	12° 3/8R	.080 .090	100.8	45075-8



MEGAFLOW COMPETITION VALVES

HEAD TYPE	STEM DIA.	LENGTH <small>STOCK Unless Otherwise Noted</small>	TIP LENGTH	HEAD ANGLE/ RADIUS	MARGIN	SEAT	GRAMS	PART#	
BIG BLOCK CHEVY									
IN	2.19	.371	5.220	.220	12° 3/8R	.060	.060	151.6	45115-8
EX	1.88	.371	5.355	.220	12° 3/8R	.080	.090	137.1	45135-8
BIG BLOCK CHEVY - BRODIX -1 & -2									
IN	2.25	.341	5.320 (+.100)	.220	12° 3/8R	.060	.060	148.0	45116-8
EX	1.88	.341	5.455 (+.100)	.220	12° 3/8R	.080	.090	128.0	45136-8
BIG BLOCK CHEVY - BRODIX -2x & -3									
IN	2.30	.341	5.570 (+.350)	.220	12° 3/8R	.060	.060	152.8	45117-8
EX	1.88	.341	5.705 (+.350)	.220	12° 3/8R	.080	.090	132.6	45137-8
SMALL BLOCK CHRYSLER 340									
IN	2.02	.371	5.000 (+.070)	.250	12° 3/8R	.050	.060	129.8	45215-8
EX	1.60	.371	5.000 (+.070)	.250	12° 3/8R	.080	.090	109.0	45225-8
BIG BLOCK CHRYSLER (WEDGE)									
IN	2.08	.371	4.870	.280	12° 3/8R	.060	.060	137.0	45245-8
IN	2.14	.371	4.870	.280	12° 3/8R	.060	.060	141.6	45275-8
EX	1.74	.371	4.900	.280	12° 3/8R	.080	.090	108.5	45255-8
EX	1.88	.371	4.900	.280	12° 3/8R	.080	.090	131.7	45265-8
EX	1.81	.371	4.900	.280	12° 3/8R	.080	.090	125.3	45266-8
FORD 302									
IN	1.94	.341	4.910 (+.050)	.250	12° 3/8R	.050	.060	107.1	45315-8
EX	1.60	.341	4.910 (+.050)	.250	12° 3/8R	.080	.090	97.2	45335-8
FORD 351C									
IN	2.19	.341	5.240	.280	12° 3/8R	.060	.060	138.9	45345-8
EX	1.71	.341	5.060	.250	12° 3/8R	.080	.090	109.9	45365-8
FORD 429, 460 (1968-72)									
IN	2.245	.341	5.275	.280	12° 3/8R	.070	.060	143.5	45375-8
IN	2.19	.341	5.240	.280	12° 3/8R	.060	.060	138.9	45377-8
EX	1.725	.341	5.060	.340	12° 3/8R	.080	.090	109.9	45385-8
PONTIAC 350, 389, 400, 421, 428, 455									
IN	2.11	.341	4.980 (1971-79)	.250	12° 3/8R	.060	.060	119.9	45470-8
IN	2.11	.341	5.090 (1968-70)	.250	12° 3/8R	.060	.060	120.8	45480-8
IN	1.96	.341	4.880 (1959-67)	.250	12° 3/8R	.060	.060	109.9	45490-8
EX	1.66	.341	4.980 (1971-79)	.250	12° 3/8R	.080	.090	101.7	45475-8
EX	1.77	.341	5.080 (1968-70)	.250	12° 3/8R	.080	.090	112.6	45485-8
EX	1.66	.341	4.900 (1959-67)	.250	12° 3/8R	.080	.090	102.6	45495-8
HOLDEN 308									
IN	2.05	.341	5.200	.250	12° 3/8R	.050	.060	118.9	45500-8
EX	1.60	.341	5.200	.280	12° 3/8R	.080	.090	100.8	45005-8



STREET STAINLESS VALVES

- **ONE piece quality forgings**
- **Premium 21-4N exhaust material, high grade stainless on intake**
- **21-4N Exhaust valves will operate at 1600`F**
- **Large seat margin allowing many regrinds**
- **Smooth machined heads for higher flow**
- **Hard chromed stems for reduced wear**
- **Single keeper grooves to give greater valve tip strength**
- **Priced at a level perfect for Sportsman racing or the everyday rebuild**



SMALL BLOCK CHEVY	PART#
1.94" Intake	45600-8
1.50" Exhaust	45610-8
2.02" Intake	45605-8
1.60" Exhaust	45615-8

BIG BLOCK CHEVY	PART#
2.065" Intake	45620-8
1.725" Exhaust	45630-8
2.19" Intake	45625-8
1.88" Exhaust	45635-8

SMALL BLOCK CHRYSLER	PART#
2.02" Intake	45640-8
1.60" Exhaust	45645-8

BIG BLOCK CHRYSLER	PART#
2.08" Intake	45650-8
1.74" Exhaust	45655-8
2.14" Intake	45651-8
1.81" Exhaust	45656-8

FORD	PART#
302, 1.94" Intake	45660-8
302, 1.60" Exhaust	45665-8
351W, 1.84" Intake	45662-8
351W, 1.54" Exhaust	45667-8
351C, 2.19" Intake	45670-8
351C, 1.71" Exhaust	45675-8
429/460 (1970-72 SCJ), 2.245" Intake ...	45680-8
429/460 (1968-72), 2.19" Intake	45681-8
429/460 (1968-72), 1.725" Exhaust.....	45685-8

OLDS	PART#
2.07" Intake	45690-8
1.71" Exhaust	45695-8

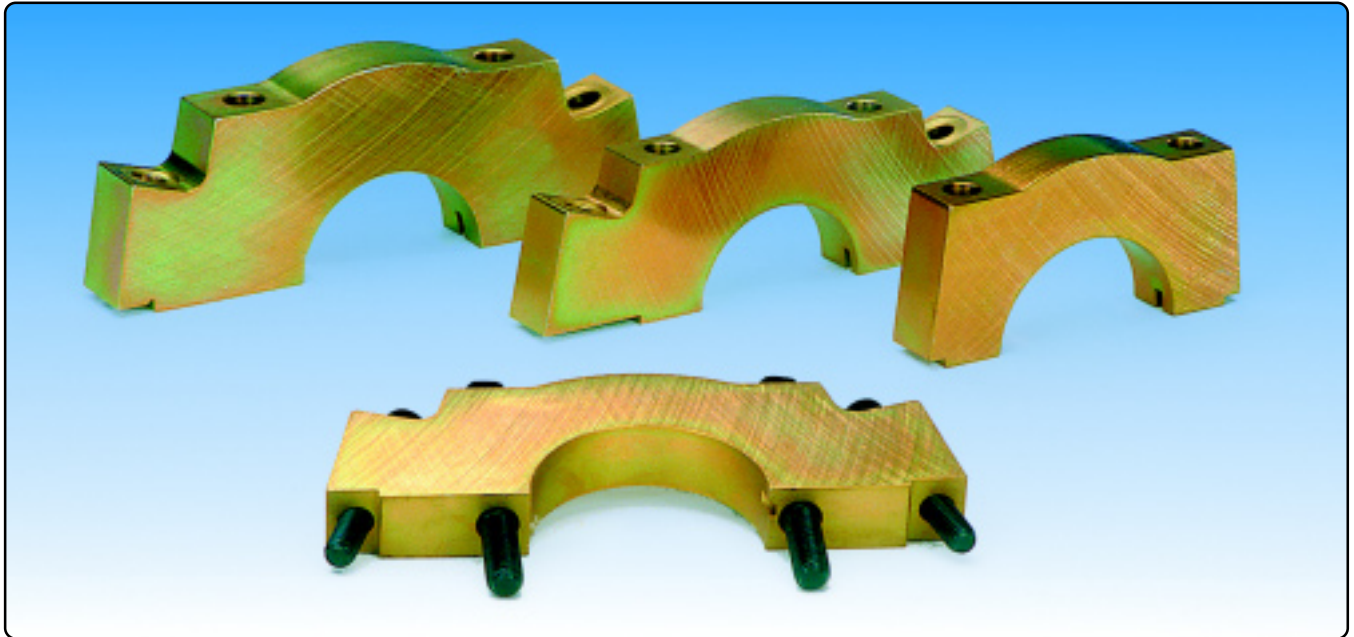
AUSTRALIAN HOLDEN	PART#
253-308, 1.94" Intake.....	45760-8
253-308, 1.60" Exhaust	45765-8

- **Sold in master packs of eight.**
- **Order singles by using the Part Number with a "-1".**

Milodon's stainless steel valves are produced solely by our manufacturing partner in Argentina for over 25 years



MAIN CAPS



These aftermarket main caps will strengthen not only factory 2 bolt blocks, but also 4 bolts. Unlike the factory caps, these not only have more cross sectional strength, but the real secret is in the angled side bolts!

The side bolts are angled so they pull from the side walls of the block and not the flimsy main web area. A bolt that is angled will require a massive amount of additional load to flex or stretch, let alone break, compared to a conventional straight up bolt. The side bolts heavily load the cap against the register step which stops “cap walk”. It is cap walk that causes a great amount of unforeseen bearing damage and horsepower loss.

Milodon main caps are CNC machined from high strength ductile material which has the proper balance of strength yet is not too rigid that would allow transfer of increased shock loads to the crank and bearings. In this case more is not better when it comes to hardness.

Only .030” of material removal is required upon initial installation, which will allow 100% cleanup on a damaged block. The drill bushing used to drill and tap the side bolt holes is included in the kit. The side bolts can be installed by anyone with a hand drill and a tap. If the block has square main registers, the block needs only a standard align bore to finish the job. Milling the mains is only necessary if the main registers are not square.

All necessary bolts, washers and the drill bushing are included in the center three cap kit. For maximum strength the installation of Milodon main studs are highly recommended.

SMALL BLOCK CHEVY	MAIN CAP#	STUD KIT #	
		w/o Tray	with Tray
283-327 Journal (Angled Bolts)	11050	81128	81129
283-327 Journal, Front Cap, 2 Bolt	11053		
350 Journal, Factory 2 Bolt (Angled Bolts) ¹	11150	81128	81129
350 Journal, Front Cap, 2 Bolt	11153		
350 Journal, Factory 4 Bolt (Angled Bolts) ²	11160	81128	81129
350 Journal, Factory 4 Bolt (Straight Bolts)	11165	81130	81131
400 Journal, 2 or 4 Bolt Blocks (Angled Bolts)	11180	81128	81129
400 Journal, Front Cap, 2 Bolt	11183		
400 Journal (Straight Bolts)	11185	81130	81131



MAIN CAPS



STUD KIT #

BIG BLOCK CHEVY	MAIN CAP#	w/o Tray	with Tray
396-454, 2 or 4 Bolt Blocks (Angled Bolts)	11200	81133	81134
396-454 (Straight Bolts)	11205	81140	81141
396-454, 4 Bolt Front Cap (Angled Bolts) ³	11210	(Note 6)	(Note 6)
396-454, 4 Bolt Front Cap (Straight Bolts)	11211	(Note 6)	(Note 6)
FORD	MAIN CAP#	w/o Tray	with Tray
302 - 2 Bolt Caps (Straight Bolts)	11400	81155	81156
351W (Angled Bolts) ⁴	11420	81175	81164
351C (Angled Bolts)	11440	81169	81170
351C, Front Cap (Angled Bolt)	11445	(Note 6)	(Note 6)
429/460 (Angled Bolts)	11450	81188	81189
CHRYSLER	MAIN CAP#	w/o Tray	with Tray
318-340 (Angled Bolts)	11300	81183	81184
360 (Angled Bolts)	11310	81183	81184
354 Hemi (Angled Bolts)	11320	81183	
392 Hemi (Angled Bolts)	11350	81183	
383-400 Low Block Wedge, 2 Bolt (Straight Bolts)	11361	81183	
383-400 Low Block Wedge, 2 Bolt (Straight Bolts) 5 Cap Set	11362	81183	
426-440 RB Wedge, 2 Bolt (Straight Bolts)	11360	81183	
426-440 RB Wedge, 2 Bolt (Straight Bolts) 5 Cap Set ⁵	11365	81188	
PONTIAC & OLDS	MAIN CAP#	w/o Tray	with Tray
Pontiac 421, 428, 455 (Straight Bolts)	11500	81222	81224
Pontiac 421, 428, 455 (Front Cap Only)	11501		
Pontiac 350, 389, 400 (Straight Bolts)	11505	81222	81224
Pontiac 350, 389, 400 (Front Cap Only)	11506		
Olds 400, 425, 455 2 Bolt Caps (Straight Bolts)	11550	81175	
Olds, Front Cap - 2 Bolt	11555		
AUSTRALIAN HOLDEN	MAIN CAP#	w/o Tray	with Tray
253-308 (Angled Bolts)	11570	81145	81146

For maximum strength, the installation of Milodon main studs are highly recommended.

- NOTE:
- 1 - Narrow register 4.490" wide.
 - 2 - Wide register 6.200" wide.
 - 3 - Requires slight pan clearancing in some areas.
 - 4 - Requires SVO block pan notch or clearancing #4 main web area of pan.
 - 5 - Bolts must be used on #5 rear main due to space limitation of rear seal.
 - 6 - Studs for front caps are included in the 4 bolt kits.



PREMIUM HEAD & MAIN BOLTS

These premium grade bolts are forged from 8740 chrome moly steel. They are ground and thread rolled after heat treat to assure exacting tolerances.

Other special features are: a 1/2" hex head for greater socket clearance, a wide flange area under the head for greater load spread, and a black oxide finish. When used with head bolt washer package #82210, they provide an excellent fastening system which will give high strength and consistent torque readings. The tensile strength of these premium fasteners is 170,000 PSI.

The Milodon name stamped on the head is your assurance of quality and means that these bolts are 100% warranted unbreakable. Packaged in



- HEAD BOLT KITS -

Small Block Chevy 283-400	80000
Big Block Chevy 396-454, Mark IV & V	80005
Australian Holden V-8	80008
Small Block Ford 289-302	80010
Big Block Chrysler 383-440	80015
Oldsmobile 425-455 (1968-75)	80020

- MAIN BOLT KITS -

Small Block Chevy 350-400 (2 Bolt)	80030
Small Block Chevy 283-327 (2 Bolt)	80031
Small Block Chevy 350-400 (4 Bolt)	80032
Small Block Ford 289-302 (2 Bolt)	80035

TECH NOTE: When installing any bolt set, the block threads must be cleaned up with a flat nosed, bottom tap or chaser tap prior to bolt installation. Install head bolts with non-hardening thread sealer and main bolts with oil. Torque all head and main bolts to 65 ft./lbs. with oil.



#82210

HEAD BOLT WASHERS

Hardened, parallel ground head bolt washers properly spread the bolts' loads evenly on the head as well as promotes accurate, even bolt torques.

Small and Big Block Chevy, Big Block Chrysler Ford 289-351W and Olds (except 403)	82210
Ford 351C, 390 and 428, SB Chrysler, Pontiac, and Olds 403 and Diesel	82215



#82230

NUT AND WASHER KITS

Same high quality parts used in Milodon complete head and main stud kits.

Nut and Washer Kit – 7/16" (10 pieces each) ...	82100
Nut and Washer Kit – 1/2" (10 pieces each)	82200
Washers Only – 7/16" (34 pieces)	82210
Washers Only – 1/2" (30 pieces)	82215
Nuts Only – 12 Point, 7/16" (10 pieces)	82230
Nuts Only – 12 Point, 1/2" (10 pieces)	82235



PREMIUM HEAD STUDS



— PROFESSIONAL QUALITY FOR 40 YEARS —



- **Milodon has 40 years of experience in quality fastener manufacturing**
- **Studs are required where maximum gasket loading and reduced wear & tear on block threads are desired**
- **Aircraft quality, 8740 chrome moly steel is used to produce premium grade, race quality fasteners, right in Milodon's own plant**
- **Ground and thread rolled after heat treat to assure the exacting tolerances**
- **190,000 PSI tensile strength is equal to the most demanding of applications**
- **Kits include 4130 heat treated, parallel ground washers and high strength nuts**
- **Sold in complete 2 head sets**

-HEAD STUDS-	6-PT. NUTS	12-PT. NUTS
---------------------	------------	-------------

SMALL BLOCK CHEVY		
OEM 23` Steel & Alum,	80115	80114
Brodix -8,-10,-11 & Track 1, Dart Iron Eagle & Sportsman, Bowtie, Airflow, GM Vortec, Trick Flow, Edelbrock		

-HEAD STUDS-	6-PT. NUTS	12-PT. NUTS
---------------------	------------	-------------

BIG BLOCK CHEVY		
OEM Steel or Aluminum	80125	80124
Brodix -2, -4, 2x, 3x, Holley	80135	80132
Late Bowtie, Dart Merlin, Dart 360, . . .	80136	80133
Dart Pro1, Edelbrock, AFR		
Brodix, Pontiac Pro Stock	80137	80134
Dart Big Chief	80138	80131



PREMIUM HEAD STUDS



— PROFESSIONAL QUALITY —

-HEAD STUDS-	12-PT. NUTS	6-PT. NUTS
MERLIN - ALUMINUM BIG BLOCK CHEVY		
Brodix	80142	—
Bowtie, Dart Merlin	80143	—
Brodix, Pontiac Pro Stock	80144	—
Dart Big Chief	80145	—
FORD		
302	80155	
351W	80165	
351W - J302 Aluminum Heads	80166	
351-C - 351M - 400	80175	
351C - Steel Hi Port	80177	
390 - 427 - 428	80185	
429 - 460 and SCJ	80188	
429 - 460 and SVO	80189	
CHRYSLER		
340 - 360 Standard and W2	80235	
340 - 360 with Edelbrock RPM and Victor Heads ..	80236	
383 - 426 - 440 Wedge - factory & Indy head	80225	
332 - 354 - 392 Early Hemi	80215	
426 Factory Hemi - 7/16" Studs and Inside Bolts .	80285	
CADILLAC		
472-500	80291	

SUGGESTED TORQUE SPECIFICATIONS:

Always clean up block threads with a bottom tap (chasing tap) before installing studs. Install head studs with non-hardening thread sealer and use Locite on mains. All nuts are torqued using oil as lubricant. Lightly seat studs into block at 10 ft./lbs (hand tight). Then torque nuts as follows:

- **7/16" @ 65 ft./lbs.**
- **1/2" @ 85 ft./lbs.**
- **9/16" @ 115 ft./lbs.**

OLDS	
330 - 425 - 455	80245
350 (1968-75)	80245
307 - 350 (1976-80)	80247
403 and Diesel (1/2" Studs)	80247
PONTIAC	
389-400-455 (Oval Port) Ram Air II, IV, V, SD, 71-72HO	80275
455-(D Port) Ram Air III & 1970, '73, '74 & '75 HO .	80279
AMC	
343 - 401 (Pre 1970) 7/16" Stud	80195
343 - 401 (1970 and Up) 1/2" Stud	80205
AUSTRALIAN HOLDEN	
253-308 V-8	80305
253-308 V-8 (Oversized 1/2" Studs)	80306
182-202 6 Cylinder	80304

ENGINE STUD - 4 PACKS

Genuine 190,000 PSI premium race quality engine studs are available in these handy 4 packs to replace either lost or damaged studs. These also provide studs for special applications for which there are no kits available. Bulk, unpackaged studs are available in minimum quantities of 50.

- | | |
|------------------------------------|------------------------------------|
| • 2 3/4" x 7/16" ... 81250 | • 4" x 7/16" 81254 |
| • 3" x 7/16" 81251 | • 4 1/4" x 7/16" 81255 |
| • 3 1/4" x 7/16" 81252 | • 4 1/2" x 7/16" 81256 |
| • 3 3/4" x 7/16" ... 81253 | • 4 3/4" x 7/16" ... 81257 |

- | | |
|------------------------------------|------------------------------------|
| • 5" x 7/16" 81258 | • 4" x 1/2" 81275 |
| • 5 1/4" x 7/16" 81259 | • 4 3/8" x 1/2" 81276 |
| • 6 1/8" x 7/16" 81260 | • 4 5/8" x 1/2" 81277 |
| • 6 1/2" x 7/16" 81261 | • 4 3/4" x 1/2" 81278 |
| • 6.9" x 7/16" 81262 | • 5" x 1/2" 81279 |
| • 7 1/4" x 7/16" ... 81263 | • 5 3/8" x 1/2" 81280 |
| • 2 3/4" x 1/2" 81270 | • 6 1/4" x 1/2" 81281 |
| • 3" x 1/2" 81271 | • 6 1/2" x 1/2" 81282 |
| • 3 1/4" x 1/2" 81272 | • 7 1/4" x 1/2" 81283 |
| • 3 5/8" x 1/2" 81273 | • 8" x 1/2" 81284 |
| • 3.8" x 1/2" 81274 | • 8 1/2" x 1/2" 81285 |



PREMIUM MAIN STUDS



— PROFESSIONAL QUALITY —

-MAIN STUDS-	FACTORY 2 BOLT MAIN CAPS	FACTORY 4 BOLT MAIN CAPS	MILODON ANGLE BOLT MAIN CAPS	MILODON STRAIGHT BOLT CAPS
SMALL BLOCK CHEVY				
SB Chevy	81125	81115	81128	81130
SB Chevy with Windage Tray	81126	81117	81129	81131
BIG BLOCK CHEVY				
BB Chevy	81138	81135	81133	81140
BB Chevy with Windage Tray	81139	81137	81134	81141
FORD				
289 - 302	81155	—	—	81155
289 - 302 with Windage Tray	81156	—	—	81156
351W	81165	—	81175	—
351W with Windage Tray	81166	—	81164	—
351C - 351M - 400M	81165	—	81169	—
351C with Windage Tray	81168	—	81170	—
390 - 427 - 428CJ	81175	—	—	—
429 - 460	81188	—	81188	—
429 - 460 with Windage Tray	81189	—	81189	—
CHRYSLER				
318 - 340 - 360	81185	—	81183	—
340 - 360 with Windage Tray	81186	—	81184	—
Mopar Small Block "R3" Race Block	81180	—	—	—
Mopar Small Block "R3" Race Block w / Tray	81181	—	—	—
383 - 440 Wedge	81185	—	—	81183
331 - 354 - 392 Early Hemi	81185	—	81183	—
426 Factory Hemi (Center Studs)	81205	—	—	—
OLDS				
400 - 425 - 455, 350 Diesel	81215	—	—	81175
400 - 425 - 455, 350 with Windage Tray	81217	—	—	—
307 - 350 - 403	81216	—	—	—
307 - 350 - 403 with Windage Tray	81218	—	—	—
PONTIAC				
326 - 389 - 400 - 455	81221	—	—	81222
326 - 389 - 400 - 455 with Windage Tray	81223	—	—	81224
326 - 389 - 400 - 455 (Center Studs)	—	81222	—	81222
326 - 389 - 400 - 455 (Center Studs) with Tray	—	81224	—	81224
AMC				
290 - 304 - 343 - 360 - 390 - 401	81187	—	—	—
CADILLAC				
472-500	81229	—	—	—
AUSTRALIAN HOLDEN				
253-308 V-8	81145	—	81145	—
253-308 V-8 with Windage Tray	81146	—	81146	—
186-202 6 Cylinder	81147	—	—	—

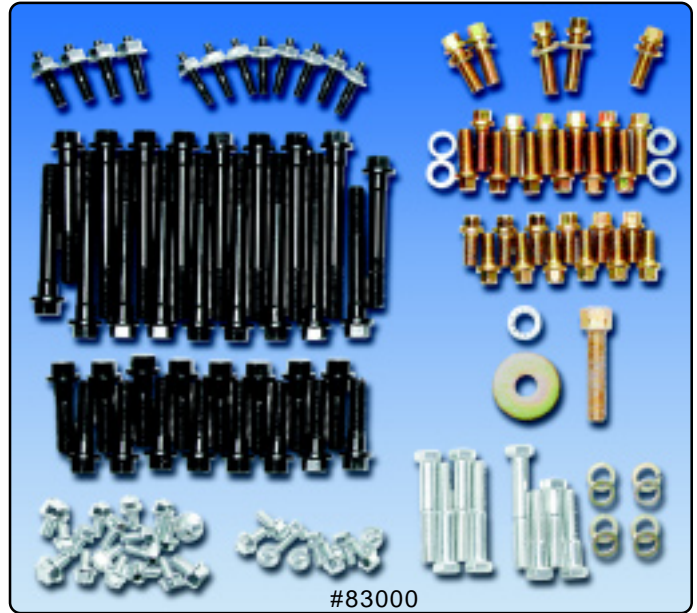


ENGINE BOLT KITS

All the fasteners you need to build a high end performance engine, in one convenient box.

- Carb Studs
- Intake Bolts
- Valve Cover Studs
- 170,000 PSI Head Bolts
- Timing Cover Bolts
- Grade 8 Balancer Bolt
- Water Pump Bolts
- Header Bolts
- Oil Pan Bolts
- Water Neck Bolts
- Fuel Pump Bolts
- Distributor Bolt

- Race quality 170,000 PSI head bolts. These head bolts have reduced size 1/2" hex heads to allow easy head bolt retorquing without excessive valvetrain interference.
- Carb and valve cover studs have thread starter noses for easy assembly.
- Intake and header bolts use a reduced size 3/8" head to allow greater access when tightening.
- Timing cover and pan bolts have serrated washer faces to resist loosening even with initial startup gasket shrinkage.
- Water pump bolts for Chevys include both long and short sets. Water pump and timing cover bolts for the 302 Ford include all 19 pieces required.
- Balncer bolts are Grade 8 and include a heavy duty load washer and locking washer.



#83000

Engine Bolt Kits With Head Bolts

Small Block Chevy set	83000
Big Block Chevy set.....	83005
Ford 302 set	83010
Chrysler 383, 400, 440 set	83015

Engine Bolt Kits Without Head Bolts

Small Block Chevy set	83001
Big Block Chevy set.....	83006
Ford 302 set	83011
Chrysler 383, 400, 440 set	83016



WINDAGE TRAY INSTALLATION KITS

Required to properly mount the tray assembly. Adjustable mounting position allows the tray to work at its maximum potential by being as close as possible to the rotating assembly (min.100") and to avoid any unnecessary interference with the oil pan. Install with the 7/16" nuts torqued to 65 ft./lbs.or 1/2" to 85 ft/lbs using oil, and the 3/8" nuts torqued to 35 ft./lbs.

Small Block Chevy set	81150
SB Chevy 7/16" Windage Tray Stud (1pc.).....	81148
Big Block Chevy set	81151
BB Chevy 1/2" Windage Tray Stud (1pc.)	81152
Ford 302 set	81157
Ford 351-W set	81167
Ford 351-C set	81151
Ford 429 & 460 set	81190
Small Block Chrysler - 318 set.....	81182
Small Block Chrysler - 340 & 360 set.....	81151
Olds 400-425-455 set	81219
Pontiac set	81151
Holden 253-308 set.....	81157



#81150



PERFORMANCE FASTENERS



#81300

PAN STUDS

Undoubtedly the most professional method of attaching an oil pan is through the use of Milodon's pan stud kit, which includes heat-treated studs with rolled threads and special nuts with built-in serrated washer face. The kit provides easy pan installation, prolongs gasket life and the special serrated nuts guard against pan loosening during operation.

- Small Block Chevy and Olds **81300**
- Big Block Chevy **81305**
- Australian Holden V8 **81308**
- Ford V8 (excluding 390-428) **81310**
- Ford 390-428, Pontiac V8 **81320**
- Mopar 383-440 Wedge, 426 Hemi **81320**
- Mopar 383-440 Wedge, 426 Hemi (Alum. pan) .. **81325**
- AMC **81330**
- Universal studs and nuts – 1/4" (10 pieces) **81400**
- Universal studs and nuts – 5/16" (10 pieces) ... **81405**



#85375

VALVE COVER STUDS

Permits rapid valve cover installation and removal. Guides valve cover and gasket into position. These studs are heat-treated and feature rolled threads and black oxidized finish. Includes special serrated washer-faced nut.

- Small Block Chevy (set of 8) **85375**
- Big Block Chevy (set of 8) **85376**
- Ford 302, 351W (set of 8) **85378**
- Ford 351C (set of 8) **85379**
- Ford 390-427-428 (set of 8) **85377**
- Ford 429-460 (set of 8) **85376**
- Mopar 318-440 (set of 8) **85378**
- Pontiac (set of 8) **85377**
- Olds (set of 8) **85379**
- Replacement Studs for Hold-Downs (set of 10) . **85380**



#81450

CARB STUDS

These high quality carb studs feature premium quality rolled threads, Milodon innovated "starter nose" to ease thread starting and vibration-proof locking washer faced nuts. Studs are black oxidized and nuts are silver.

- For 1/2" thick flange carbs
 - 5/16" x 1 1/2" (set of 4) **81450**
- For 1/2" flange and 1" thick spacer
 - 5/16" x 2 1/2" (set of 4) **81455**



#81410

TRANSMISSION PAN STUD KIT

Trans pan stud kit includes heat-treated studs with rolled threads and special built-in serrated washer faced nuts. Makes pan installation easy and prolongs gasket life. Serrated nuts guard against loosening during operation. GM Powerglide, Turbo 350 and 400, Chrysler 904 and 727 Torqueflite, Ford C4 and C6, ... **81410**



#81500

HEADER STUDS

These thread rolled, thread starter nosed studs make installing headers a snap. The studs align the gasket and header flange allowing the header to slip on without the usual hassle, crossed threads and wasted time. Includes small 3/8" hex nuts for easy access.

- Small Block Chevy **81500**
- Big Block Chevy **81505**
- GM Bellhousing Stud Kit **81520**



PERFORMANCE FASTENERS



#85000

PAN BOLTS

Designed especially for firmly holding oil pans in place and not loosening up. Features a built-in washer face with case-hardened serrations. The washer face and small head permits the use of a socket wrench for quick and accurate installation. Construction is such that they can be re-used time and time again.

Small Block Chevy and Olds	85000
LS Series Chevy	85001
LS Series Chevy (for 30915 & 31507 pans).....	85002
Big Block Chevy	85005
Australian Holden	85008
Ford 302-460 (excluding 390-428)	85010
Ford 4.6 L / 5.4 L	85015
Ford 390-428, Pontiac V8	85020
Mopar, Small & Big Block Chrysler.....	85020
Mopar, 5.7 / 6.1 Chrysler	85025
AMC 290-401	85030

BULK PACK

Same as Milodon's pan bolts. The washer face and small head permits the use of a socket wrench for quick and accurate installation.

10 Pack – 1/4" - 20 x 1/2"	85250
12 Pack – 5/16" -18 x 1/2"	85270



#85270

DIFFERENTIAL COVER BOLTS

The perfect addition to chrome differential covers. Specially designed to firmly hold differential cover in place. Features built-in washer with case-hardened serrations. The washer face and small head permits the use of socket wrench for quick and accurate installation. Construction is such that they can be re-used time and time again. Sold in complete kits. Bright plated finish.

GM and Chevy (10-bolt)	85270
GM and Chevy (12-bolt passenger car)	85270
GM and Chevy (12-bolt truck)	85270
Dana 44.....	85270



#85260

FRONT TIMING COVER BOLTS

Specially designed to firmly hold timing cover in place, features a built-in washer face with case-hardened serrations. The washer face and small head permits the use of a socket wrench for quick and accurate installation. Construction is such that they can be re-used time and time again. Fits small and big block Chevy.

Small & Big Block Chevy (1/4" x 1/2" 10 pack) ... **85260**



#84535

PRESSURE PLATE BOLTS

Heat-treated, grade 8 bolts in a black oxide finish. Includes split lock washers (set of 6).

Fits all Borg & Beck, Long-style, and Diaphragm clutches..... **84535**



#84537

FLYWHEEL & FLEXPLATE BOLTS

Made from grade 8, heat-treated steel with a black oxide finish. Set of 6 with internal lock washers included. The Milodon name stamped in the head assures you of quality.

Flywheel Bolts – manual transmission	
Small & Big Block Chevy (7/16" – 20 x 1") ...	84537
Flexplate Bolts – automatic transmission	
Small & Big Block Chevy (7/16" – 20 x 3/4") .	84538





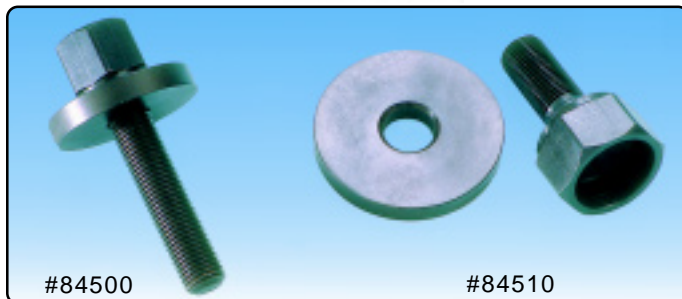
PERFORMANCE FASTENERS



ROCKER ARM STUD KIT

Milodon's rocker arm stud kits are premium race quality fasteners. Manufactured from tough 8740 steel, they feature a large ground radius fillet to provide increased support to the stud shank, effectively eliminating bending and subsequent breakage. All Milodon studs are precision machined with rolled threads and heat-treated for strength of 190,000 PSI. The complete stud has a black oxide finish, and each kit contains 16 studs.

- Small Block Chevy, 3/8", (Dim. "A" = 1.75) **84327**
- Small Block Chevy, 7/16", (Dim. "A" = 1.75) **84287**
- Big Block Chevy, (Dim. "A" = 1.76) **84427**
- Big Block Chevy with double stud girdles, **84351**
- Small Block Ford 289-302 **84327**
- Ford Boss 302 **84427**
- 351 Cleveland, (Dim. "A" = 1.91) **84351**
- Pontiac 3/8" **84327**
- Pontiac 7/16" **84287**



BILLET CRANKSHAFT BOLTS

These premium quality 190,000 PSI crank bolts are made in one piece from billet 8740 steel, using rolled threads after heat-treat to aircraft quality specs. The washers are 4130 steel which is heat-treated and parallel ground for flatness, producing even load distribution.

- Small Block Chevy (7/16" - 20)..... **84500**
- Big Block Chevy (1/2" - 20) **84510**
- Chrysler and Olds V8 (3/4" - 16) **84520**
- Aftermarket cranks (3/4" - 16)
- except most Small Block Chevy **84520**
- Ford (5/8" - 18) **84525**



WHEEL STUDS

Milodon's long wheel studs, a must for racing applications, are NHRA legal & designed for thick-centered racing wheels & wheel spacers. All are 8740steel thread rolled and heat-treated, grade 8 quality. Sold in two wheel sets.

GM	Part#
CHEVY 1963-86, front & rear (except disc brakes)	
7/16" X 2-5/8", .480 knurl	86050
CHEVY 1963-86, with disc brakes	
7/16" X 2-1/2", .560 knurl	86060
CHEVY 1955-62,	
7/16" X 2-1/2", .560 knurl	86060
OLDS, 1/2" X 3", .625 knurl	86155
PONTIAC 1/2" X 3", .625 knurl	86155
Chrysler	Part#
CHRYSLER, front & rear, 1/2" X 3", .625 knurl ..	86155
CHRYSLER, DANA 60 rear, 1/2" X 3", .675 knurl .	86165
Ford	Part#
FORD 1/2" X 3", .625 knurl	86155
Screw-in For Aftermarket Axles	Part#
1/2" X 3" Hex Head	86100
Can be used with wheel spacers.	
1/2" X 3" HEX HEAD	86100



BALANCER BOLTS

A necessary component for any serious engine buildup. A balancer that isn't properly attached is not only dangerous but will not do it's job of protecting the crank bearings properly. Grade 8, heat-treated and thread rolled steel in a gold irridited finish. Bolt features a 3/4" head for easy torquing and engine turning by hand. Set includes bolt, lock washer and 1/4" thick flat washer.

- Small Block Chevy (7/16" - 20 x 2")..... **84530**
- Big Block Chevy (1/2" - 20 x 1-3/8") **84532**



PERFORMANCE FASTENERS



#85400

INTAKE MANIFOLD BOLTS

Compact 3/8" hex head bolt allows use of standard non 12 point socket wrench yet is easy to work with in tight quarters. These heat-treated intake bolts come complete with washers.

- Small Block Chevy
 - 6 pt. bolts **85400**
- Big Block Chevy
 - 6 pt. bolts **85405**
- Mopar, Small & Big Block Chrysler
 - 6 pt. bolts **85400**
(Not Made in the USA)



#84540

HEADER BOLTS

Grade 8, heat-treated header bolts. Compact 3/8" hex head bolt allows use of standard non 12 point socket wrench yet is easy to work with between header tubes. Bolt flange is still large enough not to pull through slotted header flanges unlike many others.

- Small Block Chevy, Big Block Chrysler, Pontiac
 - 3/8"x 3/4" (set of 12) **84540**
- Big Block Chevy, Ford 289-351W, 390-428, 429-460
 - 3/8"x 3/4" (set of 16) **84541**
- Small Block Chevy, Big Block Chrysler, Pontiac
 - 3/8"x 1" for thicker flanges (set of 12) **84542**
- Big Block Chevy, Ford 289-351W, 390-428, 429-460
 - 3/8"x 1" for thicker flanges (set of 16) **84543**
(Not Made in the USA)



#84550

ALUMINUM BLOWER STUDS

Milodon aluminum blower studs and aluminum nuts are designed to permit blower and manifold separation during unexpected blower explosions without causing damage to the manifold and blower housing, which would otherwise occur. Our studs are used by professional racers in top Fuel, Funny Car and Alcohol classes and are recommended for all supercharged applications. Fits 4.71, 6.71, 8.71, 10.71, 12.71, 14.71 GM superchargers.

- Studs, Nuts, and Washers **84550**



#81520

BELLHOUSING STUDS

These thread rolled, starter nosed studs make the alignment and installing your trans or scatter shield a snap. Just slide it up into place. No more fighting to get a bolt started while hoping it won't slide off the dowel pins. Includes small diameter 3/8" hex nuts for easy access and heat treated lock washers.

- GM - Stick and Automatic **81520**

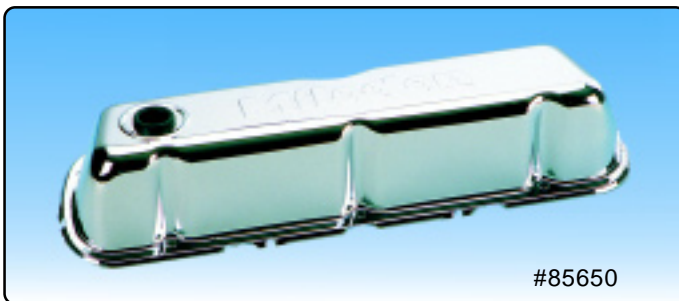
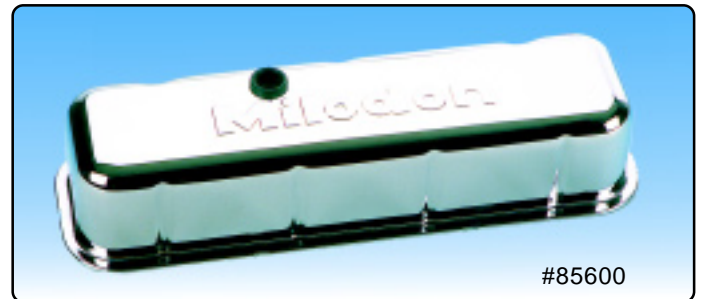




CHROME VALVE COVERS

With their clean, distinctive styling Milodon chrome valve covers are not “just another valve cover”. The Chevy covers, for instance, offer an exclusive design different from all the the others. Besides the cosmetic differences, there are engineering improvements, too. Placement of the breather holes and breather baffles reduce oil drip from the breathers. The gasket flanges are wide, square and straight to allow proper gasket seating. All Milodon covers are triple chrome plated and include breather grommets.

The tall style covers are intended to accommodate higher cam lift, bigger rocker arms and poly locks, etc. Because of the variety of these items available, it is difficult to guarantee that everything will fit, but in most cases there is ample room. Tall valve covers also make no accommodation for air conditioning, power brake boosters, etc. which in many crowded late model engine compartments may interfere. Stock height covers duplicate original dimensions and will clear factory engine accessories.



CHEVY	
Small Block - 3 1/2" Tall (Baffled)	85500
Small Block - 2 1/4" Stock (Baffled)	85520
Big Block - 4 1/4" Tall (No Baffles)	85600
FORD	
289-302-351W - 2 3/4" to 3 1/2" Tall (Baffled)	85650
351C-400 - 2 1/2" to 2 3/4" Tall (Baffled)	85651
390-427-428 - 3 1/2" Tall (Baffled)	85652
429-460 - 1 1/2" to 3 1/2" to 1 3/4" Tall (Baffled)	85653

CHRYSLER	
318-340-360 - 3" Tall (Baffled)	85535
383-440 - 3 1/4" Tall (Baffled)	85536
OLDS	
350-400-455 - 2 3/4" (Baffled)	85640
PONTIAC	
350-389-400-455 - 3 1/2" Tall (Baffled)	85645

Valve cover height is measured without a gasket, from the gasket flange into the valve cover at the tallest usable point.



VALVE COVERS & AIR CLEANERS



#85300

CAPTIVE NUT VALVE COVER HOLD-DOWNS

These special hold-downs distribute pressure over a greater area giving a more effective seal. The tab features a captive nut which is attached and cannot fall off. This allows for quick and convenient installation. Hold-down studs have a starter nosed, rolled threads, and black oxidized. Fits stock or aftermarket stamped valve covers.

Set consists of hold-down clamps and studs.

- Small Block Chevy (Set of 8) **85300**
- Big Block Chevy (Set of 14) **85320**
- Replacement Studs for
Milodon Hold-Downs (Set of 10) **85380**



#85800



#85801

CHROME AIR CLEANERS

State-of-the-art low profile, low restriction, high efficiency, air cleaners. This style has shown to deliver substantial horsepower increase. Fits 5-1/8" Holley carburetor air horn.

- 14" Diameter, 3" Tall **85800**

Not legal for sale or use in California on pollution controlled motor vehicles.

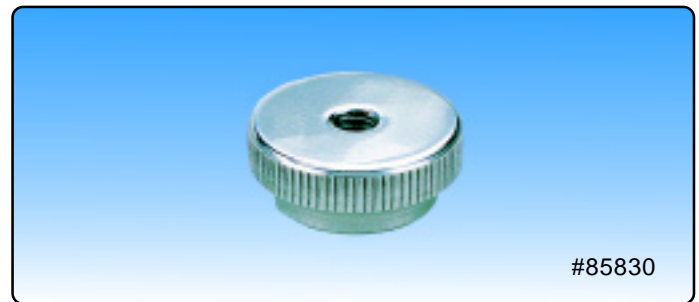


#85305

VALVE COVER TABS

These tabs spread bolt load so as not to distort the valve cover causing annoying oil leaks. Packaged in **complete sets** and chrome plated.

- Small Block Chevy **85305**
- Big Block Chevy **85325**



#85830

BILLET AIR CLEANER NUT

This air cleaner nut is CNC machined from billet aluminum and clear anodized to provide a long-lasting finish.

- 1/4" coarse stud **85830**
- 5/16" coarse stud **85831**



VALVE COVER ACCESSORIES



CHROME VALVE COVER BREATHERS

These highly polished and chrome plated breathers are the final touch to accent you valve covers or OEM replacements. All are supplied with necessary valve cover grommets.

- Chrome for Standard 1.22" hole **85680**
- Chrome for PCV hole **85681**
- Chrome Chrysler or Vac-U-Pan in 1.22" hole .. **85682**
- Shielded Chrome Slip-On (1-3/8 ID) **85685**
- Open Chrome Slip-On (1-3/8 ID) **85686**
- Shielded Chrome Slip-On (1-1/2 ID) **85687**

Not legal for sale or use in California on pollution controlled motor vehicles.

VAC-U-PAN

Highly effective method of achieving optimum power through significantly reducing internal pressures. Breather of the unit attaches to valve cover and probe is inserted into header. Exhaust scavenging pulls pressure and blow-by out of motor. Complete kit including chrome breathers. Not for use with street mufflers.

Vac-U-Pan System **85700**

REPLACEMENT PARTS:

- Vac-U-Pan Chrome Breather (1) **85682**
- Vac-U-Pan Probe and Valve (1) **85684**



BREATHER GROMMETS AND PLUGS

- Valve Cover Plug (1) for 1.22" hole **85670**
- Grommets (2) for 1.22" hole **85672**
- PCV Grommets (2) for 1.22" hole **85674**



BAFFLED BREATHER GROMMET

This special valve cover breather grommet is foam-filled and will aid in preventing excessive oil blowing from the breather. Packaged in two per set and fits all non-baffled valve covers with standard 1.22" diameter hole. **85673**



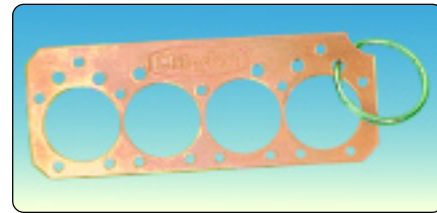
PROMOTIONAL ITEMS & APPAREL

PROMOTIONAL ITEMS:



#90044 - 3 Color Banner (50" w x 16" h)

- Milodon Contingency Decal – 9" w x 3" h **90010**
- Banner, 3 Color – 50" w x 16" h **90044**



GENUINE COPPER HEMI HEAD GASKET KEY CHAIN

Produced at 1/6th scale from the same material and reduced dimensions as the real 426 Hemi's **90031**



#90010 - Contingency Decal (9" w x 3" h)



APPAREL:

Milodon Tee Shirts

Top quality heavy weight Hanes Beefy-T, 100% cotton pre-shrunk. Printed front and back in full color.

Milodon Sweat Shirts

Top quality Hanes ComfortBlend light weight non-shrink style. Small Milodon logo on front with full print on the back.



	Tee Shirt	Tee Shirt	Sweat Shirt
	<u>White</u>	<u>Ash Gray</u>	<u>Gray</u>
Small, Milodon Hemi Engine	90050	90150	
Medium, Milodon Hemi Engine	90060	90160	90560
Large, Milodon Hemi Engine	90070	90170	90570
XL, Milodon Hemi Engine	90080	90180	90580
XXL, Milodon Hemi Engine	90085	90185	90586
XXXL, Milodon Hemi Engine	90086	90186	