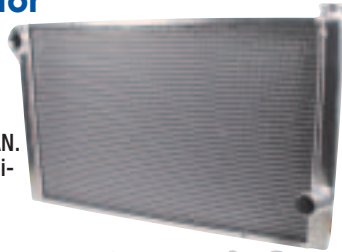




Late Model Radiator CRR800-28191

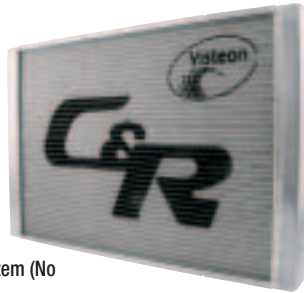
Late Model, Chevy style 19" x 28" radiator has a universal inlet to allow a variety of inlet choices including 1-1/2", -16AN and -20AN. Popular with late model and modified racers, single pass radiator has a two row core. Inlet fitting must be purchased separately.



Part No.	Description
Inlet Fittings	
CRR78-00101	-16AN Male Inlet Fitting
CRR78-00102	-20AN Male Inlet Fitting
CRR78-00104	1-1/2" Inlet Fitting For Std. Radiator Hose

Late Model Chevy Double Pass Radiators

Lightweight, efficient 19" x 28" aluminum radiators are for use with external oil coolers and open or closed systems.



Part No.	Description
CRR802-28191	19" x 28", Open System
CRR804-28191	19" x 28", Closed System (No Filler Neck)

Heat Exchanger Radiators

Sprint Cup core design has a 13-plate heat exchanger. Available to fit Chevy or Ford with open or closed (no filler neck) systems.



Part No.	Description
CRR805-28191	Chevy 19" x 28", Open System
CRR805-30191	Chevy 19" x 30", Open System
CRR806-30191	Chevy 19" x 30", Closed System (No Filler Neck)
CRR806-30194	Ford 19" x 30", Closed System (No Filler Neck)

Dike® Temporary Radiator Stop Leak CRR59-00001

Specialized coolant additive quickly stops leaks, preventing a DNF if the radiator is punctured, a head is cracked or a gasket fails. Dike also prevents coolant from seeping into the engine. Compatible with all standard and permanent radiator coolants. Add one pint to every four gallons of coolant.



Safe® Radiator Conditioner CRR59-00101

Protects cooling systems from rust, scale, lime and corrosion, maximizes cooling system efficiency and prevents engine overheating. Compatible with all cooling systems and coolants, including green and orange. Mandated by the IRL since 1999. Add to radiator every six months.



Simply the Best!

360° Swivel Thermostat Housings

Thermostat housings swivel a full 360° and are CNC machined from 6061-T6 aluminum. The flanges are sealed with an O-ring. Available for 1-1/4", 1-1/2" and -16AN hose connections. Stainless steel bolts included.



Description	Blue	Clear	Red
Chevy, 1-1/4" Hose Connection	CSI911B	CSI911C	CSI911R
Chevy, 1-1/2" Hose Connection	CSI912B	CSI912C	CSI912R
Chevy, -16AN Hose Connection	CSI913AN16B	-	-
SB Ford 289-351, 1-1/4" Hose	CSI9110B	CSI9110C	CSI9110R
SB Ford 289-351W, 1-1/2" Hose	CSI9111B	CSI9111C	CSI9111R

360° Swivel Filler Neck

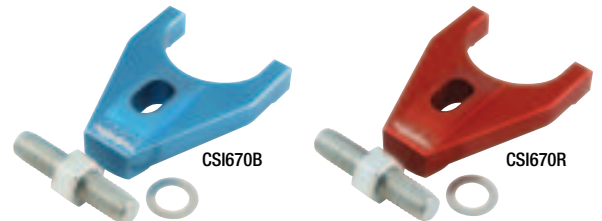
Billet aluminum neck prevents air pockets, and allows the system to be filled at the highest point. It swivels 360° for hose connection in any position. Choose blue, clear or red anodized finish.



Description	Blue	Clear	Red
Chevy 360° Swivel Filler Neck, 1-1/2" Hose	CSI914B	CSI914C	CSI914R

Distributor Hold Down Clamps

Use the billet aluminum clamp for maximum distributor retention. Includes stainless steel hardware in blue, clear or red anodized.



Description	Blue	Clear	Red
Chevy V-8, 90° V6	CSI670B	CSI670C	CSI670R



Buster's Collision & Performance



Sportsman And Pro Billet Mechanical Fuel Pumps

Mechanical fuel pumps are CNC-machined from durable, billet aluminum using a high pressure/high flow design. Each pump is fitted with steel -8AN inlet and outlet fittings. Choose from Sportsman or Pro versions. Sportsman pumps produce 70 GPH, while Pro models are offered in 100, 120 and 190 GPH versions. All pumps require a fuel pressure regulator.



Description	Sportsman Billet 70 GPH @ 8.5-9 PSI Part No.	Pro Billet 100 GPH @ 9-9.5 PSI Part No.	Pro Billet 120 GPH @ 10.5-11 PSI Part No.	Pro Billet 190 GPH @ 16.5 PSI Part No.
SB Chevy 265-400	CVPCV2705	CVPCV2509	CVPCV2508	CVPCV2605
SB Ford 289-351W	-	CVPCV2523	-	-

V-Belt Drive Pulleys **NEW!**

Lightweight aluminum, double groove water pump and crankshaft pulleys, when used together, produce a 20% reduction in water pump speed for added horsepower and increased cooling efficiency.



CVPCVD30208

Part No.	Description
CVPCVD22030	Water Pump Pulley, Chevy/Ford, Double Groove, 6.375" Dia.
CVPCVD30208	Crankshaft Pulley, SB/BB Chevy, Double Groove, 5" Dia.

Note: Uses (2) Goodyear 15310 V-belts.

Adjustable Timing Pointers

Designed specifically for Xcellyne XTS Pro-Series cam drive and ATI Super Damper, adjustable timing pointers are CNC-machined from aluminum.



Part No.	Description
CVPCV9986375A	SB Chevy, 6-3/8" Dia. ATI Balancer
CVPCV9987000A-CD	SB Chevy, 7" Dia. ATI Balancer



Protorque Starters

Nippondenso style starters have 1.9 horsepower with a 4:1 gear reduction ratio for exceptional cranking power. Compact, they weigh just 10 lbs. and have adjustable, "clocking" design for best header/oil pan clearance.



CVR5055

Part No.	Description
CVR1337	Chrysler Starter, Non-Adjustable
CVR5055	SB Ford 289-351W, A/T or M/T, 4/5-Speed
CVR5300	Bert/Brinn Transmission
CVR5323	Chevy V-8, 153/168 T
CVR53230S	Chevy V-8, 168 T, Staggered Mount

SB Chevy Prolube Circle Track Oil Pump **CVR0PA35CT**

Engineered exclusively for circle track applications with a 7" deep oil pan, pump has a durable billet aluminum housing and billet steel gears. Enlarged inlet and oil passages and adjustable oil pressure bypass to the pickup reduce aeration and lower oil temperatures. Includes oil pump pickup and a heat treated chrome moly driveshaft.



SB Chevy Oil Pump Driveshaft **CVRDS41**

Heat treated chrome moly steel shaft has an oversized O.D. for greater strength.



CT-1 Dry Film Lubricant Coated Engine Bearings

Calico Coatings full line of Clevite 77 H-series engine bearings are coated with CT-1, a dry film lubricant that increases performance and improves durability. The coating is a blend of molybdenum disulfide, graphite and PTFE lubricants that greatly reduces coefficient of friction and increases load carrying ability. It also reduces surface temperatures, resists fuel "wash" and protects against corrosion. Please specify bearing sizing (Std., .001", .010", .020", etc.) when ordering. Most rod bearings are narrowed for increased fillet clearance and include an "N" in the suffix to specify.

Notes: When a "D" suffix is added to the part number, bearings include dowel pin holes, while an "X" suffix indicates bearings with .001" added oil clearance.

Engine	H Series	HX Series	HND Series	HXND Series
Chevy				
1967-02 Small Block 262, 265, 267, 302, 305, 307, 350 (Large Journal)				
Rod Bearings	CLCCB663HN	CLCCB663HXN	CLCCB663HND	CLCCB663HXND
Rod Bearings, 1.888" Honda Sizing	CLCCB1663H	-	-	-
Main Bearings	CLCMS909H	CLCMS909HX	-	-
Main Bearings, 283 Crankshaft	CLCMS1110H	CLCMS1110HX	-	-
1955-67 Small Block 265, 283, 267, 302, 327 (Small Journal)				
Rod Bearings	CLCCB745HN	CLCCB745HXN	-	-
Main Bearings	CLCMS429H	CLCMS429HX	-	-
1970-80 Small Block 400				
Rod Bearings	CLCCB663HN	CLCCB663HXN	CLCCB663HND	CLCCB663HXND
1997-07 Gen. III Small Block 4.8L (294), 5.3L (325), 5.7L (346), 6.0L (365)				
Rod Bearings	CLCCB663HN	CLCCB663HXN	CLCCB663HND	CLCCB663HXND
Main Bearings	CLCMS2199H	CLCMS2199HX	-	-
Ford				
1962-01 Small Block 221, 255, 260, 289, 302				
Rod Bearings	CLCCB634HN	CLCCB634HXN	-	-
Rod Bearings, 2.100" Chevy/Ford Rod	CLCCB1227H*	CLCCB1227HX*	-	-
Main Bearings	CLCMS590H	CLCMS590HX	-	-

* Exclusively for Small Block Ford applications with 2.100" (Chevy) rod journal sizing using Ford Windsor connecting rods.

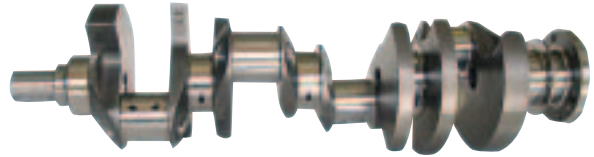


Magnum 4340 Forged Steel Crankshafts

Lightweight, durable crankshafts are made from ultra pure AISI 4340 forged steel. Crankshafts feature gun drilled mains, fully profiled counterweights and have undergone exclusive Ultra-Case heat treatment. Available for a variety of small block Chevy engines.

Part No.	Application	Stroke	Main	Pin
CALSAG14A-MG	Small Block Chevy	3.500"	2.449"	2.000"
CALSAJ11A-MG	Small Block Chevy	3.750"	2.449"	2.100"
CALSAK21A-MG	Small Block Chevy	3.800"	2.649"	2.100"
CALSAM11A-MG	Small Block Chevy	3.875"	2.449"	2.100"
CALSAM21A-MG	Small Block Chevy	3.875"	2.649"	2.100"
CALSAO11A-MG	Small Block Chevy	4.000"	2.449"	2.100"
CALSAO21A-MG	Small Block Chevy	4.000"	2.649"	2.100"
CALSAP21A-MG	Small Block Chevy	4.250"	2.649"	2.100"
CALSMO21A-MG*	Small Block Chevy	4.000"	2.649"	2.100"

* Big Block Chevy snout.



Compstar Forged 4340 Steel Crankshafts **NEW!**

Manufactured from premium AISI 4340 steel, Compstar crankshafts are the most durable in their class. Crankshafts are offered in a variety of strokes and journal sizes to suit most cubic inch requirements.

Part No.	Application	Stroke	Main	Pin
CALSAJ113-CS	Small Block Chevy	3.750"	350	2.100"
CALSAM113-CS	Small Block Chevy	3.875"	350	2.100"



Compstar Comet Forged 4340 Steel Crankshafts **NEW!**

Lightweight, durable crankshafts are constructed from 4340 steel that have been triple heat treated and nitrided. Comet crankshafts feature gun drilled mains, lightened rods, pendulum cut counterweights, a star flange, and a .125" journal radius.

Part No.	Application	Stroke	Main	Pin
CALSAJ113-CC	Small Block Chevy	3.750"	350	2.100"



Original Design H-Beam Connecting Rods **NEW!**

Original Design Compstar connecting rods are design to combine both high quality and affordability. Forged H-beam rods are ready to use, and feature the proper dimensions and clearances for high performance usage, right out of the box. Sold in sets of eight.

Part No.	Application	Length	Journal	Weight
CALCSA5700DS2A2AH	Small Block Chevy	5.700"	2.100"	603g
CALCSA6000DS2A2AH	Small Block Chevy	6.000"	2.100"	612g
CALCSA6125DS2A2AH	Small Block Chevy	6.125"	2.100"	617g
CALCSA6200DS2A2AH	Small Block Chevy	6.200"	2.100"	615g



Ultra I-Beam Connecting Rods **NEW!**

Ultra Connecting Rods are forged from extremely clean, Timken steel. Strengthening gussets around the cap screws offer increased durability and 100% thread engagement eliminates exposed threads between the bolt thread and the shank. All rods are fitted with 260,000 PSI Ultra Bolts with rolled threads for improved engagement and consistent clamping loads. Sold in sets of eight.

Part No.	Application	Length	Journal	Weight
Standard Ultra Series				
CALU14140	Small Block Chevy	6.125"	2.100"	662g
CALU14145	Small Block Chevy	6.200"	2.100"	664g
CALU14150	Small Block Chevy	6.250"	2.100"	667g
Lightweight Ultra Series				
CALU14138	Small Block Chevy	6.000"	2.100"	613g



SB Chevy Wet Sump Circle Track Oil Pans Stock Appearing Series

Stock appearing, 5 quart pans have double trap door baffles, crank scrapers and windage trays, all of which direct oil to the right side of pan where the pickup is positioned. Pans work with all starter/flywheel combinations.

Part No.	Description
CAN11-200	.....SB Chevy Pre-1980, LH Dipstick
CAN11-200M	.....SB Chevy 1980-85, RH Dipstick
CAN20-002	.....Oil Pump Pickup, Standard Volume Pumps Only (MELM55)
CAN20-030	.....Oil Pump Pickup, Standard Volume Pumps (MELM55)



Competition Series 6-1/2" Deep

Shallow left turn, 7 quart pan adds ground clearance for cars where the engine is mounted extra low.

Fits front steer chassis with aftermarket or Camaro front ends. Includes six trap doors and three runners, slosh baffle, windage tray with crank scraper, oil level check and temperature fitting. Works with all starter/flywheel combinations.

Part No.	Description
CAN11-102	.....SB Chevy Pre-1980, LH Dipstick
CAN11-102T	.....SB Chevy 1986-Up, 1-Pc. Rear Main Seal
CAN20-030	.....Oil Pump Pickup, Standard Volume Pumps (MELM55)
CAN20-031*	.....Oil Pump Pickup, High Volume Pumps (MELM55HV)

* Requires some modifications, instructions included.



SB Chevy Wet Sump Circle Track Oil Pans - Cont. Competition Series 7" Deep

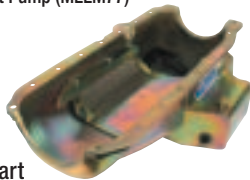
Left turn pans fit front steer chassis with aftermarket or Camaro front ends or cars where the engine has been moved. 8 quart pans feature six trap doors, three runners, slosh baffles, windage trays with crank scrapers, oil level checks and temperature fittings. Pans work with all starter/flywheel combinations.



Part No.	Description
CAN11-120	.....SB Chevy Pre-1980, LH Dipstick
CAN11-120M	.....SB Chevy 1980-85, RH Dipstick
CAN11-120T	.....SB Chevy 1986-Up, 1-Pc. Rear Main Seal
CAN20-040	.....Oil Pump Pickup, Standard Volume Pumps (MELM55)
CAN20-070	.....Oil Pump Pickup, High Volume Pumps (MELM55HV)
CAN20-072	.....Oil Pump Pickup, High Volume Pumps With 3/4" Tube (MELM155HV)
CAN20-077	.....Oil Pump Pickup, For (MEL10555) Pump
CAN20-100	.....Oil Pump Pickup, For BB Chevy 5-Bolt Pump (MELM77)

Competition Series 7" Deep Street Stock

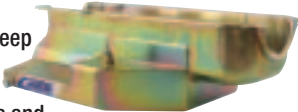
Left turn 7" deep pans provide adequate crossmember clearance in street stock classes using 1978-up GM "G" bodies. 7 quart pans include six trap doors and three runners, slosh baffles, windage trays with crank scrapers, oil level checks and temperature fittings. Pans work with all starter/flywheel combinations.



Part No.	Description
CAN11-122	.....SB Chevy Pre-1980 Steel Pan, LH Dipstick
CAN11-122M	.....SB Chevy 1980-85 Steel Pan, RH Dipstick
CAN11-122T	.....SB Chevy 1986-Up, 1-Pc. Rear Main Seal
CAN20-040	.....Oil Pump Pickup, Standard Volume Pumps (MELM55)
CAN20-070	.....Oil Pump Pickup, High Volume Pumps (MELM55HV)
CAN20-072	.....Oil Pump Pickup, High Volume Pumps With 3/4" Tube (MELM155HV)
CAN20-077	.....Oil Pump Pickup, For (MEL10555) Pump
CAN20-100	.....Oil Pump Pickup, For BB Chevy 5-Bolt Pump (MELM77)

Competition Series **NEW!** Open Chassis 6-1/2" Deep

Designed exclusively for chassis without crossmembers, steel 6-1/2" deep pan features a 11-1/2" wide "L" shape design sump for maximum oil control. Pan, which fits 1985 and earlier blocks and has an 8-quart capacity, incorporates a crank scraper, bolt-in slosh baffle, windage tray, six trap door baffles, oil level check and temperature fitting. Designed for use with an aftermarket offset starter and 153 or 168 tooth flywheels.



Part No.	Description
CAN11-190	.....Steel Pan, SB Chevy 1985 And Earlier
CAN20-030	.....Oil Pump Pickup, Standard Volume Pumps (MELM55)
CAN20-031	.....Oil Pump Pickup, Standard Volume Pumps With 3/4" Tube (MELM155)
CAN20-032	.....Oil Pump Pickup, High Volume Pumps (MELM55HV)

Competition Series 7" Deep Open Chassis

Fits chassis without crossmembers underneath engine. The 7" deep, "L"-shaped sump has competition baffling, six trap doors, bolt-in slosh baffle and windage tray with scraper and 9 qt. capacity. Works with all starter/flywheel combinations.



Part No.	Description
CAN11-180	.....Steel Pan, SB Chevy 1985 And Earlier
CAN20-040	.....Oil Pump Pickup, Standard Volume Pumps (MELM55)
CAN20-042	.....Oil Pump Pickup, Standard Volume Pumps With 3/4" Tube (MELM155)
CAN20-070	.....Oil Pump Pickup, High Volume Pumps (MELM55HV)
CAN20-072	.....Oil Pump Pickup, High Volume Pumps With 3/4" Tube (MELM155HV)
CAN20-077	.....Oil Pump Pickup, For (MEL10555)
CAN20-100	.....Oil Pump Pickup, For BB Chevy 5-Bolt Pump (MELM77)

SB Chevy Wet Sump Circle Track Oil Pans - Cont. Power Series 7" Deep

Pan fits stock GM G-Body, front and rear steer Camaro, and rear steer Ford chassis. Sump is 7" deep x 9-1/4" long x 14" wide with a 7 qt. capacity. Six trap door baffles, right hand side oil recovery pouch, and built-in windage tray control oil. Use with an offset starter and 153 or 168 tooth flywheel.



Part No.	Description
CAN11-076	.....SB Chevy Pre-1980 Steel Pan
CAN20-040	.....Oil Pump Pickup, Standard Volume Pumps (MELM55)
CAN20-042	.....Oil Pump Pickup, Standard Volume Pumps With 3/4" Tube (MELM155)
CAN20-070	.....Oil Pump Pickup, High Volume Pumps (MELM55HV)
CAN20-072	.....Oil Pump Pickup, High Volume Pumps With 3/4" Tube (MELM155HV)
CAN20-077	.....Oil Pump Pickup, For (MEL10555)
CAN20-100	.....Oil Pump Pickup, For BB Chevy 5-Bolt Pumps (MELM77HV)

Power Series Open Chassis

Open chassis style steel or aluminum pans hold 9 quarts and include 11-1/2" wide x 16" long sump, recovery pouch, bolt-in slosh baffle and windage tray. Use with an offset starter and 153 or 168 tooth flywheel.

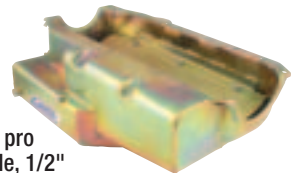


Part No.	Description
CAN11-186	.....Steel Pan, SB Chevy 1985 And Earlier
CAN11-186A	.....Aluminum Pan, SB Chevy 1985 And Earlier
CAN11-187	.....Steel Pan, Pro Style, SB Chevy 1985 And Earlier
CAN11-187A	.....Aluminum Pan, Pro Style, SB Chevy 1985 And Earlier
CAN11-188	.....Steel Pan, Pro Style, SB Chevy, Spread Oil Pan Rail
CAN20-040	.....Oil Pump Pickup, Standard Volume Pumps (MELM55)
CAN20-070	.....Oil Pump Pickup, High Volume Pumps (MELM55HV)
CAN20-072	.....Oil Pump Pickup, High Volume Pumps With 3/4" Tube (MELM155HV)
CAN20-077	.....Oil Pump Pickup, For (MEL10555)
CAN20-100	.....Oil Pump Pickup, For BB Chevy 5-Bolt Pump (MELM77),(MELM77HV)

† For cars with left or rear mounted starter.

Power Series Open Chassis Shallow

Pan is designed for chassis without crossmembers or applications where ground clearance is an issue. Pan is 6-1/2" deep, yet "L"-shaped sump holds up to 7 qts. of oil. Pan utilizes six trap door baffles, built-in windage tray, pro style recovery pouch, bolt-in slosh baffle, 1/2" NPT temperature bung and provision for a dipstick. Use with an offset starter and 153 or 168 tooth flywheel.



Part No.	Description
CAN11-196	.....Steel Pan, SB Chevy 1985 And Earlier
CAN20-031	.....Oil Pump Pickup, High Volume Pumps (MELM55HV)
CAN20-032	.....Oil Pump Pickup, Standard Volume Pumps With 3/4" Tube (MELM155)
CAN20-036	.....Oil Pump Pickup, Standard Volume Pumps (MELM55 or MELM55A)

SB Chevy Wet Sump Road Race Oil Pans Late Corvette

Specifically for 1984-96 Corvettes, pans work well in any chassis where ground clearance is tight. Seven quart capacity, 7" deep pans have five trap door baffles, removable one-way windage screens with scrapers, oil temperature and low oil warning fittings and magnetic drain plugs. Compatible with most stock or aftermarket starters.

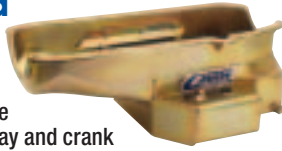


Part No.	Description
CAN15-240	.....SB Chevy Pre-1980, LH Dipstick
CAN15-240T	.....SB Chevy 1986-Up, 1-Pc. Rear Main Seal
CAN20-044	.....Oil Pump Pickup, Standard Volume Pumps (MELM55)
CAN20-074	.....Oil Pump Pickup, High Volume Pumps (MELM55HV)
CAN20-079	.....Oil Pump Pickup, High Volume Pumps With 3/4" Tube (MELM155HV)



SB Chevy Wet Sump Road Race Oil Pans - Cont. Early Camaro/Firebird

Right and left turn baffled pan fits front steer chassis with aftermarket or Camaro front ends. Eight quart pan has 13-3/4" wide x 12" long sumps, with five trap door baffles, removable windage tray and crank scraper assemblies, oil level check and temperature fitting.



Part No.	Description
CAN15-260	.....SB Chevy Pre-1980, LH Dipstick
CAN20-010	.....Oil Pump Pickup, Standard Volume Pumps (MELM55)
CAN20-020	.....Oil Pump Pickup, High Volume. Pumps (MELM55HV)
CAN20-023	.....Oil Pump Pickup, High Volume Pumps, 3/4" Tube (MELM155HV)

SB Chevy Dry Sump Circle Track Oil Pans Competition Series Shallow CAN12-101

Dry sump, 4-1/2" deep pan permits low engine mounting and includes crankshaft wiper, windage tray screen and 1/4" deep pickup trough. Made of steel, pan fits pre-1985 small block Chevys and has (2) -12AN pickup fittings on the right hand side. Compatible with all starters.



Power Series Shallow

General purpose 4-3/4" deep dry sump pans allow the lowest engine mounting possible and feature full length oil recovery pouches and crank scrapers, PTFE-coated windage trays and 1/4" deep pickup troughs. Pans include two pickup tubes, exiting the right side, with -12AN fittings.



Part No.	Description
CAN12-110	.....SB Chevy Pre-1985 Steel Pan, Low Ground Clearance Flywheel/Starter
CAN12-114	.....SB Chevy Pre-1985 Steel Pan, Aftermarket Starter/153/168 T Flywheel

Power Series Deep CAN12-154

Power-saving 5-1/2" deep dry sump pan has a full length oil recovery pouch, removable PTFE-coated windage tray and crank scraper assembly, and 1" deep collection trough. Pan has two -12AN pickup tubes exiting the right side and is compatible with aftermarket starter and 153 or 168 tooth flywheels, or with a left hand or rear mounted starter.



Ford Wet Sump Circle Track Oil Pans Stock Appearing Series 2300cc

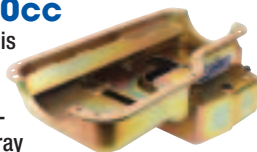
Designed exclusively for circle track classes that require a stock appearing oil pan. Oil pan fits 1974-97 2300cc OHC engines and has a trap door baffle, crankshaft scraper and removable windage tray for greatly improved oil control.



Part No.	Description
CAN11-900	.....Ford 2300cc Steel Pan
CAN11-911	.....Oil Pump Pickup, 3/4" Dia. (MELM86C)

Competition Series 2300cc

Used on Fox body, rear sump Pinto chassis and mini-modifieds. The 5-1/2 quart left turn pan has an 11" wide x 9-1/2" long sump and incorporates three trap door baffles and three runners, a bolt-in windage tray and temperature fitting. Works with stock starters.



Part No.	Description
CAN11-910	.....Ford 2300cc Steel Pan
CAN11-911	.....Oil Pump Pickup, 3/4" Dia. (MELM86C)

Ford Wet Sump Road Race Oil Pans 302-351W Front Sump

Shallow, "T"-style road race pans include track proven baffles, four trap doors and runners, bolt-in windage trays, crank scrapers and temperature fittings. Nine quart pans have 13-1/2" wide sumps.



Part No.	Description
CAN15-630	.....SB Ford 289-302 Steel Pan
CAN15-680	.....SB Ford 351W Steel Pan (MELM55)
CAN15-611	.....Oil Pump Pickup For CAN15-630, 3/4" Dia. (MELM68HV, MELM10688)
CAN15-661	.....Oil Pump Pickup For CAN15-680, 3/4" Dia. (MELM83HV, MELM10833)

Oil Pan Accessories

Universal Dipstick Kit CAN20-850



Designed for use with 13-000, 15-000 and 18-000 Canton oil pans with a 1/4" NPT port to accept a universal dipstick. Dipsticks must be bent and calibrated for each application.

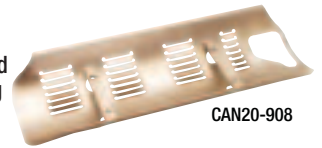
Inspection Plug CAN20-888



A 1" NPT bushing and plug that can be welded into a 1-1/2" dia. hole. For use where an inspection plug is required to verify the use of stock connecting rods.

Windage Trays

Louvered and screen type, stamped steel trays keep oil off of the rotating assembly and in the sump where it belongs. Available for most applications. Mounting kit must be purchased separately.



Part No. Description

Part No.	Description
CAN20-908	.....SB Chevy Pro Plus Louvered Windage Tray
CAN20-911	.....SB Chevy Full Length Windage Tray Screen, LH Dipstick
CAN20-930	.....SB Ford 289-302 Windage Tray Screen, Rear Sump
CAN20-931	.....SB Ford 289-302 Windage Tray Screen, Front Sump
CAN20-932	.....SB Ford 351W Windage Tray Screen, Rear Sump

Windage Tray Mounting Kits

CAN20-920	.....Mounting Kit For CAN20-911
CAN20-921	.....Mounting Kit For CAN20-908
CAN20-940	.....Mounting Kit For CAN20-930 Or CAN20-931
CAN20-942	.....Mounting Kit For CAN20-932

Chevy Pressure Balanced Oil Pumps

New pumps are reworked to provide a smooth continuous flow of oil throughout the RPM range. The bypass passages have been enlarged and a feeder groove added to limit cavitation (for the high RPM racing operation). Pump housings bleed some of the high pressure back into the gears for smoother operation and more constant pressure.



Part No.	Description
CAN21-500	.....SB Chevy Standard Volume
CAN21-540	.....SB Chevy High Volume
CAN21-560	.....SB Chevy High Volume With 3/4" Inlet

Main Cap Support Girdles

Laser cut, chrome moly steel girdles tie all five main caps together to strengthen the bottom end of popular Fords. Girdles clear large strokers and don't require machining, bushings or spacers to mount. Hardware included. Louvered steel windage trays for use with main cap girdles are also available.



Application	Main Cap Support Girdle	Windage Tray
SB Ford 289-302	CAN21-060	CAN20-960
SB Ford 351W	CAN21-062	CAN20-962
Ford 2300cc	CAN21-058	-



Billet Aluminum Oil Filter Adapters Chevy Oil Filter Block-Off And Input Adapter CAN22-520

Engineered for dry sump, or wet sump oiling system with external pump. Bolts directly into the stock Chevy V-8 bypass mounting holes and includes O-rings and hardware.



Chevy Oil Input Sandwich Adapters

Simplifies the installation of external oil pumps or Accusumps by eliminating the need for a remote oil filter. Adapter has two oil input ports: one before filtration (for an external oil pump) and one after (for an Accusump).

Part No.	Description
CAN22-550	.....SB Chevy Oil Input Adapter
CAN98-002	.....Replacement O-Ring Kit



Chevy Oil Cooler Sandwich Adapters

Use a remote oil cooler and retain the stock oil filter. Adapters lower the filter 1-1/2" and accept 1/2" NPT fittings. O-rings and hardware are included.

Part No.	Description
CAN22-540	.....SB Chevy Remote Oil Cooler Sandwich Adapter, Goes to Cooler Before Filtration
CAN22-541	.....SB Chevy Remote Oil Cooler Sandwich Adapter, Goes to Cooler After Filtration
CAN98-002	.....Replacement O-Ring Kit



Chevy Oil Bypass Eliminator CAN22-570

Billet Chevy block-to-filter mount replaces the stock oil filter mount and does not have a bypass, eliminating the possibility of unfiltered oil entering the engine.



Chevy Remote Oil Filter Adapter

Aluminum adapter is ideal for wet sump systems where a remote filter must be used. Inlet and outlet ports are 1/2" NPT.

Part No.	Description
CAN22-580	.....SB and BB Chevy With Straight Inlet And Outlet Ports
CAN98-002	.....Replacement O-Ring Kit



90° Rotating Remote Oil Filter Adapters

The aluminum adapter's 90°, 1/2" NPT inlet and outlet ports can be rotated, simplifying hose and fitting connections. Ideal when unable to use stock filter location.

Part No.	Description
CAN22-592	.....Chevy, 13/16"-16 Thread and 3-1/4" Seal
CAN22-595	.....Ford/Chrysler, 3/4"-16 Thread and 2-5/8" Seal
CAN98-004	.....Replacement O-Ring Kit



Billet Remote Oil Filter Mounts CAN22-625

Rigid, billet aluminum remote mounts accept spin-on oil filters. Mounts include two 1/2" NPT inlet and two 1/2" NPT outlet ports and may be plumbed right-to-left or left-to-right.

Part No.	Description
CAN22-620	.....Remote Oil Filter Mount, Accepts Chevy Spin-On 13/16"-16 Filters
CAN22-625	.....Remote Oil Filter Mount, Accepts Ford Spin-On 3/4"-16 Filters



Heavy Duty Oil Accumulators



Surge Protection

Accusump Oil Accumulators provide an extra margin of protection against engine damage caused by lack of oil pressure. As the oil in the pan sloshes, the pickup can become uncovered, causing a loss of oil pressure. The Canton Accusump provides oil during these times, reducing the chance of damage.

Pre-Oiling

Research indicates the majority of wear occurs during start-up, before oil pressure is established. The Accusump delivers oil under pressure before your engine is spun over.

Precision Construction

Built from 4-1/4" dia. aluminum tube with a roller burnished, PTFE coated inside, double O-ring piston, screw-in aluminum end caps, air pressure gauge, air pre-charge valve, safety blow-off and a manual or electric valve.

Manual or Electric Operation Valves

The manual valve provides positive control and can be mounted on the Accusump or in the feed line. The electric control valve simplifies the operation of the Accusump and can provide automatic pre-oiling when tied into the ignition switch. The electric valve units are ideal in applications where it is difficult to access a manual valve.

3 Qt. Accusump CAN24-006

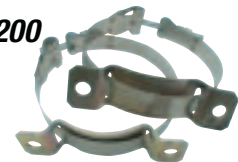
16" long, 4-1/4" dia. Accusump is recommended for large cubic inch engines or when severe oil pressure fluctuation problems are experienced. Manual or electric valve kit sold separately.

2 Qt. Accusump CAN24-026

12" long, 4-1/4" dia. Accusump is recommended for surge control on small block V-8, V-6 and 4 cylinder engines. Ideal for use in applications where mounting space is restricted. Manual or electric valve kit sold separately.

Mounting Clamps CAN24-200

Stainless steel, T-clamp mounting brackets will mount all 4-1/4" Accusumps.



Accusump Manual Valve Kit CAN24-260

Manual Accusump ball valve has 1/2" NPT fittings and a pipe nipple.



Accusump Electric Valve Kit CAN24-270

Electric valve kit is useful when the Accusump is mounted in a hard-to-reach location or where a manual valve is not practical. When wired directly into the ignition switch, the Accusump automatically activates when switch is on to provide pre-oiling. All manual Accusumps with 1/2" NPT can be converted. Kit includes electric control valve, 1/2" NPT nipple, toggle switch, wire and terminals.





Accusump Electric Pressure Control Valving

The convenience of an electric valve with the rapid refill of a manual valve. The Accusump will discharge oil when oil pressure drops below the pre-set rating and only refill when the pressure rises above the setting. Includes regulator, toggle switch and hardware.

Part No.	Description
CAN24-271	.....E.P.C. Valving Kit, 20-25 PSI Discharge/Refill
CAN24-273	.....E.P.C. Valving Kit, 35-40 PSI Discharge/Refill



Check Valve CAN24-280

Check valve insures that oil being discharged from Accusump lubricates the engine bearings and is not fed back to the pump. A must in systems where a remote filter or cooler is used. 1/2" NPT inlet and outlet.



Remote Canister Oil Filter

Extruded aluminum filter is 6" tall x 3-1/4" square with 1-1/16"-12 straight O-ring ports. Stainless mounting clamp included.

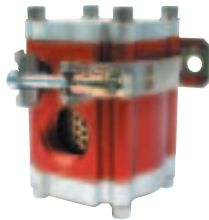
Part No.	Description
CAN25-106	.....Remote Canister Oil Filter
CAN26-100	.....Replacement 4-5/8" Tall Synthetic Oil Filter Element



Canister Fuel Filter

Extra high flow filter has a 3-1/4" square x 4" tall extruded aluminum housing with an 8 micron element. Stainless mounting clamp included.

Part No.	Description
CAN25-912	.....Canister Fuel Filter
CAN26-602	.....Replacement Element



SB Ford Cast Aluminum Valve Covers

Tall valve covers are designed for circle track racing with two 1-3/8" breather stacks on the left cover. Breathers must be purchased separately.

Part No.	Description
CAN65-370	.....SB Ford 289-351W Valve Covers
CAN65-500	.....Valve Cover Breather, Without Shield
CAN65-510	.....Valve Cover Breather, With 180° Shield



CAN65-370

Chevy Storage Plates CAN84-100

A secure method for sealing exhaust ports during engine storage. Bolts to small block Chevy with standard exhaust pattern. Sold in pairs.



Jay Reinbold

Chevy Water Necks

CAN80-000

Filler neck works on cars where the engine is the highest point. Necks fill point allows air to escape the system.

Note: An extra high pressure cap should be used with this water neck.



CAN80-010

Bleeder water neck provides a positive way to make sure all air is bled out of the engine. Works with systems where an expansion tank is used as a fill point.



CAN80-090

Filler neck accepts a standard radiator cap and may be used as a replacement top for Canton water necks.



CAN80-110

Black anodized aluminum bleeder neck has a petcock for cooling system bleeding and may be used as a replacement top for Canton water necks.



CAN80-116

Billet aluminum riser plate features O-Ring seals at the top and bottom, a 1/2" NPT front port for a temperature sender and two 3/8" NPT ports for cooling lines.



Coolant Expansion/Fill Tanks

Aluminum expansion tanks have built-in mounting brackets and accept standard radiator caps. Offered in 1-1/4 or 2 quart sizes, tanks are recommended when the top of the radiator is lower than the engine.

Part No.	Description
CAN80-200	.....1-1/4 Qt. Capacity, 5-1/2" Tall x 4-1/2" Wide x 3" Deep
CAN80-202	.....2 Qt. Capacity, 8" Tall x 5" Wide x 4" Deep



Coolant Recovery/Overflow Tank CAN80-201

Aluminum tank may be used as a coolant recovery tank by connecting the radiator overflow to the bottom port. Two quart tank includes a built-in mounting bracket, vented cap, clear tube sight gauge and 1/4" NPT bottom and side ports.



Zack Bunning



SB Chevy Racing Pulleys For Short Water Pumps

CAN75-000 series crank pulleys align with CAN75-000 series accessory pulleys. Shim kits CAN74-900 or CAN74-910 may be required to achieve correct alignment with some aftermarket water pumps and other style pulleys.

Crankshaft Pulley CAN75-110

5.50" Dia. SB Chevy double groove crank pulley can be used with Canton's alignment bushing CAN75-500 and balancer bolt CAN76-527.



Water Pump Pulley CAN75-150

Canton double groove, 5.875" diameter water pump pulley is designed to work with a standard short water pump. Pulley includes adapter bushing, enabling it to be used on water pumps with either a 5/8" or 3/4" shaft. When used with aftermarket pumps, crank pulley shim CAN74-900 may be required to achieve alignment.



Water Pump Mounted Drive Pulley CAN75-280

An excellent way to add an extra drive pulley. 3-3/4" diameter drive pulley mounts on the front of the water pump pulley and can be used to drive the power steering pump or alternator. Works with 5/8" or 3/4" shaft water pumps.



TECH TIP

Pulley Ratio

One of the most critical components of a race car's cooling system is the pulley drive system and in particular, proper pulley sizing and ratio. Pulley ratio is the relationship between the diameter of the drive (crankshaft) pulley and the diameter of the driven (water pump) pulley. In extreme instances, incorrect pulley sizing can cause overheating, or typically, less than optimum performance. A water pump pulley that is too large won't allow the pump to turn fast enough and push sufficient coolant through the water jackets and radiator to effectively cool the engine, while a pulley that is too small causes the pump to spin too quickly, causing coolant to be pushed through the system so quickly that it doesn't have sufficient time to dissipate heat within the radiator. Each instance can create a situation where the engine runs too hot or overheats. A water pump that is spun too quickly is also a source of horsepower loss as well, as horsepower is consumed driving the water pump quicker than necessary.

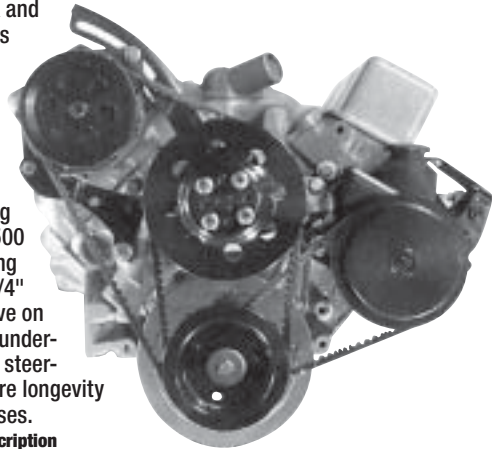
High performance pulley manufacturer's typically offer pulley kits in 30% reduction, 15% reduction and 1:1 ratios. A 1:1 ratio, which is recommended for the majority of applications, means that the water pump and crankshaft pulleys are of the same diameter. Water pump speed should also be kept between 5,000 and 6,500 RPM for proper cooling, and adjusting speed should be done using the crankshaft pulley. A smaller crankshaft pulley reduces pump speed, while a larger one can be used to increase pump speed.

Formula For Pulley Ratio

$$\text{RPM of Driven Pulley} = 1,000 \text{ RPM of Drive Pulley} \times \frac{\text{Diameter of Drive Pulley}}{\text{Diameter of Driven Pulley}}$$

SB Chevy Long Water Pump Pulley Set

For circle track and road race. Pulleys change water pump and alternator speed to the proper level for small block Chevy engines operating in the 3500 to 7500 RPM range, saving horsepower. 2-3/4" pump drive groove on the crank pulley underdrives the power steering pump to insure longevity for pump and hoses.



Part No.	Description
CAN74-160	.....Crank Pulley, Dual 5.5" Grooves, One 2.75" Inner Groove
CAN74-570	.....Water Pump Pulley, Dual 7" Grooves
CAN75-204	.....Alternator Pulley For Low RPM Use

Other Accessories

CAN74-900	.....Crank Pulley Shim Kit
CAN74-910	.....Water Pump Shim Kit
CAN76-527	.....Balancer Bolt

Note: Crank pulley ratios: Water Pump-78%, Power Steering-92%, Alternator with CAN75-200-110%, Alternator with CAN75-204.

SB Chevy Pulley Shim Kits

Compensate for variances in pulleys for perfect belt alignment. Each kit includes aluminum shims in thicknesses of 1/16", 1/8" and 3/16".

Part No.	Description
CAN74-900	.....Crank Pulley Shim Kit
CAN74-910	.....Water Pump Pulley Shim Kit



Fan Spacers

Durable spacers are machined from billet aluminum to fit Chevy and Ford water pumps. Fasteners and adapter bushing for 5/8" and 3/4" water pump shafts are included.

Part No.	Description
CAN75-610	.....1" Fan Spacer
CAN75-615	.....1-1/2" Fan Spacer
CAN75-620	.....2" Fan Spacer
CAN75-625	.....2-1/2" Fan Spacer
CAN75-630	.....3" Fan Spacer



Lightweight Compact Alternator CAN77-500

Alternator is built to deliver the amps required by high energy ignition systems at high RPM. Completely rebuilt to racing specifications with a self exciting, spike-resistant regulator. Alternator is rewired for one wire operation and works well with Canton's universal alternator bracket CAN75-220 and alternator pulleys CAN75-208 or CAN75-209.



Chevy Universal Alternator Mounting Bracket CAN75-220

Gold anodized billet aluminum bracket is compatible with GM, Honda, ND or Mitsubishi alternators. Positions the alternator to the right side of the water pump and includes hardware.





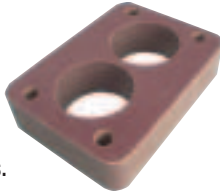
Phenolic Carburetor Spacers and Adapters

Spacers effectively extend the carburetor barrels for improved fuel mixture and distribution. Phenolic material insulates the carburetor from engine heat, providing a denser fuel mixture and improved performance.

Rochester and Holley 2BBL Carburetor Spacers

Two hole carb spacers have Rochester or Holley 2BBL carburetor mounting patterns and are for use with matching intakes.

Part No.	Description
CAN85-030	.....Rochester 2BBL, 1" Thick (Use CAN85-520 Mounting Studs)
CAN85-032	.....Rochester 2BBL, 1/2" Thick (Use CAN85-510 Mounting Studs)
CAN85-040	.....Holley 2BBL, 1" Thick (Use CAN85-520 Mounting Studs)



Holley 2BBL Carb Adapter To Holley 4BBL Intake

CAN85-060

Our most popular carb spacer. Adapts Holley R4412 2BBL carburetor to 4BBL manifolds with the Holley bolt pattern.



Rochester Quadrajets 4BBL 4-Hole Carburetor Spacer

CAN85-250

Spacer is 1" thick. Use CAN85-510 mounting studs.



Holley 2BBL Carb Adapter To GM 2BBL Intake

CAN85-050

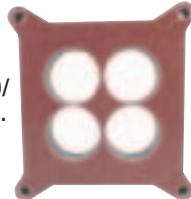
Adapts popular R4412 carburetor to stock GM 2-barrel intake, delivering improved performance.



Holley 4BBL 4-Hole Carburetor Spacers

Spacers, are designed for use with popular 4150/4160 Holley 4BBL 600 CFM and larger carburetors.

Part No.	Description
CAN85-150	.....1" Thick (Use CAN85-520 Mounting Studs)
CAN85-152	.....1/2" Thick (Use CAN85-510 Mounting Studs)



Holley 2BBL Carb Adapter To Edelbrock Performer Intake

CAN85-065

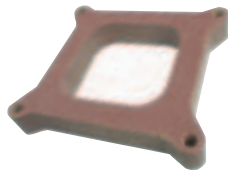
Used to adapt popular R4412 carburetor to Edelbrock Performer and other 4BBL manifolds using standard Holley 4BBL bolt pattern.



Holley 4BBL Open Style Carburetor Spacers

Open style spacers increase the plenum area under the carburetor, improving fuel distribution.

Part No.	Description
CAN85-160	..... 1" Thick, Holley 4150/4160, (Use CAN85-520 Mounting Studs)
CAN85-162	.....1/2" Thick, Holley 4150/4160, (Use CAN85-510 Mounting Studs)



Holley 2BBL Carb Adapter To Q-Jet 4BBL Intake

CAN85-070

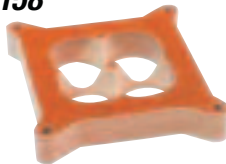
Phenolic spacer adapts Holley R4412 2BBL carburetor to Rochester Quadrajets 4BBL intake manifolds.



Holley 4BBL 4-Hole Blended Carburetor Spacer

CAN85-158

Specially contoured 1" thick spacer is designed for 4150/4160 Holley 4BBL carbs and aids air flow and fuel distribution.



Carb Mounting Studs

Stainless steel stud kits include four studs with locking flange nuts.

Part No.	Description
CAN85-510	.....2" Long 5/16"-18, Use With 1/2" Carb Spacers
CAN85-520	.....2-1/2" Long 5/16"-18, Use With 1" Carb Spacers
CAN85-530	.....4" Long 5/16"-18, Use With 2" Carb Spacers

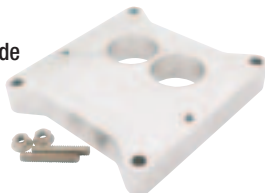


Aluminum Carburetor Adapter

Holley 2BBL Carb Adapter To Edelbrock Performer Intake

CAN85-065A

The same design as the 85-065, but made of aluminum to adapt a R4412 2BBL carburetor to 4BBL manifolds with standard Holley pattern.



SB Chevy Phenolic Fuel Pump Plate

CAN85-000

Directly replaces steel plate between fuel pump and block to limit heat transfer.



Colton Osborn

CARRILLO

The Choice Connection

Pro-H Connecting Rods

One of the strongest, most durable H-beam Connecting Rods available, the Carrillo rod is made of high quality, certified materials to yield a rod with exceptional strength-to-weight characteristics. Sold in sets of eight with premium CARR bolts.



Part No.	Bolt Size/Type	Length	Crank Pin Dia.	Big End Width	Pin End Bore
SB Chevy					
CRLC-327>-66000S-08	3/8" CARR	6.000"	2.000"	.940"	.927"
CRLC-350>-66000S-08	3/8" CARR	6.000"	2.100"	.940"	.927"

Note: CARR fasteners have a 285,000 PSI tensile strength.

Pro-A Connecting Rods

Ideal for engines with moderate horsepower, Pro-A connecting rods are significantly lighter and more affordable than Pro-H rods. Although less machine time is involved, Pro-A rods are made from the same high quality steel and subjected to the same precise machining. Sold in sets of eight with premium WMC bolts.



Part No.	Bolt Size/Type	Length	Crank Pin Dia.	Big End Width	Pin End Bore
SB Chevy					
CRLC-283-1<A-66000H-08	3/8" WMC	6.000"	2.000"	.940"	.927"
CRLC-283-1<A-66125H-08	3/8" WMC	6.125"	2.000"	.940"	.927"
CRLC-283-1<A-66200H-08	3/8" WMC	6.200"	2.000"	.940"	.927"
CRLC-35-1<A-66000H-08	3/8" WMC	6.000"	2.100"	.940"	.927"



Competition Series 120 GPH Mechanical Fuel Pumps

Lightweight, die cast aluminum fuel pumps are fitted with heat treated, high speed levers, anti-float springs and flat diaphragms. Clocking feature eases plumbing. Pumps free-flow 120 GPH.

Part No.	Description
CARM4891	.....SB Chevy 283-400, 7-8.5 PSI
CARM60454	.....SB Ford 221-351W, 7-8 PSI



Ford 2300cc Mini Stock Fuel Pump CARM60565

Die cast, marine type pump has "clockable" 1/4" inlet and outlet.



Billet Racing 175 GPH Mechanical Fuel Pumps

CNC-machined three-valve pumps are ideal for high power circle track use. Pumps have reinforced diaphragms, heat treated channeled levers, and large -8AN and -10AN inlet and outlet fittings. For gasoline only, pumps flow 175 GPH @ 6.5-7.8 PSI.

Part No.	Description
CARM7900G	.....SB Chevy 283-400
CARM7904G	.....SB Ford 221-351W

Replacement Components
 CAR156-385.....-10AN Inlet Fitting
 CAR156-386.....-8AN Outlet Fitting



Spark Plugs

Provide spark for a Street Stock Warrior or a 400+ cubic inch Late Model. Plugs use an exclusive chromium-nickel ground electrode for superior erosion resistance and extended life. The copper core center electrode enhances thermal capacity for peak performance at all engine speeds.



Bub McCool



Casey Noonan

Photos By: John Berglund

Champ Pans

by J.R. Manufacturing, Inc.

Small Block Chevy Wet Sump Oil Pans Stock Appearing

Stock appearing, 7-1/2" deep five quart (including oil filter) pans incorporate 6" trap doors, crank scraper and windage tray for effective oil control.



Part No.	Description
CHACP40.....	SB Chevy 1957-79 Oil Pan
CHACP40R.....	SB Chevy 1980-85 Oil Pan
CHACP40RB.....	SB Chevy 1986-Up Oil Pan, 1-Pc. Rear Main Seal
CHA40SB.....	Oil Pump Pickup, High Volume Pump, (MELM55HV)

Claimer 7" Deep

Affordable claimer pans are ideal for IMCA-style Modifieds. Seven quart (including oil filter) pans are kicked out to the right side 3-1/4" and include three trap doors and crank scraper. CHACP57LT also includes horsepower-saving, removable louvered windage tray. Compatible with stock type starters and flywheels.



Part No.	Description
CHACP57.....	SB Chevy 1957-85 Oil Pan
CHACP57LT.....	SB Chevy 1957-85 Oil Pan, With Louvered Windage Tray
CHACP57RB.....	SB Chevy 1986-Up Oil Pan, 1-Pc. Rear Main Seal
CHA100SB.....	Oil Pump Pickup, High Volume Pump, 5/8" Dia. (MELM55HV)
CHA100BB.....	Oil Pump Pickup, High Volume BB Chevy Pump, 3/4" Dia. (MELM77HV)
CHA1001SB.....	Oil Pump Pickup, (MELM155HV), 3/4" Dia.
CHA1003SB.....	Oil Pump Pickup, (MEL10555)

Claimer 8" Deep

Designed for stock front stub cars with the stock engine location. Each eight quart (including oil filter) pan is kicked out to the right side 3-1/4" with three trap doors, a crank scraper and oil level check plug. CHACP55LT includes a removable louvered windage tray. Works with stock type starters and flywheels.



Part No.	Description
CHACP55.....	SB Chevy 1957-85 Oil Pan
CHACP55LT.....	SB Chevy 1957-85 Oil Pan, With Louvered Windage Tray
CHACP55LTRB.....	SB Chevy 1986-Up Oil Pan, With Louvered Windage Tray
CHA80SB.....	Oil Pump Pickup, High Volume Pump, 5/8" Dia. (MELM55HV)
CHA80BB.....	Oil Pump Pickup, High Volume BB Chevy Pump, 3/4" Dia. (MELM77HV)
CHA1004SB.....	Oil Pump Pickup, (MEL10555)

Universal Dipstick Assembly CHAJR131



Universal Dipstick Assembly fits most Champ wet sump oil pans.

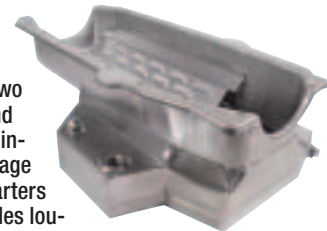


Dan Roodvoets

Photo By: John Berglund

Competition Series 7" Deep

Eight quart (including oil filter) pans fit cars with Camaro front stubs. Oil control is handled by six trap doors, three crank scrapers, two runners, oil temperature fittings and oil check level plugs. CHACP100LT includes a removable, louvered windage tray. Pans work with stock type starters and flywheels. CHACP100KO includes louvered windage tray and a full length kickout.



Part No.	Description
CHACP100.....	SB Chevy 1957-85 Oil Pan
CHACP100LT.....	SB Chevy 1957-85 Oil Pan, With Louvered Windage Tray
CHACP100KO.....	SB Chevy 1957-85 Oil Pan, With Full Length Kickout And Louvered Windage Tray
CHACP100RB.....	SB Chevy 1986-Up Oil Pan
CHACP100LTRB.....	SB Chevy 1986-Up Oil Pan, With Louvered Windage Tray
CHA100SB.....	Oil Pump Pickup, High Volume Pump, 5/8" Dia. (MELM55HV)
CHA100BB.....	Oil Pump Pickup, High Volume BB Chevy Pump, 3/4" Dia. (MELM77HV)
CHA1003SB.....	Oil Pump Pickup, High Volume BB Chevy Pump, 3/4" Dia. (MEL10555)

Competition Series 8" Deep

Top-of-the-line wet sump pan is engineered for stock crossmembers or rear steer linkage. Eight quart (including oil filter) pan incorporates four trap doors, crank scraper, two runners, louvered windage tray, oil temperature fitting and oil check level plug. Compatible with stock type starters and flywheels.



Part No.	Description
CHACP80LT.....	SB Chevy 1957-85 Oil Pan, With Louvered Windage Tray
CHA80SB.....	Oil Pump Pickup, High Vol. Pump, 5/8" Dia. (MELM55HV)
CHA80BB.....	Oil Pump Pickup, High Volume BB Chevy Pump, 3/4" Dia. (MELM77HV)
CHA1004SB.....	Oil Pump Pickup, (MEL10555)

Competition Series Kickout

Only 6-1/2" deep, pans still have 7-quart capacity (including oil filter) and provide extra ground clearance for asphalt race cars. Kickouts improve oil control and provide increased horsepower and the six trap doors, three crank scrapers, louvered windage tray, oil temperature fitting and oil level check plug in each pan make them a great bargain. CHACP106KO has a full length kick-out and must be used with a mini-starter.



Part No.	Description
CHACP106LT.....	SB Chevy 1957-85 Oil Pan, With Louvered Windage Tray
CHACP106KO.....	SB Chevy 1957-85 Oil Pan, With Full Length Kickout And Louvered Windage Tray
CHACP106LTRB.....	SB Chevy 1986-Up Oil Pan, With Louvered Windage Tray
CHA106SB.....	Oil Pump Pickup, High Volume Pump, 5/8" Dia. (MELM55HV)

Note: Champ Pans will NOT work with a stock style dipstick in the block. The pans have a block-off on each pan rail for use on either LH or RH blocks-so the stock dipstick cannot reach the oil pan. Check the oil level from the supplied oil plug. If an extension is needed use CHAJR131 dipstick.

Champ Pans

by J.R. Manufacturing, Inc.

Small Block Chevy Dry Sump Oil Pans Standard Competition Series CHACP150R12

Steel 4-1/2" deep pan has two crank scrapers and a removable wind-age tray that provides maximum oil flow to the pick-up. Pan has two -12AN fittings located on the right side.



Pro Series

Asphalt or dirt steel pans are 5" deep with full length kickouts that will clear mechanical fuel pumps. Pans have left side inspection holes. The asphalt pan is notched in the front to 3-7/8" for crossmember clearance and requires a reverse mounted starter.

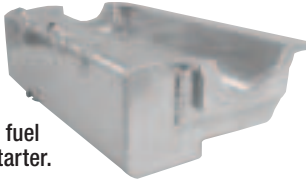
Part No. Description
CHACP-PRO150R3ASBC Pro Series Dry Sump Pan, Asphalt Applications
CHACP-PRO150R3DSBC Pro Series Dry Sump Pan, Dirt Applications



Aluminum Competition Series

Aluminum dry sump pan features a full length, right side kickout that extends all the way from the pan rail to the bottom of the pan. Pan includes an inspection hole, drain plug and sufficient clearance for a mechanical fuel pump. Requires a reverse mounted starter.

Part No. Description
CHAPRO170R2 SB Chevy 1957-85, (2) -10AN Ports Right Side
CHAPRO170R3 SB Chevy 1957-85, (3) -10AN Ports Right Side
CHAPRO180R2 Dart Block, (2) -10AN Ports Right Side



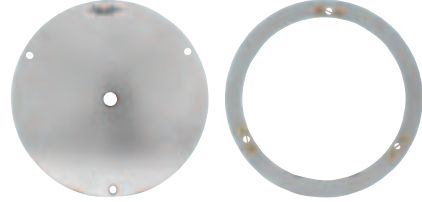
Pit Area Floor Mat CHACP10 **NEW!**

Non-flammable, oil and grease resistant foam rubber mat provides comfort when working in the pit or on shop floor. Mat is 48-1/2" x 32" and 1-1/2" thick.



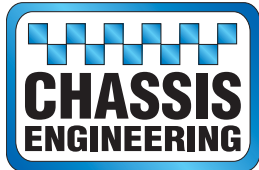
Mud Cap Rings And Covers

Aluminum mud cap rings and steel expander rings include three quick fastener springs for quick removal of mud covers. Beadlock wheels require only the proper mud cap ring and cover, while non-beadlock wheels use an expander ring and cover. Offered for most popular wheels.



Description	Mud Cover Part No.	Expander Ring Part No.	Mud Cap Ring Part No.
Older Style Beadlock Rings Without Tabs	CHAJR1031	-	CHAJR1030
Aero Beadlock Wheels	CHAJR1031	-	CHAJR1030
Older Weld Beadlock Wheels With Small Bead Groove	CHAJR1041	CHAJR1040	-
Aero/Bassett/Bart And Steel Wheels With Small Bead Groove	CHAJR1041-B	CHAJR1040	-
New Style Weld Non-Beadlock With Wider Bead Groove	WELP650-4514A	CHAJR1040-W*	-

* Allows use of standard Weld Racing mud cover on non-beadlock wheels without tabs.



Quick Release Pins

Use on any components that must be removed or disconnected quickly. A push button operates the locking ball mechanism which provides positive retention.

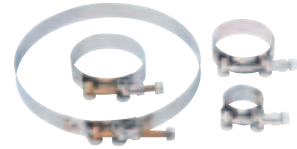
Part No.	Diameter	Grip
CCE2005	3/16"	3/8"
CCE2030	5/16"	1-1/2"
CCE2035	3/8"	1"
CCE2045	3/8"	2"



Heavy Duty Stainless T-Bolt Band Clamps

Made from the highest quality stainless steel with a stainless T-bolt and Nylock lock nut for positive clamping that can't come loose.

Part No. Diameter
CCE21521.25" To 1.37" Clamp
CCE21571.56" To 1.70" Clamp
CCE21732.56" To 2.87" Clamp



Chad White



Delmar White

Photo By: John Berglund

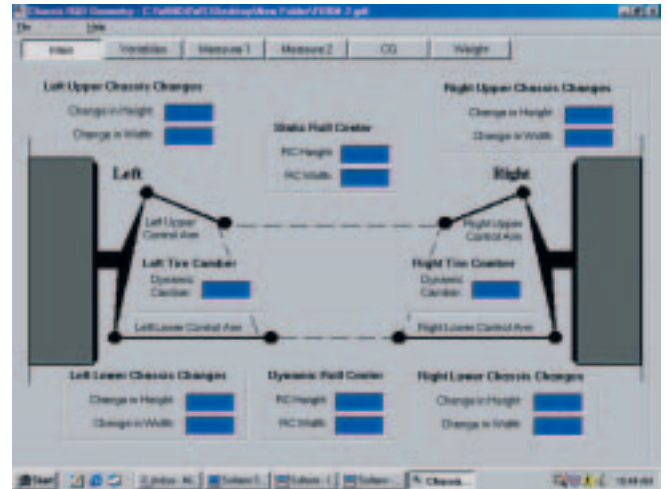
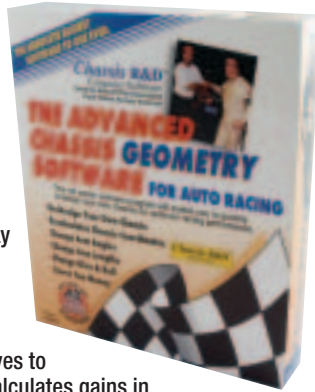
Chassis R&D™

Chassis R&D has developed the technology race teams need to set up cars before going to the track. Innovative software provides the correct answers concerning chassis setup for each race car. Trial and error is eliminated as all of the changes are done by the computer. In addition to winning teams in Sprint Cup, Nationwide, Camping World Truck and Hooters Cup, Chassis R&D software is also used by builders of dirt and asphalt late models, modifieds, sports cars and sprint cars.

Roll Center/Geometry Software

CRD2001

Roll Center Program enables racers to quickly re-design chassis and view the changes on-screen. It is the only program available that outlines an easy re-design of roll center location. After displaying the existing control arm angles and lengths, changes to angles and lengths may be performed and then evaluated. Software shows how to locate the front roll center point. When dive and roll are entered, the program displays where the roll center moves to in the turns and simultaneously calculates gains in camber. It can calculate center of gravity, height and desired corner weights from front to rear, side to side, and determine cross weight percentages. Extensive help files located within the program may be printed out. The Roll Center/Geometry software is a true Windows racing software program.



The Advanced Dirt Car Set-Up Software

CRD2002

Windows software determine best setup to make all four tires work. Software helps race teams choose the best springs, Panhard/J-bar height, sway bar size, and weights to improve balance in the turns so the car can produce consistent lap times race after race. A true Windows racing software program.



The Advanced Asphalt Car Set-Up Software

CRD2004

Patented software for "big bar/soft spring" or conventional asphalt chassis set-up outlines the correct spring rates, sway bar diameters, Panhard bar heights, etc., eliminating endless hours of trial and error testing. Chassis software is a true Windows racing software program.





Trailer Accessories

Affordable equipment for any race car trailer. Clear One components are built from impact resistant plastic with attractive black textured finishes. Mounting hardware is included with all products.

Small Door Cabinet *CLRTC138*

Compact, lightweight cabinet has two shelves for aerosol cans or similar size items and a single paper towel holder. Measures 12" wide x 23.3" high x 4.8" deep.



Door/Wall Cabinet With Paper Towel Holder *CLRTC156*

Large cabinet has three shelves for aerosol cans and similar size items, and a two roll paper towel holder. Measures 23" wide x 37" high x 4.5" deep.



Helmet Bays

Bays include foam-lined storage area for helmet, and an apparel hook. Deluxe unit includes a shelf for neck collar, gloves, etc.

Part No.	Description
CLRTC116	.....Helmet Bay, 15" Wide x 13" High x 13" Deep
CLRTC151	.....Deluxe Helmet Bay, 15.5" Wide x 14" High x 13" Deep



Tie Down Hanger *CLRTC100*

Stores up to six tie downs. Measures 12" wide x 3" high x 3" deep.



"D" Cell Flashlight Holder *CLRTC102*

Holds various "D" cell flashlights. Measures 3.5" wide x 7" high x 4" deep.



Universal Cord/Hose Hanger *CLRTC115*

Rigid hanger stores electrical cords and air hoses. Measures 4.5" wide x 5" high x 4" deep.



Funnel Holder *CLRTC134*

Stores triangular funnels out of the way. Measures 17" wide x 3" high x 11" deep.



Collapsible Chair Rack *CLRTC128*

Rack secures up to three collapsible chairs. Measures 21.5" wide x 4" high x 6.5" deep.



Canopy Straps *CLRTC130*

Wall mount, 2" wide adjustable straps hold 10' x 10' or 10' x 20' pit canopies during transport. 11.5" wide x 4.5" high x 1" deep.



Jack Pouch *CLRTC132*

Designed to be wall mounted, unit secures aluminum race jacks up and out of the way. Measures 18" wide x 25.5" high x 5.5" deep.



Paper Towel Rack *CLRTC141*

Compact towel rack may be mounted horizontally or vertically. Measures 11.5" wide x 4.5" high x 5" deep.



Tire Gauge Pouch *CLRTC144*

Stores tire gauges up to 3.25" wide and 1.75" deep. Measures 3.3" wide x 3.5" high x 2" deep.



Fuel Jug Racks

Secures round or square fuel jugs in trailer. Offered in 1-, 2-, 3- or 4-bay versions.

Part No.	Description
CLRTC108	.....1-Bay, 12" Wide x 11" High x 12" Deep
CLRTC109	.....2-Bay, 24" Wide x 11" High x 12" Deep
CLRTC110	.....3-Bay, 36" Wide x 11" High x 12" Deep
CLRTC111	.....4-Bay, 48" Wide x 11" High x 12" Deep



Aerosol Can Shelves

Lightweight, single shelf units keep aerosol cans handy and organized. Offered in two sizes.

Part No.	Description
CLRTC117	.....8-Can Aerosol Can Shelf, 22" Wide x 4.5" High x 3.5" Deep
CLRTC118	.....12-Can Aerosol Can Shelf, 33" Wide x 4.5" High x 3.5" Deep



Oil Quart Racks

Floor mounted racks store oil neatly. Offered in two sizes.

Part No.	Description
CLRTC119	.....6-Quart Oil Rack, 16" Wide x 5.5" High x 5" Deep
CLRTC120	.....12-Quart Oil Rack, 30.5" Wide x 5.5" High x 5" Deep



Jack Pads *CLRTC147*

Non-skid, 20,000 lb. capacity pads may be used for trailer tongue jacks, RV leveling jacks, etc. A nylon rope handle is included. Sold in pairs.



Shatterproof Mirror *CLRTC145*

High impact, 9" wide x 12" high x 1/8" thick plastic mirror mounts to front of trailer in a position that best allows viewing the coupler from the rear view mirror of the tow vehicle.



Vinyl Door Strips

Clear vinyl door strips keep dirt and dust out and keep air conditioned trailers cool with the door open. All installation hardware is included.

Part No.	Description
CLRTC158	.....Vinyl Door Strips, Fits 4' x 6' Door Opening
CLRTC159	.....Vinyl Door Strips, Fits 4' x 7' Door Opening





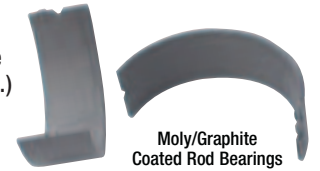
Performance Engine Bearings

Clevite 77 manufactures a full line of exclusive TriMetal™ copper lead high performance bearings. Choose the bearing series which best suits the intended application. Please specify size (Standard, .001", .010", .020", etc.) when ordering.

"P" Series - Traditional Clevite 77 TriMetal™ bearings have high crush qualities for maximum bearing retention, high eccentricity to account for bore distortion and reduced overlay thickness to prevent fatigue.

"H/HN" Series - Race engine builders prefer their lack of flash plating, medium levels of eccentricity, enlarged chamfers for additional crankshaft fillet clearance and high crush. When a "D" is added to the part number suffix, bearings include dowel pin holes; an "X" suffix indicates bearings with .001" added oil clearance, while a "K" suffix indicates bearings which are coated with moly/graphite, an anti-wear agent that also offers protection through a broad temperature range.

Note: "HN" series are only available as rod bearings and are engineered to provide increased crankshaft fillet clearance that is required by most aftermarket crankshafts.



Engine	P Series	HN Series	HND Series	HNDK Series	HNK Series	HXN Series	HXND Series	HXNDK Series	HXNK Series
Chevy									
1967-02 Small Block 262, 265, 267, 302, 305, 307, 350 Lg. Journal									
Rod Bearings	M77CB663P	M77CB663HN	M77CB663HND	M77CB663HNDK	M77CB663HNK	M77CB663HXN	M77CB663HXND	M77CB663HXNDK	M77CB663HXNK
Rod Bearings, 1.888" Honda Sizing	-	M77CB1663H	-	-	M77CB1663HK	M77CB1663HX	-	-	M77CB1663HXX
Main Bearings	M77MS909P	M77MS909H	-	-	M77MS909HK	M77MS909HX	-	-	M77MS909HXX
Main Bearings, 283 Crankshaft	-	M77MS1110H	-	-	-	M77MS1110HX	-	-	-
1955-67 Small Block 265, 283, 302, 327 Sm. Journal									
Rod Bearings	M77CB745P	M77CB745HN	M77CB745HND	M77CB745HNDK	M77CB745HNK	M77CB745HXN	-	-	M77CB745HXNK
Main Bearings	M77MS429P	M77MS429H	-	-	M77MS429HK	M77MS429HX	-	-	M77MS429HXX
1970-80 Small Block 400									
Rod Bearings	M77CB663P	M77CB663HN	M77CB663HND	M77CB663HNDK	M77CB663HNK	M77CB663HXN	M77CB663HXND	M77CB663HXNDK	M77CB663HXNK
Main Bearings, 400 Block/ 400 Crank	M77MS1038P	M77MS1038H	-	-	M77MS1038HK	M77MS1038HX	-	-	M77MS1038HXX
Main Bearings, 400 Block/ 350 Crank	M77MS1564P	-	-	-	-	-	-	-	-
Ford									
1962-01 Small Block 221, 255, 260, 289, 302									
Rod Bearings	M77CB634P	M77CB634HN	-	-	M77CB634HNK	M77CB634HXN	-	-	M77CB634HXNK
Main Bearings	M77MS590P	M77MS590H	-	-	M77MS590HK	M77MS590HX	-	-	M77MS590HXX
1969-98 Small Block 351W									
Rod Bearings	M77CB831P	M77CB831HN	-	-	M77CB831HNK	M77CB831HXN	-	-	-
Main Bearings, 1977-98	M77MS1432P	M77MS1432H	-	-	M77MS1432HK	M77MS1432HX	-	-	M77MS1432HXX
Main Bearings, 1969-76	M77MS981P	M77MS981H	-	-	-	-	-	-	-

"V" Series Bearings

"V" Series - Based on the Vandervell design, cast copper-lead bearing with a steel back provides the strongest foundation available. The lead indium overlay offers high fatigue strength, durability, lubricity and conformability. Bearing numbers that include an "N" suffix are narrowed for greater fillet clearance. Bearing numbers with an "X" indicate bearings with .001" added oil clearance.

Engine	V Series	VN Series	VXN Series
Chevy			
1967-02 Small Block 262, 265, 267, 302, 305, 307, 350 Lg. Journal			
Rod Bearings	-	M77CB663VN	M77CB663VXN
Main Bearings	M77MS909V	-	-
1955-67 Small Block 265, 283, 302, 327 Sm. Journal			
Rod Bearings	-	M77CB745VN	-
1970-80 Small Block 400			
Rod Bearings	-	M77CB663VN	M77CB663VXN
Ford			
1962-01 Small Block 221, 255, 260, 289, 302			
Main Bearings	M77MS590VG*	-	-

* Bearings with a "G" suffix are fully grooved.

Camshaft Bearings

Part No. Description

Chevy

M77SH1349S.....1964-02 Small Block 283-400, HD Engine
M77SH290S.....1964-02 Small Block 283-327
M77SH287S.....1955-63 Small Block 265-327

Ford

M77SH510S.....1962-01 Small Block 221-351W



M77SH290S

Bearing Guard M772800B2

Specially formulated assembly lubricant delivers critical bearing protection during assembly and initial start-up. Sold in 8 oz. bottle.

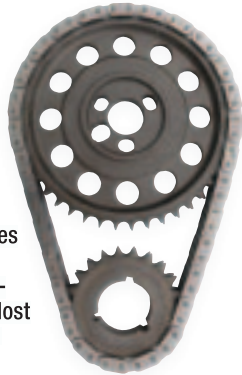
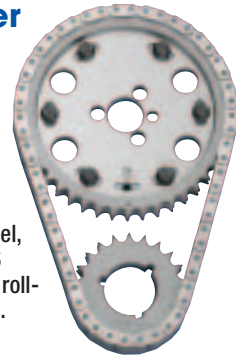




Quick Adjust® True® Roller Timing Chain Sets

Sets feature the patented Quick Adjust system, which allows valve timing adjustments without having to unload the valvetrain. Perform critical valve timing changes at the track to maximize performance or compensate for changing track or weather conditions. Timing sets also include billet steel, induction heat treated sprockets and an IWIS true roller timing chain with large, .250" dia. rollers for maximum durability and performance.

Part No.	Description
CL09-3700	SB Chevy, 1955-Up 265-400
CL09-3746	SB Chevy "Rocket" Block
CL09-3735	SB Ford 1962-85 221-351W



Hex-A-Just® True® Roller Timing Chain Sets

Make quick and precise cam timing changes with no troublesome offset bushings or keyways. Torrington thrust bearings reduce friction between the block and cam sprocket. Most sets are offered with .005" or .010" reduced center distance.

Description	Standard Part No.	-.005" Part No.	-.010" Part No.
SB Chevy, 1955-Up 265-400	CL09-3100A	CL09-3100A-5	CL09-3100A-10
SB Chevy 1955-Up 265-400 With BB Chevy Crank Snout	CL09-3100B	-	-
SB Chevy, 1985-Up 305-350	CL09-3145A	CL09-3145A-5	-
SB Chevy "Rocket" Block	CL09-3146A	CL09-3146A-5	CL09-3146A-10
SB Ford, 1962-84 221-351W	CL09-3135A	CL09-3135A-5	CL09-3135A-10

Replacement Hex-A-Just® Bushing CLOP9005



Billet True® Roller Timing Chain Sets

Sets have heat treated steel billet cam sprockets, nine keyway crank sprockets for easy cam degreeding and a seamless, true roller chain.

Part No.	Description
CL09-3500TX9	SB Chevy, 1955-Up 265-400 With Torrington Bearing
CL09-3600TX9	SB Chevy, Race Billet With Bronze Thrust Washer, 9 Keyway NEW!
CL09-3545X9	SB Chevy, 1985-Up 305-350
CL09-3535X9	SB Ford, 1962-84 221-351W



Original True® Roller Timing Chain Sets

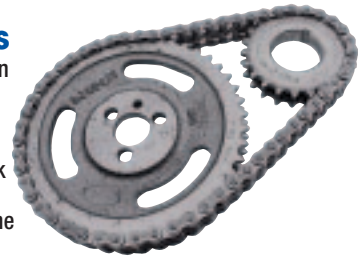
Chains have oversize .250" dia. rollers that actually spin as they enter and exit the sprocket teeth, dynamically balanced cast iron or ductile iron cam sprockets and heat-treated, multiple keyway crank sprockets.

Description	Standard Part No.	-.005" Part No.	-.010" Part No.
SB Chevy, 1955-Up 265-400	CL09-3100	CL09-3100-5	CL09-3100-10
SB Chevy, 1985-Up 305-350	CL09-3145	CL09-3145-5	-
SB Ford, 1962-84 221-351W	CL09-3135	CL09-3135-5	CL09-3135-10

Heavy Duty Timing Chain Sets

Cloyes heavy duty timing chain sets include roller chains with .200" dia. rollers, high quality cast iron cam sprockets and heat-treated, carbon steel crank sprockets. Part numbers with an "X" have three keyways in the crank sprocket.

Part No.	Description
CLOC-3023SP	SB Chevy, 1955-Up 265-400, 1 Keyway
CLOC-3023XSP	SB Chevy, 1955-Up 265-400, 3 Keyways
CLOC-3054X	SB Ford, 1962-84 221-351W, 3 Keyways



Replacement Roller Timing Chains

Ideal when replacing the timing chain from an existing Cloyes timing set.



Description	Quick Adjust Part No.	Hex-A-Just Part No.	Original True Part No.
SB Chevy, 1955-Up	CL09-130	CL09-130	CL09-130
SB Chevy "Rocket" Block	CL09-131	CL09-131	CL09-131
SB Ford, 1962-Up	CL09-130	CL09-130	CL09-130

Quick Button™ Two-Piece Timing Covers

Two-piece covers allow adjusting of cam timing or end play without removing the entire timing cover, oil pan and damper. Die-cast aluminum cover is fitted with an O-ring seal which eliminates gaskets or sealants.

Part No.	Description
CL09-221	SB Chevy, 1955-Up 265-400
CL09-225	SB Chevy, 1985-Up 305-350
CL09-226	SB Chevy, "Rocket" Block
CL09-221E	Replacement Bolt And O-Ring Kit



SB Chevy Cam Buttons

Cam buttons are used to control camshaft end play, and preventing "walking". Billet steel buttons include Torrington bearings for superb performance and reliability.

Part No.	Description
CL09-200	Cam Button, .925" Long For Old Style 3-Spoke Timing Covers
CL09-202	Cam Button, .640" Long For Newer Style Timing Covers



SB Chevy Thrust Bearings And Wear Plates

Part No.	Description
CL09-201	Steel Wear Plate, .031" Thick
CL09-220	Thrust Bearing, .150" Thick, Replacement For Quick Adjust, Hex-A-Just, Original True And Billet True Timing Sets



Chris Kostek

Photo By: Steve Datema