



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 altereds, 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 4½" stroke with most aluminum rods.

**Pan Capacity is 8 Qts. Plus Filter —
6½" Front Depth, 7¾" 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

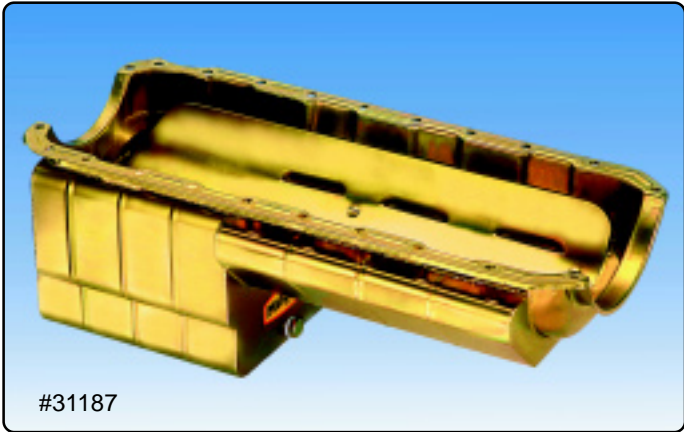
Used in tube chassis cars, stock framed cars or dragsters where maximum power output and shut-off oil control is needed. Designed to fit into crossmembered cars such as Camaros and Chevelles with only a reasonable amount of crossmember modification. This horsepower style pan incorporates lightweight 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 builders 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 -

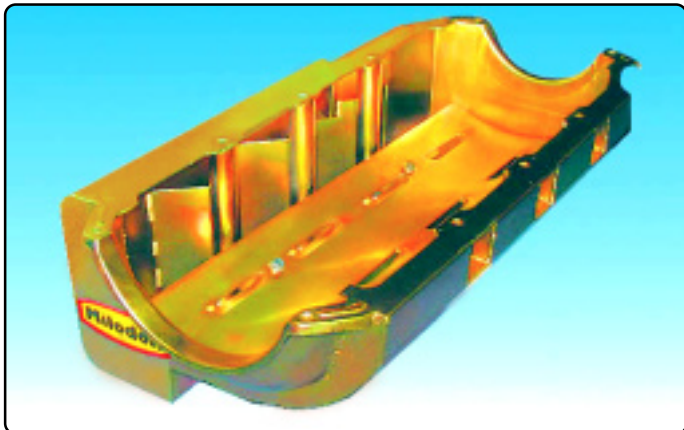
PRO COMPETITION - 4 STAGE DRY SUMP

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