



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. A timing chain or an “easy to install” \$150 gear drive can not provide this.

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 degreasing 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



MADE IN USA

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
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PONTIAC and OLDS

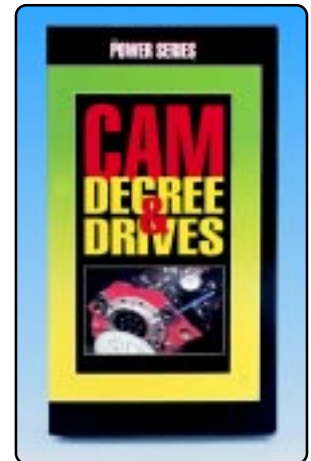
Pontiac 389-455	13900
Oldsmobile, 1976 & Earlier	14000

FORD

302-351W ¹	14100
351C, 400M	14200
427 SOHC	14300
390, 427, 428 ¹	14500
429-460	14600

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".

GEAR DRIVE INSTALL AND CAM DEGREE DVD



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**



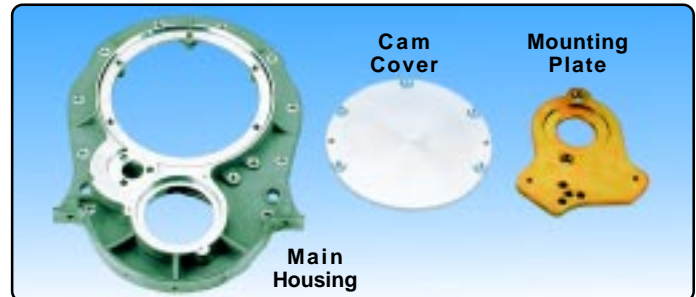
GEAR DRIVE CONVERSION KITS

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	-	-	-	-	-



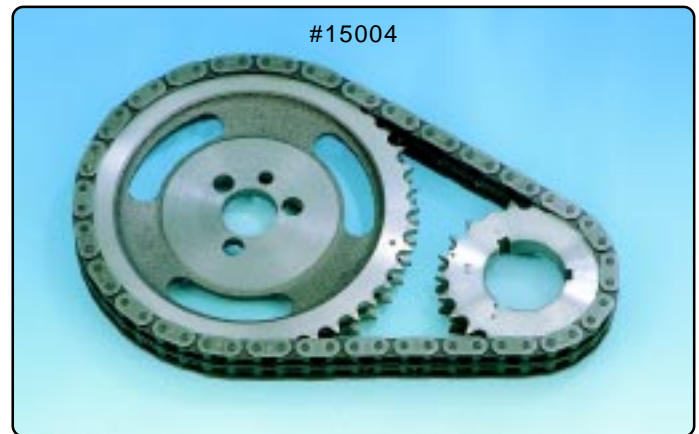
PREMIUM ROLLER TIMING CHAINS

• **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**