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

**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

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 ¾” 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
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 & Strokers 31000
- Oil Pump and Pick-Up Required:
  - Pickup 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**

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
  - Pan Bolts 85025

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

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

<table>
<thead>
<tr>
<th>Item</th>
<th>Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pick-Up</td>
<td>18345</td>
</tr>
<tr>
<td>Oil Pump - Melling M72HV</td>
<td></td>
</tr>
<tr>
<td>Oil Pan Gasket - 318, 340</td>
<td>40600</td>
</tr>
<tr>
<td>Oil Pan Gasket - 360</td>
<td>40650</td>
</tr>
<tr>
<td>Windage Tray - 318, 340 &amp; 360</td>
<td>32230</td>
</tr>
<tr>
<td>Tray Install Kit</td>
<td>81151</td>
</tr>
<tr>
<td>Oil Pump Drive Steel Gear</td>
<td>21530</td>
</tr>
<tr>
<td>Oil Pump Drive Bronze Gear</td>
<td>21535</td>
</tr>
<tr>
<td>Oil Pan Bolts</td>
<td>85020</td>
</tr>
<tr>
<td>Oil Pan Studs</td>
<td>81320</td>
</tr>
<tr>
<td>Dipstick</td>
<td>22060</td>
</tr>
</tbody>
</table>

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:

<table>
<thead>
<tr>
<th>Item</th>
<th>Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pick-Up</td>
<td>18346</td>
</tr>
<tr>
<td>Oil Pump - Melling M72HV</td>
<td></td>
</tr>
<tr>
<td>Oil Pan Gasket - 318, 340</td>
<td>40600</td>
</tr>
<tr>
<td>Oil Pan Gasket - 360</td>
<td>40650</td>
</tr>
<tr>
<td>Windage Tray - 318, 340 &amp; 360</td>
<td>32230</td>
</tr>
<tr>
<td>Tray Install Kit</td>
<td>81151</td>
</tr>
<tr>
<td>Oil Pump Drive Steel Gear</td>
<td>21530</td>
</tr>
<tr>
<td>Oil Pump Drive Bronze Gear</td>
<td>21535</td>
</tr>
<tr>
<td>Oil Pan Bolts</td>
<td>85020</td>
</tr>
<tr>
<td>Oil Pan Studs</td>
<td>81320</td>
</tr>
<tr>
<td>Dipstick</td>
<td>22060</td>
</tr>
</tbody>
</table>
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

<table>
<thead>
<tr>
<th>Oil Pump and Pick-Up Required:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pick-Up .......................... 18342</td>
</tr>
<tr>
<td>Oil Pump .......................... 20150</td>
</tr>
<tr>
<td>Pan Bolts ......................... 85020</td>
</tr>
<tr>
<td>Pan Studs ......................... 81320</td>
</tr>
</tbody>
</table>

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 nostalgic 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

<table>
<thead>
<tr>
<th>Oil Pump and Pick-Up Required:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stock Pick-Up &amp; Pump ............ OK</td>
</tr>
<tr>
<td>Performance Oil Pump &amp; Pickup Assy  ........................................ 20155</td>
</tr>
<tr>
<td>Pan Bolts ......................... 85020</td>
</tr>
<tr>
<td>Pan Studs ......................... 81320</td>
</tr>
</tbody>
</table>