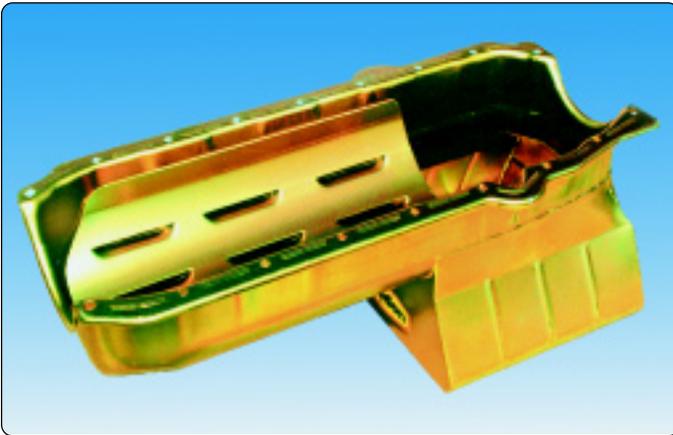




QUESTIONS and ANSWERS ABOUT OIL PANS:

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

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



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

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

3). What oil pump should be used?

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



4). What about the oil pickup?

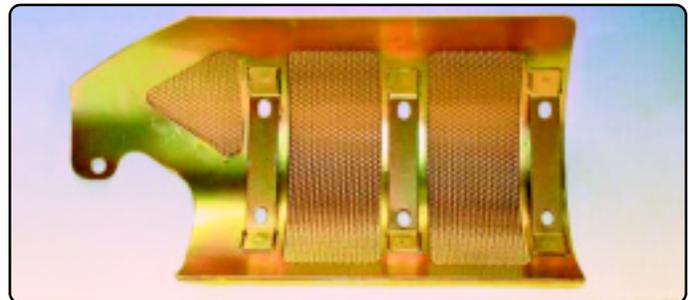
It is imperative that the correct pickup be used for each particular pan, as they are engineered as a unit for optimum performance. Milodon utilizes a special high flow, compact head, large diameter tubing and special flanges/bungs exactly machined from billet bar stock. All



components are heli-arc welded. The pickup is equipped with a unique tab to assure proper spacing from the pan floor and adequate flow.

5). Can a windage tray really make power?

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



6). Is there anything else to be considered?

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

