

## **MILODON**

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### **Milodon Stock Replacement Pickups**

These Stock Replacement pickups are designed to replace the factory pickup in a stock application. They use the same race engineered components as Milodon race pickups and ,in many cases, can flow a great deal more oil than stock. They are, however, not intended to equal the race pickups in level of performance. If a 4 speed street car, for instance, runs to 8000 RPM or is blown, etc.....you need a race level pickup, no matter where it is driven. It is the responsibility of the installer to be sure that the application does not exceed the intended performance level of the pickup.

All pickups must have 1/4 to 3/8 inch gap below the pickup face to the oil pan bottom. Any less and the pickup will starve for oil volume causing low oil pressure at upper RPM levels. For bolt-on pickups, adjust the clearance by loosening the attachment bolts allowing the pickup to move up or down as needed. For all pickups that press-in or screw-in on a horizontal plane, adjust by rotating the pickup up or down.

The pickups use race level attachment components to the oil pump. Bolt-on Ford pickups should always use the supplied gasket to avoid air leaks. Press-in pickups are designed to have .001” to .0015” press-fit to tightly hold the pickup into the pump. Due to some manufacturers inlet hole size variance, check that the press-in pickup is not loose, as air leaks may occur and the pickup may even fall out of the oil pump during operation. For Chrysler screw-in pickups, when tightening never have the wrench more than 1” - 2” from the screw-in fitting, as wrenching at the inlet end can cause the threads of the pickup to be damaged and break during operation.

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