



# Affordable Aluminum Oil Pan & Pump Series

STEF'S Affordable Series was created specifically for the racer/performance enthusiast that wanted the best designed oil pan that would fit their budget. These 6 to 7 quart oil capacity (includes filter) pans incorporate the same technology as our race series pans. Each pan has our teflon coated uni-directional windage screen along with our race proven trap door design and baffled sump areas. Each pan undergoes the same 100% heli-arc welding process, inside and out, as do our professional racing oil pans. The Affordables are truly a race pan for an affordable price.

The Affordable Series includes, steel pickup/pump welded assembly for a sure fit, oil pan bolts, and magnetic oil drain plug. Stef's uses Melling Pumps exclusively in all of our pump/pickup assemblies.

In response to our customers requests, our coverage on the Affordables has grown over the last 6 years to include coverage in the Chrysler family of engines, SB Chevrolet circle track, SB and BB Chevrolet, BB Ford and Oldsmobile marine performance oil pans.

Part Number	Application w/Filter	Capacity Depth	Front Depth	Rear Length	Sump Options	Available
<b>SB CHEVROLET</b>						
<b>Drag Pans</b>						
1020	Pre '86	6 qts	4 1/2"	8"	10"	A, B, C, D, E
1021*	Pre '86	6 qts	4 1/2"	8"	10"	A, B, C, D, E
1030	'86 and up	6 qts	4 1/2"	8"	10"	A, B, C, D, E
1031*	'86 and up	6 qts	4 1/2"	8"	10"	A, B, C, D, E
1065	Rocket/Iron Eagle	6 qts	4 1/2"	8"	10"	A, B, C, D, E

\*Does not include oil pump

### Circle Track Pans

2210	Pre '86	7 qts				
2211	'86 up	7 qts				

### Marine Pans

2950**	Pre '86	7 qts	8 1/2"	8 1/2"	Box	A, B, D
2951**	'86 and up	7 qts	8 1/2"	8 1/2"	Box	A, B, D

\*\*Will not clear offshore mount.

Joe's Tech: Pans will clear up to a 3.875" stroke without notches.

### BB CHEVROLET

#### Drag Pans

1040	Gen 4	6 qts	4 1/2"	8"	10"	A, B, C, D, E
1041	Gen 4	6 qts	4 1/2"	8"	10"	A, B, C, D, E
1050	Gen 5/6	6 qts	4 1/2"	8"	10"	A, B, C, D, E
1051	Gen 5/6	6 qts	4 1/2"	8"	10"	A, B, C, D, E

#### Marine Pans

2953*	Gen 4	7 qts	8 1/2"	8 1/2"	Box	A, B, D
2955*	Gen 5/6	7 qts	8 1/2"	8 1/2"	Box	A, B, D

\*Will not clear offshore mount.

Joe's Tech: Pans will clear up to a 4.250" stroke without notches.

### Options

All of our pans are 100% fabricated. **WE DO NOT USE OEM CORES.** So we are able to add custom features to fit your application. The following options are available for our Affordable line for an additional charge.

- A: Add to part number for stroker notches Example: 1020A
- B: Add to part number for HV Pump and pickup. Example 1040B
- C: Add to part number for driver side dipstick. Example 1030C
- D: Add to part number for passenger side dipstick. Example 1020D
- E: Add to part number for Camaro/Chevelle frame. Example 1040E

**What If? Need a 1020 with stroker notches, HV, and for a Camaro:**  
**1020ABE is your answer.**





Part Number	Application	Capacity	Front w/Filter	Rear Depth	Sump Depth	Available Length
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**Options**  
**SB Ford**

**Drag Pans**

1060	302 Front Sump	6 qts	8"	5"	9"	A, B
1061	351W Front Sump	6 qts	8"	5"	9"	A, B

**BB Ford**

**Drag Pan**

2210	Pre '86	7 qts	8"	5"	10"	A, B
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**Marine Pans**

2957	V or Jet, Box type pan	7 qts	8"	8"	Box	A, B
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**SB Chrysler**

**Drag Pans**

1071	318 and 340	6 qts	Center Sump depth	9 1/2"		Not Applicable
1072	360	6 qts	Center Sump depth	9 1/2"		Not Applicable

**BB Chrysler**

**Drag Pans**

1073	383-440, Hemi	6 qts	Center Sump depth	9 1/2"		Not Applicable
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**BB Oldsmobile**

**Marine Pan**

2958	V or Jet, Box type pan	7 qts	8 1/2"	8 1/2"	Box	Not Applicable
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## Pro Nostalgia Series

The growth of Nostalgia drag racing has brought about a rebirth of 60's and 70's race cars. Altered's, Jr. Fuelers, Factory Experimental, Swiss Cheese Pontiacs, Bubble Top 409's, and 426 Max Wedges and Hemi's are now showing up at the local tracks and national meets. All of these cars suffered from the same enigma - POOR OIL MANAGEMENT!

STEF'S Nostalgia Series oil pans have combined the latest in oil control, baffling, and CNC fabrication to result in the maximum horsepower package oil pan available today for these cars of the past.

OUT OF THE BOX fitment for your early chassis car! Although it should be noted that, during the early years of production, cross member and steering linkage location relative to the engine varied in some models. It is recommended that dimensions and dipstick location be checked prior to ordering. Don't worry, we can design and build any pan per customers request.

All Nostalgia Series pans are supplied with matching pickup/pump assemblies. Also included with each pan is mounting hardware and a magnetic drain plug.

Part Number	Application	Capacity w/Filter	Front Depth	Rear Depth	Sump Length
1075	455 Buick	6 qts	4 1/2"	8"	10"
1080	350-455 Oldsmobile	6 qts	4 1/2"	8"	10"
1085	409 Chevrolet	6 qts	4 1/2"	8"	10"
1090	392-417 Chrysler/Donovan	6 qts	4 1/2"	8"	10"
1095	389-455 Pontiac	6 qts	4 1/2"	8"	10"

## Jake's Nostalgia Know How

What? We don't list what you need. Call Jake, he has either wrenched on, touched, or drove what you are looking for!! And with over 25 years of designing oil pans, he probly has the prints in his head!



# Super Gas, Super Comp, Super Street

The Super Series oil pan was designed to perform under the rigors of the break out racing that has become so popular today in drag racing. STEF'S Super Series pan design is able to achieve this by offering superior oil pressure control through the use of multi-baffles and trap doors in the sump system to direct return oil flow to the pickup. This in conjunction with a true full kickout design utilizing our Teflon coated windage screen gives maximum HP to the racer.\*

STEF'S Super Series pans are 100% fabricated from steel or .090" thick aluminum to insure our standard of quality. Each pan comes with mounting hardware and magnetic drain plug.

STEF'S matching oil pump pickups are sold separately. Each pick up is 100% fabricated and matched to the proper depth of the pan. Matching pick-up part numbers follow each pan part number. When order the pick-up, add the depth of the pan to the end of the pick-up number; Example; Order pan 1101 with a 8" sump depth, Pick-up number is 6005-8.

\*Except 426 Hemi

Pan No.	STD Volume	HV Volume	Applicaton	Type	Capacity w/Filter	Front Depth	Optional Rear Depth
<b>SB Chevrolet</b>							
1101	6005-	6010-	OEM Pre '86	Alum.	5-6-7-8 qts	5"	7"-8"-9"-10"
1102	6005-	6010-	OEM '86 and up	Alum.	5-6-7-8 qts	5"	7"-8"-9"-10"
1121	6005-	6010-	OEM Pre '86	Steel	5-6-7-8 qts	5"	7"-8"-9"-10"
1122	6005-	6010-	OEM '86 and up	Steel	5-6-7-8 qts	5"	7"-8"-9"-10"
1131	6005-	6010-	Rocket/Dart/Brodix	Alum	5-6-7-8 qts	5"	7"-8"-9"-10"
<b>BB Chevrolet</b>							
1141	6055-	6065-	OEM Gen 4	Alum.	5-6-7-8 qts	5"	7"-8"-9"-10"
1142	6055-	6065-	OEM Gen 5 & 6	Alum.	5-6-7-8 qts	5"	7"-8"-9"-10"
1161	6055-	6065-	OEM Gen 4	Steel	5-6-7-8 qts	5"	7"-8"-9"-10"
1162	6055-	6065-	OEM Gen 5 & 6	Steel	5-6-7-8 qts	5"	7"-8"-9"-10"
<b>SB Ford</b>							
1171		6125-	302 Rear Sump	Alum.	7 qts	6 1/4"	8"-9"
1172		6125-	302 Rear Sump	Steel	7 qts	6 1/4"	8"-9"
1181		6130-	351W Rear Sump	Alum.	7 qts	6 1/4"	8"-9"
1182		6130-	351W Rear Sump	Steel	7 qts	6 1/4"	8"-9"
<b>BB Ford</b>							
1171		6140-	460 Rear Sump	Alum.	7 qts	6 3/4"	8"-9"
1172		6140-	460 Rear Sump	Steel	7 qts	6 3/4"	8"-9"
<b>SB Chrysler</b>							
1220		6145-	318-340 CID	Alum.	6-8 qts	5"	8"-10"
1221		6145-	360 CID	Alum.	6-8 qts	5"	8"-10"
1225		6145-	318-340 CID	Steel	6-8 qts	5"	8"-10"
1226		6145-	360 CID	Steel	6-8 qts	5"	8"-10"
<b>BB Chrysler</b>							
1230	6180*	6188**	383-440 Wedge 426 Hemi	Alum.	8 qts	5"	6"
1231	6180	6188	383-440 Wedge 426 Hemi	Steel	8 qts	5"	6"
1235	6180	6188	383-440 Wedge 426 Hemi w/side tank	Alum.	8 qts	5"	6"
1236	6180	6188	383-440 Wedge 426 Hemi w/side tank	Steel	8 qts	5"	6"
<b>BB Pontiac</b>							
1240		6160-	389-455 CID	Alum.	6-7-8 qts	5"	8"-9"-10"
1241		6160-	389-455 CID	Steel	6-7-8 qts	5"	8"-9"-10"

## Joe's Tech:

BB Chrysler Pickups Types:

\*Swing Type pick-up: recommend for applications that will see hard accelerating and braking.

\*\*Static Type pick-up: recommend for applications that will not see extreme accelerating or braking.



# Super Stock Eliminator



STEF'S Super Stock Eliminator series addresses the ever increasing competitive atmosphere of Super Stock drag racing and the multitudes of early and late model engine and chassis combinations found in this form of racing. STEF'S tackles this monumental task the only way we know how, "One on One" customer contact whether in the pits or on the phone. Combine this highly personalized customer service with over 75 years of racing experience of our staff, you see why countless Super Stock Champions trust STEF'S.

Below you will find a listing of pans that fit common production chassis modifications. STEF'S maintains an inventory of these pans in both finished and semi-finished configurations which allows us to quickly provide our customer with the oil pan that best fits their needs.

STEF'S Super Stock pans are 100% fabricated from your choice of steel or .090" thick aluminum. Each pan incorporates our championship winning features: full kickout design, Teflon coated uni-directional windage screen, extended trap doors, and multi-baffled sump areas to insure maximum oil control during engine operation.

Pan No.	STD Volume	HV Volume	Applicaton	Type	Capacity w/Filter	Front Depth	Optional Rear Depth
<b>SB Chevrolet</b>							
1301*	6005-		Basic Taper	Alum.	5-6-7-8 qts	6"	7"-8"-9"-10"
1305*	6005-		F-Car/Quay/FJ Smith/ ATE	Alum.	6-7 qts	6 1/2"	8"-9"
1310*	6005-		FWD Conv./FJ Smith/ATE	Alum.	6-7 qts	4"	8"-9"
1321*	6005-		Basic Taper	Steel	5-6-7-8 qts	6"	7"-8"-9"-10"
1324*	6005-9		'62-'67 Chevy II w/oTie Rod	Alum.	5-7 qts	4 1/2"	9"
1325*	6005-9		'62-'67 Chevy II w/Tie Rod	Alum.	7 qts	9"	9"
1326*	6005-9		'62-'67 Chevy II w/Tie Rod	Steel	7 qts	9"	9"
1440*	6005-		Rocket/Dart Iron Eagle	Alum	5-6-7-8 qts	6"	7"-8"-9"-10"

\*Joe's Tech: These pans are available in 1 or 2 pc seal configurations at no extra charge.

<b>BB Chevrolet</b>							
1341*	6055-		Basic Taper	Alum.	5-6-7-8 qts	6"	7"-8"-9"-10"
1343*	6055-		F-Car/Quay/FJ Smith/ ATE	Alum.	6-7 qts	6"	8"-9"
1345*	6055-		Early Camaro w/Tie Rod	Alum.	6-7 qts	7"	8" 1/2-9"
1361*	6055-		Basic Taper	Steel	5-6-7-8 qts	6"	7"-8"-9"-10"

\*Joe's Tech: These pans are available in 1 or 2 pc seal configurations at no extra charge.

<b>V-6 Buick</b>							
1420	6150-6		OEM or Aftermarke Block	Alum.	5 qts	5"	6"
1421	6150-6		OEM or Aftermarke Block	Steel	5 qts	5"	6"

<b>SB Ford</b>							
1430	6125-9		289-302 Fox Body	Alum.	5 qts	4 1/4"	9"
1431	6125-9		289-302 Fox Body	Steel	5 qts	4 1/4"	9"
1432	6130-9		351W-SVO Fox Body	Alum.	5 qts	4 1/4"	9"
1433	6130-9		351W-SVO Fox Body	Steel	5 qts	4 1/4"	9"
1434	6125-9		289-302 Early Mustang w/ tie rod tube	Alum	5-7qts	5 3/4"	9"

**Joe's TECH:** Ask what type starter/flywheel combination the customer is running. Knowing this our engineers can optimize the demen-sions of the oil pan for maximum windage reduction.





Pan No.	STD Volume	HV Volume	Applicaton	Type	Capacity w/Filter	Front Depth	Optional Rear Depth
<b>SB Ford</b>							
1435	6125-8		289-302 FWD Conv.	Alum	6 qts	6 1/2"	8"
1436	6125-8		289-302 FWD Conv.	Steel	6 qts	6 1/2"	8"
1437	6130-8		351W-SVO FWD Conv.	Alum	6 qts	6 1/2"	8"
1438	6130-8		351W-SVO FWD Conv.	Steel	6 qts	6 1/2"	8"
1439	6125-9		289-302 Early Mustang w/ tie rod tube	Steel	5-7qts	5 3/4"	9"
<b>SB Chrysler</b>							
1445		6145-	318-340 w/ tie rod tube	Alum.	5-6-8 qts	6 1/2"	7"-8" & 10"
1446		6145-	318-340 w/ tie rod tube	Steel	5-6-8 qts	6 1/2"	7"-8" & 10"
1447		6145-9	318-340 FWD Conv.	Alum.	6 qts	5"	9"
1448		6145-9	318-340 FWD Conv.	Steel	6 qts	5"	9"
1449		6145-	360 w/ tie rod tube	Alum.	5-6-8 qts	6 1/2"	7"-8" & 10"
1450		6145-	360 w/ tie rod tube	Steel	5-6-8 qts	6 1/2"	7"-8" & 10"
1451		6145-9	360 FWD Conv.	Alum.	6 qts	5"	9"
1452		6145-9	360 FWD Conv.	Steel	6 qts	5"	9"
<b>BB Chrysler</b>							
1455		6180	383/426/440 Wedge 426 Hemi w/ Side tank & tie rod tube	Alum.	7 qts	6"	7"-8"
1456		6180	383/426/440 Wedge 426 Hemi w/ Side tank & tie rod tube	Steel	7 qts	6"	7"-8"
<b>Pontiac</b>							
1465		6160-	301-455	Alum.	6-8 qts	5"	8"-9"-10"
1466		6160-	301-455	Steel	6-8 qts	5"	8"-9"-10"
<b>Oldsmobile</b>							
1470		6160-	350-455	Alum.	6-8 qts	5"	8"-10"
1471		6160-	350-455	Steel	6-8 qts	5"	8"-10"

# Competition Eliminator-Wet Sump



Competition Eliminator racing has achieved a level of competitiveness that can only be compared to as a class of "Multi-Type Pro Stockers" consisting of door cars, altered, and dragsters that can run a wet sump oiling system. That is why the top engine builders in this class rely on STEF'S oil pan whether a dry or wet sump system. Our commitment to R&D with engine builders has enabled us to develop oil pans that have been on countless race and championship cars.

STEF'S Competition Eliminator pans are 100% fabricated from .090" aluminum. Our pans feature a fully extended maximum kickout design



with Teflon coated uni-directional windage screens to take full advantage of all elements required to control windage for maximum horsepower. Our proprietary design of trap doors and baffled sump areas insure continual return of oil to the pickup area. Design features like these are why STEF'S pans are proven track winners.

Each pan is configured to either accept an internal pump and pickup assembly or an external single stage pump with pickup. These matching components are listed with the oil pan. Mounting hardware is included with each pan.

Pan No.	Application	Internal Pump/Pickup	External Pump/Pickup/Drive Kit	Capacity w/Filter	Optional Depth
<b>SB Chevrolet</b>					
1501	Early 2 pc	6210 / 6015-	6405 / 6195 / 6605	5-6-7-8 qts	7"-8"-9"-10"
1502	Late 1 pc	6210 / 6015-	6405 / 6195 / 6605	5-6-7-8 qts	7"-8"-9"-10"
1510	Rocket/Dart/Brodix	6210 / 6015-	6405 / 6195 / 6605	5-6-7-8 qts	7"-8"-9"-10"
<b>BB Chevrolet</b>					
1521	Gen 4	6220 / 6065-	6405 / 6195 / 6635	5-6-7-8 qts	7"-8"-9"-10"
1522	Gen 5 & 6	6220 / 6065-	6405 / 6195 / 6635	5-6-7-8 qts	7"-8"-9"-10"
1523	Merlin / Dart	6220 / 6065-	6405 / 6195 / 6635	5-6-7-8 qts	7"-8"-9"-10"
<b>V-6 Chevrolet</b>					
1561	90 degree V	6210 / 6015-	6405 / 6195 / 6605	5-6-7-8 qts	7"-8"-9"-10"
<b>V-6 Buick</b>					
1620	3.8 Liter	NA / 6150-6	6405 / 6195 / 6605	5 qts	5" x 6"
<b>SB Ford</b>					
1630	289-302	6235 / 6125-8	6405 / 6195 / 6648	7 qts	6 1/2" x 8"
1635	351W-SVO	6238 / 6130-8	6405 / 6195 / 6648	7 qts	6 1/2" x 8"
1640	351 Cleveland	6239 / 6139-8	6405 / 6195 / 6648	7 qts	6 1/2" x 8"
<b>BB Ford</b>					
1645	429-460	6240 / 6140-8	6405 / 6195 / 6650	7 qts	6 1/2" x 8"
<b>4 Cylinder Pontiac / GM Iron Duke</b>					
1670	2.5 / 3.0 Liter	6258 / 6158-8	6405 / 6195 / 6605	6 qts	6 1/2" x 8"
<b>SB Chrysler</b>					
1675	318-340	6245 / 6145-8	6405 / 6195 / 6635	6 qts	6 1/2" x 8"
1676	360	6245 / 6145-8	6405 / 6195 / 6635	6 qts	6 1/2" x 8"
<b>Odd Ball</b>					
1690	Can't find a pan for a 401 AMC? Don't worry. . .If it is a combustable engine made on this Earth, we can fabricate an oil pan for it. Fill out our custom order form on page 34 and fax it to 732 367 8793.				

**Joe's Tech:** You can upgrade from our standard steel static pickup 6195 to our stainless steel 6196 that is used on the NASCAR Cup pans. This pick up uses a a special screen that reduces the aeration of the oil as it is drawn into the pump.





# Heads Up Fastest Street Car-Wet Sump

One of the fastest growing segments of drag racing is the Heads Up "run what you brung" style of class racing. Sanctioning bodies like NMCA, PSCA, NMRA, NSCA, FFW put small blocks against big blocks, turbos against nitrous, and the Chevy's' against Ford's for the ultimate in bragging rights "FASTEST STREET CAR".

STEF'S Fastest Street Series of pans addresses the needs of this type of racing. The increased engine rpms in these classes benefit from increased oil pan area, reduction of oil on the right bank cylinder walls to prevent detonation, and maximized sump and kickout area with in the parameter of chassis used. All of which make more horsepower.

Below you will find a listing of pans that fit common production chassis modifications. STEF'S maintains an inventory of these pans in both finished and semi-finished configurations which allows us to quickly provide our customer with the oil pan that best fits their needs.



STEF'S Super Series pans are 100% fabricated from steel or .090" thick aluminum to insure our standard of quality. Each pan comes with mounting hardware and magnetic drain plug.

<b>Pan No.</b>	<b>STD Volume</b>	<b>HV Volume</b>	<b>Applicaton</b>	<b>Type</b>	<b>Capacity w/Filter</b>	<b>Front Depth</b>	<b>Rear Depth</b>
<b>SB Chevrolet</b>							
1700	6005-8	6010-8	Chevellle Rear Steer	Alum.	6 qts	4 1/2"	8" X 9 1/2"
1701	6005-8	6010-8	Chevellle Rear Steer	Steel	6 qts	4 1/2"	8" X 9 1/2"
1702	6005-8	6010-8	Corvette '84 to '97	Alum.	7 qts	3 7/8"	8" X 10"
1703	6005-8	6010-8	Corvette '84 to '97	Steel	7 qts	3 7/8"	8" X 10"
1705	6005-8	6010-8	Camaro-Nova	Alum.	7 qts	4 1/2"	8" X 10"
1706	6005-8	6010-8	Camaro-Nova	Steel	7 qts	4 1/2"	8" X 10"
1707	6005-9	6010-9	Chevy II '62-'67 w/center link tube	Alum.	6 qts	4 1/2"	9" X 9"
1708	6005-9	6010-9	Chevy II '62-'67 w/center link tube	Steel	6 qts	4 1/2"	9" X 9"
<b>BB Chevrolet</b>							
1710	6055-8	6065-8	Chevellle Rear Steer	Alum.	7 qts	4 1/2"	8" X 9 1/2"
1711	6055-8	6065-8	Chevellle Rear Steer	Steel	7 qts	4 1/2"	8" X 9 1/2"
1713	6055-8	6065-8	Camaro-Nova	Alum.	7 qts.	4 1/2"	8" X 10"
1714	6055-8	6065-8	Camaro-Nova	Steel	7 qts.	4 1/2"	8" X 10"
<b>SB Chrysler</b>							
1715		6145-9	318-340 A Body	Alum.	6 qts	5 1/2"	9" X 11"
1716		6145-9	318-340 A Body	Steel	6 qts	5 1/2"	9" X 11"
1717		6145-9	360 A Body	Alum.	6 qts	5 1/2"	9" X 11"
1718		6145-9	360 A Body	Steel	6 qts	5 1/2"	9" X 11"
<b>SB Ford</b>							
1720		6125-9	289-302 Fox Body Chassis	Alum.	6 qts	4 1/4"	9" X 7 1/2"
1721		6125-9	289-302 Fox Body Chassis	Steel	6 qts	4 1/4"	9" X 7 1/2"
1723		6125-9	289-302 Early Front Sump	Alum.	6 qts	9"	4 3/4"
1724		6125-9	289-302 Early Front Sump	Steel	6 qts	9"	4 3/4"
1725		6125-9	351W/SVO Early Front Sump	Alum.	6 qts	9"	4 3/4"
1726		6125-9	351W/SVO Early Front Sump	Steel	6 qts	9"	4 3/4"
1727		6125-9	351W/SVO Fox Body	Alum.	6 qts	4 1/4"	9" X 10 1/2"
1728		6125-9	351W/SVO Fox Body	Steel	6 qts	4 1/4"	9" X 10 1/2"
1729		NA	4.6/5.4 Modular Engine	Alum.	7 qts		
<b>Pontiac</b>							
1730		6160-8.5	389-455 GTO/Trans Am	Alum.	7 qts	5 3/4"	8 1/2" X 10 1/2"
1731		6160-8.5	389-455 GTO/Trans AM	Steel	7 qts	5 3/4"	8 1/2" X 10 1/2"

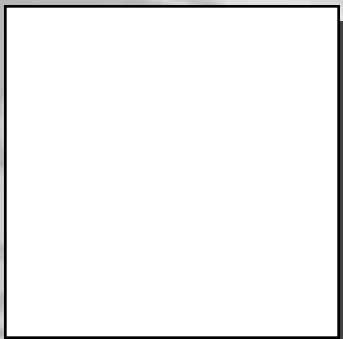
# Fuel/Alcohol Wet and Dry Sump



STEF'S Fuel and Alcohol pan designs are results from years of close relationships with leading race teams. Our unsurpassed design innovation in oil control and internal baffling sets STEF'S above the rest. Additionally our unique windage tray design allows for quick "between round tear downs" so that teams can meet the time limit imposed on them during national events.

STEF'S Fuel/Alcohol pans are fabricated from .090" aluminum and are reinforced in the rail flanges to prevent premature failure under the horsepower loads of these engines.

Static and Swing type pickup configurations are available for each pan. Pickups are listed with pans.



<b>Pan No.</b>	<b>Application</b>	<b>Static Pickup</b>	<b>Swing Pickup</b>	<b>Capacity of Sump</b>	<b>Dimensions Depth</b>	<b>Pickup Qty &amp; AN Size</b>
<b>Wet Sump Pans</b>						
1801	Hemi/KB/Milodon/JP/1	6189	6184	6 qts	3" x 5"	N/A
1821	Hemi/KB/Milodon/JP/1	6189	6184	8 qts	5" x 6"	N/A
1841	Hemi/TFX/Newberry	6189	6184	6 qts	3" x 5"	N/A
<b>Dry Sump Pans</b>						
1851	Hemi/KB/Milodon/JP	6189	6184	N/A	3" x 5"	2 X 12AN
1851	Hemi/TFX/Newberry	6189	6184	N/A	3" x 5"	2 X 12AN

## Import Drag Race Pans Wet and Dry Sump

With the explosion of the import racing market, it was just a matter of time till the OEM's turned to STEF'S for development of oil pans for the factory sponsored cars. The demands on these 4 cylinder and 6 cylinder cars capable of producing 250HP per liter takes its toll on the oiling system. STEF'S has developed proprietary baffling and kickout designs to maximize the oiling system's performance under these high horsepower loads.

STEF'S Import pans are fully fabricated on our in-house jig fixtures from .090" aluminum. Additional material is added to the pan rails to help increase block integrity. Wet sump pans are supplied with matching pick up.



<b>Pan No.</b>	<b>Application</b>	<b>Sump Type</b>	<b>Capacity of Sump</b>	<b>Dimensions Depth</b>	<b>Pickup Qty &amp; AN Size</b>
<b>Toyota</b>					
1900	2RZ/3RZ 4cyl	WET	6 qts		
1910	2RZ/3RZ 4cyl	DRY	N/A		
1915	3TR 4 cyl	DRY	N/A		
1920	2JZ 6 cyl	WET	7 qts		
1925	2JZ 6 cyl	DRY	NA		
<b>Honda</b>					
1930	B-16/B-18 4cyl	WET	6 qts		
1935	B-16/B-18 4cyl	DRY	NA		
1940	H-22/H-23 4 cyl	WET	6 qts		
1945	H-22/H-23 4 cyl	DRY	NA		
<b>Mitsubishi</b>					
1950	1.8 DOHC 4 cyl	WET	6 qts		
1955	1.8 DOHC 4 cyl	DRY	NA		
<b>Mazda</b>					
1960	1.8 DOHC 4 cyl	WET	6 qts		
1965	1.8 DOHC 4 cyl	DRY	NA		
<b>Chevrolet</b>					
1970	2.2 Ecotec 4 cyl	WET	6 qts		
1975	2.2 Ecotec 4 cyl	DRY	NA		



Without a doubt STEF'S Dry Sump Drag Race Oil Pans offer the maximum achievable horsepower possible through oil pan design. Obtaining and maintaining the level of superiority is only possible by "out of the box" thinking. Balancing exterior restraints, pan area, scavenge capabilities, and required windage screen area are all dictated by chassis, engine displacement, and the RPM range of the given combination.

STEF'S commitment to cutting edge design is possible due to the close working relationships we have with top engine builders across the country. We spend countless hours of R&D in our shop to provide the best most cost effective oil pan for your engine. Our engineers will work with you on your needs for your engine combination. By incorporating our proprietary Teflon uni-directional screen design, our proven baffling, and pickup location, we can deliver unparalleled scavenging to produce MAXIMUM HORSEPOWER!

We have listed our standard pan configurations below. These all include our basic 2 x 12AN female scavenge fittings with optional 3rd and 4th available for your application. Mounting hardware is included with each oil pan.

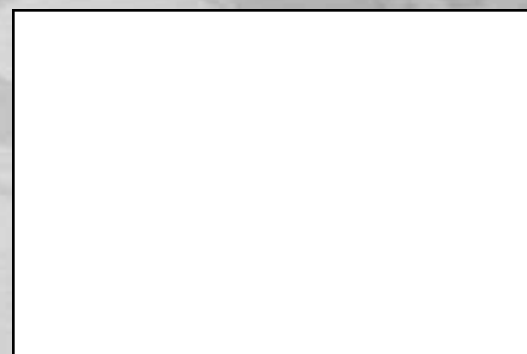
<b>Pan No.</b>	<b>Application</b>	<b>Dimensions Front to Rear Depth</b>
<b>SB Chevrolet</b>		
2001	Early 2 pc Seal OEM Block Type	6 1/2" x 8"
2002	Late 1 pc Seal OEM Block Type	6 1/2" x 8"
2060	Rocket/Dart Block with/spread rails	6 1/2" x 8"
2100	Early 2 pc Seal w/Billet rail 2 piece design	6 1/2" x 8"
2101	Late 1 pc Seal w/Billet rail 2 piece design	6 1/2" x 8"
2110	Rocket/Dart Block with/spread rails /2 piece design	6 1/2" x 8"
<b>V-6 Chevrolet</b>		
2034	90 Degree V-6	6 1/2" x 8"
<b>V-6 Buick</b>		
2040	3.8 Liter	3" x 5"
<b>SB Ford</b>		
2050	351W-SVO-R Block-Sportsman	6 1/2" x 8"
2051	289-302 SVO-R-Sportsman	6 1/2" x 8"
<b>SB Chrysler</b>		
2065	318-340 OEM Block	6 1/2" x 8"
2066	360 OEM Block	6 1/2" x 8"

### Additional Options

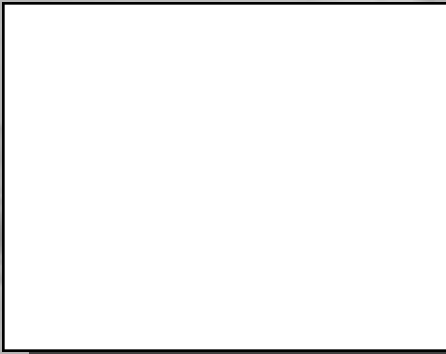
<b>Part No.</b>	<b>Description</b>
3005	SBC stroker notches up to 4.00"
3024	Install 1 x -12AN Dry Sump Tank Inlet Fitting
3025	Install additional Scavenge Pickup
3034	Install 1 x -8AN Cylinder head to oil pan drain fitting
3035	Install 4 x -8AN Cylinder head to oil pan drain fitting
3065	Install Piston skirt oilers
3075	Profile Main Caps for dividers
3080	Install Dividers in V-6 Pan
3085	Install Dividers in V-8 Pan

### Joe's TECH:

Divider pans were developed in the NASCAR Cup ranks. This style of pan offers the ultimate in oil control. Gains of 3 to 14HP have been documented.



# Pro-Stock and Pro-Mod Dry Sump



Without a doubt STEF'S Dry Sump Drag Race Oil Pans offer the maximum achievable horsepower possible through oil pan design. Obtaining and maintaining the level of superiority is only possible by "out of the box" thinking. Balancing exterior restraints, pan area, scavenge capabilities, and required windage screen area are all dictated by chassis, engine displacement, and the RPM range.

STEF'S commitment to cutting edge design is possible due to the close working relationships and trust we have with top Pro Stock and Pro Mod engine builder across the country. The extensive dyno time spent by these teams allows us to focus on oil pan related gains. With this R&D we are able to improve oil flow and scavenging to maximize our customers combination. This unique "one on one" relationship that we have with professional race teams is why STEF'S is unparalleled in the industry when it comes to oil pan design.

Below we have listed our standard pan configurations. These all include our basic 2 x 12AN female scavenge fittings with optional 3rd and 4th available for your application. Due to the complex nature of these oil pans, please call our engineers at 732 367 8700 for personalized custom service. Mounting hardware is include with each oil pan.

<i>Pan No.</i>	<i>Application</i>	<i>Dimensions Front to Rear Depth</i>
<b><i>BB Chevrolet OEM Type Block</i></b>		
2114	GM Block 24502572 GMPP/DRCE II NHRA	7 1/2" x 8 1/2"
2121	GM Type Block / IHRA w/stroker notches	7 1/2" x 8 1/2"
2122	GM Type Block Pro Mod w/2 piece billet rail	6 1/2" x 8"
<b><i>Donovan Type Block</i></b>		
2125	500 Block Pro Mod w/ 2 piece billet rail	6 1/2" x 8"
2126	700 Block Pro Mod w/ 2 piece billet rail	6 1/2" x 8"
<b><i>Oldsmobile DRCE Type Block (Early)</i></b>		
2147	Olds/DRCE Pro Stock NHRA	7 1/2" x 8 1/2"
2148	Olds/DRCE Pro Mod/IHRA w/ 2 piece billet rail	6 1/2" x 8 1/2"
<b><i>World Products Merlin Block</i></b>		
2150	Merlin Pro Stock NHRA	7 1/2" x 8 1/2"
2151	Merlin Pro Mod/IHRA w/ 2 piece billet rail	6 1/2" x 8 1/2"
<b><i>Dart Pro 1 Block</i></b>		
2155	Pro 1 Pro Stock NHRA	7 1/2" x 8 1/2"
2156	Pro 1 Pro Mod/IHRA w/ 2 piece billet rail	6 1/2" x 8 1/2"
<b><i>BB Ford OEM / C&amp;C Block</i></b>		
2160	OEM/C&C Pro Stock NHRA	6 1/2" x 8"
2161	Ford/C&C Block / IHRA w/stroker notches	7 1/2" x 8 1/2"
<b><i>Mopar Block</i></b>		
2169	Chrysler Hemi	3 1/2" x 5"
2170	Chrysler Pro Stock	6 1/2" x 8"

### ***Additional Options***

<i>Part No.</i>	<i>Description</i>
3024	Install 1 x -12AN Dry Sump Tank Inlet Fitting
3025	Install additional Scavenge Pickup
3034	Install 1 x -8AN Cylinder head to oil pan drain fitting
3035	Install 4 x -8AN Cylinder head to oil pan drain fitting
3065	Install Piston skirt oilers
3075	Profile Main Caps for dividers
3085	Install Dividers in V-8 Pan
6095	Stainless pickup screen.

### ***Joe's TECH:***

Divider pans were developed in the NASCAR Cup ranks. This style of pan offers the ultimate in oil control. Gains of 2 to 14HP have been documented.



With the emphasis on oil control and consistent oil pressure in and out of corners, STEF'S Circle Track wet sump pans have major advantages. Firstly, they incorporate the same horsepower producing features as all STEF'S race pans; true fully extended kickout side rail, Teflon coated uni-directional windage screen and directional baffling. Secondly, superior construction; unlike many less expensive externally MIG welded versions, STEF'S designs are 100% heli-arc welded inside and out, regardless whether it is made from steel or .090" thick aluminum material.

STEF'S also offers extensively trap door baffled sump lengths depending on chassis limitations.

All the proper length mounting hardware is included with pan.



### WET Sump with External Pump

Pan No.	Applicaton	Type	External Pump/Pickup/Drive	Capacity w/Filter	Pickup Size
2195	4 Cyl Iron Duke "Dash Series"	Alum.	6405 / 6195 / 6620	7 qts	-12AN
2197	V-6 Chevy Steel "Dash Series"	Alum.	6405 / 6195 / 6620	8 qts	-12AN
2198	V-6 Ford Steel "Dash Series"	Alum.	6405 / 6195 / 6620	8 qts	-12AN

### WET Sump with Internal Pump

Pan No.	Applicaton	Type	Capacity w/Filter	Dimensions Size:DepthXDepthXSump	Pickup STD / HV	Pump STD / HV
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#### SB Chevrolet

2201	SBC Early 2 piece Mod./Late Model	Alum.	7 qts	41 1/2" x 7" x 11"	6029 / 6030	6205 / 6210
2202	SBC Late 1 piece Mod./Late Model	Alum.	7 qts	41 1/2" x 7" x 11"	6029 / 6030	6205 / 6210
2205	SBC Early 2 piece Mod./Late Model	Alum.	8 qts	41 1/2" x 7" x 15"	6029 / 6030	6205 / 6210
2206	SBC Early 2 piece Sprint Car	Alum.	8 qts	41 1/2" x 7" x 15"	6029 / 6030	6205 / 6210
2207	SBC Late 1 piece Mod./Late Model	Alum.	8 qts	41 1/2" x 7" x 15"	6029 / 6030	6205 / 6210
2208	SBC Late 1 piece Sprint Car	Alum.	8 qts	41 1/2" x 7" x 15"	6029 / 6030	6205 / 6210
2216	SBC Early 2 piece Mod./Late Model	Steel	7 qts	41 1/2" x 7" x 11"	6029 / 6030	6205 / 6210
2217	SBC Late 1 piece Mod./Late Model	Steel	7 qts	41 1/2" x 7" x 11"	6029 / 6030	6205 / 6210
2220	SBC Early 2 piece Mod./Late Model	Steel	8 qts	41 1/2" x 7" x 15"	6029 / 6030	6205 / 6210
2220	SBC Late 1 piece Mod./Late Model	Steel	8 qts	41 1/2" x 7" x 15"	6029 / 6030	6205 / 6210
2226	SBC Early 2 piece Mod./Late Model	Steel	8 qts	41 1/2" x 6 1/2" x 15"	6031 / 6032	6205 / 6210
2226	SBC Late 1 piece Mod./Late Model	Steel	8 qts	41 1/2" x 6 1/2" x 15"	6031 / 6032	6205 / 6210
2260	SBC Rocket/Dart/Motown	Steel	7 qts	41 1/2" x 7" x 11"	6029 / 6030	6205 / 6210
2261	SBC Rocket/Dart/Motown	Alum.	7 qts	41 1/2" x 7" x 11"	6029 / 6030	6205 / 6210

#### BB Chevrolet

2231	BBC Gen 4 Super Late Model	Alum.	7 qts	41 1/2" x 7" x 11"	6079 / 6080	6215 / 6220
2232	BBC Gen 5 & 6 Super Late Model	Alum.	7 qts	41 1/2" x 7" x 11"	6079 / 6080	6215 / 6220
2246	BBC Gen 4 Super Late Model	Steel	7 qts	41 1/2" x 7" x 11"	6079 / 6080	6215 / 6220
2247	BBC Gen 5 & 6 Super Late Model	Steel	7 qts	41 1/2" x 7" x 11"	6079 / 6080	6215 / 6220

#### SB Ford

2250	289-302 Front Sump	Alum.	8 qts	61 1/4" x 7" x 11 3/4"	NA / 6124	NA / 6235
2251	289-302 "Road Race" Front Sump	Alum.	8 qts	61 1/4" x 7" x 11 3/4"	NA / 6124	NA / 6235
2252	289-302 Front Sump	Steel	8 qts	61 1/4" x 7" x 11 3/4"	NA / 6124	NA / 6235
2253	289-302 "Road Race" Front Sump	Steel	8 qts	61 1/4" x 7" x 11 3/4"	NA / 6124	NA / 6235
2270	351-SVO Front Sump	Alum.	8 qts	61 1/4" x 7" x 11 3/4"	NA / 6130	NA / 6238
2271	351-SVO "Road Race" Front Sump	Alum.	8 qts	61 1/4" x 7" x 11 3/4"	NA / 6130	NA / 6238
2272	351-SVO Front Sump	Steel	8 qts	61 1/4" x 7" x 11 3/4"	NA / 6130	NA / 6238
2273	351-SVO "Road Race" Front Sump	Steel	8 qts	61 1/4" x 7" x 11 3/4"	NA / 6130	NA / 6238

#### SB Chrysler

2255	318-340	Alum.	8 qts	41 1/2" x 7" x 11"	NA / 6145	NA / 6245
2256	318-340	Steel	8 qts	41 1/2" x 7" x 11"	NA / 6145	NA / 6245
2255	360	Alum.	8 qts	41 1/2" x 7" x 11"	NA / 6145	NA / 6245
2256	360	Steel	8 qts	41 1/2" x 7" x 11"	NA / 6145	NA / 6245



Since our opening of the 1991 season the popularity and demand for STEF'S Dry Sump Pan has grown dramatically and for good reason—through the implementation of proven fully extended side rails, Teflon coated uni-directional windage screen and superior internal baffling without cost saving manufacturing methods, these pans significantly out scavenged all the other designs tested. Naturally reported horsepower figures varied greatly from dyno to dyno, but one thing that was consistent was the sump tank sight gauges. They do not vary and proved the STEF'S design superior. One thing we do know, superior oil scavenging has never hurt horsepower!

Perhaps a secondary reason for this growth in popularity is construction as all STEF'S circle track pans feature reinforced pan rails with proper mounting hardware and are 100% heli-arc welded inside and out. The internal welding process in all STEF'S steel pans incorporates a special "soft wire" process considerably more forgiving to movement and crack resistance which may occur during racing.

These reasons are why it is no secret that STEF'S is the clear choice for championship teams.

<b>Pan No.</b>	<b>Application</b>	<b>Dimensions Depth &amp; Size</b>	<b>No. Pickups</b>
<i>SB Chevrolet</i>			
2401	"Trans-AM" WRC Chassis w/ Pump & Chassis Notch	4 1/2" x 4 1/2"	2 X -12AN
2402	NASCAR-Modified-5" Deep/T	5" x 5"	2 X -12AN
2410	DIRT-Modified	6" X 6"	2 X -12AN
2412	Port City / ASA	3 3/4" x 5"	2 X -12AN
2414	Budget DIRT-Modified	6" x 6"	2 X -12AN
2416	TOE SPECIAL	4 1/4" X 4 1/4"	2 X -12AN
2418	WoO/ USAC Sprint Car	7" x 8"	2 X -12AN
2422	"R-99" Busch & Truck - Special Material	Custom	Custom
2425	"NEXTELCup"	6 3/4" x 6 3/4"	2 X -12AN
2426	"Busch Grand National"	6 1/2" X 6 1/2"	2 X -12AN
2427	"Craftsman Super Truck	6 1/2" X 6 1/2"	2 X -12AN
2500	Rocket/Iron Eagle DIRT-Modified w/steering notch	6" X 6"	2 X -12AN
<i>BB Chevrolet</i>			
2442	Modified Style	5" X 5"	2 X -12AN
2450	DIRT Modified	6" X 6"	2 X -12AN
2452	Budget DIRT Modified	6" x 6"	2 X -12AN
2458	Sprint Car	7" x 8"	2 X -12AN
<i>SB Dodge</i>			
2429	"Nextel Cup" - Special Material	6 1/2" x 6 1/2"	2 X - 12AN
2476	"Craftsman Super Truck	6 1/2" X 6 1/2"	2 X -12AN
2477	"Busch Grand National"	6 1/2" X 6 1/2"	2 X -12AN
2478	WoO/ USAC Sprint Car	6" x 6"	2 X -12AN
<i>SB Ford</i>			
2430	302-Ford "WRC Chassis/Riley-Scott Car" w/Chassis Notch	4 1/2" x 4 1/2"	2 X -12AN
2432	351 SVO "Busch/Super Truck"	6 1/2" X 6 1/2"	2 X -12AN
2434	351 SVO "NEXTEL Cup"	6 1/2" X 6 1/2"	2 X -12AN
2436	351 SVO "All Pro"	5" X 5"	2 X -12AN
2438	351 SVO Port City-ASA	3 3/4" x 5"	2 X -12AN
2439	351 SVO DIRTw/ Steering Notch	6" x 6"	2 X -12AN

**Joe's TECH:** With over 25 years of research and development in dry sump pans, STEF'S is able to meet the challenge of any OEM Automotive Car manufacture to provide cutting edge technology to put their car model in Winners Circle.





# Truck & Tractor Puller - Wet & Dry Sump

When there is 50,000 LBS hooked to the back of your pulling truck, the last thing you want to see is your oil pressure dropping. STEF'S Truck Puller Series of oil pans incorporate the very same horsepower producing design concepts as our Drag Race Wet Sump and Dry Sump Pan Series.

**Wet Sump:** 100% fabricated from .090" aluminum. Our pans feature a fully extended maximum kickout design with Teflon coated uni-directional windage screens to take full advantage of all elements required to control windage for maximum horsepower. Our proprietary design of trap doors and baffled sump areas insure continual return of oil to the pickup area.

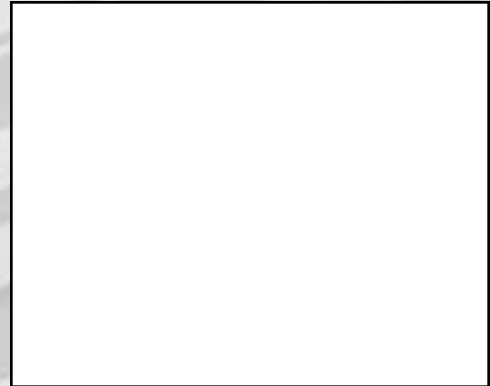
**Dry Sump:** 100% fabricated from .090" aluminum. Our pans feature our proprietary Teflon uni-directional screen design, our proven baffling, and pickup location, to deliver unparalleled scavenging and HORSEPOWER!

### WET Sump with Internal Pump

Pan No.	Applicaton	Pump		Pickup		Capacity w/Filter	Dimensions
		HV	STD	HV	STD		
2721	BBC Gen 46220	6215	6065-10	6055-10		9 qts	5" X 10"
2722	BBC Gen 5 & 6	6220	6215	6065-10	6055-10	9 qts	5" X 10"
2761	BB Ford 460	6240	NA	6140-10		9 qts	5" x 10"

### DRYSump with External Pump

Pan No.	Applicaton	External Pump/Pickup/Drive	Dimensions	No. of Pickups & Size
2718	SBC Late 1piece	6432/6195/6605	6 1/2" x 8"	2 X -12AN
2719	SBC Rocket/Iron Eagle	6432/6195/6605	6 1/2" x 8"	2 X -12AN
2720	SBC Early 2 piece	6432/6195/6605	6 1/2" x 8"	2 X -12AN
2725	BBC Gen 4	6432/6195/6605	6 1/2" x 8"	2 X -12AN
2726	BBC Gen 5 & 6	6432/6195/6605	6 1/2" x 8"	2 X -12AN



## Marine Affordable Series

STEF'S Affordable Marine Series was created for the performance power boat enthusiast. These pans were designed to give the weekend power boater the benefits of oil control and windage reduction of our offshore series without busting the budget.

STEF'S Marine Affordable Series undergo the same 100% heli-arc welding process (inside and out) as do our race oil pans. These 7 to 8 quart oil capacity pans contain the same Teflon coated uni-directional windage screen as our race configurations as well as race proven and trap door baffled sump areas. These features offer more horsepower for the dollar. The further cost effectiveness of these pan assemblies comes into play upon installation; each pan is supplied with match pump and pick up assembly that has been welded to insure proper fit and these pans do not require special flywheels or starters for clearance.

All the proper length mounting hardware and magnetic oil plug is included with pan.

Part No.	Application w/Filter	Capacity	Front Depth	Rear Depth	Sump Length	Available Options
2950	SBC 2 piece	7 qts	8 1/2"	8 1/2"	Box	A, B, D
2951	SBC 1 piece	7 qts	8 1/2"	8 1/2"	Box	A, B, D
2953	BBC Gen 4	7 qts	8 1/2"	8 1/2"	Box	A, B, D
2955	BBC Gen 5/6	7 qts	8 1/2"	8 1/2"	Box	A, B, D
2957	BBF 429-460	8 qts	8 1/2"	8 1/2"	Box	
2958	Olds 455	8 qts	8 1/2"	8 1/2"	Box	

### Options

All of our pans are 100% fabricated. **WE DO NOT USE OEM CORES.** So we are able to add custom features to fit your boat. The following options are available for an additional charge.

- A: Add to part number for stroker notches Example: 1020A
- B: Add to part number for HV Pump and pick up. Example 1040B
- D: Add to part number for passenger side dipstick. Example 1020D



# Marine Competition Wet Sump



STEF'S Marine Competition Wet Sump Oil Pans have emerged as the leader in oil pan design for the offshore power boater. The unique blending of well proven horsepower producing design along with uncompromised construction and the utilization of our proprietary "Marine Environment" baffling in the sump area has elevated us to the industry standard. These elements of design reflect an ongoing research and development program with top engine builders, boat builders, Riggers, and Race teams to provide them with race winning performance.

The Competition Marine series is constructed from steel, stainless steel, or .090" aluminum. Regardless of material used, these pans are 100% heli-arc welded inside and out to withstand 100's of hours of crashing through 6 footers at 120MPH. We incorporate our fully extended maximum kickout design with Teflon coated uni-directional windage screens to take full advantage of all elements required to control windage for maximum horsepower. Our proprietary design of trap doors and baffled sump areas insure continual return of oil to the pickup area.

All Marine Competition Series pans are sold with matching pickup pump assemblies to insure proper fitment and fatigue resistance to vibration. For ease of proper maintenance we also incorporate a dipstick that has been designed to give ease to routine fluid checking in the marine Environment. Mounting hardware is included with pan for proper fit.

We are also proud of our continued association with A.P.B.A. Inboard Racing. This alliance has expanded our knowledge of class racing through personal involvement and a true race site education!

<b>Pan No.</b>	<b>Applicaton</b>	<b>Type</b>	<b>Capacity w/Filter</b>	<b>Dimensions @ Damper X @ Flywheel X Sump</b>
<b>Ford 2300 CC</b>				
2900	2300-Hydro	Alum.	6 qts	Special
<b>SB Chevrolet</b>				
2905	V-Drive-Jersey Skiff Early 1 pc	Alum.	6 qts	4 3/4" X 6 3/4" X Box
2906	V-Drive-Jersey Skiff Late 2 pc	Alum.	6 qts	4 3/4" X 6 3/4" X Box
2908	5 Litre Hydro Early 2 pc	Alum.	6 qts	4 1/8" X 6 1/8" X Box
2909	5 Litre Hydro Late 1 pc	Alum.	6 qts	4 1/8" X 6 1/8" X Box
2910	T-Pan w/Temp Bung Early 1 pc	Steel	12 qts	5" x 10 1/4" x 14 3/4"
2911	T-Pan w/Temp Bung Late 1 pc	Steel	12 qts	5" x 10 1/4" x 14 3/4"
<b>BB Chevrolet</b>				
2921	Gen 4 Jet-Inboard/Outboard	Steel	8 qts	5" x 10" X 12"
2922	Gen 5&6 Jet-Inboard/Outboard	Steel	8 qts	5" x 10" X 12"
2923	Merlin/Dart Jet-Inboard/Outboard	Steel	8 qts	5" x 10" X 12"
2924	Gen 4 S/S Class-H-Pan w/Temp Bung	Alum.	8 qts	8" x 8" X Box
2925	Gen 5&6 S/S Class-H-Pan w/Temp Bung	Alum.	8 qts	8" x 8" X Box
2926	Gen 4 T-Pan w/Temp bung	Steel	12 qts	5" x 10 1/4" x 14 3/4"
2927	Gen 5&6 T-Pan w/Temp bung	Steel	12 qts	5" x 10 1/4" x 14 3/4"
2941	Gen 4 V-Drive	Alum.	8 qts	9" X 7" X Box
2941	Gen 5&6 V-Drive	Alum.	8 qts	9" X 7" X Box
2943	BB Merlin-T w/Temp bung	Steel	12 qts	5" x 10 1/4" x 14 3/4"
2945	KB Olds-Tw Temp bung	Steel	12 qts	5" x 10 1/4" x 14 3/4"

## Stan's Nautical Know How

What? You've got a 1935 ChrisCraft "Woody" that has been "RETRO'D" with V-10 Viper. . . No problem. . . Call Stan. With 20 years of marine experience, there's not much this avid power boater / Championship APBAEngine Builder hasn't seen or hasn't designed already. From Apache's to Outerlimits. . .we can design and fabricate your oil system needs.

Offshore, Drag Boat, Inboard Class racing, Grand Prix, and/or any form of power boat racing has a common debility; engine speeds that have far surpassed the perfunctory capability of the wet sump oil system. STEF'S has combined the latest in proven horsepower producing design concepts with unparalleled scavenging and oil control to meet the challenge in marine competition engines.

STEF'S Marine Dry Sump pans feature fully extended kickouts, teflon coated uni-directional windage screen, proprietary marine directional baffling for unsurpassed oil control, and optimum pickup location for consistent scavaging.

Because boat racing is as much about endurance as it is speed, special consideration is given to material selection and welding technique. Each pan is 100% heli-arc welded inside and out to withstand 100's of hours of crashing through 6 footers at top speed. Every pan is leak checked at final inspection to insure quality to our customers. Each pan includes mounting hardware.

<i>Pan No.</i>	<i>Applicaton</i>	<i>Type</i>	<i>Dimensions Depth</i>	<i>No. of Pickups &amp; Size</i>
<b>Chevrolet V-6</b>				
2959	"Off-Shore"	Alum.	6" x 6 1/2"	2 X -12AN
<b>SB Chevrolet</b>				
2960	"Off Shore Type" 2 pc	Steel	5" x 5"	2 X -12AN
2964	"Off Shore Type" 1 pc	Steel	5" x 5"	2 X -12AN
2962	"Unlimited" 2 pc	Any	Special	2 X -12AN
2965	"Unlimited" 1 pc	Any	Special	2 X -12AN
2963	"Sprint/River Boat" 2pc	Any	6" x 6 1/2"	2 X -12AN
2966	"Sprint/River Boat" 1 pc	Any	6" x 6 1/2"	2 X -12AN
2978	Rocket/Dart "Unlimited"	Any	Special	2 X -12AN
<b>BB Chevrolet</b>				
2961	Gen 4 V-Drive/K-Class	Alum.	7" x 9"	2 X -12AN
2969	Gen 5&6 V-Drive/K-Class	Alum.	7" x 9"	2 X -12AN
2970	Gen 4 Off Shore Type	Steel	5" x 5"	2 X -12AN
2973	Gen 5&6 Off Shore Type	Steel	5" x 5"	2 X -12AN
2971	Gen 4 "Unlimited" 7L	Steel	4 1/4" x 5 1/2"	2 X -12AN
2974	Gen 5&6 "Unlimited" 7L	Steel	4 1/4" x 5 1/2"	2 X -12AN
2972	Gen 4 Grand Prix	Steel	Special	2 X -12AN
2976	Gen 5&6 Grand Prix	Steel	Special	2 X -12AN
2975	KB Olds-Off Shore	Steel	5" x 5"	2 X -12AN
2979	Merlin Off Shore	Steel	5" X 5"	2 X -12AN
<b>SB Ford</b>				
2980	289-302 "Off-Shore"	Steel	Special	2 X -12AN
2981	351-SVO "Off-Shore"	Steel	Special	2 X -12AN



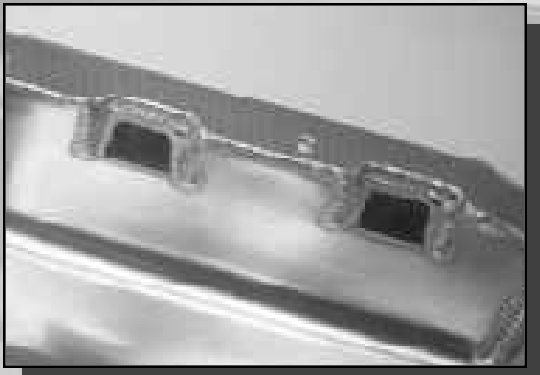
### Additional Options

<i>Part No.</i>	<i>Description</i>
3005	Stroker Notches SBC up to 4.00"
3008	Stroker Notches BBC up to 4.250"
3010	Stroker Notches BBC up to 5.25"
3024	Install 1 x -12AN Dry Sump Tank Inlet Fitting
3025	Install additional Scavenge Pickup
3034	Install 1 x -8AN Cylinder head to oil pan drain fitting
3035	Install 4 x -8AN Cylinder head to oil pan drain fitting
3038	Powder Coat Exterior/Teflon Coat Interior
3055	Water Pump notch in Kickout
3065	Install Piston skirt oilers
3075	Profile Main Caps for dividers
3085	Install Dividers in V-8 Pan
6096	Stainless pickup screen.

# Labor Options / Oil Fasteners



The following options pertain to many of the oil pans listed throughout the oil pan section. Should your requirements include any of these options, please order by the additional part number.



- | <b>Part No.</b> | <b>Description of Option</b>                                  |
|-----------------|---|
| 3005            | Stroker Notches SBC Up to 4.00"                               |
| 3008            | Stroker Notches BBC Up to 4.25"                               |
| 3010            | Stroker Notches BBC Up to 5.25" (Inc. Inv. Dr. Side Pan Rail) |
| 3015            | Invert Driver Side Of Pan                                     |
| 3018            | Invert Front/Rear Seal  |
| 3020            | Titan/Moroso Pump Rear Panel                                  |
| 3024            | Install 1-12AN Dry Sump Tank Inlet Fitting                    |
| 3025            | Install Third Scavenge Pickup (Dry Sump)                      |
| 3028            | Add Double 1/8" Bracket (Wet Sump Pickup)                     |
| 3030            | C/T-Chassis Front and Side Notch-Dillon or Howe               |
| 3034            | Install 1-8AN Cylinder Head Drain Oil Pan Fitting             |
| 3035            | Install 4-8AN Cylinder Head Drain Oil Pan Fittings            |
| 3036            | Install 1-1/2 NPT Temperature Bung                            |
| 3037            | Install 1-8AN Stud Access Bung & Plug                         |
| 3038            | Marine Oil Pan Powder Coat Exterior/Teflon Interior           |
| 3040            | Add Extra Sump Baffle   |
| 3041            | Add Road Race Baffle  |
| 3050            | Fuel Pump Notch In Kickout                                    |
| 3055            | Water Pump Notch In Kickout                                   |
| 3060            | Rebuild Dry Sump Pump   |
| 3065            | Install Piston skirt oilers                                   |
| 3075            | Profile Main Caps for dividers                                |
| 3085            | Install Dividers in V-8 Pan                                   |
| 6175            | Weld Pickup to Pump (Wet Sump)                                |
| 6195            | Install External Pickup/Full Screen (Wet Sump)                |
| 6196            | Install NEXTEL Cup SS Pickup                                  |
| 6780            | Install Element Type Oil Heater                               |
| 6794            | Install Inspection Plug                                       |
| 6795            | Install Oil Level Sight Gauge                                 |
| 9800            | Re-screen pan include screen                                  |

## Oil Pan Bolt and Stud Kits

These bulk packaged hardware kits offer the racer/engine builder a collective assortment of hard to find high quality oil pan fasteners.

<b>Part No.</b>	<b>Description</b>	<b>Quantity</b>
8540	1/4" -20 x 3/4" 12 Pt Oil Pan Bolts	25 ea
8542	5/16" -18 x 3/4" 12 Pt Oil Pan Bolts	25 ea
8545	1/4" -20 x1 1/4" Allen Studs & Serrated Washer Face Nuts	25 ea
8547	5/16" -18 x1 1/4" Allen Studs & Serrated Washer Face Nuts	25 ea

