

SERVING ENGINE BUILDERS & REBUILDERS SINCE 1964

JANUARY  
2016

Babcock

# ENGINE BUILDER



Hot Engines  
for **Hot Wheels**

EngineBuilderMag.com



# SCHUMANN'S SALES AND SERVICE .COM

## Industry Engine Parts Supplier Since 1970!

**#1 Manufacturer (over 150 Part #'s) of Performance Oil Pumps for Most Engines**

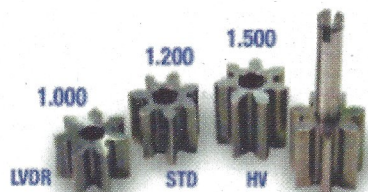
**#1 Engineering (Ultimate Series, Energy Recovery, 140% Volume By-Pass, and**

**LS Extreme Series) with Patents Issue, Pending and Applied For!**

**#1 Of A Kind Custom Projects Our Specialty!**

### Energy Recovery Pro Series

- Vacuum pan friendly.
- Wheel stand friendly.
- Truck off-road friendly.
- Oval-track G-Force friendly.
- Now available for Small Block Chevy, Big Block Chevy, LS Chevy, Small Block Ford, and most others on special order.
- Most engines can be ordered as external three-leg control with adjustable oil volume pressure on dyno or at the track.



### LS Extreme High Performance

LS engines developing 1,200/1,500 or 2,000+ horsepower with turbochargers, superchargers or multi-stage nitrous successfully race on Schumann's PRO MAX wet sump system

#### Features are:

- Highest volume available, period.
- Longevity of all critical thrust points.
- Three leg external control of volume P.S.I.
- Ball valve override emergency protection.
- True alignment of pump to crankshaft.
- O-ring sealed to block mounting.
- Energy recovery turbocharged intake stream, vacuum pan friendly.
- Schumann's LS Energy Recovery R&D pump proven at 2013 Engine Masters with SAM's School LS winning entry.
- This technology now available to you.

## REVOLUTIONARY ENGINEERING

## "ULTIMATE SERIES" PATENTS APPLIED FOR:

- One pump part number application for Small Block and Big Block Chevys, will fit stock OEM pans.
- Module cylindrical body shape construction
- Five gear/rotors volumes are purpose driven
- Module volume changes accomplished on same main body
- Oil aeration control with burper valve
- Multi mode ball valve volumetric control
- Two mode racing: First ball valve operates regulates idle P.S.I. Second ball valve controls maximum volume of G.P.M. and high R.P.M. / P.S.I.

- 140% ball valve modulation prevents: internal pressure locking, intake reversion, distributor gear loading, oil temperature build-up, stable ignition timing events and smoother oil flow at all R.P.M levels.
- Gear pressure balance: mechanical and hydraulic design balances offset gear masses. Directs oil pressure volume for lubrication of five lobe rotor ring O.D. and lubricates driven shaft and bore.
- "Schumann's Energy Recovery: option available on "Ultimate Series".

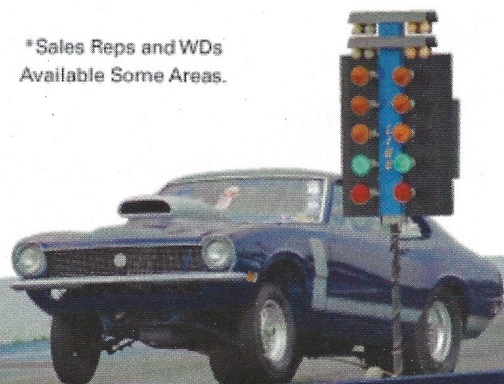
\*Sales Reps and WDs  
Available Some Areas.

**Merger or Acquisition Opportunity Available!**

**Verne Schumann "Tribologist"**

**Engine Lubrication Engineer!**

**Senior Society of Manufacturing  
Engineers Member!**



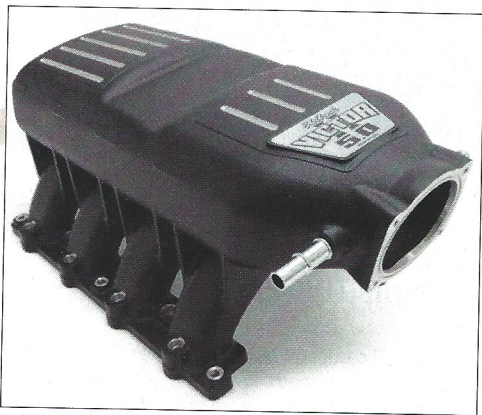




## **DESIGN ENGINEERING INC. ULTRA 47 TURBO SHIELD**

Design Engineering Inc. (DEI) now offers the Ultra 47 Turbo Shield. This new affordably priced shield, introduced at the 2015 SEMA Show, is designed for either OEM or aftermarket T-3 (#010172) and T-4 (#010173) turbos. The Ultra 47 turbo shield significantly decreases turbo lag and spool time for quicker power and increased torque. More heat is kept inside the turbo manifold increasing exhaust gas velocity for increased boost pressure. Reduced under the hood temperature also ensures cooler intake charges, adds protection of vacuum lines and wiring harness from excessive heat and improves radiator performance. It is a skillfully constructed, tri-layer material design that uses advanced technology to ensure heat stays where it belongs – inside the turbocharger. The outer shell is made of aluminum impregnated glass fiber with a high temperature insulating mat core and a silica glass blended interior liner. Double stitched seams and smooth capped anchor points, distinguish this shield.

[designengineering.com](http://designengineering.com)



## **EDELBROCK VICTOR 11 5.0L INTAKE MANIFOLD**

The Edelbrock Victor II intake manifold (#7180) is designed for use with Ford Coyote engines running in the 1,500 - 7,500 rpm operating range. It features long tapered, crossover-style runners with a large plenum for outstanding performance. The cast aluminum construction makes this manifold ideal for nitrous, supercharged and turbo applications. The manifold also includes provisions for all emissions equipment and reuses the stock fuel rail. The Victor II also features cast nitrous bosses on the runners for adding a direct port system for competition applications. Plus, the low profile design allows it to fit all factory 2011-'14 and 2015 Ford Mustang hoods and strut tower braces. Engine dyno testing resulted in 27 more ft.-lbs. of torque over a common aftermarket plastic upgrade intake manifold and an additional 16 horsepower over the stock intake manifold. Designed for use with factory Ford Coyote 5.0L engines with stock style cylinder heads.

[edelbrock.com](http://edelbrock.com)

## **SCHUMANN'S SALES AND SERVICE ULTIMATE SERIES OIL PUMPS**

Schumann's Ultimate Series oil pumps feature a very low profile design, which means it doesn't hang down as far as a stock pump or a billet pump. This allows a shorter oil pan so the engine can be lowered in a race car chassis for better handling. Available in 5 different heights, the Ultimate pump is made from an aerospace aluminum alloy. The pump also has a steel top plate for added wear resistance. One pump part number application for small block and big block Chevys will fit stock OEM pans. The pumps feature a module cylindrical body shape construction. Five gear/rotors volumes are purpose driven and the module volume changes are accomplished on the same main body. Oil aeration control is done with a burper valve. The pump also has a multi-mode ball valve volumetric control. Two mode racing: First ball valve operates and regulates idle PSI the second ball valve controls maximum volume of GPM and high RPM/PSI. The pump's 140% ball valve modulation prevents internal pressure locking, intake reversion, distributor gear loading, oil temperature build-up, stable ignition timing events, and smoother oil flow at all RPMs. Gear pressure balance helps mechanical and hydraulic design balances offset gear masses, and directs oil pressure volume for lubrication of the top five lobe rotor ring OD and lubricates driven shaft and bore. Schumann's Energy Recovery option is also available on all Ultimate Series pumps.

*Schumann's Sales and Service: 563 381-2416*



## **Featured Product**



## **ALLSTAR PERFORMANCE 5.7L AND 6.1L HEMI ENGINE CRADLE**

Storage for the late model Hemi is now available from Allstar Performance. The new 5.7L and 6.1L Hemi Standard Duty Engine Cradle is made of 1" square tubing and has a black powder coated finish. Includes Grade 5 fasteners for assembly and threaded lugs stores the hardware when disassembled for storage. The cradle accepts 3/8" bolt-on wheel kits sold separately (ALL10162, ALL10163) for a roll-around cradle.

[allstarperformance.com](http://allstarperformance.com)