

ENGINE BUILDER

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PERFORMANCE ENGINE BUILDER OF THE YEAR

Mid-South Racing Engines, Clarkrange, TN

PLUS

Race Engine Warranties
Connecting Rod Failure
Choosing Camshafts

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



POWERHOUSE PRODUCTS GM LS LIFTER RETAINING TOOL

Camshafts in LS engines are easier to swap with this tool. It provides extra security by preventing the lifters from falling through the bores and into the engine. When performing a camshaft swap on an LS engine, the rocker arms are removed and the lifters are held up off the camshaft with plastic lifter trays inside the engine. Over time, these lifter trays will wear and create a risk of dropping a lifter down in the engine, which then requires extensive disassembly to extract. The Powerhouse GM LS Lifter Retaining Tool slides through holes in the front of the engine and holds the lifters securely in their bores. The extra-long design with integrated handle provide plenty of leverage, while the rounded pushrod-style tip eases installation. Smooth construction of high-quality materials and the proper outer diameter prevents internal engine damage and won't leave debris behind.

powerhouseproducts.com



DESIGN ENGINEERING INC. **EXO SERIES SLEEVE LINE**

Constructed of high temperature resistant glass material woven into a 100% silicone sleeve, DEI's EXO Sleeve features a 304 stainless steel exoskeleton mesh exterior for superior protection of lines and hoses. Ideal for high heat and racing applications, it withstands 500°F of direct continuous heat, and 2000°F intermittent heat. The design allows for airflow around the silicone sleeve when in direct contact with a hot surface working as a thermal insulator. EXO is sold with 2' of quick tape and in two diameters: 3/8" x 3' (part #010872) or 1" x 3' (part #010873).

designengineering.com

Featured Product



ENGINEQUEST CAST IRON INTAKE MANIFOLD

This cast iron intake manifold from EngineQuest is for Chevrolet small block V8s. The manifold has 4 barrel carburetor mounting for Holly or Rochester and a 15-degree carb flange angle for marine applications. All possible cooling hole configurations are threaded. The manifold has superior runner finish for increased air flow and is CNC machined for exact fit and bolt hole location. Manufactured of the highest grade of cast iron. Resists salt water corrosion that aluminum intakes experience and corrosion caused by natural gas and other dry fuels.

aamidwest.com