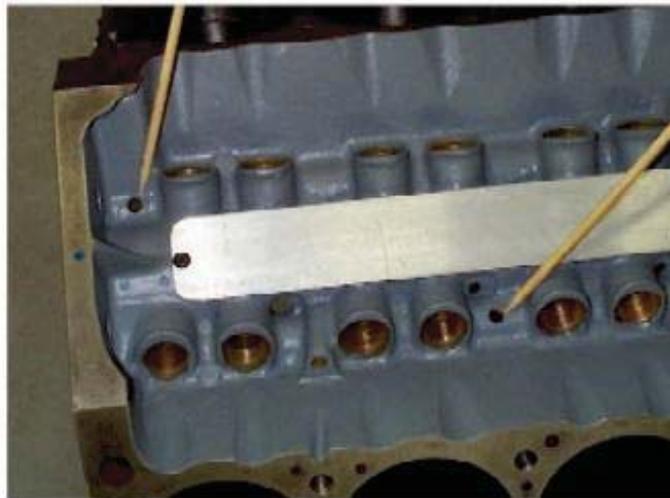


We then feed the left side oil galley by drilling and tapping a 1/8" NPT hole in the front of the right side galley and drill and tap a 1/8" NPT hole in the center of the left side galley. We connect the two with a 3/16" steel line. This insures constant feed of oil to the left side without possible starvation of the front main.



You will note the aluminum block off plate over the cam opening. This is done to keep oil from being thrown up into the valley by the crank/camshaft.

I have painted blocks/ heads for years. Don't remember when I started. I use Rustoleum Primer only! And make sure the block is very clean and free of oil before you paint! And I have never had a problem with the paint coming off

Racer X, sorry I didn't explain myself very well on that one. The lower hole is not tapped(not in any production engines to my knowledge) and it must be counter drilled to 37/64" before tapping. Frankly, I don't what you can do about drilling in the car other than what you said. Remember, you only need to counter drill about 1" deep.

You can purchase what is called an oil filter block off plate. They bolt on the original oil filter boss on the block with a short 3/4" bolt and have two tapped holes for 3/8"NPT lines. this would eliminate the need for drilling the block.

About the oiling modifications, yes they will work just as well for street/strip applications. Those modifications are just a part of what I consider proper engine preparation.

As far as I know, all the LA engine blocks are basically the same EXCEPT for the front oiling, only "X" and "R" blocks have bosses cast in place for front oiling. But, I describe how to front oil a standard block. It's a little more work but very achievable in the typical home shop.

The modifications described are intended to get the proper volume to the bearings at all times (using a wet sump pump). If you are only able to get 35-45 PSI(hot) at racing engine speed then you have a problem somewhere. And, you have an engine that is not going to last very long. Start at the pump, look for any excessive clearances, mismatched oil flow passages, if you use a remote filter-check to insure the lines are at least 1/2" inside diameter. Check you lifter to block clearance-I've seen lifter bores worn out and allows way too much oil to flow past the lifter. Check main and rod bearing clearances-should be around .0025" and .0023" respectively. Make sure the oiling of the left side lifter galley is properly plugged-I've seen some "professional" engine builders leave the plugs out because they didn't understand what they are there for. A Melling high volume pump should put out 65 PSI at 6000RPM. If you need more pressure than that, Mopar has high pressure relief springs available to raise that to about 75 PSI at 6000 RPM. To get above that you will have to shim the spring to increase pressure.

No, you do not have to use a remote filter; BUT, be sure and clean up the passages in the 90 degree mount. AND, try to get as long a filter as possible. Stock type filters just flow enough oil for high RPM use(of course high RPM is in the eye of the beholder).

I hate changing bearings is the car! But, my son can do it in about one hour-pan off to pan on.

He loosens all main caps, removes the front first, carefully uses a thin screwdriver on the upper half of the bearing and GENTLY taps with a hammer to get the bearing started. Once it breaks the seat with the block the bearing rotates on around and out. Repeat for each main bearing. Remove only one cap at a time to change.

