

Peterson™

FLUID SYSTEMS

High Performance
Oil Pumps • Tanks
Primers • Accessories



2022 - 2023
Product
Catalog

www.petersonfluidsys.com
(800) 926-7867



**Specialty
Products
Company**

NEW HOME. SAME QUALITY.

The Peterson Story Continues.

In the summer of 2020 Peterson Fluid Systems joined the Specialty Products Company family in Longmont, Colorado. Peterson Fluid Systems remains at the forefront of high-performance automotive parts manufacturers.

The same team that brought you Peterson Products continue to bring you the same quality and performance we have always been known for in the industry. As before, we are able to continue building our high quality products and develop new exciting products for the future in our new home that produces 95% of its products in-house. We still incorporate state of the art CNC machining, aCAD CAM Designing and a full fabrication facility.

At Peterson Fluid Systems, a team of highly skilled individuals have been assembled to design, produce, deliver and service our products. After many hours of research and development, many new and innovative parts have been produced. Also, the re-design and improvement of existing products has resulted in a wide variety of leading edge components in oil and fuel system assemblies.

We at Peterson Fluid Systems are committed to providing the highest quality in parts and service. Being a brand that is staffed by people who have raced, we know that service is of utmost importance.

Our team realizes that each customer has a choice of where to purchase their components, and understand to gain our customer's confidence and trust, we must excel in customer service, product design and production, special requests and overall quality.

The Peterson difference is our unending commitment to
"Quality Without Compromise"





**4045 Specialty Place
Longmont, CO 80504**

Orders

(800) 926-7867

Tech Line

(303) 287-1731

Email

pfsinfo@specprod.com

Web Site

www.petersonfluidsys.com

Made in the U.S.A.

We pride ourselves on bringing high end quality products to our customers. Peterson's parts are designed, engineered, tested, manufactured and assembled by our team in Longmont, CO, U.S.A.



Ordering Information

Phone lines are open from 7 AM to 5 PM Monday - Friday (Mountain Time). Specialists are on hand to assist you with technical information and ordering.

We Accept



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Late Model Set Up

The trio of our 9" Filtered Return Tank, Primer Filter Mount and 5 stage bellhousing mount oil pump has been a proven combo for many of the top teams in dirt late model racing for nearly a decade.



Drag Set Up

Gain an advantage with our 7" drag tank, Primer Filter and R4 drag pump. The 7" Drag Tank can be configured with or without the integrated catch can. We have many fitting configurations in stock ready to ship and are never afraid to take on anything custom. Let us know the specifics of your combination and we will be sure to get you into the right oiling set up for your engine's needs.



Popular Set Up

Some of our best sellers are our 400 and 600 Series Oil and Fuel Filters. The popular Spline Drive kits that can be configured in many ways to match up to your specific spacing and build requirements. Our latest Wet-Vac Pump utilizing Star Machine's Vacuum Pump supplies rock solid oil pressure with as much vacuum as you could ever desire. Call or email our team today to discuss how we can help you improve the performance of your upcoming project.





- **Lightweight Design**

We have designed the R4 pump with weight in mind. It is built with aluminum rotors, shallow depth screw-in fittings and profile machining to make it one of the lightest pumps available.

- **Mount System**

The R4 pump has a unique mounting system which incorporates tabs onto the pump body which allows for a variety of mounts for the same pump.

- **Rear Drive**

The rear drive setup for the R4 pump allows a direct mount for all the popular power steering/fuel pumps. Adapters are necessary depending on accessories being used.

- **4 Lobe Rotor**

Our 4 lobe rotor with its patent pending twisted design is a first for fluid pumps. We have found that it works great for both air and fluids giving this pump rock solid oil pressure and superior vacuum.

- **Superior Oil Pressure**

The unique design of our new rotor allows for superior oil pressure even at high oil temps to protect your engine while idling after the race.

- **Made in the USA**

We machine and assemble all of our parts at our facility in Longmont, CO. This allows us to maintain our quality and respond quickly to customer requests when developing new products.

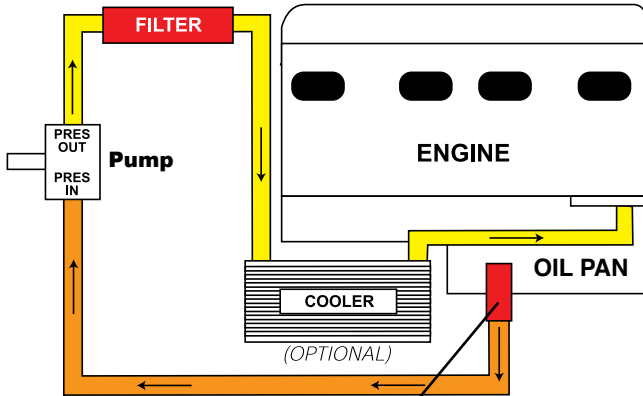


OIL PUMPS

1 Stage Wet Sump Oil System

Recommended Line Sizes

- Pressure Inlet Line -12 or -16 AN
- Pressure Outlet Line -10 or -12 AN



Pressure Inlet Line

If line length is over 4' use -16 AN size line and fittings.

Vacuum Pump

If using vacuum pump, use -16 AN lines and fittings on pressure inlet line.

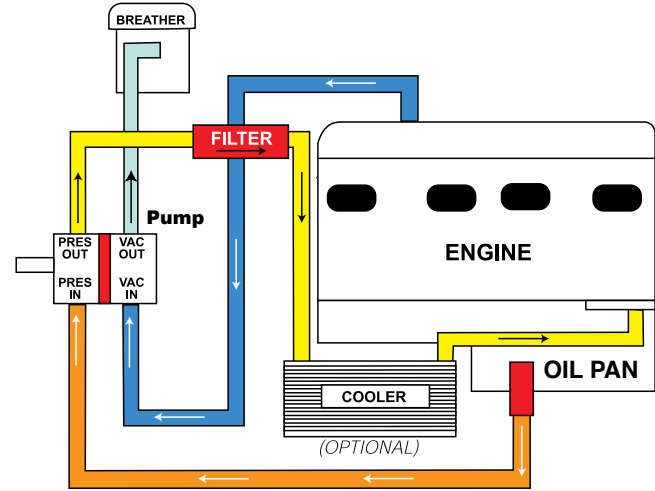
Scavenge Filters

It is recommended that a coarse screen scavenge filter be included on all pickup lines to protect the pump from damage in the event of engine parts failure. Fine screen filters should not be used in the pickup lines.

WetVac Oil System

Recommended Line Sizes

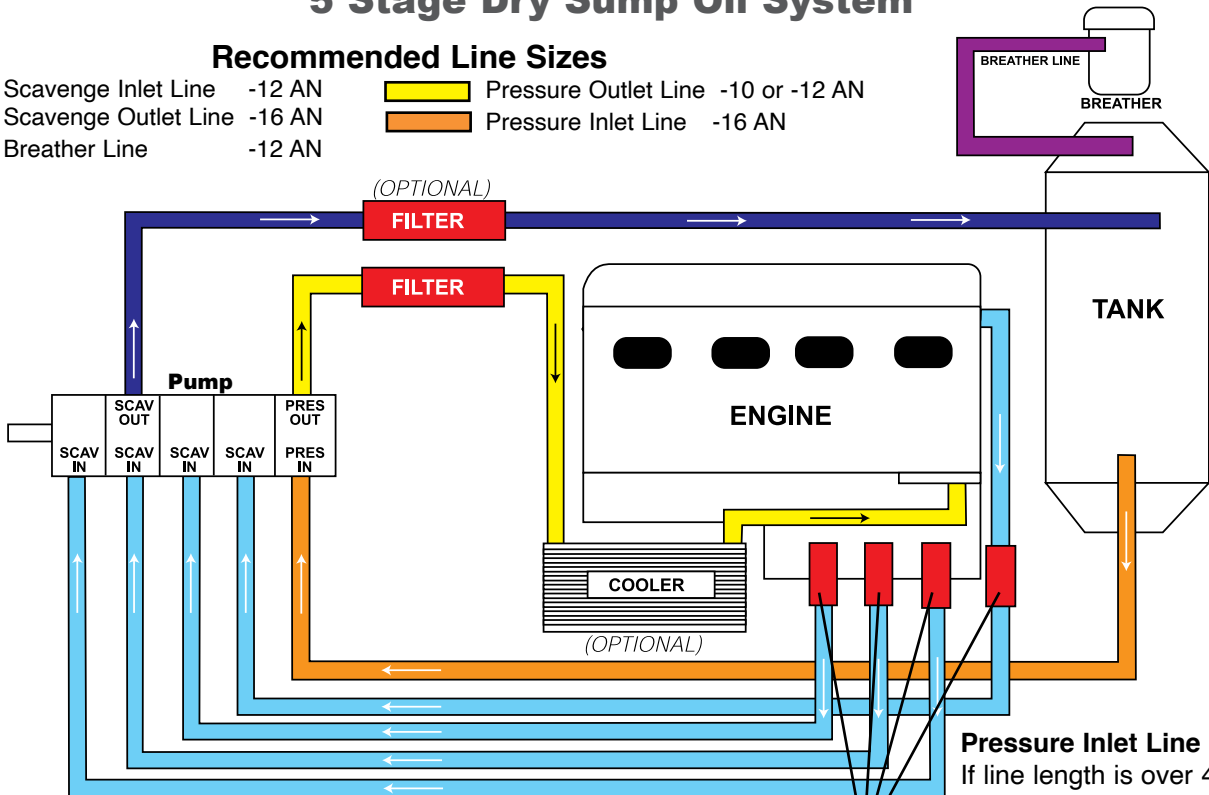
- Pressure Inlet Line -16 AN
- Pressure Outlet Line -10 or -12 AN
- Vacuum Line -12 AN
- Breather Line -12 AN



5 Stage Dry Sump Oil System

Recommended Line Sizes

- Scavenge Inlet Line -12 AN
- Pressure Outlet Line -10 or -12 AN
- Scavenge Outlet Line -16 AN
- Pressure Inlet Line -16 AN
- Breather Line -12 AN

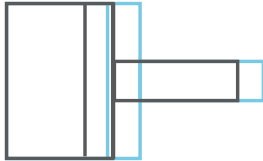


Scavenge Filters

It is recommended that a coarse screen scavenge filter be included on all pickup lines to protect the pump from damage in the event of engine parts failure. Fine screen filters should not be used in the pickup lines.

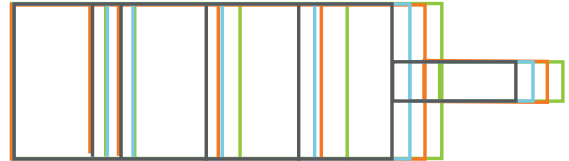
Pressure Inlet Line

If line length is over 4' use -16 AN size line and fittings



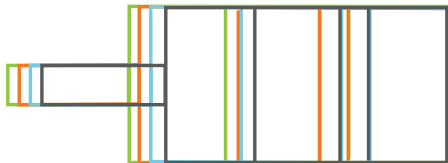
1 Stage Lengths

Standard 3.432"
High Volume 3.632"



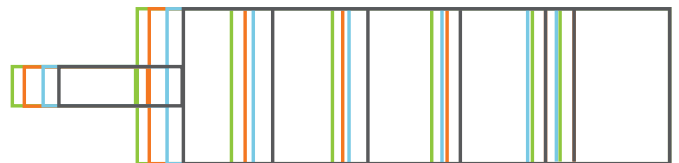
4 Stage Lengths

Standard 7.977"
Standard HV Pressure 8.177"
Drag Style 8.577"
Drag Style HV Pressure 8.777"



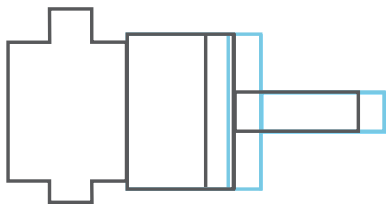
3 Stage Lengths

Standard 6.462"
Standard HV Pressure 6.662"
Drag Style 6.862"
Drag Style HV Pressure 7.062"



5 Stage Lengths

Standard 9.151"
Standard HV Pressure 9.351"
Drag Style 9.951"
Drag Style HV Pressure 10.151"



Wet Vac Lengths

Standard 9.000"
Standard HV Pressure 9.500"



* Length is body only, shaft extends 2"



R4 Pumps

Peterson Fluid Systems pumps utilize a revolutionary twisted lobe rotor design. This design has allowed us to use all aluminum rotors saving a huge amount of weight while also increasing performance. Internal scavenge manifold and shallow depth screw in fittings make for a low profile, modular pump. Pumps can be outfitted to a variety of applications.

Note: Stages refer to total number of pumping bodies which include (1) pressure section. i.e. 4 stage pump includes (1) pressure section and (3) scavenge sections.

	1 Stage	3 Stage	4 Stage	5 Stage	6 Stage
1.200" Scavenge Rotors					
Left side					
Single Return, 1.2" Pressure, Rear Drive	04-1004	04-3004	04-4004	04-5004	04-6004
Single Return, 1.4" Pressure, Rear Drive	04-1006	04-3006	04-4006	04-5006	04-6006
Right Side					
Single Return, 1.2" Pressure, Rear Drive	04-1024	04-3024	04-4024	04-5024	04-6024
Single Return, 1.4" Pressure, Rear Drive	04-1026	04-3026	04-4026	04-5026	04-6026
1.400" Scavenge Rotors					
Left Side					
Single Return, 1.2" Pressure, Rear Drive		04-3064	04-4064	04-5064	04-6064
Single Return, 1.4" Pressure, Rear Drive		04-3066	04-4066	04-5066	04-6066
Right Side					
Single Return, 1.2" Pressure, Rear Drive		04-3074	04-4074	04-5074	04-6074
Single Return, 1.4" Pressure, Rear Drive		04-3076	04-4076	04-5076	04-6076
Bellhousing					
1.200" Scavenge Rotors					
Single Return, 1.4" Pressure, Rear Drive		04-3056	04-4056	04-5056	04-6056

*Other pressure rotor sizes available. Please call our technical service line to discuss your engines specific oil requirements or custom oil pump options.

"Peterson Pumps are a must have for any wet sump engine we build, or service in our shop. We are always assured all the vacuum you could want with great oil control. Plus, customer service is always top-notch!"
- Bob Book / Book Racing





R4 Single Stage

The Wet Sump pump features our 4 lobe aluminum rotor which has been proven to produce excellent oil pressure at both idle and wide open engine speeds.

- 04-1004 Left Side Mount 1.2 Pressure Rotor w/Rear Drive
- 04-1006 Left Side Mount 1.4 Pressure Rotor w/ Rear Drive
- 04-1024 Right Side Mount 1.2 Pressure Rotor w/ Rear Drive
- 04-1026 Right Side Mount 1.4 Pressure Rotor w/ Rear Drive
- 04-1054 Bellhousing Mount 1.2 Pressure Rotor w/ Rear Drive



R4 WET-VAC™

Wet Sump Pump/Vacuum Pump

The Wet Vac Pump is a result of a co-design effort utilizing Star Machine's Hex Rotor Vacuum Pump. Vacuum regulator included on vac pump.

- 04-1804 Left Side Mount 1.2 Pressure Rotor w/ Vacuum Pump
- 04-1806 Left Side Mount 1.4 Pressure Rotor w/ Vacuum Pump
- 04-1824 Right Side Mount 1.2 Pressure Rotor w/ Vacuum Pump
- 04-1826 Right Side Mount 1.4 Pressure Rotor w/ Vacuum Pump



Remote Relief Valve

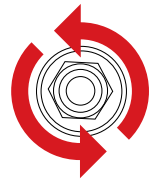
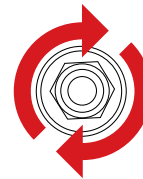
Peterson's Remote Relief Valve enables the racer to adjust oil pressure in the range of 30psi - 160psi on engines where the rules require that the oil pump be in its stock location in the pan. This can also be used with external oil pump applications to make the pressure regulator more accessible.

- 09-0160 Remote relief valve,
-10 AN fittings
- 09-0161 Remote relief valve,
-12 AN oil fittings,
-10 AN relief line fitting
- 11-2910 Rebuild Kit

• Bypass Adjustment

Increase pressure by turning adjustment clockwise.

Decrease pressure by turning adjustment counter clockwise.



Pump Rebuilds

Peterson has a rebuild service available. To return your pump for a rebuild, please call to speak with a salesperson to receive a RGA#. You will be asked to write that RGA# on the box that you are shipping to us. We will call you with an estimate before any work is started. Turnaround time is usually 1-2 weeks for pump rebuilds.

<https://petersonfluidsys.com/rebuilds-returns.html>



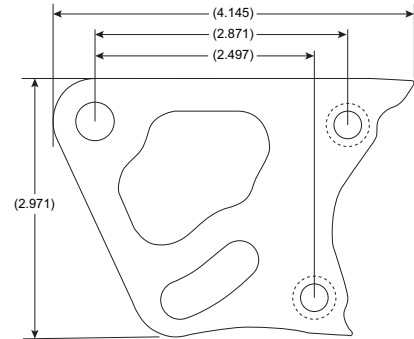
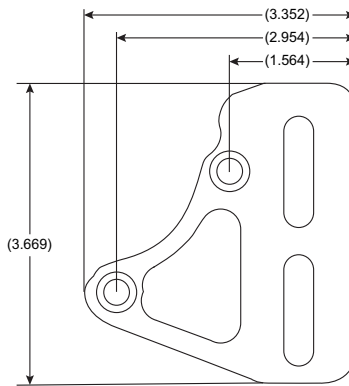
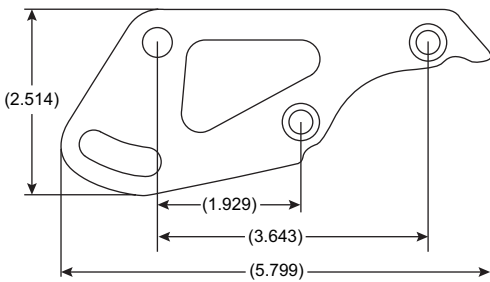
14-3100-001



14-3701-001



14-3120-001



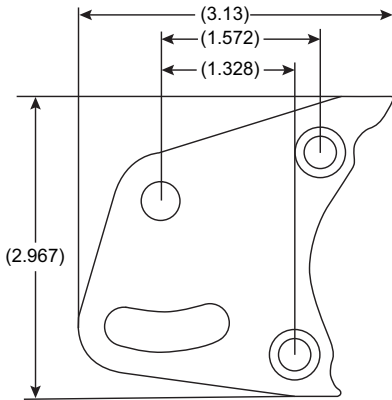
R4 Mount Blades

R4 pumps feature a unique tab mounting system that allows for lighter set up which eliminates a separate mounting block. Mounting blades come complete with hardware for mounting to pump.

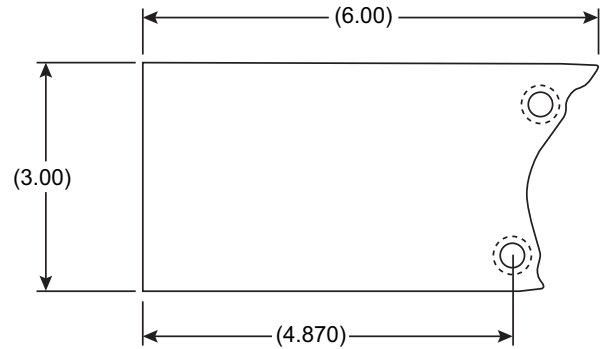
- 14-3100-001 Small Block Chevy, Left Side
- 14-3100-999 Universal, Left Side
- 14-3101-999 Universal, Right Side
- 14-3101-001 Small Block Chevy, Right Side
- 14-3120-001 Big Block Chevy, Left Side
- 14-3121-001 Big Block Chevy, Right Side
- 14-3123-001 Big Block Chevy, A-Arm Car, Motor Plate, Right Side (Motor Plate Left Side)
- 14-3126-001 Big Block Chevy, A-Arm Car, Motor Plate, Left Side (Motor Plate Right Side)
- 14-3130-001 Big Block Chevy, Rear Engine Drag ,Left Side
- 14-3150-001 Small Block Chevy, Left Side, Pavement Late Model
- 14-3190-001 Bear Claw, Left Side
- 14-3191-001 Bear Claw, Right Side
- 14-3201-001 Small Block Ford, Right Side
- 14-3701-001 Bellhousing Mount Blade
- 14-3702-001 Quarter Master, Bellhousing, Pavement



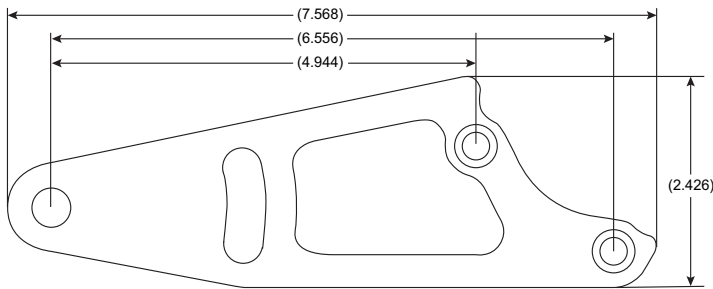
14-3190-001



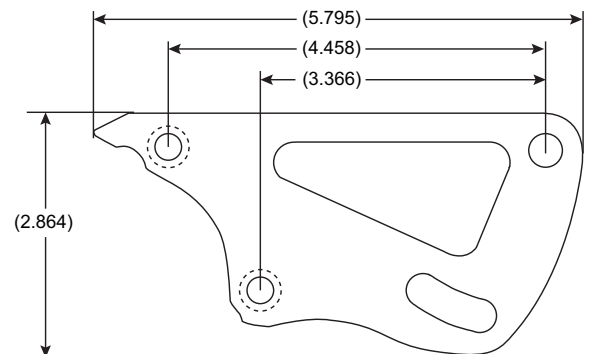
14-3101-999



14-3130-001



14-3201-001





R4 Fittings

The R4 fittings are CNC machined from billet aluminum and anodized for durability. They feature a shallow depth screw in design to save weight.

- 14-0002 Plug
- 14-0006 -6 AN
- 14-0008 -8 AN
- 14-0010 -10 AN
- 14-0012 -12 AN
- 14-0016 -16 AN
- 14-0020 -20 AN



14-2194



14-2192



14-2190



Ball/Hex Retention Bolt

Peterson's Ball Hex pulley retention bolts provide a simple method to prime your dry sump oil pump. Available in an Allen style ball or hex design. Includes retaining washer.

Pump	Thread	Ball
Moroso/Barnes	1/4-28	05-0393
Peterson	1/4-20	05-0395

Rear Drive Adapters

We have designed the R4 pump with a rear drive design that saves you weight and money. We offer adapters for all of the popular power steering and fuel pumps designed to be run off the back of a pump.

- 14-2190 Fuel Pump Adapter
- 14-2191 KSE Power Steering Pump (Early)
- 14-2192 KRC Power Steering Pump
- 14-2193 Spacer for KRC 19502 Pump
- 14-2194 Sweet Standard Power Steering Pump
- 14-2195 Sweet Toyota Power Steering Pump
- 14-2196 Sweet Toyota RD Power Steering Pump
- 14-2197 Fuel Pump Adapter, 4 bolt
- 14-2199 Star Machine Vacuum Pump

Drive SPLINE

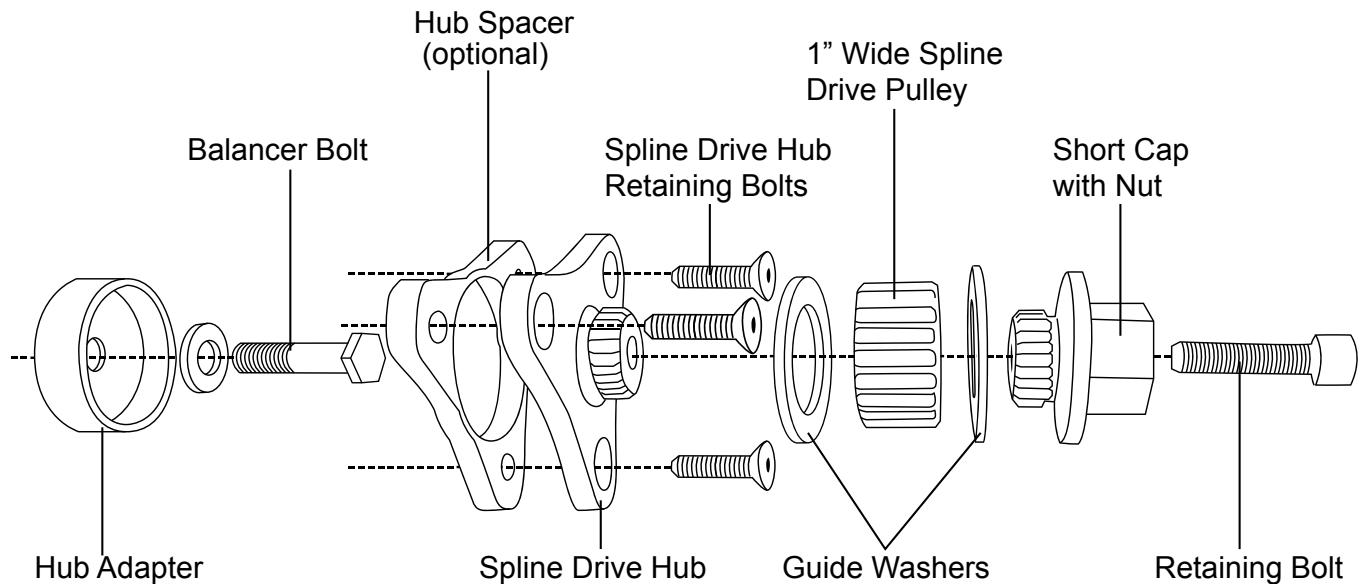
Our Spline Drive takes a new approach to pump and accessory drives which use Gilmer or HTD belts. A splined mandrel provides positive drive with the following advantages:

- Splined Drive mandrel
- Pulley stack retained by drive cap
- Stock length bolt used to retain damper in most applications
- Billet mandrel hub available for most dampers
- Complete line of splined pulleys, spacers, and guide washers
- Light weight, aircraft grade aluminum construction

Spline Drive Setup Instructions



- 1) Determine how many pulleys you will need.
If you are only driving one accessory then the short kit or hub will work. Each drive set will also need a quantity of (2) Hub and Cap guide washers.
- 2) Choose drive set for your application. Be aware that some dampers use a different mounting than what is standard from the original manufacturer. Check with the manufacturer of the damper for correct bolt circle.
- 3) Custom hubs can be made to your specifications if none of the drive sets will work. Call one of our sales team today and they will be happy to assist you.



Splined Drive Sets

Drive sets contain splined hub, cap, damper retainer and bolts. Please make sure of the bolt circle on the damper. Some dampers have a Small Block Chevy pattern regardless of engine. Kit comes standard with hex cap nut. Smooth cap can be substituted when ordering.

Small Block Chevy/ATI/MSD

- 06-4111 3 Bolt Drive Hub
- 06-4111-L 3 Bolt Drive Hub w/ Long Cap Nut

Big Block Chevy/ATI/MSD

- 06-4112 3 Bolt Drive Hub
- 06-4112-L 3 Bolt Drive Hub w/ Long Cap Nut

Ford

- 06-4113 3 Bolt Drive Hub
- 06-4113-L 3 Bolt Drive Hub w/ Long Cap Nut
- 06-4114 4 Bolt Spline Drive Hub
- 60-4114-L 4 Bolt Drive Hub w/ Long Cap Nut



Big Block Ford Spline Hub

Peterson's Big Block Ford Spline Drive Hub features both 3 & 4 bolt patterns. CNC machined billet aluminum construction fits all of our popular splined pulleys and accessories. Comes complete with adapter rings for all popular dampers.

06-4134 Spline Drive BBF Hub



Blower Spline Drive Hub

Peterson's blower drive hub is a great addition to our popular spline drive line. Features a positive register that works with all popular Chrysler style 6 bolt blower drive pulleys.

06-4116-001 Hub, 6 Bolt Blower Pulley, BDS 3.8"
06-4118-001 Hub, 6 Bolt Blower Pulley, Short 2.122"



Stack Adapters

06-0720 Includes 2.250 OD guidewasher
06-0721 Includes 2.750 OD guidewasher
06-0722 Includes 3.250 OD guidewasher
06-0723 Includes 3.500 OD guidewasher



Hub Spacers

06-4211 .250" SBC Spacer
06-4212 .375" SBC Spacer
06-4213 .500" SBC Spacer
06-4214 .625" SBC Spacer
06-4215 .750" SBC Spacer
06-4221 .250" BBC Spacer
06-4222 .375" BBC Spacer
06-4223 .500" BBC Spacer
06-4224 .625" BBC Spacer
06-4225 .750" BBC Spacer
06-4242 .375" SBF Spacer

Crank Trigger Delete

*Must use if you are not running a crank trigger

06-4212 SBC 3 Bolt
06-4222 BBC 3 Bolt
06-4242 SBF 4 Bolt



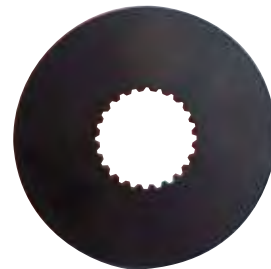
Splined Gilmer Pulleys

06-0204 14 tooth .560" Wide
06-0206 16 tooth .560" Wide
06-0208 18 tooth .560" Wide
06-0214 14 tooth 1" Wide
06-0216 16 tooth 1" Wide
06-0217 17 tooth 1" Wide
06-0218 18 tooth 1" Wide
06-0219 19 tooth 1" Wide
06-0221 21 tooth 1" Wide
06-0224 24 tooth 1" Wide
06-0226 26 tooth 1" Wide



Splined HTD Pulleys

06-1218 18 tooth 1" Wide
06-1219 19 tooth 1" Wide
06-1220 20 tooth 1" Wide
06-1221 21 tooth 1" Wide
06-1222 22 tooth 1" Wide
06-1223 23 tooth 1" Wide
06-1225 25 tooth 1" Wide
06-1233 33 tooth 1" Wide
06-1249 49 tooth 1" Wide



Splined Guide Washers

06-0734 Guide Washer 2.250 diameter
18-21 HTD & 14-17 Gilmer
06-0735 Guide Washer 2.750 diameter
22-25 HTD & 18-21 Gilmer
06-0736 Guide Washer 3.250 diameter
24-26 Gilmer
06-0737 Guide Washer 3.500 diameter
33 HTD

Please inquire about custom drive options.



Drive Caps

Short

.50" Spline Length

- 06-0726 Drive Cap 2.250 OD
- 06-0727 Drive Cap 2.750 OD
- 06-0728 Drive Cap 3.250 OD
- 06-0729 Drive Cap 3.500 OD
- 06-0730 Drive Cap w/nut 2.250 OD
- 06-0731 Drive Cap w/nut 2.750 OD
- 06-0732 Drive Cap w/nut 3.250 OD
- 06-0733 Drive Cap w/nut 3.500 OD

Long

2.250" Spline Length

- 06-0760 Drive Cap w/nut 2.250 OD
- 06-0761 Drive Cap w/nut 2.750 OD
- 06-0762 Drive Cap w/nut 3.250 OD
- 06-0763 Drive Cap w/nut 3.500 OD
- 06-0770 Drive Cap 2.250 OD
- 06-0771 Drive Cap 2.750 OD
- 06-0772 Drive Cap 3.250 OD
- 06-0773 Drive Cap 3.500 OD



Splined Mandrel Spacers

1.5" OD

- 06-0739 .125" Spacer
- 06-0740 .250" Spacer
- 06-0741 .375" Spacer
- 06-0742 .500" Spacer
- 06-0743 .750" Spacer
- 06-0744 1.000" Spacer
- 06-0746 1.250" Spacer

2.25" OD

- 06-0750 1.020" Spacer
- 06-0751 1.520" Spacer
- 06-0752 2.020" Spacer
- 06-0753 2.520" Spacer
- 06-0754 3.020" Spacer
- 06-0755 3.520" Spacer
- 06-0756 4.020" Spacer

Drive
MANDREL

Gilmer Pulleys

Peterson's Gilmer pulleys are machined from aircraft quality aluminum to exacting tolerances to ensure concentricity and accurate fit.



Crank Pulleys 1" Bore 1/8" Keyway
0.560" Wide

Use with 1/2" wide belt.

- 05-0204 14 Tooth 05-0207 17 Tooth
- 05-0206 16 Tooth 05-0208 18 Tooth

1.020" Wide

Use with 1" wide belt.

- 05-0216 16 Tooth 05-0221 21 Tooth
- 05-0217 17 Tooth 05-0224 24 Tooth
- 05-0218 18 Tooth 05-0226 26 Tooth
- 05-0219 19 Tooth



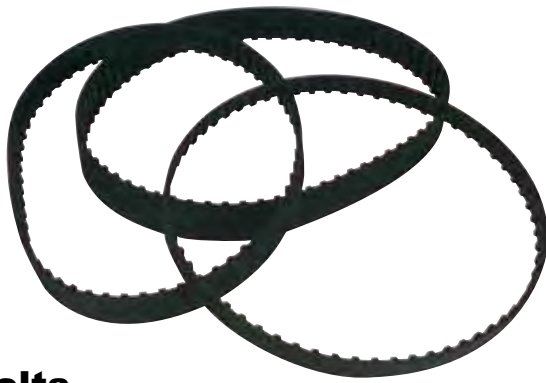
Lightweight Pump Pulleys
5/8" Bore 3/16" Keyway

1.020" Wide

- 06-0324 24 Tooth
- 06-0328 28 Tooth
- 06-0332 32 Tooth
- 06-0336 36 Tooth

1.25" Wide

- 06-0328-W 28 Tooth



Gilmer Belts

1/2" Wide, 3/8 Pitch

05-0900	210L050	21" long
05-0903	225L050	22.5" long
05-0906	240L050	24" long
05-0909	255L050	25.5" long
05-0912	270L050	27" long
05-0915	285L050	28.5" long
05-0918	300L050	30" long
05-0924	322L050	32.2" long
05-0927	375L050	37.5" long
05-0930	315L050	31.5" long
05-0960	345L050	34.5" long

3/4" Wide, 3/8 Pitch

05-0901	210L075	21" long
05-0904	225L075	22.5" long
05-0907	240L075	24" long
05-0910	255L075	25.5" long
05-0913	270L075	27" long
05-0916	285L075	28.5" long
05-0919	300L075	30" long
05-0925	322L075	32.2" long
05-0931	315L075	31.5" long
05-0941	277L075	27.7" long
05-0961	345L075	34.5" long

1" Wide, 3/8 Pitch

05-0902	210L100	21" long
05-0905	225L100	22.5" long
05-0908	240L100	24" long
05-0911	255L100	25.5" long
05-0914	270L100	27" long
05-0917	285L100	28.5" long
05-0920	300L100	30" long
05-0926	322L100	32.2" long
05-0929	390L100	39" long
05-0932	315L100	31.5" long
05-0939	251L100	25.1" long
05-0951	195L100	19.5" long
05-0962	345L100	34.5" long

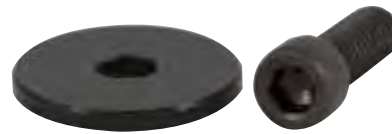


Water Pump Pulleys

5/8" - 3/4" Bore 2" Wide

Includes mounting hardware.

05-0424	24 Tooth
05-0428	28 Tooth
05-0432	32 Tooth



Pulley Accessories

05-0396	Retaining Bolt
05-0397	Retaining Bolt Washer
05-0398	Set Screw (Package of 10)

Pulley Keys

05-0296	Pulley Key 1/8 x .870 pkg 2
05-0297	Pulley Key 1/8 x 1.870 pkg 2
05-0299	Pulley Key 1/8" x 6 pkg 2
05-0399	Pulley Key 3/16" x 1 1/2"

Peterson is proud to work with some of the best engine builders like Haisley Machine. We have even sent them an EIGHT STAGE R4 Oil Pump that was seen on their Super Stock Super B Cummins.





Lightweight Pump Pulleys 5/8" Bore 3/16" Keyway

1.020" Wide

06-1332	32 Tooth
06-1333	33 Tooth
06-1334	34 Tooth
06-1335	35 Tooth
06-1336	36 Tooth
06-1337	37 Tooth
06-1338	38 Tooth
06-1339	39 Tooth
06-1340	40 Tooth
06-1344	44 Tooth
06-1349	49 Tooth

1.25" Wide

06-1336-W	36 Tooth
06-1337-W	37 Tooth
06-1338-W	38 Tooth
06-1339-W	39 Tooth
06-1340-W	40 Tooth
06-1344-W	44 Tooth



Water Pump Pulleys 5/8" - 3/4" Bore 2" Wide

Includes mounting hardware and bushing to change from 3/4" to 5/8" bore.

05-1435	35 Tooth
05-1437	37 Tooth

HTD Pulleys

HTD (High Torque Drive) pulleys are CNC machined from billet aircraft aluminum and hard coat anodized for durability. Pulleys are 8mm pitch.



Crank Pulleys 1" Bore 1/8" Keyway 1.020" wide

05-1218	18 Tooth	05-1222	22 Tooth
05-1219	19 Tooth	05-1223	23 Tooth
05-1220	20 Tooth	05-1225	25 Tooth
05-1221	21 Tooth	05-1233	33 Tooth



HTD Belts

Peterson HTD belts are 8mm pitch and provide positive trouble-free power transmission for pump drives. These belts are suitable for high torque ranges previously serviced by chain or gear drive systems.

20 mm wide

05-1900	480 8M 20 HTD
05-1901	536 8M 20 HTD
05-1902	560 8M 20 HTD
05-1903	600 8M 20 HTD
05-1904	632 8M 20 HTD
05-1905	640 8M 20 HTD
05-1906	720 8M 20 HTD
05-1907	800 8M 20 HTD
05-1908	624 8M 20 HTD
05-1909	656 8M 20 HTD
05-1910	680 8M 20 HTD
05-1911	608 8M 20 HTD
05-1912	760 8M 20 HTD
05-1913	592 8M 20 HTD
05-1914	840 8M 20 HTD
05-1915	880 8M 20 HTD
05-1916	576 8M 20 HTD
05-1917	824 8M 20 HTD
05-1918	960 8M 20 HTD
05-1919	1120 8M 20 HTD
05-1940	1040 8M 20 HTD
05-1941	776 8M 20 HTD
05-1942	784 8M 20 HTD
05-1950	672 8M 20 HTD
05-1951	920 8M 20 HTD

30 mm wide

05-1931	536 8M 30 HTD
05-1932	560 8M 30 HTD
05-1933	600 8M 30 HTD
05-1934	592 8M 30 HTD
05-1935	640 8M 30 HTD
05-1936	680 8M 30 HTD
05-1937	632 8M 30 HTD
05-1938	624 8M 30 HTD
05-1939	656 8M 30 HTD
05-1949	672 8M 30 HTD
05-1966	720 8M 30 HTD

10mm wide available upon request.

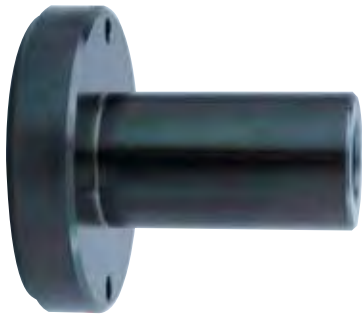
Oil Pump Drive Mandrels

Peterson Fluid System's small block and big block Chevrolet drive mandrels fit most applications. Precision machined from stress-proof steel and also available in aluminum, they will provide the precision and dependability that racers demand.



Small Block Chevrolet

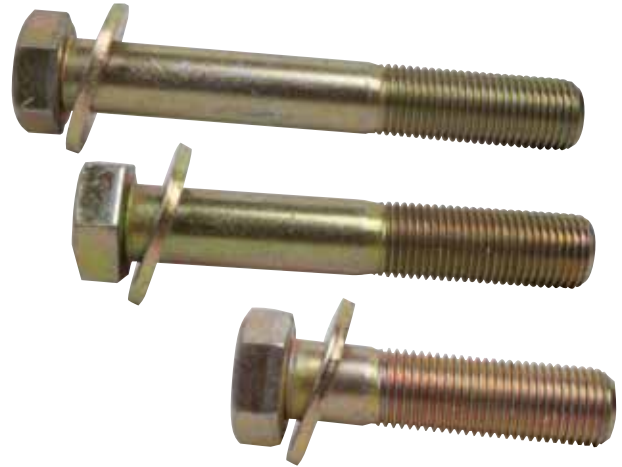
Steel	Aluminum
05-0701 1.250 long	-----
05-0702 2.400 long	05-0706
05-0703 3.250 long	05-0707
05-0704 5.000 long	05-0708



Big Block Chevrolet

05-0711 .860 long
05-0712 1.830 long
05-0713 2.760 long
05-0714 5.000 long

Note: Mandrel lengths listed are for the 1" OD portion of the mandrel.



Mandrel Bolts & Washers

Peterson mandrel bolts are Grade 8 bolts in specific lengths for our mandrels. Bolts available in intermediate sizes for custom length mandrels.

05-0751 7/16-20 x 3 1/2" Use with 05-0701 mandrel

05-0752 7/16-20 x 5" Use with 05-0702 mandrel

05-0753 7/16-20 x 6 1/2" Use with 05-0703 mandrel

05-0754 7/16-20 x 8 1/2" Use with 05-0704 mandrel

05-0761 1/2-20 x 3 1/2" Use with 05-0711 mandrel

05-0762 1/2-20 x 4" Use with 05-0712 mandrel

05-0763 1/2-20 x 4 1/2" Use with 05-0713 mandrel

05-0765 1/2-20 x 7" Use with 05-0714 mandrel

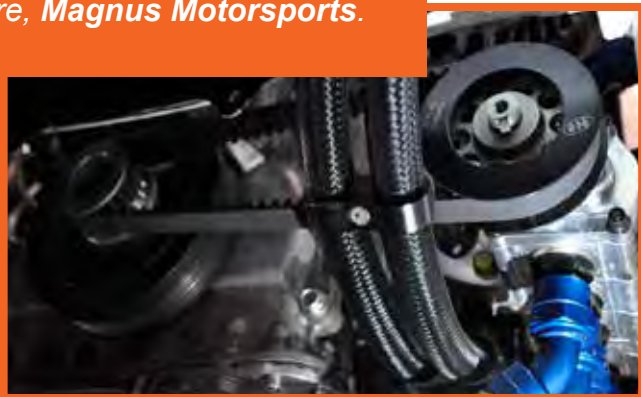
05-0790 7/16" L-9 heavy duty washer

05-0791 1/2" L-9 heavy duty washer

05-0792 5/8" L-9 heavy duty washer

Note: Mandrel bolts are supplied with a L-9 washer

Over the last few years, Peterson has had the pleasure developing a working relationship with one of the pioneers of the 4G63 culture, Magnus Motorsports.



Drive Pulley Guide Washers

Step washers and guide washers are machined from billet aluminum.

05-0730 Mandrel step washer 2 1/2" OD w/ 7/16" bolt hole

05-0731 Mandrel step washer 2 1/2" OD w/ 1/2" bolt hole

05-0732 Mandrel step washer 2 1/2" OD w/ 5/8" bolt hole

05-0734 Mandrel guide washer 2 1/4" OD w/ 1" hole .125 thick

05-0735 Mandrel guide washer 2 3/4" OD w/ 1" hole .125 thick

05-0736 Mandrel guide washer 3 1/4" OD w/ 1" hole .125 thick

05-0737 Mandrel guide washer 3 1/2" OD w/ 1" hole .125 thick



Hub & Cap Guide Washers

- 06-0711 Guide Washer 2.250 diameter for 18-21 HTD & 14-17 Gilmer
- 06-0712 Guide Washer 2.750 diameter for 22-25 HTD & 18-21 Gilmer
- 06-0713 Guide Washer 3.250 diameter for 24-26 Gilmer
- 06-0714 Guide Washer 3.500 diameter for 33 HTD



Mandrel Spacers

Mandrel spacers are machined from 6061-T6 aluminum.

- 05-0740 Mandrel Spacer .250 thick
- 05-0741 Mandrel Spacer .375 thick
- 05-0742 Mandrel Spacer .500 thick
- 05-0743 Mandrel Spacer .750 thick
- 05-0744 Mandrel Spacer 1.000 thick
- 05-0746 Mandrel Spacer 1.250 thick

Pulley Flanges

Flanges press into Peterson pulleys and act as belt guides. Machined from billet aluminum and anodized for durability. Flanges fit 1" and 1 1/4" wide pulleys. Must re-drill access hole after installation. Sold individually.



- 05-0624 Fits 05-0324, 06-0324
- 05-0628 Fits 05-0328, 05-1334, 05-1335
- 05-0628 Fits 06-0328, 06-1334, 06-1335
- 05-0632 Fits 05-0332, 06-0332
- 05-0636 Fits 05-0336, 06-0336
- 05-1632 Fits 05-1332, 06-1332
- 05-1633 Fits 05-1333, 06-1333
- 05-1636 Fits 05-1336, 06-1336
- 05-1637 Fits 05-1337, 06-1337
- 05-1638 Fits 05-1338, 06-1338
- 05-1639 Fits 05-1339, 06-1339
- 05-1640 Fits 05-1340, 06-1340
- 05-1644 Fits 05-1344, 06-1344
- 05-1649 Fits 05-1349, 06-1349

Water Pump Drives - Small Block Chevrolet

Note: Water pump drives not to be used with mechanical fans, electric fans only!



Gilmer Belt Drives

7% Reduction

- 05-0908 240-L-100 Belt
- 05-0428 28T Water Pump Pulley
- 05-0226 26T Crank Pulley

30% Reduction

- 05-0908 240-L-100 Belt
- 05-0432 32T Water Pump Pulley
- 05-0221 21T Crank Pulley

40% Reduction

- 05-0905 225-L-100 Belt
- 05-0428 28T Water Pump Pulley
- 05-0217 17T Crank Pulley

HTD Belt Drives

10% Reduction

- 05-1905 640 8M 20 belt
- 05-1437 37T Water Pump Pulley
- 05-1233 33T Crank Pulley

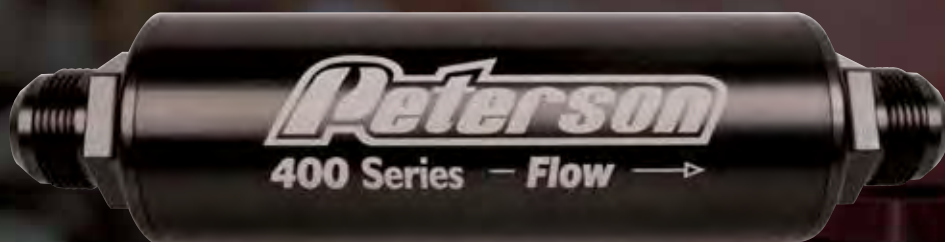
29% Reduction

- 05-1903 600 8M 20 Belt
- 05-1435 35T Water Pump Pulley
- 05-1225 25T Crank Pulley



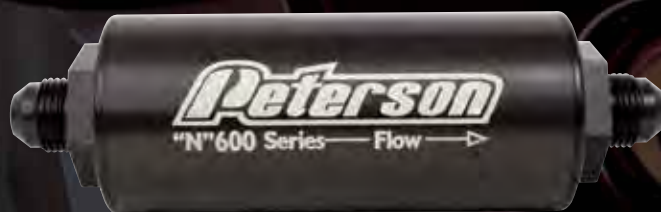
400 Series filters provide the best filtering available for fuel or oil.

- Durable anodized billet body and caps
- Variety of accessory caps
- Pleated stainless steel mesh elements



600 series filter features our same quality filter in a smaller package for fuel systems. Billet aluminum construction.

- Optional ball valve in the inlet cap
- Pleated stainless steel or 10/20 micron cellulose elements



700 Series Filters feature a small compact size for final filtering of fuel or oiling of accessories such as turbos or valve train sprayers.

- Anodized aluminum construction
- Pleated stainless steel elements
- Available as an inline version and direct mount Carb filters



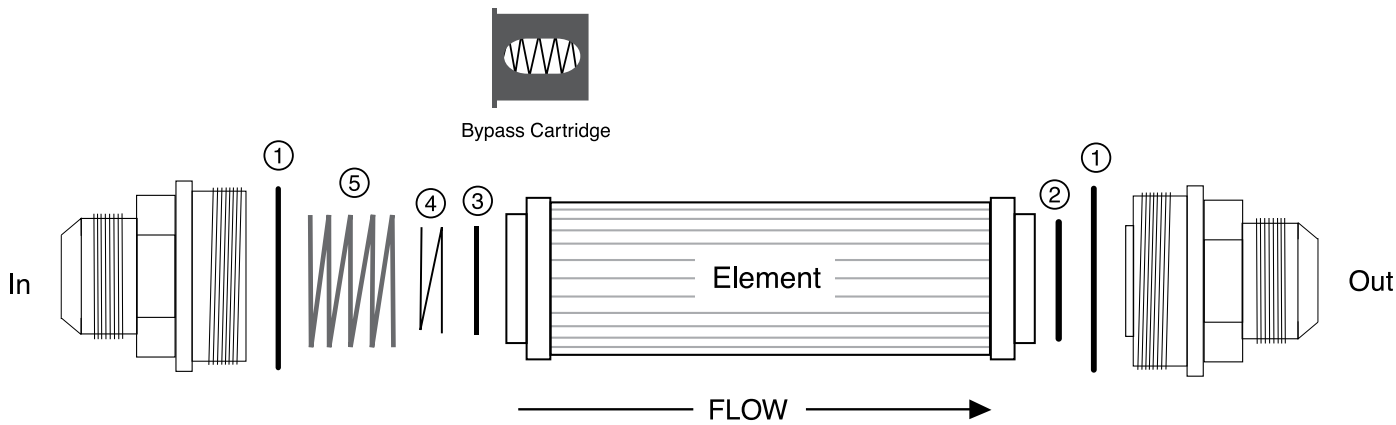
Remote Filter Mount w/ Engine Oil Primer

Prime your engine using a standard drill.

- R4 rotor design
- 20psi of pressure in seconds
- Billet aluminum construction

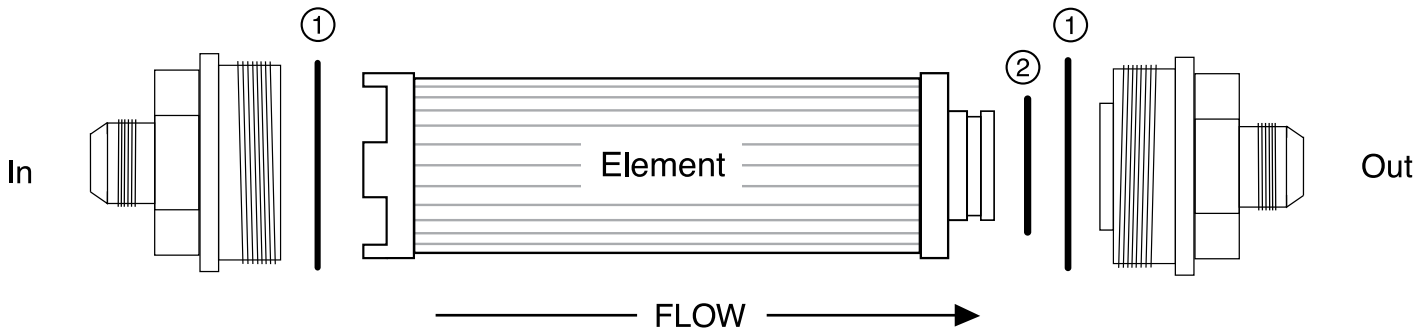


400 SERIES



- ① Filter Cap O-Ring (2)
- ② Filter Element O-Ring (1)
- ③ Filter Block Off or Bypass (1)
- ④ Spiral Lock (1)
- ⑤ Element Retainer Spring (1)

600 SERIES



- ① Filter Cap O-Ring (2)
- ② Filter Element O-Ring (1)



400 Series Dimensions 7" Long x 2.5" Diameter

Peterson Fluid Systems 400 Series filters provide the best filtering available for fuel or oil. Features include anodized billet body and caps for durability and resistance to fluid corrosion, pleated stainless steel mesh element for corrosion resistance, and pleated element for high flow. Available in -8 thru -20 AN as well as a line of accessory caps to facilitate the use of temperature probes, accessory oiling and fuel return lines. Filter elements available in 45, 60, 75 and 100 micron stainless steel or 10/20 micron cellulose, with or without bypass.



10/20 Micron Filter- Fuel Only

With Bypass	Without Bypass
19-0451 -10 AN Fittings	19-0456 -8 AN Fittings
19-0452 -12 AN Fittings	19-0457 -10 AN Fittings
	19-0458 -12 AN Fittings

45 Micron Filter- Fuel

With Bypass	Without Bypass
09-0475 -8 AN Fittings	09-0482 -8 AN Fittings
09-0476 -10 AN Fittings	09-0483 -10 AN Fittings
09-0477 -12 AN Fittings	09-0484 -12 AN Fittings

60 Micron Filter - Fuel/Oil

With Bypass	Without Bypass
09-0450 -8 AN Fittings	09-0456 -8 AN Fittings
09-0451 -10 AN Fittings	09-0457 -10 AN Fittings
09-0452 -12 AN Fittings	09-0458 -12 AN Fittings
09-0453 -16 AN Fittings	09-0459 -16 AN Fittings

75 Micron Filter - Oil

With Bypass	Without Bypass
09-0430 -8 AN Fittings	09-0436 -8 AN Fittings
09-0431 -10 AN Fittings	09-0437 -10 AN Fittings
09-0432 -12 AN Fittings	09-0438 -12 AN Fittings
09-0433 -16 AN Fittings	09-0439 -16 AN Fittings
09-0426 -20 AN Fittings	09-0425 -20 AN Fittings

100 Micron Filter - Oil

With Bypass	Without Bypass
09-1430 -8 AN Fittings	09-1436 -8 AN Fittings
09-1431 -10 AN Fittings	09-1437 -10 AN Fittings
09-1432 -12 AN Fittings	09-1438 -12 AN Fittings
09-1433 -16 AN Fittings	09-1439 -16 AN Fittings
09-1426 -20 AN Fittings	09-1425 -20 AN Fittings

Oil Filter w/ Outlet -6 AN Port

60 Micron Filter With Bypass

Accessory Port Fittings Sold Separately

09-0445 -10 AN Fittings & -6 AN port
09-0447 -12 AN Fittings & -6 AN port

Oil Filter w/ Inlet -10 AN Accessory Port

60 Micron Filter

Accessory Port Fittings Sold Separately

With Bypass Without Bypass

09-0448 -12 AN Fittings	09-0454 -12 AN Fittings
09-0449 -16 AN Fittings	09-0455 -16 AN Fittings

75 Micron Filter

With Bypass	Without Bypass
09-0434 -12 AN Fittings	09-0442 -12 AN Fittings
09-0435 -16 AN Fittings	09-0443 -16 AN Fittings
09-0428 -20 AN Fittings	09-0427 -20 AN Fittings

100 Micron Filter

With Bypass	Without Bypass
09-1434 -12 AN Fittings	09-1442 -12 AN Fittings
09-1435 -16 AN Fittings	09-1443 -16 AN Fittings
09-1428 -20 AN Fittings	09-1427 -20 AN Fittings



In-Tank Fuel Filter

Peterson's in-tank fuel filter uses a stainless pleated filter for superior filtration. Attachment is made by slipping a pick-up hose over the neck and securing with a clamp. It is available in straight or 90° styles.

09-1460 3/4 Straight 60 Micron	09-1480 3/4 Straight 45 Micron
09-1461 3/4 90° 60 Micron	09-1481 3/4 90° 45 Micron
09-1462 5/8 Straight 60 Micron	09-1482 5/8 Straight 45 Micron
09-1463 5/8 90° 60 Micron	09-1483 5/8 90° 45 Micron

Accessory End Caps

Inlet Port End Cap

The -10 AN port will accept fittings for additional lines or temperature sending unit fittings.

Accessory port fittings sold separately.

- 09-0400-027 -12 Inlet Filter Cap
w/ -10 AN Accessory Port
- 09-0400-028 -16 Inlet Filter Cap
w/ -10 AN Accessory Port
- 09-0400-032 -20 Inlet Filter Cap
w/ -10 AN Accessory Port
- 09-0400-034 -12 Inlet Filter Cap
w/ (2) -10 AN Accessory Ports



Outlet Port End Cap

Incorporates a -6 AN female port in addition to the -12 AN fitting. This allows the installation of a fitting to supply filtered oil to valve spring spray oilers or turbos. Accessory port fittings sold separately.

- 09-0400-026 -12 Outlet Filter Cap
w/ -6 AN Accessory Port



Accessory Port Fittings

- 15-1005 -10 AN Male x -10 AN port
- 15-1006 -12 AN Male x -10 AN port
- 15-1007 -16 AN Male x -10 AN port
- 15-1009 -10 AN port plug with
5/8-18 female temp sender port
- 15-1011 -10 AN port plug with 1/8 NPT port
- 15-1015 -8 AN Male x -10 AN port
- 15-1030 -10 AN port plug with 1/4 NPT port
- 15-1020 -4 AN Male x -6 AN port
- 15-1003 -6 AN Male x -6 AN port



Filter Mount Brackets

Large Body - 2 1/2" OD Filter

- 09-0490 Fits 1 1/4" tube 2 pieces.
- 09-0491 Fits 1 3/8" tube 2 pieces.
- 09-0492 Fits 1 1/2" tube 2 pieces.
- 09-0493 Fits 1 3/4" tube 2 pieces.
- 09-0494 Firewall mount 2 pieces.
- 09-0495 Fits 2" tube 2 pieces.
- 09-0496 Fits 2 1/4" tube 2 pieces.

Replacement Parts



Oil Filter Elements

- 09-0414 100 Micron, -20 Filter element w/o bypass
Silver/Purple end caps
- 09-0415 100 Micron, -20 Filter element with bypass
Silver/Purple end caps
- 09-0418 75 Micron, -20 Filter element w/o bypass
Silver/Blue end caps
- 09-0419 75 Micron, -20 Filter element with bypass
Silver/Blue end caps
- 09-0440 75 Micron, -8, -10, -12, -16 Filter element
w/o bypass Gold/Blue end caps
- 09-0441 75 Micron, -8, -10, -12, -16 Filter element
w/ bypass Gold/Blue end caps
- 09-0460 60 Micron, -8, -10, -12, -16 Filter element
w/o bypass Gold/Black end caps
- 09-0461 60 Micron, -8, -10, -12, -16 Filter element
w/ bypass Gold/Black end caps
- 09-1440 100 Micron, -8, -10, -12, -16 Filter element
w/o bypass Gold/Purple end caps
- 09-1441 100 Micron, -8, -10, -12, -16 Filter element
w/ bypass Gold/Purple end caps

Fuel Filter Elements

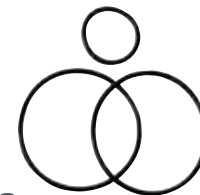
- 09-0480 45 Micron, -8, -10, -12, -16 filter element
w/o bypass Gold/Red end caps
- 09-0481 45 Micron, -8, -10, -12, -16 filter element
w/ bypass Gold/Red end caps



400 Series Cellulose Elements

Our 400 Series cellulose elements feature a 10/20 micron rating for fine filtering of fuel or oil. Independent testing has shown only a 9 psi pressure drop using 20-50 oil.

- 19-0411 For oil only, with bypass
- 19-0410 For fuel only, without bypass



Rebuild Kits

- 09-0489 Oil & Methanol Rebuild Kit
- 09-0486 Viton Rebuild Kit
- 09-0487 Bypass Block off Plate
- 09-0488 Bypass Cartridge Assembly
- 09-0400-014 400 Series Filter Retention Spring



600 Series Dimensions 4.5" Long x 2" Diameter
600 Series w/ Ball Valve Dimensions 5" Long x 2" Diameter

Peterson's 600 series filter features our same quality filter in a smaller package for fuel systems. Billet aluminum construction, anodizing and a stainless screen element assure durability and compatibility with most fuels. These filters also have the option of an integral ball valve in the inlet cap. Available in 45, 60, & 100 micron stainless steel elements or 10/20 micron cellulose element. End caps are available in -4 through -12 AN.



45 Micron Filter

Standard	Ball Valve
09-0610 -6 AN Fittings	09-0600 -6 AN Fittings
09-0611 -8 AN Fittings	09-0601 -8 AN Fittings
09-0612 -10 AN Fittings	09-0602 -10 AN Fittings
09-0613 -12 AN Fittings	09-0603 -12 AN Fittings

60 Micron Filter

Standard	Ball Valve
09-0616 -6 AN Fittings	09-0606 -6 AN Fittings
09-0617 -8 AN Fittings	09-0607 -8 AN Fittings
09-0618 -10 AN Fittings	09-0608 -10 AN Fittings
09-0619 -12 AN Fittings	09-0609 -12 AN Fittings

100 Micron Filter

Standard	Ball Valve
09-0620 -6 AN Fittings	09-0624 -6 AN Fittings
09-0621 -8 AN Fittings	09-0625 -8 AN Fittings
09-0622 -10 AN Fittings	09-0626 -10 AN Fittings
09-0623 -12 AN Fittings	09-0627 -12 AN Fittings

Filter Mount Brackets

Small Body - 2" OD Filter

- 09-0690 Fits 1 1/4" Tube
- 09-0691 Fits 1 3/8" Tube
- 09-0692 Fits 1 1/2" Tube
- 09-0693 Fits 1 3/4" Tube
- 09-0695 Fits 2" Tube
- 09-0694 Firewall mount.



Rebuild Kits

600 Series Filter Rebuild Kit

- 09-0689 -8 thru -12 AN Filters (3) O-rings for Methanol, Oil and Leaded Fuel
- 09-0686 -8 thru -12 AN Filters (3) O-rings Viton for Oil and Leaded Fuel
- 09-0688 -8 thru -12 AN Filters (3) O-rings for Nascar Unleaded Fuel

Replacement Parts



600 Series Stainless Steel Elements

- 09-0680 45 Micron Gold/Red end caps
- 09-0660 60 Micron Gold/Black end caps
- 09-0699 100 Micron Gold/Purple end caps

600 Series Cellulose Elements

600 Series cellulose elements feature a 10/20 micron rating for fine filtering. (FOR FUEL ONLY)

- 19-0610 10/20 Micron Black/Black endcaps



700 Series -4 AN Inline Dimensions 3" Long x 1.125" Diameter
 700 Series -6,-8 AN Inline Dimensions 4" Long x 1.125" Diameter
 700 Series Short Carb Mount Dimensions 2.75" Long x 1" Diameter
 700 Series Long Carb Mount Dimensions 3.625" Long x 1" Diameter

700 Series Filters from Peterson feature a small compact size for final filtering of fuel or oiling of accessories such as turbos or valve train sprayers. They feature the same anodized aluminum construction and pleated stainless steel elements of our larger filters. Available as an inline version in -4 AN through -8 AN Male and also as a direct mount Carb filters with either AN male or female in -6 or -8 AN.



700 Series Fuel Filter

Our small fuel filters are available as an inline or carburetor version. These compact fuel filters are available in -4, -6, or -8 AN fittings and feature a 60 micron reusable stainless steel screen filter. Filters are machined from billet aluminum and then anodized for use with all types of fuel.

- 09-0730 -4 AN Inline Fuel Filter
- 09-0720 -6 AN Inline Fuel Filter
- 09-0722 -8 AN Inline Fuel Filter
- 09-0701 -8 AN Female Holley
- 09-0702 -8 AN Male Holley
- 09-0714 -6 AN Female Long Holley
- 09-0715 -6 AN Male Long Holley
- 09-0711 -8 AN Female Long Holley
- 09-0712 -8 AN Male Long Holley
- 09-0751 -8 AN Female Long Demon/Braswell
- 09-0752 -8 AN Female Long 3/4-16 Braswell



-4 Inline Oil Filter

Peterson's -4 inline filter features a 60 micron stainless pleated element. It works great as a spraybar oil or turbo oil filter.

09-0730 -4 inline Filter 60 Micron

Replacement Parts



700 Series Filters

09-0760 60 Micron Gold/Black end caps

TECH TIP		FILTER SIZES	
400 Series Filters - Element Size: 2" x 5 1/4"			
-8AN thru -16AN Elements			
Micron	End Cap Color	Particle Size	Application
10/20	Black/Black	.0004/.0008	Fuel/Oil
45	Red/Gold	.0018in	Fuel
60	Black/Gold	.0023in	Fuel/Oil
75	Blue/Gold	.0029in	Oil
100	Purple/Gold	.0039in	Oil
-20AN Elements			
75	Blue/Silver	.0029in	Oil
100	Purple/Silver	.0039in	Oil
600 Series Filters - Element Size: 1 3/8" x 3 5/8"			
-8AN thru -12AN Elements			
Micron	End Cap Color	Particle Size	Application
10/20	Black/Black	.0004/.0008	Fuel
45	Red/Gold	.0018in	Fuel - Gasoline
60	Black/Gold	.0023in	Fuel-Gas/Alc
100	Purple/Gold	.0039in	Fuel - Alcohol
700 Series Filters - Element Size: 1/2" x 1 3/8"			
-4AN thru -8AN Elements			
Micron	End Cap Color	Particle Size	Application
60	Black/Gold	.0023in	Fuel/Oil

Scavenge Filters Inline

Peterson's billet aluminum inline filters are compact and provide a great way of removing harmful parts from the oil before they reach the pump. Free flowing, they have twice the filter area of our Dry Sump Pan Screens.



Inline

- 09-0401 -8 AN In-Line Scavenge filter. Use on lifter valley scavenge or with rear end pumps.
- 09-0402 -10 AN In-Line Scavenge filter. Use with dry sump pan or lifter valley scavenge lines
- 09-0403 -12 AN In-Line Scavenge filter
Use with dry or wet sump pan lines
- 09-0405 -16 AN In-Line Scavenge Filter
Use with dry or wet sump pan lines



Inline 90°

- 09-0406 -8 AN 90° Inline filter.
Use on lifter valley or rear end pumps
- 09-0407 -10 AN 90° Inline filter.
Use on lifter valley or dry sump pan
- 09-0408 -12 AN 90° Inline filter.
Use on dry or wet sump pan
- 09-0409 -16 AN 90° Inline filter.
Use on dry or wet sump pan

Replacement Screens

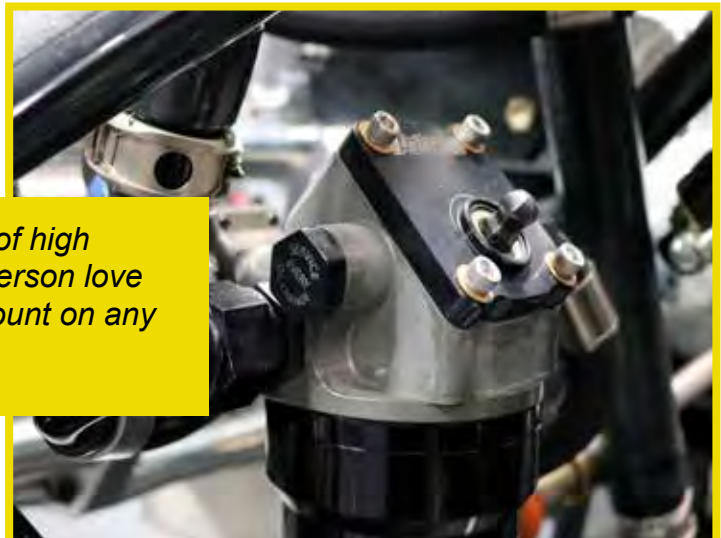
- 09-0410 Replacement Screen filter
09-0402, 09-0403, 09-0407, and 09-0408
- 09-0411 Replacement Screen filter 09-0401, 09-0406
- 09-0412 Replacement Screen filter 09-0405

Dry Sump Pan Screens

Peterson has developed a Dry Sump Pan Screen which is easily screwed onto the pan fitting. Provides an accessible screen to protect valuable dry sump pumps from ingesting engine parts. More compact and with more screen area than other products of similar nature, this screen filter can easily be inspected without removing the pan.




- 09-0404 Dry Sump Pan Screen Filter
-12 AN Female x -12 AN Male
- 09-0411 Replacement Screen Filter



Proline Racing is a global, top tier provider of high performance drag racing engines. We at Peterson love seeing PLR use our Primer Remote Filter Mount on any of their projects.

Remote Filter Mount w/ Engine Oil Primer

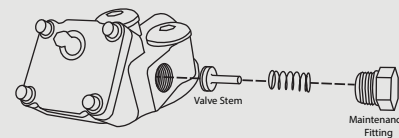
Peterson's primer filter mount allows you to use a standard drill to prime your engine easily. Utilizing our unique R4 rotor design, this small pump can give you 20psi of oil pressure in as little as 10 seconds to make sure all your bearing surfaces are properly oiled cutting down on engine wear. Features billet aluminum construction, AN port fittings and tube or firewall or tank mount. Mount bracket sold separately.

DO NOT use an impact wrench to turn pump drive. Use an electric drill only 



MAINTENANCE

- Primer valve needs to be serviced regularly.
- Clean after each filter change.
- Remove valve guide/maintenance fitting to clean valve.
- Clean the valve and internal bushing of any debris that may be present.
- Apply small amount of oil to bushing and valve stem
- Make sure valve is properly seated in housing when re-installing bypass assembly.
- Check the valve alignment before installing oil filter.



Large Filter Mount w/ Primer

- 09-1560 1 1/2-12 Post w/ -10AN Fittings, Left Side Primer Inlet
- 09-1561 1 1/2-12 Post w/ -12AN Fittings, Left Side Primer Inlet
- 09-1562 1 1/2-16 Post w/ -10AN Fittings, Left Side Primer Inlet
- 09-1563 1 1/2-16 Post w/ -12AN Fittings, Left Side Primer Inlet
- 09-1570 1 1/2-12 Post w/ -10AN Fittings, Right Side Primer Inlet
- 09-1571 1 1/2-12 Post w/ -12AN Fittings, Right Side Primer Inlet
- 09-1572 1 1/2-16 Post w/ -10AN Fittings, Right Side Primer Inlet
- 09-1573 1 1/2-16 Post w/ -12AN Fittings, Right Side Primer Inlet

Small Filter Mount w/ Primer

- 09-1501 Chevy Post, Left to Right w/ -10AN Fittings
- 09-1502 Chevy Post, Left to Right w/ -12AN Fittings
- 09-1503 Chevy Post, Right to Left w/ -10AN Fittings
- 09-1504 Chevy Post, Right to Left w/ -12AN Fittings
- 09-1511 Ford Post, Left to Right w/ -10AN Fittings
- 09-1512 Ford Post, Left to Right w/ -12AN Fittings
- 09-1513 Ford Post, Right to Left w/ -10AN Fittings
- 09-1514 Ford Post, Right to Left w/ -12AN Fittings
- 09-1521 System 1 Post, Left to Right w/ -10AN Fittings
- 09-1522 System 1 Post, Left to Right w/ -12AN Fittings
- 09-1523 System 1 Post, Right to Left w/ -10AN Fittings
- 09-1524 System 1 Post, Right to Left w/ -12AN Fittings

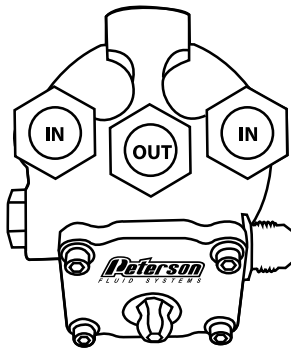
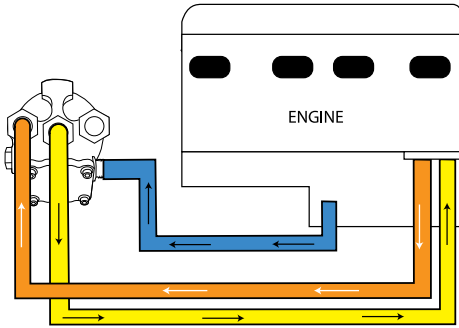


Mount Brackets

- 09-1590 Mount Bracket 1 1/4" Tube
- 09-1591 Mount Bracket 1 3/8" Tube
- 09-1592 Mount Bracket 1 1/2" Tube
- 09-1593 Mount Bracket 1 3/4" Tube
- 09-1594 Mount Bracket-Large Firewall
- 09-1595 Mount Bracket 1 5/8" Tube
- 09-1584 Mount Bracket-Small Firewall
- 08-2206 Mount Bracket 6" Tank Strap
- 08-2207 Mount Bracket 7" Tank Strap
- 08-2209 Mount Bracket 9" Tank Strap

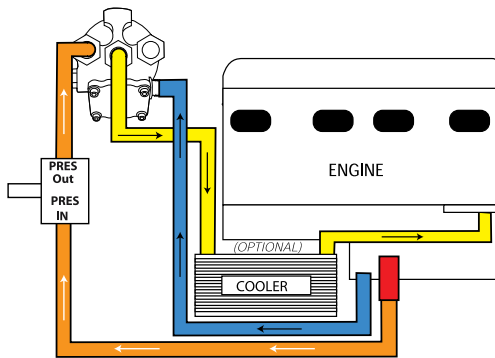
PRIMER FILTER MOUNTS

Wet Sump System
Internal Pump

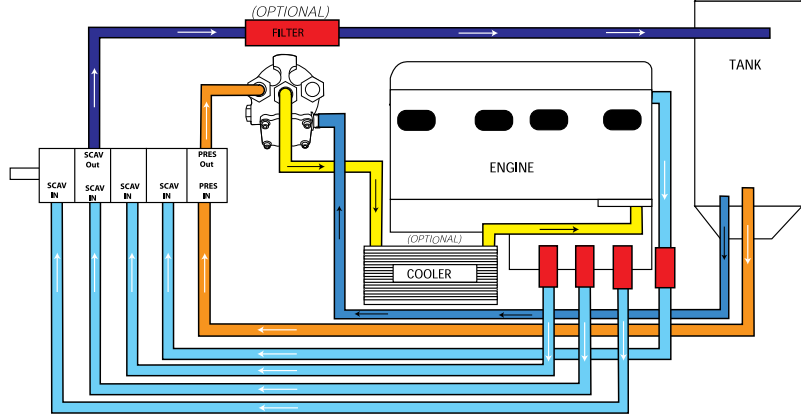


Right Side Large Remote Filter Mount w/ Primer

- 09-1570 1 1/2-12 Post w/ -10AN Fittings
- 09-1571 1 1/2-12 Post w/ -12AN Fittings
- 09-1572 1 1/2-16 Post w/ -10AN Fittings
- 09-1573 1 1/2-16 Post w/ -12AN Fittings

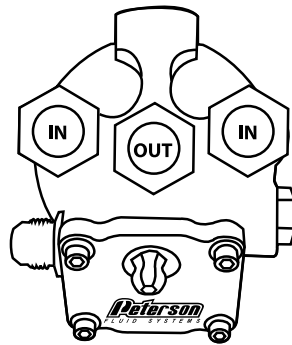
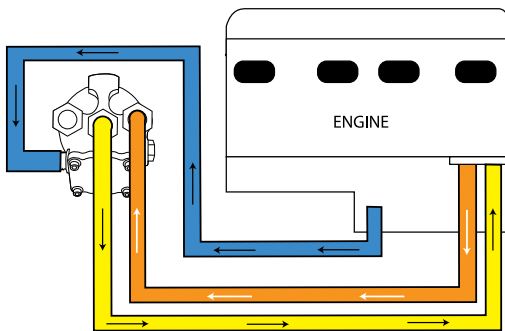


Wet Sump System
External Pump



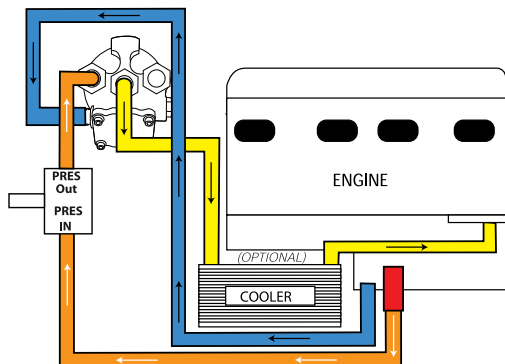
Dry Sump System

Wet Sump System
Internal Pump

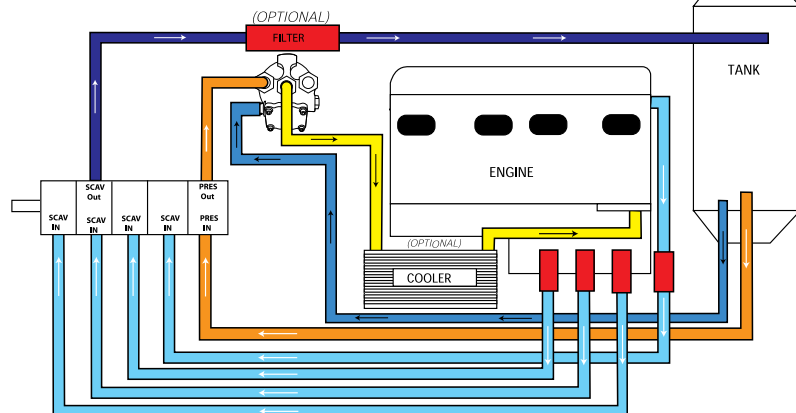


Left Side Large Remote Filter Mount w/ Primer

- 09-1560 1 1/2-12 Post w/ -10AN Fittings
- 09-1561 1 1/2-12 Post w/ -12AN Fittings
- 09-1562 1 1/2-16 Post w/ -10AN Fittings
- 09-1563 1 1/2-16 Post w/ -12AN Fittings

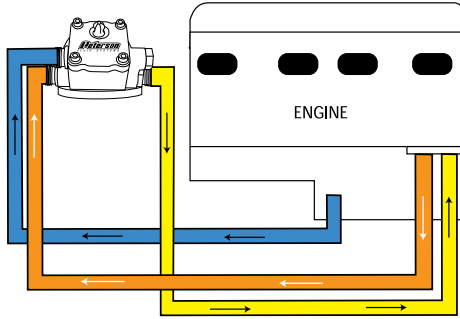


Wet Sump System
External Pump



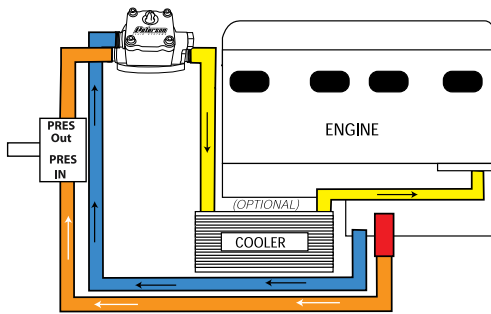
Dry Sump System

Wet Sump System
Internal Pump

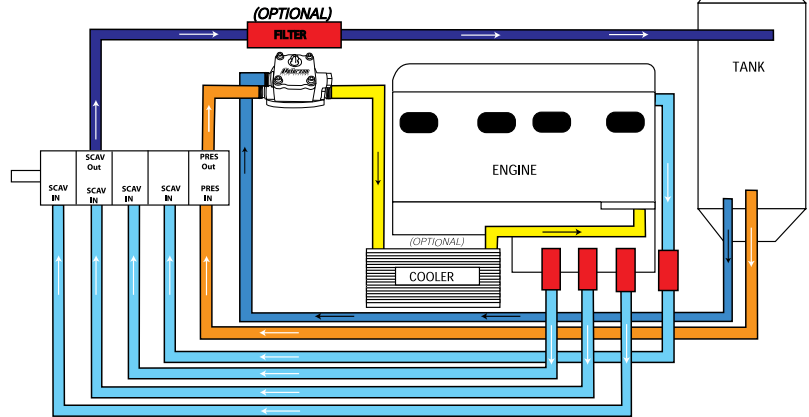


Left to Right Small Filter Mount w/ Primer

- 09-1501 Chevy Post w/ -10AN Fittings
- 09-1502 Chevy Post w/ -12AN Fittings
- 09-1511 Ford Post w/ -10AN Fittings
- 09-1512 Ford Post w/ -12AN Fittings

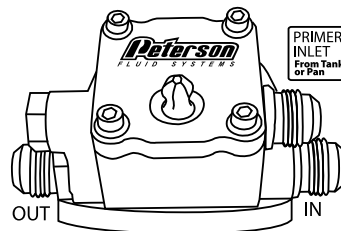
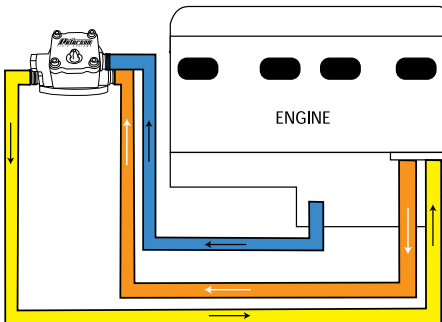


Wet Sump System
External Pump



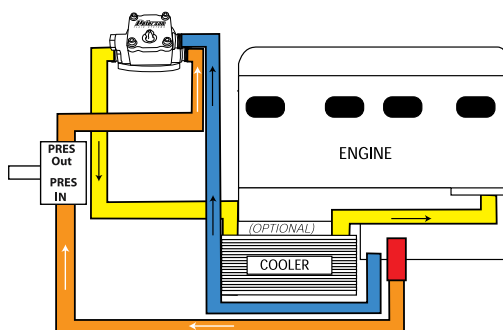
Dry Sump System

Wet Sump System
Internal Pump

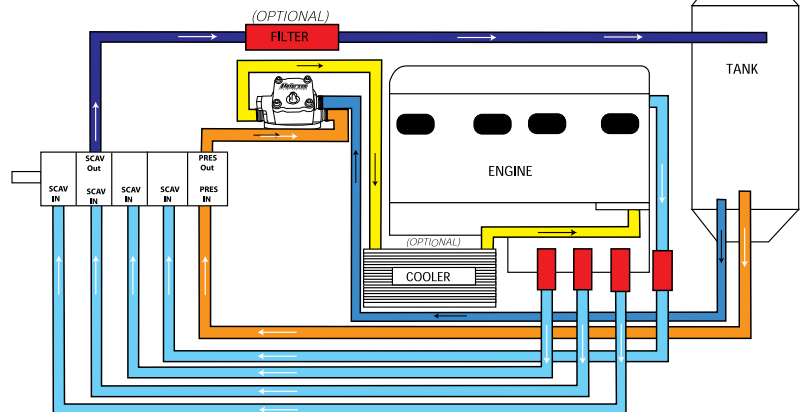


Right to Left Small Filter Mount w/ Primer

- 09-1503 Chevy Post w/ -10AN Fittings
- 09-1504 Chevy Post w/ -12AN Fittings
- 09-1513 Ford Post w/ -10AN Fittings
- 09-1514 Ford Post w/ -12AN Fittings



Wet Sump System
External Pump



Dry Sump System



Large Diameter Remote Oil Filter Mount

Peterson's large diameter remote filter mount is CNC machined from billet 6061-T6 aluminum for durability. Ports are machined for free flow of oil. These remote filter adapters feature -12 AN ports on the inlets and outlets and a 1/8 NPT for gauge feed. Fittings and filter mount brackets are included.

1 1/2"-12 Thread

Fram, Moroso, WIX

- 09-1351 -10 AN fittings firewall mount
- 09-1352 -12 AN fittings firewall mount
- 09-1371 -10 AN fittings 1 1/4" tube
- 09-1372 -12 AN fittings 1 1/4" tube
- 09-1373 -10 AN fittings 1 3/8" tube
- 09-1374 -12 AN fittings 1 3/8" tube
- 09-1375 -10 AN fittings 1 1/2" tube
- 09-1376 -12 AN fittings 1 1/2" tube
- 09-1377 -10 AN fittings 1 3/4" tube
- 09-1378 -12 AN fittings 1 3/4" tube

1 1/2"-16 Thread

AC, Hastings, Motorcraft, Purolator

- 09-1361 -10 AN fittings firewall mount
- 09-1362 -12 AN fittings firewall mount
- 09-1381 -10 AN fittings 1 1/4" tube
- 09-1382 -12 AN fittings 1 1/4" tube
- 09-1383 -10 AN fittings 1 3/8" tube
- 09-1384 -12 AN fittings 1 3/8" tube
- 09-1385 -10 AN fittings 1 1/2" tube
- 09-1386 -12 AN fittings 1 1/2" tube
- 09-1387 -10 AN fittings 1 3/4" tube
- 09-1388 -12 AN fittings 1 3/4" tube



Remote Oil Filter Mounts

Machined from billet 6061-T6 aluminum for durability. Ports are machined for free flow of oil. These remote filter adapters feature -12 AN ports on the inlets and outlets and a 1/8 NPT for gauge feed. Fittings and filter mount brackets are included.

Chevrolet Filter 13/16"-16 Thread

- 09-1301 -10 AN fittings firewall mount
- 09-1302 -12 AN fittings firewall mount
- 09-1306 -12 AN fittings w/ Tank Bracket
- 09-1321 -10 AN fittings 1 1/4" tube
- 09-1322 -12 AN fittings 1 1/4" tube
- 09-1323 -10 AN fittings 1 3/8" tube
- 09-1324 -12 AN fittings 1 3/8" tube
- 09-1325 -10 AN fittings 1 1/2" tube
- 09-1326 -12 AN fittings 1 1/2" tube
- 09-1327 -10 AN fittings 1 3/4" tube
- 09-1328 -12 AN fittings 1 3/4" tube

Ford Filter 3/4"-16 Thread

- 09-1305 -10 AN fittings w/ Tank Bracket
- 09-1311 -10 AN fittings firewall mount
- 09-1312 -12 AN fittings firewall mount
- 09-1331 -10 AN fittings 1 1/4" tube
- 09-1332 -12 AN fittings 1 1/4" tube
- 09-1333 -10 AN fittings 1 3/8" tube
- 09-1334 -12 AN fittings 1 3/8" tube
- 09-1335 -10 AN fittings 1 1/2" tube
- 09-1336 -12 AN fittings 1 1/2" tube
- 09-1337 -10 AN fittings 1 3/4" tube
- 09-1338 -12 AN fittings 1 3/4" tube

Oil Tanks

Peterson Fluid Systems oil tanks are spun aluminum with CNC machined billet aluminum flanges and fittings. They feature our race proven baffle design that eliminates blowing oil. Available in a wide range of applications as well as standard tanks. We can also produce custom tanks for that special project. Tanks can be made in 6", 7" or 9" diameters with a wide variety of fittings and options.



Baffle System

Peterson's baffle system has been continually refined to provide the best setup available today. These tanks, unless over filled, do not blow oil. No more mess and better deaeration leading to better lubrication.



Clamp

Standard tanks feature CNC machined billet aluminum flanges, a steel v-band clamp and a thin o-ring for a tight no leak surface. No cutting o-rings or sealing issues at the track.



Fittings

Oil tanks come with standard AN aluminum fittings in a standard location. However we can also place the fittings into custom configurations, as well as add bungs for things such as temperature probes or heaters.

Available options:

Peterson tanks have several options which can be added to most of our popular oil tanks. Call a salesman to find out what options we can offer for your project.



Catch Can

To simplify hose hook up we can install a breather/catch can directly onto the tank. Includes a cotton filter element.



Lightweight

Lightweight option replaces the v-clamp with a bolt together flange and the standard steel cap with a billet aluminum cap. The baffle system is also lightened without sacrificing any deaeration efficiency.

Available on 6" and 7" tanks only.



Oil Tank STANDARD

Peterson oil tanks are the leader in tank technology. Manufactured using aircraft quality components, internal baffling provides excellent deaeration of the scavenge oil while maintaining a tall column of oil over the pickup. The tanks disassemble easily and the tank tops can rotate in relation to the bottoms for ease in fitting placement.

5 Gallon Tanks

08-0013 Single Scavenge Inlet. -12 female fittings
Use mount bracket 08-0101. 22" high (cap to drain) x 9" diameter
08-0014 Dual Scavenge Inlet. -12 female fittings
Use mount bracket 08-0101. 22" high (cap to drain) x 9" diameter

4 Gallon Tanks

08-0011 Single Scavenge Inlet. -12 female fittings
Use mount bracket 08-0101. 19" high (cap to drain) x 9" diameter
08-0012 Dual Scavenge Inlet. -12 female fittings
Use mount bracket 08-0101. 19" high (cap to drain) x 9" diameter



08-0013

08-0011

1.5 Gallon Tanks

- 08-0003 Single Scavenge Inlet. -12 female fittings
15.5" high (cap to drain) x 6" diameter. Use mount bracket 08-0100
- 08-0004 Dual Scavenge Inlet. -12 female fittings
15.5" high (cap to drain) x 6" diameter. Use mount bracket 08-0100
- 08-0023 Same as 08-0003 with -12 AN male fittings
- 08-0024 Same as 08-0004 with -12 AN male fittings

2 Gallon Tanks

- 08-0005 Single Scavenge Inlet. -12 female fittings
19.5" high (cap to drain) x 6" diameter. Use mount bracket 08-0100
- 08-0006 Dual Scavenge Inlet. -12 female fittings
19.5" high (cap to drain) x 6" diameter. Use mount bracket 08-0100
- 08-0025 Same as 08-0005 with -12 AN male fittings
- 08-0026 Same as 08-0006 with -12 AN male fittings
- 08-1025 LS7 Single Scavenge Inlet with -12 AN male fittings

2.5 Gallon Tanks

- 08-0007 Single Scavenge Inlet. -12 female fittings
24" high (cap to drain) x 6" diameter. Use mount bracket 08-0100
- 08-0008 Dual Scavenge Inlet. -12 female fittings
24" high (cap to drain) x 6" diameter. Use mount bracket 08-0100
- 08-0027 Same as 08-0007 with -12 AN male fittings
- 08-0028 Same as 08-0008 with -12 AN male fittings

3 Gallon Tanks

- 08-0009 Single Scavenge Inlet. -12 female fittings
16" high (cap to drain) x 9" diameter. Use mount bracket 08-0101
- 08-0010 Dual Scavenge Inlet. -12 female fittings
16" high (cap to drain) x 9" diameter. Use mount bracket 08-0101
- 08-0709 Single Scavenge Inlet - 12 female fitting
22.5" high (cap to drain) x 7" diameter. Use mount bracket 08-0102

Tank Replacement Component Parts

- 08-0110 Replacement O-Ring - 6" diameter tanks
- 08-0112 Replacement Viton O-Ring - 9" diameter tanks
- 08-0113 Replacement O-Ring - 7" diameter tanks
- 08-0250 Replacement V-Clamp for standard 6" tanks
- 08-0251 Replacement V-Clamp for standard 9" tanks



08-0009



08-0005



08-0008



Return Filter Tank

Peterson's return filter tank features a simpler design with improved performance. The high flow spin on filter inside the cap makes checking your return oil filter much easier. A built in dip stick takes away the guessing game of how much oil is in the tank. Screw on fittings with a radiused full flow design eliminates any back pressure on the return line. Tank has the reliable Peterson quality, no mess breather design and full baffling that has made Peterson tanks the choice of top teams in all forms of motorsports.

- 08-9016 4 Gallon Tank
- 08-9018 5 Gallon Tank
- 08-7012 2 Gallon Tank
- 19-5100 Replacement Filter
- 08-9608 Dipstick



Top view



7" Drag Tank

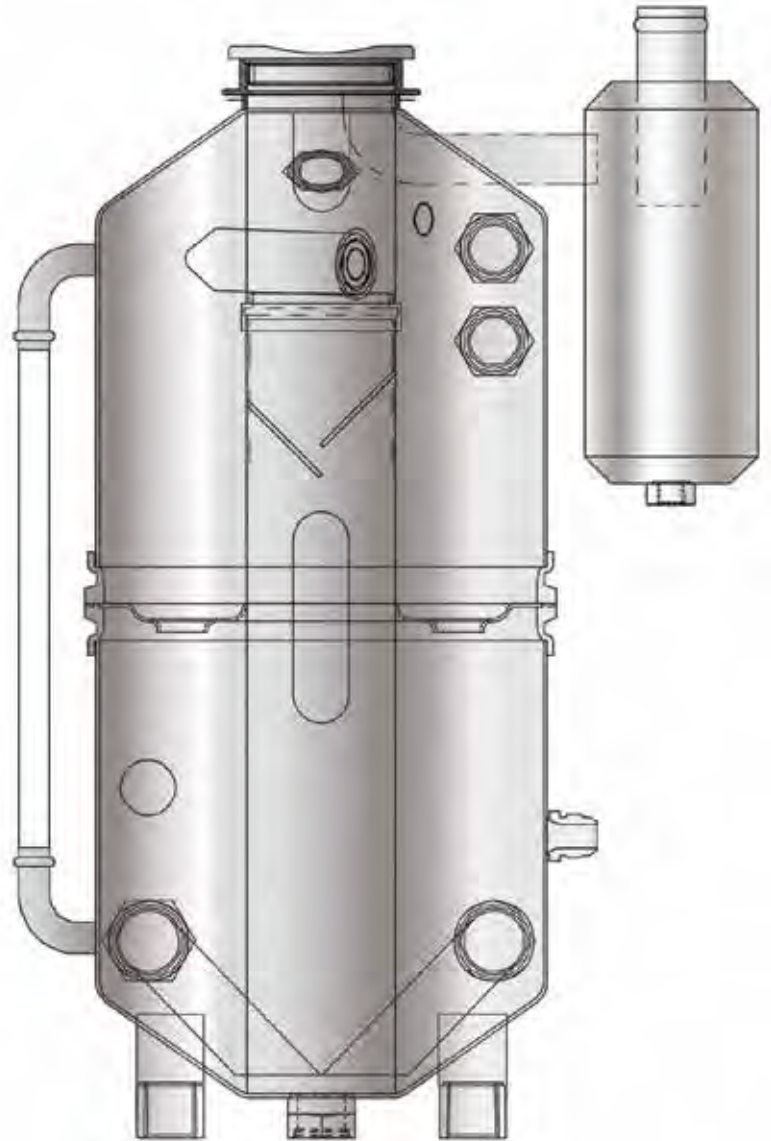
Drag tank has been proven to provide excellent oil control and absolutely no blowing oil. It features our race proven tank design with an integrated catch can or (2) -12 AN male fittings for use with an external catch can. Also includes a heater bung for an immersion style heater and our large billet aluminum cap. 16" overall height.

Single Return

- 08-0783 Single -16 Return, -12 Pickup, (2) -12 Male Breathers
- 08-0783-CC Single -16 Return, -12 Pickup, w/ Catch Can
- 08-0785 Single -16 Return, -16 Pickup, (2) -12 Male Breathers
- 08-0785-CC Single -16 Return, -16 Pickup, w/ Catch Can
- 08-0793 Single -20 Return, -12 Pickup, (2) -12 Male Breathers
- 08-0793-CC Single -20 Return, -12 Pickup, w/ Catch Can

Dual Return

- 08-0784 Dual -16 Return, -12 Pickup, (2) -12 Male Breathers
- 08-0784-CC Dual -16 Return, -12 Pickup, w/ Catch Can
- 08-0786 Dual -16 Return, -16 Pickup, (2) -12 Male Breathers
- 08-0786-CC Dual -16 Return, -16 Pickup, w/ Catch Can



Sprint Car Oil Tanks

Peterson's 2.5 gallon lightweight tanks weigh 3.2 lbs and includes inside baffles and de-aeration assembly.

Lightweight - Non Take Apart

Uses 08-0101 or 08-0105 brackets.

08-0035 2 gallon. Single return line

08-0036 2 gallon. Dual return lines

08-0038 2.5 gallon. Dual return lines

Lightweight - Take Apart

08-0823 1 1/2 Gallon single return line

08-0824 1 1/2 Gallon dual return lines

08-0825 2 Gallon single return line

08-0826 2 Gallon dual return lines

08-0827 2.5 Gallon single return line

08-0828 2.5 Gallon dual return lines

08-0612 Billet Replacement cap 1 7/16" Thread

08-0614 O-Ring for Billet Cap

Custom Tanks

Peterson can create custom tanks for a wide variety of applications. Fitting and bung location can be altered, as well as, options added such as breather cans, heater bungs and sight glasses. Tanks come in 6", 7" and 9" diameters and height can be altered to get the right capacity for your application.

Any standard tank with changes or modifications is considered a custom tank. Custom tanks are available at increased cost. Call to speak with one of our sales representatives to assist you in choosing the correct tank for your project.

Custom tank form available at:
petersonfluidsys.com/CustomTank.html

Breather Cans



08-0400



08-0412

Spun aluminum remote breather cans with internal baffling are excellent when breathing your dry sump tank to atmosphere.

- 08-0400 (2) -12 AN female ports and -6 drain plug
- 08-0410 3" diameter with (1) -12 AN male fitting for oil tank breather and (1) -8 AN male fitting to breath rear end. Complete with quick drain valve and mounting clamp.
- 08-0420 Sealed Coyote Can (2) -10 Males and (1) -12 Female
- 08-0401 2 Qt NHRA legal breather can
- 08-0402 Bracket for 08-0400
- 08-0411 Bracket for 08-0410
- 0114-RC Replacement Filter for 08-0410



Rear End Fill Can

Peterson's rear end fill can features a vented cap and aluminum construction. Also available with an integrated filtered fuel tank vent which is exclusive from the vented rear end. Fuel tank vent fitting available in -6 or -8 AN.

- 08-0430 Rear End Fill Can
- 08-0440-6 Rear End Fill Can w/ -6 fuel vent
- 08-0440-8 Rear End Fill Can w/ -8 fuel vent



Oil Tank Heaters

Pre-heating of oil in dry or wet sump systems is important to ensure good lubrication upon initial start-up. Our immersion style heaters do a great job of pre-heating your oil, however, it requires welding a bung into the tank. Whereas our wrap around styles can be glued using hi-temp RTV silicone to glue to the outside of the tank or pan.

- 08-0300 300 WATT immersion style heater. 110 Volt with detachable cord set. Comes complete with both steel and aluminum 1/2" NPT weld bung.
- 08-0301 300 WATT wrap around pad 2" x 15". 110 Volt with detachable cord set.
- 08-0302 400 WATT wrap around pad 3" x 10". 110 Volt with detachable cord set.
- 08-0310 Replacement power cord for 08-0300
- 08-0311 Replacement power cord for 08-0301, 08-0302
- 08-1300 300 WATT immersion style heater. 220 Volt with detachable cord set. Comes complete with both steel and aluminum 1/2" NPT weld bung.
- 08-1301 300 WATT wrap around pad 2" x 15". 220/240 Volt with detachable cord set.
- 08-1302 400 WATT wrap around pad 4" x 10". 220/240 Volt with detachable cord set.
- 08-1310 Replacement power cord for 08-1300
- 08-1311 Replacement power cord for 08-1301 & 08-1302



Tank Strap Filter Mount Brackets

Allows remote filter mount to be mounted to the side of the dry sump tank.

- 08-2206 Peterson Filter Mount 6" Tank Strap
- 08-2207 Peterson Filter Mount 7" Tank Strap
- 08-2217 CV Filter Mount 7" Tank Strap
- 08-2209 Peterson Filter Mount 9" Tank Strap



Filter Tank Accessories

- 08-0290 Filter Box Lid - Single
- 08-0291 Filter Box Lid - Dual
- 08-0975 75 Micron Element - Blue
- 08-1900 100 Micron Element - Purple



Oil Tank Mount Brackets

Peterson mount brackets are machined from billet aircraft aluminum for durability. The straps are stainless steel. These mounts are used on winning cars in NASCAR and other forms of racing.

- 08-0100 Mount Bracket 6" diameter tank. Sold in pairs
- 08-0101 Mount Bracket 9" diameter tank. Sold in pairs
- 08-0102 Mount Bracket 7" diameter tank. Sold in pairs
- 08-2105 Mount Bracket 10.5" diameter tank. Sold in pairs
- 08-0120 6" Replacement rubber kit
- 08-0121 9" Replacement rubber kit
- 08-0170 7" Replacement rubber kit



Dirt Late Model Mount Brackets

CNC Machined aluminum mount bracket clamps to 1 1/2" tubing. Stainless mount straps, EPDM rubber on straps. Eliminates need to weld brackets to frame. Two piece design makes installation a snap.

- 08-0106 Clamp Style 9" Tank Bracket 1 1/2" Tube
- 08-0107 Clamp Style 7" Tank Bracket 1 1/2" Tube



Tank Dip Stick

These dipsticks include a wide contoured handle, aluminum construction and knurled end to help with reading oil level. Available in different lengths for our whole line of old style tanks.

- 08-1100 Dipstick 3 - 4 Gallon Tanks
- 08-1101 Dipstick 7" Drag Tanks
- 08-1102 Dipstick 1.5 - 2.5 Gallon Tanks
- 08-1103 Dipstick 5 Gallon Tanks
- 08-9608 Dipstick Filter Tank



Oil Tank Cap

- 08-0601 Oil tank cap assembly, including filler neck
- 08-0602 Oil tank replacement cap only
- 08-0603 Aluminum filler neck only



Lightweight Caps & Bungs

Peterson now offers the billet aluminum caps and bungs, featured on our popular lightweight tank, as a separate part. The cap is anodized black and features an o-ring seal. Available in a 1 7/16" size and a 3" size.

- 08-0611 Cap & Bung Assembly, 1 7/16"
- 08-0612 Cap Only, 1 7/16"
- 08-0613 Bung Only, 1 7/16"
- 08-0614 O-Ring Only, 1 7/16"
- 08-0621 Large Cap & Bung Assembly, 3"
- 08-0622 Large Cap Only, 3"
- 08-0623 Large Bung Only, 3"
- 08-0624 Large O-Ring Only, 3"
- 08-0629 Large Cap w/ Dipstick



Tank Fittings

- 08-0501 Fitting -10 AN Male x -12 AN Port
- 08-0502 Fitting -12 AN Male x -12 AN Port
- 08-0503 Fitting -16 AN Male x -12 AN Port
- 08-0504 Plug -6 AN Port Plug (Tank Drain)
- 08-0505 Plug -12 AN Port Plug (Tank Drain)
- 08-0506 O-ring kit. -12 AN O-rings, 5 per pack

Oil Filter Block Off Plates

Oil filter block-off plates facilitate the hook-up of wet and dry sump oil pressure lines to the engine's stock oil filter pad. Applications cover standard Chevy V8s and bow-tie blocks with either -10 or -12 AN fittings. Plates are made from billet aluminum and come with all mounting hardware necessary. Stock oil pump passage must be blocked off.



Chevrolet

- 09-0003 Chevy -10 AN fitting
2 ea 5/16 -18 bolt mount.
- 09-0004 Chevy -12 AN fitting
2 ea 5/16 -18 bolt mount.
- 09-0020 Replacement square O-ring for 09-0001 thru 09-0004
- 09-0023 BBC Dart -10 AN fitting
- 09-0024 BBC Dart -12 AN fitting



Ford

- 09-0010 Ford 302-460 all with -10 AN inlet fitting
- 09-0011 Ford 302-460 all with -12 AN inlet fitting
- 09-0021 Replacement O-ring for 09-0010 and 09-0011



Bypass Oil Filter Adapter

These allow use of a remote filter adapter and cooler with a stock wet sump system.

- 09-0202 Chevrolet V8 w/spin on filter aluminum -10 AN ports
- 09-0203 Ford V8 and 6 cyl. 1957 and up Chrysler V8 and 6 cyl. w/spin on filter billet aluminum -10 port inlet and outlet



Input Adapter

Oil input adapter is designed to simplify installation of a wet or dry sump system by eliminating the need to install a remote filter pad. This billet adapter bolts to the engine's stock filter pad and offers provisions for both a screw-on filter and an oil pressure line.

Note: Oil filter lowered approximately 1 1/2"

- 09-0100 Billet Aluminum Input Adapter, Small Block 1/2" NPT ports.
- 09-0101 Billet Aluminum Input Adapter, Big Block 1/2" NPT ports.
- 09-0102 O-Ring Kit
- 09-0103 SBC Cooler Adapter
- 09-0105 BBC Cooler Adapter

LS7 Adapters

Peterson has a set of adapters for the Chevrolet LS7 engine to make plumbing into a street rod or muscle car easy.



Oil Pan Adapter

An adapter for LS7 pans to convert to AN for use with an aftermarket tank. Great for Street Rod and Muscle Car projects or tank upgrades. Features billet aluminum construction, -12 AN ports, correct factory seals on pan side and bolts for mounting. Port fittings sold separately.

Note: Can not use (2)-16 AN fittings

- 15-5001 LS7 Pan Adapter fitting
- 08-0502 -12 AN port to -12 AN Male
- 08-0503 -12 AN Port to -16 AN Male



Oil Cooler Adapter

Adapter for LS7 engine to convert AN for the oil cooler lines. Port fittings sold separately.

- 15-5011 LS7 Cooler Adapter Fitting
- 15-1004 -8 AN port to -8 AN Male
- 15-1002 -8 AN port to -10 AN Male

10-2150



10-2120

Swivel Water Necks

Necks swivel 360° for exact hose alignment. Viton seals are used internally and the flange is O-ring sealed. Features include hard coat anodizing for improved wear, steel snap ring for secure fitting retention, and a secondary locking pin.

- 10-2116 -16 Swivel Water Neck
- 10-2120 -20 Swivel Water Neck
- 10-2125 1 1/4" Swivel Water Neck
- 10-2150 1 1/2" Swivel Water Neck
- 10-1125 1 1/4" Fitting
- 10-1150 1 1/2" Fitting
- 14-0016 -16 Fitting
- 14-0020 -20 Fitting

***Technical Note:** In the event of having to disassemble the above waternecks, it is necessary to replace the spiral lock ring if it has been damaged or bent during disassembly. Use extreme care when reinstalling the spiral lock ring and be sure it is completely seated in the lock ring groove.



Waterneck Spacers

Aluminum waterneck spacers are CNC machined from 6061 aluminum for durability and lightweight. Features a relief for a thermostat.

- 10-2316 -16 AN SBC Waterneck
- 10-2253 -16 AN SBC Waterneck w/ (2) 3/8" NPT ports
- 10-2320 -20 AN SBC Waterneck w/ (2) -10 ports



Water Neck Riser Blocks

Machined from billet aluminum. These have o-ringed flanges and accommodate a thermostat. Available with -6 AN, -8 AN or -10 AN ports for cylinder head water lines.

1" thick aluminum

- 10-2250 Plain Riser
- 10-2251 2 ea -6 AN ports
- 10-2252 2 ea -6 AN ports and water temp sender port

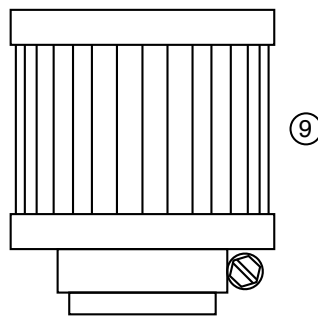
1 1/4" thick aluminum

- 10-2255 Plain Riser
- 10-2256 2 ea -8 AN ports
- 10-2257 1 ea -10 AN port

Direct Screw In Breather

-12 AN port thread to screw directly into the breather bung on Peterson dry sump tanks. Internally baffled to help prevent blowing oil. Can also be used on engine valve covers as a fill plug/breather, when a -12 AN port (Part# 17-1112) is welded into an aluminum cover. 1 3/8" OD on tube. **Includes filter.**

- 08-0415 Screw In Breather
- 17-0012 Replacement Bung
- 0114-RC Replacement Element



08-0450 Expanded View

- ① Weld Bung (1)
- ② O-Ring (1)
- ③ Body (1)
- ④ O-Ring (1)
- ⑤ Valve(1)
- ⑥ Spring (1)
- ⑦ Valve Guide (1)
- ⑧ Retainer Clip (1)
- ⑨ Filter (1)

08-0415

One Way Valve Pop Off



Breather assembly is installed in valve cover on engine's running crankcase in vacuum condition. Valve seals from air entering engine, but opens with 2psi in the event of crankcase pressure, allowing crankcase to vent. Available in either valve cover mount with -12 AN port bung, -16 AN Inline or -12 AN Inline for plumbing from valve cover.

- 08-0450 One Way Pop Off Valve Cover Mount
- 17-0012 Replacement Bung
- 0114-RC Replacement Element

- 08-1440 One Way Pop Off Inline -12 AN
- 08-1450 One Way Pop Off Inline -16 AN

08-0450

Vacuum Regulator

Peterson's adjustable vacuum regulator is on the leading edge of engine management. It has been proven to regulate crankcase vacuum and hold a steady level through extensive testing. Vacuum can be regulated from as high as 29.7 in/hg down to 2 in/hg. Retro kit available to switch your regulator to the new design. Fits -12 port AN. Includes aluminum weld bung for valve cover.

- 08-0455 Vacuum Regulator
- 08-0455-010 10 Micron Paper Element
- 17-0012 Replacement Bung





Oil Inlet Fitting

Peterson's oil inlet fittings are made to allow oil input at the front of the block over the water pump on small block Chevy engines. Available in several pipe and AN sizes to fit most applications.

- 15-1061 -10 AN x 1/2 NPT x 3" aluminum
- 15-1062 -12 AN x 1/2 NPT x 3" aluminum
- 15-1070 -10 AN x 1/2 NPT x 3" steel
- 15-1071 -12 AN x 1/2 NPT x 3.1" steel
- 15-1072 -10 AN x 3/8 NPT x 3" steel
- 15-1074 -12 AN x 3/8 NPT x 3.1" steel
- 15-1076 -12 AN x 3/8 NPT x 5.5" steel
- 15-1080 -10 AN x -10 AN Port x 3.250" aluminum
- 15-1081 -10 AN x -10 AN Port x 3.750" aluminum
- 15-1082 -12 AN x -10 AN Port x 3.250" aluminum
- 15-1083 -12 AN x -10 AN Port x 3.750" aluminum
- 15-1091 -10 AN x -12 AN Port x 3.750" aluminum
- 15-1092 -12 AN x -12 AN Port x 3.250" aluminum
- 15-1093 -12 AN x -12 AN Port x 3.750" aluminum



15-1040



15-1041



15-1043

Oil Pressure Gauge Fitting

This oil pressure fitting gets the oil pressure gauge line connection up where it is more accessible. Fitting is 1/8" NPT on engine.

- 15-1040 Oil pressure gauge fitting 90° 1/8 NPT x -4 AN
- 15-1041 Oil pressure gauge straight 1/8 NPT x -4 AN
- 15-1042 Oil pressure gauge straight 1/4 NPT x -4 AN
- 15-1043 Oil pressure gauge straight 1/8 NPT x -3 AN



Oil Pan Pickups

Peterson external wet sump oil pickups are made to convert wet sump pans to utilize an external wet sump pump. Welding is required for installation.

External

- 07-2002 Steel -12 AN
- 07-2004 Aluminum -12 AN
- 07-2005 Aluminum -16 AN
- 07-2006 Steel -16 AN



Engine Seals

Peterson Fluid Systems carries quality seals. These special seals are designed for engines running crankcase vacuum and insure the highest vacuum levels. This is a great benefit to dry sump applications.

Rear Crank Seals

- SM86410 Small Block Chevy 400
- SM86625 Small Block Chevy
- T-16027 LS1 Chevy
- SM86665 Big Block Chevy
- SM13610 Ford 302
- SM85339 Ford 351
- SM85742 Ford 351 w/302 Crank
- SM87123 Mopar R3 Block
- SM14255 Mopar R4/R5 Block

Front Crank Seals

- SM86990 Small Block Chevy
- T-16028 LS1 Chevy
- SM86910 Big Block Chevy
- SM85338 Ford 302/351
- SM86997 Mopar R3 Block

Front Cover Seals

Jesel

- SM86587 Small Block Chevy Crank Seal (Jesel # SEL37200)
- SM86622 Big Block Chevy Crank Seal (Jesel # SEL37300)
- SM86586 Chevy Cam Seal (Jesel # SEL38000)
- T-15695 Small Block Ford Crank Seal
- T-15696 Small Block Ford Cam Seal

Comp Cams

- T-14425 Small Block Chevy Crank Seal

Danny B

- T-15510 Small Block Ford Crank Seal
- T-16875 Small Block Ford Cam Seal



Water Manifolds

Peterson Fluid System's water manifold provides a solution for those running a head and intake manifold combination with no water crossover. It features billet aluminum manifold ends which are hand welded to the center tube. Manifold is available with a standard radiator cap flange or in a more compact design with no radiator cap flange. The manifold outlet is available in a -16 or -20 AN fitting or a 1.25" or 1.5" push on. This fitting is removable so you can change it if you change your cooling system. The other side features (4) -10AN ports which have a wide variety of adapter fittings available. It also features a port for a 5/8-18 Mechanical temp sender. An adapter is available to convert it to a 1/8" NPT port or a plug if you do not need to measure temperature.

- 10-1006 Water Manifold, -16 AN
- 10-1007 Water Manifold, -20 AN
- 10-1008 Water Manifold, 1.25"
- 10-1009 Water Manifold, 1.5"
- 10-1000 Water Manifold, RAD/CAP -16 AN
- 10-1001 Water Manifold, RAD/CAP -20 AN
- 10-1002 Water Manifold, RAD/CAP, 1.25"
- 10-1003 Water Manifold, RAD/CAP, 1.5"



Oil Flow Meter

A great addition to any dyno. Flow meter is installed in-line and reads oil flow from 2 - 30 GPM.

- 16-1050 Oil Flow Meter. -12 AN Port



Manifold End Rail Spacers Small Block Chevrolet

Peterson's end rail spacers fill the gap between the manifold and lifter valley end rail when using raised port heads. Available in various thicknesses they are supplied as a kit consisting of a spacer for the water pump and distributor end and 4 ea 3/16" roll pins to secure them to the block. Requires drilling the block for installation.

- 09-1060 Set Manifold Spacers .125 thick with roll pins.
- 09-1061 Set Manifold Spacers .187 thick with roll pins.
- 09-1062 Set Manifold Spacers .250 thick with roll pins.
- 09-1063 Set Manifold Spacers .375 thick with roll pins.
- 09-1064 Set Manifold Spacers .500 thick with roll pins.
- 09-1065 Set Manifold Spacers .625 thick with roll pins.
- 09-1070 3/16" Roll Pins, 3/8" Long Pkg 10.
- 09-1071 3/16" Roll Pins, 1/2" Long Pkg 10.
- 09-1072 3/16" Roll Pins, 3/4" Long Pkg 10.



Lifter Valley Riser Tubes

Peterson's lifter valley riser tubes are installed in the lifter drain back holes to prevent oil drain back through these holes while allowing the engine to breathe through the holes. 70 Micron filter screens are installed in the tube opening. Installation requires that the lifter drain back holes are tapped 1/4" NPT.

- 15-1050 Lifter Valley Riser Tube. Small Block Chevy
9/16" Hex Top 1/4" NPT Thread Bottom. Set of 8



Tank Fittings.

- 08-0501 Fitting -10 AN Male x -12 AN Port
- 08-0502 Fitting -12 AN Male x -12 AN Port
- 08-0503 Fitting -16 AN Male x -12 AN Port
- 08-0504 Plug -6 AN Port Plug (Tank Drain)
- 08-0505 Plug -12 AN Port Plug (Tank Drain)
- 08-0506 O-ring kit -12 AN O-rings, 5 per pack



Accessory Port Fittings

Precision machined from aircraft aluminum and anodized, these fittings are large bore and radiused on the inlet side for optimum flow.

- 15-1001 -8 AN x -6 port
- 15-1002 -10 AN x -8 port
- 15-1003 -6 AN x -6 port
- 15-1004 -8 AN x -8 port
- 15-1005 -10 AN Male x -10 AN port
- 15-1006 -12 AN Male x -10 AN port
- 15-1007 -16 AN Male x -10 AN port
- 15-1009 -10 AN port plug with 5/8-18 female temp sender port
- 15-1011 -10 AN port plug with 1/8 NPT port
- 15-1015 -8 AN Male x -10 AN port
- 15-1017 -8 AN Male x -12 port
- 15-1030 -10 AN port plug with 1/4 NPT port
- 15-1020 -4 AN Male x -6 AN port
- 15-1003 -6 AN Male x -6 AN port
- 15-1008 -10 port x -12 port
- 15-1016 -6 AN x -8 port
- 15-1018 -4 AN x -10 port
- 15-1019 -3 AN x -6 port
- 15-1025 -4 AN x -12 port
- 15-1077 -12 AN x -8 port



Allen Port Plugs

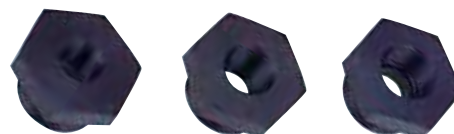
Peterson's new Allen drive port plugs feature an o-ring seal and billet aluminum construction.

- 15-0006 Port Plug -6 AN Internal Hex
- 15-0008 Port Plug -8 AN Internal Hex
- 15-0010 Port Plug -10 AN Internal Hex
- 15-0012 Port Plug -12 AN Internal Hex
- 15-0016 Port Plug -16 AN Internal Hex

T TECH TIP
AN Thread Sizes

"AN" (Army-Navy) sizes were established by the aircraft industry and designate the outside diameter of rigid tubing that the corresponding fittings are used with. Each dash size equals 1/16 of an inch.
(i.e. -8 AN = 8 x 1/16" = 1/2" OD of the metal tube)
Each standard AN size has its own standard thread size. Since the tubes sizes do not equate with the hose sizes, due to variation in wall thickness, the ID of the hoses and tubes are not the same. See the chart below for common hose and AN size.

AN Size	Tube OD	Thread Size	Hose ID
-4 AN	1/4"	7/16-20	7/32"
-6 AN	3/8"	9/16-18	11/32"
-8 AN	1/2"	3/4-16	7/16"
-10 AN	5/8"	7/8-14	9/16"
-12 AN	3/4"	1 1/16-12	11/16"
-16 AN	1"	1 5/16-12	7/8"
-20 AN	1 1/4"	1 5/8-12	1 1/8"



Temp-Port Fittings

Peterson's temp port fittings incorporate a standard AN port plug with an O-ring seal.

- 15-1009 -10 AN port plug with 5/8-18 female temp sender port
- 15-1010 -12 AN port plug with 5/8-18 female temp sender port
- 15-1011 -10 AN port plug with 1/8 NPT port
- 15-1012 -12 AN port plug with 1/8 NPT port
- 15-1013 Weld in temp port with 5/8-18 temp sender port
- 15-1014 1/8" NPT x 5/8-18
- 15-1030 -10 AN port plug with 1/4 NPT port
- 15-1031 -12 AN port plug with 1/4 NPT port
- 15-1032 -10 AN port x 3/8 NPT female
- 15-1033 -12 AN port x 3/8 NPT female
- 15-1034 -10 AN port x 1/2 NPT female
- 15-1035 -12 AN port x 1/2 NPT female
- 15-1036 5/8-18 x 3/8" NPT



Y-Manifolds

Female Y-Manifolds

Allows the use of a -16 or -20 female swivel nut at the radiator and 2 ea. -12 or -16 hoses to the cylinder heads. Used in NASCAR competition.

- 10-1703 Y-manifold -10 Female - 8 - 8 Male AN
- 10-1712 Y-manifold -12 Female -12 -12 Male AN
- 10-1730 Y-manifold -20 Female -12 -12 Male AN
- 10-1740 Y-manifold -20 Female -16 -16 Male AN
- 10-1726 Y-manifold -16 Female -12 -12 Male AN
- 10-1736 Y-manifold -16 Female -16 -16 Male AN
- 10-1741 Y-manifold -20 Female -20 -20 Male AN

Billet Manifolds

Peterson Fluid System's modular manifolds feature all billet aluminum construction with an integrated mounting pad. They are available in several configurations with interchangeable fittings configuration. Perfect for oil or fuel systems where multiple lines need to be condensed to one with optimal flow.

- 10-1030 Y-Manifold 6 x 6 x 6
- 10-1031 Y-Manifold 8 x 6 x 6
- 10-1032 Y-Manifold 8 x 8 x 8
- 10-1033 Y-Manifold 10 x 8 x 8
- 10-1034 4 Way Manifold 10 x 6 x 6 x 6
- 10-1040 4 Way Manifold 6 x 6 x 6 x 6
- 10-1041 4 Way Manifold 8 x 6 x 6 x 6
- 10-1046 4 Way Manifold 6 x 4 x 4 x 4
- 10-1060 5 Way Manifold 6 x 4 x 4 x 4 x 4
- 10-1061 5 Way Manifold 8 x 4 x 4 x 4 x 4
- 10-1070 5 Way Manifold 10 x 8 x 8 x 8 x 8
- 10-1071 5 Way Manifold 10 x 6 x 6 x 6 x 6
- 10-1080 5 Way Manifold 12 x 8 x 8 x 8 x 8
- 10-1081 5 Way Manifold 12 x 6 x 6 x 6 x 6

Aluminum Tube Y-Manifolds

Peterson Y-manifolds are fabricated to produce a smooth transition from 2 hoses to 1 hose. Available in different configurations, the manifolds can be custom ordered to fit your requirements.

- 10-1709 Y-manifold -10-10-10 AN
- 10-1711 Y-manifold -12-10-10 AN
- 10-1715 Y-manifold -16-10-10 AN
- 10-1721 Y-manifold -12-12-12 AN
- 10-1725 Y-manifold -16-12-12 AN
- 10-1729 Y-manifold -20-12-12 AN
- 10-1735 Y-manifold -16-16-16 AN
- 10-1739 Y-manifold -20-16-16 AN
- 10-1749 Y-manifold -20-20-20 AN

Inline Ball Valves

Peterson Fluid Systems has produced the best shut off ball valve in the racing industry. Produced from aircraft quality aluminum, these valves utilize hardcoated aluminum balls and bodies along with PTFE seals. Available in several combinations, these valves make fuel and oil shut off easy, with full flow when opened.



-6 AN & -8 AN Small Body Valves

- 09-0900 Ball Valve -6 AN x -6 AN Male
- 09-0901 Ball Valve -6 AN x -6 Bulkhead
- 09-0902 Ball Valve -6 Push-on x -6 Push-on
- 09-0903 Ball Valve -6 AN x -6 Female
- 09-0905 Ball Valve -6 AN Port with Jam Nut x -6 AN
- 09-0920 Ball Valve -8 AN x -8 AN
- 09-0921 Ball Valve -8 AN x -8 Bulkhead
- 09-0922 Ball Valve -8 Push-on x -8 Push-on
- 09-0923 Ball Valve -8 AN x -8 Female
- 09-0925 Ball Valve -8 AN Port with Jam Nut x -8 AN
- 09-0900-KIT Small Body Rebuild Kit

-10 AN & -12 AN Large Body Valves

- 09-0940 Ball Valve -10 AN x -10 AN
- 09-0941 Ball Valve -10 AN x -10 Bulkhead
- 09-0942 Ball Valve -10 Push-on x -10 Push-on
- 09-0943 Ball Valve -10 AN x -10 Female
- 09-0945 Ball Valve -10 AN Port with Jam Nut x -10 AN
- 09-0960 Ball Valve -12 AN x -12 AN
- 09-0961 Ball Valve -12 AN x -12 Bulkhead
- 09-0962 Ball Valve -12 Push-on x -12 Push-on
- 09-0963 Ball Valve -12 AN x -12 Female
- 09-0965 Ball Valve -12 AN Port with Jam Nut x -12 AN
- 09-0940-KIT Large Body Rebuild Kit

Panel Mount Ball Valves

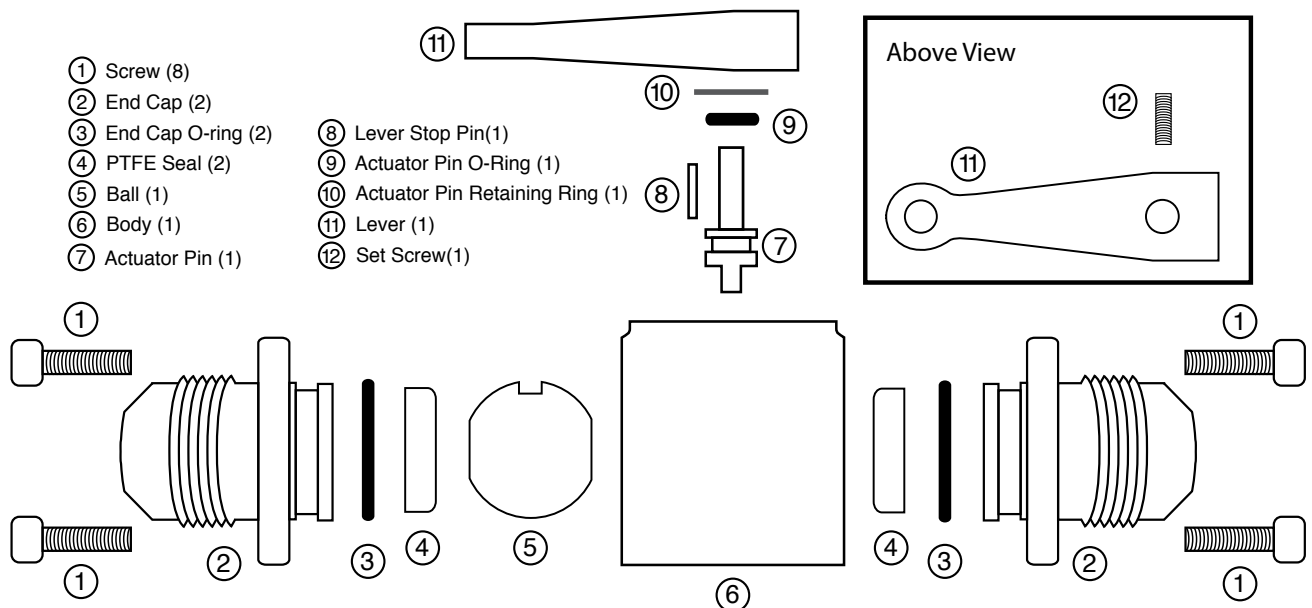
Peterson's popular ball valve as a panel mount valve. Great for dash mounted fuel shutoff. Complete with offset handle. Mounting holes are 10-24 Thread.

- 09-0910 -6 AN Male Fittings
- 09-0912 -6 AN Push-on Fittings
- 09-0930 -8 AN Male Fittings
- 09-0932 -8 AN Push-on Fittings
- 09-0900-KIT Small Body Rebuild Kit

-16 AN & -20 AN Extra Large Body Valves

Features include billet aluminum construction, fluoropolymers seals, and anodizing for durability. Works great on dynos to shut off supply from the oil tank.

- 09-0980 -16 AN Ball Valve
- 09-0983 -16 AN to -16 Female Ball Valve
- 09-0990 -20 AN Ball Valve



Inline Temp Port Assembly

Peterson's inline temperature sender fitting assembly is available with 5/8-18 for mechanical senders or 1/8" NPT for electrical sender. The end caps are available in the below listed configurations:



1/8" NPT Electrical Sender

- 09-1950 -10 Male Temp Port
- 09-1951 -10 Bulkhead Temp Port
- 09-1952 -10 Push-On Temp Port
- 09-1953 -10 Female Temp Port
- 09-1955 -10 Port Temp Port
- 09-1970 -12 Male Temp Port
- 09-1971 -12 Bulkhead Temp Port
- 09-1972 -12 Push-On Temp Port
- 09-1973 -12 Female Temp Port
- 09-1975 -12 Port Temp Port



5/8-18 Mechanical Sender

- 09-1940 -10 Male Temp Port
- 09-1941 -10 Bulkhead Temp Port
- 09-1942 -10 Push-On Temp Port
- 09-1943 -10 Female Temp Port
- 09-1945 -10 Port Temp Port
- 09-1960 -12 Male Temp Port
- 09-1961 -12 Bulkhead Temp Port
- 09-1962 -12 Push-On Temp Port
- 09-1963 -12 Female Temp Port
- 09-1965 -12 Port Temp Port

Tube Bends

Peterson offers a line of tube bends for fabrication needs. Tubes are aluminum unless otherwise noted.

- 18-0027 Tube Bend 45° 0.750" -12
- 18-0028 Tube Bend 45° 0.750" -12 Long
- 18-0029 Tube Bend 45° 1.000" -16
- 18-0030 Tube Bend 45° 1.000" -16 Long
- 18-0063 Tube Bend 90° 0.500" -6/-8
- 18-0065 Tube Bend 90° 0.625" -10
- 18-0067 Tube Bend 90° 0.750" -12
- 18-0068 Tube Bend 90° 0.750" -12 Long
- 18-0069 Tube Bend 90° 1.000" -16
- 18-0087 Tube Bend 120° 0.750" -12
- 18-0089 Tube Bend 120° 1.000" -16
- 18-0207 Tube Bend 105° 0.750" -12
- 18-1127 Tube Bend 90° 1.000" 6" Leg
- 18-1128 Tube Bend 90° 1.250" 6" Leg
- 18-1129 Tube Bend 90° 1.500" 6" Leg
- 18-1167 Tube Bend 90° 0.750" -12 Stainless



Fabrication Fittings

Peterson offers a whole line of fittings for fabrication purposes. Fittings are billet aluminum unless otherwise stated.

- 17-0004 Weld Bung Female -4 AN
- 17-0005 Weld Bung Female -6 AN
- 17-0006 Weld Bung Male -6 AN
- 17-0007 Weld Bung Female -8 AN
- 17-0008 Weld Bung Male -8 AN
- 17-0009 Weld Bung Female -10 AN
- 17-0010 Weld Bung Male -10 AN
- 17-0011 Weld Bung Female -12 AN
- 17-0012 Weld Bung Female -12 AN, Male Reg
- 17-0013 Weld Bung Male -12 AN
- 17-0014 Weld Bung Male -12 AN, Long
- 17-0016 Weld Bung Male -16 AN
- 17-0017 Weld Bung Male -16 AN, Long
- 17-0018 Weld Bung Female -16 AN
- 17-0020 Weld Bung Male -20 AN
- 17-0041 Weld Bung Female 1/8" NPT
- 17-0042 Weld Bung Female 1/4" NPT
- 17-0043 Weld Bung Female 3/8" NPT
- 17-0044 Weld Bung Female 1/2" NPT
- 17-0045 Weld Bung Female 3/4" NPT
- 17-0046 Weld Bung Female 1" NPT
- 17-0060 Weld Bung Female -6 AN, Drain
- 17-0113 Weld Bung Male -12 AN, Stainless
- 17-0114 Weld Bung Male -12 AN, Long, Stainless
- 17-0116 Weld Bung Male -16 AN, Stainless
- 17-0117 Weld Bung Male -16 AN, Long, Stainless
- 17-0144 Weld Bung Female 1/2" NPT, Steel
- 17-0209 Weld Bung Female -10 AN, for 7/8" Tube
- 17-0210 Weld Bung Female -12 AN, for 7/8" Tube
- 17-0211 Weld Bung Male -12 AN, w/1" Female Reg
- 17-0212 Weld Bung Male -12 AN, w/1.060" Female Reg
- 17-0213 Weld Bung Male -16 AN, w/1" Female Reg
- 17-0214 Weld Bung Male -16 AN, w/1.060" Female Reg



"The Peterson oil tank in our competition RWD converted drift Toyota Corolla has been flawless. The design and reliability is second to none."

- Stephan Papadakis/Papadakis Racing

Tech Tip Q&A

Pump Cavitation: What causes it?

Oil pressure is the result of several things. First, the pump must have an adequate supply of oil at the inlet side. Secondly, the pump must have the capacity to pump enough oil to overcome the “leaks” inside the engine and develop pressure. These “leaks” are due to bearing clearances, lifter bore clearances and top end oiling. If the supply of oil to the inlet side is not adequate due to small hose and fitting sizes, anywhere in the inlet hose, the pump cannot fill each chamber completely on each pumping event and the pump “cavitates” or works at less than maximum efficiency. Please note that the hose or fitting size is really the I.D. (Inner Diameter) size of the hose or fitting. Some industrial hoses and fittings use the same thread sizes and wrenches, but the hole I.D. is smaller than a comparable AN or high performance fittings such as Aeroquip fittings. Typically a small inlet hose will cause the engine to see a loss in pressure at higher RPMs.

Can I run a Wet Sump engine and create vacuum in the crankcase?

In Wet Sump applications using Peterson’s Wet-Vac™ external pump or other manufacturers vacuum pumps to create a vacuum in the engine, you will notice that as the vacuum increases, the oil pressure will decrease. This is the result of the pump having to suck the oil out of the pan, and in doing so, overcome the vacuum in the pan. As the vacuum increases, the force necessary to suck the oil from the pan increases and the pump is unable to completely fill on each pumping action, causing pump cavitation. Since the pump is pumping with less efficiency, due to vacuum, the oil pressure decreases.

Wet Sump or Dry Sump?

A Dry Sump is preferable if the rules and budget allow a dry sump system. Some divisions only allow wet sump engines, and in that case, a Peterson external Wet sump pump can provide externally adjustable pressure, more volume by adjusting pump speed and more uniform timing by taking the pump drive off of the distributor. A great choice for those instances where you need to use a wet sump pump. Dry Sump systems give you the ability to lower the engine in the chassis, due to a shallower pan configuration, control of windage, and have a more positive supply of oil to the pump. Other advantages include: Externally adjustable oil pressure, the ability to speed up or slow down the pump using different pulley and belt configurations, enabling the pump output to fit the need of the engine.

How do I choose the right sized pump for my application? 3, 4, or 5 stages?

In modern racing engines, control of windage (oil in suspension inside the engine) is one of the best ways to gain usable power. Evacuation of the crankcase can be better accomplished using multiple scavenge sections. All Peterson Dry Sump Pumps, along with our competitors, use one pressure and 2, 3, 4, or 5 scavenge stages. We have found that the Peterson 4 stage pump is as efficient as most 5 stage gear pumps, because of Peterson rotor design. Typically, 3 stage pumps scavenge with 2 pickup points in the pan, 4 stages scavenge with 2 pickup points in the pan and one pickup out of the lifter valley, 5 stages scavenge with 3 pickup points in the pan and one pickup out of the lifter valley. Most pump manufacturers offer different size stages which pump more or less volume per rotation. Typically, the longer the section - the more volume.

What is the torque specification on the draw rods?

The draw rods on Peterson pumps should be torqued to 80 inch lbs. Notice it is in inch pounds not foot pounds. These should be checked on a regular basis as part of the bolt check on the car.

Can I cap off an unused stage or tie two stages together?

No. Capping off an unused stage will result in pump damage and possible engine damage due to pump failure. The scavenge section needs oil for lubrication of the rotating assembly. Also you may not “tee” two lines together as this can result in oil not being scavenged correctly. Each scavenge stage needs to have its own separate line running to the engine.

Can I use a check valve in the oil feed line to keep oil from running back to the engine when not in use?

No. A check valve in the feed line creates a restriction causing cavitation in the pump. If the engine has not run for a period of time the engine will need to be primed. This can be accomplished by using a Remote Filter Mount with Primer (page 19) or spin the pump with a drill.

Tech Tip Q&A

Can I just weld a fitting to the side of the pan or use the drain plug for a feed?

No. A proper pickup is needed in the pan which will be a tube to a box with an open bottom or a tube with an opening along the bottom. The problem with a fitting welded in the side of the pan is it can become uncovered and suck air starving the pump and ultimately your engine of oil. Using the drain plug is not good either because it can also become uncovered in the course of a race. It can also create a vortex effect which can hamper proper scavenging of the oil.

How do I know what RPM to spin the oil pump?

Peterson oil pumps are a positive displacement pump as are most of our competitors pumps. This means that if you turn the pump slower it pumps less volume and if you turn it faster it pumps more volume. Most pumps have a maximum RPM that you can turn them. Typically, pumps turn from 50% of engine speed, as is the case of cam driven pumps, to 57% of engine speed in the case of our standard belt driven pumps. However, ratios of up to 70% have been used. Peterson Fluid Systems produces pulleys of different sizes (tooth count) so that the pump speed can be adjusted to a particular engine. Ideally the pump will turn just fast enough to satisfy the engine need and keep the oil pressure up without the need of bypassing oil. It takes horsepower to drive a pump and the faster you turn it, the more volume it pumps and the more horsepower it takes. It doesn't make sense to pump volume that goes through the relief valve. On small displacement engines with less oil need, it is not uncommon to slow the pump to 45% of engine speed. If you know what your engine requirements are, in GPM of oil, our tech people can help you determine a pump speed, for Peterson pumps, that will not rob horsepower.

How tight does the belt need to be?

Unlike v-belts or serpentine style belts, toothed belts like HTD and Gilmer do not need to be overly tight. The teeth on the belt are doing the work instead of friction. A good rule is that you should be able to turn the belt 90° and see the teeth on the belt. Don't be alarmed if it appears that the belt seems to be bouncing or flapping while the engine is running. If you over tighten these style belts they can walk off the pulley or cause premature wear to your pulleys.

HTD vs. Gilmer

Gilmer or cog belts are the tried and true belts used to drive dry sump oil pumps and other engine accessories. HTD (High Torque Drive) belts offer deeper tooth engagement into the pulley, making them capable of carrying more load. These are useful in more severe conditions. Peterson provides pulleys, belts and drives of both types.

Filter Micron Sizes

Peterson's filter elements are rated in micron sizes, reflecting the size of particle that will pass through the filter screen. The larger the micron size, the larger the particle that will pass through the screen. One micron equals .0000394 inches. The following is the micron particle size for Peterson filters:



TECH TIP

FILTER SIZES

400 Series Filters - Element Size: 2" x 5 1/4"

-8AN thru -16AN Elements

Micron	End Cap Color	Particle Size	Application
10/20	Black/Black	.0004/.0008	Fuel/Oil
45	Red/Gold	.0018in	Fuel
60	Black/Gold	.0023in	Fuel/Oil
75	Blue/Gold	.0029in	Oil
100	Purple/Gold	.0039in	Oil

-20AN Elements

75	Blue/Silver	.0029in	Oil
100	Purple/Silver	.0039in	Oil

600 Series Filters - Element Size: 1 3/8" x 3 5/8"

-8AN thru -12AN Elements

Micron	End Cap Color	Particle Size	Application
10/20	Black/Black	.0004/.0008	Fuel
45	Red/Gold	.0018in	Fuel - Gasoline
60	Black/Gold	.0023in	Fuel-Gas/Alc
100	Purple/Gold	.0039in	Fuel - Alcohol

700 Series Filters - Element Size: 1/2" x 1 3/8"

-4AN thru -8AN Elements

Micron	End Cap Color	Particle Size	Application
60	Black/Gold	.0023in	Fuel/Oil

Introducing

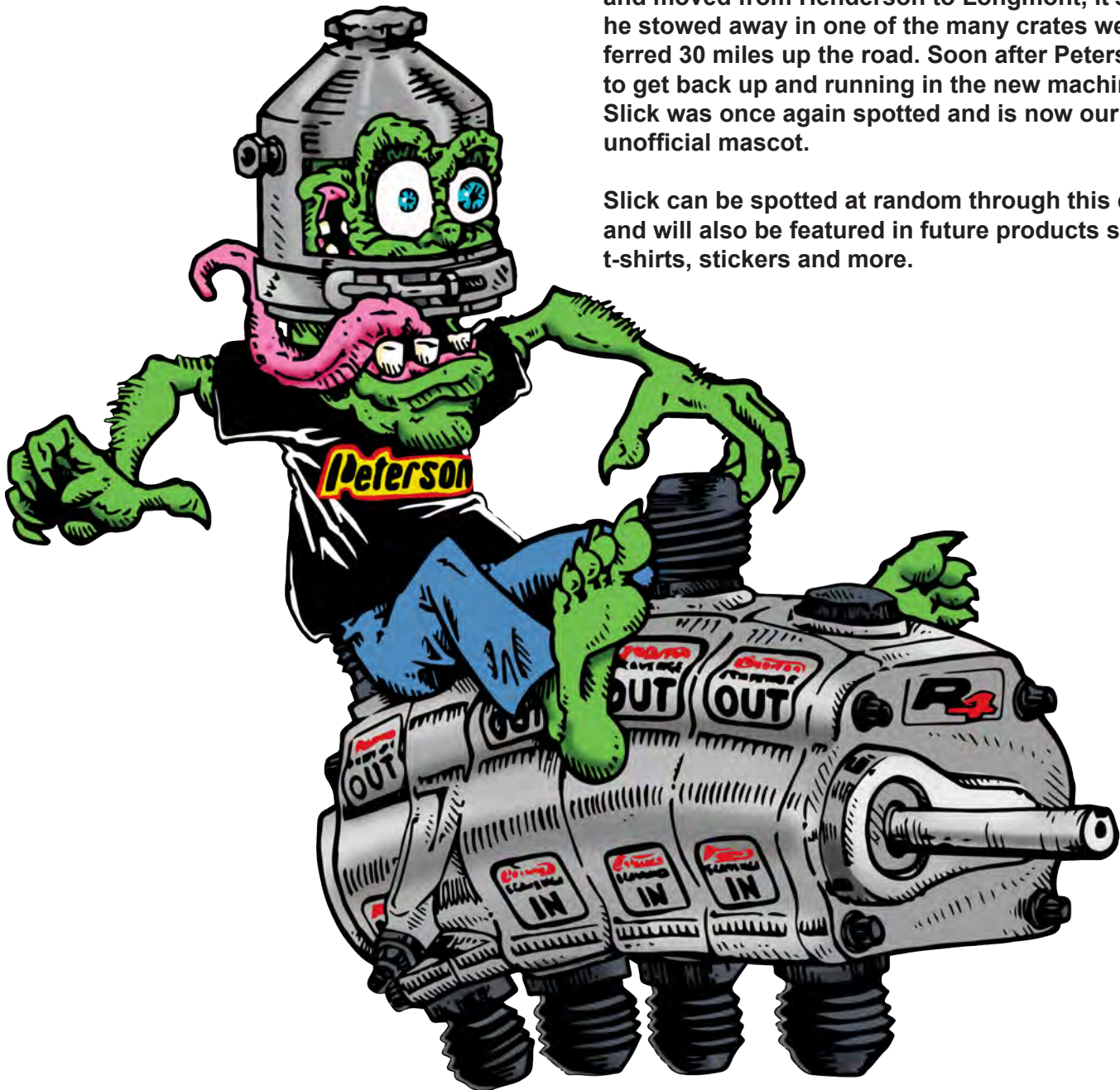
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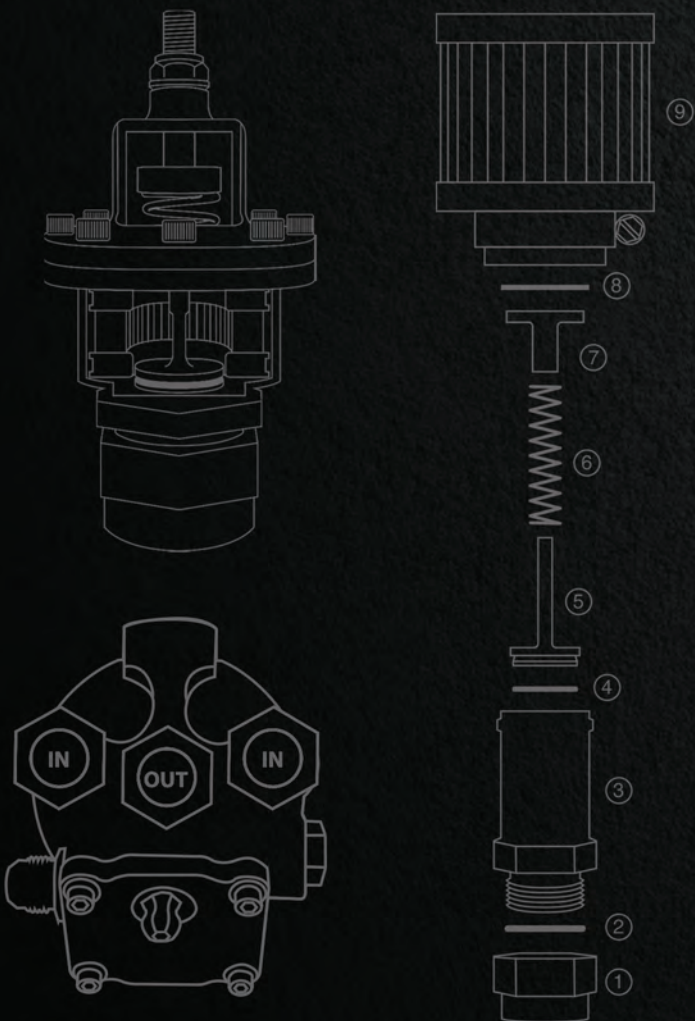
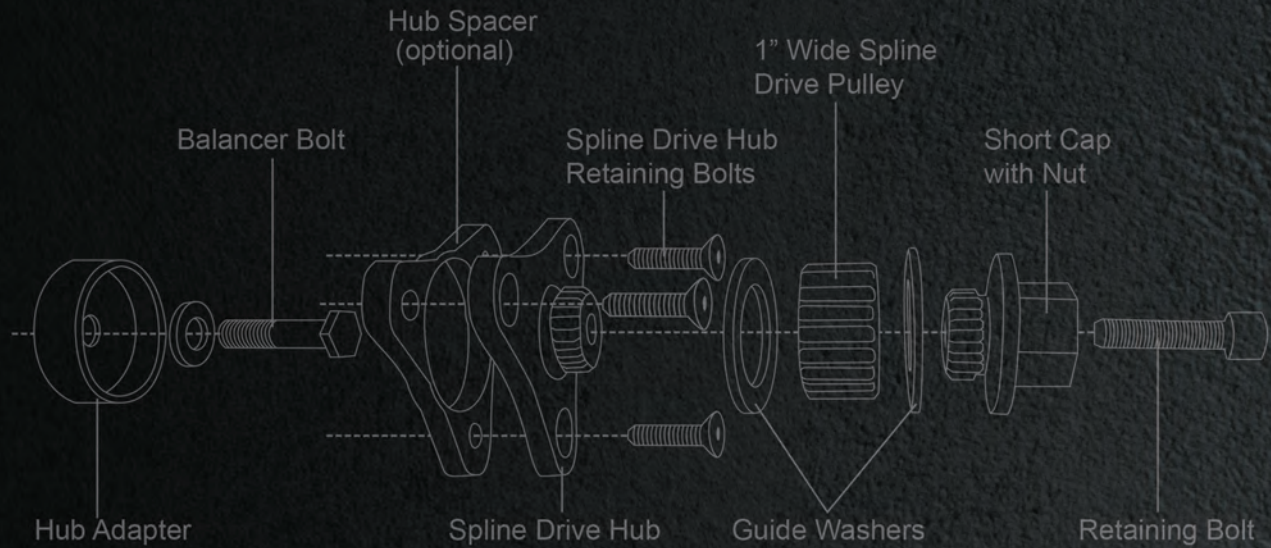
A few years back during a warehouse re-organization, we uncovered a crate that was long forgot about. It was assumed that crate was filled with tradeshow parts, instead we accidentally released our new machine shop pet.

This little green creature was first spotted around the building in Henderson back in 2019 at random, but only for a moment and often around lunch time. The more our team spotted this little green creature, he started to be commonly known as “Slick”. When our team was at home, Slick had full run at the building and we started to notice things would show up fixed or assembled without our team’s knowledge. It began with o-ring kits, then filters and even a primer or two. Slick even found a way to invade some social media posts.

In 2020 with all that was going on, Slick seemed to go back into hiding. As Peterson Fluid Systems packed up and moved from Henderson to Longmont, it’s assumed he stowed away in one of the many crates we transferred 30 miles up the road. Soon after Peterson started to get back up and running in the new machine shop, Slick was once again spotted and is now our official unofficial mascot.

Slick can be spotted at random through this catalog and will also be featured in future products such as t-shirts, stickers and more.





There is no warranty stated or implied due to the inability to monitor the part's modification, installation, and use, except that Specialty Products Company warrants its products to be free from defects in material and workmanship for 90 days after purchase under normal use. In that case, parts returned must be determined by Specialty Products to be defective and Specialty Products's obligations under that warranty are solely limited to repairing or replacing, at its option, any part proven defective.

Final determination of the suitability of the parts for use contemplated by the buyer is the sole responsibility of the buyer. Specialty Products Company shall not be liable for any special, direct, indirect, incidental, or consequential damages that might be claimed as a result of the failure of any part, including claims for delay, loss of profits or labor. Specialty Products Company shall not be liable for any damage or injury to persons or property resulting from improper installation or misuse of any part subject to this warranty. There are no other warranties expressed or implied extending beyond those set forth above.

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