

2013 - 2014

CATALOG

Fabricated Aluminum Racing Components



Jeff Johnston's
BILLET
FABRICATION, INC
509-568-0428

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Our insistence on using stout, billet-aluminum rails for all of the sealing surfaces on every product we make... stand Billet Fabrication alone in the racing industry.

The problem:

Rails that are simply stamped or "bent under" are perfect for OEM purposes, in which valve covers and oil pans are assembly line installed, then ignored for years at a time.

Racing environments present a very different reality. Parts constantly being removed, inspected and reinstalled commonly leads to the warping of the rails and subsequent movement of the gaskets. The fluid containment becomes ever-more difficult. The results are not only messy, but potentially disastrous. With wet-sump oiling systems an alarming drop in oil pressure—after hitting the brakes, following a run or a burnout are sometimes detected. Sometimes all the way to zero psi!

For years "Band-aid" fixes were popular, with a common top-end "solution" to save the motor—that called for killing the motor in the lights, prior to hitting the brakes or parachute. After burnouts, a gradual slowing of the vehicle also minimized pressure losses. However, these were both at best a poor solution to a continuing, real problem.

A later solution, finally led to the conclusion that "trap-door" baffles also allowed more seepage than previously assumed. While "trap doors" do slow down the movement of oil from the back of a pan to the front, a lot of oil still manages to get through the partially open doors...leaving the pump to starve the motor.

The solution:

Billet Fabrication products feature a combination of CNC-machined, 3/8-inch billet rails welded to .090" pan bodies. This process absolutely assures the structural and sealing integrity of our oil pans and valve covers. Even after hundreds of inspection cycles. A high-technology approach to solving common problems results in superior oil pans and valve covers for all racing applications.

Seeking a more positive method of "flow control" Jeff Johnston developed the exclusive "Billet Baffle-Ball" system. This innovative series of check balls positively shuts off the migrating flow of oil out of the sump area during extreme acceleration or deceleration—making all of the lubrication available to the pump, maintaining oil pressure at all times. Billet Baffle Balls are clearly a positive, affordable option in any new one-piece or two-piece Billet Fabrication oil pan. Billet's exclusive "Baffle Balls" are the latest example of leading-edge technology.



Technology rules:

The kind of technology that all types of racers have come to expect from Jeff Johnston's Billet Fabrication...all aluminum oil pans feature 3/8-inch-thick rails milled from 6061 billet, heliarc welded to the .090-inch, 3003-alloy walls (except for special order pans whose walls can be .125-inch thick). After repeated on/off cycles, billet rails prevent warping and leaking keeping the gaskets in place—even after years of use.

Sportsman-Series pans: follow most of the dimensions of OEM oil pans, but allow for greater oil capacity and control. The half-sump design provides a seven-quart capacity, while the full-sump version can hold nine quarts of oil.

Pro pans: have a number of features that we feel are essential for serious racers. Whether for drag racing, circle-track or marine applications, every Pro pan includes a full kickout that helps keep the oil away from the crankshaft, reducing the power-loss potential. Pro pans also come standard with generous stroker notches, designed to allow clearance for the maximum stroke possible with each engine block. Therefore, if a racer ever wants to step up his/her combination in this way, a new pan will not be needed. Best of all we strive to provide the biggest kickout possible (up to four inches) and still allow the pan to fit in your vehicle.



Oil capacity: follows the size of the kickout, with the four-inch maximum allowing 11 quarts to reside in a wet-sump pan. When using pans with this much fluid capacity, of course, the internal baffles play a major role in keeping sufficient oil in the sump to prevent loss of oil pressure under hard braking. Proven trap-door baffles are standard in all Billet Fabrication pans.

Now, drag racers concerned with sealing off the sump area during hard braking can also choose from two optional, affordable innovations: 1.) a three-step pan design, 2.) our exclusive, internal Baffle Balls (which replace trap doors in any Pro pan).

Windage screens: are another standard feature of our Pro-Series pans—though we have seen recent evidence that a kickout-style pan may do a more effective job of keeping the oil off the crankshaft than a windage screen or tray.

Some prominent engine builders today believe that, in some applications, a screen can excessively inhibit oil flow back down to the sump—keeping more of it up near the crank than might be desirable. Other engine builders have realized dyno-verified power gains after taking the screen out when using a high-kick-out pan. They tell us that, after starting out with eight-to-nine quarts of oil in a large pan, cutting back to six quarts resulted in more power on the dyno. Dropping to four quarts was even better. The difference was in the range of 25-to-30 horsepower!

Naturally we emphasize that these experiments were conducted on a stationary dyno. Not a race car in motion.

However, there are two things that “make power in the pan”...

keeping the oil as far from the crankshaft as possible, and providing a larger pan to increase the area for crankcase pressure to dissipate. Both of these conditions are enhanced by decreasing the volume of oil in the pan.”

Needless to say, we do not recommend draining half of your oil before going out on the track! If someone is inclined to experiment along these lines, we would hope that testing would be accomplished carefully and gradually, with an exceptionally close eye monitoring the oil-pressure gauge at all times.

Because our kickouts extend beyond the block's pan rail, we provide two methods of attaching the pan to the block. Generally our pans are built with “pass-through” tubes, through which mounting bolts secure the pan to the block. However, in a stroker motor, the tubes may interfere with the crankshaft. In this case, (or as per a customer's preference), we eliminate the tubes and provide threaded bosses and plugs in the bottom of the pan. These provide access for a long-handled hex wrench to reach the standard-length mounting bolts. (There is no extra charge for either of these options.)

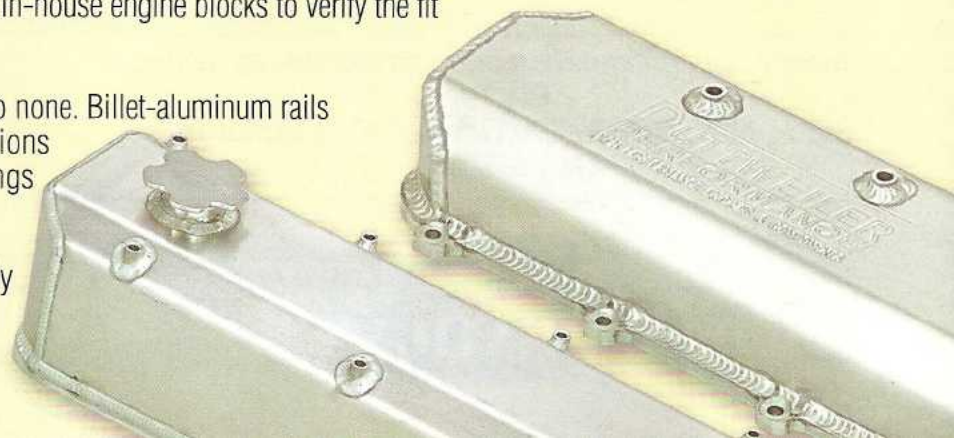
By popular demand our line of “two-piece aluminum oil pans” for both wet-sump and dry-sump applications is another recent Billet Fabrication innovation. Designed specifically to make engine management and maintenance easier for racers who regularly check the conditions of the bearings and crankshaft—while the upper section remains mounted to the block. The easily detached lower portion features captive -O-ring sealing that eliminates the need to deal with gaskets and/or silicone after every bottom-end inspection.

Well respected industry leaders and racing teams also look to Billet Fabrication for assistance in the development of their products.

All oil pans are individually checked on our in-house engine blocks to verify the fit before they are shipped;

The quality of our valve covers is second to none. Billet-aluminum rails are standard, of course! We also offer options such as valve-spring oilers, breathers, fittings and affordable custom engraving.

Because engraving is accomplished entirely in-house, the cost is within reach of every company or racing team.



GENERAL MOTORS

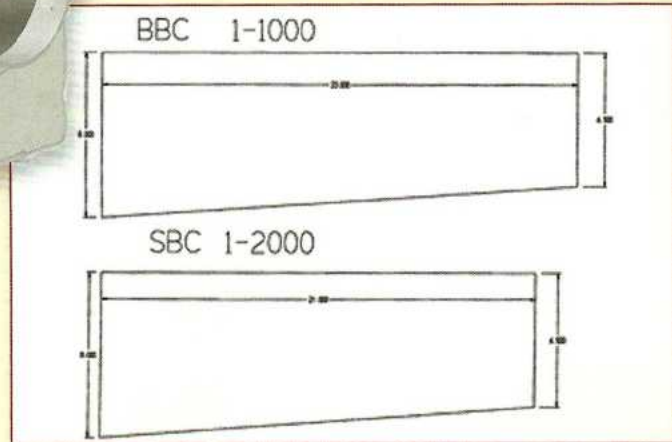
Box Pan available in Big Block and Small Block style. A great horsepower pan for drag racing. This pan will take ball baffles or door baffles. It has a unidirectional screen windage tray, 2 sets of baffles and an anti climb baffle.



1-1000 Big Block Chevrolet
1-2000 Small Block Chevrolet

All pans are available in a 2" and 4" kickout. Starter notches are Hitachi gear reduction style unless otherwise specified. Pan comes with an oil level plug and drain plug. Dipstick and other optional fittings are available on request.

Oil Capacity: 2" Kickout, 9 qts
 4" Kickout, 11qts



Specify rail configuration and bolt pattern as follows:

Big Block

Stock, Max, DRCE, 700 Donovan/500 Donovan,
 Gen 5. Merlin

Small Block

Stock, Rocket

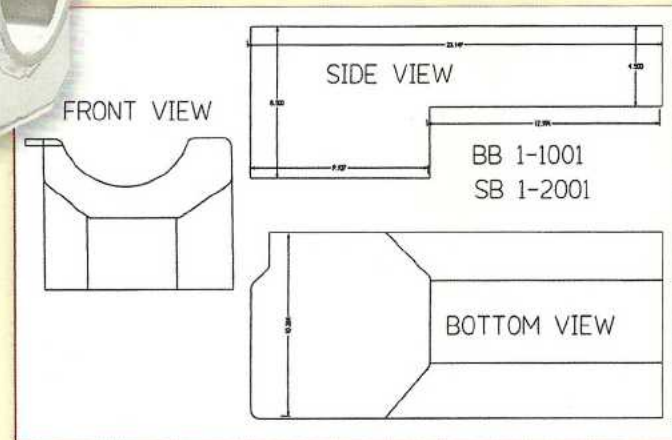
For drag racing or street applications using stock GM chassis. Will accommodate up to a 4.5" stroke. Comes with 2" horsepower kickout and trap door baffle.



1-1001 Big Block Chevrolet
1-2001 Small Block Chevrolet

Oil Capacity:
 2" Kickout, 7 qts

All pans are available in a 2" kickout. Starter notches are Hitachi gear reduction style unless otherwise specified. Pan comes with an oil level plug and drain plug. Dipstick and other optional fittings are available on request.



Specify rail configuration and bolt pattern as follows:

Big Block

Stock, Max, DRCE, 700 Donovan/500 Donovan,
 Gen 5. Merlin

Small Block

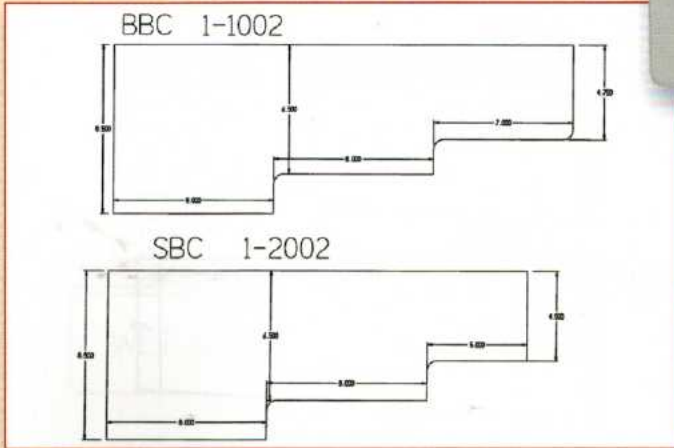
Stock, Rocket



GENERAL MOTORS

3 Step drag racing pan available in Big Block and Small Block style. Good oil control under heavy braking, while the kickout still delivers excellent horsepower. Comes with a trap door baffle, 2 anti climb baffles and a solid tray.

- 1-1002 Big Block Chevrolet
- 1-2002 Small Block Chevrolet



All pans are available in a 2" and 4" kickout. Starter notches are Hitachi gear reduction style unless otherwise specified. Pan comes with an oil level plug and drain plug. Dipstick and other optional fittings are available on request.

Oil Capacity: 2" Kickout, 8 qts
4" Kickout, 9qts

Specify rail configuration and bolt pattern as follows:

Big Block

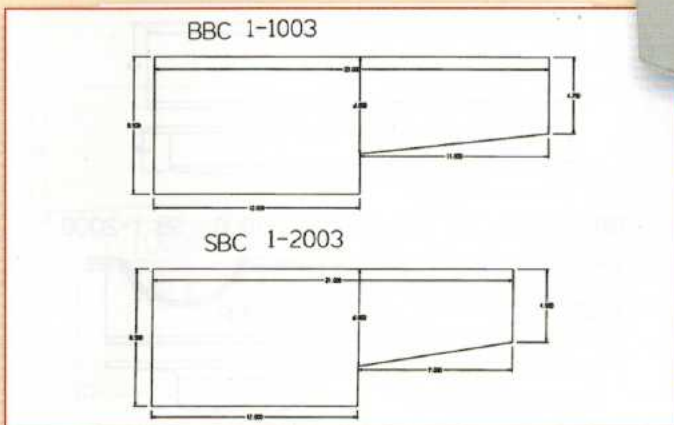
Stock, Max, DRCE, 700 Donovan/500 Donovan,
Gen 5. Merlin

Small Block

Stock, Rocket

Stepped drag racing pan available in Big Block and Small Block style. Excellent for oil control. Designed specifically for stock chassis with notched crossmember and rack-n-pinion steering. Comes with a trap door or optional ball baffle and solid tray, 2" or 4" power kickout and 1 anti climb baffle.

- 1-1002 Big Block Chevrolet
- 1-2002 Small Block Chevrolet



All pans are available in a 2" and 4" kickout. Starter notches are Hitachi gear reduction style unless otherwise specified. Pan comes with an oil level plug and drain plug. Dipstick and other optional fittings are available on request.

Oil Capacity: 2" Kickout, 8 qts
4" Kickout, 9.5 qts

Specify rail configuration and bolt pattern as follows:

Big Block

Stock, Max, DRCE, 700 Donovan/500 Donovan,
Gen 5. Merlin

Small Block

Stock, Rocket

877-4BILLET

GENERAL MOTORS

Drysump oil pan, a trough style for improved oil scavenging control. Standard application comes with with 2 pickups. Additional pickups can be added upon request. Fittings are AN-12 (female). There are additional baffles behind each pickup. Pickup scavenge on driver side.

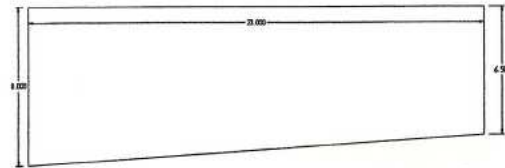


- 1-1004 Big Block Chevrolet**
- 1-2004 Small Block Chevrolet**

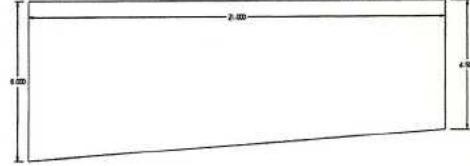
All pans are available in a 2" and 4" kickout. Starter notches are Hitachi gear reduction style unless otherwise specified. Pan comes with an oil level plug and drain plug. Dipstick and other optional fittings are available on request.

Oil Capacity: 2" Kickout, 0 qts
4" Kickout, 0qts

1-1004



1-2004



Specify rail configuration and bolt pattern as follows:

Big Block

Stock, Max, DRCE, 700 Donovan/500 Donovan,
Gen 5, Merlin

Small Block

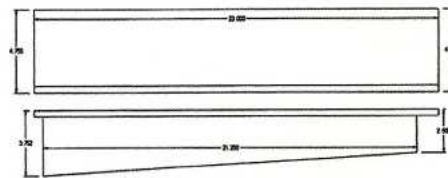
Stock, Rocket

2-piece pan, available in wet or dry sump configuration. Pan splits in the middle for easy engine inspection. Features a captured O-ring for positive seal. The drysump comes with 2 pickups.

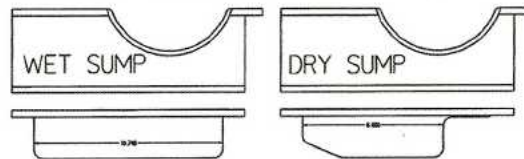


- 1-1005 Big Block Chevrolet, wet**
- 1-2005 Small Block Chevrolet, wet**
- 1-1006 Big Block Chevrolet, dry**
- 1-2006 Small Block Chevrolet, dry**

All pans are available in a 2" and 4" kickout. Starter notches are Hitachi gear reduction style unless otherwise specified. Pan comes with an oil level plug and drain plug. Dipstick and other optional fittings are available on request. Fittings are AN-12 (female). Pickup outlet on driver side. Wetsump has 2 baffles, screen windage tray. Baffle Balls are optional.



BB 1-1005- SB 1-2005 BB 1-1006- SB 1-2006



Specify rail configuration and bolt pattern as follows:

Big Block

Stock, Max, DRCE, 700 Donovan/500 Donovan,
Gen 5, Merlin

Small Block

Stock, Rocket

Oil Capacity: 2" Kickout, 9 qts • 4" kickout 11



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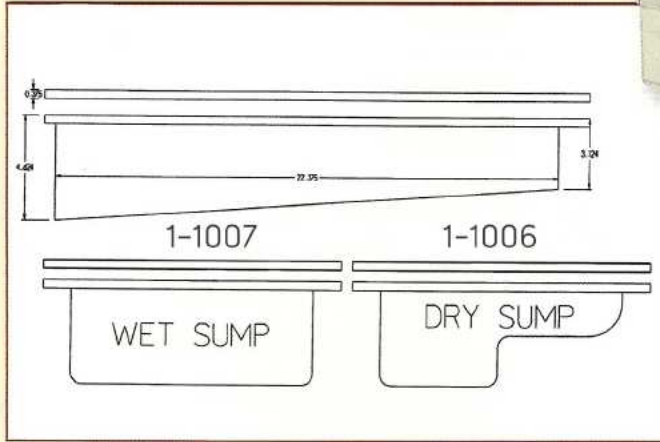
BILLET FABRICATION, INC.

www.billetfab.com

GENERAL MOTORS

2-piece pan, available in wet or dry sump configuration. Features a captured O-ring for positive seal. Wetsump has a solid windage tray with 2 baffle sets and is available with Baffle Ball option. Drysump is trough style and is standard with multi pickups for improved scavenging.

- 1-1006 Big Block Chevrolet, dry
- 1-1007 Big Block Chevrolet, wet



Starter notches are Hitachi gear reduction style unless otherwise specified. Pan comes with an oil level plug and drain plug. Dipstick and other optional fittings and pickups are available on request.

Oil Capacity: 11 qts

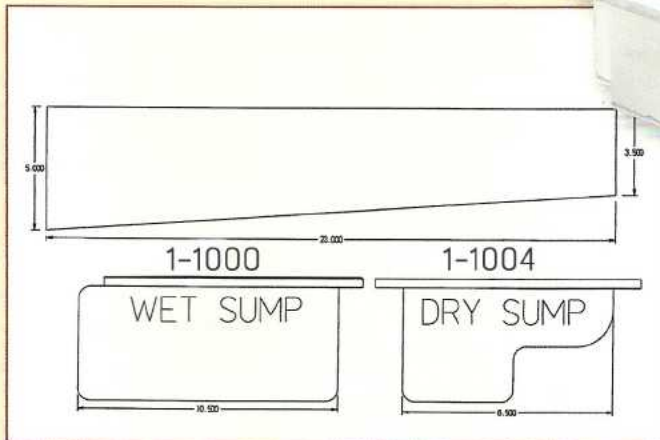
Specify rail configuration and bolt pattern as follows:

Big Block
KB Olds, New Century Arias

Small Block
N/A

Pans are available in wet or dry sump configurations. Wetsump has a solid windage tray with 2 baffle sets and is available with Baffle Ball option. Drysump is trough style and is standard with multi pickups for improved scavenging.

- 1-1004 Big Block Chevrolet, dry
- 1-1000 Big Block Chevrolet, wet



All pans are available in a 2" and 4" kickout. Starter notches are Hitachi gear reduction style unless otherwise specified. Pan comes with an oil level plug and drain plug. Dipstick and other optional fittings are available on request.

Oil Capacity: 10 qts

Specify rail configuration and bolt pattern as follows:

Big Block
KB Olds, New Century Arias

Small Block
N/A

877-4BILLET



GENERAL MOTORS

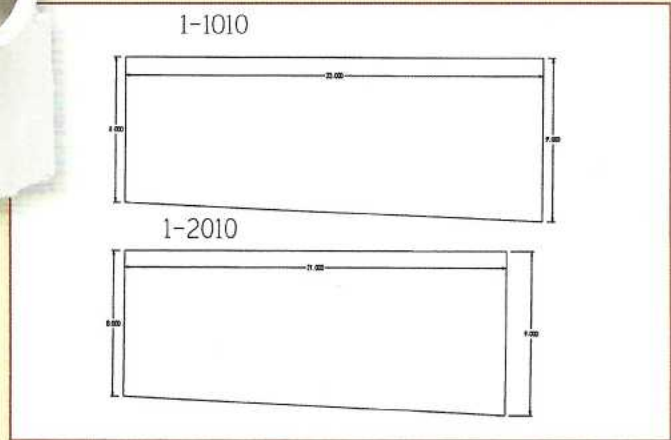
Drag or pleasure boat, V-drive pan, features flywheel forward position with pickup on the timing chain side for boats that have the motion turnaround. Additional features include power kickouts with baffling and solid windage tray that bolts to the main cap stud.



1-1010 Big Block Chev, Marine
1-2010 Small Block Chev, Marine

All pans are available in a 2" and 4" kickout. Starter notches are Hitachi gear reduction style unless otherwise specified. Pan comes with an oil level plug and drain plug. Dipstick and other optional fittings are available on request.

Oil Capacity: 2" Kickout, 10 qts
 4" Kickout, 12qts



Specify rail configuration and bolt pattern as follows:

Big Block

Stock, Max, DRCE, 700 Donovan/500 Donovan,
 Gen 5, Merlin

Small Block

Stock, Rocket

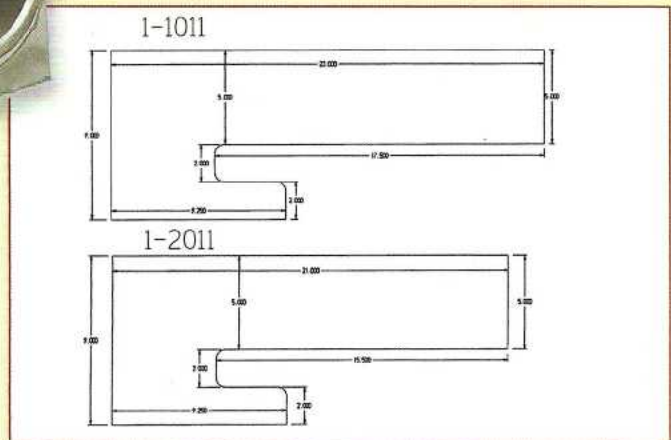
Street or strip pan, features a "C" notch for steering link clearance. Step style pan delivers excellent oil control with trap door baffle and solid tray. Fits Chevy II and early model Nova chassis.



1-1011 Big Block Chevrolet
1-2011 Small Block Chevrolet

All pans are available in a 2" kickout only. Starter notches are Hitachi gear reduction style unless otherwise specified. Pan comes with an oil level plug and drain plug. Dipstick and other optional fittings are available on request.

Oil Capacity: 2" Kickout, 9 qts



Specify rail configuration and bolt pattern as follows:

Big Block

Stock, Max, DRCE, 700 Donovan/500 Donovan,
 Gen 5, Merlin

Small Block

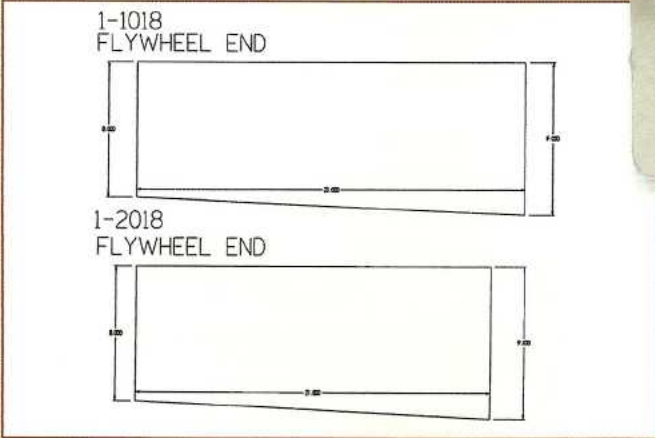
Stock, Rocket



GENERAL MOTORS

V-drive boat pan, features flywheel forward position with pickup on the timing chain side for boats that have the motion turnaround. Additional features include power kickouts with baffling and solid windage tray that bolts to the main cap stud.

- 1-1018 Big Block Chev, Marine**
- 1-2018 Small Block Chev, Marine**



All pans are available in a 2" and 4" kickout. Starter notches are Hitachi gear reduction style unless otherwise specified. Pan comes with an oil level plug and drain plug. Dipstick and other optional fittings are available on request.

Oil Capacity: 2" Kickout, 11 qts
4" Kickout, 14 qts

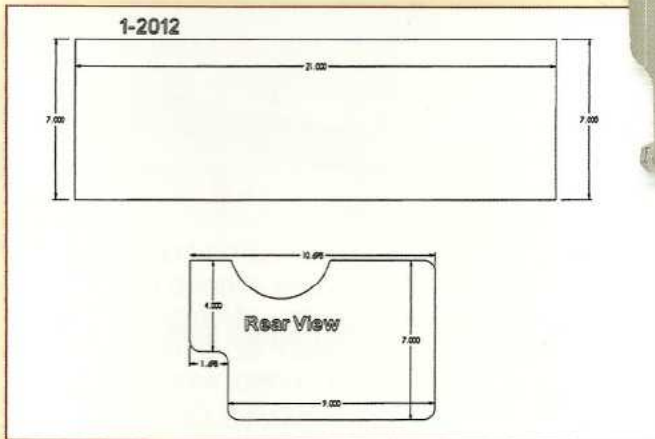
Specify rail configuration and bolt pattern as follows:

Big Block
Stock, Max, DRCE, 700 Donovan/500 Donovan,
Gen 5, Merlin

Small Block
Stock, Rocket

Ovall track wetsump for sprint cars, IMC modified and late model Dirt cars. Features offset trough style. Comes without starter pocket (unless requested). Plus 2—1/2" pipe bungs on right side to control drain-back. Return fittings on right side.

- 1-1012 Big Block Chevrolet**
- 1-2012 Small Block Chevrolet**



All pans are available in a 3" kickout only. Starter notches are Hitachi gear reduction style unless otherwise specified. Pan comes with an oil level plug and drain plug. Dipstick and other optional fittings are available on request.

Oil Capacity: 3" kickout 10 qts

Specify rail configuration and bolt pattern as follows:

Big Block
Stock

Small Block
Stock/Rocket

877-4BILLET

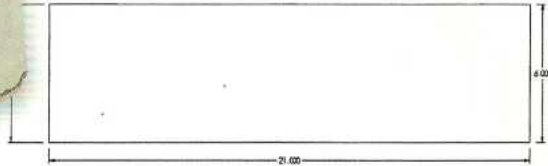
GENERAL MOTORS

Sprint Car 6" deep drysump. Features 2 pickups, additional pickups are available as an option.

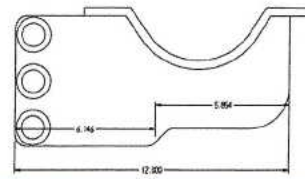


1-2014 Small Block Chevrolet

1-2014



All pans are available with a 4" kickout. Pan comes with an oil level plug and drain plug. Dipstick and other optional fittings are available on request.



Specify rail configuration and bolt pattern as follows:

Big Block

Small Block
Stock, Rocket

NEW! Developed in conjunction with Ed Pink Racing



Fabricated from .125" aluminum, Features 2 scavenger pickups and billet scraper windage tray. All mating surfaces are CNC machined after double welding to guarantee perfect register with encapsured O-ring seal.

6-3000 TRD Midget Pan



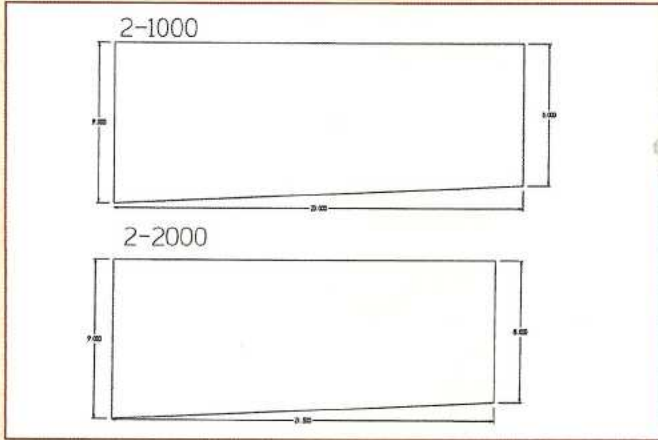
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FORD

Flat bottom drag racing box style pan.
Features power kickout delivers excellent oil control.
Billet Baffle Balls are optional

2-1000 Big Block Ford
2-2000 Small Block Ford



All pans are available in a 2" and 4" kickout. Starter knotches are Hitachi gear reduction style unless otherwise specified. Pan comes with an oil level plug and drain plug. Dipstick and other optional fittings are available on request.

Oil Capacity: 2" kickout 9 qts
4" kickout 11 qts

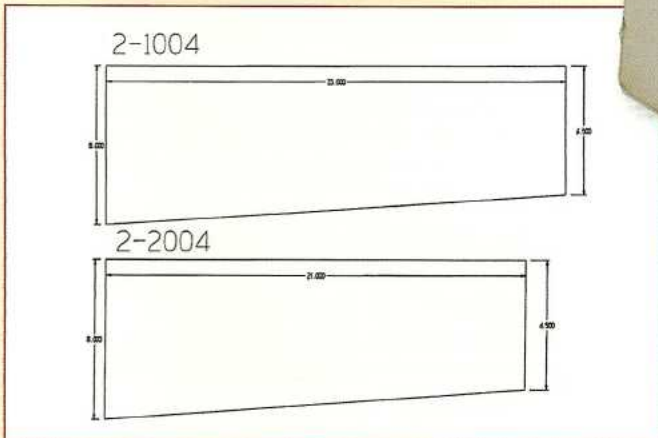
Specify rail configuration and bolt pattern as follows:

Big Block
460

Small Block
351, 302

Drag racing trough style dry sump pan, features 2 pickups and AN-12 female fittings. Has baffles behind each pickup. Scavenge out is on the drivers side.
Additional pickups are optional

1-1004 Big Block Ford
1-2004 Small Block Ford



All pans are available in a 2" and 4" kickout. Starter knotches are Hitachi gear reduction style unless otherwise specified. Pan comes with an oil level plug and drain plug. Dipstick and other optional fittings are available on request.

Oil Capacity: 2" kickout 0 qts
4" kickout 0 qts

Specify rail configuration and bolt pattern as follows:

Big Block
460, CNC, AR Ford

Small Block
351W, 302

877-4BILLET

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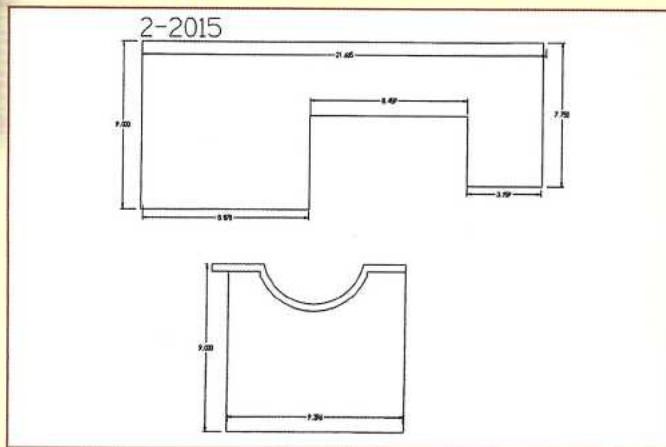


FORD

Fox body Mustang drag & road racing step pan with pickup mounted to the rear. Features a 1.5" power kickout on passenger side. Includes trap door baffle and front chamber deep enough to accommodate a Titan oil pump and pickup.



2-1016 Big Block Ford
2-2016 Small Block Ford



Starter knuckles are Hitachi gear reduction style unless otherwise specified. Pan comes with an oil level plug and drain plug. Dipstick and other optional fittings are available on request.

Oil Capacity: 1.5" Kickout, N/A

Specify rail configuration and bolt pattern as follows:

Big Block
460

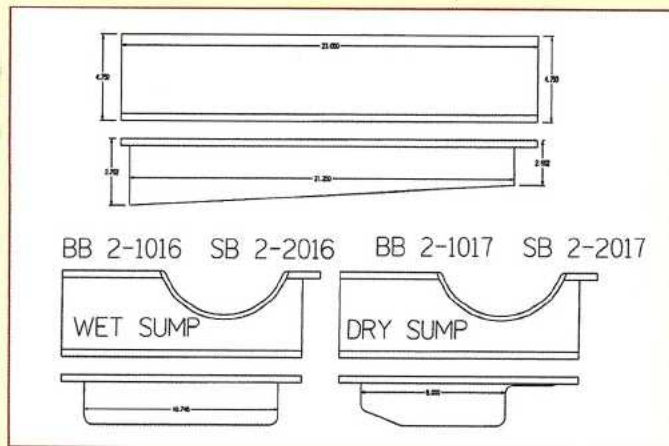
Small Block
351, 302

2-piece pan available in a wet or dry sump configuration with 2 pickups and 2 baffles, plus AN -12 female outlets for cone screened male fittings and solid windage tray. Outlet is on the drivers side.



2-1006 Big Block Ford, dry
2-2006 Small Block Ford, dry
2-1007 Big Block Ford, wet
2-2007 Small Block Ford, wet

All pans are available in a 2" and 4" kickout. Starter knuckles are Hitachi gear reduction style unless otherwise specified. Pan comes with an oil level plug and drain plug. Dipstick and other optional fittings are available on request. Billet Baffle Balls are optional.



Specify rail configuration and bolt pattern as follows:

Big Block
460, CNN, AR Ford

Small Block
351W, 302

Oil Capacity: Wet, 2" Kickout, 2 qts, 4" 2qts



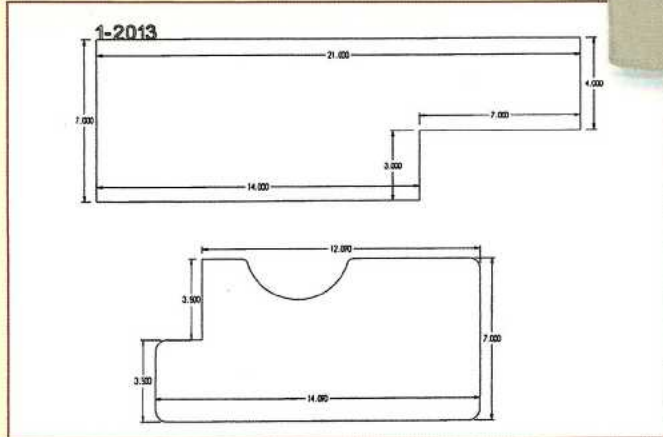
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FORD

Oval track wetsump pan that features an external or internal pickup and directional baffling for left turn only applications. Initially designed for use in Port City and Metrics style chassis, but will also fit other styles.

- 1-2013 Small Block Chevrolet
- 2-2013 Small Block Ford



Also fits Small Block Chevrolet

Pan comes with an oil level plug and drain plug. Dipstick and other optional fittings are available on request.

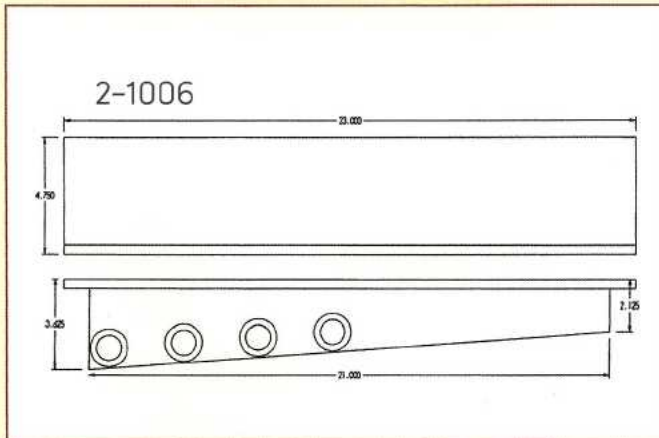
Oil Capacity: 2" Kickout, 0 qts
4" Kickout, 0 qts

Specify rail configuration and bolt pattern as follows:
Big Block

Small Block
Chevrolet: Stock, Rocket,
Ford: 351W, 302

2-piece drysump pan dramatically improves access to bottom for inspection and maintenance. Features optional passenger side starter and 2 standard pickups with additional pickups available.

- 2-1006 Big Block Ford
- 2-2006 Small Block Ford



All pans are available with a 2" power kickout. Starter notches are Hitachi gear reduction style unless otherwise specified. Pan comes with an oil level plug and drain plug. Optional fittings and starter notches are available on request.

Specify rail configuration and bolt pattern as follows:
Big Block
460

Small Block
351W, 302

CHRYSLER

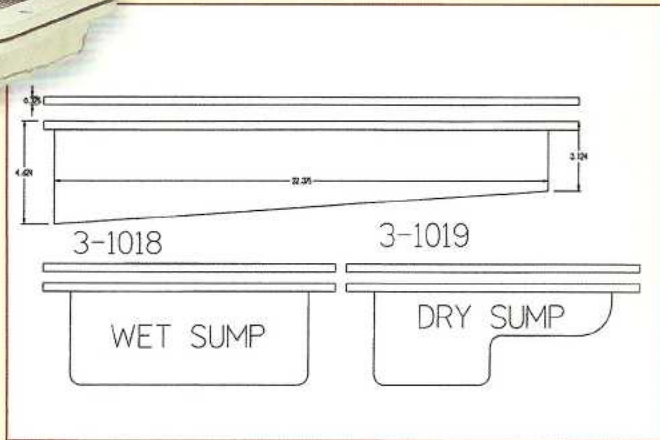
2-Piece trough wetsump or drysump pan provides easy inspection of bottom end components. Wetsump application features 2 trap door baffles. The drysump application features 2 external pickups. Billet Baffle Balls are available as an option.



3-3018 Big Block Ford, wet
3-3019 Big Block Ford, dry

Starter knots are Hitachi gear reduction style unless otherwise specified. Pan comes with an oil level plug and drain plug. Dipstick and other optional fittings are available on request.

Oil Capacity: Wet, 11 qts
 Dry, 0 qts



Specify rail configuration and bolt pattern as follows:

Big Block
 440, 426

Small Block
 N/A

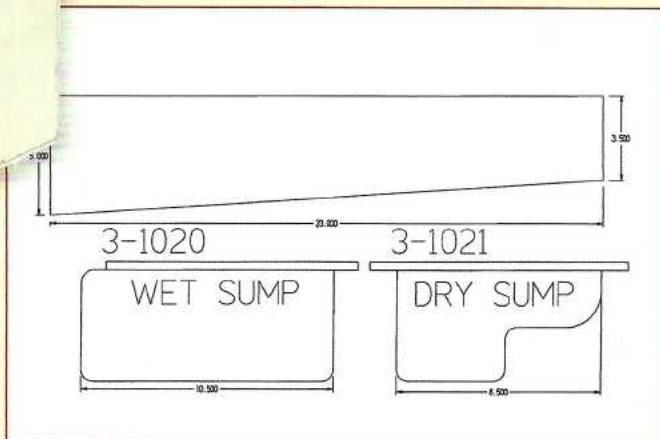
2-Piece wetsump or a trough style drysump pan provides easy inspection of bottom end components. Wetsump application features 2 trap door baffles. The drysump application features 2 external pickups. Billet Baffle Balls are available as an option.



3-1020 Big Block Chrysler, wet
3-1021 Big Block Chrysler, dry

All pans are available in a 2" kickout. Starter knots are Hitachi gear reduction style unless otherwise specified. Pan comes with an oil level plug and drain plug. Dipstick and optional -12, or -16 fittings are available on request.

Oil Capacity: 2" Kickout, 11 qts



Specify rail configuration and bolt pattern as follows:

Big Block
 440, 426

Small Block
 N/A



HELP US BUILD YOU THE BEST-FITTING CUSTOM OIL PAN!

To ensure the correct construction of your custom pan, please answer the following questions completely. **PLEASE PRINT!** Then, turn the page and draw the desired shape of your oil pan.

[Print] Customer Name: _____

Shipping Address: _____

City, State & Zip: _____

Area Code & Phone (Work): _____

Area Code & Phone (Home): _____

Area Code & Fax: _____

E-mail: _____

IMPORTANT NOTE ABOUT SIZING

As you know, there are many dimensional differences found in engine blocks, front covers and rear mains, particularly those from aftermarket manufacturers. We keep a number of popular iron and aluminum blocks in-house for fitting purposes, but manufacturing tolerances do vary. To ensure the proper fit of your new pan, please use a piece of thin cardboard to provide us with a cut-out of the contours of your block's critical sealing areas.

WE WANT YOUR DRAWINGS!

Please add your own drawings of your desired oil-pan profile to the four illustrations on the other side of this sheet, along with all possible dimensions. The more information you provide, the better your pan will fit.

ENGINE SPECS

Block brand: _____ Model: _____

Small-block Big-block

Total displacement: _____ cu. in.

Crankshaft stroke: _____ in.

Connecting rods: Steel Aluminum

Rear-main seal: One-piece Two-piece

STARTER

Location: Driver side Passenger side None

Type: Stock Aftermarket Manufacturer & Model: _____

Number of flywheel teeth: _____

OIL PUMP

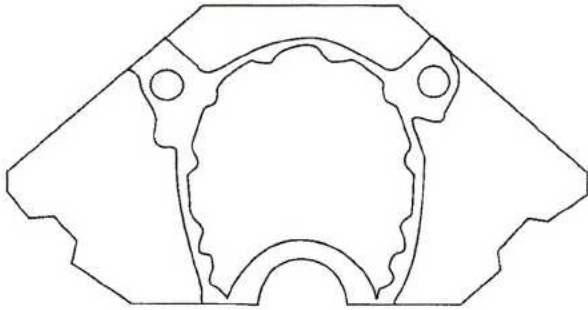
Wet sump Dry sump

Stock Aftermarket Manufacturer & Model: _____

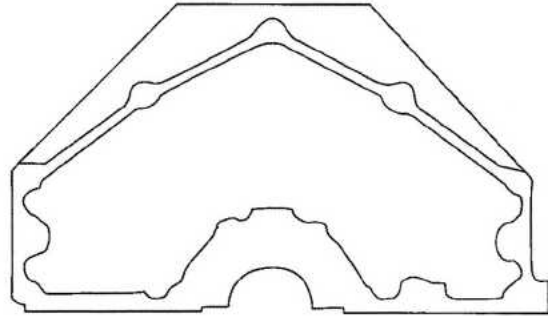
Pickup location(s): _____ Fitting size(s): _____

In pencil, please draw the general outline of your desired oil pan below each of these illustrations. Also, please provide any dimensions that you can. Photocopied forms are acceptable.

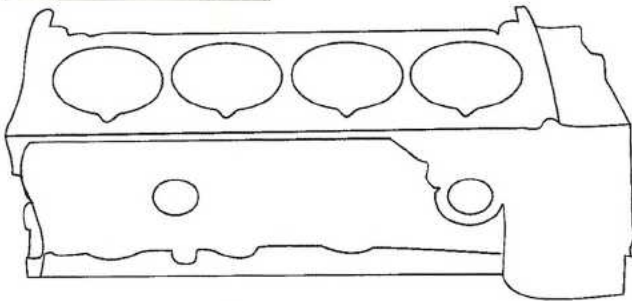
FRONT VIEW



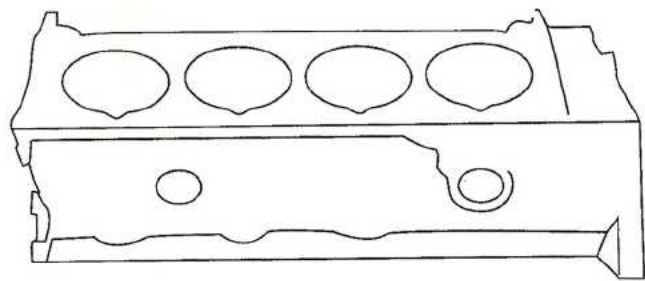
REAR VIEW



DRIVER SIDE



PASSENGER SIDE



MAIL, FAX, OR EMAIL US YOUR COMPLETED ORDER FORM. After filling out both sides of this sheet, please send your completed order form to **Jeff Johnston's Billet Fabrication, P.O. Box 486, Nine Mile Falls, WA 99026**, or fax it to **(509)568-0433**. You can also send this completed form via email to **billetfabrication@hotmail.com**

HELP US BUILD YOU THE BEST-FITTING CUSTOM OIL PAN!

To ensure the correct construction of your custom pan, please answer the following questions completely. **PLEASE PRINT!** Then, turn the page and draw the desired shape of your oil pan.

[Print] Customer Name: _____

Shipping Address: _____

City, State & Zip: _____

Area Code & Phone (Work): _____

Area Code & Phone (Home): _____

Area Code & Fax: _____

E-mail: _____

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STARTER

Location: Driver side Passenger side None

Type: Stock Aftermarket Manufacturer & Model: _____

Number of flywheel teeth: _____

OIL PUMP

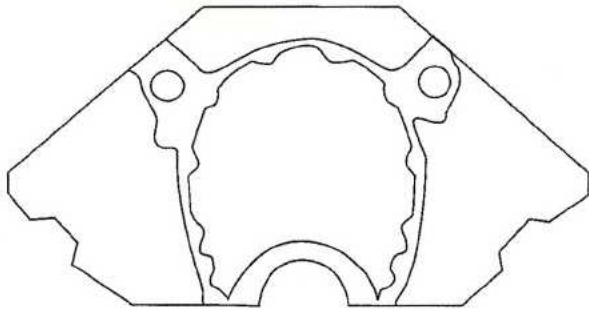
Wet sump Dry sump

Stock Aftermarket Manufacturer & Model: _____

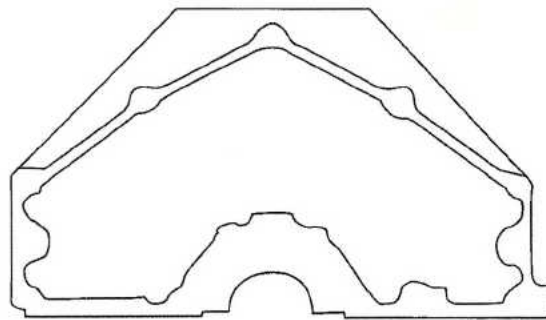
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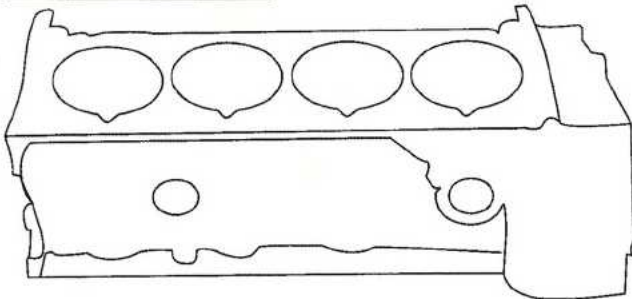
FRONT VIEW



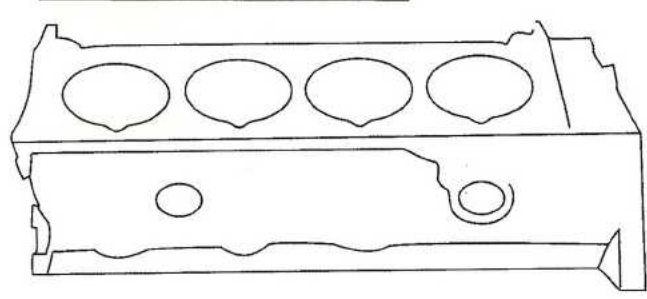
REAR VIEW



DRIVER SIDE



PASSENGER SIDE



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PLEASE COMPLETE THE OTHER SIDE OF THIS PAGE BEFORE MAILING! ←



The strength of our billet rail valve covers... could make your next set the last you'll ever buy!

The constant removal and installation sequences required of valve covers in racing applications, the inferior sealing surfaces of "bent-under," sheet-metal rails invariably lead to warpage that obviously causes loss of oil control, and worse!

With a well-sealed race motor it's common for the gasket to be sucked out of place by the high vacuum. In fact, presently many pro teams are abandoning their lightweight, "trick-of-the-week," carbon-fiber valve covers because of severe, vacuum induced distortion.

Jeff Johnston solved the problem of vacuum-sucked gaskets by computer designing 6061 billet-aluminum, 3/8-inch-thick rails for every valve cover manufactured by Billet Fabrication. Even after years of use, the strength of the billet rails assures the integrity of the sealing surface. Finally the rails are carefully double heliarc welded to hand-formed 3003, .090" aluminum bodies.

All Billet valve covers are sized to accommodate the largest cylinder heads, rocker assemblies and girdles currently used in motorsports. Optional valve-spring oilers and breather holes are available in any style and location desired.

Various mounting styles are available in many Billet Fabrication valve covers. For most designs, you can specify either pass through tubes or "tubeless" flanges. Either way, the absolute sealing and strength of our billet rail valve covers could make your next set the last ones you'll ever buy for your current combination. We attempt to keep popular models on the shelf, ready for immediate shipping.

CHRYSLER



3-1903 440 w/ 3/8" thick rail



3-1904 B-1 w/ 3/8" thick rail
3-1905 NRC (not shown)



3-2901 W-2 thru W-9 Small Block



3-1901 Hemi w/ 1/2" thick rail




3-1902 Hemi w/ 1/2" thick rail

877-4BILLET

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GENERAL MOTORS



1-1901 Big Block Chev, Low Profile
3" Tall w/ 1/2" thick Rail
(not shown).

1-1902 Big Block Chev, 4" Tall
w/ 1/2" thick Rail



1-1907 Pontiac, Tall w/ 3/8" thick Rail

1-1908 Pontiac, Short w/ 2.75" Tall
w/ 3/8" thick Rail



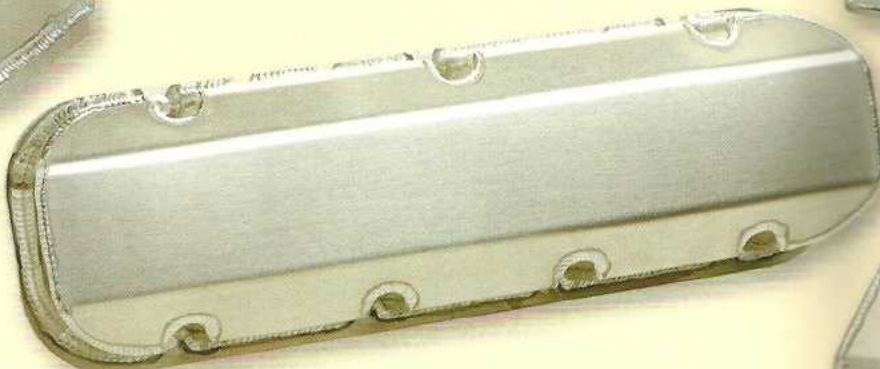
1-1903 Big Chief w/ 1/2" thick rail.



1-1909 DRCE II, w/ 1/2" thick rail.



1-1904 Reher Morrison Super 12 and
Ray Frank w/ 1/2" thick rail.



1-1910 Big Block Chev, Blower Style,
w/ 1/2" thick rail.



1-1905 Sonny's 5X13, w/ 1/2" thick Rail

1-1906 Sonny's 14.5/Brodix 1212, w/ 1/2" thick Rail

We also offer affordable engraving of any valve-cover surface with the name and/or logo of your company or racing team. Because our engraving is designed and applied entirely in-house, the cost of this service is now within most budgets.



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GENERAL MOTORS



1-2901 Small Block Chev w/ 3/8" thick rail.



1-2906 Small Block Chev, Splaid Valve w/ 1/2" thick rail.



1-2902 Small Block Chev, Centerbolt w/ 1/2" thick rail.



1-2907 V-6 Chev, Splaid Valve, w/ 3.8" thick rail.



1-2903 LS1, (not shown).



1-2908 Sissels Straight 6

1-2904 Small Block Chev, Lightweight .060" w/ 1/4" thick Rail



1-2909 V-6 Buick Stage II

1-2910 V-6 Buick Stage I



1-2905 Small Block Chev II, w/ 1/2" thick rail.

1-2911 Small Block Chev, 5-Bolt Candid Brodix

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FORD



2-1901 460 Ford, Tall w/ 1/2" thick rail



2-2901 351 Cleveland, Tall
w/ 1/2" thick rail



2-1902 460 Ford Yates, w/ 1/2" thick rail



2-2902 351 Cleveland Yates,
w/ 1/2" thick rail



2-1903 427 FE



2-2903 351/302 Windsor w/ 3/8" thick rail



2-1904 Ford Pro Stock-E head

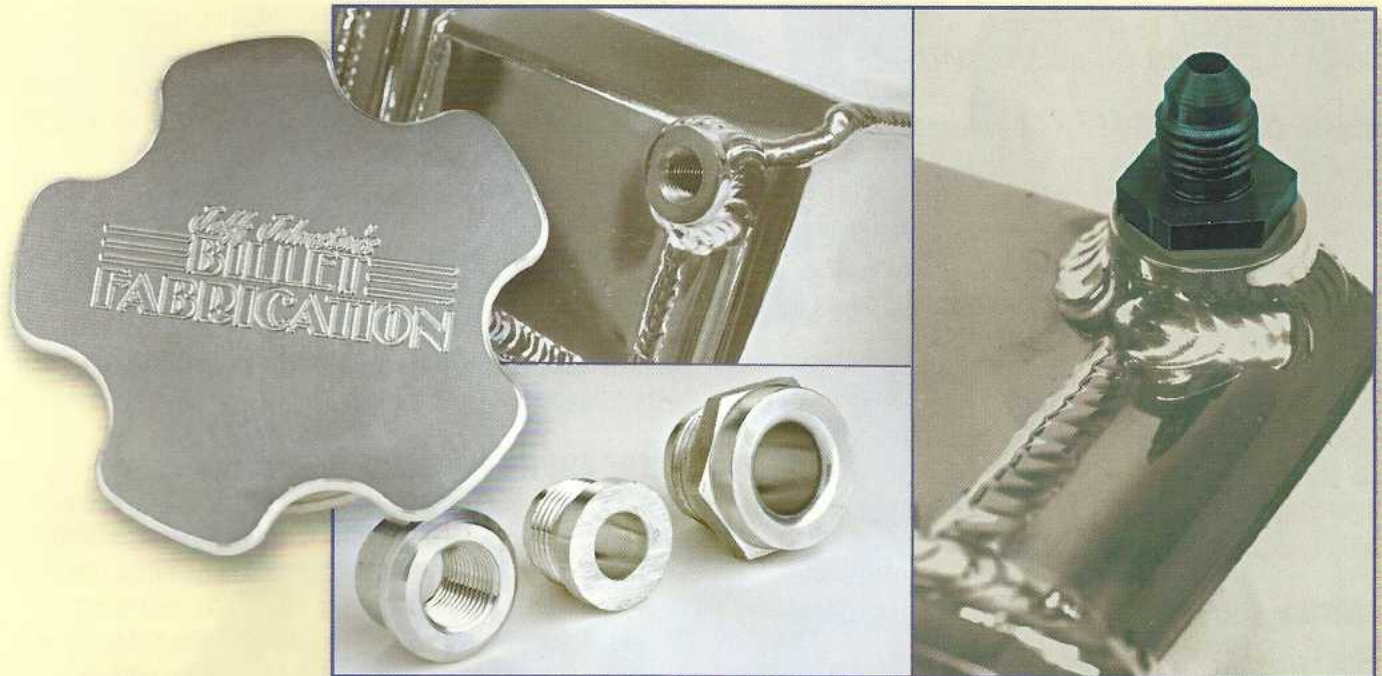
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Accessories



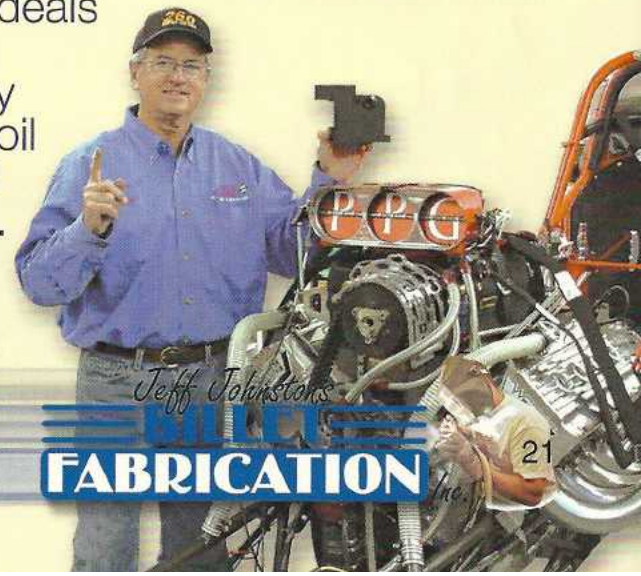
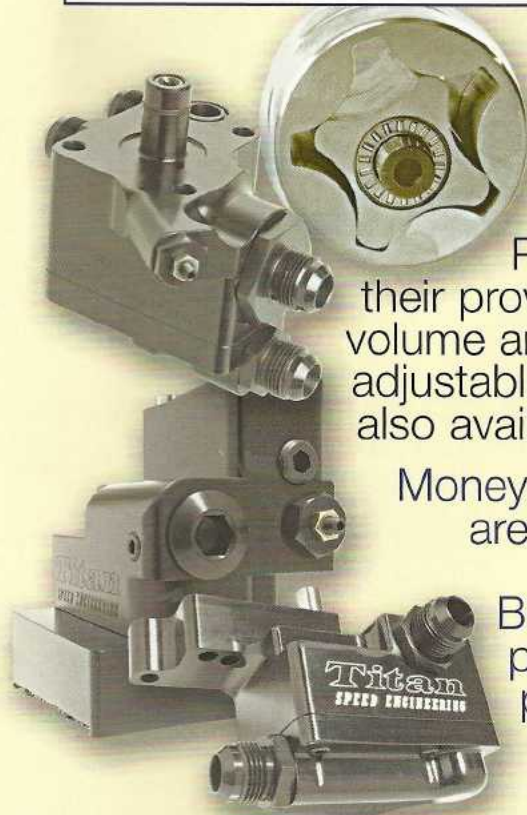
We will customize your aluminum valve covers with a broad variety of breather provisions, valve spring oilers or engraving that you may desire. We have a selection of standard engraving fonts as well as the capability to reproduce your custom logo and/or lettering.

Your bearings can tell the difference

...exclusive dual-feed design prevents the destructive effects of cavitation!

Titan wet sump pumps feature a unique, modular design that meets your specific application and performance requirements. Professional and Sportsman models share their proven "Gerotor" pumping system—high volume anticavitation design. All pumps are fully adjustable and rebuildable. Dry-sump models are also available.

Money saving combo deals are available when purchasing any Billet Fabrication oil pan and Titan oil pump together... call for details and prices.



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CREDIT-CARD ORDERS: can be charged to Visa, MasterCard, Discover Card or American Express. Please have your credit-card number, expiration date, and the credit-card billing address ready when ordering. In order to protect you and us from credit-card fraud, your order must be shipped to the credit-card billing address. All freight charges will be added to your shipment.

FOREIGN ORDERS: must be fully prepaid (including freight), in U.S. funds.

SHIPPING: is via UPS Ground, unless another method is requested and approved when you place an order.

RETURNS: will not be accepted after 30 days from date of invoice. We must be notified of the customer's intention to return the part, and the reasons to return, before it is shipped back to us. Billet Fabrication will only accept a return on a part that has not been modified; is still in the original package; and is in like-new condition. All returned parts are subject to a 25-percent restocking fee. If, upon examination, all parts are returned and found to be in like-new condition, either a credit or a refund, according to the customer's preference, will be issued for the balance of the price that was paid, not including the original shipping charges. All shipping charges on returns must be prepaid; we will not accept C.O.D. shipments. No returns are accepted on special-order parts; i.e., any part that had been ordered with fittings, oilers, breather holes, engraving, or any other additions that are not standard.

FREIGHT CLAIMS: for damage, shortage or loss must be made immediately with the carrier. You must note any substantial damage to a package upon receipt of the shipment with the carrier. You may reorder any missing or damaged pieces from Billet Fabrication. We will send you an invoice for the reordered parts, and you can use this invoice as proof to the carrier or replacement costs. Unfortunately, we cannot make these freight claims for you. However, we will provide any assistance possible to assist your recovery efforts.

IF ANYTHING IS MISSING: from your shipment, contact us immediately. You must check each package as soon as you receive it; any missing component must be reported within 20 days of receipt of the product. Claims made after 20 days will not be honored.

THERE ARE NO WARRANTIES: either expressed or implied. Neither the seller nor manufacturer will be liable from any loss, damage or injury, either direct or indirect, arising from the use or inability to determine the appropriate use of any product. Before any attempt at installation, everything should be completely reviewed to determine the suitability of the product for its intended use. We reserve the right to make NO GUARANTEE in reference to any specific class legality of any component.

ALL PRODUCTS ARE INTENDED FOR RACING AND OFF-ROAD USE, AND MAY NOT BE LEGALLY USED ON THE HIGHWAY. The products offered for sale in this catalog are true race-car components and custom-built parts. In some cases, due to variations in engine blocks and aftermarket front covers, the purchaser may be required to slightly rework an oil pan to make it fit properly. To minimize this possibility, please supply accurate information and drawings.

NO BILLET FABRICATION PRODUCT OR SERVICE IS DESIGNED OR INTENDED TO PREVENT INJURY OR DEATH.

www.billetfab.com

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Nine Mile Falls, WA 99026



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