



01 MILODON'S BILLET OIL PUMP

If there's one company known for manufacturing quality oil system components for your Mopar, it's Milodon. In fact, if you see a Mopar at the track with the engine screaming past 7,500 rpm, you can bet the oil system contains Milodon components. The latest offering from the oil system gurus is this billet oil pump for Mopar big-block and Hemi engines. These billet pumps and pump covers are compatible with both internal and external oil pickups and provide a higher volume of oil to critical engine components than stock pumps are capable of. Even better, these billet oil pumps are made in America and require less horsepower to turn than other oil pumps, making them a great choice for street, strip, or dual-purpose applications.

02 PERFORMANCE DISTRIBUTORS' DUI DISTRIBUTORS

Getting enough spark to your cylinders, especially in a high-performance engine, requires the right ignition system. Performance Distributors offers their D.U. I line of distributors for Mopar Hemis, big-blocks, and small-blocks, providing more spark energy which equates to more horsepower and torque from your engine. These distributors include the coil and internal ignition module making them easy to install with simple one-wire hookup, and feature custom tailored advance curves to optimize throttle response and engine power. Race versions offer a built-in rev limiter and instant timing knob as well for easy ignition timing adjustments.

03 PASSON PERFORMANCE'S FIVE-SPEED MANUAL TRANSMISSION

If you enjoy dumping the clutch and rowing through the gears while driving your Mopar, you'll really like the new A-855 five-speed manual transmission from Passon Performance. Unlike other overdrive manual-transmission conversions, this five-speed is dimensionally identical to the Chrysler A-833 four-speed, making installation a snap. You won't need to buy a new bellhousing, flywheel, or driveshaft since the Passon five-speed allows you to reuse the components already in your car. Constructed with an aluminum case, the A-855 is lighter than factory cast-iron four-speeds, and offers a .70:1 fifth gear ratio for easy highway cruising. And what about the shifter? Unlike many other overdrive conversions, it stays in the same location



