

TECHNICAL BULLETIN Oiling System File #M2TB092408

THE ALL NEW MOTOWN II

WORLD'S BEST SBC BLOCK - HERE'S WHY

FOR IMMEDIATE RELEASE

WORLD PRODUCTS
has taken the tried and true SBC design and continued its evolution to improve on the previous designs and greatly improve its capabilities.

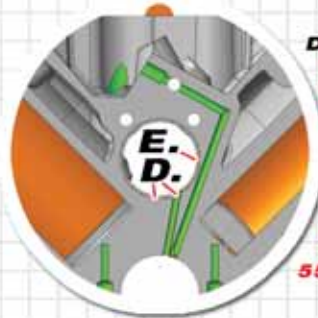
Illustration 1)

World Products re-engineered the oiling system to improve lubrication and redirect it to critical areas. This new design incorporates priority main oiling which lubricates the main bearings first, then the camshaft and lifters.

Another benefit of this new design is the distributor is now at the end of the oiling cycle. This is a significant improvement because if the distributor is improperly fitted or the O-rings are damaged or missing an oil leak is inevitable. This leak would now happen only after all the other critical components have been lubricated instead of before as in the OE design.

Illustration 2)

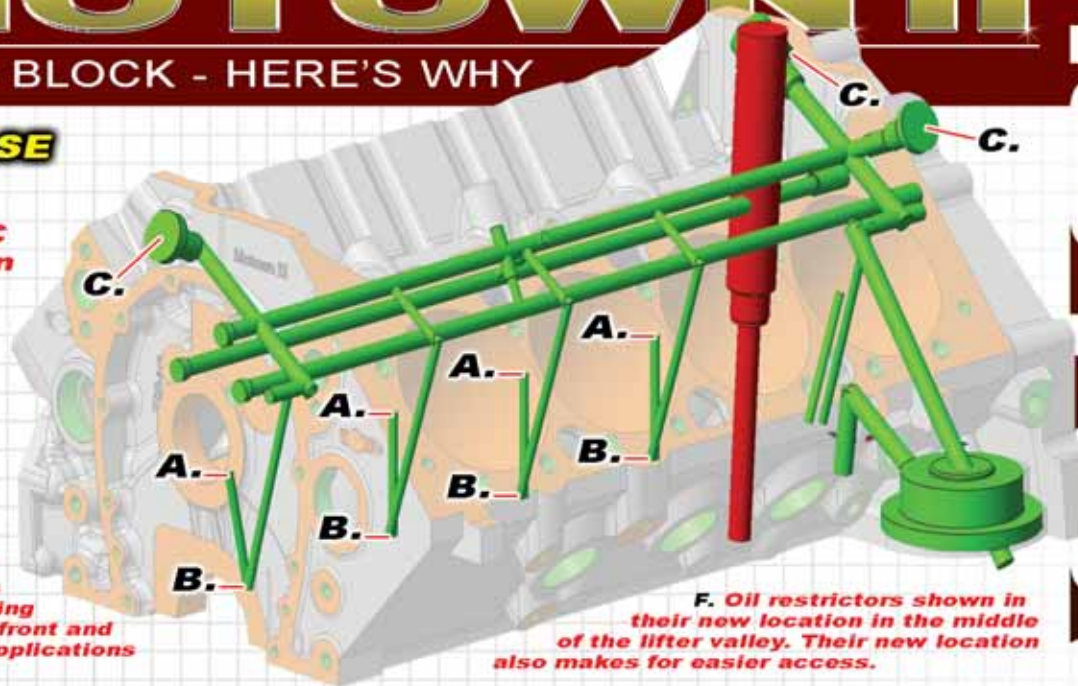
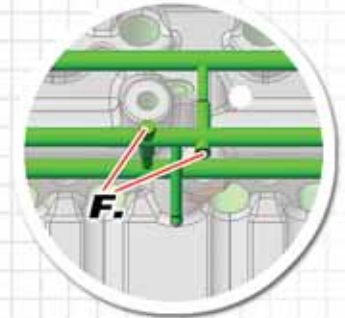
The OE factory oiling holes in the cam journals located at 6 o'clock, were moved in the new design to the 5 o'clock position. This was a necessity as camshafts requiring high spring pressures would force the camshaft down, effectively closing off the oiling hole when it was in the 6 o'clock position.



D. New 5 o'clock location of cam journal oiling holes replaces inadequate OE position of 6 o'clock (gray dotted lines)
E. Cam journal can be machined to accommodate 55mm cam bearings

Illustration 3)

The oil restrictors are now located in the middle of the lifter valley to equalize oil distribution. An important advantage of this move is that you no longer need to remove the transmission, converter or clutch and flywheel to access the oil restrictors.



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