



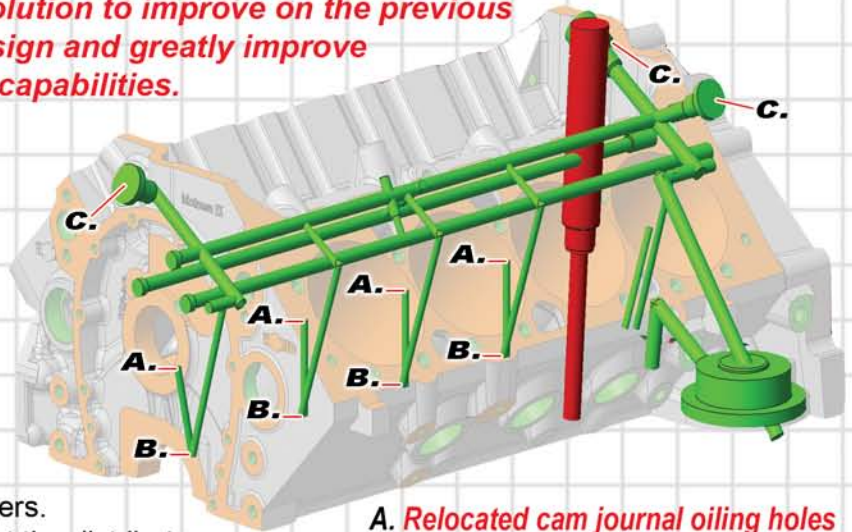
# TECHNICAL BULLETIN MOTOWN II

## SBC Block Oiling System



### WORLD PRODUCTS

*Has taken the tried and true SBC design and continued its evolution to improve on the previous design and greatly improve its capabilities.*



### Illustration 1)

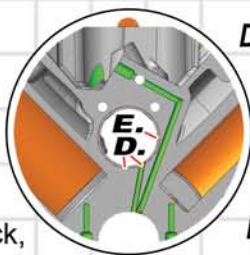
World Products re-engineered the oiling system to improve lubrication and redirect it to critical areas. This new design incorporates priority main oiling which lubricates the main bearings first, then the camshaft and lifters.

Another benefit of this new design is that the distributor is now at the end of the oiling cycle. This is a significant improvement because if the distributor is improperly fitted or if 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.

- A. Relocated cam journal oiling holes
- B. Priority main oiling
- C. Integral bosses front and rear for dry sump applications.

### Illustration 2)

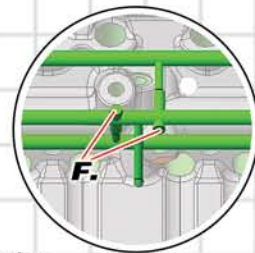
The OE factory oiling holes in the cam journals, located at 6 o'clock, were moved in the new design to the 5 o'clock position. This was a necessity as camshafts requiring high spring pressures would force the camshaft down, effectively closing off the oiling hole when it was in the 6 o'clock position.



- D. New 5 o'clock location of cam journal oiling holes replaces the inadequate OE position of 6 o'clock.
- 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.



- F. Oil restrictors are shown in their new location in the middle of the lifter valley. Their new location makes for easier access.

