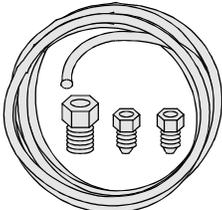


65-67 396-427 Oil Line with coil as original.

Oil Line Kits

- All kits include the proper size Copper, Steel or Plastic oil line plus Brass Fittings.*
- 53-55 **Steel** Oil Line Kit with Brass fittings. Shipped coiled. 1803135 **15.00**
 - 55-62 **Steel** Oil Line Kit with 3 Brass fittings. Shipped coiled. *Select from 2 types of Steel Tubing*
 - Reproduction Steel Oil Tubing Kit 1803139 **11.95**
 - GM Steel Oil Tubing (GM #465246) 1803101 **24.50**
 - 56-61 2x4 Distributor Oil Line includes wick and cap 2364208 **33.95**
 - 57-65 Fi Distributor **Steel** Oil Line Kit with Fittings This oil line kit is used in addition to the standard oil line kit that is used on all models 1803102 **22.00**
 - 63-67 327 **Copper** Plated **Steel** Oil Line Kit Includes 3 Brass fittings for mounting to the oil gauge and the engine intake manifold. Tube is shipped coiled as shown in the illustration at the left. Simply uncoil & route as required. 1803103 **10.90**
 - 65-67 396 / 427 **Steel** Oil Line Kits include 3 Brass fittings *Select from 2 types of Steel Tubing*
 - Reproduction Steel Oil Tubing Kit & 3 Fittings this kit is shipped coiled 1803140 **10.50**
 - GM Steel Oil Tubing (GM #465246) Kit & 3 Fittings this kit is shipped coiled 1803105 **23.50**
 - Formed GM Steel Oil Tubing (GM #465246) Kit & 3 Fittings this kit is shipped with factory center coiled section as shown at the very top of this page. 1803125 **29.50**
 - 68-73 350 **Plastic** Line Kit includes 2 Brass fittings. **Repro** Plastic Oil Line Kit 1803106 **9.45**
 - 68 427 **Copper** Oil Line Kit Includes 8 Brass fittings from oil gauge to engine block & mtg clip on exhaust manifold bolt. 1803111 **28.50**
 - 69-73 427 or 454 **Steel** Oil Line Kit Includes plastic & Steel line plus Brass adapter & 45 degree fitting. 1803114 **29.50**
 - 69-73 427 or 454 Oil Line Mounting **Bracket** to the block just behind the last manifold bolt 1803134 **9.95**



63-67 327 **Copper** Plated **Steel** Oil Line Kit Includes 3 Brass fittings for mounting to the oil gauge and the engine intake manifold. Tube is shipped coiled as shown in the illustration at the left. Simply uncoil & route as required. 1803103 **10.90**

Brass Oil Line Fittings

- E 56-67 327 Block Fitting 1803107 **3.25**
 - E 65-67 396-427 Block Fitting 1803107 **3.25**
 - E 69-73 427-454 Block Fitting 1803107 **3.25**
 - F 66-68 390 HP Block Fitting 1803109 **4.00**
 - G 68-73 327-350 Block Fitting 1803116 **4.50**
 - G 68 427 Block Fitting to Block Adapter 1803116 **4.50**
 - G 69-73 427-454 exc HiPer Block Fitting to Block Adapter 1803116 **4.50**
 - H 65-73 427-454 with HiPer Block Fitting 1803112 **5.00**
-
- 65-73 427-454 *except* HiPer Block Fitting 1803136 **18.95**
 - 69 L-88 or 71 LS-6 Block Fitting 1803137 **25.00**
 - 67 427 with Automatic Block Fitting 1803138 **6.00**

Oil Filler Caps

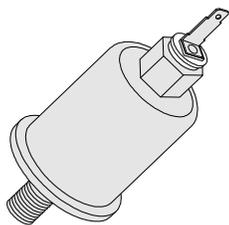
- 55-62 caps with authentic plating, taper, indents & logos.
- Vented caps** used with Hydraulic Lifters 1x4's use with 210, 220, 225, 230, 245, 250, 300 HP's.
 - Sealed caps** used with Solid Lifters 2x4, F.I. use with 240, 270, 275, 283, 315, 340, 360 HP's.
-
- I 55-57 Cadmium plated says "OIL-OIL" **Vented** 1758101 **37.50** **Sealed** 1758106 **37.50**
 - J 58-Early 61 Cadmium plated says "OIL-OIL" **Vented** 1758102 **37.50** **Sealed** 1758107 **37.50**
 - Early 61 is before VIN # 8,000, Late is after.*
 - K Late 61-Early 62 Cadmium plated says "AC-OIL" **Vented** 1758103 **37.50** **Sealed** 1758108 **37.50**
 - Early 62 before VIN # 2,000, Late is after.*
 - Late 62 Chrome plated says "AC-OIL" **Vented** 1758104 **47.50** **Sealed** 1758109 **47.50**

Oil Line Grommets

-
- A 56-57 4 port Grommet 9750105 **14.50**
 - B 58-62 4 port Grommet 9750112 **9.00**
 - C 63-67 4 port Grommet Not urethane 1014649 **9.80**
 - D 68-73 4 port Grommet 9751074 **8.55**

74-81 Oil Pressure Sender in the Block

- Mounts in RH side of the engine block. 1803133 **71.00**
- 80-81 Oil Pressure Sender **Harness** 2515327 **12.00**



AC CRANKCASE BREATHER AC

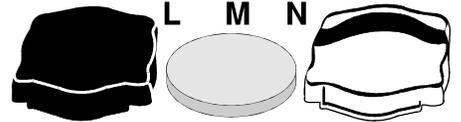
WASH IN KEROSENE AND RE-OIL EVERY 3000 MILES - OFTENER UNDER SEVERE CONDITIONS.

AC SPARK PLUG - FLINT. MICH.

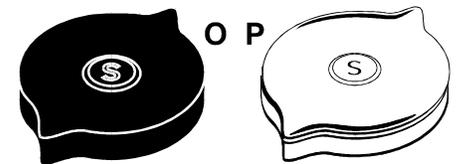
Oil Cap Cleaning Instructions Label

- 56-58 Orange & Black Label 8999304 **3.75**
- 59-62 Gold & Black Label 8999303 **3.75**

- L 63-65 Plain Black **Cap** disc GM **NOS** 1758113 **7.50**
- M 63-65 **Solid** Cork Oil **Cap Gasket** this one is authentic without a hole cut in the center 1758127 **3.50**
- N 63-65 Chrome Oil **Cap** 1758114 **9.95**
- 65-67 396/427 Black Oil **Cap "S"** rivet 1758134 **13.95**



- O 66-68 300 HP Oil **Cap** with "S" logo rivet. These are GM disc **NOS** and our supply is limited. *Color varies from Black to Dark Green.* 1758119 **9.50**
- P 66-68 350 HP Chrome Oil **Cap** with "S" logo rivet. 1758120 **10.00**



- Q 66-70 427 / 454 Chrome Oil **Cap** OEM 1758122 **14.80**
- 68-70 427 / 454 Chrome **Cap "S"** rivet 1758133 **14.95**
- 66-70 427 / 454 Chrome Oil **Cap** China 1758135 **10.55**
- Q 69-81 350 Chrome Oil **Cap** OEM 1758122 **14.80**
- 69-81 350 Chrome Oil **Cap** China 1758135 **10.55**
- R 71-72 350 or 71-74 454 Molded Rubber Oil **Cap** says "OIL" on surface. 1758125 **6.00**

Oil Filler Tubes

- Authentic Oil Filler Tubes all made in the **USA**
- * = Paint these as required.
 - S 55-62 Argent Silver Oil **Tube** *authentic* 1758105 **17.75**
 - 55-62 Oil **Tube** *replacement* 1758100 **16.50**
 - T 63 250, 300 HP Oil **Tube** * **NOS** 1758110 **39.00**
 - Repro* 1758128 **25.00**
 - U 63 340 HP Chrome Oil **Tube** **NOS** 1758111 **39.00**
 - Repro* 1758130 **28.25**
 - V 63 360 HP Chrome Oil **Tube** **NOS** 1758112 **28.50**
 - Repro* 1758132 **28.45**
 - W 64-65 250, 300 HP Oil **Tube** 1758115 **22.45**
 - X 64-65 365, 375 HP Chrome Oil **Tube** 1758116 **29.25**
 - Y 66-67 300 HP * Oil **Tube** 1758117 **25.45**
 - Z 66-67 350 HP Chrome Oil **Tube** 1758118 **31.25**
 - 68 327 Oil **Tube** paint as reqd 1758123 **32.00**
 - 68 327 Oil **Tube** Chrome 1758137 **40.00**

Flash Chrome

Flash Chrome or Production Chrome plated parts *do not* have a deep lustrous finish. Very few factory supplied parts were ever produced with a **Show Chrome** type deep lustrous finish. It was just too expensive.

