

Oil Filler Breather Box Kit

Internally baffled to separate engine oil blow-by and return it to the oil into the crankcase. Special threaded oil filler has O-ring seal. Adding oil is a snap in Sedans and VW Vans. Vent your valve covers, crank-case, install a vented fuel pump return and run a vented road pipe for maximum engine breathing.

Fits all upright VW engines.

1771	Oil Filler Breather Box Kit
1764	Oil Filler Cap - Threaded
1774	Oil Filler Breather Box Replacement Gland Nut
1775	Replacement O-ring and Seal for Oil Filler Breather Box

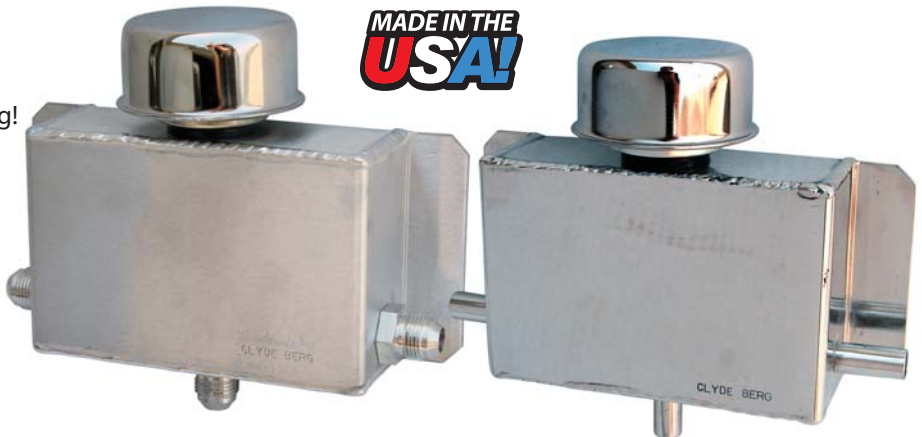


Clyde Berg Breather Box

Handmade, signed & serial numbered by Clyde Berg!

FEATURES:

- Manufactured from 190 6061 Aluminum
- Chrome Breather Vent
- Three XRP #8 Nipples or Slip-on hose fittings
- Flanged on both ends for easy mounting
- Brushed or Polished Finish.
- Measures 7 3/4" x 6 5/8" x 2 1/4"



1659	#8 AN Fittings (Brushed)
1660	#8 AN Fittings (Polished)

1661	1/2" Slip On Hose Fittings (Brushed)
1662	1/2" Slip On Hose Fittings (Polished)

Crankcase Breather Box Kit

Eliminate oil loss and blow-by, not the breather tube. Many high-winding VW engines need an additional crankcase ventilator. Crankcase pressure caused by blow-by can result in oil loss and destroyed engines. Using proper air cleaners, your engine will run clean and free of contaminants, even in the roughest conditions, and terrain.



1754	Crankcase Breather Box Kit
1773	Clear Plastic Vent Hose (5 feet)

Squareback Breather Box

Now you can have a custom, good-looking Breather Box that gives you the type of oil control never before available on a Squareback engine. The four tapered openings can be used to vent the engine to the air filters, valve covers, or a road tube. It has an internal foam filter that helps return the oil to the engine and helps you keep a cleaner engine.



1753	Squareback Breather Box
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Late Model VW Cooling Fan (Welded)

We start with a wide Late Model Cooling Fan, and strengthen it with spot-welds on every tab. This creates a stronger part, that will last years longer while tolerating higher RPM's.

Replaces all '71 & later Dog House fans on upright T-1 & 2 VW engines.

This fan measures at 37mm, 6mm wider than standard VW fans, and is required for use with all set-back or 'Dog House' fan shrouds.



2171 Late Model VW Cooling Fan (Welded)

Oil Cooler Fan

Blow off those BTU's with the Electric Warrior. It fits right in to your Full Flow or your Oil By-Pass Oil System to reduce your oil temperature and allow you to use that big engine extra power. The Electric Warrior can be attached to any oil radiator (heat exchanger) and uses only 4 amps to do the job. Each fan includes mounting hardware.



1721 Oil Cooler Fan - The Electric Warrior (12 volt)

Cooling Fan

The cooling fan is one of the most critical and overlooked parts of your VW engine. VW fans often reach speeds as high as 12,000 RPM. Don't rely on a used, worn and possibly out-of-round fan to get the job done on your next high-performance engine. Factory new fans are now available with late model cooling fins to help reduce noise, cavitation and improve cooling. Measuring at 31mm wide.



2167 Cooling Fan, '57-'70 fan housings (stock, alum, fiberglass)

Drag Race Cooling Fans

One of the best kept secrets of the racing pro's.

Engines that are run at excessive temperatures will lose horsepower with resulting damage to the pistons, rings and barrels. If you're running the quarter mile without a cooling fan, you're asking for trouble. Includes two Cooling Fans.



2813 Cooling Fans - Drag Race

Cooling Fan Mounting Hardware Kit

If damaged or broken cooling fan hardware is used, there are chances of major damage occurring to surrounding parts and expensive down time.

Be certain your engine's cooling fan is secured properly with good hardware. Kit contains everything needed to properly mount and secure the cooling fan.



2168 Cooling Fan Mounting Hardware Kit

Electric Warrior Oil System

The Electric Warrior features a 16 pass oil cooler and 10" swept design electric fan. The Electric Warrior will cool any size engine and can be mounted anywhere space permits. Billet aluminum brackets provide a modern show car look. They are clear anodized to eliminate road dust and salt erosion. The cooling tubes are manufactured from 1/2" aluminum tubing. The complete heat exchange assembly is powder coated matte black for added protection and for visual enhancement. The Electric Warrior uses less than 10 amps. For added efficiency the fan can be switched on/off with a temperature sensor located in the oil system. Shipped with an electric fan heat exchanger assembly, high pressure oil hoses, oil by-pass adapter, oil filter bracket and hose clamps. **4.875" Tall, 16" Long, 10" Wide**



1737 Electric Warrior Oil System (Bypass style)

1749 Electric Warrior Oil System (Full Flow style)

Maxi-Cool 16 pass Oil Cooler w/Fan

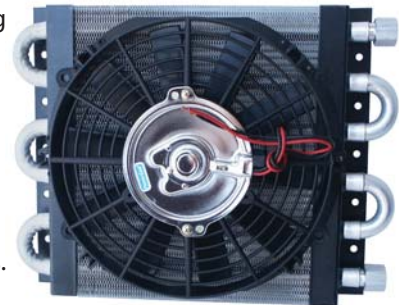
16 passes of full size 1/2" copper tubing and a Turbo Electric Fan provides the quality of cooling needed for serious driving. Your engine will hang in there during heavy stop and go city traffic or while you're blasting down the freeway.



1717 Maxi-Cool 16 pass Oil Cooler w/Fan

Maxi Cool 6 Pass Oil Cooler

Oversized 5/8" aluminum tubing is equipped with Patented Internal Turbulator™ Fins to improve cooling. Features thin line design and rugged construction. The Patented Turbulator™ provides more efficient cooling than all other oil coolers. Equipped with a 500 CFM Fan Module. The cooling fins are closely spaced and feature 100% welded construction. **3.75" Tall, 14" Long, 10.5" Wide**



1716 Maxi Cool 6 Pass Oil Cooler w/Fan (3/8" FPT Tube Ends)

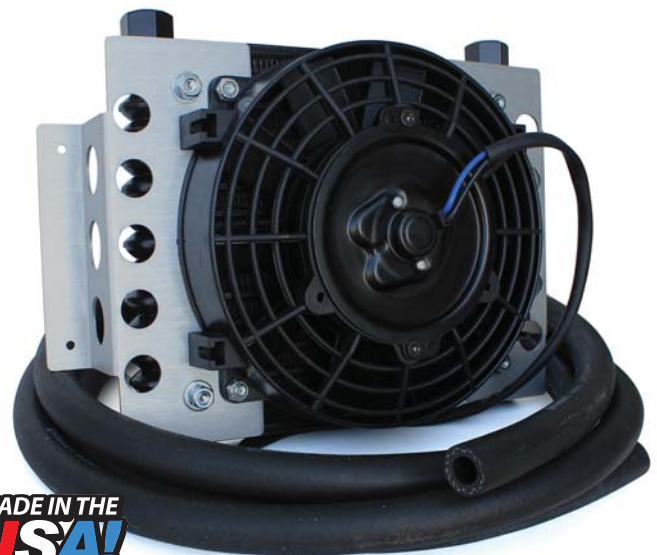
Thermostatically Controlled Atomic Cooler Kit

Provides the largest temperature drop of any fan mounted oil cooler! The fin and plate design minimizes pressure drops even with high viscosity oils. The attached electric fan provides optimum heat extraction regardless of mounting location.

The #1670 Kit comes equipped with AN-8 male fittings. Also included is an 180°F in-line thermostat to activate the electric fan, 10 feet of oil hose, and a complete installation kit. The #1689 is the Remote Oil Cooler Only.

1670 Thermostatically Controlled Atomic Cooler Kit

1689 Compact Atomic-Cool Remote Oil Cooler



MADE IN THE USA!

Hi-Flow Racing Remote Oil Cooler

CB Performance is proud to introduce the newest addition to DERALE's remote cooler lineup. This 18 Row Hi-Flow Racing Oil Cooler is precision TIG welded and features the most efficient tube design in the aftermarket, which supports up to 350 PSI with minimal pressure drop. Mounted 8" Electric fan is IP68 certified (Water/Dust Proof) and designed to do its best under the most strenuous conditions. Perfect for everything from Drag racing to Off-Road.

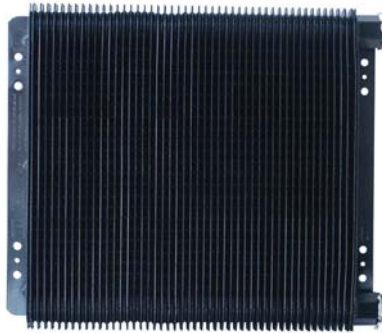
Uses (2) #3880 Aluminum Cooler/Adapter Fittings (-8AN x -7/8-14 O-ring), Sold Separately.



1670 Thermostatically Controlled Atomic Cooler Kit

Thin Line Oil Cooler

It's tough and rugged and can be mounted under the car. The Thin Line is only 1 1/2" thick and fits where others don't. The 96 plate construction provides excellent reduction of engines BTU's. The compact 1 1/2" x 11" x 11" size allows you to mount this super cooler with or without the Electric Warrior. Just get the Thin Line in the air stream and it'll reduce your oil temps.



1729 The Thin Line Oil Cooler

180° Oil Thermostat

As the fluid temperatures exceed 180° F the thermostatic valve closes, allowing 95% flow through the oil cooler. At temperatures below 180° F, the valve is open, with 90% of the oil bypassing the cooler. The remaining 10% of the oil flows through the cooler, maintaining constant system pressure, preventing air pockets and eliminating cold oil shock. Uses a 3/8" Pipe - 1/2" Hose.



**MADE IN THE
USA!**

1724 180° Oil Thermostat

In-Line Automatic Thermostat

Automatic electric fan controller attaches to the inlet port of the oil cooler. Activates the electric fan when the fluid temperature reaches 180 degrees F, and shuts the fan off when the fluid temperature reaches 170 degrees F.



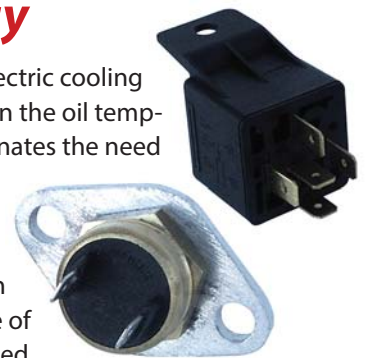
For use with A/N or push-on hose style tube ends.

1690 In-Line Automatic Thermostat

Cooling Fan Thermostat Switch and Relay

Automatically switches on any electric cooling fan such as the Road Warrior when the oil temperature reaches 180°, which eliminates the need for continuous operation of your engines electric cooling fan.

A mounting plate is supplied with each Cooling Fan Switch. The use of a 12-volt relay is also recommended to reduce the load on the fan switch.



1719 Cooling Fan Thermostat Switch and Relay

Oil Coolers

Choose from our new Oil Coolers to fit Type-1s or Type-4s, that will bolt right on to replace worn and defective OEM parts. Don't gamble with questionable oil coolers, install a brand new model today!



1722	Oil Cooler - fits all Type-4 1700-2000cc
1726	Oil Cooler - Type-1 & 2 (fits 1961-70)
1727	Oil Cooler - Type-1 & 2 (fits 1971 - later)
1728	Oil Cooler Seal - Early to Late (each)
1740	Oil Cooler Adapter (fits 1971 - later)

Oil Cooler Kits

The #1725 Standard hose fittings provide a safe permanent connection for high-pressure oil lines (not recommended for use in race-cars, but perfect for use in VW Sedans, Buses and Dune Buggies. The #1723 is equipped with special aircraft design AN hose fittings, which allow for fast disconnect of oil hoses. **3.5" Tall, 16" Long, 6" Wide.**



1723	Racing Oil Cooler Kit - fits upright VW engines
1725	Maxi Standard Oil Cooler

Dog House Oil Cooler Assembly

Includes a #1740 Oil Cooler Adapter, a #1727 Oil Cooler and installation hardware.



2698	Dog House Oil Cooler Assembly
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Oil Cooler Sealing Tin (aka Hoover Bit)

The missing link is here! This is the most forgotten part of most engine builds. The Hoover Bit helps ensure that all of the hot air coming from your oil cooler is directed away from the engine. Some aftermarket shrouds will require modification to make this fit properly.



Fits Type-1 '71-77 & Type-2 '71 Doghouse style shrouds.

1743	Oil Cooler Sealing Tin (aka Hoover Bit)
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Oil Cooler Bypass Kit

Allows complete removal and bypass of stock VW and Porsche oil coolers. Hoses can be attached to relocate oil cooler and filter in just about any position. Kit includes aluminum casting, bolts, brass fittings and rubber gasket seals. Kit can be installed on all upright VW engines.



1730	Oil Cooler Bypass Kit
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Oil Cooler Block Off Plate

Used to replace standard oil cooler when using dry sump system. Used on many off-road racecars, dune buggies and even street machines running full dry SUMP oil systems. Also used on drag strip engines to eliminate bulk and excess weight.



Fits all 40hp through 1600 engines.

1733	Oil Cooler Block Off Plate
1787	Oil Cooler Bypass Gasket

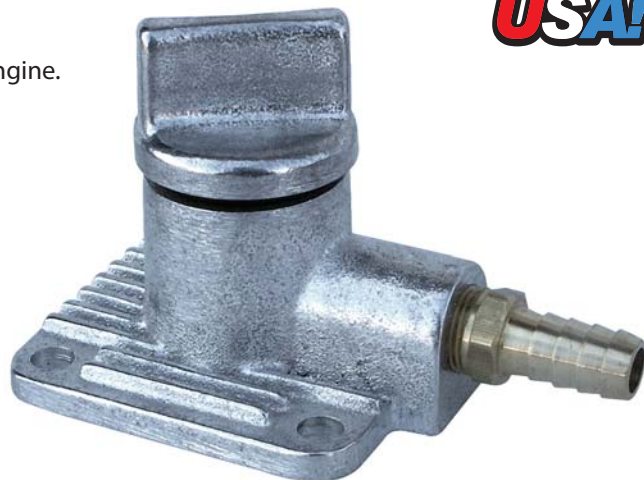


Oil Filler & Crankcase Vent

Here's the way to eliminate your generator stand, add oil, and vent your engine. It's the perfect part for drag strip machines and alky burning off-road cars. The cap screws into precision threads and seats on an O-Ring to seal the oil in, and the dirt out.

The CB Crankcase Vent is manufactured from an aluminum casting and machined to accept the oil filler and vent tube.

It can be used on all 40hp, 13, 15 and 1600cc engines.



1744 Oil Filler & Crankcase Vent

Hi-Tech Oil Fillers

Manufactured from a solid aluminum bar to give your engine that Hi-Tech aerospace look.

Features screw-on threads with O-ring seal. Shipped pre-tapped for connection to breather box or vent tube. For use on all upright engines.



- | | |
|------|---|
| 1763 | Hi-Tech Oil Filler with Billet Cap |
| 1776 | Hi-Tech Oil Filler with Black Plastic Cap |
| 1784 | Angled Neck Hi-Tech Oil Filler with Billet Cap (Aluminum) |

Stock Oil Filler & Accessories

Looking for hard to find VW oil tower basic parts?

We have them in stock and ready to bolt on.



- | | |
|-------|--|
| 1950 | Oil Cap - Stock VW |
| 1951 | Oil Filler Gland Nut (same as 113-115-495) |
| 1952 | Oil Filler & Draft Tube |
| 1952c | Oil Filler & Draft Tube - Chrome Plated |

Uni Vent

Designed for racing, but trick enough for show. Push it on and clamp it down to provide extra added breathing for the crankcase or valve covers.

Permanent lifetime and cleanable.

Fits 1/2" barbed fitting.



1768 Uni Vent

Barbed Swivel Connector

For use with 1/2" hose.
Sold Individually.



1751 Barbed Swivel Connector (each)

Oil Filter Mount

This CNC machined Oil Filter Mount is machined from billet aluminum, laser etched and anodized for long lasting good looks. Thread is 3/8" NPT.

Available in your choice of Anodized Clear, Black, Blue or Red.

1646	Oil Filter Mount (Clear) NEW!
1647	Oil Filter Mount (Black) NEW!
1648	Oil Filter Mount (Blue) NEW!
1649	Oil Filter Mount (Red) NEW!



Oil Filter Header Mount

- CNC machined from 6061 aluminum
- Laser etched for long lasting good looks
- Machined relief on the back of the mount clears any welding at the header flange.



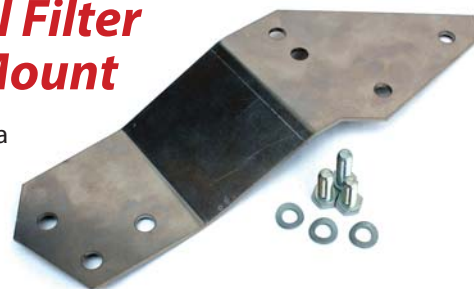
1839	Oil Filter Header Mount (Clear) NEW!
1840	Oil Filter Header Mount (Black) NEW!
1841	Oil Filter Header Mount (Blue) NEW!
1842	Oil Filter Header Mount (Red) NEW!

Remote Oil Filter Adapter Mount

Allows you to mount a Full Flow Oil Adapter under the fender!

It's made of Stainless Steel, and attaches with the included bumper bracket bolts (hardware included).

Fits Type-1 Sedans '56-73



1718	Remote Oil Filter Adapter Mount - Under Fender
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Oil Hose Clamp

The perfect solution for burned hoses when running a full flow oil system. The Claw mounts to the #4 Cylinder exhaust studs, keeping the oil hoses secure and away from hot exhaust tubing. The claw is CNC machined from 6061-T6 Aluminum and Anodized to Mil Spec in three colors. ***Will not work with heater boxes.**



3894	The Claw Oil Hose Clamp by Chico Performance (Black)
3895	The Claw Oil Hose Clamp by Chico Performance (Red)
3896	The Claw Oil Hose Clamp by Chico Performance (Blue)

Racer Oil Filter Mount

Here's the super trick set up for mounting your oil filter. Fits on the exhaust studs to provide a secure mount for your spin on filter. You can use it with a full flow or by-pass installation. It's precision cut from .250" plated steel. It's easy to install on dune buggies or sedans and tucks the filter up out of the way. Pre-drilled holes fit a variety of oil filter mounts, including BERG and the Remote Oil Filter Adapter. ***Will not work with heater boxes.**



1705	Racer Oil Filter Mount
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MAHLE Oil Filter

All oil filters feature a new improved gasket design to insure sealing and longevity. The outer shell is constructed from heavy gauge steel to withstand many times the normal operating oil pressures and temperatures. The inner multi-pleated filter is designed to trap the smallest particles and remove them from the engine.



1703 MAHLE Oil Filter

High Performance Oil Filter

Fram's HP Series filters are just for performance and racing use. The spin-on filters can trap very small micron-sized particles that cause most engine wear. All filters have an anti-drainback valve with a maximum flow rate.



1801 H.P. Oil Filter (fits adapter with 3/4" 16 threads)

SYSTEM-1 Billet Oil Filters

Used by some of the biggest names in drag racing. The SYSTEM-1 filter uses a 45 micron cleanable element. You will never have to replace your filter again!

With a cleanable element, you will be able to monitor the amount of contaminants in your oil, unlike paper filters. Strong cast aluminum housing with double O ring seal. The SYSTEM-1 filter is a must for any high performance VW engine.

The SYSTEM-1 Billet Spin-on Oil Filters feature dual O-ring grooves and comes with 2 universal mounting inserts to fit most 3 3/4" diameter X 3 3/4" long short filter applications with 13/16-16 or 3/4-16 threads. Flows 28 G.P.M.



**Available
in 2 sizes:
3 3/4" or
5 3/4" tall.**

1741 System 1 Filter (3.75" Tall)

1742 System 1 Filter (5.75" Tall)

WIX Racing Oil Filter

This high performance racing oil filter is manufactured using T-71 racing media that lowers restriction & increases horsepower.

It's rated at 28 GPM flow, has an 8-11 PSI bypass, and an anti-drain back valve to keep the oil where it belongs.

3.6" Base diameter, 5.17" Height, and 3/4 x 16 Thread.



1655 Wix Racing Oil Filter

Oil Filter Relocation Adapter

Convert your T-4 to remote oil cooling and filtering. Installation is easy; spin off the filter, install the relocation adapter, and connect two hoses. Oil can be routed to remote mounted filters and oil coolers without modifying the engine. The relocation adapter is manufactured from die cast aluminum and CNC machined for a precision fit. Includes O-ring and instructions. **Fits T-4/914 Engines only!**

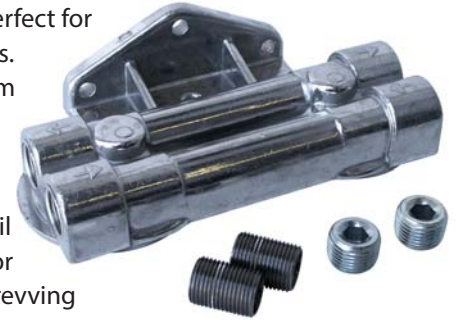


1731 Oil Filter Relocation Adapter - Type 4

Dual Oil Filter Mount

Twice the filtration and perfect for use with high viscosity oils. This is high flow, maximum filtration at it's best.

Uses standard Ford spin on filters. Your choice of oil flow direction and ideal for use on severe duty, high-revving engines. Oil Filters are available seperately.



1800 Dual Oil Filter Mount

Wafer Adapter Oil Filter Mount

This highly versatile adapter allows you to route oil to your Oil Cooler and fits easily between your Maxi Pump 2 and the oil filter.



1735 Wafer Adapter Oil Filter Mount

Remote Oil Filter Adapter

Oil filtration is a vital part of any high-performance engine. You can locate your VW oil filter in just about any position with this handy unit.

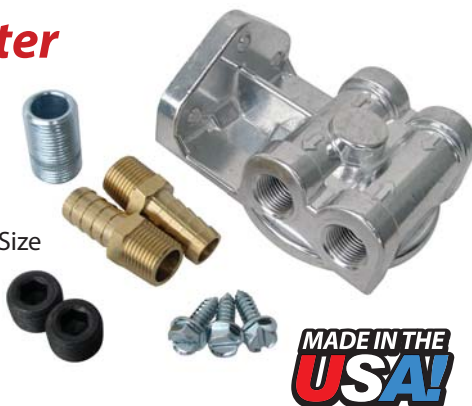
Accepts popular Ford type filters that are available in just about any size.



1732 Remote Oil Filter Adapter

Remote Oil Filter Adapter

- Allows oil filter to be remote mounted anywhere
- Left / Right Side Ports
- 3/4"-16 Engine Thread Size
- 2 1/2", 2 3/4" Filter Landing
- 3/8" NPT x 1/2" Hose Barb Fittings Included



1734 Remote Oil Filter Adapter (w/Dual Side Ports)

Fram Style Oil Filter Kit

FLAT 4 Original 50's, 60's style Fan housing mount style oil filter is now available. As seen on early OKRASA and PORSCHE 356 engine. Oil filter mounting bracket comes with 4 holes to mount it on the fan housing. You can also use the original ignition coil mount location for one of the bracket holes.



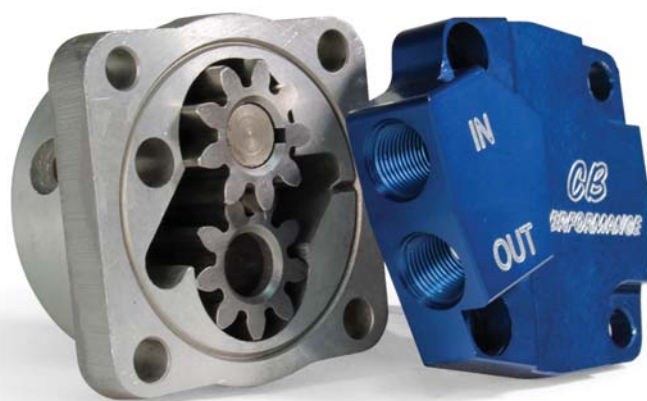
1699 Flat 4 Fram Style Oil Filter Kit

Maxi 26 & 30 Full Flow Oil Pumps

Provides a way to operate your engine "Full Flow" without the inconvenience and cost of drilling and tapping your engine case. Manufactured with large 3/8" inlet and outlets for unrestricted, high volume oil flow. The aluminum alloy used in manufacturing the housing matches the temperature characteristics of the engine case to help reduce leaks and oil loss. Keyed 9 tooth 26mm or 30mm drive gear and blue-printed specs help provide an oil system that will greatly reduce oil temperature and increase engine life.

Maxi 30 Full Flow Oil Pump (with 3/8" outlet)

Color	Black	Blue	Red
(Up to '70)	1551	1552	1553
('71-later)	1554	1555	1556



Maxi 26 Full Flow Oil Pump (with 3/8" outlet)

Color	Black	Blue	Red
(Up to '70)	1590	1591	1592
('71-later)	1597	1598	1599

Maxi 26 & 30 Full Flow In & Out Oil Pumps

Engineered like our other Maxi series pumps with a die cast, blue-printed housing and pressure chamber. The Maxi 26 / Maxi 30 housing is designed to be used as a full flow pump, so no need to install a plug. The 26mm / 30mm drive gear is keyed to the shaft so you never have to worry about slipping a gear. The anti-cavitation design insures 100% of the oil will make it out of the T-6 billet, large 3/8" outlet cover, to whatever you have between the pump and engine block. With features like 30mm 9 tooth gears and a 3/8" outlet this is the highest volume pump in the line-up, and it looks good too!



Maxi 30 Full Flow In & Out Oil Pump

Color	Black	Blue	Red
(Up to '70)	1859	1860	1861
('71-later)	1862	1863	1864

Maxi 26 Full Flow In & Out Oil Pump

Color	Black	Blue	Red
(Up to '70)	1582	1583	1584
('71-later)	1585	1586	1587

Billet Full Flow Style Oil Pump Covers

- CNC Machined from 6061 T-6 Billet Aluminum
- Full Flow Outlet
- Drilled & Tapped for 3/8" NPT



1846	Billet Full Flow Style Oil Pump Cover (Black Anodized)
1847	Billet Full Flow Style Oil Pump Cover (Blue Anodized)
1848	Billet Full Flow Style Oil Pump Cover (Red Anodized)

Billet Oil Pump Covers



CNC Machined from 6061T-6 Aluminum. Designed to fit most Oil Pumps, as well as all CB Maxi Pump 1's.

1821	Billet Oil Pump Cover (Black Anodized)
1822	Billet Oil Pump Cover (Blue Anodized)
1823	Billet Oil Pump Cover (Red Anodized)
1824	Billet Oil Pump Cover (Clear Anodized)

The OIL PUMP that helps your engine MAKE POWER!

4 Gear Dry Sump Oil Pump

Bolts into any Type-1 engine case without drilling, tapping or machining!

Connect the pressure lines to a filter, cooler and a dry sump pump and you'll have a professional 100% full flow oiling system that will free up engine RPM, reduce engine temperature, and help control crankcase blow by. Whether you've got racing on your mind or just cruising down a winding road, a 4 Gear Dry Sump System will give you the high-end performance that you desire. Designed to fit Type-1 upright applications.

1745bk	4 Gear Dry Sump Oil Pump (Black Anodized)
1745bl	4 Gear Dry Sump Oil Pump (Blue Anodized)
1745cl	4 Gear Dry Sump Oil Pump (Clear Anodized)
1745rd	4 Gear Dry Sump Oil Pump (Red Anodized)



For use with 3 bolt camshaft

Heavy Duty Oil Pumps

Increase your engines oil pressure by 30% and lower the operating temperature with an easy to install heavy-duty oil pump. The gears in this pump are a full 1" long (1/4" longer than stock) and will help your engine run cooler longer. Fits perfectly, no drilling or tapping required. Just bolt it on. Can be used on all VW engines '61 or later. Available with 6mm or 8mm mounting holes. '68 & later use 8mm mounting holes. This pump is often used to help restore the oil pressure to 40hp engines with worn cam journal supports.

1710	Heavy Duty Oil Pump - 6mm bolts
1711	Heavy Duty Oil Pump (26mm Gears) 8mm bolts fits to 1970
1720	Heavy Duty Oil Pump (30mm Gears) 8mm bolts fits 1971-later
111-115-107ak	Heavy Duty Oil Pump (30mm Gears) 8mm bolts fits to 1970



Full Flow 30mm Oil Pumps

Full 30mm gears, aluminum housing and manufactured by the top name in VW oil pumps - SCHADEK.

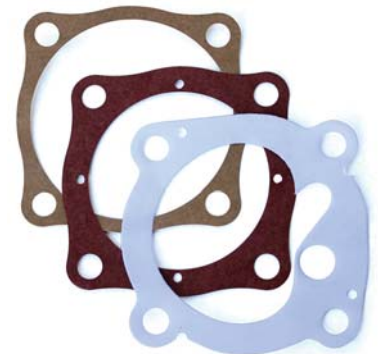
Available in long and short models to fit traditional full flow applications in T-1 engines. For use with Full Flow Style Billet Oil Pump Covers. 90° Return Fitting. **Sold Separately.**



1788	Full Flow 30mm Oil Pump (early short shaft)
1789	Full Flow 30mm Oil Pump (late long shaft)

Replacement Oil Pump Gaskets

Sold separately, or all three in one kit.



1794	Replacement Gasket Kit for CB's Dry Sump Oil Pumps
1797	Oil Pump Base Gasket Type-4
1802	Maxi Pump Face Plate Gasket (Type-1, 2, 3 & 4)
1803	Oil Pump Base Gasket (Type-1, 2, & 3)

Original Quality Oil Relief Kit

This kit includes an upgrade with two Oil Pressure Relief Plugs that utilize an 8mm Allen Wrench to install them (much easier to install than the slotted screwdriver style). The kit is finished off with two copper sealing rings, both the long and short OEM Oil Relief Springs, and two pistons to maintain original spec oil pressure. For use in a Dual Oil Relief Engine Case.



1230 Original Quality Oil Relief Kit **NEW!**

Oil Cooler Relief System

Factory designed oil plungers and springs can cause un-cooled oil to be routed directly to the engine bearings. You can help cure your oil control problems with the installation of an Oil Cooler Relief System.

Includes a special spring and oil plunger. The spring controls relief piston positioning in the bore. You can do it in 5 minutes with only a screwdriver.



1766 Oil Cooler Relief System - fits 1961-'69

1767 Oil Cooler Relief System - fits 1970-later

High Pressure Oil Hose

The High Pressure Oil hose supplied by CB is pressure tested to 300 lbs. It will resist heat and pressure under most all extreme conditions. Available in all lengths. Fits all Oil Coolers and Oil Pumps supplied by CB. Stainless Steel Oil Line Hose Clamps are not affected by hot fuels or engine oils and will not rust or corrode.



1748 High Pressure Oil Hose (1/2" ID)

3806 Oil Line Hose Clamp - 1/2"

Oil Pressure Relief Bypass Plug

These are the latest style Oil Pressure Relief Plugs and use a 8mm Allen Wrench to tighten.

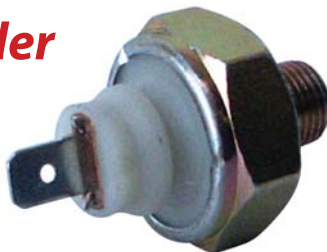
Much easier to install and tighten than the old slotted type.



1279 Oil Pressure Relief Bypass Plug

Oil Pressure Sender

This oil pressure sender grounds the idiot light circuit, which indicates that your oil pressure has dropped below 2.5 psi.

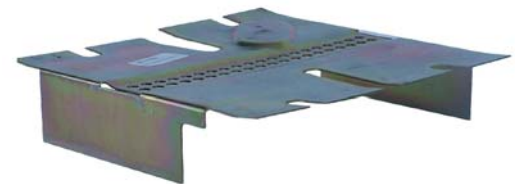


2303 Oil Pressure Sender

High Rev Windage Tray

Helps to keep your oil where it belongs. A stock VW engine has only 2 3/4 quarts of oil. Hard turns, quick stops and fast acceleration causes the oil to surge away from the pick-up tube. Results: no oil for those vital bearing surfaces and often a blown engine.

For better cooling and higher RPM slip in a CB windage tray. A small cost for big protection.



1760 High Rev Windage Tray

Oil Pumps are the most overlooked part of an engine. It doesn't make sense to put big bucks and time into an engine and then tack on just any old off-brand oil pump. CB's **MAXI PUMPS** are the only VW Oil Pumps that have the main drive shaft locked to the pump gear with a wedge key. They can't slip or lose oil pressure. The driven gear runs on a shouldered shaft that locks it firmly in place. It can't be forced through the pump body and jam against the cam gear as with cheaper oil pumps.

- Manufactured by an OEM supplier
- Features full size 26mm gears.
- Assembled with closer tolerances than stock pumps
- Provide increased oil pressure during low speed operation.
- Slips right in and increases the life of your engine.
- TUV Quality Certified to ISO 9001:2008

Maxi Pump 1

Perfect for street, off-road and competition.

The die-cast blue-printed housing features a "pressure chamber" to help provide a constant flow of oil. The added volume and anti-cavitation features of the Maxi 1 make it the top choice for use with external oil cooler and filter systems.



1795	Maxi Pump 1 (up to '70)
1796	Maxi Pump 1 ('71 & later)
1829	Maxi Pump 1 - 914/Type-4

Maxi Pump 2 *Filters 100% of your oil all of the time!*

It guarantees total filtration of all engine oil before it reaches the bearings. Increases engine life while lowering engine temperature. Features a die cast aluminum alloy pump housing pre-set to racing specs.



1791	Maxi Pump 2 - w/Filter Mount (up to '70)
1792	Maxi Pump 2 - w/Filter Mount ('71 & later)
1703	Maxi 2 Spin-Off Filter

Maxi Pump 3

The ULTIMATE VW Bug or Bus Oil Pump!

It was designed to solve oil flow and cooling problems on '68-71 VW bugs, vans or buses. It fits between your engine case and the rear mount and provides both outlet and inlet for unrestricted oil flow. The Maxi pumps feature die cast pump housings.



1798	Maxi Pump 3 - Full Flow In & Out (up to '70)
1799	Maxi Pump 3 - Full Flow In & Out ('71 & later)
1830	Maxi Pump 3 - Type-4

Maxi Pump 4 *Provides "Full Flow" oiling for your engine.*

With the Maxi 4 you can mount your filler and cooler in most any location. The 9 tooth gears and anti-cavitation design of the Maxi 4 will provide adequate flow of oil to handle the biggest engines going. The blueprinted pump housing is manufactured from a die casting to assure proper expansion rates to match the engines case during peak operating temperature. Can be installed without drilling or tapping the engine case.



1785	Maxi Pump 4 - Full Flow In & Out (up to '70)
1786	Maxi Pump 4 - Full Flow In & Out ('71 & later)

Maxi Pump 5

A "FULL FLOW" Oil Pump in the traditional style.

A single outlet is located on the pump face to route oil to the cooler and filter. Features the same 9 tooth gears, "pressure chamber" and blue-printed housing as all Maxi pumps. From uprights to late buses, the increased volume and anti-cavitation features of the Maxi series will really get the job done. The engine case must be drilled and tapped for return oil flow.



1778	Maxi Pump 5 - Full Flow (up to '70)
1779	Maxi Pump 5 - Full Flow ('71 & later)

Thin Line Oil Sump

Extends only 2" below your engine case. It adds vital oil capacity and cooling to help keep your engine alive during hot weather. The front of the Thin Line Sump features a ram air profile to force air between the engine case and sump for even greater cooling.
10 1/2" L x 11" W x 1 7/8" D



1770 Thin Line Oil Sump (1 1/2 Quart)

Ultra Wide Glide Sump

Designed to hold twice the capacity of the Wide Glide Sump, and maintain maximum ground clearance! Cast of 356 Aluminum and feature 1/2" Tapered Cooling Fins.
11" L x 15 1/2" W x 2 3/4" D



1706 Ultra Wide Glide Sump (4 Quart)

Super Deep Sump Kit

Adds over 4 quarts of Oil!

An easy bolt on for all VW Buses running 40hp, 1300, 1500 and 1600cc based engines. Can be used on many types of flat track racing machines but is too deep for use on street sedans, Shipped complete with all hardware.
10 1/2" L x 11" W x 4 3/4" D



1761 Super Deep Sump Kit (4 Quart)

Wide Glide Oil Sump

Cast from heat-treated 356 A aluminum for added strength and durability. The tapered cooling fins are a full 1/2" deep to provide increased heat dissipation and reduced oil temps.
11" L x 16" W x 1 7/8" D



1708 Wide Glide Oil Sump (2 Quart)

1709 Wide Glide Oil Sump (2 Quart) w/Maxi Lifetime Hi-Flo Filter

Thin Line Filter Sump

Filters 100% of your engine oil, 100% of the time!

You get added capacity, improved cooling and most of all 100% filtration before the oil reaches the main bearings. Nothing does it like CB's Thin Line Filter Sump.
11" L x 10 1/2" W x 1 7/8" D



1738 Thin Line Filter Sump (1 1/2" Quart)
 w/Maxi Lifetime Hi-Flo Filter

CB Oil Sump Replacement Parts

CB Performance Replacement Sump Hardware Pack includes 8 studs, 8 acorn nuts and 8 copper washers.



1762 Replacement Oil Sump Hardware Pack

1765 Replacement Oil Sump Drain Plate (Drain Plate Only)

1769 Replacement Oil Sump Drain Plate Gasket

1793 Oil Change Kit for CB Oil Sumps

Billet Drain Plate Covers

Add the finishing touch to your engine with a New Billet Drain Plate Cover. Available in your choice of Black Anodized or Polished. Includes Drain Plug, Crush Washer, 6 small washers and a drain plate gasket.

Fits all standard VW T-1, 2, & 3 engine cases.



**MADE IN THE
USA!**

6666 Billet Drain Plate Cover - Black Anodized

6671 Billet Drain Plate Cover - Polished

MST Oil Sump Cover Plates

CNC machined from 6061-T6 Billet Aluminum

Designed to replace your stamped, steel version and maintain that great stock look.

Flat, precision machined and NO Leaks!

Available in Black, Blue, Clear or Red Anodized.

9220 MST Oil Sump Cover Plate w/Hardware (Black Anodized)

9221 MST Oil Sump Cover Plate w/Hardware (Blue Anodized)

9222 MST Oil Sump Cover Plate w/Hardware (Clear Anodized)

9223 MST Oil Sump Cover Plate w/Hardware (Red Anodized)



**MADE IN THE
USA!**

Oil Change Kit

Fits all 40hp, 13, 16 and 1600cc engines.

Drain Plate may be black or cad-plated.



1780 Oil Change Kit - Complete

1781 Oil Change Kit

1782 Oil Strainer

1783 Bottom Drain Plate

Magnetic Drain Plug

Catch ferrous metal debris BEFORE it wreaks havoc in your engine!

The original style drain plug has been upgraded with a rare earth magnet. We also include the original crush washer for a perfect seal.



1759 Magnetic Drain Plug

MADE IN THE
USA!**Straight Female to Female
Flare Swivel**

Part#	Size:	Use Hose:	Use Male Flare:
3875	-4	-4	-4
3876	-6	-6	-6
3877	-8	-8	-8
3878	-10	-10	-10

**Non-Swivel Hose End: Straight**

Part#	Size:	Use Hose:	Use Male Flare:
3845	-4	-4	-4
3847	-6	-6	-6
3848	-8	-8	-8
3849	-10	-10	-10

**Flared Tee**

Part#	Size:	Use Hose:	Use Female Flare:
3870	-4	-4	-4
3871	-6	-6	-6
3872	-8	-8	-8
3873	-10	-10	-10

**Double Swivel Hose End: 45°**

Part#	Size:	Use Hose:	Use Male Flare:
3850	-6	-6	-6
3851	-8	-8	-8
3852	-10	-10	-10

**Flared 90° Elbow**

Part#	Size:	NPT Size:	Use Female Flare:
3879	-8	3/8	-8

**Double Swivel Hose End: 90°**

Part#	Size:	Use Hose:	Use Male Flare:
3853	-6	-6	-6
3854	-8	-8	-8
3855	-10	-10	-10

**Male Flare to NPT
Pipe Adapters**

Part#	Size:	NPT Size:	Use Female Flare:
3828	-4	1/8	-4
3829	-4	1/4	-4
3830	-6	1/8	-6
3831	-6	1/4	-6
3832	-6	3/8	-6
3833	-6	1/2	-6
3834	-8	1/4	-8
3835	-8	3/8	-8
3836	-8	1/2	-8
3837	-10	3/8	-10
3838	-10	1/2	-10
3839	-10	3/4	-10

**Double Swivel Hose End: 120°**

Part#	Size:	Use Hose:	Use Male Flare:
3856	-6	-6	-6
3857	-8	-8	-8
3858	-10	-10	-10

**Double Swivel Hose End: 150°**

Part#	Size:	Use Hose:	Use Male Flare:
3859	-6	-6	-6
3860	-8	-8	-8
3861	-10	-10	-10

**Double Swivel Hose End: 180°**

Part#	Size:	Use Hose:	Use Male Flare:
3866	-6	-6	-6
3868	-8	-8	-8
3869	-10	-10	-10

**XRP Hose Finishers
(Econo Hose Ends)**

Part#	Size:	Color:	Part#	Size:	Color:
3818	-4	Red	3819	-4	Blue
3820	-6	Red	3821	-6	Blue
3822	-8	Red	3823	-8	Blue
3824	-10	Red	3825	-10	Blue

XRP Vise Jaw Inserts

Made from soft aluminum and they prevent damaging hose ends while assembling them to the XRP Stainless Hose. Can also be used for other items held in the vise that may get damaged from rough steel vise jaws. **Sold in Pairs.**



For use with XRP Quick Disconnect Performance Plumbing.

3798 XRP Vise Jaw Inserts (set of 2)

Straight Push-On Aluminum Hose End (#6)



3874 XRP - #6 Straight Push-On Aluminum Hose End

XRP Pro-Series Double End Wrenches

Designed and manufactured for use on XRP hose ends and fitting to prevent damage and marring the fitting surface.

Made from 6061 T-6 Billet Aluminum & anodized to mil-specs.



3795 XRP Double End Wrench Fits -3 and -4 Fittings (black)

3796 XRP Double End Wrench fits -6 and -8 fittings (blue)

3797 XRP Double End Wrench fits -10 and -12 fittings (red)

XTREME Performance S/S Braided CPE Hose

Though it's usually described as "beautiful", the fact that it's lightweight, flexible, fuel, oil and fire resistant, is often overlooked. You've seen it in professional racecars, boats, aircraft and industrial applications because it's the best Steel Braided Line available. We now offer Steel Braided Line and Couplings that greatly reduce installation problems. All that it is required for installation is a hacksaw to cut the Steel Braided Line, a couple of end wrenches to tighten the couplings and a screwdriver if the new Quick Fit Hose Ends are to be used.



IT'S AS EASY AS
INSTALLING REGULAR
HOSE LINES

Part#	Size:	Length:	Part#	Size:	Length:
3810	-4	6 ft.	3811	-4	10 ft.
3812	-6	6 ft.	3813	-6	10 ft.
3814	-8	6 ft.	3815	-8	10 ft.
3816	-10	6 ft.	3817	-10	10 ft.

TYPICAL SIZE & APPLICATION FOR VW USE

- #4: Turbo Feed Line / Turbo Boost Line / Vacuum Line
- #6: Fuel Lines
- #8: Fuel Lines / Remote Oil Filter or Cooler Lines
- #10: Dry Sump / Remote Oil Filter or Cooler Lines

Universal Case/Type-3 Oil Block Off Plate

For use with universal or T-3 engine cases to block off the oil filter hole on engine case. Made of lightweight billet aluminum and anodized to one of four colors.

Adds a custom look to your VW engine.

1746	Universal Case/Type-3 Oil Block Off Plate (Black)
1747	Universal Case/Type-3 Oil Block Off Plate (Blue)
1757	Universal Case/Type-3 Oil Block Off Plate (Clear)
1758	Universal Case/Type-3 Oil Block Off Plate (Red)



Alum. Cooler/Adapter Fitting

O-ring male adapters made from aluminum with a black anodized finish. Manufactured by DERALE Performance.

- AN aluminum adapter fitting
- Ideal for DERALE Stacked Plate coolers



3880	Alum. Cooler/Adapter Fitting (-8AN x -7/8-14 O-ring)
3881	Alum. Cooler/Adapter Fitting (-10AN x -7/8-14 O-ring)

XRP Flare w/Crush Washer

2 required per pump, for use w/-8 A/N fittings or Barbed Swivel Fittings.

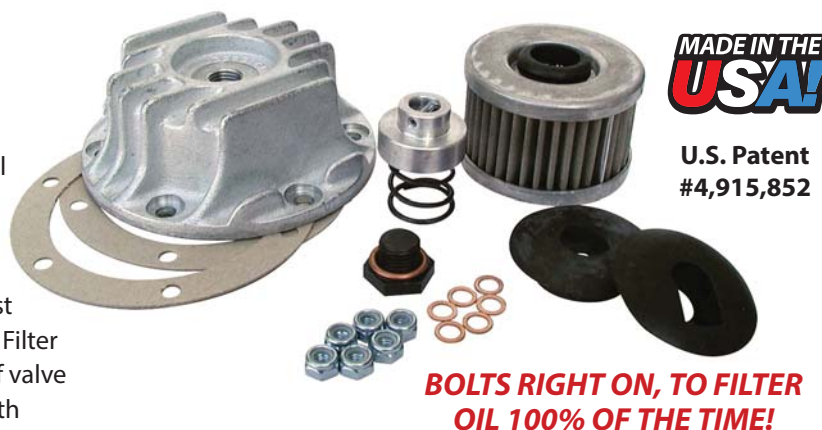
Sold Individually.



1750	XRP - M16 x 1.50 to -8 AN Flare w/Crush Washer - Alum
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Maxi Filter Oil Sump

The Maxi Filter has 168 sq. inches of filtration area - that's 25 times more than a stock VW oil screen! It traps harmful metal and carbon particles before they reach the engine bearings, meaning your engine will run cleaner and cooler. You can clean your filter as often as required to remove sludge and acid build-up. Installation is as easy as changing your oil - just remove your stock oil plate and screen, then slip in the Maxi Filter and bolt on the mini sump. A special one-way pressure relief valve assures continual flow of oil if the filter becomes clogged with sludge or goo. Shipped complete and ready to install with Filter Sump, filter, by-pass valve, gaskets & seals. Can be installed on all 40hp, 13, 15, & 1600cc based engines.



BOLTS RIGHT ON, TO FILTER OIL 100% OF THE TIME!

1756	Maxi Filter Oil Sump
1739	Replacement Maxi Lifetime Hi-Flo Filter
1755	Maxi Lifetime Hi-Flo Filter Update Kit

Brass Fittings

CB has a large selection of Brass Fittings for your application.



- | | |
|------|---------------------------------|
| 3930 | Internal Hex Head Plug 1/8 NPT |
| 3931 | Internal Hex Head Plug 1/4 NPT |
| 3932 | Internal Hex Head Plug 3/8" NPT |



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|------|---------------------|
| 3933 | Street Tee 1/8" NPT |
| 3934 | Street Tee 1/4" NPT |



- | | |
|------|--------------------------------|
| 3935 | Tee 1/8" NPT |
| 3936 | Tee 1/4" NPT |
| 3941 | Tee - Female to 1/4" Pipe Male |



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|------|----------------------|
| 3942 | Brass Fuel Tee - 5mm |
| 3943 | Brass Fuel Tee - 7mm |



- | | |
|------|----------------------------|
| 3966 | 3/16" Hose x 1/8" - 27 NPT |
| 3967 | 1/4" Hose x 1/8" - 27 NPT |
| 3968 | 1/4" Hose x 1/4" - 18 NPT |
| 3971 | 1/2" Hose x 1/4" - 18 NPT |
| 3972 | 1/2" Hose x 1/2" - 18 NPT |



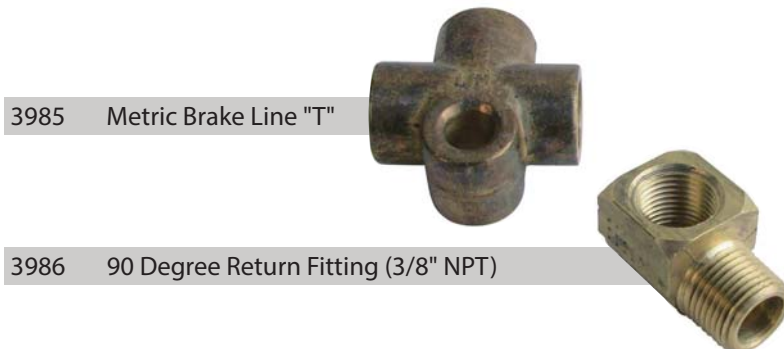
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| 3973 | 90 degree 1/4" Hose x 1/8" - 27 NPT |
| 3976 | 90 degree 1/2" Hose x 1/4" - 18 NPT |
| 3978 | 90 degree 1/2" Hose x 3/8" - 18 NPT |



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|------|---------------------------|
| 3977 | 1/2" Hose x 3/8" - 18 NPT |
|------|---------------------------|



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|------|----------------------------------|
| 3982 | Brass Elbow - 45 degree 1/4" NPT |
| 3983 | Brass Elbow - 45 degree 3/8" NPT |



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|------|-----------------------|
| 3985 | Metric Brake Line "T" |
|------|-----------------------|

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|------|-------------------------------------|
| 3986 | 90 Degree Return Fitting (3/8" NPT) |
|------|-------------------------------------|