

All WORLD PRODUCTS engine blocks are designed with a priority main oiling system, lubricating the main bearings first, then the camshaft and lifters. Due to this design, we recommend using standard volume oil pumps. **NOTE: Not all engines require oil restriction. This is the responsibility of the engine builder to determine the need and actual size of restriction.**

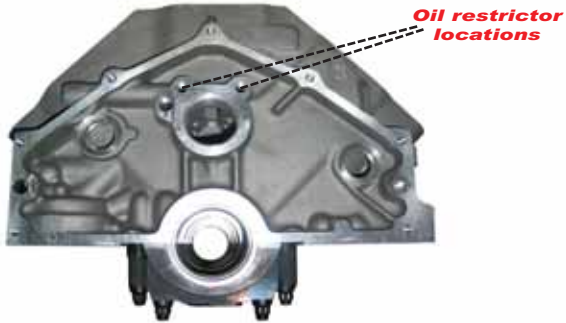
### MERLIN III BIG BLOCK CHEVROLET Iron Engine Blocks

MERLIN III cast iron blocks use oil restrictors exclusive to our Chevrolet big blocks, WORLD part #832660-2. These restrictors are fitted to the rear face of the block.



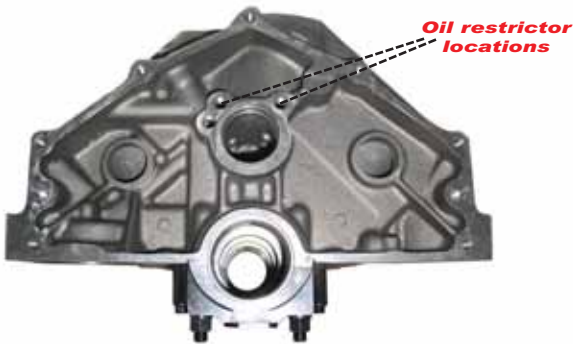
### MERLIN X BIG BLOCK CHEVROLET Aluminum Engine Blocks

MERLIN X aluminum blocks use oil restrictors exclusive to our Chevrolet big blocks, WORLD part #832660-2. These restrictors are fitted to the rear face of the block.



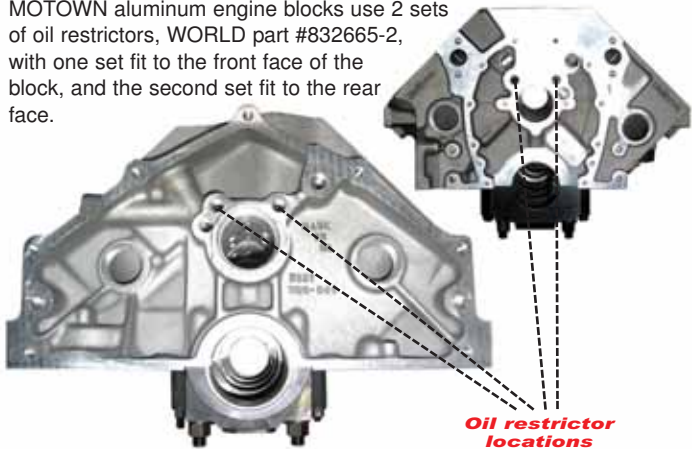
### MOTOWN SMALL BLOCK CHEVROLET Iron Engine Blocks

MOTOWN cast iron engine blocks use oil restrictors exclusive to our Chevrolet small blocks, WORLD part #832665-2, which are fitted to the rear face of the block. These restrictors are fitted to the rear face of the block.



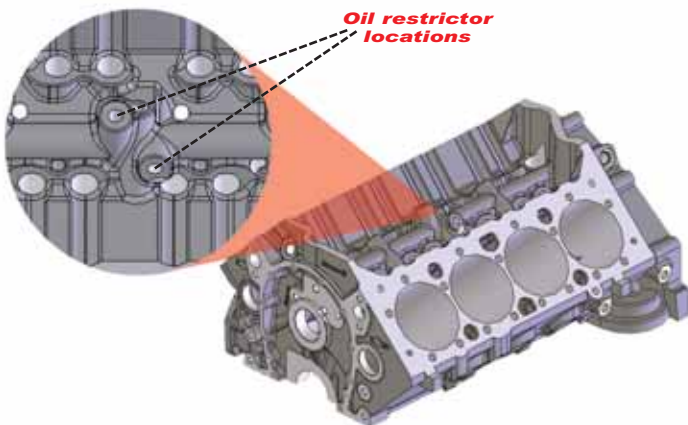
### MOTOWN SMALL BLOCK CHEVROLET Aluminum Engine Blocks

MOTOWN aluminum engine blocks use 2 sets of oil restrictors, WORLD part #832665-2, with one set fit to the front face of the block, and the second set fit to the rear face.



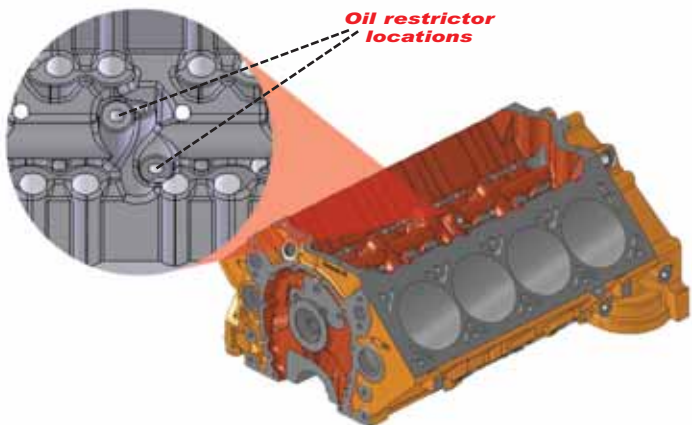
### MOTOWN II SMALL BLOCK CHEVROLET Iron Engine Blocks

The MOTOWN II engine block features oil restrictors relocated to the lifter valley for easier access. 1/8" pipe plugs are used with a hole drilled through the center (not provided). Contact your engine builder for hole diameter as it will vary by application and components employed.



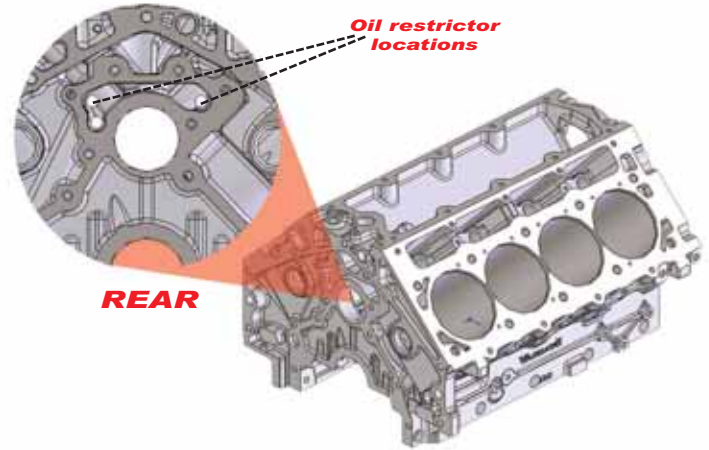
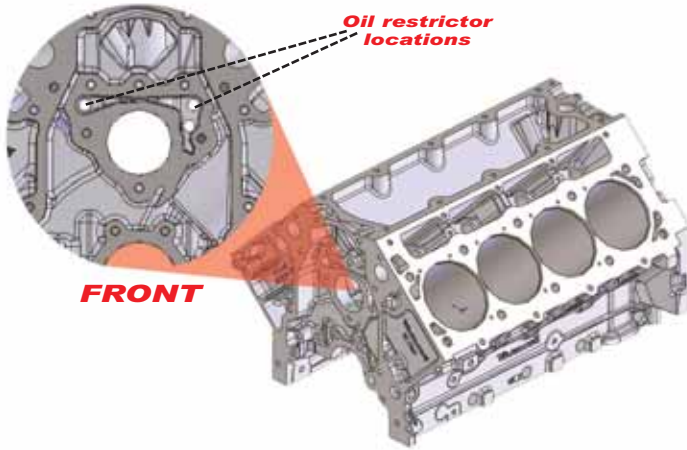
### MOTOWN LS SMALL BLOCK CHEVROLET Iron Engine Blocks

The MOTOWN LS engine block features oil restrictors relocated to the lifter valley for easier access. 1/8" pipe plugs are used with a hole drilled through the center (not provided). Contact your engine builder for hole diameter as it will vary by application and components employed.



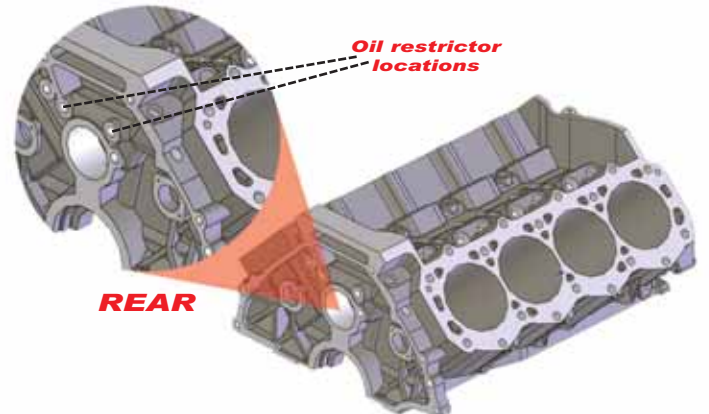
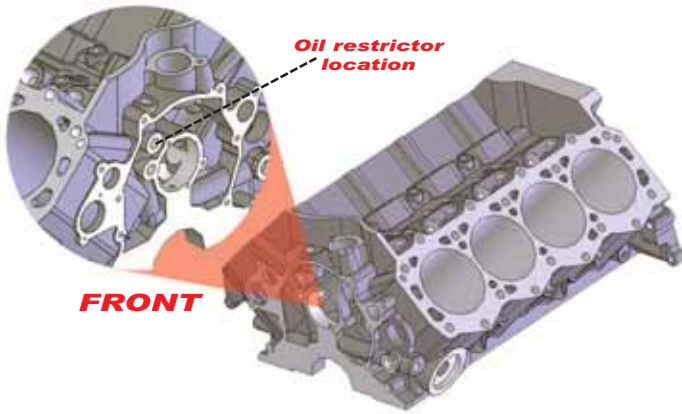
**WARHAWK LS1/7 CHEVROLET  
Aluminum Engine Blocks**

The WARHAWK engine block employs a priority main oiling system. This allows the oiling of the mains and rods first, and then the lifters. Due to this feature and unlike the OEM equivalent, it is highly recommended to use a STANDARD VOLUME pump with 2 oil restrictors located in both front and 2 in the rear of the block. We recommend starting out with a .200" - .250" restriction but is ultimately up to the engine builder to determine this. The oil restrictors are 1/4" NPT pipe plugs that must be drilled to size. Due to the extremely efficient and advanced design of the oiling system of the Warhawk block, we use a standard volume pump and a .200" oil restrictor in all 4 locations on our own engine builds.



**MAN O'WAR SMALL BLOCK FORD  
Iron and Aluminum Engine Blocks**

Normally, both MAN O'WAR iron and aluminum engine blocks require only 2 restrictors. However, if oil is front fed, 3 restrictors will be required. 3 will also be required on early style blocks as the front feed hole was originally drilled connecting the main and lifter galley.



**HEMI BIG BLOCK MOPAR  
Iron and Aluminum Engine Blocks**

The HEMI block oils the top end through oil passages located on the deck surface. WORLD PRODUCTS engine blocks are supplied with a .040" restrictor, as per MOPAR specifications. This is a screw-in type, WORLD part #831932. and can be altered in size by the individual engine builder.

