



WRC 1, 2 or 3 STAGE WET OR DRY SUMP 426 HEMI OIL PUMP

The Waterman 426 Hemi oil pump has the same basic design as the existing Waterman fuel pump, a 10 tooth design with some basic modifications for oil system use.

It is generally accepted that oil pump tolerances do not need to be as tight as fuel pump tolerances. This is absolutely false! The oil has a much higher viscosity than fuel, which means the pump must work harder to draw the oil from its source, be it the dry sump tank or the oil pan itself.

Although we build most high volume fuel pumps with steel gear housings & steel gears, for the oil pump we use aluminum gear housings (for the obvious weight savings) and aluminum gears so they can expand & contract together thus maintaining the same clearances at all temperatures.

The primary pump has a 2" gear section which faces the front of the car for easier access to the dry sump tank. The scavenge section has two 1" gears with a divider giving you the capability of pulling oil from two separate sources.

The primary oil pump has 2 oiling adjustments, an adjusting screw which adjusts the oil pressure at low R P M s and a jet in the front cover that allows control of the volume at higher R P M s.

Kalitta Racing, Doug Herbert Racing and Morgan Lucas Racing all utilize the single stage dragster version of this pump, and have for several years.

Available in either 5/16 or 3/8 hex drive.

For further information contact Waterman Racing Components @ 707-884-4181.

Standard 426 Hemi
Wet Sump Oil Pump
WRC# 426000

Optional Scavenge Kit
Wrc# 425999
(Not pictured here)



Funny Car 426 Hemi Dry Sump Dual
Stage Oil Pump
WRC# 425998



Top Fuel Wet Sump Pump
w/ Dual Evacuation Pumps
WRC# 425997

