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PRI

PERFORMANCE RACING INDUSTRY MAGAZINE

EDITORS' CHOICE

Hundreds of new product announcements cross the desks of PRI editors each month. Following are our top picks for March.

By Mike Magda

PRO LEVEL OIL PUMP

SCHUMANN'S SALES & SERVICE

The Pro level oil pump from Schumann's Sales and Service in Blue Grass, Iowa, is available for popular racing applications, and engine builders can customize their pumps with up to 14 patented options. "Many racers attest our wet-sump-performance oil pumps have a dry-sump attitude," said Verne Schumann.

Perhaps the most popular option is the paddle-wheel design that improves the exit flow speed of the oil to the engine in gear-to-gear pumps.

"It makes a conventional gear pump behave like a rotary pump," added Schumann.

Another popular option is the 140 ball valve that is a significant improvement over the factory cup-valve system by reducing oil foaming and yielding a lower oil temperature. If the factory cup valve system is retained, adjustable quick change color-coded springs are available to control oil volume and pressure.

Additional modifications like oil-slot lubrication for the idler shaft and the driven shaft are also available.

Finally, all pumps are supplied with a copper mount gasket to prevent oil leakage and aeration foaming of oil supply to the engine. The gasket seals up scratches in the machined surfaces or corrects misalignment during mounting.

INSIDE

SCHUMANN'S SALES & SERVICE, INC.

Power Train Warehouse Division

Performance oil pumps based on patents issued, pending and applied for! Verne Schumann is a senior SME member of Society of Manufacturing Engineers! Schumann's oil pump program covers most engine families for street ("SM -Street Master), street-strip-race ("SSR Sportsman) and professional ("Pro" Level) applications. One of a kind requests are quoted $! Many "Pro" racers attest to: Schumann's "wet sump" performance oil pumps with a dry sump attitude!

RECENT ENGINEERED ACHIEVEMENTS FOR 2024

"Paddle Wheel": Designed for gear to gear oil pumps. Improves efficiency of pump by two or three oil flow speed in feet per second of exit speed to engine.

"LS annular flow pumps" First new design in LS gear/rotor crank driven oil pumps. Entry angle of intake oil and exit oil is improved by up to 30%! Combine with ball valve 140, dimple tech and ER-VAC system yields the ultimate LS oil pump that has proven results at 8.000 + R.P.M. and 2,000+ horsepower!

"ER-VAC" Energy Recovery vacuum pump pan operational! No atmospheric venting required! Not affected by G-Forces! The most functional wet sump vacuum pan oil pump system! Available for GM, Ford and MoPar engines.

"140 Ball Valve": Ball valve operation is mini second reactive, not slow two to three second cycle of O.E. cup valve system. "140" is external exit of surplus oil yielding lower oil temperature, stable ignition timing events and reduced oil foaming.. If required a 140% of by-pass oil volume will occur.

"Dimple Tech": Oil reserve functional pockets of separation oil promotes lubrication of internal thrust surfaces. Prevents dry startups of oil pumps.

"GPB": Gear pressure balance in gear/rotor oil pumps removes the out of balance issue of gear/rotor design. The dry lube zone of rotor ring O.D. and the vertical bore will of operational housing is forced oil feed for total lubrication.

"LVDR": Low volume Drag Race horse power saving performance oil pumps, a Schumann tradition. Available for GM, Ford and MoPar engines in stock cup valve or 140 ball valve system. Gear mesh reductions up to50% available! "ER-VAC" energy saving another option fro "LVDR'!

"Driven shaft oil slot" Lubrication with full time constant flow of oil.

"Idler shaft oil slot" Lubrication with full time constant flow of oil.

"Copper mount gasket" of pump to block or main cap to prevent oil leakage and aeration foaming of oil supply to engine.

"Adjustable quick change" Color coded springs for O.E.M. style cup valve for volume and P.S.I. control.

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