



Data Sheet

AHF216/AHF217

Millington Approved FIA Historic Dry Sump Tanks



Features

High strength, low weight, dry sump oil tanks for competition and fast road use.

Applications

AHF216 and AHF217 oil tanks are designed to be fitted to competition engines of all sizes, and to be friendly with the MSA and FIA Historic scrutineers.

General Description

The AHF21x are designed to be friendly with Historic MSA and FIA scrutineers, its outwardly basic appearance hiding the advanced deaeration internals. Supplied with 5/8bsp scavenge and feed unions, and a simple 3/4in push on breather, the tanks are ready to be plumbed into the highest revving BDA or the highest powered Millington engines.

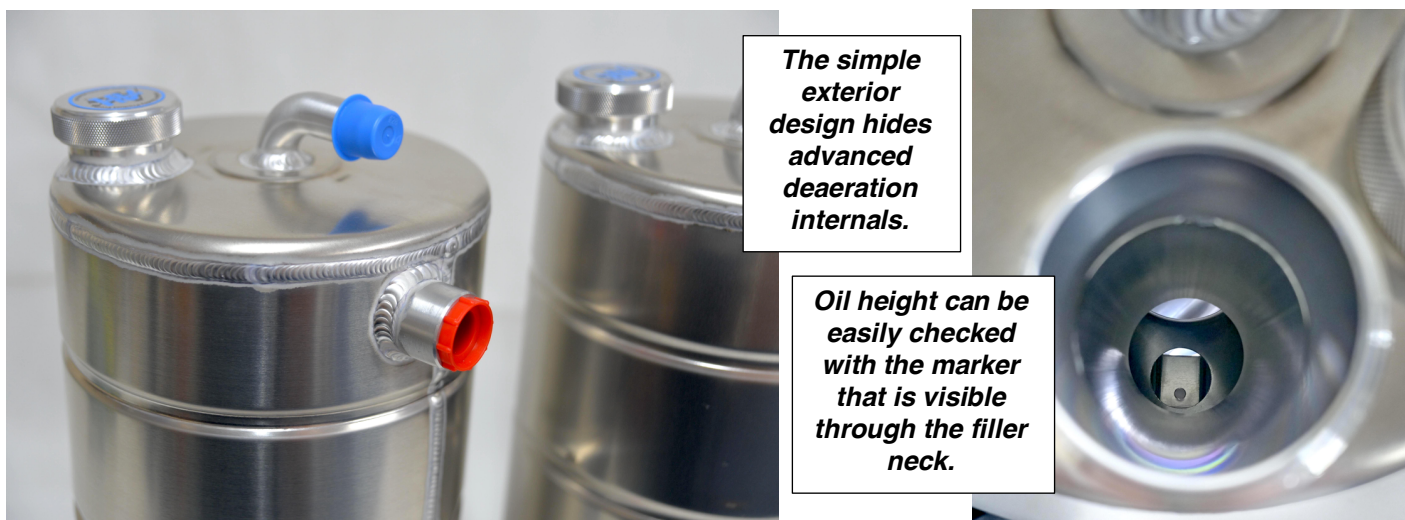
A good dry sump tank will perform two functions. The first is to store oil for the short period until it is needed by the engine, the second is to separate it from any gases that have been returned by the scavenge pump. When the oil is returned to the oil tank, it is very often arrives as a foam that is made up of the engine oil and air that occupies the crank case. The oil tank needs to be able to quickly separate the oil from the air so the lubricant is ready to be delivered to the engine again. This effective separation is something that our tanks are renowned for, the design often copied. However the design, position and dimensions of the various components are very important in producing a reliably performing product.

Designed to suit both petrol and diesel engines of various capacities, the tanks are suitable for all common engine lubricants including synthetic ester based oils commonly used in motorsport. The AHF216 with its sturdy 3mm mounting base is the ideal choice for an Escort Mk1/2, whereas the AHF217 is designed to be strapped directly to the bodywork or to a saddle, popular in Historic F1 and with open wheel hill climb cars both old and new.



No oil should be rejected from the breather, although a catch tank is required by most Motorsport governing bodies. This is purely to mitigate the loss of oil in the event of an engine failure.

Oil level is very important in a dry sump tank, to enable the tank to separate the air and oil effectively. A marker is positioned directly under the filler neck to allow the oil height to be easily checked in a repeatable manner.



Oil tank models.

Part Number	Oil Capacity	Mounting Base Dimensions	Body Dimensions Dia x Height	Overall Height	Breather Union	Scavenge Union	Feed Union	Weight
AHF216	1.5gallon	200x200mm	195x400mm	440mm	19mm	5/8BSP	5/8BSP	2180g
AHF217	1.5gallon	N/A	195x410mm	450mm	19mm	5/8BSP	5/8BSP	1920g



Our dry sump oil tanks are trusted by the best engine builders and the finest vehicle preparation specialists, and are used across the globe. The only dry sump tank approved by Millington Racing Engines.