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Tech Support: 203.458.0542 • 203.458.0546

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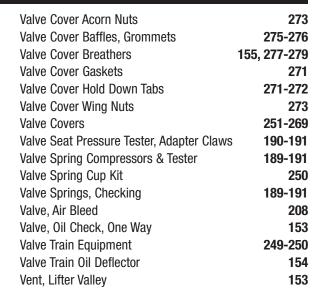
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MOROSO PRODUCT INDEX



CHEVROLET SMALL BLOCK PANS

Wet Sump, 7 Quart Capacity, 8-1/4" Deep

Moroso introduces two new oil pans for Small Block Chevy engines. These pans are based on the popular *No. 20191* design, built specifically for 1980-'85 engine blocks with two-piece rear main seal and passenger-side dipstick or 1986 and newer engine blocks with one-piece rear main seal and passenger-side dipstick.

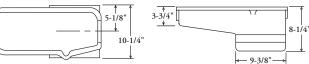


- Steel with a clear zinc finish
- Kicked-out sump
- Rear sump is 8-1/4" deep and 9-3/8" long
- Accepts 3.80" stroke with most steel rods
- · Built-in crank scraper and uni-directional windage tray screen for horsepower
- · Trap door baffling for improved oil control
- Will clear most stock manifolds, Borla®, Hedman® and Hooker® headers
- · Compatible with most starter/flywheel combinations

PART #	DESCRIPTION
20201	Oil Pan, Steel, Clear Zinc
	Engine Application: 1980-'85 blocks with passenger-side dipstick
	and two-piece rear main seal

20206 Oil Pan, Steel, Clear Zinc Engine Application: 1986 and newer blocks with passenger-side dipstick and one-piece rear main seal





OIL FILTER ADAPTER

SBC & BBC Style Engine Blocks with a Deep Oil Filter Pocket

- Designed for Small Block Chevy O.E.M. and aftermarket engine blocks and Big Block Chevy Mark IV Style O.E.M. and aftermarket engine blocks
- Mounts in the Spin-On filter pocket for plumbing a remote oil cooler in wet sump oiling systems
- Eliminates the need for oil bypass eliminator, so unfiltered oil does not go back into the engine
- Marked –10 AN "In" and "Out" ports make it easier to plumb a oil cooler
- Adapter is taller than previous designs, lowers filter 2-1/2" to provide clearance for in and out oil lines
- Specifically designed to work with oil pans with "flat-sided" rear sumps such as Moroso Part Nos. 20408, 21049 and 20383
- · Constructed of billet aluminum with an anodized finish

PART # DESCRIPTION

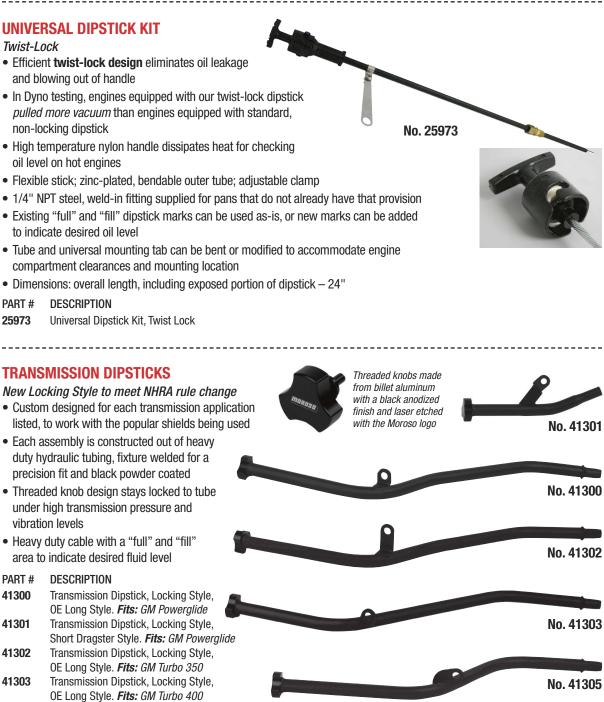
23691 Oil Filter Adapter, SBC & BBC Style Engine Blocks with a Deep Oil Filter Pocket



No. 23691

GM LS VALLEY PLATE

- A cost effective alternative to the factory GM piece
- · Does not have the two provisions for knock sensors, which are usually not used in racing applications, as open headers, solid lifter cams and stiff suspensions can false trigger them
- . Engines that are using a carburetor and distributor also do not need the provisions for the knock sensors, which creates a cleaner installation
- Aluminum plate construction weights less than the factory cast piece
- · Can be used on factory and aftermarket GM LS Series style engine blocks



2011 NEW PRODUCT.

PART # DESCRIPTION 25175 **GM LS Valley Plate**

No. 25175

ווויף/אידאיה:ויווו

Transmission Dipstick, Locking Style,

OE Long Style/Case Style. Fits: Ford C4





No. 44054

ANTI-ROLL CONTROL KITS

Custom Bolt-In Kits for High Performance Cars

- Moroso's Anti-Roll Kits bolt-in, requiring no cutting or splicing of brake line
- Anti-Roll Kit is used in Drag Racing to lock the front wheels and hold the car in the water box for the burnout, or to prevent creeping at the lights
- *Kit includes:* Two enhanced solenoids which allows the user to pump up the brakes while actuated, a heavy-duty push button switch, switch bracket, coiled wire, rebuildable line-lock valve, fuse holder and indicator light
- · Solenoids made and tested in USA, unlike others in the marketplace
- · Does not interfere with the ABS system when not actuated
- · Heavy-duty construction and quality components provide reliable operation after repeated use

PART # DESCRIPTION

- 44054 Anti-Roll Control Kit. Fits: Mustang®, 2005 & Up
- 44055 Anti-Roll Control Kit. Fits: Challenger, 2008-Up



ELECTRIC WATER PUMP

Fits: GM LS Series

- Mounts directly to the stock water pump location
- Eliminates the bulky LS water pump with a more compact, cost effective pump
- Drive belt is eliminated to save horsepower, while providing maximum circulation for cooling efficiency during all driving conditions, especially while idling
- Can be used with Moroso No. 63836 Alternator/Vacuum Pump Mount
- Compatible with 12 and 16 volt systems
- Draws only 7 amps, so it can be used on drag racing car without an alternator
- Requires the use of a Remote Thermostat Housing such as Moroso No. 63425 or 63426

PART # DESCRIPTION

Electric Water Pump, GM LS Series 63566

WATER PUMP ADAPTER KIT

Fits: GM LS Series Engines

- Adapts a BBC style electric or conventional water pump to LS series engines
- · Eliminates the bulky LS water pump with a more compact, cost effective pump
- Since BBC water pumps have been around for years, many different drive and pulleys are available and now can be used on a GM LS Series engine
- · Kit includes: 2 billet aluminum adapter blocks (right and left), 2 pump adapter plates, fasteners, Viton O-rings, and high flow –12 AN fittings
- · Requires the use of a remote thermostat housing such as Moroso Part No. 63425 or 63426

PART # DESCRIPTION

63615 Water Pump Adapter Kit for LS Series Engines

REMOTE WATER PUMP ADAPTER KIT

Fits: GM LS Series Engines

- · Remote water pump adapters mount in place of the bulky GM LS series water pump
- Frees up space where normally a water pump would reside in race cars and in LS engine conversions
- · Allows the use of a more compact, cost-effective remote electric water pump
- Kit includes: 2 billet aluminum adapter blocks (right and left), fasteners, Viton O-rings, and 4 high flow –12 AN fittings
- · Requires the use of a , Moroso Remote Mount Electric Water Pump Part No. 63570, and Remote Thermostat Housing, such as Moroso Part No. 63425 or 63426

PART # DESCRIPTION

63616 Remote Water Pump Adapter Kit, GM LS Series Engines



No. 63615

No. 63616

0 morasa No. 63566



Remote Thermostat Housings on page 212









WRENCH, PINION COUPLER

- Used to hold the female pinion coupler while tightening and removing the pinion nut on Chrysler 8-3/4", Ford 9", Mark Williams or Strange style pinion assemblies
- Can be used on the tool bench or when the assembly is still in the car
- This quality-built, steel tool features a 20-tooth head and an 18" long handle for years of service
- . The correct way of changing the pinion seal, re-bushing the case or simply torquing the pinion nut

PART # DESCRIPTION

62026 Wrench, Pinion Coupler

ENHANCED IGNITION WIRE STRIPPING TOOL

Made especially for stripping 8mm & 8.65mm Moroso Ignition Wire and others

- An easy way to strip wire without damage, which is more likely to occur using other methods
- Simple and efficient operation: place the end of the wire in the "mouth" of the tool, twist in a circular pattern until the cut is made around the wire, then pull off sheath
- Heavy-duty construction and quality components provide reliable operation after repeated use
- After using this Enhanced Stripping Tool, you will never go back to using manual strippers for assembling wire sets again

PART # DESCRIPTION

62272 Enhanced Ignition Wire Stripping Tool, for 8mm & 8.65mm diameter wire



Universal

Fits: All 3-1/8" diameter tanks, such as Moroso **No. 63660, 85400, 85402, 85404, 85406, 85450, 85465, 85466, 85467, 85470, 85471, 85473**

- Manufactured from Billet Aluminum
- Back of Bracket has two panel mounting holes for the supplied 1/4" -20 mounting hardware

PART # DESCRIPTION

63403 Billet Aluminum Mounting Bracket, Universal



No. 62272







COOLANT EXPANSION TANK WITH OVERFLOW

Fits: Mustang® 2005-2010

- Meets the requirements of NHRA and SCCA by having a built-in one pint overflow reservoir, *no other tank has this feature!*
- Direct bolt-in replacement to stock, two-piece, plastic tank
- Fabricated aluminum for strength factory tanks fail after repeated high heat situations
- Billet aluminum filler neck that accepts Moroso **No. 63316** or other standard size racing, radiator caps
- This aluminum tank can be polished, chromed, painted, powder-coated or left as-is for a race look
- Built-in billet aluminum hose fittings

PART # DESCRIPTION

63782 Coolant Expansion Tank with Overflow, Mustang®, 2005-2010



No. 63782

4-BOLT MANDREL KIT

Flange Style, Small Block Ford

Fits: Most popular ATI Dampers

- Machined from steel forging
- Registers on O.D. of ATI Balancer Hub
- *Kit includes:* steel mandrel, 4" V-belt pulley for alternator, 1-1/2" V-belt pulley for vacuum pump, 1" 16-tooth Gilmer pulley for external oil pump, guide plates, assorted spacers, belt guides and hardware

PART # DESCRIPTION

63853 4-Bolt Mandrel Kit, Flange Style, SBF





HIGH TEMPERATURE IGNITION WIRE BOOT SLEEVES

- 1" I.D., 5-3/4" long
- Protects up to 1200°F
- Non-flammable, will not react with petroleum based products
- Natural color sleeve material
- · Sold in pairs

PART # DESCRIPTION

71995 High Temperature Ignition Wire Boot Sleeves





ULTRA 40 INSULATED WIRE SLEEVE

8.65mm

- Available in Black and Red
- Closely woven fiberglass impregnated with high voltage, leak resistant silicone which adds up to 8,000 volts of extra insulation
- Extend spark plug wire life by adding insulation against exhaust header heat
- For best results, we recommend that the sleeve cover the full length of wire from spark plug boot to distributor boot, and sealed with Shrink Sleeve **No. 72031**
- For the ultimate heat resistance use Self-Vulcanizing Tape No. 72038 to seal the boot to sleeve ends
- Fits 8.65mm wire
- Packaged in 25' lengths

PART # DESCRIPTION

- 72012 Ultra 40 Insulated Spark Plug Wire Sleeve, Black
- 72013 Ultra 40 Insulated Spark Plug Wire Sleeve, Red



No. 72012



No. 72013

DURAFIRE DISTRIBUTOR

Moroso's DuraFire Distributors are now available for GM '87-'92 F-Bodies with external coils

- Heavy duty billet aluminum body, machined for durability and looks
- · Hardened steel shaft and gear provide concentric operation
- Cap and rotor are precision molded from advanced polymers with solid brass contacts and inserts on the cap and rotor
- · High-output module delivers high spark output and extended reliability

PART # DESCRIPTION

72251 DuraFire Distributor *Fits: GM '87-'92 F-Bodies with external coils*



DURAFIRE DISTRIBUTOR

Moroso's DuraFire Distributors are now available for GM '96-'01 V-8 Vortec Engines

- Heavy duty body is stronger than 0.E.M.
- · Hardened steel shaft and gear provide concentric operation
- · Caged needle roller bearings for smooth operation
- Flat cap like 0.E.M.
- Cap and rotor are precision molded from advanced polymers with solid brass contacts and inserts on the cap and rotor
- · High-output module delivers high spark output and extended reliability

PART # DESCRIPTION

72252 DuraFire Distributor Fits: GM '96-'01 V-8 Vortec



2011 NEW PRODUCTS





ULTRA 40 CUSTOM FIT RACE WIRE SETS, SLEEVED

Exterior sleeving offers improved dielectric strength for added resistance to outside electrical pulses while protecting wire against heat, chafing and contaminants

- Used in the highest levels of racing applications, from dual mag Top Fuel Cars thru NASCAR Sprint® Cup Series
- 7mm or 8.65mm diameter wire with 40 ohms of resistance per foot
- Incorporates a highly engineered, nickel-copper alloy, spiral wound conductor for the transfer of highest spark energy
- Maximizes energy transfer and minimizes electro-magnetic interference (EMI) and radio-frequency interference (RF) noise
- Kevlar® center core offers ultra-high tensile strength
- Silicone jacket protects against heat, chafing and contaminants
- High-temperature silicone boots withstands heat up to 600°
- · Locking, stainless steel terminals are fold-over crimped to stay connected, won't vibrate loose like core-crimped brands

BUYER'S GUIDE for Ultra 40 Custom Fit Wire Sets, Black Sleeved

APPLICATION/ DISTRIBUTOR CAP STYLE	PART #	WIRE DIA.		SPARK PLUG WIRE LENGTHS CYLINDER # (mm)						PLUG BOOT	COIL WIRE LENGTH (inches)	
			1	2	3	4	5	6	7	8		(/
SBC												
Over VC/Non HEI	73824	8.65	29	33	35	27	25	27	25	24	90°	36
Over VC, HEI	73817	8.65	29	33	35	27	25	27	25	24	90°	36
Under Header, Non HEI	73825	8.65	45	45	40	40	27.75	28	27	26.75	90°	36
Under Header, HEI	73818	8.65	45	45	40	40	27.75	28	27	26.75	90°	36
GM LS SERIES												
Coil-On Plug, Short	73823	7	8	8	8	8	8	8	8	8	STR.	N/A
Coil-On Plug, Medium	73827	7	9.75	9.75	9.75	9.75	9.75	9.75	9.75	9.75	STR.	N/A
Coil-On Plug, Long	73826	7	12	12	12	12	12	12	12	12	STR.	N/A
BBC												
Over VC, Non HEI	73829	8.65	31	39	35	30	29	28	26	27	STR.	36
Over VC, HEI	73819	8.65	28.75	34.75	34.25	28.75	27.25	28.50	26	25	STR.	36
Under Header, Non HEI	73821	8.65	39	42	37	25	29.50	31	22	29	90°	36
Under Header, HEI	73820	8.65	41.50	44.50	37.50	37	31	31	26.50	31	90°	36
Under Header, Non HEI Crab	73831	8.65	38	43	35	33	29.50	30	26	29	90°	36
Under Header, HEI Crab	73832	8.65	38	43	35	33	29.50	30	26	29	90°	36
FORD												
289-302												
HEI	73833	8.65	27.75	28	26.50	29	24.50	25	28	28.50	135°	36
Under Header, Non HEI	73834	8.65	27.75	28	26.50	29	24.50	25	28	28.50	135°	38
351W												
HEI	73822	8.65	29	33	32	32	28	26	34	36	135°	36
429-460												
HEI	73835	8.65	27	27	29	29.50	24	32.50	27	32.25	135°	36

Tech Support: 203.458.0542 • 203.458.0546



ULTRA 40 RACE WIRE SETS, UNSLEEVED

Now available in **BLACK** and additional applications available in **RED!**

- Cost effective version of our race-proven Ultra 40 Race Wire, without the additional expense of heat sleeving
- 7mm or 8.65mm diameter wire with 40 ohms of resistance per foot
- Incorporates a highly engineered, nickel-copper alloy, spiral wound conductor for the transfer of highest spark energy
- Maximizes energy transfer and minimizes electro-magnetic interference (EMI) and radio-frequency interference (RF) noise
- Kevlar® center core offers ultra-high tensile strength
- Silicone jacket protects against heat, chafing and contaminants
- High-temperature silicone boots withstand heat up to 600°
- Locking, stainless steel terminals that are fold-over crimped stay connected, and won't vibrate loose like core-crimped brands

BUYER'S GUIDE for Ultra 40 Race Wire Sets, Unsleeved

APPLICATION/ DISTRIBUTOR CAP STYLE	RED	COLOR Black	WIRE DIA.			SPAR	CYLI	WIRE LE NDER # <i>nm)</i>	NGTHS			PLUG BOOT	COIL WIRE <i>LENGTH</i> (inches)
	PA	RT #		1	2	3	4	5	6	7	8		
UNIVERSAL FIT													
90º Universal	73810	73814	8.65	35	35	39	39	46	50	53	53	90°	36
Straight Universal	73812	73815	8.65	35	35	39	39	46	50	53	53	STR.	36
135° Universal	73836	73816	8.65	35	35	39	39	46	50	53	53	135°	36
SBC													
Over VC/Non HEI	+	73706	8.65	29	33	35	27	25	27	25	24	90°	36
Over VC, HEI	+	73707	8.65	29	33	35	27	25	27	25	24	90°	36
Under Header, Non HEI	+	73708	8.65	45	45	40	40	27.75	28	27	26.75	90°	36
Under Header, HEI	+	73709	8.65	45	45	40	40	27.75	28	27	26.75	90°	36
GM LS SERIES													
Coil-On Plug	+	73703	7	8	8	8	8	8	8	8	8	STR.	N/A
Coil-On Plug	+	73705	7	9.75	9.75	9.75	9.75	9.75	9.75	9.75	9.75	STR.	N/A
Coil-On Plug	+	73704	7	12	12	12	12	12	12	12	12	STR.	N/A
Coil-On Plug	73837	73828	7	48	48	48	48	48	48	48	48	STR.	N/A
BBC													
Over VC, Non HEI	+	73710	8.65	31	39	35	30	29	28	26	27	STR.	36
Over VC, HEI	+	73711	8.65	28.75	34.75	34.25	28.75	27.25	28.50	26	25	STR.	36
Under Header, Non HEI	+	73713	8.65	39	42	37	25	29.50	31	22	29	90°	36
Under Header, HEI	+	73712	8.65	41.50	44.50	37.50	37	31	31	26.50	31	90°	36
Under Header, Non HEI Ci	rab 🕂	73714	8.65	38	43	35	33	29.50	30	26	29	90°	36
Under Header, HEI Crab	+	73715	8.65	38	43	35	33	29.50	30	26	29	90°	36
FORD													
289-302													
HEI	73695	73718	8.65	27.75	28	26.50	29	24.50	25	28	28.50	135°	36
Under Header, Non HEI	73696	73719	8.65	27.75	28	26.50	29	24.50	25	28	28.50	135°	38
351W													
HEI	73693	73716	8.65	29	33	32	32	28	26	34	36	135°	36
429-460													
HEI	73694	73717	8.65	27	27	29	29.50	24	32.50	27	32.25	135°	36

+ For existing part numbers for these applications, please see our complete Buyer's Guides for Ultra 40 Race Wire Sets on pages 282-284.



Complete Buyer's Guides for Ultra 40 Race Wire Sets on pages 282-284

FUSE BOX COVER

Fits: 2007-2009 Mustang® Shelby GT 500

- Fabricated .100 thick Aluminum, fits over existing plastic fuse box lid
- TIG Welded Corners
- Improves under-hood appearance, matches Moroso tank line (sold separately)
- · Can be polished, chromed, powder coated, painted or left as-is for a race look

PART # DESCRIPTION

74224 Fuse Box Cover, Mustang® Shelby GT 500, 2007-2009

POWER BRAKE RESERVOIR COVER

Fits: Mid 2008* and Up Mustangs®

- · Fits over factory brake reservoir
- TIG welded corners
- Improves under-hood appearance, matches Moroso tank line (sold separately)

PART # DESCRIPTION

74222 Power Brake Reservoir Cover, Mustang®, Mid 2008 and Up

*Note: Fits cars produced 5/27/08 and later





No. 74222

BREATHER TANK

- Remote breather with superior air/oil separation performance
- A perfect companion for engines equipped with dry sump pumps, vacuum pumps or non-dry sump or non-vacuum pump equipped engines that historically have "pushed oil" with other breather tanks
- · Features internal baffling with mesh media for superior separation of air and oil
- -12 AN male side fitting and an -8 AN drain plug
- Black powder coated finish
- Includes a panel mount, billet aluminum clamp that has two supplied 1/4" -20 mounting hardware
- PART # DESCRIPTION

85467 **Breather Tank**







AIR-OIL SEPARATOR

Universal & Custom Fit Applications

- Plumbed into a vehicle's PCV system to capture the excess crankcase vapors and the residual oil mist from reentering the intake track
- Vehicles from the factory vent these excess crankcase vapors and residual oil right back into the intake manifold which could cause detonation and oil deposits to form in the intake track including the valves themselves
- Polished Billet Aluminum body compliments any engine compartment and can be chromed or powder coated for a custom look
- Includes 3/8" 90° inlet & outlet fittings, 36" of 3/8" rubber hose for plumbing the Air-Oil Separator inline, and a billet aluminum mounting clamp for the body of the Separator
- Features a bottom drain with elbow that makes draining the collected oil virtually mess-free

PART # DESCRIPTION

- 85474 Air-Oil Separator, Universal Fit
- 85477 Air-Oil Separator. Fits: Mustang[®] '05 & Up
- **85478** Air-Oil Separator. *Fits: Mustang® Shelby GT 500, '07-'10*
- **85479** Air-Oil Separator. *Fits: Dodge Truck 5.7 Engine, '09 & Up*
- 85481 Air-Oil Separator. *Fits: GM Truck 4.8/5.3/6.0, 1999 & Up; Hummer H2, '03-'09*



Volume of oil captured by Air-Oil Separator after 500 miles. (tested on 2010 Moroso Test Vehicle with 2,500 total mileage)

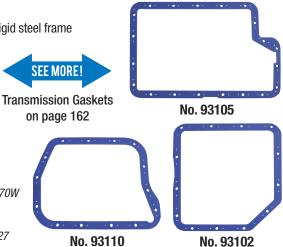


PERM-ALIGN TRANSMISSION GASKETS

- · Manufactured from 40 durometer rubber that is vulcanized to a rigid steel frame
- The extra-strength design will not leak, blow out or get sucked in like stock or inferior quality aftermarket gaskets
- Full 3/16" thick gaskets require no sealant, which allows for quick removal and installation of transmission pans
- One per package

PART # DESCRIPTION

- 93102 Perm-Align Transmission Gasket. *Fits: GM Turbo 350*
- 93103 Perm-Align Transmission Gasket. *Fits: GM Turbo 400*
- **93105** Perm-Align Transmission Gasket. *Fits: Ford E40D/4R100*
- 93106 Perm-Align Transmission Gasket. *Fits:* Ford AOD, AODE & 4R70W
- 93107 Perm-Align Transmission Gasket. *Fits:* Ford C4
- 93108 Perm-Align Transmission Gasket. *Fits: Ford C6*
- 93110 Perm-Align Transmission Gasket. *Fits: Chrysler Torqueflite 727*





POWER STEERING TANK Fits: Mustand[®] Shelbv GT 500. 2007-'10 Manufactured from aluminum for strength and weight Direct bolt-in to factory tank Much stronger and better looking than the plastic factory tank Baffled and complete with cap, integral mounting bracket and fittings Finish can be left as-is, polished, chromed, painted or powder-coated for a custom look Integral fittings are more reliable than screw in style on competitors' tanks PART # DESCRIPTION No. 63501 Power Steering Tank, Mustang® Shelby GT 500, 2007-'10 63501 **OIL PAN ACCESS PLUG** 3/4" inch with –16 thread (-8 AN) with O-Ring Replacement for Moroso Oil Pans with kick-out designs 6 Per package PART # DESCRIPTION 97005 **Oil Pan Access Plug** No. 97005 **DRAIN PLUG** Clear Zinc Finish • 3/4" hex head with 1/2" x 20 threads Replacement for Moroso Oil Pans and others Magnetic tip holds metal particles PART # DESCRIPTION No. 97001 97001 Drain Plug, Clear Zinc Includes nylon washer **REPLACEMENT DRAIN PLUG WASHERS** Replacement for Moroso Drain Plugs No. 97000, **97001** and others • High quality nylon ensures a leak free seal PART # DESCRIPTION • Washer has a 1/2" I.D. x 7/8" O.D. 97011 **Replacement Drain Plug Washers** No. 97011 DISTRIBUTOR CAP Fits: Jesel® Front Drive Distributors Designed and manufactured to the same standards as our Premier Circle Track **Distributor Caps** High temperature and performance plastic cap is vented to prevent ozone buildup · Brass electrodes are precision machined for optimum rotor tip clearance • Durable, wear-resistant carbon ball is fully staked into cap, **SEE MORE!** yielding excellent continuity and long life · Includes captive hold down screws with integrated lock washers Adapter Ring Has no prevision to use a wire retainer on page 304 Must use with Moroso Adapter Ring No. 97861

PART # RECOMMENDED ROTOR 97860 Rotor, Distributor, Short Drive Lug, Jesel®, Mallory®

HOW A MOROSO OIL PAN IS MANUFACTURED

Reprinted from DRAG RACER Magazine TEXT AND PHOTOS BY RANDY FISH

Moroso Performance Products was the first company to manufacture racing oil pans with deep and kicked-out sumps, thereby solving the lubrication problems of countless racers. The following shows how a Pro Eliminator Oil Pan is manufactured. While different types of automated machinery is used to make the individual components, Moroso Oil Pans are precision welded, one at a time, by skilled craftsmen who take pride in their work.



This turret punch press machine is where Moroso's precision manufacturing process begins. Small reference holes become precision cuts, and finally turn into an entire sheet of pre-cut aluminum components. Once a design program is entered into the machine's computerized interface, the exact tolerances of the original pan can be repeated continually.



Similar to model car kits where parts are attached to "trees" for removal, each component of a fabricated oil pan must be manually detached from its parent sheet of aluminum. The individual pieces are then moved to the manufacturing department for assembly.



The billet aluminum end caps are precision milled on Moroso's bank of CNC machines.





In Quality Control, end caps are computer checked for dimensional accuracy before transfer to manufacturing. A granite surface table works in unison with computerized digital probes in performing a battery of QC tests on a CMM machine, which is a staple in the aerospace industry.

In the sheet metal department, another automated sheet metal brake makes the prescribed bends and angles for various component pieces. Much like the turret punch, the computer programming allows for exacting tolerances to be repeated endlessly.

Phone: 203.453.6571 Fax: 203.453.6906





Pro Eliminator Oil Pan (Part No. 20385) uses several welded bungs for its various attaching points. It also features a billet rail for optimum sealing. The fixture is one-inch thick plate to absorb heat and ensure proper alignment, while preventing warpage.



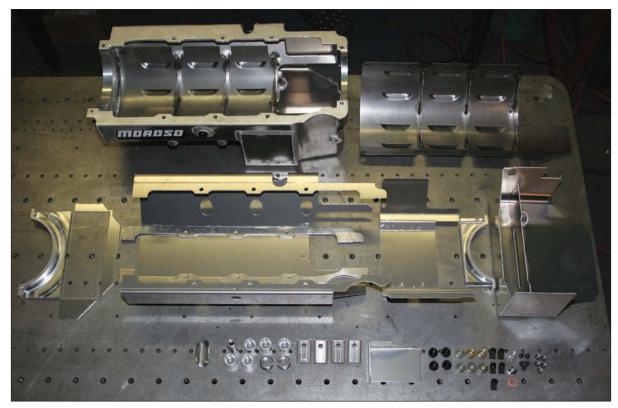
Moroso pioneered the deep and kick-out sump oil pan-here the deepest section of the pan begins to take shape. The efficiency of the CNC turret punch and bending processes ensure that each part is made to close tolerances, which means the actual welded seam is minimal in size.



This photo shows the actual foundation after one of the billet end rails was welded in place. Moroso Oil Pans are truly precision-made products that cannot be mass produced with the same degree of accuracy and workmanship.



With all surfaces carefully welded, the completed pan is fitment checked on a real engine block. Moroso performs high-pressure leak tests on all fabricated Oil Pans.



Shown here are the individual components, along with a completed **Pro Eliminator Oil Pan (Part No. 20385)** for Big-Block Chevy-powered Super Class cars, Bracket cars, and Comp Eliminator racers. One of our more popular wet-sump Mark IV Big-Block Chevy offerings, this pan gives racers eight-to-nine quart capacity and will accommodate up to 4-3/4" stroke with aluminum rods.

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Tech Support: 203.458.0542 • 203.458.0546

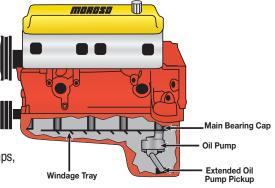


WET SUMP VS. DRY SUMP OILING SYSTEMS

The use of a wet or dry sump oiling system is often determined by the level of competition and the racer's budget. A wet sump system is based on the original equipment oiling system, and can be enhanced with certain components to improve oil control and increase power. A dry sump system is designed for the top levels of racing where maximum power and oil control are absolutely essential.

TYPICAL WET SUMP SYSTEM

In a typical Wet Sump system, oil is stored in the bottom of the pan and distributed throughout the engine by an internally-mounted pump. An oil pump pickup, mounted to the pump, extends to within a quarter inch of the pan's bottom to "pickup" the oil. Although a Wet Sump system is essentially the same system used in production cars, it can be enhanced significantly with components that improve oil control and increase power. For performance street and racing applications, these components include high capacity pans, extended oil pump pickups, racing oil pumps, windage trays, oil control kits, racing oil filters and other components. In some racing applications an external oil pump is used, allowing the windage tray or screen to run the pan's full length.



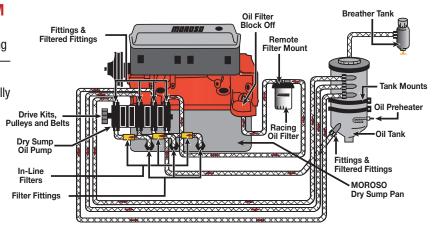
Moroso Wet Sump Oiling System components are race proven, designed to keep the engine properly supplied with oil during the most demanding conditions.

OIL PAN CAPACITIES

Capacities listed for Moroso Wet Sump Oil Pans include the capacity of the pan only, measured at or below the normal fill mark on a stock dipstick. Additional oil must be added to compensate for filters, coolers, tanks, etc.

TYPICAL DRY SUMP SYSTEM

Unlike a wet sump system where oil is stored in the pan, a Dry Sump Oiling System stores oil in a separate tank leaving the pan essentially "dry." An externally mounted pump, generally with three or four stages, is used to "scavenge" or remove oil from the pan, deliver it to the storage tank, and send it back through the engine. In a typical setup, all but one of the stages is used to scavenge oil from the pan. A single pressure stage is normally used to return oil from the tank to the engine.



The primary advantage of a Dry Sump System is its ability to make more power. With very little oil in the pan, the rotating assembly is not burdened with the weight of excess oil (a phenomenon commonly referred to as "windage"). Because there is no internal pump, the windage tray or screen which serves to isolate sump oil from the rotating assembly, is allowed to run the full length of the pan. Keeping the rotating assembly free of windage allows it to spin freely and make more power. In addition, the extra crankcase vacuum created by the dry sump pump helps to improve ring seal for additional power gain. Other advantages of a Dry Sump System include increased oil capacity, more consistent oil pressure, the ability to easily add remote coolers, and adjustable oil pressure. And because the pan doesn't store oil, it can be relatively shallow in depth to allow lower engine placement for improved weight distribution and handling.

Moroso manufactures a full range of Dry Sump Oiling System components, all of which are engineered to be fully compatible with one another. This allows the engine builder to select the best combination of equipment and avoid the costly problems that often occur when "mixing and matching" components from various manufacturers.

NOTE: Oil pan rules vary from track to track. Check with your race track and/or sanctioning body before purchasing.

No. 20170

CHEVROLET SMALL BLOCK

Wet Sump, 5 Quart Capacity, 7-1/2" Deep

Fits: Stock Replacement

•	Internal	baffling
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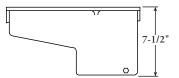
PART #	DESCF	RIPTI	ON
		-	

20170	Oil Pan, Steel, Clear Zinc, Stock Configuration
	Engine Application: Pre-1980 blocks with
	driver-side dipstick
20171	Oil Pan, Steel, Clear Zinc, Stock Configuration
	Engine Application: 1980–'85 blocks with passenger-side dipstick
20172	Oil Pan, Steel, Clear Zinc, Stock Configuration
	Engine Application: 1986 and newer blocks with one piece
	rear main seal
PART #	RECOMMENDED PICKUPS
24212	Fits: Moroso SBC Race Pump No. 22101 or M55 style pump

- 24213 Fits: Moroso SBC HV Race Pump No. 22111 or M55 HV style pump
- PART # OIL PUMP/PICKUP PACKAGE
- 22144 Moroso High Volume Package

PART # AVAILABLE OIL PAN OPTION

23000 Oil Pan Baffle



CHEVROLET SMALL BLOCK

Deep Sump, 6 Quart Capacity, 8-1/4" Deep

- Fits: Most chassis (except 1962-67 Chevy II, V8 Vega and Monza)
- Accepts 3.80" stroke with most steel rods
- · Reduces oil temperature
- Trap door baffle for improved oil control
- · Compatible with most starter/flywheel combinations

PART # DESCRIPTION

20180	Oil Pan, Steel, Clear Zinc, Street Performance, Deep Sump
	Engine Application: Pre-1980 blocks with driver-side dipstick
20181	Oil Pan, Steel, Clear Zinc, Street Performance, Deep Sump

Engine Application: 1980-'85 blocks with passenger-side dipstick20182 Oil Pan, Steel, Clear Zinc, Street Performance, Deep Sump

Engine Application: 1986 and newer blocks with one-piece rear main seal

- PART # RECOMMENDED PICKUPS
- 24170 *Fits:* Moroso SBC Race Pump No. 22101 or M55 style pump
- 24350 *Fits:* Moroso SBC HV Race Pump No. 22111 or M55HV style pump
- 24320 *Fits:* Moroso BBC Race Pump Nos. 22150 or M77HV style pump
- 24360 Fits: M155HV style pump
- PART # OIL PUMP/PICKUP PACKAGE
- 22124 Moroso Standard Volume Package
- 22134 Moroso High Volume Package
- 22146 Moroso High Volume Package w/ 3/4" dia. inlet
- 22138 Moroso High Volume Package
- 22139 Moroso High Volume with Anti-Cavitation Grooves Package
- 22171 Moroso Billet Aluminum Oil Pump







23020	Windage Tray
23000	Oil Pan Baffle
25800	Crank Scraper

CHEVY SMALL BLOCK

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NOTE: Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.



Tech Support: 203.458.0542 • 203.458.0546





CHEVROLET SMALL BLOCK

Stock Configuration

Wet Sump, 5 Quart Capacity, 7-1/2" deep

Fits: Stock Replacement

- Clears 4.125" stroke with most steel rods
- Fits 4 bolt Dart, GM and Merlin main caps
- Trap door baffle for improved oil control
- Compatible with most starter/flywheel combinations

PART # DESCRIPTION

20173 Oil Pan, Steel, Clear Zinc, Wet Sump, Stock Configuration
 Engine Application: Pre-1980 blocks with driver-side dipstick

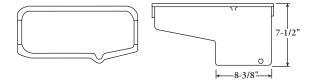
 20175 Oil Pan, Steel, Clear Zinc, Wet Sump, Stock Configuration
 Engine Application: 1986 and newer blocks with one piece rear main seal

PART # RECOMMENDED PICKUPS

- 24212 Fits: Moroso SBC Race Pump No. 22101 or M55 style pump
- 24213 Fits: Moroso SBC HV Race Pump No. 22111 or M55 HV style pump
- PART # OIL PUMP/PICKUP PACKAGE
- 22144 Moroso High Volume Package
- PART # AVAILABLE OIL PAN OPTIONS
- 23000 Oil Pan Baffle
- 38551 Oil Pan Flange Head Bolts, SBC







CHEVROLET SMALL BLOCK

Deep Sump, 6 Quart Capacity, 8-1/4" deep

Fits: Most chassis (except 1962-'67 Chevy II, V8 Vega and Monza)

- · Clears 4.125" stroke with most steel rods
- Fits 4 bolt Dart, GM and Merlin main caps
- Trap door baffle for improved oil control
- Compatible with most starter/flywheel combinations

PART # DESCRIPTION

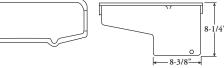
20183	Oil Pan, Steel, Clear Zinc, Street Performance, Deep Sump		
	Engine Application: Pre-1980 blocks with driver-side dipstick		
20184	Oil Pan, Steel, Clear Zinc, Street Performance, Deep Sump		
	Engine Application: Pre-1980-'85 blocks with passenger-side d	ipstick, 2 p	oc. seal
20186	Oil Pan, Steel, Clear Zinc, Street Performance, Deep Sump		
	Engine Application: 1986 and newer blocks with one-piece rear	main seal	
PART #	RECOMMENDED PICKUPS		
24170	Fits: Moroso SBC Race Pump No. 22101 or M55 style pump		
24350	Fits: Moroso SBC HV Race Pump No. 22111 or M55 HV style pun	ip	
24320	Fits: Moroso BBC HV Race Pump No. 22150 or M77 HV style pun	ıp ∬ qı	
24360	Fits: M155 HV style pump	Ц	
PART #	OIL PUMP/PICKUP PACKAGE		
22124	Moroso Standard Volume Package		
22134	Moroso High Volume Package		
22146	Moroso High Volume Package w/ 3/4" dia. inlet	PART #	AVAILABLE (
22138	Moroso High Volume Package	23020	Windage Tra
22139	Moroso High Volume Package with anti-cavitation grooves	23000	Oil Pan Baffl

22171 Moroso Billet Aluminum Oil Pump









PART #	AVAILABLE OIL PAN OPTIONS
23020	Windage Tray
23000	Oil Pan Baffle
25800	Crank Scraper
38551	Oil Pan Flange Head Bolts, SBC

CHEVY SMALL BLOCK

CHEVROLET SMALL BLOCK

Wet Sump, 7 Quart Capacity, 9-1/2" Deep

Fits: Most Chassis (except 1962-'67 Chevy II, V8 Vega and Monza)

- Accepts up to 3.800" stroke with steel rods
- Trap door baffle for improved oil control
- Reduces oil temperature
- Compatible with most starter/flywheel combinations

DESCRIPTION PART

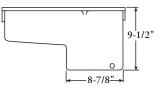
- 20160 Oil Pan, Steel, Clear Zinc, Street Performance, Deep Sump Engine Application: Pre-1980 blocks with driver-side dipstick 20165 Oil Pan, Steel, Clear Zinc, Street Performance, Deep Sump
- Engine Application: 1980-'85 blocks with passenger-side dipstick PART # **RECOMMENDED PICKUPS**
- 24150 Fits: Stock Oil Pumps or Moroso SBC Race Pump No. 22101 or M55 style pump
- 24340 Fits: Moroso SBC HV Race Pump No. 22111 or M55 HV style pump
- Fits: Moroso BBC Race Pump Nos. 22150, 22160, 22162 or M77 HV style pump 24310

PART # **AVAILABLE OIL PAN OPTIONS**

- 23020 Windage Tray
- 23000 **Oil Pan Baffle**
- 25800 Crank Scraper







CHEVROLET SMALL BLOCK

Wet Sump, 8 Quart Capacity, 10-3/4" Deep

Engine Application: Pre-1980 with drivers-side dipstick Fits: Most chassis (except 1962-'67 Chevy II, V8 Vega and Monza)

- Accepts 3.80" stroke with most steel rods
- Trap door baffle for improved oil control
- · Compatible with most starter/flywheel combinations
- Reduces oil temperature

PART # DESCRIPTION

- 20110 Oil Pan, Steel, Clear Zinc, Street Performance, Deep Sump
- PART # **RECOMMENDED PICKUPS**
- 24100 Fits: Moroso SBC Race Pump No. 22101 or M55 style pump
- 24330 Fits: Moroso SBC HV Race Pump No. 22111 or M55HV style pump

AVAILABLE OIL PAN OPTIONS PART

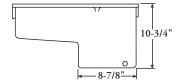
- 23020 Windage Tray
- 23000 **Oil Pan Baffle**
- 25800 Crank Scraper



No. 20110









NOTE: Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.



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- 22134 Moroso High Volume Package
- 22146 Moroso High Volume Package w/ 3/4" dia. inlet
- 22138 Moroso High Volume Package
- 22139 Moroso High Volume with Anti-Cavitation Grooves Package
- 22171 Moroso Billet Aluminum Oil Pump

PART #AVAILABLE OIL PAN OPTION23000Oil Pan Baffle

NOTE: Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.

CHEVROLET SMALL BLOCK

Wet Sump, 7 Quart Capacity, 8-1/4" Deep

Engine Application: Pre-1980 with driver-side dipstick **Fits:** Most chassis (may require cross-member modification)

- · Kicked-out sump
- Louvered windage tray
- Accepts up to 3.80" stroke with steel rods
- Compatible with most starter/flywheel combinations

PART #	DESCRIPTION
	<u></u>

- 20194 Oil Pan, Steel, Clear Zinc, Deep Sump
- PART # RECOMMENDED PICKUPS
- 24170 Fits: Moroso SBC Race Pump No. 22101 or M55 style pump
- 24350 Fits: Moroso SBC HV Race Pump No. 22111 or M55HV style pump
- 24320* Fits: Moroso BBC Race Pump Nos. 22150 or M77HV style pump
- 24360* Fits: M155HV style pump

PART # OIL PUMP/PICKUP PACKAGES

- 22124 Moroso Standard Volume Package
- 22134 Moroso High Volume Package
- 22146* Moroso High Volume Package w/ 3/4" dia. inlet
- 22138* Moroso High Volume Package
- 22139* Moroso High Volume with Anti-Cavitation Grooves Package
- 22171 Moroso Billet Aluminum Oil Pump

PART # AVAILABLE OIL PAN OPTIONS

23000Oil Pan Baffle25800Crank Scraper

*with baffle modification

CHEVROLET SMALL BLOCK

Wet Sump, 7 Quart Capacity, 8-1/4" Deep

Engine Application: Pre-1980 with driver-side dipstick *Fits:* Most chassis (may require cross-member modification)

- · Kicked-out sump
- · Accepts strokes up to 4.125" with steel rods
- Provision for Universal Dipstick Kits No. 25970, No. 25971 or No. 25973
- Compatible with most starter/flywheel combinations

PART # DESCRIPTION

- 20195 Oil Pan, Steel, Clear Zinc, Street Performance, Deep Sump
- PART # RECOMMENDED PICKUPS
- 24170 *Fits:* Moroso SBC Race Pump No. 22101 or M55 style pump
- 24350 Fits: Moroso SBC HV Race Pump No. 22111 or M55HV style pump
- 24320* Fits: Moroso BBC Race Pump Nos. 22150 or M77HV style pump
- **24360*** *Fits:* M155HV style pump

PART # OIL PUMP/PICKUP PACKAGES

- 22124 Moroso Standard Volume Package
- 22134 Moroso High Volume Package
- 22146* Moroso High Volume Package w/ 3/4" dia. inlet
- 22138* Moroso High Volume Package
- 22139* Moroso High Volume with Anti-Cavitation Grooves Package
- 22171 Moroso Billet Aluminum Oil Pump

PART # AVAILABLE OIL PAN OPTIONS

- 23020 Windage Tray
- 23000 Oil Pan Baffle
- 25800 Crank Scraper
- 38551 Oil Pan Flange Head Bolts, SBC

*with baffle modification

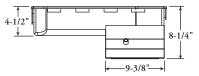
NOTE: Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.



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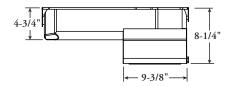










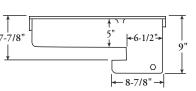








25800 Crank Scraper



NOTE: Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.

CHEVY SMALL BLOCK

7-1/8

CHEVROLET SMALL BLOCK

Wet Sump, 7 Quart Capacity, 10-3/4" Deep

Engine Application: Pre-1980 with driver-side dipstick *Fits:* 1962-67 Chevy II (without power steering)

- Clears 3.80" stroke with most steel rods
- Notched sump clears steering linkage
- · Compatible with most starter/flywheel combinations
- Reduces oil temperature

PART #	DESCRIPTION
20210	Oil Pan, Steel, Clear Zinc, Street Performance, Deep Sump
PART #	RECOMMENDED PICKUPS
24100	Fits: Moroso SBC Race Pump No. 22101 or M55 style pump
24330	Fits: Moroso SBC HV Race Pump No. 22111 or M55HV style pump
PART #	AVAILABLE OIL PAN OPTIONS
23000	Oil Pan Baffle
25800	Crank Scraper



TURIT



No. 20210

Wet Sump, 6 Quart Capacity, 8-1/4" Deep Engine Application: Pre-1980 with driver-side dipstick Fits: V8 Vega/Monza chassis · Accepts up to 3.48" stroke with steel rods; will not work with 400 cid (3.75" stroke) No. 20230 Trap door baffling for improved oil control Specially designed to fit with stock Vega & Monza cross-memb Reduces oil temperature · Compatible with most starter/flywheel combinations PART # DESCRIPTION 20230 Oil Pan, Steel, Clear Zinc, Street Performance, Deep Sump PART # **RECOMMENDED PICKUPS** 24170 Fits: Moroso SBC Race Pump No. 22101 or M55 style pump 24350 Fits: Moroso SBC HV Race Pump No. 22111 or M55HV style pump 24320 Fits: Moroso BBC Race Pump Nos. 22150 or M77HV style pump 24360 Fits: M155HV style pump PART # **OIL PUMP/PICKUP PACKAGES**

- 22124 Moroso Standard Volume Package
- 22134 Moroso High Volume Package

CHEVROLET SMALL BLOCK

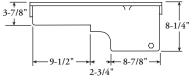
- **22146** Moroso High Volume Package w/ 3/4" dia. inlet
- 22138 Moroso High Volume Package
- 22139 Moroso High Volume with Anti-Cavitation Grooves Package
- 22171 Moroso Billet Aluminum Oil Pump

PART # AVAILABLE OIL PAN OPTIONS

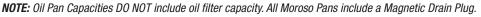
- 23000 Oil Pan Baffle
- 25800 Crank Scraper







OIL PAN





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DRAG RACING

CHEVROLET SMALL BLOCK

Wet Sump, 7 Quart Capacity, 8-1/4" Deep

Engine Application: Pre-1980 and aftermarket (with stock width oil pan rails)

- · Accepts 4" strokes with steel rods
- · Core based oil pan utilizing stock pan rail bolt pattern
- 8-1/4" rear sump depth and 4-3/4" front sump depth
- · Passenger-side kick-out for increased horsepower
- Solid louvered tray with main cap partitions for maximum power and oil control
- For use with 168 and 153-tooth flywheel combinations
- Clears most cross-members

PART # DESCRIPTION

- 21017 Oil Pan, Steel, Clear Zinc with driver-side dipstick
- PART # RECOMMENDED PICKUPS
- 24170 *Fits:* Moroso SBC Race Pump No. 22101 or M55 style pump
- 24350 *Fits:* Moroso SBC HV Race Pump **No. 22111** or M55HV style pump
- **24320** *Fits:* Moroso BBC Race Pump **Nos. 22150** or M77HV style pump
- **24360** *Fits:* M155HV style pump

PART # OIL PUMP/PICKUP PACKAGES

- 22124 Moroso Standard Volume Package
- 22134 Moroso High Volume Package
- 22146 Moroso High Volume Package w/ 3/4" dia. inlet
- 22138 Moroso High Volume Pump, Package
- 22139 Moroso High Volume with Anti-Cavitation Grooves Package
- 22171 Moroso Billet Aluminum Oil Pump

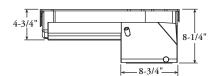
PART # AVAILABLE OIL PAN OPTIONS

- 25970 Universal Dipstick Kit
- 25971 Universal Dipstick Kit, Braided Stainless Flex Tube
- 38551 Oil Pan Flange Head Bolts, SBC









TECH TIP

PROPER OIL PAN INSTALLATION

All Moroso Oil Pans are jig welded and block fitted to insure a leak-free seal. Despite these efforts, there are certain installation procedures that should be followed:

Before installing the pan, make sure that it is thoroughly clean, especially the mating surfaces. Always use OEM quality gaskets or equivalent. After installing the gaskets, we recommend using a small dab of silicone type sealer at each corner where the rubber seal meets the rail gaskets. Be careful not to use too much — only a thin film is necessary.

If the pan features trap-door style baffles, it is recommended that the engine be in the upright position during pan installation to prevent these doors from remaining open accidentally.

When positioning the pan on the block, you may encounter a slight "rocking" effect. Although our specially designed jigs minimize warping, an initial "rock" of up to 5/16" on a new pan is acceptable. Once the pan is drawn down by the bolts and the engine is run, the pan will take a "set" in the straightened position.

Begin securing the mounting bolts in each corner, tightening them to less than 50% of final torque. Then secure the bolts in the center of the pan, alternating in a "X" fashion working toward the ends of the pan. Repeat this procedure at 75% torque and then at the final torque setting to seat the pan properly.

A thread sealer, such as Loctite®, is recommended on all fasteners.

NOTE: Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.

DRAG RACING

CHEVROLET SMALL BLOCK

Wet Sump, 8 Quart Capacity, 8-1/4" Deep

Engine Application: 1985 and older, Dart Little M and Merlin Motown

Fits: Two-piece rear main seal used in Super Stock/Bracket Cars, Dragsters, Roadsters or Body Cars with wet sump oil systems

- Aluminum, fully fabricated oil pan accepts 4.25" strokes with steel rods
- · Double kick-out design ensures large stroke clearance, wide main cap clearance and maximum horsepower
- · Billet end seals ensure consistent sealing surface to billet front covers and rear main caps
- · For use with 168-tooth flywheel combination
- 1" deep mini-sump design works with Moroso cast and billet oil pump pickups
- · Internal uni-directional screen and pan rail bolt access tubes on passenger side
- Multiple chassis applications available

PART # DESCRIPTION

- 21235 Oil Pan, Aluminum, Dragsters, Roadsters or body cars with no cross-member under the engine
- 21237 Oil Pan, Aluminum, 1967-'69 Camaro, Firebird and others, Requires front cross-member modification
- 21238 Oil Pan, Aluminum, 1982-'92 Camaro, Firebird and others, Requires front cross-member modification
- 21239 Oil Pan, Aluminum, 1993 and later Camaro, Firebird, and all GM J, L and N front-to-rear-drive conversions, Requires front cross-member modification

PART # RECOMMENDED PICKUPS

- 24170 *Fits:* Moroso SBC Race Pump No. 22101 or M55 style pump
- 24350 *Fits:* Moroso SBC HV Race Pump No. 22111 or M55HV style pump
- 24320 Fits: Moroso BBC Race Pump Nos. 22150 or M77HV style pump
- 24360 Fits: M155HV style pump
- PART # OIL PUMP/PICKUP PACKAGE
- 22124 Moroso Standard Volume Package
- 22134 Moroso High Volume Package
- 22146 Moroso High Volume Package w/ 3/4" dia. inlet

No. 21238

- 22138 Moroso High Volume Pump, Package
- 22139 Moroso High Volume with Anti-Cavitation Grooves Package
- 22171 Moroso Billet Aluminum Oil Pump

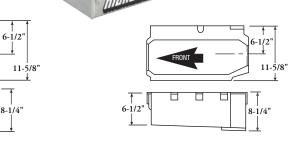


38551

AVAILABLE OIL PAN OPTIONS

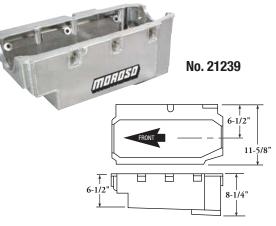
Wrench, Oil Pan T-Handle, 7/16", 6 PT Oil Pan Flange Head Bolts, SBC

No. 21235



No. 21237

6-1/2'



NOTE: Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.

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MULTI-BAFFLE

CHEVROLET SMALL BLOCK

Wet Sump, 5.5 Quart Capacity, 7-1/2" Deep

Engine Application: LT1, LT4, one-piece real seal Fits: 1993-'97 F-Body, Impala

- · Kicked-out sump
- Trap door baffling for improved oil control in drag racing, road racing and street applications
- Clears 4.125" stroke with most steel rods
- Windage screen
- · 20mm fitting for oil level sensor
- Use stock dipstick
- Clears stock exhaust and Hedman, Hooker, Borla and similar-type headers

PART # DESCRIPTION

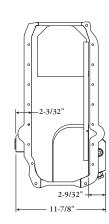
- 20185 Oil Pan, Steel, Clear Zinc, Deep Sump
- PART # RECOMMENDED PICKUPS
- 24212 *Fits:* Moroso SBC Race Pump No. 22101 or M55 style pump
- 24213 Fits: Moroso SBC HV Race Pump No. 22111 or M55HV style pump

PART # AVAILABLE OIL PAN OPTIONS

23700 Remote Oil Filter Mount
23710 Remote Oil Filter Mount
23750 Remote Oil Filter Mount
23760 Remote Oil Filter Mount
23766 Remote Oil Filter Mount

3-15/16" -7-1/16" -7-1/16" -7-1/16" -7-1/16" -8-5/8"

No. 20185



CIRCLE TRACK

CHEVROLET SMALL BLOCK

Wet Sump, 4 Quart Capacity, 7-1/2" Deep

Fits: Any Circle Track car where a stock appearing, "claimer" type oil pan is required by the sanctioning bodies

- Trap door and anti-slosh baffling
- · Built-in crank scraper
- Magnetic drain plug
- Accepts 3.80" stroke with steel rods
- · Accepts most starters and flywheel combinations

PART # DESCRIPTION

- Engine Application: 1980-'85 Blocks with Passenger-side
 Dipstick with two-piece Rear Main Seal
 21808 Oil Pan, Steel, Clear Zinc, Claimer Stock Appearing
- *Engine Application:* 1986 and Newer Blocks with Passenger-side Dipstick with One-Piece Rear Main Seal

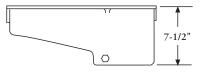
PART # RECOMMENDED PICKUPS

- 24212 *Fits:* Moroso SBC Race Pump No. 22101 or M55 style pump
- 24213 Fits: Moroso SBC HV Race Pump No. 22111 or M55HV style pump



No. 21804





CIRCLE TRACK

CHEVROLET SMALL BLOCK

Wet Sump, 7 Quart Capacity, 7.5" Deep

Fits: GM 1978-1987 Metric Chassis, aftermarket and Camaro front ends

- Cost-effective Circle Track oil pan with Moroso quality and performance
- Trap door baffles for oil control
- Removable louvered windage tray
- Built-in crankscraper
- Accepts 3.80" stroke with steel rods
- · Accepts most starter and flywheel combinations
- Will not fit engine blocks with splayed main caps

PART # DESCRIPTION

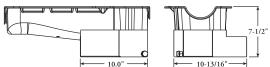
- 21316 Oil Pan, Steel, Painted, Kicked Out Sump Engine Application: Pre-1980 blocks with driver-side dipstick
 21317 Oil Pan, Steel, Painted, Kicked Out Sump
- **Engine Application:** 1980-1985 blocks with passenger-side dipstick
- 21320 Oil Pan, Steel, Painted, Kicked Out Sump Engine Application: 1986 and newer blocks with one piece rear main seal

PART # RECOMMENDED PICKUPS

- 24316 Fits: Melling Oil Pump No. M55HV
- 24317 Fits: Melling Oil Pump No. M55







CHEVROLET SMALL BLOCK

Wet Sump, 7 Quart Capacity, 8" Deep

Engine Application: Pre-1980 with two-piece rear main or 1980-85 with passenger-side dipstick *Fits:* GM Metric Chassis, Hobby Stock/Super Stock

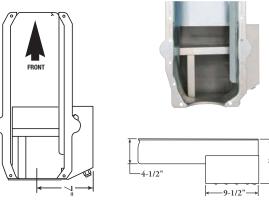
- Three trap door baffles for oil control
- · Built-in crank scraper
- Oil level sight plug
- · Accepts most starter and flywheel combinations
- Accepts 3.80" stroke with steel rods

PART # DESCRIPTION

- 21308 Oil Pan, Steel, Clear Zinc, Kicked Out Sump
- PART # RECOMMENDED PICKUP
- 24308 Fits: Moroso SBC HV Race Pump No. 22111 or M55HV style pump
- PART # AVAILABLE OIL PAN OPTION
- 38551 Oil Pan Flange Head Bolts, SBC



No. 21308



NOTE: Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.



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CIRCLE TRACK

CHEVROLET SMALL BLOCK

Wet Sump, 7 Quart Capacity, 7-1/8" Deep

Fits: GM Metric A-Body chassis, Street Stock and Late Model

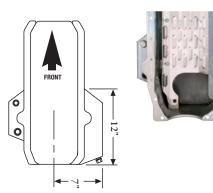
- Five trap door baffles for oil control
- Engineered louvered tray system
- Oil level sight plug
- · Accepts most starter and flywheel combinations
- Accepts 3.80'' stroke with steel rods

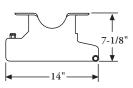
PART # DESCRIPTION

21318	Oil Pan, Steel, Clear Zinc, Kicked-out Sump
	Engine Application: Pre-1980 Blocks with Two-Piece
	Rear Main Seal or 1980-'85 Blocks with Passenger-side Dipstick
21319	Oil Pan, Steel, Clear Zinc, Kicked-out Sump
	Engine Application: 1986 and Newer Blocks with
	One-Piece Rear Main Seal
PART #	RECOMMENDED PICKUPS
24101	Fits: Flange Type Melling SBC Oil Pump M10555
24103	Fits: Moroso SBC Race Pump No. 22101 or M55 style pump
24104	Fits: Moroso SBC HV Race Pump No. 22111 or M55HV style pump
24318	Fits: Moroso SBC HV Blueprinted Pump with 3/4" dia. inlet,
	Melling M155HV
22147	Fits: Moroso High Volume Package with 3/4" dia. inlet
PART #	AVAILABLE OIL PAN OPTION

38551 Oil Pan Flange Head Bolts, SBC







CHEVROLET SMALL BLOCK

Wet Sump, 7 Quart Capacity, 7-1/8" Deep

Fits: GM Metric A-Body chassis, Street Stock and Late Model

- Passenger-side kick-out for more horsepower
- Five trap door baffles for oil control
- · Engineered louvered tray system
- · Accepts most starter and flywheel combinations
- Oil level sight plug
- Accepts 3.80" stroke with steel rods

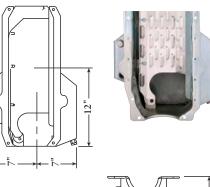
PART # DESCRIPTION

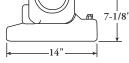
- 21312 Oil Pan, Steel, Clear Zinc, Kicked Out Sump *Engine Application:* Pre-1980 Blocks with driver-side Dipstick or 1980-85 Blocks with passenger-side Dipstick
- 21313 Oil Pan, Steel, Clear Zinc, Kicked Out Sump *Engine Application:* 1986 and Newer Blocks with One-Piece Rear Main Seal

PART # RECOMMENDED PICKUPS

- 24101 Fits: Flange Type Melling SBC Oil Pump M10555
- 24103 Fits: Moroso SBC Race Pump No. 22101 or M55 style pump
- 24104 *Fits:* Moroso SBC HV Race Pump No. 22111 or M55HV style pump
 24318 *Fits:* Moroso SBC HV Blueprinted Pump with 3/4" dia. inlet,
- Melling M155HV
- 22147 Fits: Moroso High Volume Package with 3/4" dia. inlet
- PART # AVAILABLE OIL PAN OPTION
- 38551 Oil Pan Flange Head Bolts, SBC







NOTE: Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.

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OIL PANS

CIRCLE TRACK

CHEVROLET SMALL BLOCK

Wet Sump, 6 Quart Capacity, 6-1/2" Deep

Fits: Fabricated tube chassis cars with lower engines

- · Passenger-side kick-out for more horsepower
- Five trap door baffles for oil control
- Engineered louvered tray system
- Oil level sight plug
- · Accepts most starter and flywheel combinations
- Accepts 3.80" stroke with steel rods

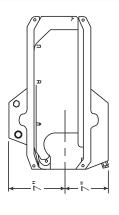
PART # DESCRIPTION

- 21314 Oil Pan, Steel, Clear Zinc, Kicked Out Sump Engine Application: Pre-1980 Blocks with driver-side Dipstick or 1980-'85 Blocks with passenger-side Dipstick
- 21315 Oil Pan, Steel, Clear Zinc, Kicked Out Sump *Engine Application: 1986 and Newer Blocks with One-Piece Rear Main Seal*

PART # RECOMMENDED PICKUPS

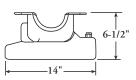
- 24314 Fits: Moroso SBC Race Pump No. 22101 or M55 style pump
- 24315 Fits: Melling M55HV style pump
- PART # AVAILABLE OIL PAN OPTION
- 38551 Oil Pan Flange Head Bolts, SBC





110.21314





DRY SUMP • CIRCLE TRACK

CHEVROLET SMALL BLOCK

Dry Sump, 5-1/2" Deep

Engine Application: 1985 and older with two-piece rear main seal

Fits: Fabricated tube chassis cars

- Three –12AN male fittings
- Fittings mounted on top portion of kick-out for chassis clearance
- · Expanded metal windage screen
- · Full length kick out for horsepower savings
- Relief port for water plug access
- · Use reverse mount starter only

PART # DESCRIPTION

21561 Oil Pan, Steel, Clear Zinc, Fully Fabricated

PART # AVAILABLE OIL PAN OPTIONS

- **23763** Remote Filter Mount, Side Port
- 23764 Remote Filter Mount, Front Port
- **23766** Remote Filter Mount, Front Port
- 25800 Crankshaft Wiper
- 62255 Wrench, Oil Pan T-Handle, 1/2", 6 PT
- 62256 Wrench, Oil Pan T-Handle, 7/16", 6 PT 38551 Oil Pan Flange Head Bolts, SBC



No. 21561

NOTE: Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.



Tech Support: 203.458.0542 • 203.458.0546

CHEVY SMALL BLOCK



DRY SUMP • MULTI-USE

CHEVROLET SMALL BLOCK

Dry Sump, 4-3/4" Deep

Engine Application: Pre-1980 with driver-side dipstick **Fits:** Circle Track, Drag Racing and Road Racing chassis

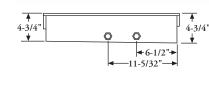
- Full length uni-directional screen
- Crank scraper
- Two -12AN fittings on driver-side
- · Economically priced
- · Accepts most starter and flywheel combinations

PART #	DESCRIPTION
21521	Oil Pan, Steel, Clear Zinc, Core Based
PART #	AVAILABLE OIL PAN OPTIONS
23630	Dry Sump Oil Pump Drive Kit
23763	Remote Filter Mount, Side Port
23764	Remote Filter Mount, Front Port
23766	Remote Filter Mount, Front Port



Oil Pump Section on pgs.100-122







CHEVROLET SMALL BLOCK

Dry Sump, 4-1/2" Deep

Engine Application: Pre-1980 Blocks with Driver-side Dipstick **Fits:** Circle Track, Drag Racing and Road Racing chassis requiring a shallow clearance

- Full length uni-directional screen
- Crank scraper
- Two -12AN fittings on passenger-side
- Economically priced
- Accepts most starter and flywheel combinations

PART # DESCRIPTION

21511 Oil Pan, Steel, Clear Zinc, Core Based

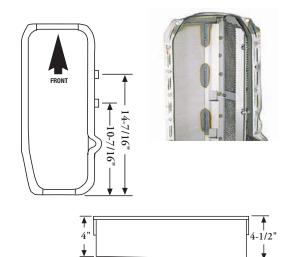
PART # AVAILABLE OIL PAN OPTIONS

- 23763 Remote Filter Mount, Side Port
- 23764 Remote Filter Mount, Front Port
- 23766 Remote Filter Mount, Front Port



Oil Pump Section on pgs. 100-122





NOTE: Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.

Phone: 203.453.6571 Fax: 203.453.6906

CHEVY SMALL BLOCK

DRY SUMP • **MULTI-USE**

CHEVROLET SMALL BLOCK

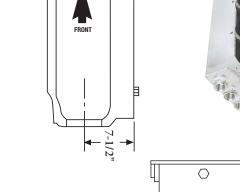
Dry Sump, 6-1/2" Deep

Engine Application: Donovan and Rodeck style Fits: Open chassis Sprint cars

- · Expanded metal windage screen with multi-scraper system
- Three –12AN female fittings out front face of pan
- · Radius full length kick-out for horsepower savings
- · Clears most aftermarket 4-bolt main caps
- Inspection plug for sanctioning bodies
- · Billet end caps

21559 Oil Pan, Aluminum, Fully	y Fabricated
PART # AVAILABLE OIL PAN OP	TIONS
22647Dry Sump Oil Tank23763Remote Filter Mount, Si23764Remote Filter Mount, Fr62255Wrench, Oil Pan T-Hand62256Wrench, Oil Pan T-Hand38551Oil Pan Flange Head Boo	ont Port lle, 1/2", 6 PT lle, 7/16", 6 PT









SEE MORE!

Oil Pump Section on pgs. 100-122

CHEVROLET SMALL BLOCK

Dry Sump, 6-1/2" Deep

Engine Application: Donovan and Rodeck style Fits: Most Dirt Late Model chassis

- · Expanded metal windage screen with multi-scraper system
- Three –12AN female fittings out right side of pan
- · Radius full length kick-out for horsepower savings
- · Clears most aftermarket 4-bolt main caps
- · Billet end caps
- Inspection plug for sanctioning bodies
- · Use with reverse mount starters

DESCRIPTION PART

21566	Oil Pan, Aluminum, Fully Fabricated
PART #	AVAILABLE OIL PAN OPTIONS

23763 Remote Filter Mount, Side Port 23764 Remote Filter Mount, Front Port 62255 Wrench, Oil Pan T-Handle, 1/2", 6 PT

62256 Wrench, Oil Pan T-Handle, 7/16", 6 PT 38551 Oil Pan Flange Head Bolts, SBC



on pgs. 100-122



6-1/2"



10-3/8

FRON

12-15/16"---**←**9-1/8"

←1-11/16

7-1/2



Tech Support: 203.458.0542 • 203.458.0546

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PART # RECOMMENDED PICKUPS

- 24171 *Fits:* Moroso SBC Race Pump No. 22101 or M55 style pump
- 24351 Fits: Moroso SBC HV Race Pump No. 22111 or M55HV style pump
- PART # OIL PUMP/PICKUP PACKAGE
- 22163 Moroso Billet Aluminum Oil Pump
- PART # AVAILABLE OIL PAN OPTIONS
- 25970 Universal Dipstick Kit
- 25971 Universal Dipstick Kit, Braided Stainless Flex Tube
- 25973 Universal Dipstick Kit, Twist Lock
- 38551 Oil Pan Flange Head Bolts, SBC

NOTE: Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.

Phone: 203.453.6571 Fax: 203.453.6906

DART IRON EAGLE SMALL BLOCK

Wet Sump, 7 Quart Capacity, 8-1/4" Deep

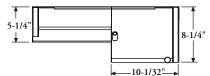
Engine Application: All Small Block Style Dart Iron Eagle Fits: Most chassis (may require cross-member modification)

- Accepts 4.25" strokes with steel rods
- For use with 168-tooth flywheel combination
- Partition-louvered windage tray
- · Cross-member modifications may be required

	, , , , , , , , , , , , , , , , , , , ,
PART #	DESCRIPTION
21019	Oil Pan, Steel, Clear Zinc, Dart/Rocket Block
PART #	RECOMMENDED PICKUPS
24171	Fits: Moroso SBC Race Pump No. 22101 or M55 style pump
24351	Fits: Moroso SBC HV Race Pump No. 22111 or M55HV style pump
PART #	OIL PUMP/PICKUP PACKAGE
22163	Moroso Billet Aluminum Oil Pump
PART #	AVAILABLE OIL PAN OPTIONS
25970	Universal Dipstick Kit
25971	Universal Dipstick Kit, Braided Stainless Flex Tube
25973	Universal Dipstick Kit, Twist Lock
38551	Oil Pan Flange Head Bolts, SBC







DART IRON EAGLE SMALL BLOCK

Wet Sump, 7 Quart Capacity w/ Standard Volume Pump, 8 Quart Capacity w/ High Volume Pump, 8-1/4" Deep

Engine Application: All Small Block Style Dart Iron Eagle Fits: Fabricated chassis and chassis with no cross-member

- · Fully fabricated, aluminum
- Double kick-out design ensures large stroke clearance, wide main cap clearance and maximum horsepower savings
- For use with 168-tooth flywheel combination
- 1" deep mini sump design works with Moroso cast and billet oil pump pickups
- Internal uni-directional screen and pan rail bolt access bungs on passenger side

PART # DESCRIPTION

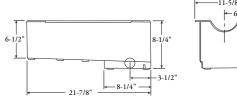
- 21245 Oil Pan, Aluminum, Internal Oil Pump, Dart/Rocket Block
- 21246 Oil Pan, Aluminum, External Oil Pump, Dart/Rocket Block
- PART # **RECOMMENDED PICKUPS**
- 24171 Fits: Moroso SBC Race Pump No. 22101 or M55 style pump
- 24351 Fits: Moroso SBC HV Race Pump No. 22111 or M55HV style pump
- PART # **OIL PUMP/PICKUP PACKAGE**
- 22163 Moroso Billet Aluminum Oil Pump
- PART # AVAILABLE OIL PAN OPTIONS
- 22704 Fitting, -12AN to -16AN Adapter
- 62255 Wrench, Oil Pan T-Handle, 1/2", 6 PT
- 62256 Wrench, Oil Pan T-Handle, 7/16", 6 PT
- 38551 Oil Pan Flange Head Bolts, SBC





No. 21245

No. 21246



1-5/8 6-1/2"

JART/ROCKE

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NOTE: Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.

SEE MORE!

Oil Pump Section on pgs.100-122



DRY SUMP • CIRCLE TRACK

DART IRON EAGLE SMALL BLOCK

Dry Sump, 6-1/2" Deep

Engine Application: Dart Iron Eagle **Fits:** Most Dirt Late Model chassis

- Designed with Tony Clements
- Expanded metal windage screen with multi-scraper system
- Three –12AN female fittings out right side of pan
- · Radius full length kick-out for horsepower savings
- Clears most aftermarket 4-bolt main caps
- Inspection plug for sanctioning bodies
- · Use with reverse mount starters

PART # DESCRIPTION

21547 Oil Pan, Aluminum, Fully Fabricated

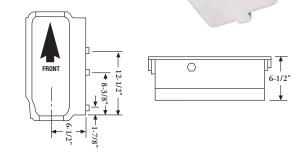
PART # AVAILABLE OIL PAN OPTIONS

23763 Remote Filter Mount, Side Port
23764 Remote Filter Mount, Front Port
23766 Remote Filter Mount, Front Port
25800 Crankshaft Wiper
62256 Wrench, Oil Pan T-Handle, 7/16", 6 PT
38551 Oil Pan Flange Head Bolts, SBC



Oil Pump Section on pgs. 100-122





NOTE: Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.



1-13/16

CHEVROLET LS SERIES

Wet Sump, 7 Quart Capacity, 6" Deep, Baffled

Engine Application: GM LS Series

Fits: 1968-'72 Nova, 1965-'72 Chevelle, 1967-'69 Camaro, Can also be used in additional applications; check dimensions for clearance

- Trap door baffling for improved oil control
- · Clears 4.125" stroke with most steel rods
- -10AN fitting for remote filter
- Use Stock Dipstick

PART # DESCRIPTION

- 20140 Oil Pan, Steel, Clear Zinc
- PART # RECOMMENDED PICKUP

24050 Fits: Stock Oil Pumps or Moroso LS-1/LS-6 High Volume Race Pump No. 22120

- PART # AVAILABLE OIL PAN OPTIONS 23683 Remote Oil Filter Adapter
- 23694 Oil Cooler/Filter Sandwich Adapter
- **23700** Remote Oil Filter Mount
- 23710 Remote Oil Filter Mount
- 23750 Remote Oil Filter Mount
- 23760 Remote Oil Filter Mount
- 23766 Remote Oil Filter Mount
- **38541** Oil Pan Stud Kit *Note:* Front fitting is pressure, and the rear fitting is return.

No. 20141

No. 20140



CHEVROLET LS SERIES

Wet Sump, 7 Quart Capacity, 6" Deep, Angled Sump

Engine Application: GM LS Series

Fits: 1967-'92 Camaro, 1968-'78 Nova, 1965-'72 Chevelle, 1953-'96 Corvette, 1978-'88 G-Body and GM S-10/S-15 Two Wheel Drive Blazer/Truck. Can also be used in additional applications, check dimensions for clearance.

- Designed with a deeper front sump allowing the installation of a Windage Tray (**No. 22941** sold separately, see pg. 99)
- Trap-door baffling for improved oil control
- Clears 4.125" stroke with most steel rods
- -10AN fitting for remote filter
- Use stock dipstick

PART # DESCRIPTION

- 20141 Oil Pan, Steel, Clear Zinc Plated, GM LS Series
- PART # RECOMMENDED PICKUP
- 24050 Stock Oil Pumps or Moroso LS-1/LS-6 High Volume Race Pump No. 22120

PART # AVAILABLE OIL PAN OPTIONS

22941 Windage Tray23700 Remote Oil Filter Mount

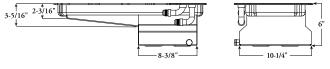
- 23710 Remote Oil Filter Mount23750 Remote Oil Filter Mount23760 Remote Oil Filter Mount
- 23766 Remote Oil Filter Mount
- 23683 Remote Oil Filter Adapter
- 23694 Remote Oil Filter Adapter
- **38541** Oil Pan Stud Kit

Note: Front fitting is pressure, and the rear fitting is return.

NOTE: Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.















Note: Front fitting is pressure, and the rear fitting is return.

CHECKING OIL PICKUP CLEARANCE

Maintaining a proper clearance between the oil pump pickup and the bottom of the oil pan is absolutely essential. With the oil pan removed, this measurement is easily done using a carpenter's combination square with a sliding rule. Hold the square against the block's pan rail and slide the rule to measure the distance to the bottom of the pickup. Lock the rule in place.

Using the same setting, measure the depth of the oil pan from its rail down to the bottom. There should be a 1/4" to 3/8" gap between the end of the rule and the pan's bottom. Clearances greater than 3/8" could result in inadequate oil flow, while clearances less than 1/4" could disturb oil flow patterns and cause cavitation.



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CHEVROLET BIG BLOCK

Wet Sump, 5 Quart Capacity, 7-3/4" Deep

Engine Application: Stock Replacement for GM Stock 2 or 4-Bolt Main Blocks *Fits:* Most Chassis w/Mark IV Engines

- · Can be used with GM 2-bolt and 4-bolt blocks
- · Anti-slosh internal baffling
- Accepts up to 4.25" stroke with steel rods

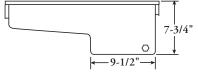
PART #	DESCRIPTION
20449	Oil Pan, Steel, Clear Zinc, Stock Configuration
PART #	RECOMMENDED PICKUP
24448	Fits: Moroso BBC Race Pump Nos. 22150, 22160 and 22162
	or M77/M77HV style pump
PART #	OIL PUMP/PICKUP PACKAGE

PART # UIL PUMP/PICKUP PACKAGE

22195 Moroso High-Volume Package







CHEVROLET BIG BLOCK

Wet Sump, 7 Quart Capacity, 9" Deep

Engine Application: Mark IV style (except Gen V and Gen VI) *Fits:* Most chassis except 1962-'67 Chevy II, V8 Vega/Monza and 1955-'57 Chevy

- Stock style baffle
- Rear anti-climb baffle
- Notched pan rails accept strokes up to 4.50" with most aluminum rods
- · Compatible with most starter/flywheel combinations

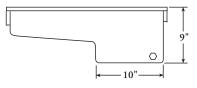
PART # DESCRIPTION

- 20451 Oil Pan, Steel, Clear Zinc, Street Performance, Deep Sump
- PART # RECOMMENDED PICKUP
- 24430 *Fits:* Moroso BBC Race Pump Nos. 22150, 22160, 22162 or M77/M77HV style pump
- PART # AVAILABLE OIL PAN OPTIONS
- 23030 Windage Tray (may require some modification)
- 23010 Oil Pan Baffle
- 25830 Crank Scraper
- 25970 Universal Dipstick Kit
- 25971 Universal Dipstick Kit, Braided Stainless Flex Tube
- 25973 Universal Dipstick Kit, Twist Lock
- 38361 Oil Pan Fastener Kit, BBC Race Pans









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NOTE: Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.





CHEVROLET BIG BLOCK

Wet Sump, 8 Quart Capacity, 9-3/4" Deep

Engine Application: Mark IV style (except Gen V and Gen VI) **Fits:** Most chassis except 1962-'67 Chevy II, V8 Vega/Monza and 1955-'57 Chevy

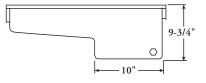
- Stock style baffle
- Notched pan rails accept strokes up to 4.50" with most aluminum rods
- Compatible with most starter/flywheel combinations

PART #	DESCRIPTION
20460	Oil Pan, Steel, Clear Zinc, Street Performance Sump
PART #	RECOMMENDED PICKUP
24450	Fits: Moroso BBC Race Pump Nos. 22150, 22160, 22162
	or M77/M77HV style pump
PART #	AVAILABLE OIL PAN OPTIONS
23030	Windage Tray (may require some modification)
23010	Oil Pan Baffle
25830	Crank Scraper
25970	Universal Dipstick Kit
25971	Universal Dipstick Kit, Braided Stainless Flex Tube
25973	Universal Dipstick Kit, Twist Lock
	· · · · · · · · · · · · · · · · · · ·

38361 Oil Pan Fastener Kit, BBC Race Pans







CHEVROLET BIG BLOCK

Wet Sump, 9 Quart Capacity, 10-3/4" Deep

Engine Application: Mark IV style (except Gen V and Gen VI) **Fits:** Most GM production chassis except 1962-'67 Chevy II, V8 Vega/Monza and 1955-'57 Chevy

- · Stock style tray
- Notched pan rails accept strokes up to 4.50" with most aluminum rods
- · Compatible with most starter/flywheel combinations
- Works with Moroso Universal Dipstick Kits Nos. 25970 or 25971

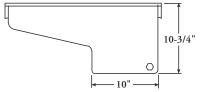
PART # DESCRIPTION

20410	Oil Pan, Steel, Clear Zinc, Street Performance, Deep Sump
PART #	RECOMMENDED PICKUP
24400	Fits: Moroso BBC Race Pump Nos. 22150, 22160, 22162
	or M77/M77HV style pump
PART #	AVAILABLE OIL PAN OPTIONS
23030	Windage Tray
23010	Oil Pan Baffle
25830	Crank Scraper
25970	Universal Dipstick Kit
25071	Universal Directick Kit Preided Steinless Flow Tube

- **25971** Universal Dipstick Kit, Braided Stainless Flex Tube
- 25973 Universal Dipstick Kit, Twist Lock







NOTE: Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.

OIL PANS

CHEVROLET BIG BLOCK PAN

Wet Sump, 6.5 Quart Capacity, 8" Deep, 10" Long Sump

Engine Application: Mark IV Style (except for Gen V and Gen VI) Fits: Most Chassis (except 1962-'67 Chevy II, V-8 Vega/Monza, and 1955-'57 Chevy)

- Designed with a sump that has flat sides to alleviate header clearance problems with some exhaust header brands
- Flat sides eliminate the need to change headers or perform fabrication work to the kicked out sump of the oil pan
- Based on a stroker oil pan core that will accommodate a 4.50" stroke with most steel rods and 4.25" stroke with most aluminum rods
- Features a crank scraper and uni-directional windage tray for horsepower
- Trap door baffling and an anti-climb baffle for oil control under hard acceleration and deacceleration

DESCRIPTION PART

20408	Oil Pan, Steel, Clear Zinc
	en i ang eteen, erear Enre

- PART # **RECOMMENDED PICKUPS**
- 24440 Fits: Stock Oil Pumps, Moroso BBC Race Pump Nos. 22150, 22160, 22162 or M77/M77HV style pump
- 24441* Fits: Stock Oil Pumps, Moroso BBC Race Pump Nos. 22150, 22160, 22162 or M77/M77HV style pump

OIL PUMP/PICKUP PACKAGES PART

- 22175 Moroso Standard Volume Package
- 22185 Moroso High Volume Package
- 22186* Moroso High Volume Package with Front Style Offset Pickup
- 22163 Moroso Billet Aluminum Oil Pump, BBC, High Volume
- Moroso Billet Aluminum Oil Pump, BBC, Standard Volume 22164

*Offset to middle of sump for more consistent oil pressure under braking

CHEVROLET BIG BLOCK

Wet Sump, 7 Quart Capacity, 8" Deep

Engine Application: Mark IV style (except Gen V and Gen VI) Fits: Most chassis except 1962-'67 Chevy II, V8 Vega/Monza and 1955-'57 Chevy

- Kicked-out sump
- Trap door baffling for improved oil control
- Notched pan rails accept strokes up to 4.250" with steel rods, 4.090" with aluminum rods
- Compatible with most starter/flywheel combinations

PART # DESCRIPTION

- 20401 Oil Pan, Steel, Clear Zinc, Street Performance, Deep Sump
- **RECOMMENDED PICKUPS** PART #

24440 Fits: Moroso BBC Race Pump Nos. 22150. 22160. 22162 or M77/M77HV style pump

- Fits: Moroso BBC Race Pump Nos. 22150, 22160, 22162 or M77/M77HV style pump 24441*
- PART # **OIL PUMP/PICKUP PACKAGES**
- 22175 Fits: Moroso Standard Volume Package
- 22185 Fits: Moroso High Volume Package
- 22186* Fits: Moroso High Volume Package/Front Style Offset Pickup
- Moroso Billet Aluminum Oil Pump, BBC, High Volume 22163
- 22164 Moroso Billet Aluminum Oil Pump, BBC, Standard Volume



- 23030 Windage Tray
- 23010 **Oil Pan Baffle**
- 25830 Crank Scraper 25970
- Universal Dipstick Kit 25971
- Universal Dipstick Kit, Braided Stainless Flex Tube
- 25973 Universal Dipstick Kit, Twist Lock

*Offset to middle of sump for more consistent oil pressure under braking NOTE: Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.



Tech Support: 203.458.0542 • 203.458.0546

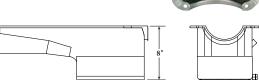


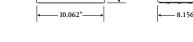




10"







PART # **AVAILABLE OIL PAN OPTIONS**

25970 Universal Dipstick Kit

25971

25973

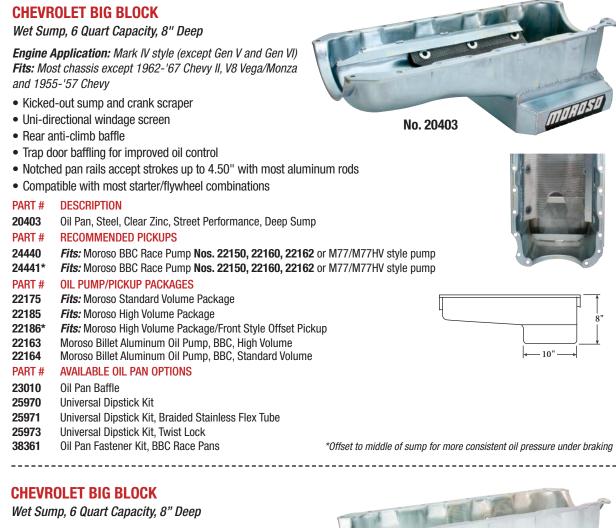
Universal Dipstick Kit, Braided Stainless Flex Tube Universal Dipstick Kit, Twist Lock



HEVY BIG BLOC



No. 20408



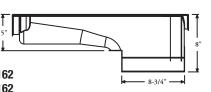
Engine Application: Mark IV style (except Gen V and Gen VI) *Fits:* Most chassis including 1965-'72 Chevelle, Cutlass, Skylark , Tempest and GTO, except 1962-'67 Chevy II, V8 Vega/Monza and 1955-'57 Chevy

- Clears rear steer center links in GM A-Body cars
- Rear sump has been shortened 1.25" for additional cross-member clearance
- Trap door baffling for improved oil control
- Notched pan rails accept strokes up to 4.50" with most aluminum rods
- · Compatible with most starter/flywheel combinations

PART # DESCRIPTION

	3	- 14
20412	Oil Pan, Steel, Clear Zinc, Rear Sump 🔒	, ,
PART #	RECOMMENDED PICKUPS	
24440	Fits: Moroso BBC Race Pump No. 22150, 22160, 2216	
24441*	Fits: Moroso BBC Race Pump No. 22150, 22160, 2216	2
PART #	OIL PUMP/PICKUP PACKAGES	
22175	Moroso Standard Volume Package or M77 style pump	
22185	Moroso High Volume Package or M77HV style pump	
22186*	Moroso High Volume Package/Front Style Offset Pickup)
	or M77HV style pump	
22163 22164	Moroso Billet Aluminum Oil Pump, BBC, High Volume Moroso Billet Aluminum Oil Pump, BBC, Standard Volum	ne

*Offset to middle of sump for more consistent oil pressure under braking



No. 20412



AVAILABLE OIL PAN OPTIONS PART # 23030 Windage Tray 23010 **Oil Pan Baffle** 25830 Crank Scraper 25970 Universal Dipstick Kit 25971 Universal Dipstick Kit, Braided Stainless Flex Tube 25973 Universal Dipstick Kit, Twist Lock 38361 Oil Pan Fastener Kit, BBC Race Pans

NOTE: Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.

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CHEVROLET BIG BLOCK

Wet Sump, 7 Quart Capacity, 9" Deep

Engine Application: Mark IV style (except Gen V and Gen VI)

Fits: 1962-'67 Chevy II (without power steering) and 1955-'57 Chevys; transmission must be in stock position

- · Notched rear sump clears steering linkage
- Accepts strokes up to 4.250" with steel rods, 4.090" with aluminum rods
- · Compatible with most starter/flywheel combinations

PART # DESCRIPTION

- 20431 Oil Pan, Steel, Clear Zinc, Street Performance, Deep Sump, Core Based
- PART # RECOMMENDED PICKUP
- 24430 Fits: Moroso BBC Race Pump Nos. 22150, 22160, 22162 or M77/M77HV style pump
- PART # AVAILABLE OIL PAN OPTIONS
- 23010 Oil Pan Baffle
- 25970 Universal Dipstick Kit
- 25971 Universal Dipstick Kit, Braided Stainless Flex Tube
- 25973 Universal Dipstick Kit, Twist Lock
- 38361 Oil Pan Fastener Kit, BBC Race Pans



No. 20032

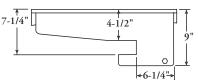




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Sump, Core Based 22162 or M77/M77HV style pump

No. 20431



TOROSO

CHEVROLET BIG BLOCK Wet Sump, 7 Quart Capacity, 7-3/4" Deep

Engine Application: Mark IV style (except Gen V and Gen VI) **Fits:** Alcohol Funny Car, Dragster, Tractor Pull, Racing Boats and 4x4s

- · Core based oil pan, utilizing stock pan rail bolt pattern
- Box design sump for high capacity applications
- Pan clears 4.50" stroke with steel rods, 4.25" stroke with aluminum rods
- · Solid louvered tray for increased oil control
- For use with 168 and 153-tooth flywheel combinations

PART # DESCRIPTION

- 20032 Oil Pan, Steel, Clear Zinc
- PART # RECOMMENDED PICKUPS
- 24446 *Fits:* Moroso BBC Race Pump Nos. 22150, 22160, 22162 or M77/M77HV style pump
- PART # AVAILABLE OIL PAN OPTION
- **38361** Oil Pan Fastener Kit, BBC Race Pans



NOTE: Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.





CHEVROLET BIG BLOCK

Wet Sump, 6 Quart Capacity, 8" Deep

Engine Application: Mark IV style (except Gen V and Gen VI) **Fits:** Most chassis (may require cross-member modification)

- Kicked-out sump
- Accepts strokes up to 4.625" with steel rods, 4.250" with aluminum rods
- Anti-slosh baffling
- · Compatible most starter/flywheel combinations

PART # DESCRIPTION

- 20406 Oil Pan, Steel, Clear Zinc, Deep Sump, Core Based
- PART # RECOMMENDED PICKUPS
- 24440 Fits: Moroso BBC Race Pump Nos. 22150, 22160, 22162 or M77/M77HV style pump
- 24441* Fits: Moroso BBC Race Pump Nos. 22150, 22160, 22162 or M77/M77HV style pump

Stainless Flex Tube

PART # OIL PUMP/PICKUP PACKAGES

- 22175 Moroso Standard Volume Package
- 22185 Moroso High Volume Package
- 22186* Moroso High Volume Package/Front Style Offset Pickup
- 22163 Moroso Billet Aluminum Oil Pump, BBC, High Volume
- 22164 Moroso Billet Aluminum Oil Pump, BBC, Standard Volume

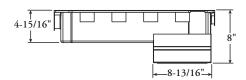
PART # AVAILABLE OIL PAN OPTIONS

23030	Windage Tray
23010	Oil Pan Baffle
25830	Crank Scraper
25970	Universal Dipstick Kit
25971	Universal Dipstick Kit, Braided Stainle
25973	Universal Dipstick Kit, Twist Lock
38361	Oil Pan Fastener Kit, BBC Race Pans



No. 20406





*Offset to middle of sump for more consistent oil pressure under braking

CHEVROLET BIG BLOCK

Wet Sump, 6 Quart Capacity, 8" Deep

Engine Application: Mark IV style (except Gen V and Gen VI) Fits: Most chassis (may require cross-member modification)

- · Kicked-out sump
- Trap door baffling for improved oil control
- · Modified front sump to accept larger stroke
- · Accepts strokes up to 4.625" with steel rods, 4.250" with aluminum rods
- · Compatible with most starter/flywheel combinations

PART # DESCRIPTION

- 20405 Oil Pan, Steel, Clear Zinc, Street Performance, Deep Sump, Stroker Pan, Core Based
- PART # RECOMMENDED PICKUPS
- 24440 *Fits:* Moroso BBC Race Pump Nos. 22150, 22160, 22162 or M77/M77HV style pump
- 24441* Fits: Moroso BBC Race Pump Nos. 22150, 22160, 22162 or M77/M77HV style pump

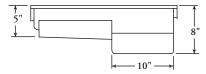
PART # OIL PUMP/PICKUP PACKAGES

- 22175 Moroso Standard Volume Package
- 22185 Moroso High Volume Package
- 22186* Moroso High Volume Package/Front Style Offset Pickup
- **22163** Moroso Billet Aluminum Oil Pump, BBC, High Volume
- 22164 Moroso Billet Aluminum Oil Pump, BBC, Standard Volume
- PART # AVAILABLE OIL PAN OPTIONS
- 23030Windage Tray23010Oil Pan Baffle
- 25830 Crank Scraper
- **25970** Universal Dipstick Kit
- **25971** Universal Dipstick Kit, Braided Stainless Flex Tube
- **25973** Universal Dipstick Kit, Twist Lock



No. 20405





*Offset to middle of sump for more consistent oil pressure under braking

NOTE: Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.

CHEVY BIG BLOCK



CHEVROLET BIG BLOCK

Wet Sump, 6 Quart Capacity w/ Standard Volume Pump, 7 Quart Capacity w/ High Volume Pump, 8" Deep

Engine Application: Mark IV style (except Gen V and Gen VI) Fits: Bracket Race cars and Budget Super Stock cars; Some modifications necessary to fit cross-membered cars

- Core based oil pan, utilizing stock pan rail bolt pattern
- · Passenger side kick-out for horsepower savings
- 8.00" rear depth, 5.00" front depth
- Louvered steel tray with main cap partitions for maximum power and oil control
- For use with 168 and 153-tooth flywheel combinations
- Clears most cross-members
- Accepts 4.50" stroke with most aluminum rods

PART # DESCRIPTION

- 21047 Oil Pan, Steel, Clear Zinc, Mark IV style
- PART # **RECOMMENDED PICKUPS**
- 24440 Fits: Moroso BBC Race Pump Nos. 22150, 22160, 22162 or M77/M77HV style pump
- 24441* Fits: Moroso BBC Race Pump Nos. 22150, 22160, 22162 or M77/M77HV style pump

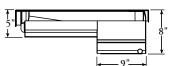
PART # **OIL PUMP/PICKUP PACKAGES**

- 22175 Moroso Standard Volume Package
- 22185 Moroso High Volume Package
- 22186* Moroso High Volume Package/Front Style Offset Pickup
- 22163 Moroso Billet Aluminum Oil Pump, BBC, High Volume
- Moroso Billet Aluminum Oil Pump, BBC, Standard Volume 22164
- 22187 Moroso High Volume Package with Windage Shield
- *Offset to middle of sump for more consistent oil pressure under braking









PART # **AVAILABLE OIL PAN OPTIONS**

- 25970 Universal Dipstick Kit 25971 Universal Dipstick Kit, Braided Stainless
- Flex Tube 25973 Universal Dipstick Kit, Twist Lock

NOTE: Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.



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Tech Support: 203.458.0542 • 203.458.0546

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CHEVY BIG BLOCK



CHEVROLET BIG BLOCK

Wet Sump, 7 Quart Capacity, 6" Front Depth, 8" Rear Depth

Engine Application: Mark IV Style (except Gen IV & Gen VI) Fits: Bracket and Budget Super Stock cars. Some

- modifications may be necessary to fit crossmembered cars.
- Core based oil pan
- Kick-out for horsepower savings
- Accepts 4.75" stroke with most steel rods, and 4.5" with most aluminum rods
- Partitioned and louvered windage tray with main cap dividers separates oil guickly from rotating assembly for ultimate oil control and maximum horsepower gain
- Includes provisions to accept Moroso Dipstick Kit Parts No. 25970 and No. 25971 or similar dipstick tube kits with compression fitting
- Used with GM-style or Tilton-style starter and 168-tooth flywheel
- · Clear zinc plating for durability and corrosion resistance

PART # DESCRIPTION

- 21048 Oil Pan, Steel, Clear Zinc Plated, Wet Sump, BBC, Mark IV
- PART # **RECOMMENDED PICKUPS**
- Fits: Moroso BBC Race Pump Nos. 22150, 22160, 22162 or M77/M77HV style pump 24440
- Fits: Moroso BBC Race Pump Nos. 22150, 22160, 22162 or M77/M77HV style pump 24441*

PART # **OIL PUMP/PICKUP PACKAGES**

- 22175 Moroso Standard Volume Package
- 22185 Moroso High Volume Package
- Moroso High Volume Package/Front Style Offset Pickup* 22186
- 22163 Moroso Billet Aluminum Oil Pump, BBC, High Volume
- 22164 Moroso Billet Aluminum Oil Pump, BBC, Standard Volume
- 22187 Moroso High Volume Package with Windage Shield



PART

- Universal Dipstick Kit
- Universal Dipstick Kit, Braided Stainless Flex Tube 25971
- 25973 Universal Dipstick Kit, Twist Lock

*Offset to middle of sump for more consistent oil pressure under brakina

CHEVROLET BIG BLOCK

Wet Sump, 6 Quart Capacity with Standard Volume Pump, 7 Quart Capacity with High Volume Pump, 8" Deep Engine Application: Mark IV Style (except Gen IV & Gen VI)

Fits: Bracket Race cars and Budget Super Stock cars; Some modifications necessary to fit cross-membered cars

- Core based oil pan
- Kick-out for horsepower savings
- 8.00" rear depth, 5.00" front depth with louvered steel tray
- · Directional baffle across front of pan to direct oil to sump for oil control under hard acceleration
- For use with 168 and 153-tooth flywheel combinations
- Accepts 4.75" stroke with most steel rods, and 4.5" with most aluminum rods

DESCRIPTION PART

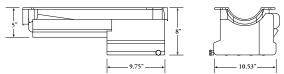
21049	Oil Pan, Steel, Clear Zinc, Mark IV style
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- PART # RECOMMENDED PICKUPS
- 24440 Fits: Moroso BBC Race Pump Nos. 22150, 22160, 22162 or M77 and M77HV style pumps
- Fits: Moroso BBC Race Pump Nos. 22150, 22160, 24441* 22162 or M77 and M77HV style pumps
- **OIL PUMP/PICKUP PACKAGES** PART #
- 22175 Moroso Standard Volume Package
- 22185 Moroso High Volume Package
- 22186* Moroso High Volume Package with Front Style Offset Pickup
- 22187 Moroso High Volume Package with Windage Shield
- 22163 Moroso Billet Aluminum Oil Pump, BBC, High Volume
- 22164 Moroso Billet Aluminum Oil Pump, BBC, Standard Volume



No. 21049





PART # AVAILABLE OIL PAN OPTIONS

25970 Universal Dipstick Kit 25971 Universal Dipstick Kit, Braided Stainless Flex Tube 25973 Universal Dipstick Kit, Twist Lock *Offset to middle of sump for more consistent oil pressure under braking

NOTE: Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.

CHEVY BIG BLOCK



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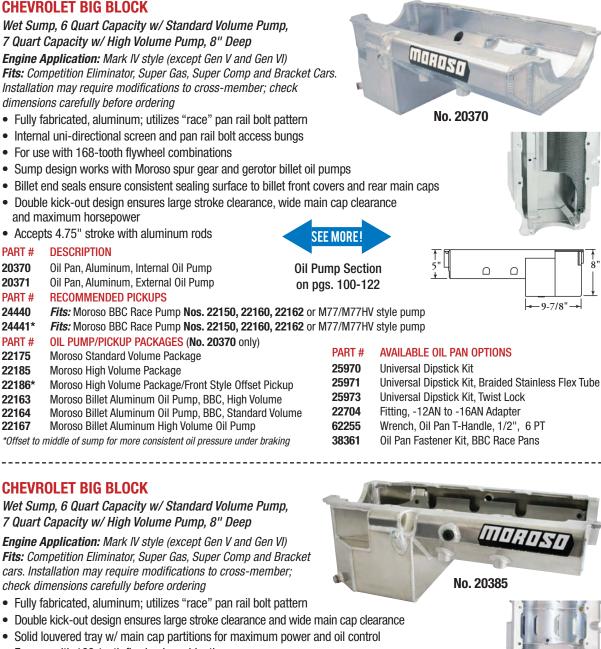


AVAILABLE OIL PAN OPTIONS

25970



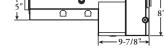




- · For use with 168-tooth flywheel combination
- Sump design works with Moroso spur gear and gerotor billet oil pumps
- · Billet end seals ensure consistent sealing surface to billet front covers and rear main caps
- Accepts 4.75" with aluminum rods

PART # DESCRIPTION

- 20385 Oil Pan, Aluminum, Internal Wet Sump Design
- PART # RECOMMENDED PICKUPS
- 24440 Fits: Moroso BBC Race Pump Nos. 22150, 22160, 22162 or M77/M77HV style pump
- 24441* Fits: Moroso BBC Race Pump Nos. 22150, 22160, 22162 or M77/M77HV style pump
- PART # OIL PUMP/PICKUP PACKAGES
- 22175 Moroso Standard Volume Package
- 22185 Moroso High Volume Package
- 22186* Moroso High Volume Package/Front Style Offset Pickup
- 22163 Moroso Billet Aluminum Oil Pump, BBC, High Volume
- **22164** Moroso Billet Aluminum Oil Pump, BBC, Standard Volume
- 22167 Moroso Billet Aluminum High Volume Oil Pump
- *Offset to middle of sump for more consistent oil pressure under braking



- PART # AVAILABLE OPTIONS
- 25970 Universal Dipstick Kit
- 25971 Universal Dipstick Kit, Braided Stainless Flex Tube
- 25973 Universal Dipstick Kit, Twist Lock
- 62255 Wrench, Oil Pan T-Handle, 1/2", 6 PT
- **38361** Oil Pan Fastener Kit, BBC Race Pans

- CHEVY BIG BLOC
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NOTE: Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.

CHEVROLET BIG BLOCK

Wet Sump, 6 Quart Capacity w/ Standard Volume Pump, 7 Quart Capacity w/ High Volume Pump, 8" Deep

Engine Application: Mark IV style (except Gen V and Gen VI) Fits: Competition Eliminator, Super Gas, Super Comp and Bracket cars with no cross-member under engine

- Fully fabricated, aluminum; utilizes "race" pan rail bolt pattern
- Double kick-out design ensures large stroke clearance, wide main cap clearance and maximum horsepower
- Internal uni-directional screen and pan rail bolt access bungs
- For use with 168-tooth flywheel combination
- 1" deep mini sump design works with Moroso spur gear and gerotor billet oil pumps
- Billet end seals ensure consistent sealing surface to billet front covers and rear main caps
- Accepts 4.75" stroke with aluminum rods

PART # DESCRIPTION

- 21600 Oil Pan, Aluminum, Internal Oil Pump
- 21601 Oil Pan, Aluminum, External Oil Pump
- PART # **RECOMMENDED PICKUPS**
- 24440 Fits: Moroso BBC Race Pump Nos. 22150, 22160, 22162 or M77/M77HV style pump
- 24441* Fits: Moroso BBC Race Pump Nos. 22150, 22160, 22162 or M77/M77HV style pump

PART # **OIL PUMP/PICKUP PACKAGES**

- 22167 Moroso Billet Aluminum High Volume Oil Pump
- Moroso Standard Volume Package 22175
- 22185 Moroso High Volume Package
- 22186* Moroso High Volume Package/Front Style Offset Pickup
- 22163 Moroso Billet Aluminum Oil Pump, BBC, High Volume
- Moroso Billet Aluminum Oil Pump, BBC, Standard Volume 22164

CHEVROLET BIG BLOCK

Wet Sump, 6 Quart Capacity w/ Standard Volume Pump, 7 Quart Capacity w/ High Volume Pump, 8-1/16" Deep

Engine Application: Mark IV style (except Gen V and Gen VI) Fits: Top Sportsman, Top Dragster Pro Mods needing wet sump and ability for frequent lower-end inspection

- Fully fabricated, aluminum; utilizes "race" pan rail bolt pattern
- Removable bottom with o-ring billet flange
- Internal uni-directional screen
- Power kick-out design for maximum horsepower
- For use with 168-tooth flywheel combination
- Sump design works with Moroso spur gear and gerotor billet oil pumps
- Billet end seals ensure consistent sealing surface to billet front covers and rear main caps
- No. 20376 Accepts 4.75" stroke with aluminum rods

DESCRIPTION PART

20376	Oil Pan, two-piece, Gen IV block
PART #	RECOMMENDED PICKUPS
24440	Fits: Moroso BBC Race Pump Nos. 22150, 22160,
	22162 or M77/M77HV style pump
24441*	Fits: Moroso BBC Race Pump Nos. 22150, 22160,
	22162 or M77/M77HV style pump
PART #	OIL PUMP/PICKUP PACKAGES
22167	Moroso Billet Aluminum High Volume Oil Pump
22175	Moroso Standard Volume Package
22185	Moroso High Volume Package
22186*	Moroso High Volume Package/Front Style Offset Pickup
00400	Maraga Billat Aluminum Oil Dumn, DDC, Lligh Valuma

- Moroso Billet Aluminum Oil Pump, BBC, High Volume 22163 Moroso Billet Aluminum Oil Pump, BBC, Standard Volume 22164

SEE MORE!

Oil Pump Section on pgs.100-122

> PART # **REPLACEMENT PART** 97319 0-Ring

PART # AVAILABLE OIL PAN OPTION

38361 **Oil Pan Fastener Kit. BBC Race Pans**

*Offset to middle of sump for more consistent oil pressure under braking

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NOTE: Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.



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5-3/4

No. 20376

5-1/4"

DRY SUMP • DRAG RACING

CHEVROLET BIG BLOCK

Dry Sump, 7-1/2" Deep

Engine Application: Mark IV style (except Gen V and Gen VI) **Fits:** Competition Eliminator, Top Dragster, Top Sportsman, Super Comp, Super Gas & Bracket Cars

- 7-1/2" deep for diaper clearance
- · Fully fabricated, aluminum
- (4) -12AN female pickups
- Power kick-out design for maximum horsepower
- For use with 153 and 168-tooth flywheel combination
- Billet end seals ensure consistent sealing surface to billet front covers and rear main caps

PART # DESCRIPTION

21581 Oil Pan, Aluminum, 4-Stage

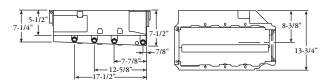
PART # AVAILABLE OIL PAN OPTIONS

- 23961 -12 AN Filter Pickup Fittings
- **38361** Oil Pan Fastener Kit, BBC Race Pans
- 62255 Wrench, Oil Pan T-Handle, 1/2", 6 PT

NOTE: Always check dimensions for chassis clearance.







CHEVROLET BIG BLOCK

Dry Sump, 8-1/2" Deep

Engine Application: Mark IV style (except Gen V and Gen VI) **Fits:** Competition Eliminator, Top Dragster, Top Sportsman, Super Comp, Super Gas & Bracket Cars

- Fully fabricated, aluminum; utilizes "race" pan rail bolt pattern
- (4) -12AN female pickups
- · Power kick-out design for maximum horsepower
- Internal uni-directional screen
- · For use with 168-tooth flywheel combination
- Billet end seals ensure consistent sealing surface to billet front covers and rear main caps
- Accepts 5.00" stroke with aluminum rods

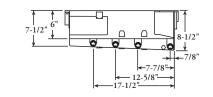
PART # DESCRIPTION

- 21591 Oil Pan, Aluminum, 5-Stage, Passenger Side Starter
- PART # AVAILABLE OIL PAN OPTIONS
- 23961 -12 AN Filter Pickup Fittings
- 62255 Wrench, Oil Pan T-Handle, 1/2", 6 PT
- **38361** Oil Pan Fastener Kit, BBC Race Pans

NOTE: Always check dimensions for chassis clearance.







NOTE: Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.

SEE MORE!

Oil Pump Section on pgs.100-122





DRY SUMP • MULTI-USE

CHEVROLET BIG BLOCK

Dry Sump, 5" Deep

Engine Application: Mark IV style (except Gen V and Gen VI) Fits: Open chassis styles

- Full length uni-directional windage tray
- Two -12AN male fittings out the driver's side
- Accepts 4.250" stroke with steel rods
- Use stock starter with 168-tooth Flywheel or Tilton-style starter with 153-tooth flywheel

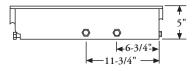
PART # DESCRIPTION

- **21540** Oil Pan, Steel, Clear Zinc, Core Based
- PART # AVAILABLE OIL PAN OPTIONS
- 23763 Remote Filter Mount, Side Port
- **23764** Remote Filter Mount, Front Port
- **23766** Remote Filter Mount, Front Port
- **38361** Oil Pan Fastener Kit, BBC Race Pans









MARINE

CHEVROLET BIG BLOCK

9 Quart Capacity, 8" Deep

Engine Application: Mark IV style (except Gen V and Gen VI) **Fits:** Standard rotation Jet-Drive boats, applications that require a deep sump, heavy-duty pan

- Box style sump has 9 quart capacity, which reduces oil temperature and insures ample oil supply to pickup area
- Notched pan rails accept strokes up to 4.250" with steel rods
- Built-in oil drains for turbocharger or cylinder heads
- Front oil drain also provided
- Fitting for temperature sending unit
- Dipstick provision
- Trap door baffling keeps oil contained in pickup area during hard acceleration and deceleration
- · Works with most starter/flywheel combinations

PART # DESCRIPTION

- 21610 Oil Pan, Steel, Clear Zinc, BBC Gen IV Marine
- PART # RECOMMENDED PICKUPS
- 24290 Fits: Moroso Race Pump Nos. 22150, 22160, 22162 or M77/M77HV style pump
- PART # AVAILABLE OIL PAN OPTIONS
- 23030 Moroso Windage Tray (or use Stock Chevy Tray)
- 23010 Moroso Oil Pan Baffle
- **38361** Oil Pan Fastener Kit, BBC Race Pans
- 25970 Universal Dipstick Kit
- 25971 Universal Dipstick Kit, Braided Stainless Flex Tube
- 25973 Universal Dipstick Kit, Twist Lock

NOTE: V-drive Pans are available for purchase through Moroso's Custom Shop. Call our Sales Department for details at (203) 453-6571.

 Dipstick provision



NOTE: Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.



CHEVROLET BIG BLOCK

Wet Sump, 6 Quart Capacity, 8" Deep

Engine Application: Gen V/Gen VI

Fits: Most GM Chassis, including 1965-'72 Chevelle, Cutlass, Skylark, Tempest/GTO

- Kicked-out sump
- Accommodates stock GM main cap mounted windage tray
- Removable anti-slosh tray
- Trap door baffling for improved oil control
- · Rear anti-climb baffle
- Accepts strokes up to 4.250" with steel rods
- Compatible with most starter/flywheel combinations

DESCRIPTION PART

- 20411 Oil Pan, Steel, Fully Fabricated, Clear Zinc, Street Performance, Deep Sump
- PART # **RECOMMENDED PICKUPS**
- 24440 Fits: Moroso BBC Race Pump Nos. 22150, 22160, 22162 or M77/M77HV style pump 24441* Fits: Moroso BBC Race Pump Nos. 22150, 22160, 22162 or M77/M77HV style pump
- PART # **OIL PUMP/PICKUP PACKAGES**
- 22175 Moroso Standard Volume Package
- 22185 Moroso High Volume Package
- 22186*
- Moroso High Volume Package/Front Style Offset Pickup Moroso Billet Aluminum Oil Pump, BBC, High Volume 22163
- Moroso Billet Aluminum Oil Pump, BBC, Standard Volume 22164

PART # AVAILABLE OIL PAN OPTIONS

- 25970 Universal Dipstick Kit
- Universal Dipstick Kit, Braided Stainless Flex Tube 25971
- 25973 Universal Dipstick Kit, Twist Lock

CHEVROLET BIG BLOCK

Wet Sump, 6 Quart Capacity, 8" Deep

Engine Application: Gen V/Gen VI

Fits: Most GM Chassis, including 1964-'72 Chevelle, Cutlass, Skylark, Tempest/GTO

- Kicked-out sump
- · Accommodates the stock GM main cap mounted windage tray
- Accepts strokes up to 4.625" with steel rods, 4.250" with aluminum rods
- · Compatible with most starter/flywheel combinations

PART # DESCRIPTION

- 20413 Oil Pan, Steel, Clear Zinc, Street Performance, Deep Sump, Core Based
- PART # **RECOMMENDED PICKUP**
- 24440 Fits: Moroso BBC Race Pump Nos. 22150, 22160, 22162 or M77/M77HV style pump
- 24441* Fits: Moroso BBC Race Pump Nos. 22150, 22160, 22162 or M77/M77HV style pump
- PART # **OIL PUMP/PICKUP PACKAGES**
- 22175 Moroso Standard Volume Package
- 22185 Moroso High Volume Package
- Moroso High Volume Package/Front Style Offset Pickup 22186*
- 22163 Moroso Billet Aluminum Oil Pump, BBC, High Volume
- 22164 Moroso Billet Aluminum Oil Pump, BBC, Standard Volume

PART # AVAILABLE OIL PAN OPTIONS	PART #	AVAILABLE	OIL PAN	OPTIONS
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- 23030 Windage Tray
- 23010 **Oil Pan Baffle**
- 25830 Crank Scraper 25970 Universal Dipstick Kit
- Universal Dipstick Kit, Braided Stainless Flex Tube 25971
- 25973 Universal Dipstick Kit, Twist Lock
- *Offset to middle of sump for more consistent oil pressure under braking

4-15-16

NOTE: Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.

Tech Support: 203.458.0542 • 203.458.0546



*Offset to middle of sump for more consistent oil pressure under braking

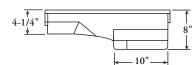






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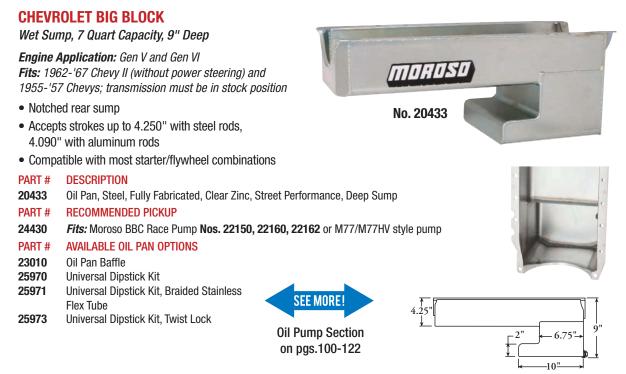
TARASO No. 20411



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NOTE: Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.



Phone: 203.453.6571 Fax: 203.453.6906

DONOVAN. DRC2. MERLIN

Wet Sump, 6 Quart Capacity w/ Standard Volume Pump, 7 Quart Capacity w/ High Volume Pump, 8" Deep

Fits: Competition Eliminator, Super Gas, Super Comp, and Bracket cars. Installation may require modifications to cross-member; check dimensions carefully before ordering

- Fully fabricated, aluminum
- Internal uni-directional screen and pan rail bolt access bungs
- For use with 168-tooth flywheel combinations
- Sump design works with Moroso spur gear & gerotor billet oil pumps
- Billet end seals ensure consistent sealing surface to billet front covers and rear main caps
- Double kick-out design ensures large stroke and wide main cap clearance and max horsepower
- Accepts 5.00" stroke with aluminum rods

DESCRIPTION PART

- 20372 Oil Pan, Aluminum, Internal Oil Pump, Donovan 700, DRC2 Pan Rail
- 20373 Oil Pan, Aluminum, External Oil Pump, Donovan 700, DRC2 Pan Rail
- 20374 Oil Pan, Aluminum, Internal Oil Pump, Merlin, CN Block Rail
- 20375 Oil Pan, Aluminum, External Oil Pump, Merlin, CN Block Rail
- PART # **RECOMMENDED PICKUPS**
- 24440 Fits: Moroso BBC Race Pump Nos. 22150, 22160, 22162 or M77/M77HV style pump
- 24441* Fits: Moroso BBC Race Pump Nos. 22150, 22160, 22162 or M77/M77HV style pump
- PART # **OIL PUMP/PICKUP PACKAGES**
- 22175 Moroso Standard Volume Package
- 22185 Moroso High Volume Package
- 22186* Moroso High Volume Package/Front Style Offset Pickup
- 22163 Moroso Billet Aluminum Oil Pump, BBC, High Volume
- 22164 Moroso Billet Aluminum Oil Pump, BBC, Standard Volume
- 22167 Moroso Billet Aluminum High Volume Oil Pump



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DADT # AVAILADI E OIL DAN ODTIONO

$\Pi A \Pi \Pi \pi$		
25970	Universal Dipstick Kit	
25971	Universal Dipstick Kit, Braided Stainless Flex Tube	
25973	Universal Dipstick Kit, Twist Lock	
22704	Fitting, -12AN to -16AN Adapter	
62255	Wrench, Oil Pan T-Handle, 1/2", 6 PT	
38361	Oil Pan Fastener Kit, BBC Race Pans	
*Offset to middle of sump for more consistent oil pressure		
under braking		



Wet Sump, 6 Quart Capacity w/ Standard Volume Pump, 7 Quart Capacity w/ High Volume Pump, 8-1/16" Deep Fits: Top Sportsman, Top Dragster Pro Mods needing wet sump and ability for frequent lower-end inspection

- · Fully fabricated, aluminum; utilizes "race" pan rail bolt pattern
- Removable bottom with o-ring billet flange
- Internal uni-directional screen
- · Power kick-out design for maximum horsepower
- For use with 168-tooth flywheel combination
- Sump design works with Moroso spur gear and gerotor billet oil pumps
- Billet end seals ensure consistent sealing surface to billet front covers and rear main caps

PART # DESCRIPTION

- 20378 Oil Pan, two-piece, Donovan 700, DRC2 Pan Rail
- 20380 Oil Pan, two-piece, Merlin, CN Block Rail
- PART # **RECOMMENDED PICKUPS**
- 24440 Fits: Moroso BBC Race Pump Nos. 22150, 22160, 22162 or M77/M77HV style pump
- 24441* Fits: Moroso BBC Race Pump Nos. 22150, 22160, 22162 or M77/M77HV style pump
- PART # **OIL PUMP/PICKUP PACKAGES**
- 22175 Moroso Standard Volume Package
- 22185 Moroso High Volume Package
- 22186* Moroso High Volume Package/Front Style Offset Pickup
- 22163 Moroso Billet Aluminum Oil Pump, BBC, High Volume
- Moroso Billet Aluminum Oil Pump, BBC, Standard Volume 22164
- Moroso Billet Aluminum High Volume Oil Pump 22167

PART #	REPLACEMENT PART
97319	0-Ring

6-1/-

AVAILABLE OIL PAN OPTION PART

No. 20378

38361 Oil Pan Fastener Kit. BBC Race Pans *Offset to middle of sump for more consistent oil pressure under braking

NOTE: Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.

Tech Support: 203.458.0542 • 203.458.0546



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4-1/8"

10-1/4"



DONOVAN, DRC2, MERLIN

Wet Sump, 6 Quart Capacity w/ Standard Volume Pump, 7 Quart Capacity w/ High Volume Pump, 8" Deep

Fits: Competition Eliminator, Super Gas, Super Comp and Bracket cars with no cross-member under engine

- Fully fabricated, aluminum
- Double kick-out design ensures large stroke clearance and wide main cap clearance for maximum horsepower
- · Internal uni-directional screen and pan rail bolt access bungs
- · For use with 168-tooth flywheel combinations
- 1" deep mini sump design works with Moroso spur gear and gerotor billet oil pumps
- · Billet ends seals ensure consistent sealing surface to billet front covers and rear main caps
- Accepts 5.250" stroke with aluminum rods

PART # DESCRIPTION

- 21602 Oil Pan, Aluminum, Internal Wet Sump Design, Donovan 700, DRC2 Pan Rail
- 21603 Oil Pan, Aluminum, External Wet Sump Design, Donovan 700, DRC2 Pan Rail
- 21604 Oil Pan, Aluminum, Internal Wet Sump Design, Merlin, CN Block Rail
- 21605 Oil Pan, Aluminum, External Wet Sump Design, Merlin, CN Block Rail
- PART # RECOMMENDED PICKUPS
- 24440 *Fits:* Moroso BBC Race Pump Nos. 22150, 22160, 22162 or M77/M77HV style pump
- **24441*** *Fits:* Moroso BBC Race Pump **Nos. 22150, 22160, 22162** or M77/M77HV style pump

PART # OIL PUMP/PICKUP PACKAGES

- 22175 Moroso Standard Volume Package
- 22185 Moroso High Volume Package
- 22186* Moroso High Volume Package/Front Style Offset Pickup
- **22163** Moroso Billet Aluminum Oil Pump, BBC, High Volume
- 22164 Moroso Billet Aluminum Oil Pump, BBC, Standard Volume
- 22167 Moroso Billet Aluminum High Volume Oil Pump

*Offset to middle of sump for more consistent oil pressure under braking

DRY SUMP • DRAG RACING

DONOVAN, DRC2, MERLIN

Dry Sump

Engine Application: Donovan 700, DRC2

Fits: Competition Eliminator, Super Gas, Super Comp and Bracket cars with no cross-member under engine

- Fully fabricated, aluminum; utilizes "race" pan rail bolt pattern
- (4) -12AN female pickups
- · Power kick-out design for maximum horsepower
- Internal uni-directional screen
- For use with 168-tooth flywheel combination
- Billet end seals ensure consistent sealing surface to billet front covers and rear main caps
- Accepts 5.30" stroke with aluminum rods

PART # DESCRIPTION

- 21592 Oil Pan, Aluminum, 5-Stage, Passenger Side Starter PART # AVAILABLE OIL PAN OPTIONS
- 23961 -12 AN Filter Pickup Fittings
- 62255 Wrench, Oil Pan T-Handle, 1/2", 6 PT
- **38361** Oil Pan Fastener Kit, BBC Race Pans



Oil Pump Section on pgs.100-122





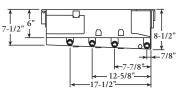
PART # AVAILABLE OIL PAN OPTIONS

62255	Wrench, Oil Pan T-Handle, 1/2", 6 PT
38361	Oil Pan Fastener Kit, BBC Race Pans



No. 21592





NOTE: Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.

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No. 21602

DRY SUMP • DRAG RACING

DONOVAN, DRC2, MERLIN

Dry Sump, IHRA & NHRA Pro Modified

Engine Application: Donovan 700, DRC2 **Fits:** Donovan Style blocks with 10" and 10-3/8" wide pan rails and 2-piece rear main seal

- Fully fabricated, aluminum
- Removable bottom with o-ring billet flange
- (3) -12AN female pickups
- Power kick-out design for maximum horsepower
- Internal uni-directional screen
- For use with 168-tooth flywheel combination
- Billet end seals ensure consistent sealing surface to billet front covers and rear main caps
- Accepts 5.30" stroke with aluminum rods

PART # DESCRIPTION

- 21597 Oil Pan, Aluminum, two-piece, 4-Stage, Passenger Side Starter
- PART # AVAILABLE OIL PAN OPTIONS
- 23961 -12 AN Filter Pickup Fittings
- 38361 Oil Pan Fastener Kit, BBC Race Pans
- PART # REPLACEMENT PART
- 97319 0-Ring

This pan design is also available for other engines and engine combinations. Call **Moroso Custom Sales** at 203-453-6571 for information.

NOTE: Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.



No. 21597



-7-7/8 12-5/8"—

Oil Pump Section on pgs.100-122

61







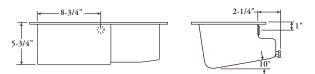
DODGE NEON Wet Sump, 6-1/4 Quart Capacity, 5-3/4" Deep Engine Application: 2.0L Fits: 1995-'02 Neon Kicked-out sump Trap door baffles located on each side of the pickup Removable windage tray One piece, 1/4" thick billet aluminum pan rail Includes 1/2" NPT bung for plumbing turbo return line, 1/2" NPT bung for installing oil temperature sender and magnetic drain plug with extra washer (also includes plugs for unused bungs)

PART # DESCRIPTION

20800 Oil Pan, Fully Fabricated Aluminum, Street Performance, Deep Sump RECOMMENDED OIL PUMP & PICKUP Use Stock Oil Pump & Pickup



No. 20800



CHRYSLER SMALL BLOCK

Wet Sump, 8 Quart Capacity, 10" Deep

Engine Application: 273-340, 360 Magnum Fits: Most production chassis

- Anti-slosh baffling
- · Compatible with most starter/flywheel combinations

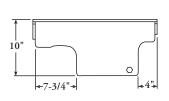
PART # DESCRIPTION

20710 Oil Pan, Steel, Clear Zinc, Street Performance, Deep Sump, Stock Core Based

PART # RECOMMENDED PICKUP

24700 Fits: Stock Oil Pumps or Chrysler 2468489 Pump







62

CHRYSLER 2.0/273-340

CHRYSLER SMALL BLOCK

Wet Sump, 8 Quart Capacity, 10" Deep

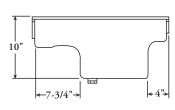
Engine Application: 360, Non-360 Magnum Fits: Most production chassis

- Anti-slosh baffling
- Clears 4" stroke with steel rods
- Compatible with most starter/flywheel combinations

PART #DESCRIPTION20730Oil Pan, Steel, Cle

- 20730 Oil Pan, Steel, Clear Zinc, Street Performance, Deep Sump, Stock Core Based
- PART # RECOMMENDED PICKUP
- 24700 Fits: Stock Oil Pumps or Chrysler 2468489 Pump







DRAG RACING

CHRYSLER

Wet Sump, 7 Quart Capacity, 8-1/4" Deep

Engine Application: 360 "A" Non-Magnum Series **Fits:** Tube chassis cars that allow rear sump oil pans. Ideal for Bracket Racing, Super Classes, Truck and Street Rod applications.

Will not fit stock K-frame cars

- Core based oil pan, utilizing stock pan rail bolt pattern
- For use in tube chassis cars, will not fit K-frame cars
- Uni-directional screen, full length scraper and trap door baffling inside
- · Compatible with most starter and flywheel combinations

PART # DESCRIPTION

- 20732 Oil Pan, Steel, Clear Zinc, Chrysler 360 "A" Series Engine
- PART # RECOMMENDED PICKUP
- 24710 Fits: Stock High Volume Pump







MOROSO

NOTE: Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.



ROAD RACING • MULTI-USE



Wet Sump, 11 Quart Capacity MOROSC Engine Application: Dodge 5.7L-6.1L HEMI Fits: Chrysler 5.7/6.1 based engines In the Chrysler LX Series platform, with front sump K-members, including 300C, Challenger, Charger and Magnum • Robust billet aluminum oil pan rail with a fabricated aluminum "T" sump · Has road race trap door baffles, which provide oil control in both Drag and Road Racing and spirited driving Extra oil capacity over stock oil pans is essential due to this engine family No. 21161 holding extra oil in the heads Features anti-slosh baffle, oil temperature fitting and a super charger drain back fitting • To be used with Moroso Part No. 71161, Stainless Steel Dust Shield PART # DESCRIPTION 21161 **Oil Pan, Aluminum** PART # **RECOMMENDED PICKUP** 24161 Fits: Stock Oil Pump **DUST SHIELD** • Fits Dodge auto and manual transmissions when using Moroso Oil Pan No. 21161 No. 71161 Manufactured from Stainless Steel PART # DESCRIPTION 71161 **Dust Shield**

NOTE: Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.



Phone: 203.453.6571 Fax: 203.453.6906

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CHRYSLER BIG BLOCK

Wet Sump, 5 Quart Capacity, 5" Deep

Engine Application: 361-440 and 426 Street Hemi Fits: Works well in chassis with extra-low front suspensions. Will not fit 1962-'65 production chassis and is not recommended for racing applications due to shallow sump design

- Anti-slosh baffling
- · Compatible with most starter/flywheel combinations
- PART # DESCRIPTION
- 20765 Oil Pan, Steel, Clear Zinc, Stock Configuration, Stock Core Based
- PART # **RECOMMENDED PICKUP**
- 24760 Fits: Stock B/RB Pumps



CHRYSLER BIG BLOCK

Wet Sump, 7 Quart Capacity, 7" Deep

Engine Application: 361-440 and 426 Street Hemi Fits: Most 1966-Up production chassis

- Anti-slosh baffling
- Compatible with most starter/flywheel combinations

PART # DESCRIPTION

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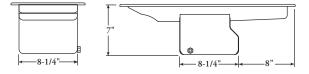
- 20760 Oil Pan, Steel, Zinc, Street Performance, Deep Sump, Stock Core Based
- PART # **RECOMMENDED PICKUPS**
- 24750 Fits: Stock B/RB Pumps (3/8-18 thread)
- 24800 Fits: Stock Hemi Pumps (1/2-14 thread)



11/1:1

No. 20765





NOTE: Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.





Tech Support: 203.458.0542 • 203.458.0546



65

CHRYSLER 440/426 HEM



CHRYSLER

Wet Sump

Engine Application: Chrysler and most aftermarket Hemi Blocks including Keith Black and JP-1 used in Top Fuel-Alcohol Dragsters

- One-piece billet rail with steel inserts prevents annoying leaks after repeated R&R
- -20AN pickup is welded inside of pan to prevent movement
- .080" special alloy aluminum construction is lightweight and durable with steel inserts at the mounting points provide a rigid flange that won't bend, move or leak after repeated removals
- Internal baffling keeps oil contained in pickup area during hard acceleration and braking
- Baffling also increases pan's lower-end strength to prevent "ballooning" during engine failures
- Removable windage tray built into oil pan
- · Built-in crank scraper removes excess oil to reduce windage and increase power

PART # DESCRIPTION

20043	Oil Pan, Aluminum, BAE, KB Pan Rail, Dragster, Single -20AN built-in pickup, Camlock Fasteners
PART #	REPLACEMENT PART
23143	Windage Tray

PART #	RECOMMENDED FITTING
00005	

22625 -20AN to -20AN Fitting







	7"
0	

CHRYSLER

Wet Sump

Engine Application: Chrysler and most aftermarket Hemi blocks including Keith Black, BAE and JP-1 engines used in Top Fuel/Alcohol Dragsters

- 3/8" billet rail, no steel inserts in rail
- Removable windage tray built into oil pan baffling
- -20AN pickup is welded inside of pan to prevent movement
- .100" thick 3003 aluminum
- · Commonly used for wet sump applications
- Baffling also increases pan's lower-end strength to prevent "ballooning" during engine failures

PART # DESCRIPTION

20050 Oil Pan, Aluminum, BAE, KB Pan Rail, Dragster, Single -20AN built-in pickup, Hex Head Bolt Fasteners

PART # REPLACEMENT PART

23153 Windage Tray

- PART # RECOMMENDED FITTING
- 22625 -20AN to -20AN Fitting







3-1/2"



CHRYSLER

Wet Sump

Fits: Chrysler and most aftermarket Hemi blocks including Keith Black, BAE and JP-1 used in Funny Cars

- · Billet rail with steel inserts
- Removable windage tray built into oil pan baffling
- .100" thick 3003 aluminum
- · Commonly used for wet sump applications

PART #	DESCRIPTION
20045	Oil Pan, Aluminum, BAE, KB Pan Rail, Pro-Modified/Funny Car,
	single -20AN built-in pickup, camlock fasteners
PART #	RECOMMENDED FITTING

- 22625 -20AN to -20AN Fitting
- PART # AVAILABLE OIL PAN OPTION
- 23145 Louvered Windage Tray

TOROS No. 20045



5-1/4"

No. 20051

CHRYSLER

Dry Sump

Engine Application: Chrysler and most aftermarket Hemi blocks including Keith Black, BAE and JP-1 engines, Funny Cars

- 3/8" billet rail, no steel inserts in rail
- · Removable windage tray built into oil pan baffling
- .100" thick 3003 aluminum

PART # DESCRIPTION

- 20051 Oil Pan, Aluminum, BAE, KB Pan Rail, Pro-Modified/Funny Car, Single -16 AN built-in pickup, Hex Head Bolt Fasteners
- PART # **RECOMMENDED FITTING**
- 22622 -16AN to -16AN Fitting







CHRYSLER/AFTERMARKE"

CHRYSLER

Dry Sump

Engine Application: Chrysler and most aftermarket Hemi blocks including Keith Black, BAE and JP-1 style engines, Funny Cars

- One piece billet rail, steel inserts in rail
- Removable windage tray built into oil pan baffling
- .100" thick 3003 aluminum

PART # DESCRIPTION

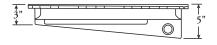
20044 Oil Pan, Aluminum, BAE, KB Pan Rail, Single -16AN built-in pickup, **Camlock Fasteners**

PART # **RECOMMENDED FITTING**

22622 -16AN to -16AN Fitting



No. 20044



NOTE: Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.





FORD SMALL BLOCK

Wet Sump, Front Sump, 7 Quart Capacity, 8" Deep

Fits: All Ford and Mercury cars and trucks originally equipped with front sump pans

- Kicked-out sump
- Oil retention baffle
- Will clear 302 and 351W 4-bolt center mains only
- Will not clear 302 or 351W 4-bolt front and rear main caps without modification to pan or main caps
- Compatible with most starter/flywheel combinations
- Includes Universal Dipstick Kit No. 25970
- For use with 4-piece, front sump gaskets

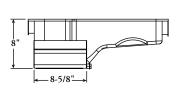
PART # DESCRIPTION

24520

18507	Oil Pan, Steel, Powder Coated-Black, Front Sump
	Engine Application: 351W Engines
20502	Oil Pan, Steel, Clear Zinc, Front Sump
	Engine Application: 289-302 Engines
20507	Oil Pan, Steel, Clear Zinc, Front Sump
	Engine Application: 351W Engines
PART #	RECOMMENDED PICKUPS

Fits: Moroso No. 20502 with Stock or M68, M68HV or M10688 style pumps







24507	Fits: Moroso No. 18507 and 20507 with Stock or M8	3, M83HV or	M10833 style pumps
PART #	AVAILABLE OIL PAN OPTIONS FOR NO. 20502	PART #	AVAILABLE OIL PAN OPTIONS FOR NOS. 18507 & 20507
22930	Louvered Windage Tray	22935	Louvered Windage Tray
25971	Universal Dipstick Kit, Braided Stainless Flex Tube	25971	Universal Dipstick Kit, Braided Stainless Flex Tube
25973	Universal Dipstick Kit, Twist Lock	25973	Universal Dipstick Kit, Twist Lock
38191	Tray Mount Studs	38192	Tray Mount Studs
38390	Bullet Nose Oil Pan Stud Kit	38390	Bullet Nose Oil Pan Stud Kit

FORD SMALL BLOCK

Wet Sump, Front Sump, 8 Quart Capacity, 10" Deep

Fits: All Ford and Mercury cars and trucks originally equipped with front sump pans

- Anti-slosh baffle
- · Will clear 302 and 351W 4-bolt center mains only
- Will not clear 302 or 351W 4-bolt front and rear main caps without modification to pan or main caps
- Increased oil capacity effectively reduces oil temperature
- Compatible with most starter/flywheel combinations
- For use with 4-piece, front sump gaskets

PART # DESCRIPTION

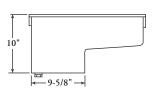
- 20508 Oil Pan, Steel, Clear Zinc, Front Sump Engine Application: 351W Engines
- 20510 Oil Pan, Steel, Clear Zinc, Front Sump Engine Application: 289-302 Engines

PART # RECOMMENDED PICKUPS

- Fits: Moroso No. 20508 with Stock or M83, M83HV or M10833 style pumps
 Fits: Moroso No. 20510 with Stock or M68, M68HV or M10688 style pumps
- PART # AVAILABLE OIL PAN OPTION
- 22930Louvered Windage Tray22935Louvered Windage Tray
- **38191** Tray Mount Studs
- 38192 Tray Mount Studs



No. 20508





NOTE: Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.

68

No. 20502

FORD SMALL BLOCK

Wet Sump, Rear Sump, 7 Quart Capacity, 7-1/2" Deep

Engine Application: 289-302

Fits: 1979-up Mustang, 1981-'88 Thunderbird, Cougar, 1979-'86 Capri and other Ford Rear Sump applications (except Mustang II)

- Will clear 4-bolt center mains only
- · Will not clear 4-bolt front and rear main caps
- Oil retaining baffle
- · Engineered to supply oil to sump at all times
- · Compatible with most starter/flywheel combinations
- Includes Universal Dipstick Kit No. 25970
- · For use with 1-piece, rear sump gasket

DESCRIPTION PART

20506 Oil Pan, Steel, Clear Zinc, Kicked-out Sump

PART # **RECOMMENDED PICKUPS**

24517 Fits: Stock or M68, M68HV or M10688 style pumps

24518* Fits: Stock or M68, M68HV or M10688 style pumps with Main Support

*Must use Moroso Main Cap Girdle Part No. 22928

PART # AVAILABLE OIL PAN OPTIONS

- 22928 Main Cap Girdle
- 22930 Louvered Windage Tray
- Universal Dipstick Kit, Braided Stainless Flex Tube 25971
- 25973 Universal Dipstick Kit, Twist Lock
- 38191 Tray Mount Studs
- 38390 Bullet Nose Oil Pan Stud Kit

FORD SMALL BLOCK

Wet Sump, Rear Sump, 7 Quart Capacity, 7-1/2" Deep

Engine Application: 289-302

Fits: 1979-up Mustang, 1981-'88 Thunderbird, Cougar, 1979-'86 Capri and other Ford Rear Sump applications (except Mustang II)

- Will clear 4-bolt main caps including 4-bolt rear
- · Oil sump retaining system
- Crank scraper
- Engineered to supply oil to sump at all times
- Compatible with most starter/flywheel combinations
- Includes Universal Dipstick Kit No. 25970
- · For use with 1-piece, rear sump gasket

PART # DESCRIPTION

20509 Oil Pan, Steel, Fully Fabricated, Clear Zinc, Kicked-out Sump

PART # **RECOMMENDED PICKUPS**

24517 Fits: Stock or M68, M68HV or M10688 style pumps

24518* Fits: Stock or M68, M68HV or M10688 style pumps with Main Support *Must use Moroso Main Cap Girdle Part No. 22928

PART # AVAILABLE OIL PAN OPTIONS

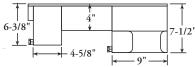
- 22928 Main Cap Girdle (scraper modification necessary)
- 22930 Louvered Windage Tray
- 22935 Louvered Windage Tray
- Universal Dipstick Kit, Braided Stainless Flex Tube 25971
- 25973 Universal Dipstick Kit, Twist Lock
- 38192 Tray Mount Studs
- 38390 Bullet Nose Oil Pan Stud Kit

NOTE: Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.











ORD 302/351

मानसम







MARDSL

7-1/2"

No. 20506





FORD SMALL BLOCK

Wet Sump, Rear Sump, 7 Quart Capacity, 9" Deep

Engine Application: 289-302

Fits: 1979-up Mustang, 1981-'88 Thunderbird, Cougar, 1979-'86 Capri and other Ford Rear Sump applications (except Mustang II)

- Will clear 4-bolt center mains only
- Clears 3.40" stroke with most steel rods
- Will not clear 4-bolt front and rear main caps without modification to pan or main caps
- Oil sump retaining system
- Engineered to supply oil to sump at all times
- · Compatible with most starter/flywheel combinations
- Includes Universal Dipstick Kit No. 25970
- For use with 1-piece, rear sump gasket

PART # DESCRIPTION

- 18521 Oil Pan, Steel, Powder Coated-Black, Deep Sump Rear 20521 Oil Pan, Steel, Clear Zinc, Deep Sump Rear **RECOMMENDED PICKUPS** PART #
- 24521 Fits: Ford SVO No. M-6600-D2 Pump 24516 Fits: Stock or M68 or M68HV Style Oil Pumps
- 24519* Fits: Stock or M68 or M68HV Style Oil Pumps w/ Main Support
- *Must use Moroso Main Cap Girdle Part No. 22928

FORD SMALL BLOCK

Wet Sump, Rear Sump, 7 Quart Capacity, 9" Deep

Engine Application: 289-302

Fits: 1979-up Mustang, 1981-'88 Thunderbird, Cougar, 1979-'86 Capri and other Ford Rear Sump applications (except Mustang II)

- Clears all 4-bolt main caps including 4-bolt rear
- Clears 3.40" stroke with most steel rods
- Oil sump retaining system
- Engineered to supply oil to sump at all times
- Compatible with most starter/flywheel combinations
- Includes Universal Dipstick Kit No. 25970
- Increased capacity reduces oil temperature
- · For use with 1-piece, rear sump gasket

PART # DESCRIPTION

- 18511 Oil Pan, Steel, Fully Fabricated, Powder Coated-Black, Rear Sump
- 20511 Oil Pan, Steel, Fully Fabricated, Clear Zinc, Rear Sump

RECOMMENDED PICKUPS PART

- 24506 Fits: Ford SVO No. M-6600-D2 Pump
- 24516 Fits: Stock or M68 or M68HV Style Oil Pumps
- Fits: Stock or M68 or M68HV Style Oil Pumps with Main Support 24519*
- *Must use Moroso Main Cap Girdle Part No. 22928

PART # **AVAILABLE OIL PAN OPTIONS**

- 22930 Louvered Windage Tray (does not fit R4 block)
- 22928 Main Cap Girdle
- Universal Dipstick Kit, Braided Stainless Flex Tube 25971
- 25973 Universal Dipstick Kit, Twist Lock
- 38191 Tray Mounting Studs
- NOTE: When using Ford SVO Windage Tray M-6687-A302, use pickup No. 24506; When using Moroso Louvered Windage Tray No. 22930, use pickup No. 24516.





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Color Available:

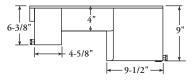
OWDER COA

38390 Bullet Nose Oil Pan Stud Kit









NOTE: Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.

FORD 302/351W



No. 20521



No. 20511

FORD SMALL BLOCK

Wet Sump, Rear Sump, 7 Quart Capacity, 9" Deep

Engine Application: 351W

Fits: 1979-up Mustang, 1981-'88 Thunderbird, Cougar, 1979-'86 Capri and other Ford Rear Sump applications (except Mustang II)

- · Rear sump design
- · Will clear 351W 4-bolt center mains only
- Will not clear 351W 4-bolt front and rear main caps
- Oil sump retaining system
- Reduced oil temperature
- Includes Universal Dipstick Kit No. 25970
- · For use with 4-piece, front sump gasket

PART # DESCRIPTION

20523 Oil Pan, Steel, Clear Zinc, Deep Rear Sump

- PART # RECOMMENDED PICKUPS
- 24514 Fits: Ford SVO No. M-6600-B3 Pump
- 24532 Fits: Stock or M83 or M83HV Style Oil Pump

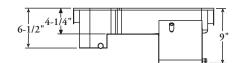
PART # AVAILABLE OIL PAN OPTIONS

- 22935 Louvered Windage Tray (Use Pickup No. 24532)
- 25971 Universal Dipstick Kit, Braided Stainless Flex Tube
- 25973 Universal Dipstick Kit, Twist Lock
- **38192** Tray Mounting Studs











Wet Sump, Rear Sump, 7 Quart Capacity, 9" Deep

Engine Application: 351W

Fits: 1979-up Mustang, 1981-'88 Thunderbird, Cougar, 1979-'86 Capri and other Ford Rear Sump applications (except Mustang II)

- · Clears all 4-bolt main caps including 4-bolt rear
- Oil pan rail notched to accept SVO main caps
- · Oil sump retaining system
- Reduced oil temperature
- Includes Universal Dipstick Kit No. 25970
- · For use with 1-piece, rear sump gasket

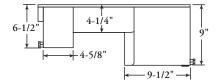
PART # DESCRIPTION

- **18520** Oil Pan, Steel, Fully Fabricated, Powder Coated-Black, Deep Sump
- **20520** Oil Pan, Steel, Fully Fabricated, Clear Zinc, Deep Sump
- PART # RECOMMENDED PICKUPS
- 24514 Fits: Ford SVO No. M-6600-B3 Pump
- 24532 Fits: Stock or M83 or M83HV Style Oil Pump
- PART # AVAILABLE OIL PAN OPTIONS
- 22935 Louvered Windage Tray (Use Pickup No. 24532)
- 25971 Universal Dipstick Kit, Braided Stainless Flex Tube
- 25973 Universal Dipstick Kit, Twist Lock
- 38192 Tray Mounting Studs



No. 20520





NOTE: Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.

Tech Support: 203.458.0542 • 203.458.0546



Color Available:



FORD SMALL BLOCK

Wet Sump, Rear Sump, 7 Quart Capacity, 9" Deep

Engine Application: 289-302

Fits: 1979-up Mustang, 1981-'88 Thunderbird, Cougar, 1979-'86 Capri and other Ford Rear Sump applications (except Mustang II)

- Fully fabricated; works with stock gasket
- Pan rail kick-out design for increased horsepower
- Increased sump capacity
- · Open sump design allows bolt-on trays to clear
- 1/2" NPT drain back bung for super chargers
- · Clears all 4-bolt main caps including 4-bolt rear
- Compatible with most starter and flywheel combinations
- Includes Universal Dipstick No. 25970

DESCRIPTION PART

20516	Oil Pan, Steel, Clear Zinc
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- **RECOMMENDED PICKUPS** PART #
- 24506 Fits: Ford SVO M-6600-D2 Oil Pump
- 24516 Fits: Stock or M68 or M68HV Style Oil Pumps
- 24519* Fits: Stock or M68 or M68HV Style Oil Pumps w/ Main Support

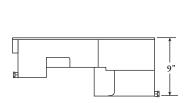
PART # REPLACEMENT PART

25970 Universal Dipstick Kit

*Must use Moroso Main Cap Girdle Part No. 22928



No. 20516





AVAILABLE OIL PAN OPTIONS PART

22930	Louvered Windage Tray (does not fit R4 block)
25971	Universal Dipstick Kit, Braided Stainless Flex Tube
25973	Universal Dipstick Kit, Twist Lock
38191	Tray Mounting Studs
62255	Wrench, Oil Pan T-Handle, 1/2", 6 PT
62256	Wrench, Oil Pan T-Handle, 7/16", 6 PT

FORD SMALL BLOCK

Wet Sump, Rear Sump, 7 Quart Capacity, 9" Deep

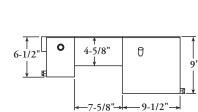
Engine Application: 351W standard and SVO block Fits: 1979-up Mustang, 1981-'88 Thunderbird, Cougar, 1979-'86 Capri and other Ford Rear Sump applications (except Mustang II)

- Fully fabricated, works with stock gasket
- Pan rail kick-out design for increased horsepower
- Increased sump capacity
- Open sump design allows bolt-on trays
- 1/2" NPT drain back bung for super chargers
- Clears all 4-bolt main caps including 4-bolt rear
- · Works with most starter and flywheel combinations
- Includes Universal Dipstick Kit No. 25970
- · For use with 1-piece, rear sump gasket

PART # DESCRIPTION

20532	Oil Pan, Steel, Clear Zinc
PART #	RECOMMENDED PICKUP
24532	Fits: Stock or M83 or M83HV Style Oil Pump
PART #	REPLACEMENT PART
25970	Universal Dipstick Kit







PART # **AVAILABLE OIL PAN OPTIONS**

- 22935 Louvered Windage Tray
- 25971 Universal Dipstick Kit, Braided Stainless Flex Tube
- 25973 Universal Dipstick Kit, Twist Lock
- 38192 **Tray Mounting Studs**
- 62255 Wrench, Oil Pan T-Handle, 1/2", 6 PT
- 62256 Wrench, Oil Pan T-Handle, 7/16", 6 PT

moroso

Color Available:

POWDER COAT

FORD SMALL BLOCK

Street/Strip & Road Race, Front Sump, 9 Quart Capacity, 8" Deep

Fits: All Ford, Mercury and Cobra Kit Car Front Sump applications

- · Kicked-out sump increases capacity to 9 guarts, which reduces oil temperature and insures adequate supply to pickup area
- Baffling designed for street/strip & road racing
- Will clear 302 or 351W with 4-bolt center mains only; Will not clear 302 or 351W with 4-bolt Front and Rear Main Caps
- Works with most starter/flywheel combinations
- Clear zinc plating for durability and corrosion resistance
- Includes Universal Dipstick Kit No. 25970
- For use with 4-piece, front sump gasket

PART # DESCRIPTION

- 18501 Oil Pan, Steel, Powder Coated-Black, Kicked-Out Front Sump Engine Application: 351W engines
- 20501 Oil Pan, Steel, Clear Zinc, Kicked-Out Front Sump **Engine Application:** 351W engines
- 18503 Oil Pan, Steel, Powder Coated-Black, Kicked-Out Front Sump Engine Application: 289-302 engines
- 20503 Oil Pan, Steel, Clear Zinc, Kicked-Out Front Sump Engine Application: 289-302 engines

PART # **RECOMMENDED PICKUPS**

- 24523 Fits: For Nos. 18503 and 20503 with Stock or M68 or M68HV style pumps
- Fits: For Nos. 18501 and 20501 with Stock or M83 or M83HV style pumps 24507

PART # **AVAILABLE OIL PAN OPTION**

FORD SMALL BLOCK

Engine Application: 289-302

acceleration, cornering and braking

 Will clear center 4-bolt main caps Includes 1/2" NPT oil temperature bung

DESCRIPTION

(except Mustang II)

Kit Car oil pan

PART #

20527

PART #

24527

24528*

25971 Universal Dipstick Kit, Braided Stainless Flex Tube

Wet Sump, Rear Sump, 7 Quart Capacity, 7-1/2" Deep

Fits: 1979-up Mustang, 1981-'88 Thunderbird, Cougar, 1979-'86 Capri and other Ford Rear Sump applications

Features 4 trap doors, 2 baffles and removable sump tray

 Fits 2005-up SCCA and NASA race cars with 302 engines Designed for Road Racing, makes an excellent Drag Race or

Compatible with most starter/flywheel combinations

Includes Universal Dipstick Kit No. 25970

RECOMMENDED PICKUPS

*Must use Moroso Main Cap Girdle Part No. 22928

For use with 1-piece, rear sump gasket

that keeps the oil contained in the pickup area during hard

25973 Universal Dipstick Kit, Twist Lock

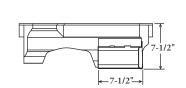


o

-10-1/2

No. 20503

No. 20527





AVAILABLE OIL PAN OPTIONS	
Main Cap Girdle	
Universal Dipstick Kit, Braided Stainless	
Flex Tube	

Universal Dipstick Kit, Twist Lock

Oil Pan, Steel, Clear Zinc, Kicked-out Sump, Road Race Baffled 22928 Main Cap Gir 25971 Universal Dip Flex Tube



PART #

NOTE: Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.





CIRCLE TRACK

0

12-1/2"

FORD SMALL BLOCK

Wet Sump, Front Sump, 9 Quart Capacity, 7-1/2" Deep

Engine Application: 351W

Fits: Late Model, Pro Stock, SK Modified® with tube snout chassis and no cross-members or steering linkages located under engine

- Five trap door baffling for oil control
- Built-in scraper on passenger-side
- Reduces oil temperature
- Built-in dipstick
- Clears all 4-bolt main caps including 4-bolt rear
- Accepts 4.250" stroke with steel rods with scraper modification
- Accepts most starter and flywheel combinations
- · For use with 1-piece, rear sump gasket

DESCRIPTION PART

Oil Pan, Steel, Clear Zinc, Fully Fabricated, 20522 Kicked-out Sump

PART # **RECOMMENDED PICKUP**

Fits: Stock or M68 or M68 HV Style Oil Pumps 24515

FORD SMALL BLOCK

Wet Sump, 6 Quart Capacity, 8-1/4" Deep

Engine Application: 351C and 351M Fits: Most Chassis Stock Replacement

- Oil sump retaining system
- Magnetic drain plug
- · Compatible with most starter/flywheel combinations
- Uses stock pickup

DESCRIPTION PART

Oil Pan, Unplated Steel, Stock Configuration, 20557 Front Sump

PART # **AVAILABLE OIL PAN OPTIONS**

- 22939 Louvered Windage Tray
- 38192 Tray Mounting Studs

FORD SMALL BLOCK

Wet Sump, 9 Quart Capacity, 10" Deep

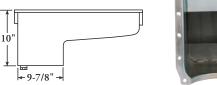
Engine Application: 351C and 351M

Fits: Cars and trucks originally equipped with 351C (including Boss 351) which use front sump oil pans

- Anti-slosh baffle
- Compatible with most starter/flywheel combinations

	-
PART #	DESCRIPTION
20560	Oil Pan, Steel, Clear Zinc, Deep Front Sump
PART #	RECOMMENDED PICKUP
24550	Fits: Stock Oil Pumps
PART #	AVAILABLE OIL PAN OPTIONS
22939	Louvered Windage Tray
38192	Tray Mounting Studs







NOTE: Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.

Phone: 203.453.6571 Fax: 203.453.6906

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No. 20522

1/2

No. 20557

8-1/4

FORD SMALL BLOCK

Wet Sump, 7 Quart Capacity, 8" Deep

Engine Application: 351C and 351M

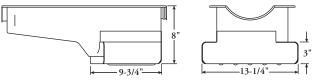
Fits: 351C & 351M into most front sump production chassis (except Mustang II)

- Oil sump retaining system
- Reduces oil temperature
- Compatible with most starter/flywheel combinations
- Magnetic drain plug

magnotio drain plag		
	PART #	DESCRIPTION
	20558	Oil Pan, Steel, Clear Zinc, Kicked-out Front Sump
	PART #	RECOMMENDED PICKUP
	24558	Fits: Stock Oil Pumps
	PART #	AVAILABLE OIL PAN OPTIONS
	22939	Louvered Windage Tray
	38192	Tray Mounting Studs







DRAG RACING

FORD SMALL BLOCK

Wet Sump, 8 Quart Capacity, 9" Deep

Engine Application: Ford 351C, 351M, and 400 block *Fits:* 1979-up Mustang, 1981-'88 Thunderbird, Cougar, 1979-'86 Capri and other Ford Rear Sump applications (except Mustang II)

- · Core based oil pan, utilizing stock pan rail bolt pattern
- Increased sump capacity, full length scraper
- Compatible with most starter and flywheel combinations
- Includes Universal Dipstick No. 25970

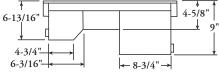
PART # DESCRIPTION

20530	Oil Pan, Steel, Clear Zinc
20330	טורד מוז, סופכו, טופמו צוווט
PART #	RECOMMENDED PICKUPS
24530	<i>Fits:</i> Dyna Gear DM 84AHV, Speed Pro 224-103R or similar pumps
PART #	REPLACEMENT PART
25970	Universal Dipstick Kit
PART #	AVAILABLE OIL PAN OPTION
25971	Universal Dipstick Kit, Braided Stainless Flex Tube

25973 Universal Dipstick Kit, Twist Lock











NOTE: Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.







FORD MODULAR

Wet Sump, 8 Quart Capacity, 6-1/2" Deep

Engine Application: 4.6/5.4L SOHC/DOHC Fits: Rear Sump Mustang

- Increased oil capacity
- Oil sump retaining system
- · Designed to work with factory 2v, 3v and 4v oil pump pickup
- Included 1/2" NPT drain back in front of pan

PART # DESCRIPTION

18546 Oil Pan, Steel, Powder Coated-Black, Kicked-out Rear Sump

20546 Oil Pan, Steel, Clear Zinc, Kicked-out Rear Sump

AVAILABLE OIL PAN OPTION

Use Ford Windage Tray F6ZZ6687BD





DRAG RACING

FORD MODULAR

Wet Sump, 7 Quart Capacity, 6-1/2" Deep

Engine Application: 4.6/5.4L SOHC/DOHC *Fits:* Rear Sump Mustang

- Fully fabricated, billet rail works with stock gasket
- · Increased sump capacity, and trap door baffling
- Designed to work with factory 2v, 3v and 4v oil pump pickup
- Included 1/2" NPT drain back in front of pan

PART # DESCRIPTION

20555 Oil Pan, Aluminum, Internal Wet Sump

20556 Oil Pan, Aluminum, External Wet Sump

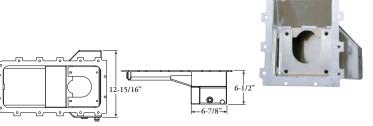
PART # AVAILABLE OIL PAN OPTION

22596 External Oil Pump



7-3/8" -

No. 20555





NOTE: Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.

FORD 4.6/5.4L

DRAG/ROAD RACING

FORD 4.6/5.4L

Wet Sump, 8 Quart Capacity, 6-1/2" Deep

Engine Application: 4.6/5.4 Liter Fits: 1979-up, including 2005-up Mustang

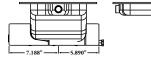
- Four trap door baffles for Drag and Road Race Applications
- Anti-slosh baffle
- Increased oil capacity over stock
- Designed to work with factory 2v, 3v and 4v oil pump pickup
- Uses factory dipstick
- 1/2" NPT fitting for supercharger drain back
- 1/2" NPT fitting for oil temperature sender

PART # DESCRIPTION

- 18548 Oil Pan, Steel, Powder Coated-Black, Baffled Rear Sump 20548 Oil Pan, Steel, Clear Zinc Plated,
- **Baffled Rear Sump**

AVAILABLE OIL PAN OPTION

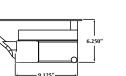




No. 20548

Color Available:

POWDER COAT



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FORD MODULAR Wet Sump, 7 Quart Capacity, 6-1/2" Deep Engine Application: 4.6/5.4L SOHC/DOHC Fits: 1999-2004 Lightning, 1997-2004 F-150 (2-Wheel Drive) · Fully fabricated, all-aluminum construction offers exceptional No. 20554 strength without the added weight · Billet rail, kicked-out and lengthened sump adds extra capacity to help cool oil better Baffling system confines oil flow within the pickup area during hard acceleration, cornering and braking Includes magnetic drain plug

DESCRIPTION PART # 20554 **Oil Pan, Aluminum RECOMMENDED OIL PUMP & PICKUP** Use Stock Oil Pump & Pickup



←7-5/8"→





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NOTE: Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.



Tech Support: 203.458.0542 • 203.458.0546

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FORD BIG BLOCK

Wet Sump, 5 Quart Capacity, 5" Deep

Engine Application: 352-428 FE **Fits:** Most Chassis Stock Replacement

- Front sump
- Built-in oil baffle
- Uses stock pickup
- · Magnetic drain plugs

PART # DESCRIPTION

20606 Oil Pan, Steel, Clear Zinc, Stock Configuration

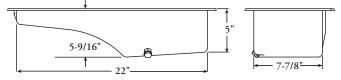
PART # AVAILABLE OIL PAN OPTION

22940 Louvered Windage Tray



No. 20606





FORD BIG BLOCK

Wet Sump, 8 Quart Capacity, 6" Deep

Engine Application: 352-428 FE

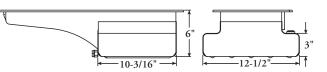
Fits: Most front sump production chassis and kit cars

- Anti-slosh baffle
- Oil temperature bung
- Reduces oil temperature
- Magnetic drain plug

PART # DESCRIPTION

- 20607 Oil Pan, Steel, Clear Zinc, Kicked-out Front Sump
- PART # RECOMMENDED PICKUP
- 24608 Fits: Melling M57HV
- PART # AVAILABLE OIL PAN OPTIONS
- 22940 Louvered Windage Tray
- 25970 Universal Dipstick Kit
- 25971 Universal Dipstick Kit, Braided Stainless Flex Tube
- 25973 Universal Dipstick Kit, Twist Lock





FORD 352-428 FE

OIL PANS

78

NOTE: Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.

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FORD BIG BLOCK

Wet Sump, 7 Quart Capacity, 7-1/2" Deep

Engine Application: 352-428 FE

Fits: Most front sump production chassis

- Oil sump retaining system
- Removable oil sump tray
- · Reduces oil temperature
- Magnetic drain plug

PART # DESCRIPTION

20609 Oil Pan, Steel, Clear Zinc, Deep Front Sump

- PART # **RECOMMENDED PICKUP**
- 24609 Fits: Melling M57HV

PART # **AVAILABLE OIL PAN OPTIONS**

- 22940 Louvered Windage Tray
- 25970 Universal Dipstick Kit

FORD BIG BLOCK

Engine Application: 352-428 FE

to the oil pump pickup

cornering and braking

Dipstick bung

25971 Universal Dipstick Kit, Braided Stainless Flex Tube

Street/Strip & Road Race, Kicked-Out Front Sump. 8 Quart Capacity, Enhanced Road Race Baffling

Fits: Most front sump production chassis and kit cars

· Kicked-out front sump increases oil capacity to 8 guarts which reduces oil temperature and insures adequate supply

 Features a magnetic drain plug and oil temperature bung · Clear zinc plating for durability and corrosion resistance

Includes 6 trap doors, 2 baffles and a removable sump tray that

keeps the oil contained in the pickup area during hard acceleration,

25973 Universal Dipstick Kit, Twist Lock



Color Available:

MULTI-USE



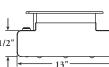


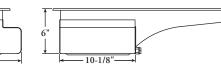


ROAD RACING •

25970 Universal Dipstick Kit

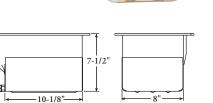
- 25971 Universal Dipstick Kit, Braided Stainless Flex Tube
- 25973 Universal Dipstick Kit, Twist Lock







No. 20609





Tech Support: 203.458.0542 • 203.458.0546



79



FORD BIG BLOCK

Wet Sump, 8 Quart Capacity, 9" Deep

Engine Application: 429-460

Fits: 1979-up Mustang, 1981-'88 Thunderbird, Cougar, 1979-'86 Capri and other Ford Rear Sump applications (except Mustang II)

- Oil sump retaining system
- Clears stock cross-member and steering linkage
- Reduces oil temperature

PART # DESCRIPTION

20620	Oil Pan, Steel, Clear Zinc
PART #	RECOMMENDED PICKUP

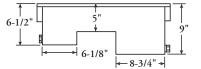
24509* Fits: Ford SVO M-6600-A460 or M84D or M84DHV Style Pumps

*Fits only 4-bolt mains (SVO Block) PART # AVAILABLE OIL PAN OPTIONS

- **25970** Universal Dipstick Kit
- **25971** Universal Dipstick Kit, Braided Stainless Flex Tube
- 25973 Universal Dipstick Kit, Twist Lock







DRAG RACING

FORD BIG BLOCK

Wet Sump, 7 Quart Capacity, 8-1/2" Deep

Engine Application: 429-460

Fits: Tube-chassis Bracket and Super Classes including dragsters, roadsters, door slammers, etc.

- Core based oil pan, utilizing stock pan rail bolt pattern
- Increased sump capacity, and trap door baffling
- Provision for Moroso Universal Dipstick No. 25970
- Stock starter with 184-tooth flywheel

PART # DESCRIPTION

- 20614 Oil Pan, Steel, Clear Zinc, Ford 429-460 blocks, Tube-frame cars
- PART # RECOMMENDED PICKUP
- 24511 Fits: Ford SVO M-6600-A460 or M84D or M84DHV Style Pumps
- PART # AVAILABLE OIL PAN OPTIONS
- 25970 Universal Dipstick Kit
- 25971 Universal Dipstick Kit, Braided Stainless Flex Tube
- 25973 Universal Dipstick Kit, Twist Lock



No. 20614





OIL PANS

DRAG RACING

FORD BIG BLOCK

Wet Sump, 9 Quart Capacity, 7-7/8" Deep

Engine Application: 429-460

Fits: Tube-chassis Bracket and Super Classes including dragsters, roadsters, door slammers, etc.

- Steel fully fabricated oil pan, utilizing "race" pan rail bolt pattern
- · Power kick-out for increased horsepower
- Increased sump capacity, solid louvered tray
- Clears all 4-bolt main caps
- · Accepts 4.75" stroke with aluminum rods
- Compatible with Tilton starter and 184-tooth flywheel

PART # DESCRIPTION

20616 Oil Pan, Steel, Clear Zinc

PART # RECOMMENDED PICKUPS

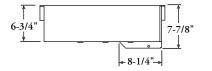
- **24505** *Fits:* Ford SV0 M-6600-A460 or M84D or M84DHV Style Pumps with 4-bolt main blocks
- 24522 *Fits:* Ford SVO M-6600-A460 or M84D or M84DHV Style Pumps with 2-bolt main blocks

PART # AVAILABLE OIL PAN OPTIONS

- 62255 Wrench, Oil Pan T-Handle, 1/2", 6 PT
- 62256 Wrench, Oil Pan T-Handle, 7/16", 6 PT







FORD BIG BLOCK

Wet Sump, 7 Quart Capacity, 9" Deep

Engine Application: 429-460

Fits: 1979-up Mustang, 1981-'88 Thunderbird, Cougar, 1979-'86 Capri and other Ford Rear Sump applications (except Mustang II)

- · Core based oil pan, utilizing stock pan rail bolt pattern
- · Increased sump capacity and trap door baffling
- Provision for Moroso Universal Dipstick Nos. 25970 or 25971
- Stock starter with 184-tooth flywheel

PART # DESCRIPTION

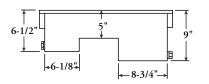
- 18625 Oil Pan, Steel, Powder Coated-Black, Ford 429-460 Blocks, Fox chassis or 1979-95 Mustangs
- 20625 Oil Pan, Steel, Clear Zinc, Ford 429-460 Blocks, Fox chassis or 1979-95 Mustangs
- PART # RECOMMENDED PICKUP
- 24508 *Fits:* Ford SVO M-6600-A460 or M84D or M84DHV Style Pumps with 2.25" tall Main Caps
- PART # AVAILABLE OIL PAN OPTIONS
- 25970 Universal Dipstick Kit
- 25971 Universal Dipstick Kit, Braided Stainless Flex Tube
- 25973 Universal Dipstick Kit, Twist Lock



No. 20625







NOTE: Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.



Tech Support: 203.458.0542 • 203.458.0546





TRUCK

FORD BIG BLOCK

Wet Sump, 8 Quart Capacity, 10-3/4" Deep

Engine Application: All 429-460

Fits: Four-wheel drive trucks and vans except Bronco

- Deep sump increases capacity to 8 quarts, which reduces oil temperature and insures ample supply to pickup area
- Relocated rear sump improves oil control during hard acceleration and off-road use
- Trap door baffling keeps oil contained in pickup area during hard acceleration and braking
- · Works with most starter/flywheel combinations
- Use No. 25970 for dipstick provision welding required

PART # DESCRIPTION

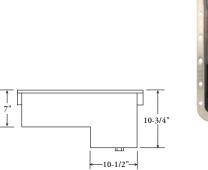
20612 Oil Pan, Steel, Clear Zinc, Deep Rear Sump, Off-Road

PART # RECOMMENDED PICKUP

24504 *Fits:* Stock Ford Oil Pump No. D9TZ-6600-B, Ford SVO HV Pump No. M-6600-A460 or M84D or M84DHV Style Pumps







NOTE: Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.



OLDSMOBILE BIG BLOCK

Wet Sump, 7 Quart Capacity

Engine Application: 330-455

Fits: All 1965-later V8's in most stock GM chassis without modifications

- Reduces oil temperature
- Anti-slosh baffle
- · Compatible with most starter/flywheel combinations

PART # DESCRIPTION

20480 Oil Pan, Steel, Clear Zinc, Deep Sump

- 20482 Oil Pan, Steel, Clear Zinc, Deep Sump
- PART # **RECOMMENDED PICKUPS**
- 24460 Fits: For Moroso No. 20480 Oil Pan, Melling M22FHV Fits: For Moroso No. 20482 Oil Pan, Melling M22FHV 24461

OLDSMOBILE BIG BLOCK

Wet Sump, 8 Quart Capacity, 9-1/4" Deep

Engine Application: 330-455 Fits: All 1965–later V8's in most stock GM chassis without modifications

- Designed with noted Oldsmobile engine builder Joe Mondello
- · Oil sump retaining system
- Reduces oil temperature
- · Compatible with most starter/flywheel combinations

PART # DESCRIPTION

OLDSMOBILE V8 Flat Bottom Pan

- 20484 Oil Pan, Steel, Clear Zinc, Deep Sump
- PART # **RECOMMENDED PICKUP**

10 Quart Capacity, 7-1/4" Deep

Fits: Hulls with flywheel aft and 4-point mounting

· Works with most starter/flywheel combinations

RECOMMENDED PICKUPS

Oil Pan, Steel, Clear Zinc, Large Marine Pan

Fits: Melling HV Pump M22MHV or Mondello "HV" Pump SP 755

Pan features a -12AN drain plug

DESCRIPTION

Designed with noted Oldsmobile engine builder Joe Mondello

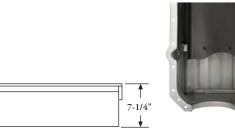
• Full sump increases capacity to 10 guarts, which reduces oil temperature and insures adequate supply to pickup area Includes built-in crankshaft scraper and trap door baffling to prevent oil starvation under severe marine conditions · Removable sump tray allows easy access to the pan's bottom

Engine Application: 330-455

24462 Fits: Melling M22FHV Pump



No. 21631



OLDSMOBILE BIG BLOCK/V8

83

NOTE: Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.



for cleaning

PART #

21631

PART #

24463

Tech Support: 203.458.0542 • 203.458.0546







No. 20484

9-3/8

No. 20480

9-3/8

20480: 8-1/2"

20482: 8-1/4







PONTIAC

Wet Sump, 8 Quart Capacity, 9-3/4" Deep

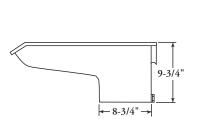
Engine Application: 301-455

Fits: 1967-'81 Firebird and 1964-'87 mid and full-sized chassis

- Oil retaining system
- · Reduces oil temperature
- · Compatible with most starter/flywheel combinations

PART #	DESCRIPTION
20490	Oil Pan, Steel, Clear Zinc, Deep Sump

- PART # **RECOMMENDED PICKUP**
- 24480 Fits: M54DS or M10541 Style Pumps





MOROSL

PONTIAC

Wet Sump, 7-1/8" Deep

Engine Application: 301-455 Fits: 1967-'81 Firebird and 1964-'87 mid and full-sized chassis

- Oil sump retaining system
- · Magnetic drain plug

PART # DESCRIPTION

Oil Pan, Steel, Clear Zinc, Stock Replacement 20492 **RECOMMENDED OIL PUMP & PICKUP** Use Stock Oil Pump & Pickup



No. 20490

No. 20492



PONTIAC

Wet Sump, 7 Quart Capacity, 8-1/2" Deep

Engine Application: 301-455 Fits: 1967-'81 Firebird and 1964-'87 mid and full-sized chassis

- · Oil sump retaining system
- Reduces oil temperature
- · Compatible with most starter/flywheel combinations

DESCRIPTION PART #

- Oil Pan, Steel, Clear Zinc, Deep Sump 20500
- PART # **RECOMMENDED PICKUP**
- Fits: M54DS or M10541 Style Pumps 24482



7-1/8



NOTE: Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.

PONTIAC 301-455

ACURA/HONDA B SERIES

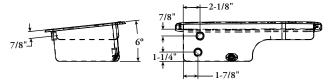
Wet Sump, 4 Quart Capacity, 6" Deep

Engine Application: Acura VTEC, Non-VTEC and Honda 1.6L B16A3

- · Sump baffle that fully surrounds oil pump pickup
- Turbo/Supercharger oil drain back
- Features a magnetic drain plug and temperature sensor bung provision
- Works with OEM exhaust manifold and most aftermarket exhaust/header combinations

PART # DESCRIPTION

- 20911 Oil Pan, Steel, Clear Zinc, Stock Configuration RECOMMENDED OIL PUMP & PICKUP Use Stock Oil Pump & Pickup
- PART # AVAILABLE OIL PAN OPTION
- 38366 Oil Pan Stud Kit



ACURA/HONDA B SERIES

Wet Sump, 5.5 Quart Capacity, 6" Deep

Engine Application: Acura VTEC, Non-VTEC and Honda 1.6L B16A3

- Kicked-out sump
- · Two trap door baffles for oil control
- Turbo/Supercharger oil drain back
- Features a magnetic drain plug and temperature sensor bung provision
- Works with OEM exhaust manifold and most aftermarket exhaust/header combinations
- Use with stock Honda oil pan gasket

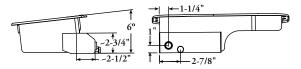
PART # DESCRIPTION

- **20909** Oil Pan, Steel, Clear Zinc
- PART # RECOMMENDED PICKUPS
- 24010 *Fits:* VTEC Engines24011 *Fits:* Non-VTEC Engines
- PART # AVAILABLE OIL PAN OPTION
- **38366** Oil Pan Stud Kit



No. 20909





85



No. 20911



NOTE: Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.

Tech Support: 203.458.0542 • 203.458.0546



ACURA/HONDA B SERIES

Wet Sump, 5.5 Quart Capacity, 6" Deep

Engine Application: Acura VTEC, Non-VTEC and Honda 1.6L B16A3

- · Kicked-out sump
- Includes 6 trap doors, 2 baffles and a removable sump tray
- Turbo/Supercharger oil drain back and temperature sensor bung
- Magnetic drain plug
- Works with OEM exhaust manifold and most aftermarket exhaust/header combinations
- Use with stock Honda oil pan gasket

PART # DESCRIPTION

 20910
 Oil Pan, Steel, Clear Zinc

 RECOMMENDED OIL PUMP & PICKUP

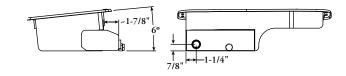
 Use Stock Oil Pump & Pickup

 PART #
 AVAILABLE OIL PAN OPTION









ACURA/HONDA B SERIES

Kicked-out Sump, 5 Quart Capacity, 5-5/8" Deep

Engine Application: Acura VTEC, Non-VTEC and Honda 1.6L B16A3

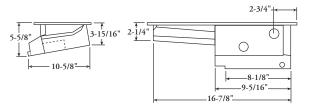
- Dynamic trap door baffling
- Aluminum with 1/4" thick pan rail
- Includes 1/2" NPT bung for plumbing turbo oil return line, 1/2" NPT bung for installing oil temperature sender and magnetic drain plug with extra washer
- Includes mounting kit with hex-drive studs and serrated-face flare nuts
- Use stock pan gasket
- · Works with OEM exhaust

PART # DESCRIPTION

- 20901 Oil Pan, Aluminum, Fully Fabricated
- PART # RECOMMENDED PICKUPS
- 24010 Fits: VTEC Engines
- 24011 Fits: Non-VTEC Engines and 1.6 Liter VTEC
- PART # REPLACEMENT PART
- 38366 Oil Pan Stud Kit







No. 20910

ACURA/HONDA B SERIES

External Pump, Dry Sump, 5-3/16" Deep

Engine Application: Acura VTEC, Non-VTEC and Honda 1.6L B16A3

- Aluminum with 1/4" thick pan rail
- · Designed for 3 stage oiling system
- · Built-in block high scraper
- Two machined pickup tubes with -12AN female fittings
- 1/2-20 NPT bung for turbo drain
- Includes pan mounting kit with hex-drive steel studs and serrated-face flare nuts
- · Magnetic drain plug with extra washer
- · Use stock pan gasket

PART # DESCRIPTION

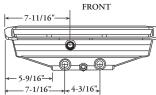
20903 Oil Pan, Aluminum, Billet Rail, Fully Fabricated

PART # AVAILABLE OIL PAN OPTIONS

25630 Oil Pump Drive Kit 25710 23497 Pump Mount Bracket 22667 Dry Sump Tank 23815 **Oil Filter Block-Off** 23750 **Remote Filler Mount** 23766 Remote Filler Mount 22459 **Oil Filter** 22465 **Oil Filter** PART # **REPLACEMENT PART** 38366 Oil Pan Stud Kit



3-11/16



MOROSU

No. 20912

HONDA 2.2/2.3L

Kicked-out Sump, 5.5 Quart Capacity, 5-3/8" Deep

Engine Application: 2.2L and 2.3L **Fits:** Prelude

*For engine swaps check dimensions for clearance

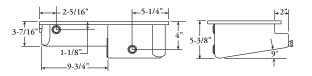
- Integral sump tray and large, 6" trap-door baffle for oil control
- Aluminum with 3/8" thick billet aluminum pan rail provides a rigid flange for leak-free sealing; accommodates stock pan gasket
- Includes 1/2" NPT bung for plumbing turbo return line, 1/2" NPT bung for installing oil temperature sender and magnetic drain plug with extra washer (also includes plugs for unused bungs)
- · Includes pan mounting kit with hex-drive steel studs

PART # DESCRIPTION

20912 Oil Pan, Aluminum, Fully Fabricated

- PART # RECOMMENDED PICKUP
- 24012 Fits: Stock Oil Pumps
- PART # REPLACEMENT PART
- 38366 Oil Pan Stud Kit





NOTE: Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.



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No. 20903





MAZDA

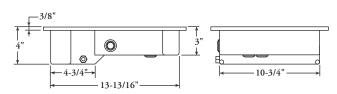
Wet Sump, 6-1/4 Quart Capacity (with stock oil cooler installed), 4" Deep

Engine Application: 13B Rotary

Fits: Tube chassis cars and other cars without a cross-member located under engine (check dimensions for clearance)

- Fully fabricated
- 3/8"-thick billet rail with integral X-brace greatly strengthens engine assembly to reduce twisting and axial deflection
- Includes .080"-thick aluminum Baffle Plate to de-aerate and cool return oil (other baffles are only .060" thick)
- Includes an oil pump pickup specially designed for this pan; access holes in pan facilitate mounting pickup to the front cover
- Includes magnetic drain plug with extra copper washer and pan mounting kit with hex-drive steel studs to eliminate stripping the engine block and serrated-face flare nuts to withstand vibration
- · Accommodates stock pan gasket and dipstick with existing oil level marks

PART #	DESCRIPTION
20940	Oil Pan, Aluminum, Rear Sump
PART #	REPLACEMENT PART
38366	Oil Pan Stud Kit



No. 20940

No. 20942

MAZDA

Wet Sump, 6-1/4 Quart Capacity, 4" Deep

Engine Application: 13B Rotary

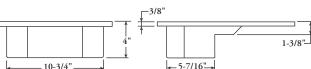
Fits: RX-3 & RX-4 models; several rotary engine conversions including 1981-'84 Toyota Starlet, 1964-'83 Toyota Corolla, 1971-'73 Datsun 1200 & others with little or no cross-member modifications; also tube chassis cars

- Rugged 3/8" thick billet aluminum gasket rail with integral cross-brace serves as a girdle to greatly strengthen the entire engine assembly and reduce flexing under hard driving
- Fully fabricated
- Dual trap door baffles
- Enlarged sump increases capacity to 6-1/4 quarts (with stock oil cooler installed) while adding only a quarter-inch in depth to provide ample ground clearance
- Includes oil temperature sender provisions
- Includes magnetic drain plug with extra copper washer, pan mounting kit with hex-drive steel studs to eliminate stripping the engine block and serrated-face flare nuts to withstand vibration
- Accommodates stock pan gasket and dipstick (with modification)

PART # DESCRIPTION

20942 Oil Pan, Aluminum, Rear Sump RECOMMENDED OIL PUMP & PICKUP Use Stock Oil Pump & Pickup

PART #REPLACEMENT PART38366Oil Pan Stud Kit



NOTE: Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.

Phone: 203.453.6571 Fax: 203.453.6906



MITSUBISHI

Wet Sump, 6-1/4 Quart Capacity, 6-1/2" Deep

Engine Application: 2.0L DOHC Turbo 4G63 *Fits:* 1989-Mid '92 Eclipse Can be used with Front and All-Wheel Drive

- Aluminum with 1/4" thick billet aluminum pan rail provides a rigid flange for leak-free sealing; accommodates stock pan gasket
- Trap door baffles provide adequate oil control
- · Built-in mounting flange allows the use of the stock turbo drain tube
- 1/2" NPT bung accommodates oil temperature sender
- · Includes mounting kit with hex-drive studs and serrated-face flare nuts
- · Magnetic drain plug included

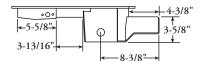
PART # DESCRIPTION

20960 Oil Pan, Aluminum, Fully Fabricated, Kicked-Out Sump RECOMMENDED OIL PUMP & PICKUP

Use Stock Oil Pump & Pickup

PART # REPLACEMENT PART

38366 Oil Pan Stud Kit





No. 20960

DIL PANS

NISSAN SR20, RWD

Wet Sump, 4.75 Quart Capacity, Stock Depth

Engine Application: SR20, RWD

- Manufactured from aircraft aluminum
- Dual internal baffling insures oil control not present in OE oil pan
- Bolt-in upgrade replaces OEM steel pan
- 1/4" aluminum rail
- Metric studs and nuts included
- Oil temperature provision (1/2" NPT bung)
- Magnetic drain plug included

PART # DESCRIPTION

 20975
 Oil Pan, Aluminum, Nissan SR20 RWD

 RECOMMENDED OIL PUMP & PICKUP

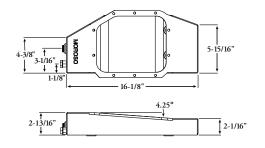
 Use Stock Oil Pump & Pickup

 PART #
 REPLACEMENT PART

38366 Oil Pan Stud Kit



No. 20975



MPORT

NOTE: Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.

[[[]]]

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DRAG/ROAD RACING

SUBARU EJ20 & EJ25

Wet Sump, 5 Quart Capacity, Competition Baffled for Rally, Road Race, Drag Race and Sand Rail

Engine Application: Subaru EJ20/EJ25

Fits: Subaru Impreza Gen. 1, 2, 3, Legacy Gen. 1, Gen. 2 and Forester Gen. 1 and universal applications such as Sand Rails, Clears Stock and Twin Type Headers

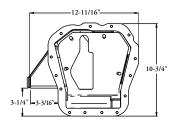
- Manufactured from .125" thick aluminum
- One piece 3/8" thick billet aluminum oil pan rail provides a rigid flange for leak-free sealing
- Bottom of oil pan is finned for heat dissipation
- Windage tray for increased horsepower saving and oil control
- 1/2" NPT fitting that can be used for crank case ventilation or for head drainback
- 1/2" NPT fitting for oil temperature sender
- Oil pump pickup included
- Oil pan gasket (Fel Pro® # 30656) included
- Included adapter allows use of factory dipstick
- High-grade mounting hardware included

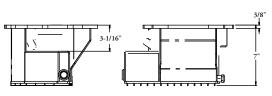
PART #DESCRIPTION20965Oil Pan, Aluminum with Billet Rail, Subaru EJ20

	and EJ25 Engines
PART #	REPLACEMENT PART

38366 Oil Pan Stud Kit







STREET/COMPETITION

TOYOTA

Wet Sump, 6 Quart Capacity, 5-1/4" Deep

Engine Application: 3C, 2T and 2C engines For engine swaps, check dimensions for clearance

- One piece, 1/4" thick billet aluminum pan rail provides a rigid flange for leak-free sealing
- Trap door baffling
- · Louvered windage tray maximizes horsepower and de-aerates oil
- A separate sump tray helps prevent oil from splashing back and also de-aerates oil returning from the turbo
- Includes (2) 1/2" NPT bungs for plumbing turbo oil return line and installing oil temperature sender.
- Two magnetic drain plugs facilitate oil draining when the engine is canted left or right
- Includes mounting kit with hex-drive steel studs and serrated-face flange nuts

PART # DESCRIPTION

20930 Oil Pan, Aluminum, Fully Fabricated, Kicked-Out Sump

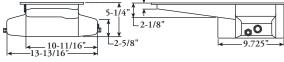
RECOMMENDED OIL PUMP & PICKUP

Use Stock Oil Pump & Pickup

PART #REPLACEMENT PARTS23210Windage Tray38356Oil Pan Stud Kit

38356





No. 20930

NOTE: Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.

ΤΟΥΟΤΑ

Wet Sump, 6-1/4 Quart Capacity, 7-9/16" Deep

Engine Application: Model #3SGT 2.0L Turbo and 5SFE Non-Turbo Fits: 1990-'95 MR2, Celica and All Track

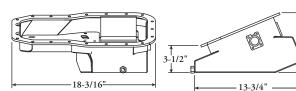
- Aluminum with 1/4" thick billet aluminum pan rail
- Trap door baffling ensures adequate oil control
- · Solid windage tray with oil drain & dipstick cut out holes prevents oil from splashing back to the rotating assembly, robbing vital horsepower
- Front of pan includes a 28mm threaded bung to accommodate the factory turbo drain back connection
- Side of pan retains a 3/8" thick billet receptacle to accommodate the factory oil level sensor
- Includes mounting kit with hex drive steel studs and serrated faced flanged nuts

PART # DESCRIPTION 20935 Oil Pan, Aluminum, Kicked-Out Sump

RECOMMENDED OIL PUMP & PICKUP Use Stock Oil Pump & Pickup PART # **REPLACEMENT PART**

38366 Oil Pan Stud Kit

TOYOTA-LOTUS ELISE



No. 20935



· Manufactured from thick aircraft aluminum

Wet Sump, 6 Quart Capacity, Stock Depth Engine Application: 1ZZ/2ZZ Engines, Lotus, Elise

• Internal baffling insures oil control not present in a OE oil pan

Fits: 2000-'05 Toyota, Celica, Front Wheel Drive, 1999-'05 US, 1999-'07 J.D.M. Japanese Toyota MR2 mid engine cars,

- Can be used as a bolt-in replacement for the stock pan
- 3/8" Billet Aluminum rail

2004-Up Lotus Elise

- · Metric studs and nuts included
- Turbo drain, 1/2" NPT bung for turbo drainback
- 1/2" NPT bung for oil temperature provision

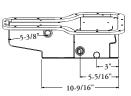
PART # DESCRIPTION

20970 Oil Pan, Billet Aluminum, Wet Sump, Toyota-Lotus

RECOMMENDED OIL PUMP & PICKUP

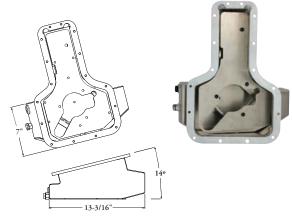
Use Stock Oil Pump & Pickup

REPLACEMENT PART PART # Oil Pan Stud Kit 38366





No. 20970







7-9/16"

NOTE: Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.



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VOLKSWAGEN

Wet Sump, 5.7 Quart Capacity, 5-29/32" Deep

Engine Application: 1.8L-2.0L

Fits: Most 1980-'98 water cooled 4 cyl. engines

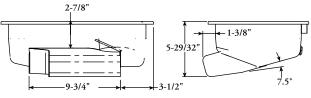
- Three trap door baffles
- · Can be used with stock windage trays (steel tray recommended)
- Manufactured with a heavy gauge core for exceptional strength
- · Accommodates stock pan gasket and dipstick
- Includes magnetic drain plug
- · Features kicked-out sump with advanced oil control baffle design

PART #DESCRIPTION20980Oil Pan, Steel, Clear Zinc, Kicked-Out SumpRECOMMENDED OIL PUMP & PICKUPUse Stock Oil Pump & PickupPART #AVAILABLE OIL PAN OPTION38366Oil Pan Stud Kit



No. 20980





NOTE: Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.



Photo by Track Time Photos

Phone: 203.453.6571 Fax: 203.453.6906

OIL PANS • VALVE COVERS • OIL TANKS & MORE!

1



(Left) Mori J2 Seiki NV5000 Horizontal Machining center.

PUT OUR EXPERIENCE TO WORK FOR YOU!

The Mori J2 Seiki NV5000 Horizontal Machining Center (shown above) in our machine

department provides significant cycle time reduction and improved surface finishes due to a 12,000 RPM spindle, "through the tool" coolant capability and new chip removal technology. This state-of-the-art equipment provides Moroso customers with the

latest in innovative valve cover and oil pan rails, end seals, water pump bodies and impellers, wet and dry sump oil pump components as well as a myriad of billet adapters and bracketry. This advanced machining capability goes hand-in-hand with our CNC punch and press brakes to enhance the ability of Moroso Performance to produce state-of-the-art custom and production oil pans, valve covers, oil tanks and virtually any race part that can be imagined.

For details, call Moroso's Sales Department at (203) 453-6571 Cup Oil Pans

MOROSO

Pro Stock Oil Pans



Dry

Sump

MORDS

Fabricated Valve Covers

93

See Next Page for Custom Oil Pan Order Form!

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CUSTOM OIL PAN ORDER FORM

QUOTE BY FAX:

Moroso Performance Products Customer Service Department (203) 453-6906

QUOTE BY MAIL:

Moroso Performance Products 80 Carter Drive Guilford, CT 06437-2116

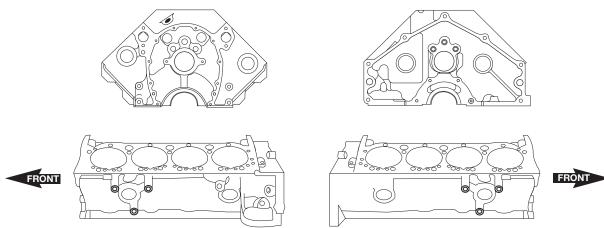
A Moroso Sales Representative will call you with pricing and availability for your Custom Oil Pan.

I D	TO

SHIP TO

Name		_ Name			
Attn:		_ Attn:			
Address					
City, State, Zip		City, State, Zip			
Phone	_ Fax	Phone	Fax		
Charge Card No.(Visa/MC/Discov	er)	Exp Date:			
ENGINE SPECIFICATION	IS				
Make:	Block Style:				
Displacement:			1 pc 2pc		
Stroke:		Rods: Alum.	Steel		
Starter Location: Passenger	Driver No	one			
Starter Type:					
		Flywheel - Number of Teeth:			
	0.1				
OIL PAN CONFIGURATIO					
	Alum				
	Dry Sump				
	Rear				
Drain Plug Location:					
Number of Pickups: Male	Female	Fittina Size:			
	Alum Teflon	-			
OTHER SPECIAL INSTR	UCTIONS:				

Sketch oil pan on illustrations below. Include all pan dimensions where possible.



NOTE: Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.

OIL PAN ACCESSORIES



UNIVERSAL DIPSTICK KIT Chrome plated Dipstick Kit fits Moroso and other oil pans with a built-in 1/4" NPT fitting 1/4" NPT steel weld-in fitting supplied No. 25970 for pans that do not already have that provision Existing "full" and "fill" dipstick marks can be used "as is" or new marks can be added to indicate desired oil level Tube and universal mounting tab can be bent or modified to accommodate engine compartment clearances and mounting location · Seal keeps the dipstick secure in tube Dimensions: overall length including exposed portion of dipstick - 24" PART # DESCRIPTION 25970 Universal Dipstick Kit, 1/4" NPT fitting and pan adapter **OIL PAN DIPSTICK** Flex Tube, Stainless Steel, Universal No. 25971 Fits: Moroso Oil Pans with 1/4" NPT dipstick bung Oil Pan Dipstick features braided stainless flex tube with 1/4" NPT fitting and a machined aluminum handle · Existing "full" and "fill" dipstick marks can be used as-is, or new marks can be added to indicate desired oil level Flexible tube and universal mounting tab can be bent or modified to accommodate engine compartment clearances and mounting location 0-Ring seal keeps dipstick secured in tube and prevents crankcase gasses from escaping Dimensions: exposed portion of dipstick is 14" long, overall 20-3/4" long PART # DESCRIPTION 25971 Oil Pan Dipstick, Flex Tube, Stainless Steel, Universal

UNIVERSAL DIPSTICK KIT

Twist-Lock

- Efficient twist-lock design eliminates oil leakage, blowing out of handle and prevents crankcase gasser from escaping
- In Dyno testing, engines equipped with our twist-lock dipstick *pulled more vacuum* than engines equipped with standard, non-locking dipstick
- · High temperature nylon handle dissipates heat for checking oil level on hot engines
- · Flexible stick; zinc-plated, bendable outer tube; adjustable clamp
- 1/4" NPT steel, weld-in fitting supplied for pans that do not already have that provision
- Existing "full" and "fill" dipstick marks can be used as-is, or new marks can be added to indicate desired oil level
- Tube and universal mounting tab can be bent or modified to accommodate engine compartment clearances and mounting location
- · Dimensions: overall length, including exposed portion of dipstick 24"

PART # DESCRIPTION

25973 Universal Dipstick Kit, Twist Lock

IL PAN ACCESSORIE



OIL PAN ACCESSORIES



Crankshaft Wiper, Big Block Chevy

25830

WINDAGE TRAYS & ACCESSORIES





- Available for use with both new style oil pan (1986 and newer blocks with one-piece rear seal), and old style oil pan (pre-1980 blocks with driver-side dipstick)
- Manufactured from billet aluminum
 Includes fasteners
 Bastis
 Bastis

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(pre-1980 blocks with driver-side dipstick)



WINDAGE TRAYS & ACCESSORIES

TOYOTA LOUVERED WINDAGE TRAY

Fits: Stock style oil pans used in Toyota 3TC, 2T & 2TC engines

- Louvered design directs oil into pickup area to prevent starvation, increases horsepower by preventing sump oil from splashing back onto rotating crank and rod assembly
- Mounts directly to front and rear main caps,
- Includes notches to accept most stroke combinations
- PART # DESCRIPTION
- 23210 Louvered Windage Tray, Toyota 3TC, 2T & 2TC engines. Also a replacement part for Moroso Pan No. 20930

LOUVERED WINDAGE TRAY

Fits: Ford 302 Engines with Rear Sump Oil Pans

- Fits Moroso Drag Race Pan Nos. 20502, 20511, 20514, 20516, 20517 and 20521
- Louvered design allows oil thrown from rotating assembly to drain into sump without splashing back, reducing windage and increasing power
- Mount with Moroso Windage Tray Stud Kit No. 38191

PART # DESCRIPTION

22930 Louvered Windage Tray, Ford 302 *Note: Will not fit blocks with 4-bolt main caps.*

LOUVERED WINDAGE TRAY

Fits: Ford 351C & 351M Engines with Rear Sump Oil Pans

- Fits Moroso Oil Pan Nos. 20557 and 20558
- Louvered design allows oil thrown from rotating assembly to drain into sump without splashing back, reducing windage and increasing power
- Mount with Moroso Windage Tray Stud Kit. No. 38192

PART # DESCRIPTION 22939 Louvered Windage Tray, Ford 351C & 351M

LOUVERED WINDAGE TRAY

Fits: Ford 352-428 FE Engines

- Fits Moroso Oil Pan Nos. 20606, 20607, 20608 and 20609
- Louvered design allows oil thrown from rotating assembly to drain into sump without splashing back, reducing windage and increasing power

PART # DESCRIPTION

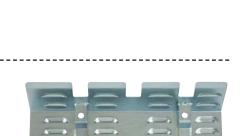
22940 Louvered Windage Tray, Ford 352-428 FE engines







Windage Tray Mounting Stud Kits on pg. 170



No. 23210

No. 22930

WINDAGE TRAYS & ACCESSORIES

LOUVERED WINDAGE TRAY

Fits: Ford 351W/SVO with Rear Sump Oil Pans

- Fits Moroso Drag Race Pan Nos. 20507, 20520, 20523 and 20532
- Louvered design allows oil thrown from rotating assembly to drain into sump without splashing back, reducing windage and increasing power
- Mount with Moroso Windage Tray Stud Kit No. 38192

PART # DESCRIPTION

22935 Louvered Windage Tray, Ford 351W



No. 22935

LOUVERED WINDAGE TRAY, LS ENGINE

Fits: GM LS Engines

- Louvered design allows oil thrown from rotating assembly to drain into sump without splashing back, reducing windage, increasing power and cutting down oil temperature
- Manufactured from 16 gauge steel
- Mounts right to the main caps
- Fits Moroso Oil Pan No. 20141

PART # DESCRIPTION

22941 Louvered Windage Tray, LS Engine

MAIN CAP GIRDLE FOR 289-302 FORDS

- Manufactured from 1/2" thick steel
- Girdle to be profiled to fit over engine main caps without the need of spacers
- Designed to work with up to a 3.40
- Includes necessary hardware
- Works with any standard Melling M68 or M68HV oil pump
- PART # DESCRIPTION
- 22928 Main Cap Girdle

HIGH-PRESSURE OIL PUMP RELIEF SPRING

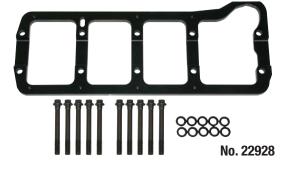
Designed by Jack Roush

Fits: Ford 351C & 400 Engines

- Fits Melling M84A and M84AHV oil pumps
- Increases oil pressure to approximately 100 psi for proper lubrication under sustained high rpm conditions

PART # DESCRIPTION

22850 High-Pressure Oil Pump Relief Spring, Ford 351C and 400



No. 22941



No. 22850



BILLET ALUMINUM OIL PUMPS

Moroso, the leader in oil system technology, has taken proven high volume oil pumps to the next level. Moroso engineers have incorporated the proven spur gear technology into a billet machined housing that solves the problems faced by today's racers. Broken pickups are a thing of the past for racers using Moroso's No. 22163 Big Block Chevrolet Billet Oil Pumps and No. 22171 Small Block Chevrolet Billet Oil Pumps.



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SBC SPUR GEAR, HIGH VOLUME

- 6061-T6 billet housing with 3 times larger mounting boss area to prevent breaking
- Weight 1 lb. less than stock oil pump with pickup
- · Inlet area is increased to prevent cavitation
- Thrust bearing assembly increases housing and gear life due to drive shaft axial forces on the drive gear
- Pump will clear 4-1/4" stroke with most steel rods
- Made to work with 8-1/4" deep oil pans

PART # DESCRIPTION



WHAT DETERMINES WHICH OIL PUMP I NEED?

When choosing a spur gear or gerotor wet sump this is the most asked question. The answer is the oil pressure wanted and the additional amount of volume your engine requires. On Nitrous or Blown engines, additional oil pressure is desired. Our gerotor pump easily gives that extra amount by adjusting the bypass pressure. Many engines require more oil volume. Larger strokes and bigger valve train assemblies often require one to two gallons a minute more than required just five years ago. Typically an engine over 565 cu. in. can benefit by a gerotor pump, but a spur gear pump can maintain great oil pressure in 598 cu. in. Every engine has different requirements, and installing too big a pump can cause oil pressure problems by overworking the bypass assembly.

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22171

BILLET ALUMINUM OIL PUMPS

00

No. 22164

000





BBC SPUR GEAR PUMP, HIGH VOLUME

- 6061-T6 billet housing with 3 times larger mounting boss area to prevent breaking
- Weights 1 lb. less than stock oil pump with pickup
- Inlet area is increased to prevent cavitation
- Thrust bearing assembly increases housing and gear life due to drive shaft axial forces on the drive gear
- Pump will clear 4-3/4" stroke with most steel rods
- Engineered to fit 8" deep oil pans

PART # DESCRIPTION

22163 Oil Pump, Billet Aluminum, BBC, High Volume 22164 Oil Pump, Billet Aluminum, BBC, Standard Volume

Patent No. 5,810, 571

nsn

22164

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8.736" Length

- 6061-T6 billet housing with 5.7 times larger mounting
- Hard Coated Finish
- 1.100" Gerotor puts out 25% more volume to maintain ideal oil pressure round
- External adjustment allows fine-tuning of oil pump bypass pressure
- Inlet area is increased to prevent cavitation
- Thrust bearing assembly increases housing and gear life due to drive shaft axial forces on the drive gear
- Pump will clear 5.25" stroke with most aluminum rods
- · Engineered to fit 8" deep fabricated aluminum oil pans
- PART # DESCRIPTION
- 22167 Oil Pump, BBC, High Volume

101

Tech Support: 203.458.0542 • 203.458.0546





DETERMINE THE PROPER PICKUP HEIGHT

Once the oil pump pickup is installed into the oil pump it is important to maintain the proper clearance between the pickup screen and the floor of the oil pan. Moroso recommends 1/4" to 3/8" maximum off the bottom of the oil pan. A good starting position is to make the oil pump pickup parallel with the pan rails of the engine. Once this has been achieved, the easiest way to measure the pickup height is simply with clay. To do this, begin by covering the pickup box opening with masking tape. This will help prevent any unwanted debris from contaminating the oil pump pickup. Next, spread the clay over the pickup approximately 5/8" thick or greater. Next, install the pan gasket (if you don't, you will have to accommodate for the gasket thickness) and place the oil pan in position. The next step is to tighten the pan and measure the cross section of the clay. This will determine the distance between the bottom of the pickup and the floor of the oil pan. If you are outside of the recommended tolerance window, simply adjust the height by raising or lowering the pickup and repeat the process as needed.

No. 22124

No. 22144

OIL PUMP / PICKUP COMBINATIONS

- Package includes the Moroso pickup welded to the oil pump for a simple bolt-on installation
- Pickup orientation ensures 1/4" clearance from pickup to bottom of any Moroso oil pan
- Oil pump is not modified internally

PART # DESCRIPTION

22124	Oil Pump and Pickup Package, Small Block Chevy,
	Fits: 8-1/4" Deep Oil Pan, Standard Volume Pump
22134	Oil Pump and Pickup Package, Small Block Chevy,
	Fits: 8-1/4" Deep Oil Pan, High Volume Pump
22144	Oil Pump and Pickup Package, Small Block Chevy,
	Fits: stock 7-1/2" Deep Oil Pan, High Volume Pump
22175	Oil Pump and Pickup Package, Big Block Chevy,
	Fits: 8" Deep Oil Pan, Standard Volume Pump
22185	Oil Pump and Pickup Package, Big Block Chevy,
	Fits: 8" Deep Oil Pan, High Volume Pump
22186	Oil Pump and Offset Pickup Package, Big Block Chevy,
	Fits: 8" Deep Oil Pan, High Volume Pump
22195	Oil Pump and Pickup Package, Big Block Chevy,
	Fits: Stock 7-3/4" Deep Oil Pan, High Volume Pump



Oil Pan Applications on pgs. 104-105



No. 22185



No. 22186



No. 22134

No. 22175

Phone: 203.453.6571 Fax: 203.453.6906

102

OIL PUMP / PICKUP COMBINATIONS

SMALL BLOCK CHEVY 3/4" DIAMETER INLET OIL PUMP/PICKUP COMBINATIONS

- 3/4" Diameter inlet area reduces cavitation in high RPM applications
- Pickup orientation ensures proper clearance from pickup to bottom of any Moroso oil pan
- Based off Melling M155-HV oil pump

PART # DESCRIPTION

- 22146 High Volume Small Block Chevy Oil Pump with 3/4" diameter inlet area and pickup for 8-1/4" deep oil pan
- 22147 High Volume Small Block Chevy Oil Pump with 3/4" diameter inlet area and pickup for 7-1/8" deep oil pan, for Oval Track applications. Fits Moroso Pan Nos. 21312, 21313, 21318, & 21319

SMALL BLOCK CHEVY 3/4" DIAMETER INLET OIL PUMP/PICKUP COMBINATIONS

- 3/4" Diameter inlet area reduces cavitation in high RPM applications
- Pump and pickup are built to fit 8-1/4" deep oil pans. Will not work on "Rocket" blocks
- Drive shaft and idler shafts are extended to locate in the bottom cover, preventing dynamic shaft deflection
- Pickup orientation ensures proper clearance from pickup to bottom of any Moroso oil pan
- · Bottom cover is doweled to properly locate the extended shafts
- A threaded plug blocks off bypass spring and cross-drilled relief hole
- Based off Melling 10555 Oil Pump

PART # DESCRIPTION

22138 High Volume Small Block Chevy Oil Pump with Heavy Duty Housing
 22139 High Volume Small Block Chevy Oil Pump with Heavy Duty Housing with anti-cavitation grooves

OIL PUMP/PICKUP COMBINATION WITH WINDAGE SHIELD

- To be used with Moroso Part No. 21049, 21047, 21048 and 21049 Chevrolet Big Block Oil Pans
- Package includes the Moroso pickup welded to the oil pump for a simple bolt-on installation
- Revolutionary windage shield was developed from extensive in house dyno sessions, at top engine builders and on the track by race teams
- The windage shield protects oil pump pickup from windage for steady oil pressure throughout RPM range
- Pickup orientation ensures proper clearance from pickup to bottom of any Moroso oil pan
- Oil Pump is not modified internally
- Offset pickup location for more consistent oil pressure under braking

PART # DESCRIPTION

22187 Oil Pump and Pickup Package, Big Block Chevy, 8" pan depth, high-volume pump



DIL PUMF



No. 22138



No. 22139

WET SUM





BUYER'S GUIDE listing available Oil Pump and Pickup Combinations and Billet Oil Pumps for Moroso Oil Pans

Please note that not all **Moroso Oil Pan** part numbers have coordinating Oil Pump and Pickup Combinations and Billet Oil Pumps available for them. For questions on availability for your application, please check the Oil Pan section of this catalog *(pages 22-94)* for your specific pan, or call Moroso Tech Support at **203-458-0546**.

CHEVROLET

Chevrolet Small Block

Moroso Oil Pan Part #	Standard Volume	High Volume	High Volume 3/4" Inlet <i>M155HV</i> Style Pump	High Volume 3/4" Inlet Circle Track <i>M155HV</i> Style Pump	High Volume 3/4" Inlet <i>M10555</i> Style Pump	High Volume 3/4" Inlet Anti-Cavitation Grooves <i>M10555</i> Style Pump w/ Anti-Cavitation Grooves	High Volume Moroso Billet Aluminum Spur Gear Pump w/ Built-In Pickup
20170		22144					
20171		22144					
20172		22144					
20173		22144					
20175		22144					
20180	22124	22134	22146		22138	22139	22171
20181	22124	22134	22146		22138	22139	22171
20182	22124	22134	22146		22138	22139	22171
20183	22124	22134	22146		22138	22139	22171
20184	22124	22134	22146		22138	22139	22171
20186	22124	22134	22146		22138	22139	22171
20190	22124	22134	22146		22138	22139	22171
20191	22124	22134	22146		22138	22139	22171
20194	22124	22134	22146*		22138*	22139*	22171
20195	22124	22134	22146*		22138*	22139*	22171
20196	22124	22134	22146*		22138*	22139*	22171
20200	22124	22134	22146		22138	22139	22171
20201	22124	22134	22146		22138	22139	22171
20205	22124	22134	22146		22138	22139	22171
20206	22124	22134	22146		22138	22139	22171
20230	22124	22134	22146		22138	22139	22171
21017	22124	22134	22146		22138	22139	22171
21235	22124	22134	22146		22138	22139	22171
21237	22124	22134	22146		22138	22139	22171
21238	22124	22134	22146		22138	22139	22171
21239	22124	22134	22146		22138	22139	22171
21312				22147			
21313				22147			
21318				22147			
21319				22147			

* With oil pan baffle modification

WELDED OR BILLET OIL PUMP PICKUP BUYER'S GUIDE



Chevrolet Big Block

Moroso Oil Pan Part #	Standard Volume Pickup/ Pump Welded Combination	High Volume Pickup/ Pump Welded Combination	High Volume Offset Pickup/ Pump Welded Combination	High Volume Offset Pickup/ Pump Welded Combination w/ Windage Shield	Standard Volume Moroso Billet Aluminum Spur Gear Pump w/ Built-in Pickup	High Volume Moroso Billet Aluminum Spur Gear Pump w/ Built-in Pickup	High Volume Moroso Billet Aluminum Gerotor Pump w/ Built-In Pickup
20370	22175	22185	22186		22164	22163	22167
20372	22175	22185	22186		22164	22163	22167
20374	22175	22185	22186		22164	22163	22167
20376	22175	22185	22186		22164	22163	22167
20378	22175	22185	22186		22164	22163	22167
20380	22175	22185	22186		22164	22163	22167
20385	22175	22185	22186		22164	22163	22167
20401	22175	22185	22186		22164	22163	
20403	22175	22185	22186		22164	22163	
20405	22175	22185	22186		22164	22163	
20406	22175	22185	22186		22164	22163	
20408	22175	22185	22186		22164	22163	
20411	22175	22185	22186		22164	22163	
20412	22175	22185	22186		22164	22163	
20413	22175	22185	22186		22164	22163	
21047	22175	22185	22186	22187	22164	22163	
21048	22175	22185	22186	22187	22164	22163	
21049	22175	22185	22186	22187	22164	22163	
21600	22175	22185	22186		22164	22163	22167
21602	22175	22185	22186		22164	22163	22167
21604	22175	22185	22186		22164	22163	22167





Tech Support: 203.458.0542 • 203.458.0546





STEEL OIL PUMPS

HEAVY DUTY RACING OIL PUMPS

- Moroso "Race" Oil Pumps are designed to accommodate consistent oil pressure and volume requirements for today's racing engine
- Moroso engineers' anti-cavitation grooves into the pump housing to prevent pump chatter, which will lead to broken pickups and inconsistent oil pressure
- Anti-cavitation slots are machined to bleed oil back to the inlet side of the pump, and an enlarged bypass area ensure a smooth flow rate throughout any RPM range

PART # APPLICATION

22101	SBC, Standard Volume
22111	SBC, High Volume
22150	BBC, Standard Volume

22160 BBC, High Volume





No. 22111

BLUEPRINTED RACING OIL PUMP

Our Blueprinted Oil Pumps were developed in association with racing's most respected engine builders. Our CNC machined blueprinted oil pumps ensure the tightest tolerances and most consistent performance of any cast oil pump in its class that's produced.

Check Out All The Features:

- Anti-cavitation slots and enlarged feeder grooves are ball milled smooth, providing steady oil flow to each side of the gears for high RPM lubrication, cavitation relief and reduced spark scatter
- Distortion-free cast iron housing resists wear after extended use
- Parkerized[™] coating retains oil for extra lubrication during break-in and cold starts
- Socket head screw makes it easy to change pressure; includes additional springs
- Individually tested with oil to ensure proper functionality

PART # DESCRIPTION

22162 Blueprinted High Volume Racing Oil Pump, BBC



No. 22162

Oil Pump Pickup Guide SEE MORE on pg. 107-110 for specific combinations

OIL PUMP, LS-1 HV WET SUMP

Fits: Gen III and Gen IV, 5.7G 1998-2002 Pontiac, 5.7G, S 1997-2005 Chevrolet, 6.0U, N 1997-2005 Chevrolet, 4.8V 1997-2005 Chevrolet and 5.3T2 1999-2005 Chevrolet

- Volume will increase by 18% over stock oil pumps
- · Hard anodized coating for wear and performance
- · Will fit with stock timing cover

PART # DESCRIPTION 22120* Oil Pump, LS-1 * Use with Moroso pan Nos. 20140, 20141 and 21150



No. 22120

OIL PUMP PICKUP BUYER'S GUIDE



BUYER'S GUIDE listing Moroso Oil Pans that require a Moroso Oil Pump Pickup

NOTE: Oil pans which do not require a Moroso Oil Pump Pickup are not listed on this chart, and would take a stock pickup.

CHEVROLET

Chevrolet Small Block including Dart/Rocket

Moroso Oil Pan Part #	SBC, Standard Volume Pumps <i>Moroso #22101 MEL. #M55</i>	SBC, High Volume Pumps <i>Moroso #22111 MEL. #M55HV</i>	SBC, High Volume Pump <i>MEL. #M155HV</i>	SBC, High Volume Flange Style Pump <i>MEL. #M10555</i>	BBC, Standard Volume Pumps <i>Moroso #22150</i> <i>MEL. #M77</i>	BBC, High Volume Pumps <i>Moroso #22160</i> <i>MEL. #M77HV</i>
20110	24100	24330				
20160	24150	24340			24310	24310
20165	24150	24340			24310	24310
20170	24212	24213				
20171	24212	24213				
20172	24212	24213				
20173	24212	24213				
20175	24212	24213				
20180	24170	24350	24360		24320	24320
20181	24170	24350	24360		24320	24320
20182	24170	24350	24360		24320	24320
20183	24170	24350	24360		24320	24320
20184	24170	24350	24360		24320	24320
20185	24212	24213				
20186	24170	24350	24360		24320	24320
20190	24170	24350	24360		24320	24320
20191	24170	24350	24360		24320	24320
20192	24171	24351	21000		21020	21020
20193	24171	24351				
20194	24170	24350	24360		24320	24320
20195	24170	24350	24360		24320	24320
20196	24170	24350	24360		24320	24320
20200	24170	24350	24360		24320	24320
20200	24170	24350	24360		24320	24320
20201	24170	24350	24360		24320	24320
20205	24170	24350	24360		24320	24320
20200	24170	24330	24300		24320	24320
20210	24100	24330				
20212	24120	24122				
20212	24120	24350	24360		24320	24320
210230	24170	24350	24360		24320	24320
21017	24170	24350	24300		24320	24320
21019	24171	24350	24360		24320	24320
21235						
21237	24170 24170	24350 24350	24360 24360		24320 24320	24320 24320
21239	24170	24350	24360		24320	24320
21245	24171	24351				
21308	24102	24308	04010	24101		
21312	24103	24104	24318	24101		
21313	24103	24104	24318	24101		
21314	24314	24315				
21315	24314	24315				
21316	24316	24317				
21317	24316	24317	0.404.0	04404		
21318	24103	24104	24318	24101		
21320	24316	24317				
21804	24212	24213				
21807	24212	24213				
21808	24212	24213				
21860	24201	24205	1	1	1	1

WET SUMP





CHEVROLET, continued

Chevrolet LS Series

Moroso Oil Pan Part #	Stock Oil Pumps	High Volume Race Pump <i>Moroso #24050</i>	Oil Pan Included With Pickup
20140	24050	24050	No
20141	24050	24050	No
21150			Yes

Chevrolet Big Block including Donovan, DRC2 & Merlin

	STANDARD PICKU	P LOCATION		OFFSET PICKUP LOCATION		
Moroso Oil Pan	BBC, Standard Volume Pumps <i>Moroso #22150</i>	BBC, High Volume Pumps <i>Moroso #22160</i>	BBC, High Vol. Blueprinted Race Pump	BBC, Standard Volume Pumps <i>Moroso #22150</i>	BBC, High Volume Pumps <i>Moroso #22160</i>	BBC, High Vol. Blueprinted Race Pump
Part #	MEL. #M77	MEL. #M77HV	Moroso #22162	MEL. #M77	MEL. #M77HV	Moroso #2216
20032	24446	24446	24446			
20370	24440	24440	24440	24441	24441	24441
20372	24440	24440	24440	24441	24441	24441
20374	24440	24440	24440	24441	24441	24441
20376	24440	24440	24440	24441	24441	24441
20378	24440	24440	24440	24441	24441	24441
20380	24440	24440	24440	24441	24441	24441
20385	24440	24440	24440	24441	24441	24441
20401	24440	24440	24440	24441	24441	24441
20403	24440	24440	24440	24441	24441	24441
20405	24440	24440	24440	24441	24441	24441
20406	24440	24440	24440	24441	24441	24441
20408	24440	24440	24440	24441	24441	24441
20410	24400	24400	24400			
20411	24440	24440	24440	24441	24441	24441
20412	24440	24440	24440	24441	24441	24441
20413	24440	24440	24440	24441	24441	24441
20431	24430	24430	24430			
20433	24430	24430	24430			
20449	24448	24448	24448			
20451	24430	24430	24430			
20460	24450	24450	24450			
21047	24440	24440	24440	24441	24441	24441
21048	24440	24440	24440	24441	24441	24441
21049	24440	24440	24440	24441	24441	24441
21600	24440	24440	24440	24441	24441	24441
21602	24440	24440	24440	24441	24441	24441
21604	24440	24440	24440	24441	24441	24441
21610	24290	24290	24290			

OLDSMOBILE

ULDUI	OLDSMODILL						
Moroso Oil Pan Part #	High Volume Pump <i>MEL. #M22FHV</i>	High Volume Pump <i>MEL. #M22MHV</i>	High Volume Pump MONDELLO SP755				
20480	24460						
20482	24461						
20484	24462						
21631		24463	24463				

PONTIAC				
Moroso Oil Pan Part #	High Pressure Pump <i>MEL. #54DS</i>	High Volume Pump <i>MEL. #10541</i>		
20490	24480	24480		
20500	24482	24482		

OIL PUMP PICKUP BUYER'S GUIDE

CHRYSLER

Chrysler 273-340, 360 & 360 Magnum

Moroso Oil Pan Part #	Stock Oil Pumps	Chrysler Pump #2468489
20710	24700	24700
20730	24700	24700
20732	24710	

Chrysler 5.7 – 6.1 HEMI

Moroso Oil Pan Part #	Stock Oil Pumps
21161	24161

Chrysler 361-440 & 426 Hemi

	Stock Style	Stock Style
Moroso	B/RB Pump	Hemi Pump
Oil Pan Part #	3/8" -18 thread	1/2" -14 thread
20760	24750	24800

FORD

Ford 289-302

Maraaa	1	Ctool	L Ford Motoroporto	Malling Dump	Molling Dump #MCO
Moroso Oil Pan Part #	Stock Oil Pumps	Stock Oil Pumps w/ Main Support	Ford Motorsports Pump #M-6600-D2	Melling Pump #M68, #M68HV #M10688	Melling Pump #M68, #M68HV, #M10688 w/ Main Support
18503	24523			24523	
18511					
18521	24516	24519	24521	24516	24519
20502	24520			24520	
20503					
20506	24517	24518		24517	24518
20509	24517	24518		24517	24518
20510	24500			24500	
20511	24516	24519	24506	24516	24519
20516	24516	24519	24506	24516	24519
20521	24516	24519	24521	24516	24519
20527	24527	24528		24527	24528

Ford 351W - SVO

Moroso Oil Pan Part #	Stock Oil Pumps	Ford Motorsports Pump #M-6600-B3	Melling Pump #M83, #M83HV #M10833
18501	24507		24507
18507	24507		24507
18520	24532	24514	24532
20501	24507		24507
20507	24507		24507
20508	24501		24501
20520	24532	24514	24532
20522	24515		24515
20523	24532	24514	24532
20532	24532		24532

Ford 351C/351M & 400

Moroso Oil Pan Part #	Stock Oil Pumps	Melling Pump #M84AHV
20530	24530	24530
20558	24558	24558
20560	24550	24550

Ford 352-428

Moroso Oil Pan Part #	Stock Oil Pumps	Melling Pump #M57HV
18608	24608	24608
20607	24608	24608
20608	24608	24608
20609	24609	24609

Ford 429-460

Moroso Oil Pan Part #	Ford Motorsports Pump #M-6600-A460 Melling #M84D/84DHV
18625	24508
20612	24504
20614	24511
20616	24505/24522
20620	24509
20625	24508

Oil Pump Pickup Buyer's Guide continued on next page ►

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OIL PUMP PICKUP BUYER'S GUIDE

IMPORT

Moroso Oil Pan Part #	Stock Oil Pumps VTEC Engines	Stock Oil Pumps 1.6 VTEC Engines	Stock Oil Pumps Non-VTEC Engines	Oil Pan Included With Pickup
20901	24010	24011	24011	No
20909	24010		24011	No
20912	24012		24012	No
20940				Yes
20965				Yes

OIL PUMP PICKUPS & ACCESSORIES

U-WELD-IT EXTENDED OIL PUMP PICKUPS

- U-Weld-It Oil Pump Pickup Kits can be tailored for either standard or high volume pumps
- Use in oil pans up to 10-3/4" deep
- Intended for Street/Strip use

PART # DESCRIPTION

- 24861 U-Weld-It Extended Oil Pump Pickup, Small Block and 90° Chevy V6. Includes: one 5/8" tube, one bracket, one box, two 1/4" -20 x 3/4" allen head screws, two hex head cap screws and two 1/4" lock washers
- 24862 U-Weld-It Extended Oil Pump Pickup, Big Block Chevy. Includes one 3/4" tube, one bracket, one box



No. 24861



No. 24862

EXTERNAL OIL PUMP PICKUP KIT

- · Complete kit includes everything needed to convert steel wet sump oil pan for use with external pump
- · Includes screened pickup box, pickup tube and specially machined -12AN fitting
- · Adapts to a variety of pans, welding required
- Recommended for wet sump pans with power kickouts

PART # DESCRIPTION

24840 External Oil Pump Pickup Kit, Steel Oil Pans

Call our Technical Service Department for parts needed to convert aluminum pans: (203) 458-0542.

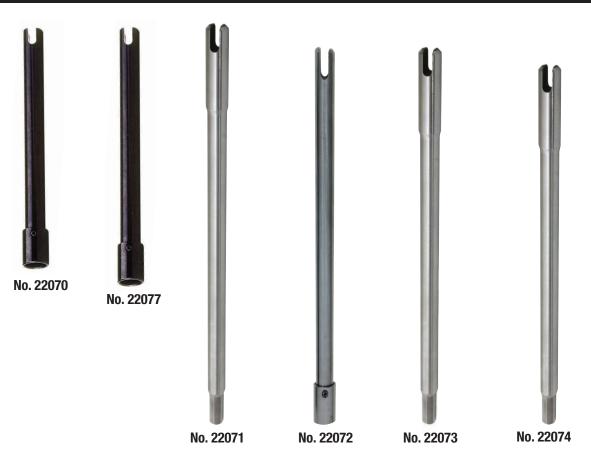




No. 24840







OIL PUMP DRIVE SHAFTS

- High-quality steel for extended reliability
- · Steel sleeve is pinned to maintain correct alignment between oil pump and shaft
- Made from mild steel with plastic sleeve

PART #	LENGTH	APPLICATION	PUMP DRIVE	USE ON PUMPS
22070*	5.75"	SBC, Chevy V-6 (Stock)	Blade	22101, 22111, 22124, 22134, 22171,
22080	6.50"	BBC, Stock Height	Blade	22150, 22160, 22144, 22175, 22185, 22163
22082	6.90"	BBC, .400" raised cam	Blade	22150, 22160, 22144, 22175, 22185, 22163
22090*	5.625"	SBC using BBC Pump	Blade	22150, 22160, 22144, 22175, 22185, 22163
22071	9.736"	BBC, 1.00" raised cam	Hex	22167
22072	9.136"	BBC DART Block, .600" raised cam	Blade	22150, 22160, 22144, 22175, 22185, 22163
22073	9.336"	BBC DART Block, .600" raised cam	Hex	22167
22074	9.136"	BBC, .400" raised cam	Hex	22167
22077	6.24"	SBC DART Block, .391" raised cam	Blade	22101, 22111, 22124, 22134, 22171
97041	6.675"	BBC, Stock Height	Blade	22162

*400 cubic inch small block requires the oil pump drive shaft opening to be machined to 9/16"



PUMP DRIVE INTERFERENCE

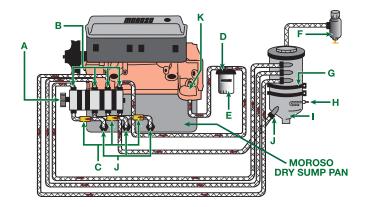
To avoid premature oil pump gear wear, check the clearance between the oil pump drive shaft and the opening in the block it passes through. Install the oil pump, drive shaft, and distributor in the block. This way the shaft will line up, as it will when the engine is complete. Ensure that the oil pump drive shaft is not touching the machined hole in the block or rear main cap.



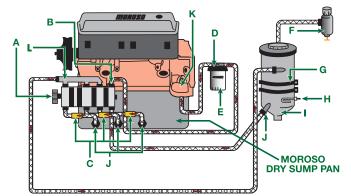
DRY SUMP OILING SYSTEMS

Dry Sump Oiling Systems are the safest, most dependable oiling systems available. They're popular in all forms of racing, especially where low chassis height is important for good handling. Horsepower gain is maximized because there is virtually no oil in the pan and no internal pump, allowing the windage tray or screen to run the full length of the pan. Other advantages of a dry sump system include a remotely mounted oil tank for increased capacity, the ability to easily add remote oil coolers, more consistent oil pressure, adjustable oil pressure, improved scavenging and increased ring seal due to greater pan vacuum.

TYPICAL 4 STAGE DRY SUMP SYSTEM WITH MULTIPLE RETURN LINES TO TANK



TYPICAL 4 STAGE DRY SUMP SYSTEM USING SCAVENGE MANIFOLD & SINGLE RETURN LINE TO TANK



CATEGORY A Dry Sump Oil Pumps	PART # AND DESCRIPTION No. 22560, 3 Stage No. 22570, 4 Stage	CATEGORY H Oil Preheaters	PART # AND DESCRIPTION No. 23980, In Tank w/ Aluminum Fitting No. 23990, In Tank w/ Steel Fitting
B Pump Fittings	No. 22580, 5 Stage No. 22605, -10AN to -10AN No. 22606, -10AN to -12AN		No. 23995, External Heating Pad, 6"x12" No. 23996, External Heating Pad, 5" x 7" No. 23997, External Heating Pad, 2" x 15"
C In-Line Screened Oil Filters	No. 22610, -10AN to -12AN w/ Screen No. 23850, -10AN fittings, 5/8 No. 23860, -12AN fitting, 3/4" No. 23870, -8AN fitting, 1/2"	I Oil Tanks	No. 22681, 13", 5 qt., (1) -16AN w/o Integral Breather No. 22682, 13", 5 qt., (1) -16AN w/ Integral Breather No. 22682, 13", 5 qt., (3) -12AN w/o Integral Breather No. 22684, 13", 5 qt., (3) -12AN w/ Integral Breather
D Remote Filter Mounts	Nos. 23700/23710, Ford/Chrysler Style Nos. 23750/23760, Chevy Style No. 23766, Large Diameter Style		No. 22686, 15", 6 qt., (1) -16AN w/o Integral Breather No. 22687, 15", 6 qt., (1) -16AN w/ Integral Breather No. 22688, 15", 6 qt., (3) -12AN w/o Breather
E Racing Oil Filters	No. 22459, Chevy, 4-9/32" high No. 22460, Chevy, 5-1/4" high No. 22461, Chevy, 8" high	J Filter Fittings	No. 22689, 15", 6 qt., (3) -12AN w/ Integral Breather No. 23960, 3/4" NPT Male to -12AN Male No. 23961, -12AN Male to -12AN Male
	No. 22470 , Ford/Chrysler, 5-1/4" high No. 22465 , Large Dia. (Fram HP-6 replacement), 6-1/4" high	K Filter Block-Off/ Bypass Plates	No. 23690, Filter Adaptor, Chevy No. 23770, Bypass, SBC & BBC No. 23782, Bypass, Merlin Block
F Breather Tanks	No. 85465, -12AN Inlet No. 85466, Dual -12AN Inlet Fittings No. 85470, 3/8" NPT Inlet	L Scavenge	No. 23780, Block-Off SBC & BBC No. 23840, Block-Off BBC (Gen V) No. 23820, Block-Off Ford/Chrysler No. 22692, 3 Stage Pump, Quick Release
G Tank Mounts	No. 85475, -16AN Inlet Nos. 22677, 22678, 22679 (Straight, Offset or U-Weld-It Kits)	Manifolds	No. 22692, 3 Stage Pump, Quick Release No. 22693, 4 Stage Pump, Quick Release No. 22695, 5 Stage Pump, Quick Release

DRY SUMP OILING SYSTEMS



SPORT COMPACT DRY SUMP SYSTEM

CA A	TEGORY Oil Pumps	PART # AND DESCRIPTION No. 22570, 4 Stage L No. 22580, 5 Stage \		
B	Oil Pump Fittings	No. 22605, -10AN to -10AN No. 23606, -10AN to -12AN		
C	Filter Fittings	No. 23960, -3/4" NPT t -12AN male No. 23961, -12AN male to -12AN male		E E
D	Racing Oil Filter Mount	No. 23700 or No. 23710, varies w/ filter No. 23750 or No. 23760, varies w/ filter No. 23766, Large Diameter		-J
E	Racing Oil Filter	No. 22459 or No. 22465	ВС	MOROSO DRY
F	Breather Tanks	No. 85470 or No. 85475		SUMP OIL PAN
G	Tank Mounts	Nos. 22677, 22678, 22679		No. 20903
		(Straight, Offset or U-Weld-It Kits)	CATEGORY	PART # AND DESCRIPTION
Н	Oil Preheaters	No. 23990, No. 23995, No. 23996 or	J Filter Fittings	No. 23960 or No. 23961
	(In Tank)	No. 23980	K Fittings	No. 22605, No. 22606 or No. 22610
I	Oil Tank	No. 22681	L Scavenge Manifolds	Custom Built
			M Oil Filter Block-Off	No. 23815
			N Drive Kits, Pulleys & Belts	No. 25710

HOW A GEROTOR PUMP WORKS

Although gerotors come in a variety of sizes and configurations, they share the same basic principal of operation: The inner drive element (rotor) has one less tooth than the scroll section. Both rotate within the pump's housing. Because the inner rotor has one less tooth, it revolves at a slightly faster rate than the scroll section.

As the inner rotor revolves, vacuum causes oil to be drawn into a chamber, which continues to enlarge as the pump shaft turns.



Further rotation causes the chamber to become connected to the discharge port, eventually forcing all of the oil out as the chamber's volume becomes smaller.

The chamber reaches maximum volume when the tips and lobes seal the chamber from both the inlet side (low-pressure) and outlet side (high-pressure).

Μ





TEC

CONSIDERATIONS WHEN CHOOSING A DRY SUMP PUMP

When choosing a pump and determining how many scavenging pickups to have, *consider this*: additional scavenge pickups allow you to pull oil from more points in the engine where oil will build up. While the oil pan is an ideal place, scavenging from the lifter valley or cylinder heads is another option. This prevents the oil from draining back down through the rotating assembly, and potentially slowing down the oil return process. Dry sump pumps are great at creating crankcase vacuum, when the engine is properly sealed and machined. Additional scavenge sections will aid in creating vacuum. With the same amount of oil volume flow through the engine will exist, more pickups will allow greater volume to be evacuated from the engine.



DRAGSTER SERIES OIL PUMPS



Single Stage No. 22521 / No. 22421



Four Stage No. 22524 / No. 22424

DRY SUMP OIL PUMPS, DRAGSTER

Single, Three, Four, Five and Six Stage

Fits: Chevrolet-based Small Block & Big Block Dragster applications

After years of development, input from racers and top engine builders, Moroso is proud to introduce the next evolution of dry sump pumps!

INCREASED POWER!

- Steady oil pressure throughout RPM range
- · Consistent oil pressure at high heat levels
- Increased vacuum
- · Consistent oil pressure at high vacuum levels
- Oil pressure adjustability, allows for finer tuning of pressure levels

EASIER TO PLUMB AND FIT!

- Internal manifold with –16AN return, no need for separate manifold
- Built-in bracket mounts pump higher and closer to the engine, for better engine compartment packaging in a Dragster
- Two pressure outlet locations for easier plumbing
- Includes all necessary fittings
- Vertical oil pressure adjuster makes it easier to change oil pressure settings
- · Made in the USA

PART #DESCRIPTION.875 Pressure / 1.100 Scavenge22521Single Stage22523Three Stage22524Four Stage22525Five Stage22526Six Stage

PART #DESCRIPTION1.100 Pressure / 1.100 Scavenge22421Single Stage22423Three State22424Four Stage22425Five Stage22426Six Stage



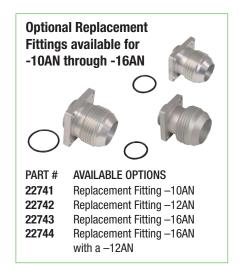
Three Stage No. 22523 /No. 22423



Five Stage No. 22525 / No. 22425



Six Stage No. 22526 / No. 22426



Phone: 203.453.6571 Fax: 203.453.6906

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OIL PUMPS

FULL BODY SERIES OIL PUMPS





Single Stage No. 22251 / No. 22241



Four Stage No. 22254 / No. 22244

DRY SUMP OIL PUMPS, DOOR CAR

Single, Three, Four, Five and Six Stage

Fits: Chevrolet-based Small Block & Big Block Door Car applications

After years of development, input from racers and top engine builders, Moroso is proud to introduce the next evolution of dry sump pumps!

INCREASED POWER!

- Steady oil pressure throughout RPM range
- Consistent oil pressure at high heat levels
- Increased vacuum
- · Consistent oil pressure at high vacuum levels
- Oil pressure adjustability, allows for finer tuning of pressure levels

EASIER TO PLUMB AND FIT!

- Internal manifold with -16AN return, no need for separate manifold
- · Built-in mounting bracket designed for engine compartment constraints
- Two pressure outlet locations for easier plumbing
- Includes all necessary fittings

DESCRIPTION .875 Pressure / 1.100 Scavenge

Single Stage

Three Stage

Four Stage

Five Stage

Six Stage

- · Vertical oil pressure adjuster makes it easier to change oil pressure settings
- Made in the USA

PART #

22251

22253

22254

22255

22256

PART #	DESCRIPTION
1.100 Pre	essure / 1.100 Scavenge
22241	Single Stage
22243	Three Stage
22244	Four Stage
22245	Five Stage
22246	Six Stage



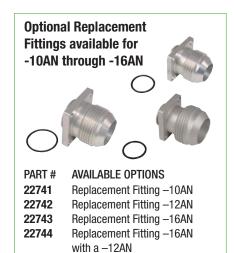
Three Stage No. 22253 / No. 22243



Five Stage No. 22255 / No. 22245



No. 22256 / No. 22246



OIL PUMPS

Tech Support: 203.458.0542 • 203.458.0546

EXTERNAL OIL PUMPS



EXTERNAL OIL PUMPS

- External oil pumps run cooler than internal pumps, and bypass adjustment is made easier
- Priming your engines oil system is made simpler
- External pumps eliminate the spark scatter and cam shaft loads that come with an internal pump
- Moroso custom department offers other pressure section sizes for many applications
- PART # DESCRIPTION 22596 External oil pump, passenger side Ford mount, 1.100" pressure section (Small Block Pump Bracket Adapter No. 23491 or Big Block No. 23493 must be used) 22600 External oil pump, drivers side Chevrolet mount, .875" pressure section 25610
- External oil pump, passenger side Import Engine Reverse Rotation, .875" pressure section (Pump Bracket Adapter No. 23498 must be used)

DRY SUMP PUMPS

Dry Sump Scavenge

Manifolds on pg. 117

RECOMMENDED OPTIONS

Scavenge Fitting -10AN to -16 AN

Seal Kit for No. 22596 and 22600

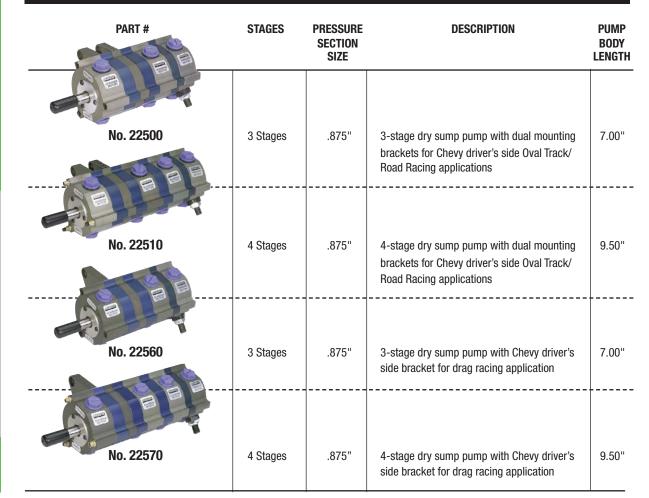
Filter Fittina

PART #

22610

22703

97690



DRY SUMP PUMPS				
PART #	STAGES	PRESSURE Section Size	DESCRIPTION	PUMP Body Length
No. 22580	5 Stages	.875"	5-stage dry sump pump with Chevy driver's side bracket for drag racing application	11.50"
No. 22581	5 Stages	1.100"	5-stage dry sump pump with Ford passenger side bracket for drag racing application	11.78"
No. 22582	5 Stages	.875"	5-stage dry sump pump with Chevy driver's side bracket for dragster chassis drag racing application. Pump is moved inward and down from crankshaft center line	11.50"
No. 22583	5 Stages	1.100"	5-stage dry sump pump, with Chevy driver's side bracket for drag racing applications	11.78"

PART # REPLACEMENT PARTS

97650 All pump O-rings, Bearings, and Front Seal

97660 1.100" Scavenge Section Housing

97670 1.100" Scavenge Rotor and Scroll

DRY SUMP SCAVENGE MANIFOLDS

- For Moroso External Manifold Style Dry Sump Pumps
- Fully Fabricated
- -10AN inlet and -16AN outlet
- Manifolds come with machined aluminum pump fittings, O-rings ans quick release pins to make for an easy installation

MOROSO DRY SUMP	MANIFOLD	# 0F
PUMP PART #	PART #	INLETS
22500	22692	2
22510	22693	3
22560	22692	2
22570	22693	3
22572	22694	4
22580	22695	4
22581	22695	4
22582	22695	4
22583	22695	4





OIL PUMPS



OIL PUMP & VACUUM PUMP DRIVE KITS

VACUUM PUMP, DRY SUMP PUMP DRIVE KITS

Big and Small Block Chevy

- · Extra long to accommodate any combination
- Steel, self-centering mandrel bolts directly to harmonic balancer for dead-accurate concentricity
- Pulleys are 6061-T6 aluminum and hard coat anodized for exceptional strength and extended service life
- Includes: 2-1/2" V-belt pulley for vacuum pump, 1" (16-tooth) Gilmer pulley for external oil pump, guide plates, assorted spacers, belt guides and hardware
- For optimum accessory speed, use with Moroso Dry Sump Gilmer Pulleys, and Vacuum Pump V-Belt Pulley No. 64885

No. 63844 No. 63845 PART # DESCRIPTION 63844 Vacuum Pump, Dry Sump Pump Kit,

03044	vacuum Pump, Dry Sump Pump Kit,
	BBC, uses 5" mandrel length
63845	Vacuum Pump, Dry Sump Pump Kit,
	SBC, uses 4.75" mandrel length
PART #	AVAILABLE OPTION
23523	4" O.D. Mandrel Pulley, V-Belt

VACUUM PUMP, DRY SUMP PUMP DRIVE KIT

Small Block Ford

- Fits Small Block Ford 302-351W with either three or four mounting bolts (3.30" bolt circle, 2.432" male register—will NOT fit 289)
- Hub mounted to harmonic balancer
- Pulleys are 6061-T6 aluminum and hard coat anodized for exceptional strength and extended service life
- Includes: 2-1/2" V-belt pulley for vacuum pump, 1" (16-tooth) Gilmer pulley for external oil pump, guide plates, assorted spacers, belt guides and hardware

PART # DESCRIPTION

63846 Vacuum Pump, Dry Sump Pump Kit, SB Ford 302-351W, 5.80" overall length (with spacer)



No. 63846

PART # AVAILABLE OPTION 23523 4" O.D. Mandrel Pulley, V-Belt

VACUUM PUMP, DRY SUMP PUMP DRIVE KIT Big and Small Block Chrysler

- Pulleys are 6061-T6 aluminum and hard coat anodized and mandrel is black anodized for exceptional strength and extended service life
- · Extra long to accommodate any combination
- 6-bolt self-centering aluminum hub fastens to balancer; steel mandrel mounts to hub and provides rigid pulley mounting



 Includes: Steel Mandrel, 4" V-belt pulley for alternator, 2-1/2" V-belt pulley for vacuum pump, 1" (16-tooth) Gilmer pulley for external oil pump, guide plates, assorted spacers, belt guides and hardware

PART # DESCRIPTION

63848 Vacuum Pump, Dry Sump Pump Kit, Big and Small Block Chrysler, 5.70" overall length

OVAL TRACK, ROAD RACE OIL PUMP DRIVE KITS

Without Crank-Driven Power Steering

- · Designed for use on engines without crankshaft-driven power steering
- Kits include all necessary hardware: Grade 8 fasteners, hard coat anodized 1" (16 tooth) Gilmer pump and drive pulleys and power steering pulley where noted, correct length gilmer belt and assortment of shims to
- maintain belt alignment
 For Chevy applications use Nos. 64900 Water Pump Pulley and No. 64910 Crankshaft Pulley
- Works with all Moroso Dry Sump Oil Pumps or any other pump with .625" diameter shaft

PART # DESCRIPTION

23630 Dry Sump Pump Drive Kit, SBC and 90° Chevy V6. Oval Track/Road Race without crank-driven power steering. Drives oil pump at 57% of crank speed.
 2.835" mandrel length uses No. 97110 replacement belt







OIL PUMP AND VACUUM PUMP DRIVE KITS

Flange Style

- Bolts to balancer-balancer does not need to be drilled like older designs
- · Pulleys are hard coat anodized and mandrel is black oxide for exceptional strength and extended service life
- Kits include: one-piece, forged steel drive mandrel, 4" V-belt pulley for alternator, 2-1/2" V-belt pulley for vacuum pump, 1" (16 tooth) Gilmer pulley for external oil pump, guide plates, assorted spacers, belt guides and hardware

DADT "		07/4 5	MANDREL LENGTH	-	
PART #	ENGINE APPLICATION	STYLE	MINUS FLANGE	REQUIRED BALANCER	LENGTH
63857	Small Block Chevy	Short	2.990"	3-Bolt, 3.20" bolt circle, 1.250" female register*	3.380"
63859	Small Block Chevy	Long	4.000"	3-Bolt, 3.20" bolt circle, 1.250" female register*	4.655"
63860	GM LS Series	Short	2.990"	Aftermarket, using GM LS bolt pattern	3.645"
				3-Bolt, 3.20" bolt circle, 1.250" female register	
63858	Big Block Chevy	Short	2.990"	3-Bolt, 3.20" bolt circle, 1.250" female register	3.645"
63849	Big Block Chevy	Long	4.000"	3-Bolt, 3.20" bolt circle, 1.250" female register	4.655"
63853	Small Block Ford	Short	3.500"	4-Bolt, 3.30" bolt circle, 2.382" male register	4.125"
63847	Big Block Ford, 429-460	Long	3.500"	4-Bolt, 3.30" bolt circle, 2.180" male register	5.285"

*Centers off of I.D. of Balancer via supplied crankbolt washer



No. 63849



No. 63853





No. 63860



OIL PUMPS



OIL PUMP DRIVE KITS

DRAG RACE OIL PUMP DRIVE KITS

With Crank-Driven Water Pump



No. 23600

- Fits most popular drive setups including 1/4" front engine plate mounting and crank trigger ignition unless otherwise stated
- Drives Oil Pump at 57% of crankshaft speed
- Kits include all necessary hardware: Grade 8 fasteners, hard coat anodized Gilmer pump and drive pulleys and correct length drive belts
- Works with all Moroso Dry Sump Pumps and External Oil Pumps

With Electric-Drive Water Pump



Alternator Drive Kits on pgs. 221-222

No. 23660

DESCRIPTION PART # 23600 Oil Pump Drive Kit, SBC and 90° Chevy V6, Drag Race with crankdriven water pump. Use Moroso Water Pump Pulley No. 64900, 2.375" mandrel uses No. 97110 replacement belt 23610 Oil Pump Drive Kit, BBC, Drag Race with crank-driven water pump. 2.495" mandrel uses No. 97120 replacement belt Oil Pump Drive Kit, SBC and 90° Chevy V6, Drag Race with electric-23660 drive water pump, 1.840" mandrel uses No. 97130 replacement belt 23670 Oil Pump Drive Kit, BBC, Drag Race with electric-drive water pump, works with crank trigger ignition or 1/4" motor plate (but not both), 1.95" mandrel uses No. 97120 replacement belt 23672 Oil Pump Drive Kit, BBC, Drag Race with electric-drive water pump, works with both crank trigger ignition and 1/4" motor plate, 2.495" mandrel uses No. 97130 replacement belt

REPLACEMENT PARTS FOR DRY SUMP DRIVE KITS

With Crank-Driven Power Steering		23528	Gilmer Drive Pump Pulley - 28-tooth. For Nos. 23600,
PART # 97110	DESCRIPTION Gilmer Drive Belt - 22.5" long. For Nos. 23600,	23532	23610, 23620, 23630, 23660, 23670 and 23672 Gilmer Drive Pump Pulley - 32-tooth
07400	23620, 23630, 23660	97170	Gilmer Drive Crankshaft Pulley - 16-tooth. For Nos. 23600, 23610, 23620, 23630, 23660, 23670
97120 97130	Gilmer Drive Belt - 24.0" long. For Nos. 23610, 23670 Gilmer Drive Belt - 25.5" long. For Nos. 23610, 23670		and 23672
97140	Gilmer Drive Belt - 27.0" long	23520 23523	V-Belt Crankshaft Pulley - 2.5" long V-Belt Crankshaft Pulley - 4" long

EXTERNAL OIL PUMP MOUNTING BRACKETS - SPORT COMPACT

Honda 1.6L, 1.8L & 2.0L Engines

- Brackets are specially designed to secure Moroso Oil Pump No. 25610
- Anodized billet aluminum brackets mount directly to existing A/C compressor bosses on the block
- Includes all mounting hardware

PART # DESCRIPTION

23498 External Wet Sump Pump Mounting Bracket for Moroso Oil Pump No. 25610



EXTERNAL OIL PUMP MOUNT BIG BLOCK FORD & 351C

- This kit enables the mounting of Moroso External Oil Pump **No. 22596** to either side of the Big Block Ford Engines in cars without motor plates
- Mounting Plate is constructed from 3/8" thick billet aluminum
- Anodized aluminum and includes all fasteners with two different spacers to accommodate the crankshaft mounting for a stock or "boss" snout

PART # DESCRIPTION

23493 External Oil Pump Mount for Big Block Ford



Phone: 203.453.6571 Fax: 203.453.6906

120

PULLEYS

DRY SUMP PUMP PUILI FYS

Gilmer Style

- · Machined from billet aluminum for unmatched precision
- Hard-coat anodized for extended durability
- 3/8" pitch pulleys fit 5/8" diameter shafts
- Use with Moroso Gilmer Drive Pulleys No. 23532 to suit desired drive ratio
- Compatible with 3/8" pitch gilmer tooth drive pulleys and belts manufactured by Moroso and others
- · Includes key and 4 set screws to lock pulley to the shaft

DESCRIPTION PART

- 23528 Dry Sump Pump Pulley, Gilmer Style, 28-teeth
- 23532 Dry Sump Pump Pulley, Gilmer Style, 32-teeth

CRANKSHAFT PULLEYS

Gilmer Style

- 3/8" pitch pulley fits 1" diameter keyed drive mandrels
- Machined from billet aluminum for unmatched precision
- Anodized for extended durability
- PART # DESCRIPTION
- 97170 3/8" Pitch, 1" Wide, 16-teeth
- 97171 3/8" Pitch, 1" Wide, 18-teeth
- 97172 Crankshaft Pulley, Gilmer Style, 3/8" Pitch, 1/2" Wide, 18-teeth

- No. 97170
- Crankshaft Pulley, Gilmer Style, Crankshaft Pulley, Gilmer Style,

DIL PUMI

RADIUS TOOTH DRY SUMP PUMP PULLEYS AND DRIVE PULLEYS

Moroso black anodized Radius Tooth Pump Pulleys are designed to work more efficiently and take less power to drive your dry sump pump. These Pulleys are made to use a 1.00" wide drive belt, and with a wide variety of sizes, most drive ratios you may need are achievable. All dry sump pulleys are made to accept a 5/8" shaft, and come with 4 set screws to lock the pulley to the shaft. Moroso Radius Tooth Pump Pulleys are designed with the same 8mm tooth technology, and will add to the efficiency of the entire round tooth drive combination.

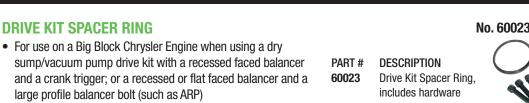
DRY SUMP PUMP PULLEY CHART

PUMP PULLEY PART #	NO. OF TEETH	DRIVE PULLEY Part #	NO. OF TEETH	drive Ratio
23544	30	23541	20	67%
	30	23542	22	73%
	30	23543	24	80%
23545	32	23541	20	63%
	32	23542	22	69%
	32	23543	24	75%
23546	34	23541	20	59%
	34	23542	22	65%
	34	23543	24	71%
23547	36	23541	20	56%
	36	23542	22	61%
	36	23543	24	67%
23548	40	23541	20	50%
	40	23542	22	55%
	40	23543	24	60%

Available in sizes that will not only give you the ratio you want, but will adjust the centerline measurement between your pump and crankshaft center. This will help in tight fitting conditions while allowing you to have the correct drive ratio. Moroso drive pulleys fit any 1.00" mandrel with a 1/8" keyway slot.



No. 23541



ACCESSORIES

No. 23560

BELT GUIDES

- Made from 6061-T6 Aluminum
- .062 thick with 1.00 hole in center and provision for 1/8" keyway

No. 23562

2 per package

Tech Support: 203.458.0542 • 203.458.0546

DESCRIPTION

PART #

23560

23561

23562

No. 23561

Belt Guide, 2.50" Diameter

Belt Guide, 3.50" Diameter

Belt Guide, 4.50" Diameter



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DRIVE BELTS

No. 97115

RADIUS TOOTH BELTS

Fits: Radius Tooth Pulleys with 8mm Pitch

- Provides higher power and torque transmission, improved meshing to reduce tooth jump, greater resistance to tooth shear and reduced friction to extend belt life
- Fiberglass cord is wound across the entire width of the belt to minimize stretching
- Belt body is manufactured from a synthetic neoprene compound that resists heat, oils, ozone and aging
- Tough nylon fabric is bonded to the tooth surface for greater wear resistance

PART #	DESCRIPTION	LENGTH x WIDTH (MM)	TEETH
97105	Radius Tooth Belt	21"x 1" (533 x 25.4)	67
97115	Radius Tooth Belt	22" x 1" (559 x 25.4)	70
97125	Radius Tooth Belt	23.6" x 1" (599 x 25.4)	75
97135	Radius Tooth Belt	25.2" x 1" (641 x 25.4)	80
97136	Radius Tooth Belt	25.8" x 1" (655 x 25.4)	82
97138	Radius Tooth Belt	26.8" x 1" (681 x 25.4)	85

RADIUS TOOTH BELTS

Fits: Radius Tooth Pulleys with 8mm Pitch

- Thin Series Belts for Moroso Vacuum Pump and Alternator Pulleys
- Fits 1/2" wide or greater pulleys
- Strong and lightweight with less belt stretch
- Provides lower tension with positive engagement and no slippage

PART #	DESCRIPTION	LENGTH x WIDTH (MM)	TEETH
97141	Radius Tooth Belt	23.3" x 1/2" (592 x 12.7)	74
97141 97142	Radius Tooth Belt	23.9" x 1/2" (608 x 12.7)	74 78
97144	Radius Tooth Belt	25.2" x 1/2" (640 x 12.7)	80
97146	Radius Tooth Belt	26.5" x 1/2" (672 x 12.7)	83
97147	Radius Tooth Belt	26.8" x 1/2" (680 x 12.7)	85
97149	Radius Tooth Belt	28.3" x 1/2" (720 x 12.7)	90
97151	Radius Tooth Belt	29.9" x 1/2" (760 x 12.7)	97
97152	Radius Tooth Belt	30.6" x 1/2" (776 x 12.7)	99
97154	Radius Tooth Belt	31.5" x 1/2" (800 x 12.7)	100
97156	Radius Tooth Belt	33.1" x 1/2" (840 x 12.7)	105
97157	Radius Tooth Belt	33.7" x 1/2" (856 x 12.7))	106
97159	Radius Tooth Belt	34.7" x 1/2" (880 x 12.7)	110
97160	Radius Tooth Belt	35.3" x 1/2" (896 x 12.7)	112
97161	Radius Tooth Belt	36.2" x 1/2" (920 x 12.7)	113
97162	Radius Tooth Belt	36.9" x 1/2" (936 x 12.7)	116
97164	Radius Tooth Belt	37.8" x 1/2" (960 x 12.7)	120



COMBINING BELT CIRCUMFERENCE WITH PULLEY SIZES TO ACHIEVE YOUR DRIVE RATIO

Moroso offers a wide selection of pulley sizes to accommodate many ratio options and crankshaft to pump shaft centerline dimensions. By using the same belt circumference, you can move the pump away from the crankshaft centerline by using the smaller tooth pulleys with a given drive ratio. By using the larger tooth pulleys for the same ratio, the centerline to the crankshaft will be reduced, but in both cases they will have the same drive ratio.



No. 97110

GILMER DRIVE BELTS

- For Moroso Dry Sump Pump setups
- Will also work with other manufacturers' 3/8" pitch Gilmer Drive setups

PART #	DESCRIPTION	LENGTH x WIDTH (MM)	TEETH
97110	Gilmer Drive Belt	22.5" x 1" (572 x 25.4)	60
97120	Gilmer Drive Belt	24" x 1" (610 x 25.4)	64
97130	Gilmer Drive Belt	25.5" x 1" (648 x 25.4)	68
97140	Gilmer Drive Belt	27" x 1" (686 x 25.4)	72



VACUUM PUMPS

The nature of a vacuum pump is to remove air, blow-by gasses and other contaminants from the crankcase of an engine. The vacuum pumps ability to remove the air in the crankcase results in overall engine vacuum. Vacuum will increase horsepower by allowing the use of low-tension compression and oil control rings. In which the use of reduces frictional horsepower losses, blow-by, intake charge contamination and aids in detonation prevention. Moroso's "purpose built" racing pumps offer all these advantages and more. Whether you have a normally aspirated Small Block or a nitrous equipped Pro-Mod, one of Moroso's vacuum pump offerings with all the needed accessories has you covered. These pumps will suit nearly any engine combination and requirement.



ORIGINAL DESIGN 3-VANE VACUUM PUMP

- Versatile Billet aluminum design
- · Engineered vane material for improved efficiency and wear
- Completely rebuildable in 15 minutes
- Mounting bracket not included
- PART # DESCRIPTION
- 22640 Original Design 3-Vane Vacuum Pump, -12AN Fittings
- PART # AVAILABLE OPTION
- 22645 Vacuum Pump Service Kit, 3 Vane
- Allandson on rous o o o o

No. 22840



Mounting Brackets on pgs. 125-128

ENHANCED DESIGN 3-VANE VACUUM PUMP

We've taken our popular 3-Vane Vacuum Pump and added tricks that we learned when designing our "Enhanced Design" 4 Vane Vacuum Pump and through continual development of our Vacuum Pump line. *The end result is;*

- The "Enhanced Design" features allow the pump to pull more vacuum than the "Original" style 3-Vane pump
- Achieves greater vacuum sooner
- 3-Vane Design weighs less than "original" style pumps
- · Virtually maintenance free
- Designed with maintenance-free precision sealed roller bearings
- Includes -12AN Fittings
- · Mounting bracket not included
- PART # DESCRIPTION
- 22840 Enhanced Design 3-Vane Vacuum Pump, -12AN Fittings, Hard Anodized Finish



ORIGINAL DESIGN 4-VANE VACUUM PUMP

- Versatile Billet aluminum design, well suited for wet or dry sump applications
- · Engineered vane material for improved efficiency and wear
- Completely rebuildable in 15 minutes
- · Mounting bracket not included
- PART # DESCRIPTION
- 22641 Original Design 4-Vane Vacuum Pump, -12AN Fittings
- PART # AVAILABLE OPTION
- 22646 Vacuum Pump Service Kit, 4-Vane

REPLACEMENT PARTS FOR MOROSO VACUUM PUMPS

PART #REPLACEMENT PARTS97641Replacement Fittings, -12AN

PART # REPLACEMENT PARTS 22626 Replacement Fittings, -16AN





VACUUM PUMPS

ENHANCED DESIGN 4-VANE VACUUM PUMPS

- "Enhanced Design" pulls 13.9% more vacuum
- Can be used efficiently on wet or dry-sump engines
- Achieves greater vacuum sooner, virtually maintenance free
- 4-Vane design weighs less than "original" style pumps
- Designed with maintenance-free precision sealed roller bearings
- Pump No. 22644 is natural aluminum finish designed to be polished, interior hard coated for wear resistance

PART # DESCRIPTION

- 22842 Enhanced Design 4-Vane Vacuum Pump, -12AN Fitting, Mounting Bracket not included, Hard Anodized Finish
- 22642 Enhanced Design 4-Vane Vacuum Pump Kit, -12AN Fitting, Mounting Bracket, Hard Anodized Finish
- 22644 Enhanced Design 4-Vane Vacuum Pump Kit, -12AN Fitting, Mounting Bracket, Natural Aluminum Finish
- PART # AVAILABLE OPTION
- 97642 Vacuum Pump Service Kit, 4-Vane for Enhanced



Mounting Brackets on pgs. 125-128

LARGE STYLE 4-VANE VACUUM PUMP

with Dual Line Manifold

This "large style" 4-Vane Vacuum Pump was released from feedback by racers and engine builders who craved the performance of the Moroso "Pro-Mod Style" vacuum pump but needed a pump that was physically smaller and lighter.

- Pulls large consistent vacuum numbers
- Creates vacuum quickly and linearly
- · Virtually maintenance free, designed with maintenance-free precision sealed roller bearings
- · Includes a manifold for dual feed applications or installation of a relief valve
- Comes with a 36 tooth 3/8" pitch 1/2" wide Gilmer pulley, adjustable mounting bracket and -12AN fittings

PART # DESCRIPTION

22843	Large Style 4-Vane Vacuum Pump
PART #	AVAILABLE OPTIONS
22630	Vacuum Relief Valve, -12 AN Adjustable
97172	Crankshaft Drive Pulley, 18 tooth, 1/2" wide, Gilmer

PRO-MOD STYLE LARGE CUBIC INCH ENGINES & BLOWER MOTOR PUMP

- Large displacement creates incredible vacuum
- Flows up to 150% more than Original Design
- Capable of flowing 100 CFM with -16AN fitting
- Utilizes sealed maintenance free bearings
- Adjustable bracket and fittings included

PART # DESCRIPTION

- 22643 Pro Mod Style Large Cubic Inch & Blower Motor Pump, 1-1/4" beaded hose fitting with -16AN Inlet and Outlet Fitting
- PART # AVAILABLE OPTION
- 97644 Vacuum Pump Service Kit, 4-Vane for Pro Mod



No. 22644



No. 22843



No. 22643

VACUUM PUMP BRACKETS





ALTERNATOR AND VACUUM PUMP MOUNTING KITS

For SBC AND BBC

- Two mounts are incorporated into one billet aluminum frame with belt adjustment for alternator and vacuum pump
- These bracket kits are designed to mount mini ND-style 93mm alternators and Moroso No. 22642, No. 22644, No. 22840
- or No. 22842 Enhanced Design Vacuum Pumps to either side of the engine, while clearing the electric water pump
- · Works with most old and new style drive mandrel kits, with recommended pulleys (see options below)
- · Includes all spacers and hardware

PART # DESCRIPTION

Alternator and Vacuum Pump Mounting Kit, SBC, use with Moroso Pump No. 63557 & Moroso Enhanced Design Vacuum Pumps
Alternator and Vacuum Pump Mounting Kit, SBC, use with CSR Pump & Moroso Enhanced Design Vacuum Pumps
Alternator and Vacuum Pump Mounting Kit, SBC, use with Meziere Pump & Moroso Enhanced Design Vacuum Pumps
Alternator and Vacuum Pump Mounting Kit, BBC, use with Moroso Pump No. 63547 & Moroso Enhanced Design Vacuum Pumps
Alternator and Vacuum Pump Mounting Kit, BBC, use with Moroso Pump No. 63547 & Moroso Enhanced Design Vacuum Pumps
Alternator and Vacuum Pump Mounting Kit, BBC, use with CSR Pump & Moroso Enhanced Design Vacuum Pumps
Alternator and Vacuum Pump Mounting Kit, BBC, use with Meziere Pump & Moroso Enhanced Design Vacuum Pumps
Alternator and Vacuum Pump Mounting Kit, BBC, use with Meziere Pump & Moroso Enhanced Design Vacuum Pumps

PART # RECOMMENDED OPTIONS

- **23540** Pump Pulleys 40 Tooth, SBC, BBC
- 23533 Crankshaft Pulley, 20 Tooth, BBC23534 Crankshaft Pulley, 22 Tooth, SBC
- 97149 Radius Tooth Belt, SBC
- **97151** Radius Tooth Belt, BBC



TECH TIP

CLEANING YOUR MOROSO VACUUM PUMP

After the pump has been run for ten minutes, the typical scenario is that carbon vanes will break-in to the inside of the housing. When this occurs, carbon deposits build up inside the pump, and cause the vanes to "stick" in the rotor slots. This can substantially reduce the pumping efficiency. There are normally two ways to clean your Moroso Vacuum pump; **Option 1:** Disassemble the pump after the break-in period and clean all the internal parts per the instructions that came with the Pump. **Option 2:** Simply spray cleaner or aerosol solvent into the inlet side of the pump with the outlet side disconnected, while the engine is running. This will flush out all the carbon and oil build up.



CRANK PULLEY

VACUUM PUMP BELT APPLICATION CHART

DRIVE BELT APPLICATION CHART FOR ALTERNATOR AND VACUUM PUMP MOUNTING KITS

PULLEY DISTANCE

For Moroso Part Nos. 63817, 63818, 63819, 63836, 63837 & 63838

- · Pulley Distance is measured pulley-center to pulley-center
- Part numbers listed are for Moroso Radius Tooth Drive Belts

VACUUM PUMP PULLEY



Radius Tooth Drive Belts MOROSO BELT PART # on pg. 122

COMBINATION 20-TOOTH CRANK PULLEY with 40-TOOTH VACUUM PUMP PULLEY

40-Tooth	6.840"	97141
40-Tooth	7.156"	97142
40-Tooth	7.806"	97144
40-Tooth	8.416"	97146
40-Tooth	8.598"	97147
40-Tooth	9.381"	97149
40-Tooth	10.158"	97151
40-Tooth	10.450"	97152
40-Tooth	10.947"	97154
40-Tooth	11.755"	97156
40-Tooth	12.056"	97157
40-Tooth	12.536"	97159
40-Tooth	12.855"	97160
40-Tooth	13.345"	97161
40-Tooth	13.653"	97162
40-Tooth	14.133"	97164
	40-Tooth 40-Tooth	40-Tooth 7.156" 40-Tooth 7.806" 40-Tooth 8.416" 40-Tooth 8.598" 40-Tooth 9.381" 40-Tooth 9.381" 40-Tooth 10.158" 40-Tooth 10.450" 40-Tooth 10.947" 40-Tooth 12.056" 40-Tooth 12.855" 40-Tooth 13.345" 40-Tooth 13.653"

COMBINATION 22-TOOTH CRANK PULLEY with 40-TOOTH VACUUM PUMP PULLEY

22-Tooth	40-Tooth	6.710"	97141
22-Tooth	40-Tooth	7.000"	97142
22-Tooth	40-Tooth	7.660"	97144
22-Tooth	40-Tooth	8.279"	97146
22-Tooth	40-Tooth	8.457"	97147
22-Tooth	40-Tooth	9.218"	97149
22-Tooth	40-Tooth	10.000"	97151
22-Tooth	40-Tooth	10.310"	97152
22-Tooth	40-Tooth	10.780"	97154
22-Tooth	40-Tooth	11.619"	97156
22-Tooth	40-Tooth	11.921"	97157
22-Tooth	40-Tooth	12.397"	97159
22-Tooth	40-Tooth	12.720"	97160
22-Tooth	40-Tooth	13.180"	97161
22-Tooth	40-Tooth	13.528"	97162
22-Tooth	40-Tooth	13.980"	97164

COMBINATION 26-TOOTH CRANK PULLEY with 40-TOOTH VACUUM PUMP PULLEY

26-Tooth	40-Tooth	N/A	97141
26-Tooth	40-Tooth	N/A	97142
26-Tooth	40-Tooth	7.375"	97144
26-Tooth	40-Tooth	8.000"	97146
26-Tooth	40-Tooth	8.170"	97147
26-Tooth	40-Tooth	8.950"	97149
26-Tooth	40-Tooth	9.720"	97151
26-Tooth	40-Tooth	10.029"	97152
26-Tooth	40-Tooth	10.504"	97154
26-Tooth	40-Tooth	11.318"	97156
26-Tooth	40-Tooth	11.622"	97157
26-Tooth	40-Tooth	12.120"	97159
26-Tooth	40-Tooth	12.412"	97160
26-Tooth	40-Tooth	12.916"	97161
26-Tooth	40-Tooth	13.217"	97162
26-Tooth	40-Tooth	13.687"	97164

Application Chart continued on next page



DRIVE BELT APPLICATION CHART FOR ALTERNATOR AND VACUUM PUMP MOUNTING KITS, *Continued*

Continued			
CRANK PULLEY	VACUUM PUMP PULLEY	PULLEY DISTANCE	MOROSO BELT PART #
COMBINATION 28	8-TOOTH CRANK PULLEY wi	th 40-TOOTH VACUUM	PUMP PULLEY
28-Tooth	40-Tooth	N/A	97141
28-Tooth	40-Tooth	N/A	97142
28-Tooth	40-Tooth	7.225"	97144
28-Tooth	40-Tooth	7.842"	97146
28-Tooth	40-Tooth	8.012"	97147
28-Tooth	40-Tooth	8.791"	97149
28-Tooth	40-Tooth	9.563"	97151
28-Tooth	40-Tooth	9.880"	97152
28-Tooth	40-Tooth	10.345"	97154
28-Tooth	40-Tooth	11.160"	97156
28-Tooth	40-Tooth	11.468"	97157
28-Tooth	40-Tooth	11.958"	97159
28-Tooth	40-Tooth	12.251"	97160
28-Tooth	40-Tooth	12.746"	97161
28-Tooth	40-Tooth	13.051"	97162
28-Tooth	40-Tooth	13.532"	97164

COMBINATION 30-TOOTH CRANK PULLEY with 40-TOOTH VACUUM PUMP PULLEY

30-Tooth	40-Tooth	N/A	97141
30-Tooth	40-Tooth	N/A	97142
30-Tooth	40-Tooth	7.084"	97144
30-Tooth	40-Tooth	7.702"	97146
30-Tooth	40-Tooth	7.871"	97147
30-Tooth	40-Tooth	8.658"	97149
30-Tooth	40-Tooth	9.431"	97151
30-Tooth	40-Tooth	9.743"	97152
30-Tooth	40-Tooth	10.196"	97154
30-Tooth	40-Tooth	11.017"	97156
30-Tooth	40-Tooth	11.325"	97157
30-Tooth	40-Tooth	11.813"	97159
30-Tooth	40-Tooth	12.117"	97160
30-Tooth	40-Tooth	12.608"	97161
30-Tooth	40-Tooth	12.916"	97162
30-Tooth	40-Tooth	13.386"	97164

COMBINATION 32-TOOTH CRANK PULLEY with 40-TOOTH VACUUM PUMP PULLEY

40-Tooth	N/A	97141
40-Tooth	N/A	97142
40-Tooth	N/A	97144
40-Tooth	7.555"	97146
40-Tooth	7.722"	97147
40-Tooth	8.503"	97149
40-Tooth	9.278"	97151
40-Tooth	9.588"	97152
40-Tooth	10.051"	97154
40-Tooth	10.875"	97156
40-Tooth	11.175"	97157
40-Tooth	11.662"	97159
40-Tooth	11.973"	97160
40-Tooth	12.460"	97161
40-Tooth	12.769"	97162
40-Tooth	13.234"	97164
	40-Tooth 40-Tooth	40-Tooth N/A 40-Tooth N/A 40-Tooth 7.555" 40-Tooth 7.722" 40-Tooth 7.722" 40-Tooth 8.503" 40-Tooth 9.278" 40-Tooth 9.588" 40-Tooth 10.051" 40-Tooth 10.875" 40-Tooth 11.175" 40-Tooth 11.662" 40-Tooth 11.973" 40-Tooth 12.460" 40-Tooth 12.769"



VACUUM PUMP BRACKETS

VACUUM PUMP MOUNTING BRACKETS

Moroso offers Anodized Billet Aluminum Vacuum Pump Mounting Brackets that fit a variety of engine and vacuum pump combinations. These brackets fit the engines directly or mount to a motor plate. Refer to the listings below for complete application details.

Part #	DESCRIPTION	
63909	Mounting Bracket for Moroso "Original" Style Vacuum Pumps.	
	Use this bracket to mount pump to the passenger or driver's side head	
	on a Big Block Ford.	
63910	Mounting Bracket for Moroso "Original" Style Vacuum Pumps.	C
	Use this bracket to mount pump to motor plates on ALL engines.	
	Also mounts to Big and Small Block Chevy cylinder heads.	
63911	Mounting Bracket for Moroso "Original" Style Vacuum Pumps.	
00010	Mounts to SB Ford, driver or passenger side cylinder heads.	
63912	Mounting Bracket for Moroso "Original" Style Vacuum Pumps.	
63913	Mount to Big Block Chrysler, driver side of the engine block. Mounting Bracket for Moroso "Original Style" and "Enhanced Design"	
03913	Vacuum Pumps. Mounts to SB Chrysler, driver or passenger side, of the	
	water pump housing. (To mount "Original Design" Pump use No. 63918	
	Adapter Ring).	
63914	Mounting Bracket for Moroso "Enhanced Design" Vacuum Pumps. Mounts	C
	to BB Chrysler, driver or passenger side, of the water pump housing.	
63915	Mounting Bracket for Moroso "Enhanced Design" Vacuum Pumps.	
	Mounts to Small Block Ford, driver or passenger side cylinder heads.	
63921	Mounting Bracket Adapter for Moroso "Original" Style Vacuum Pumps for	
	4.6/5.4L Ford. Comes complete with hardware. Used to give you mounting	
	holes for Nos. 63910 or 63917 Brackets, to use with respective pumps.	
PART #	REPLACEMENT PARTS	
63917	Replacement Bracket for Moroso "Enhanced Design" Vacuum Pump	
	Nos. 22642 and 22842	
PART #	ACCESSORIES	
00040	Adapter Bing Allows the use of a Manage "Original" Ot do Version During with	

63918 Adapter Ring. Allows the use of a Moroso "Original" Style Vacuum Pump with the No. 63913 and No. 63917 Mounting Brackets.

60023 Drive Kit Spacer. For use on a Big Block Chrysler Engine when using a dry sump/vacuum pump drive kit with a recessed faced balancer and a crank trigger; or a recessed or flat faced balancer and a large profile balancer bolt (such as ARP).



BILLET ALUMINUM EQUALIZING PLATES WITH FITTINGS

- Includes 1/8" NPT Fitting and –12AN Fitting
- Allows the vacuum pump and vacuum gauge to be connected
- · Can also be used as a drain back location

Black Anodized

- PART # DESCRIPTION
- 65397 Fuel Pump Block-Off Plate, SBC
- 65398 Fuel Pump Block-Off Plate, BBC, 273-440 Chrysler, and all Fords except 351C, 351M and 400

Note: Installation of this product requires pulling vacuum from a valve cover as well



No. 65397

VACUUM PUMP PULLEYS

V-BELT CRANKSHAFT PULLEY

- Ideal for driving alternators and/or vacuum pumps at optimum speed
- Fits any 1" dia. crank-driven mandrel with 1/8" x 1/8" keyway
- CNC machined from billet aluminum with hard-coat anodized finish
- May be used with Moroso Vacuum Pumps Nos. 22640, 22641, 22642, 22644, 22840, 22842, 22843 and Vacuum Pump Pulley No. 64885

PART # DESCRIPTION

23520 2.5" V-Belt Crankshaft Pullev 23523 4" V-Belt Crankshaft Pulley

VACUUM PUMP V-BELT PULLEY

- Fits Moroso Racing Vacuum Pumps or similar "smog" pumps that use OE-style, 3-bolt mounting pattern
- Precision machined from the highest grade aircraft aluminum and hard-coat anodized for extended service life
- Deep V-groove ensures belt retention under all racing conditions
- Machined with six holes to reduce weight
- 5" diameter pulley uses stock (3-bolt) mounting pattern with 1.16" bolt circle
- Use with Moroso Vacuum Pump Nos. 22640, 22641, 22642, 22644, 22840, 22842 and 22843

DESCRIPTION PART

64885 Vacuum Pump V-Belt Pulley

VACUUM PUMP PULLEY, OFFSET

V-Belt

- Allows Moroso Vacuum Pumps to be installed in cars with minimal drive mandrel space
- · Hard coat anodized
- Offset 7/8", 5" diameter pulley uses stock (3-bolt) mounting pattern with 1.16" bolt circle
- Use with Moroso Vacuum Pump Nos. 22640, 22641, 22642, 22644, 22840, 22842 and 22843
- PART # DESCRIPTION
- 64887 Vacuum Pump Pulley, Offset

VACUUM PUMP PULLEY

Gilmer Type, 28 Tooth

 Fits Moroso Racing Vacuum Pumps or similar "smog" pumps that use OE-style, 3-bolt mounting pattern; accepts standard gilmer belts with 3/4" width or less

- Precision machined from aircraft-quality aluminum with hard-coat anodized finish for extended service life and features direct, bolt-on installation
- Use with Moroso 3- or 4-Vane Racing Vacuum Pump Nos. 22640, 22641, 22642, 22643, 22644, 22840, 22842, 22843 and interchangeable drive components

PART #	DESCRIPTION	PART #	AVAILABLE OPTION
64886	Vacuum Pump Pulley, Gilmer Type, 28 Tooth	97172	Crankshaft Pulley

VACUUM PUMP PULLEY

Gilmer Type, 36 Tooth

- Fits Moroso Racing Vacuum Pumps or similar "smog" pumps that use OE-style, 3-bolt mounting pattern; accepts standard Gilmer belts with 1/2" width or less
- · Precision machined from aircraft-quality aluminum and features direct, bolt-on installation
- Use with Moroso 3- or 4-Vane Vacuum Pump Nos. 22640, 22641, 22642, 22643, 22644, 22840, 22842 and interchangeable drive components

PART # DESCRIPTION 64888 Vacuum Pump Pulley, Gilmer Type, 36 Tooth PART # AVAILABLE OPTIONS 97172 Crankshaft Pulley

Tech Support: 203.458.0542 • 203.458.0546

OPTIONS



No. 64888



No. 23520





Drive Kits











No. 64886



111:11:11:150

No. 23523



RADIUS TOOTH VACUUM PUMP PULLEYS AND DRIVE PULLEYS

Black Anodized

Moroso Radius Tooth Vacuum Pump Pulleys are designed to work more efficiently and take less power to drive your vacuum pump. Moroso Radius Tooth Vacuum Pump Pulleys are made to use a .500" wide drive belt, and with a wide variety of drive pulley sizes, most drive ratios you may need are achievable. This pulley is made to accept a 1/2" shaft, 3-hole OEM design.

Moroso Radius Tooth Drive Pulleys are designed with the latest 8mm tooth technology, and will add to the efficiency of the entire round tooth drive combination. Available in sizes that will not only give you the ratio you want, but will adjust the centerline measurement between your pump and crankshaft center. Moroso Drive Pulleys fit any 1.00" mandrel with a 1/8" keyway slot.

VACUUM PUMP PULLEY RATIO CHART				
DRIVE PULLEY PART #	NO. OF TEETH	PUMP PULLEY Part #	NO. OF TEETH	drive Ratio
23533	20	23540	40	50%
23534	22	23540	40	55%
23535	24	23540	40	60%
23536	26	23540	40	65%
23537	28	23540	40	70%
23538	30	23540	40	75%
23539	32	23540	40	80%





VACUUM PUMP LINE KIT

- Includes 6 feet of steel reinforced hose, two 90 degree hose fittings and two –12AN straight hose fittings
- Designed to simplify Vacuum Pump installation

PART # DESCRIPTION

22649 Vacuum Pump Line KitREPLACEMENT PARTS22651 Vacuum Pump Replacement Line

No. 22649



VACUUM LINE CAP KIT

- Convenient kit provides a quick, sure way to seal vacuum line connections at carburetors, manifolds, etc. when vacuum lines have been removed
- Kit consists of color-coded soft plastic caps in quantities and inside dimensions as follows: two 1/8", six 3/16", six 1/4", two 5/16", four 3/8"

PART # DESCRIPTION

41090 Vacuum Line Cap Kit



No. 41090



GETTING THE MOST PERFORMANCE FROM YOUR VACUUM PUMPS

Moroso Vacuum Pump **Nos. 22640** and **22641** can be driven no faster than 6500 RPM. The Moroso Vacuum Pump **Nos. 22642** and **22643** can be driven as high as 8000 RPM. Moroso offers many ratio options for two reasons. First, by spinning the pump fast enough to achieve the desired vacuum at staging RPM is critical to getting the most performance from your vacuum system. Typically the amount of vacuum it makes below your staging RPM is not as important as it is when you are under a load and ready to make your run.

Second, with engines that either run on alcohol, are supercharged or turbocharged, having the pump spin to maximum RPM to maintain vacuum is necessary in some cases. This will decrease the life of the pump, but will achieve the desired results.

VACUUM PUMPS & ACCESSORIES

VACUUM PUMP ACCESSORIES



POSITIVE SEAL VENTED FITTING -12AN/-16AN

- Designed to greatly simplify the plumbing of a vacuum pump
- Screws into side of valve cover
- Provides leak free o-ring seal on any flat valve cover surface
- No welding required
- Anodized to prevent corrosion

PART #DESCRIPTION22635-12AN Fitting, Positive Sealing, one per package22634-16AN Fitting, Positive Sealing, one per packageREPLACEMENT PARTS97641-12AN Replacement Fitting, two per package22626-16AN Replacement Fitting, two per package

-16AN FITTINGS FOR VACUUM PUMPS

- -16AN for Moroso Vacuum Pump No. 22643
- Anodized to prevent corrosion
- · Radiused inlets to reduce restriction for greater flow
- Includes O-rings
- Two per package

PART # DESCRIPTION

22626 Fitting, Vacuum Pump, -16AN

POSITIVE SEAL 1/8" NPT FITTING

- Designed to facilitate connection of vacuum gauge to the valve cover without welding
- Use with Moroso Vacuum Gauge No. 89610
- Includes o-rings

PART # DESCRIPTION

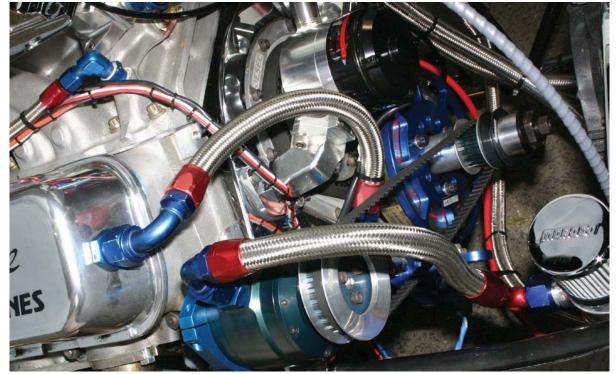
22632 Positive Seal 1/8" NPT Fitting

No. 22634









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UUM PUMPS & ACCESSORIES



VACUUM PUMP ACCESSORIES

VACUUM RELIEF VALVES

12AN, Adjustable

vacuum level

PART #



No. 22630

No. 22631

22631	Vacuum Relief Valve, Face Seal ("Face to Face" thru sheetmetal)
22630	Vacuum Relief Valve, Gland Seal (-12 AN Female)

They are made of 6061 aluminum and have a smooth, attractive finish

 Vacuum relief point is adjustable by turning the built-In adjustment knob to get the precise amount of vacuum desired. Tightening the integral locknut keeps the

Can be disassembled for easy cleaning and maintenance and will work with any

BILLET ALUMINUM VACUUM RELIEF VALVES

adjustment locked until the next adjustment is needed

Replaces 22638 and 22639

DESCRIPTION

- Two styles allow fastening through valve covers (No. 22637) or threaded directly into lifter valley (No. 22636)
- Vacuum relief point is adjustable by shimming an internal spring to get the precise amount of vacuum desired
- Can be disassembled for easy cleaning and maintenance and works with
 any vacuum level
- They are made of 6061 T6 Billet aluminum and have a clear, attractive finish

PART # DESCRIPTION

- 22636 Billet Aluminum Vacuum Relief Valve, 3/8" NPT (22638)
- 22637 Billet Aluminum Vacuum Relief Valve, 3/4"-16 Thread (22639)





VACUUM PUMP REGULATOR

- Regulator screws directly into vacuum pump's -12AN inlet
- 360° directional adjustability
- Prevents the need for drilling additional holes in the valve cover
- Anodized clear
- · Prevents pulling excess oil out of the crankcase

PART # DESCRIPTION

22633 Vacuum Pump Regulator



CLAMP ON BREATHER

- Clamps onto a 1" outside diameter tube
- Fits Moroso Billet Aluminum Vacuum Relief Valves Nos. 22633, 22636 and 22637
- Provides maximum protection against dirt and airborne debris without restricting air flow
- Clamp included
- Cleanable and re-usable: oil before use
- PART #DESCRIPTION68791Clamp On Breather, 1" I.D.



VACUUM GAUGE

1.5" Diameter, 0-30" Hg

- Used to determine vacuum in your engine
- Will fit any 1/8" NPT thread
- Excellent vibration and shock resistance

PART # DESCRIPTION

89610 Vacuum Gauge, 1.5" Diameter, 0-30" Hg

Phone: 203.453.6571 Fax: 203.453.6906

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SUGGESTED COMPONENT COMBINATIONS



3-Vane Vacuum Pump

PART #	DESCRIPTION
FANI#	DESCRIF HUN

	BEGORIN HIGH
22640	3-Vane Vacuum Pump
63910	Vacuum Pump Mounting Bracket
64885	Vacuum Pump V-Belt Pulley
63845	Vacuum Pump Drive Kit, SBC
85465	Vacuum Pump Breather Tank
22635	Positive Seal Fitting

4-Vane Vacuum Pump

PART #	DESCRIPTION
22641	4-Vane Vacuum Pump
63910	Vacuum Pump Mounting Bracket
64885	Vacuum Pump V-Belt Pulley
63845	Vacuum Pump Drive Kit, SBC
85465	Vacuum Pump Breather Tank
22635	Positive Seal Fitting

Enhanced Vacuum Pump

Linianoou raodani r anip		
PART #	DESCRIPTION	
22642	Enhanced Design Vacuum Pump	
22644	Enhanced Design Vacuum Pump	
22840	Enhanced Design Vacuum Pump	
22842	Enhanced Design Vacuum Pump	
64885	Vacuum Pump V-Belt Pulley	
63845	33845 Vacuum Pump Drive Kit, SBC	
85465	Vacuum Pump Breather Tank	
22635	Positive Seal Fitting	

Recommended Options

	-
PART #	DESCRIPTION
23523	4" V-Belt Pulley for Drive Mandrels
22633	Vacuum Relief Valve (Pump Mounted)
22636	Vacuum Relief Valve (3/8" NPT)
22637	Vacuum Relief Valve (3/4"-16)
22635	-12AN Positive Seal Fitting
22649	Vacuum Pump Line Kit
63859	Drive Mandrel Kit, SBC; mounts to
	balancer using stock SBC bolt pattern
64886	28-tooth Gilmer Pump Pulley- uses
	3/8" pitch x 3/4" wide belt
85471	Air-Oil Separator
85500	Billet Breather Tank
22632	Vacuum Gauge
89610	Vacuum Gauge Fitting

CHEVROLET BIG BLOCK

3-Vane Vacuum Pump

	'
PART #	DESCRIPTION
22640	3-Vane Vacuum Pump
63910	Vacuum Pump Mounting Bracket
64885	Vacuum Pump V-Belt Pulley
63844	Vacuum Pump Drive Kit, BBC
85465	Vacuum Pump Breather
22635	Positive Seal Fitting

4-Vane Vacuum Pump

PART #	DESCRIPTION
22641	4-Vane Vacuum Pump
63910	Vacuum Pump Mounting Bracket
64885	Vacuum Pump V-Belt Pulley
63844	Vacuum Pump Drive Kit, BBC
85465	Vacuum Pump Breather Tank
22635	Positive Seal Fitting

Enhanced Vacuum Pump

PART #	DESCRIPTION
22642	Enhanced Design Vacuum Pump
22644	Enhanced Design Vacuum Pump
22840	Enhanced Design Vacuum Pump
22842	Enhanced Design Vacuum Pump
64885	Vacuum Pump V-Belt Pulley
63844	Vacuum Pump Drive Kit
85465	Vacuum Pump Breather Tank
22635	Positive Seal Fitting

Recommended Options

necomm		
PART #	DESCRIPTION	
23523	4" V-Belt Pulley for Drive Mandrels	;
22633	Vacuum Relief Valve (Pump Mounte	ed)
22636	Vacuum Relief Valve (3/8" NPT)	
22637	Vacuum Relief Valve (3/4"-16)	
22635	-12AN Positive Seal Fitting	
22649	Vacuum Pump Line Kit	
63849	Drive Mandrel Kit, BBC; mounts to	
	balancer using stock BBC bolt patt	ern
68356	Fabricated Aluminum Valve Cover	with
	Positive Seal Fitting	
64886	28-tooth Gilmer Pump Pulley-	
	uses 3/8" pitch x 3/4" wide belt	
85471	Air-Oil Separator	SEE M
85500	Billet Breather Tank	
22632	Vacuum Gauge	Radius Too
89610	Vacuum Gauge Fitting	Pulleys on



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SUGGESTED COMPONENT COMBINATIONS

CHRYSLER SMALL BLOCK

3-Vane Vacuum Pump

PART #	DESCRIPTION	
22640	3-Vane Vacuum Pump	
63913	Vacuum Pump Mounting Bracket	
63918	Adapter Ring (must use with No. 63913)	
64885	Vacuum Pump V-Belt Pulley	
63848	SB Chrysler Vacuum Pump Drive Kit	
85465	Vacuum Pump Breather Tank	
22635	Positive Seal Fitting	
4-Vane Vacuum Pump		
PART #	DESCRIPTION	
22641	4-Vane Vacuum Pump	
63913	Vacuum Pump Mounting Bracket	
63918	Adapter Ring (must use with No. 63913)	
64885	Vacuum Pump V-Belt Pulley	
63848	SB Chrysler Vacuum Pump Drive Kit	
85465	Vacuum Pump Breather Tank	
22635	Positive Seal Fitting	
Enhanced Vacuum Pump		

PART

- DESCRIPTION 22642 Enhanced Design Vacuum Pump Enhanced Design Vacuum Pump 22644 22840 Enhanced Design Vacuum Pump
- 22842 Enhanced Design Vacuum Pump
- 63913 Vacuum Pump Mounting Bracket
- 64885 Vacuum Pump V-Belt Pulley
- 63848 SB Chrysler Vacuum Pump Drive Kit
- 85465 Vacuum Pump Breather Tank
- 22635 Positive Seal Fitting

Recommended Options

PART #	DESCRIPTION
23523	4" V-Belt Pulley for Drive Mandrels
22633	Vacuum Relief Valve (Pump Mounted)
22636	Vacuum Relief Valve (3/8" NPT)
22637	Vacuum Relief Valve (3/4"-16)
22635	-12AN Positive Seal Fitting
22649	Vacuum Pump Line Kit
64886	28-tooth Gilmer Pump Pulley- uses
	3/8" pitch x 3/4" wide belt
85471	Air-Oil Separator
85500	Billet Breather Tank
22632	Vacuum Gauge
89610	Vacuum Gauge Fitting

CHRYSLER BIG BLOCK

3-Vane Vacuum Pump

PART # DESCRIPTION 22640 3-Vane Vacuum Pump 63912 Vacuum Pump Mounting Bracket 64885 Vacuum Pump V-Belt Pulley 63848 SB Chrysler Vacuum Pump Drive Kit 85465 Vacuum Pump Breather Tank 22635 Positive Seal Fitting 60023* Drive Kit Spacer 4-Vane Vacuum Pump DESCRIPTION PART # 22641 4-Vane Vacuum Pump 63912 Vacuum Pump Mounting Bracket 64885 Vacuum Pump V-Belt Pulley 63848 SB Chrysler Vacuum Pump Drive Kit 85465 Vacuum Pump Breather Tank 22635 Positive Seal Fitting 60023* Drive Kit Spacer

Enhanced Vacuum Pump

PART # DESCRIPTION

- 22642 Enhanced Design Vacuum Pump
- 22644 Enhanced Design Vacuum Pump
- 22840 Enhanced Design Vacuum Pump
- 22842 Enhanced Design Vacuum Pump
- 63914 Vacuum Pump Mounting Bracket
- 64885 Vacuum Pump V-Belt Pulley
- 63848 SB Chrysler Vacuum Pump Drive Kit
- 85465 Vacuum Pump Breather Tank
- 22635 Positive Seal Fitting 60023* Drive Kit Spacer
- Recommended Ontions

Recomm	Recommended Options	
PART #	DESCRIPTION	
23523	4" V-Belt Pulley for Drive Mandrels	
22633	Vacuum Relief Valve (Pump Mounted)	
22636	Vacuum Relief Valve (3/8" NPT)	
22637	Vacuum Relief Valve (3/4"-16)	
22635	-12AN Positive Seal Fitting	
22649	Vacuum Pump Line Kit	
64886	28-tooth Gilmer Pump Pulley- uses 3/8"	
	pitch x 3/4" wide belt	
85471	Air-Oil Separator	
85500	Billet Breather Tank	
22632	Vacuum Gauge	
89610	Vacuum Gauge Fitting	

*Use Part No. 60023 when using a dry sump/vacuum pump drive kit with a recessed face balancer and a crank trigger; or a recessed or flat-faced balancer and large profile balancer bolt (such as ARP)

Phone: 203.453.6571 Fax: 203.453.6906

SUGGESTED COMPONENT COMBINATIONS

FORD SMALL BLOCK

3-Vane Vacuum Pumn

5-vane vacuum rump		
PART #	DESCRIPTION	
22640	3-Vane Vacuum Pump	
63911	Vacuum Pump Mounting Bracket	
64885	Vacuum Pump V-Belt Pulley	
63846	Vacuum Pump Drive Kit, SBF	
	(use with stock style balancers)	
85465	Vacuum Pump Breather Tank	
22635	-12AN Positive Seal Fitting	
4-Vane Vacuum Pump		

PART #	DESCRIPTION
22641	4-Vane Vacuum Pump
63911	Vacuum Pump Mounting Bracket
64885	Vacuum Pump V-Belt Pulley
63846	Vacuum Pump Drive Kit, SBF
	(use with stock style balancers)
85465	Vacuum Pump Breather Tank
22635	-12AN Positive Seal Fitting

Enhanced Vacuum Pump

PART # DESCRIPTION

- 22642 Enhanced Design Vacuum Pump
- 22644 Enhanced Design Vacuum Pump
- 22840 Enhanced Design Vacuum Pump
- 22842 Enhanced Design Vacuum Pump
- 63915 Enhanced Vacuum Pump Mounting Bracket
- 64885 Vacuum Pump V-Belt Pulley
- 63846 Vacuum Pump Drive Kit, SBF
- (use with stock style balancers)
- 85465 Vacuum Pump Breather Tank
- 22635 -12ANPositive Seal Fitting

Recommended Options

PART #	DESCRIPTION
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- 23523 4" V-Belt Pulley for Drive Mandrels 22633 Vacuum Relief Valve (Pump Mounted) 22636 Vacuum Relief Valve (3/8" NPT) 22637 Vacuum Relief Valve (3/4"-16) 22649 Vacuum Pump Line Kit 64886 28-tooth Gilmer Pump Pulley- uses
- 3/8" pitch x 3/4" wide belt 85471 **Oil Air Separator** 85500 **Billet Breather Tank**
- 22632 Vacuum Gauge
- 89610 Vacuum Gauge Fitting

FORD 4.6/5.4L MODULAR

3-Vane Vacuum Pump

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PART #	DESCRIPTION
22640	3-Vane Vacuum Pump
64885	Vacuum Pump V-Belt Pulley
63849*	Vacuum Pump Drive Kit
85465	Vacuum Pump Breather Tank
22635	-12AN Positive Seal Fitting

4-Vane Vacuum Pump

PART #	DESCRIPTION
22641	4-Vane Vacuum Pump
64885	Vacuum Pump V-Belt Pulley
63849*	Vacuum Pump Drive Kit
85465	Vacuum Pump Breather Tank
22635	-12AN Positive Seal Fitting

Enhanced Vacuum Pump

PART #	DESCRIPTION
22642	Enhanced Design Vacuum Pump
22644	Enhanced Design Vacuum Pump
22840	Enhanced Design Vacuum Pump
22842	Enhanced Design Vacuum Pump
63921	Vacuum Pump Mounting Bracket
64885	Vacuum Pump V-Belt Pulley
63849*	Vacuum Pump Drive Kit
22635	-12AN Positive Seal Fitting

Recommended Options

PART #	DESCRIPTION
23523	4" V-Belt Pulley for Drive Mandrels
22633	Vacuum Relief Valve (Pump Mounted)
22636	Vacuum Relief Valve (3/8" NPT)
22637	Vacuum Relief Valve (3/4"-16)
22649	Vacuum Pump Line Kit
64886	28-tooth Gilmer Pump Pulley- uses
	3/8" pitch x 3/4" wide belt
85471	Oil Air Separator
85500	Billet Breather Tank
22632	Vacuum Gauge
89610	Vacuum Gauge Fitting

*Note: Customer must use ATI balancer with BBC bolt pattern



Radius Tooth Drive Pulleys on pg. 121







TECH

PROPERLY MAINTAIN YOUR MOROSO VACUUM PUMP

Moroso recommends that your Vacuum Pump be cleaned on a regular basis for optimum performance. *When performing any maintenance, wear approved safety glasses.* Loosen the vacuum pump pulley bolts and remove the pulley. Remove the vacuum pump from engine and remove bearing cap from the back of the pump.

Remove the rear cover from the pump housing, remove the vanes from the rotor slots noting the notches on the bottom and top of the vanes face towards the shaft and the worn in edge of the vane curves to match the shape of the rotor. Remove the front cover and rotor shaft assembly. Disassemble rotor from shaft. Clean all pieces, (vanes, housing, rotor & shaft, front & rear covers, bearing cap), using a mild part cleaning solvent or soap and water. Inspect parts for wear or damage. If rebuilding is necessary use the correct rebuild kit for your 3-vane or 4-vane pump or contact Moroso Performance Technical Service Department at **(203) 458-0542** for information on how we can service your pump. When all pieces are cleaned and ready for assembly, place the rotor shaft keys onto the shaft. Install rotor onto shaft being careful to keep the shaft keys in place.

Next, place the rotor, shaft and front cover assembly into the housing. Replace the vanes making sure the vane notches are facing the shaft and the curved "worn-in" surfaces are facing the housing. If you are using new vanes, they will not have a curved end, follow the instructions provided with the Rebuild Kit. Replace rear cover and bearing cap. Install and tighten the front and rear cover hardware and bearing cap screw. Re-install pump onto your engine.

Q: How fast should I drive the vacuum pump for best results? A: As a base line, all Moroso Vacuum Pumps will work at 50% of engine speed. Our Drive Kits are designed to work with the pump pulleys to achieve the proper ratio.

Q: What if I need more vacuum? A: In applications that require more vacuum at a lower engine RPM (i.e. at idle or at staging RPM) or through the entire RPM range it may be necessary to increase the drive ratio of the pump. Consult your Moroso Technical Advisor for assistance in choosing the proper drive ratio.

Q: How fast can I drive my vacuum pump? A: Moroso Vacuum Pumps Part **Nos. 22640** and **22641** can turn no more than 6500 RPM shaft speed. Moroso Vacuum Pump **Nos. 22642 and 22643** can turn 8000 RPM maximum shaft speed.

Q: What is the best way to care for my new Moroso Vacuum Pump? A: Keep it clean.
Q: How often should I rebuild my vacuum pump? A: As a "rule of thumb", it is generally good practice to rebuild your vacuum pump after 300 runs. Upon physical inspection it is recommended to rebuild your pump when the vanes are sitting below the rotor surface .100" or greater. Other key indicators for rebuild are excessive bearing or shaft wear. Rebuild kits are available from Moroso. Moroso Vacuum Pumps, like any part on a race car, require some up keep to ensure good performance.
Q: How much vacuum is enough? A: Leading engine builders and race teams confirm that on wet sump systems, 10" to 14" of vacuum will create additional horsepower and minimize oiling system related problems. Dry sump engines should be kept in the range of 18" to 22" Hg. Although normally capable of achieving greater vacuum levels, it is best to consult a professional engine builder if higher levels of vacuum an engine will make.

Q: Why does my alcohol engine make less vacuum? A: Engines running alcohol typically see less vacuum than an engine that runs on gasoline. This is from the ring sealing characteristics between the two fuels.

Q: When is the best time to check my vacuum and oil pressure? A: The best time to check vacuum and oil pressure together is during your trans brake check. At your staging RPM, monitor what your vacuum and oil pressure is. This is the most consistent way of knowing what condition your system is in.
Q: Where should the inlet of my Moroso vacuum pump be plumbed? A: Moroso Vacuum Pumps are most commonly plumbed to the front or top of a valve cover. Using Moroso Part Nos. 22634 or 22635 Positive Seal Fitting with a built-in baffle, no welding is required on the valve cover. This fitting allows a small amount of oil to flow through the pump for increased lubrication. Be sure to consult the Moroso catalog for a listing of all the accessories needed for your application.

DRY SUMP TANKS & ACCESSORIES

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SINGLE -16AN INLET W/O BREATHER THREE -12AN INLETS W/O BREATHER #16 AN Inlet #12 AN Breather (3) #12 AN Inlets #12 AN Breather Top View Top View \bigcirc B Ø 12.86" 14.86" В Ø 12.86" 11:11 A ¹⁴ 11.1" III:III A 14.86" O O Ø 13.1" 11.1" 13.1" No. 22681 No. 22683 No. 22686 #12 AN Supply #12 AN Supply No. 22688 Side View Side View SINGLE -16AN INLET WITH BREATHER **THREE -12AN INLETS WITH BREATHER** Breather Tank Breather Tank O 0 dia 7" dia. Top View #16 AN Inlet Top View (3) #12 AN Inlets \bigcirc Ø UITINT В В Ø 12.86" 12.86" 14.86' A 1 11.1" 13.1" A 11.1" 13.1" 14.86" Ø No. 22682 No. 22684 No. 22687 No. 22689 #12 AN Supply #12 AN Supply Side View Side View

- Tall Design 6 Quarts
- Short Design 5 Quarts
- Oil tanks without integral breathers and #12 breather fitting use Nos. 85465 or 85466 Overflow Breather Tanks
- Large diameter, billet aluminum, screw-on cap with o-ring

• Tanks with #16 inlets use Moroso Manifold Nos. 22692, 22693, 22694 and 22695

• Use Moroso Mount Nos. 22674, 22677, 22678 and 22679

PART #	DESCRIPTION	А	В
22681*	Dry Sump Tank, 13", 5 Quart, (1) -16AN. Oil tanks without integral breathers and #12 breather fitting use Nos. 85465 or 85466 Overflow Breather Tanks	11.1"	12.86"
22682*	Dry Sump Tank, 13", 5 Quart, (1) -16AN with Integral Breather Tank	11.1"	12.86"
22683*	Dry Sump Tank, 13", 5 Quart, (3) -12AN. Oil tanks without integral breathers and #12 breather fitting use Nos. 85465 or 85466 Overflow Breather Tanks	11.1"	12.86"
22684*	Dry Sump Tank, 13", 5 Quart, (3) -12AN with Integral Breather Tank	11.1"	12.86"
22686*	Dry Sump Tank, 15", 6 Quart, (1) -16AN. Oil tanks without integral breathers and #12 breather fitting use Nos. 85465 or 85466 Overflow Breather Tanks	13.1"	14.86"
22687*	Dry Sump Tank, 15", 6 Quart, (1) -16AN with Integral Breather Tank	13.1"	14.86"
22688*	Dry Sump Tank, 15", 6 Quart, (3) -12AN. Oil tanks without integral breathers and #12 breather fitting use Nos. 85465 or 85466 Overflow Breather Tanks	13.1"	14.86"
22689*	Dry Sump Tank, 15", 6 Quart, (3) -12AN with Integral Breather Tank	13.1"	14.86"
*Not legal for s	sale or use on pollution-controlled vehicles		
PART #	REPLACEMENT PARTS		
97571	Replacement lid with 0-ring		
97751	Replacement O-ring		



DRY SUMP TANKS & ACCESSORIES

SPRINT CAR TANK

- Vertical tank with slender 6" dia. is designed to keep a constant supply of oil in lower portion of tank for Sprint Cars
- All-aluminum construction weighs in at only 3 lbs.
- Internal baffling is specially engineered to remove air quickly from the oil
- Heliarc welded and 100% leak tested for dependable service; includes filler cap and drain plug
- Fittings: four -12AN male fittings total; two return, one feed, and one breather fitting
- Dimensions: 6" tank dia.; 19-3/4" tank length; 23" overall length (including cap and drain plug)
- Capacity: 7 quarts

PART # DESCRIPTION

22647* Dry Sump Tank, Sprint Car

*Not legal for sale or use on pollution-controlled vehicles.



DRY SUMP TANK MOUNT KITS

Moroso offers aluminum Dry Sump Tank Mount Kits for all 7" diameter Moroso tanks. The kits include a .250" thick billet aluminum mounting flange to mount to any motor plate application. The rounded aluminum saddle ensures proper contact to the tank and along with the rubber strips, vibration is reduced to a minimum. The stainless steel clamps are sanctioning body legal, and will hold the tank securely to the mount

PART # MOUNT DESCRIPTION	
22677STRAIGHTStraight extended Tank Mount. Mount is 5.25" from flange mount to saddle base2267830° ANGLE30 Degree extended Tank Mount. Mount is 5.25" from flange mount to saddle base22679U-WELD-ITU-Weld-It Tank Mount. Maximum mount length is 5.25" from flange mount to saddle base	



DRY SUMP TANK MOUNT

- Fits 7" diameter Dry Sump Tanks
- Billet aluminum base for strength
- Includes stainless steel band clamp with interlocking rubber for cushioning
- Two per package
- PART # DESCRIPTION
- 22674 Dry Sump Tank Mount, 7" diameter



BREATHER TANKS

BREATHER TANKS

- · Black polyethylene for light weight
- 2" Breather filter mounted on top
- Four sizes of inlet fittings available
- · Can be modified for additional fitting for dual vent hoses
- Aluminum bottom drain fitting
- 3/8" NPT ball valve
- Works with Mounting Bracket Part No. 63401, (see below)
- Dimensions: 3-1/8" Dia. 7.50" tank height without Breather, 10.50" with Breather

PART # DESCRIPTION

85400	Breather Tank, -12AN Fitting
85402	Breather Tank, -10AN Fitting
85404	Breather Tank, -8AN Fitting
85406	Breather Tank, -6AN Fitting

No. 85400



BREATHER TANK

- · Remote breather with superior air/oil separation performance
- A perfect companion for engines equipped with dry sump pumps, vacuum pumps or non-dry sump or non-vacuum pump equipped engines that historically have "pushed oil" with other breather tanks
- Features internal baffling with mesh media for superior separation of air and oil
- -12 AN male side fitting and an -8 AN drain plug
- · Black powder coated finish
- Includes a panel mount, billet aluminum clamp that has two supplied 1/4" -20 mounting hardware
- PART # DESCRIPTION
- 85467 Breather Tank

UNIVERSAL FIT BRACKETS

BILLET ALUMINUM MOUNTING BRACKET

Universal

Fits: All 3-1/8" diameter tanks such as Moroso **No. 63660, 85400, 85402,** *85404, 85406, 85450, 85465, 85466, 85467, 85470, 85471, 85473*

- Manufactured from Billet Aluminum
- Back of Bracket has two panel mounting holes for the supplied 1/4" -20 mounting hardware

PART # DESCRIPTION

63403 Billet Aluminum Mounting Bracket, Universal

UNIVERSAL TANK MOUNTING BRACKET

- No. 63401 fits all 3" to 3.25" diameter tanks
- Manufactured from a one-piece zinc plated steel bracket with 11/32" mounting holes and a sliding, stainless steel T-Bolt clamp
- Locking nut to prevent loosening
- Quick disconnect strap
- · Meets the requirements of all sanctioning bodies

PART # DESCRIPTION

<u>1110:1050860111</u>

63401 Universal Tank Mounting Bracket. 3" to 3.25" dia.



No. 85467

MORDS



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BREATHER TANKS

DRY SUMP BREATHER TANK

- 3/8" NPT inlet
- Use as a remote breather/oil separator on dry sump tanks, rear axle housings, etc.
- Designed to be panel-mounted and comes complete with Filtered Breather No. 68815 and drain cock
- Dimensions: 3-1/8" diameter, 6-1/2" tank height without filter

PART #	DESCRIPTION
85470*	Dry Sump Breather Tank, 3/8" NPT female inlet
85473*	Dry Sump Breather Tank, Two 3/8" NPT female bungs,
	180° apart
PART #	REPLACEMENT PART
68815	Non-Hooded Breather

*Not legal for sale or use on pollution-controlled vehicles.



FILLER/BREATHER TANK

- · Provides remote filling capabilities and breathing capacity
- Mounted so that its bottom outlet, with 3/4" NPT female fitting, is higher than the inlet to the steering pump, rear axle housing, etc.
- The 3/8" NPT fitting located at the top of the tank can be used to connect a vent line to the rear axle housing for quicker filling or as a return line when the tank is used as a radiator catch can
- Dimensions: 8" length, 3-1/8" diameter, 1 qt. capacity

PART #	DESCRIPTION
85450*	Filler/Breather Tank, panel mount
PART #	REPLACEMENT PART
97580	Сар
*Not legal for sale or use on pollution-controlled vehicles.	



Billet Aluminum Mounting Bracket on pg. 139



BREATHER TANK

Racing Vacuum Pump

- Remote breather tank is a perfect companion for Moroso's Racing Vacuum Pumps or Dry Sump Tanks; has -12AN fitting to simplify plumbing
- All aluminum, lightweight tank features mounting straps to simplify installation
- Includes non-hooded, clamp-on style Filtered Breather that traps oil while allowing air to escape freely
- · Hand-operated drain cock facilitates tank draining
- Dimensions: 3-1/8" diameter, 6-1/2" tank height (without filter), 11-1/2" overall height

Part #	DESCRIPTION
85465*	Breather Tank, -12AN fitting
85475*	Breather Tank, -16AN fitting
PART #	REPLACEMENT PART
68815	Non-Hooded Breather

*Not legal for sale or use on pollution-controlled vehicles.



BREATHER TANKS

BREATHER TANK

Vacuum/Dry Sump Pump, 2.5 Quart

- Eliminates the need for two tanks
- Larger capacity 2.5 quart tank complete with dual -12AN fittings, allows hookup from Vacuum Pump and Dry Sump Pump
- All-aluminum, lightweight 3" x 17-1/2" (installed) tank includes mounting clamp to simplify installation
- Includes non-hooded, clamp-on-style Filtered Breather that traps oil while allowing air to escape freely
- · Hand-operated drain cock facilitates tank draining

PART #	DESCRIPTION
85466*	Breather Tank, Vacuum/Dry Sump Pump, 2.5 Quart
PART #	REPLACEMENT PART
63401	Bracket
68815	Non-Hooded Breather
+1-41	

*Not legal for sale or use on pollution-controlled vehicles.



BILLET BREATHER TANK

- Remote breather and oil separator tank is a perfect companion for Moroso's Racing Vacuum Pumps
- Features -12 AN fitting
- All billet aluminum, lightweight tank features mounting strap to simplify installation
- Includes non-hooded, clamp-on-style Filtered Breather that traps oil while allowing air to escape freely
- Hand-operated drain cock facilitates tank draining

• Dimensions: 3" dia., 6-1/2" tank height (without filter), 11-1/2" overall height

PART # DESCRIPTION

85500* Billet Breather Tank

PART # REPLACEMENT PART

68815 Non-Hooded Breather

*Not legal for sale or use on pollution-controlled vehicles.



OIL/AIR SEPARATOR TANK

Use this tank as a remote Oil/Air Separator and Filter on Vacuum Pump Systems

- · Designed to be plumbed between the valve cover and the inlet side of the vacuum pump
- · Features -12AN inlets and outlets and has a -6AN Drain
- Dimensions: 3-1/8" dia., 6-3/4" overall height

PART # DESCRIPTION

85471* Oil/Air Separator Tank

*Not legal for sale or use on pollution-controlled vehicles.



Billet Aluminum Mounting Bracket on pg. 139



No. 85471



AIR-OIL SEPARATORS

NEW

AIR-OIL SEPARATOR KITS

Universal & Custom Fit Applications

- · Plumbed into a vehicle's PCV system to capture the excess crankcase vapors and the residual oil mist from reentering the intake track
- · Vehicles from the factory vent these excess crankcase vapors and residual oil right back into the intake manifold which could cause detonation and oil deposits to form in the intake track including the valves themselves
- Polished Billet Aluminum body compliments any engine compartment and can be chromed or powder coated for a custom look
- Includes 3/8" 90° inlet & outlet fittings, 36" of 3/8" rubber hose for plumbing the Air-Oil Separator inline, and a billet aluminum mounting clamp for the body of the Separator
- · Features a bottom drain with elbow that makes draining the collected oil virtually mess-free

PART # DESCRIPTION

85474	Air-Oil Separator, Universal Fit
85472	Air-Oil Separator. Fits: Dodge/Chrysler 300C, Challenger,
	Charger, Magnum with 5.7/6.1 HEMI
85477	Air-Oil Separator. <i>Fits: Mustang® '05 & Up</i>

- 85478 Air-Oil Separator. Fits: Mustang® Shelby GT 500, '07-'10
- 85479 Air-Oil Separator. Fits: Dodge Truck 5.7 Engine, '09 & Up
- 85481 Air-Oil Separator. Fits: GM Truck 4.8/5.3/6.0, 1999 & Up; Hummer H2, '03-'09



Volume of oil captured by Air-Oil Separator after 500 miles. (tested on 2010 Moroso Test Vehicle with 2,500 total mileage)

No. 85481



No. 85479



No. 85478

CHROME OIL FILTERS

When good looks are important, Moroso's Chrome Oil Filters are the way to go! Outside is a triple process chrome plated steel housing that's hand polished and rack nickled before chroming to insure the highest luster possible. Inside is a heat cured, resin impregnated filter element that has been engineered to exceed OEM specifications for filtration efficiency.



ENGINEERED FOR HIGH FILTRATION EFFICIENCY!





Typical Replacement Filters vs. MOROSO CHROME OIL FILTERS

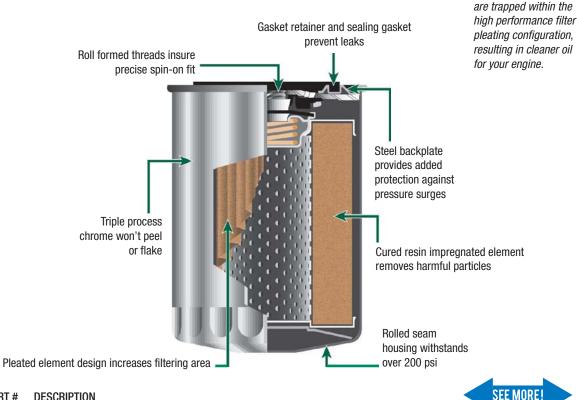


Filters, harmful particles

Specific Vehicle Applications

for Chrome and Racing

Oil Filters on pg. 145



PART # DESCRIPTION

- 22300 Chrome Oil Filter, Chevy type, Short Design (4-9/32" high), 13/16" -16UNF thread
- 22305 Chrome Oil Filter, GM LS Series, 1997-2006, 13/16" -16UNF thread
- 22306 Chrome Oil Filter, Ford 4.6/5.4, GM LS Series, 22 mm-1.5 thread
- 22320 Chrome Oil Filter, Chevy type, Long Design (5-1/4" high), 13/16" -16UNF thread
- 22400 Chrome Oil Filter, Ford/Chrysler type, Long Design (5-1/4" high), 3/4" -16UNF thread

CHROME OIL FILTER CROSS REFERENCE

MOROSO	FRAM	PUROLATOR	MOTORCRAFT	WIX	AC	GM	LEE	HASTINGS	CHRYSLER	FORD	STP
22300	PH30	L20049	FL10	51069	PF25	6438261	LF25, LF25HP	LF225			S-025
22305	PH3506	L14006	FL330	51042	PF46	25010251 6439857	LF44	LF232	L321		S-3506
22306	PH2 PH10060	L12222 L24651	FL820S	57060 51372	PF48 PF1250	19160693 89017524	LF820	LF110 LF636	4884899AB 4892339A	FL820 F1AZ6731A	S2 S10060
22320	PH13 HP4	L30040	FL12	51061	PF35	6438384 6437946 6435679	LF29, LF29HP	LF24, LF224			S-029
22400	PH8A HP1	L30001	FL1A	51515	PF2		LF1, LF1HP	LF15, LF115	185658	C1AZ-6731A D9AZ-6731A	

Tech Support: 203.458.0542 • 203.458.0546

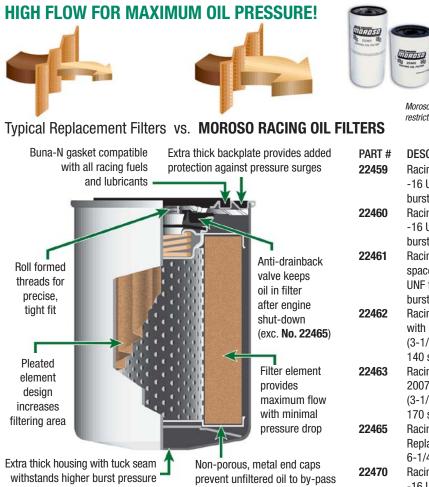


RACING OIL FILTERS

After many years of designing and testing racing oil systems and related components, we've determined what's most important to oil filtration. Many filter manufacturers stress the importance of filtering the smallest particles out of your engine's oil, with references to "micron ratings" of 10 or less for a filter's efficiency.

With the help of research performed by filtration technology experts, Moroso engineers have determined that particles smaller than 20 microns in diameter are not large enough to produce engine wear. Furthermore, we've found that filters with extremely low micron ratings create an excessive pressure drop across the filter. They can be so restrictive that the filter by-pass valve can open. With the by-pass valve open, unknown to you—NO FILTRATION will occur!

To maximize filter performance, Moroso **Racing Oil Filters** have a rating of 27 microns, which produces a maximum initial restriction of only 2.5 psi when tested to SAE j806! The result is *less pressure drop, more flow, less oil by-pass and maximum filtration performance* important in severe racing conditions.



RACING OIL FILTER CROSS REFERENCE

Moroso's Oil Filter design insures full filtration with minimal restriction under the most severe operating conditions!

PART #	DESCRIPTION
22459	Racing Oil Filter, Chevy and others, 13/16"
	-16 UNF thread, short design (4-9/32" high),
22460	burst strength: 350 psi (max.) Racing Oil Filter, Chevy and others, 13/16"
22400	-16 UNF thread, long design (5-1/4" high),
	burst strength: 350 psi (max.)
22461	Racing Oil Filter, Chevy and others where
22401	space allows, 2 quart capacity, 13/16" -16
	UNF thread, extra long design (8" high),
	burst strength: 350 psi (max.)
22462	Racing Oil Filter, GM LS Series, 1997-2006
	with 13/16" -16 UNF thread, short design
	(3-1/2" high), burst strength: 300 psi (max.),
	140 sq. in. of filter area
22463	Racing Oil Filter, Ford 4.6/5.4, GM LS Series
	2007 & up, 22 mm-1.5 thread, short design
	(3-1/2" high), burst strength: 280 psi (max.)
	170 sq. in. of filter area
22465	Racing Oil Filter, High Capacity (HP-6
	Replacement) 1-1/2" -12 UNF threads,
0.470	6-1/4" tall, burst strength: 675 psi (max.)
22470	Racing Oil Filter, Ford and Chrysler, 3/4"
	-16 UNF thread, long design (5-1/4" high),
	burst strength: 500 psi (max.)

MOROSO	FRAM	PUROLATOR	MOTORCRAFT	WIX	AC	GM	LEE	HASTINGS	CHRYSLER	FORD	STP
22459	PH30 TG30	L20049	FL10	51069	PF25	6438261	LF25, LF25HP	LF225			S-025
22460	PH13 TG13 HP4	L30040	FL12	51061	PF35	6438384 6437946 6435679	LF29, LF29HP	LF24, LF224			S-029
22461	PH373	L40084	FL308	51794	PF932	6439034	LF832HP	LF226			
22462	PH3506	L14006	FL330	51042	PF46	25010251 6439857	LF44	LF232	L321		S3506
22463	PH2 PH10060	L1222 L24651	FL820S	57060 51372	PF48 PF1250	19160693 89017524		LF110 LF636	4884899AB 4892339A	FL820 F1AZ6731A	S2 S10060
22465	HP6	PER228 L30288	FL784	51742	PF1054						STP-43R
22470	PH8A TG8A HP1	L30001	FL1A	51515	PF2		LF1, LF1HP	LF15, LF115	185658	C1AZ-6731A D9AZ-6731A	S-01A

OIL FILTER APPLICATION CHART

MAKE YEAR	MODEL	CHROME Filter	RACING Filter
BUICK			
1980	5.0L 305 cid	22300	22459
1979-78	305, 350(L) 205, 350 Contury, Regal	22300 22300	22459 22459
<u>1977</u> 1975	305, 350 Century, Regal All 6 cyl. engs. (exc. V6)	22300	22459
1974-69	All 6 cyl. engs.	22300	22459
1968	All 6 cyl. engs.	22320*	22460*
CADILLAC			
2010-07	CTS/CTSV/STS 6.0, 6.2L engs.	22306	22463
2006-05	CTS/CTSV/STS 5.7, 6.0L engs.	22305	22462
2010-07 2006-03	Escalade 6.2L engs. Escalade 5.3, 6.0L engs.	22306 22305	22463 22462
CHEVROLE	т		
2010	Camaro 6.2	22306	22463
2002-1998	Camaro 5.7	22305	22462
1997-94	Camaro LT1, 5.7(P)	22300	22459
2010-2007	Corvette, Corvette ZO6 6.0, 6.2, 7.0L engs.	22306	22463
2006-1997 1993-92	Corvette, Corvette ZO6 5.7, 6.0L engs. All V8 engs. (exc. Corvette)	22305 22300	22462 22459
1991	All V8 engs. (exc. 5.7(J))	22300	22459
1990-89	All V8 engs. (exc. 5.0(Y), 5.7(J),(7)),	22300	22459
	5.7(7) Police w/o oil cooler only	22320*	22460*
1988-86	All V8 engs. (exc. 5.0(Y), 5.7(6) Police)	22300	22459
1005 00	5.7(6) Police w/o oil cooler only	22320*	22460*
1985-82	All V8 engs. (exc. Diesel, 5.7(6),(L) Police) 5.7(6),(L) Police w/o oil cooler only	22300 22320*	22459 22460*
1981-69	All V8 engs. (exc. Diesel)	22320	22400
1968	All V8 engs.	22320*	22460*
1967-64	All Chevy II, Nova	22320*	22460*
1979-69	All 6 cyl. engs. (exc. V6)	22300	22459
1968-63	All 6 cyl. engs. (exc. Corvair)	22320*	22460*
1978-71 1968-62	All Vega, Monza All Chevy II	22300 22300	22459 22459
	T TRUCK / GMC TRUCK		
2010-2007	1500/2500/3500 4.8, 5.3, 6.2, 6.0L engs.	22306	22463
2006-2003	1500/2500/3500 4.8, 5.3, 6.0L engs.	22305	22462
1990-88	All V8 engs. (exc. K Series)	22320*	22460*
1987-77	All V8 engs. (exc. El Camino, Caballero)	22320*	22460*
1976	El Camino, Caballero only All V8 engs. (exc. El Camino, Sprint,	22300	22459
1570	& 2 bbl. Blazer)	22320*	22460*
	El Camino, Sprint & 2 bbl. Blazer only	22300	22459
1975-69	All V8 engs. (exc. El Camino, Sprint)	22320*	22460*
1000	El Camino, Sprint only	22300	22459
1968	All V8 engs. with spin-on filter	22300	22459
1989-85 1984-70	4.8(T) 1 bbl. 4.1L 250 2 bbl., 4.8L 292 1 bbl.	22300 22300	22459 22459
1969-63	All 6 cyl. engs. with spin-on filter	22300	22459
CHRYSLER			
2010-2008	300C 5.7, 6.1L engs.	22306	22463
1972-59	All V8 engs. with spin-on filter	22400	22470
		00000	00400
2010-2008 2010-2008	Viper 8.4L eng. Challenger, Charger, Magnum 5.7, 6.1L engs.	22306 22306	22463 22463
1972-63	All V8 engs. with spin-on filter	22300	22403
1972-03	All "B" Series engs.	22400	22470
1972-60	All 6 cyl. engs. with spin-on filter	22400	22470
DODGE TR	UCK		
2010-2008	Dakota, Durango 4.7, 5.7L engs.	22306	22463
2010-2008	Ram 1500, 2500, 3500 4.7, 5.7L engs.	22306	22463
1974-64 1974-65	All V8 engs. with spin-on filter	22400 22400	22470 22470
1974-00	All V6 engs. with spin-on filter (exc. cartridge type spin-on)	22400	22470
FORD			
2010-1992	Crown Victoria 4.6L eng.	22306	22463
2010-1996	Mustang 4.6, 5.4L engs.	22306	22463
1995-94	Mustang 5.0L eng.	22400	22470
1993-92	All V8 engs. (exc. Crown Victoria, LTD)	22400	22470
1991-89 1988-86	All V8 engs. (exc. 5.8(G) 2 bbl. Police) All V8 engs. w/o oil cooler	22400 22400	22470 22470
1985-84	All V8 engs. w/o oil cooler (exc. 5.0L H.O.)	22400	22470
1983-80	All V8 engs. (exc. 5.8L 2 bbl. w/oil cooler)	22400	22470
1979-75	All V8 engs. (exc. Mustang II)	22400	22470
1974-57	All V8 engs. with spin-on filter	22400	22470
1985-80	All 6 cyl. engs.	22400	22470
1979-75	All 6 cyl. engs. (exc. Pinto & Mustang II)	22400	22470
<u>1974-57</u> 1993-92	All 6 cyl. engs. with spin-on filter 2.3(M)	22400 22400	22470 22470
1993-92 1991	2.3(M) 2.3(M),(X)	22400 22400	22470
1990-85	2.3(A),(S),(X)	22400	22470
1984	2.3L w/1 bbl. carb	22400	22470

MAKE YEAR	MODEL	CHROME Filter	RACING Filter
FORD cont			
1983-78 1977-74 1973-71	All 4 cyl. engs. (exc. Fiesta, Escort, Exp) All 4 cyl. engs. 2.0L engs.	22400 22400 22400	22470 22470 22470
FORD TRUC	K		
2010-1997	Excursion, Expedition 4.6, 5.4, 6.8L engs.	22306	22463
2010-1996 2010-1994	Explorer 4.6, 5.0L engs. 150, 250, 350, 450 4.6, 5.4, 6.8L engs.	22306 22306	22463 22463
1998-83	All V8 engs. (exc. Diesel)	22400	22470
1000 00	5.8 (R), 1996-94 5.8 (H))	22400	22470
1982-60 1998-83	All V8 engs. with spin-on filter All 6 cyl. engs.	22400	22470
1000 00	(exc. Diesel, 3.0(U) w/Fuel Inj.)	22400	22470
1982-60 1996-83	All 6 cyl. engs. with spin-on filter All 4 cyl. engs. (exc. Diesel)	22400 22400	22470 22470
1990-03	All 4 Cyl. eligs. (exc. Diesel)	22400	22470
GMC - SEE	CHEVROLET TRUCK		
JEEP 2010-2008	Commander, Gr. Cherokee 4.7, 5.7, 6.1L engs.	22306	22463
LINCOLN 1990-57	All 8 cyl. engs. with spin-on filter	22400	22470
MERCURY			
1993-92	5.0(T) w/Fuel Inj.	22400	22470
1991 1990-88	All V8 engs. (exc. 5.8(G) 2 bbl. Police) 5.0(F) w/Fuel Inj.	22400 22400	22470 22470
1987-86	All V8 engs. w/o oil cooler	22400	22470
1985-84	All V8 engs. w/o oil cooler (exc. 5.0L H.O., 5.8(G))	22400	22470
1983-80	All V8 engs. w/o oil cooler	22400	22470
1979-57	All V8 engs. with spin-on filter	22400	22470
1987-86 1985-80	All 6 cyl. engs. (exc. Sable) All 6 cyl. engs.	22400 22400	22470 22470
1979	All 6 cyl. engs. (exc. Bobcat)	22400	22470
1978-77	All 6 cyl. engs. (exc. V6)	22400	22470
1976 1975-74	Comet, Monarch w/6 cyl. engs. All 6 cyl. engs. (exc. V6)	22400 22400	22470 22470
1973-57	All 6 cyl. engs. with spin-on filter	22400	22470
1991-89 1988-87	Topaz only 2.3(S),(X)	22400 22400	22470 22470
1986	2.3(A),(R),(S)	22400	22470
1985	2.3(A),(S),(X)	22400	22470
1984-83 1982-81	2.3L w/1 bbl. carb All 4 cyl. engs. (exc. Lynx, LN-7)	22400 22400	22470 22470
1980-73	All 4 cyl. engs.	22400	22470
1972-71	2.0L engs.	22400	22470
OLDSMOBI	LE		
1992	5.0(E), 5.7(7)	22300	22459
1991 1987-86	5.0(E) Custom Cruiser 5.0(H) Cutlass Supreme (Canada only)	22300 22300	22459 22459
1980	5.0L Cutlass	22300	22459
1979-77 1976-66	305, 350(L) All 6 cyl. engs. (exc. V6)	22300 22300	22459 22459
1978-76	All 4 cyl. engs.	22300	22459
PLYMOUTH 1972	All V8 engs. (exc 318 cid)	22400	22470
1971-65	All V8 engs. with spin-on filter	22400	22470
1964-63 1962	All "A", "B" Series engs. (exc. Fleet cars) All V8 engs. w/4 bbl. carb.	22400 22400	22470 22470
1961-58	All "B" Series engs.	22400	22470
1972-60	All 6 cyl. engs. with spin-on filter	22400	22470
PONTIAC 2010-2008	G8 6.0, 6.2L engs.	22306	22463
2006-2008	GTO 5.7, 6.0L engs.	22305	22403
2002-1998	Firebird 5.7L eng.	22305	22462
1997-90 1989-86	All V8 engs. All V8 engs. (exc. 5.0(Y))	22300 22300	22459 22459
1985-82	All V8 engs. (exc. Diesel)	22300	22459
1981-80 1979-78	5.0(H) 4 bbl.	22300 22300	22459 22459
1979-78 1972-71	5.0L, 5.7(L) engs. 307 cid only	22300	22459
1976-70	All 6 cyl. engs.	22300	22459
1964 1978-76	All 6 cyl. engs. All 4 cyl. engs.	22320* 22300	22460* 22459
	orter Nos. 22300 and 22459 filters may be uso paximum filtration performance, always use the		





OIL FILTERS & SCREENS

OMNI FILTER

Cleanable Oil Filter System

- Perfect for monitoring engine wear and detecting early signs of impending engine failure
- Extremely high-flow rate multi-purpose filter produces a low-pressure drop across the element
- · Precision machined cast aluminum housing with two 3/4" NPT inlets and two 3/4" NPT outlets. Two extra 3/4" NPT pipe plugs included to seal unused inlet and outlet ports
- Design of by-pass valve eliminates the possibility of engine debris being flushed through valve should it open when screen becomes clogged
- Filter can be easily disassembled for inspection. Four 3/8" -16 x 1" grade 8 socket head cap screws hold unit together
- Stainless steel filter screen has a nominal 60 micron rating and a special weave to provide extra strength (also fits Oberg filters)
- Filter screen has Viton[®] O-rings permanently bonded to inner and outer diameters. Viton® is stable up to 500°F, and compatible with most oils and fuels



Pre-Filter Screen

- Fits all Small Block, Big Block and 90° V6 Chevy engines with spin-on oil filters
- Unique stainless steel screen locates on top of spin-on oil filters to trap debris before it enters the filter element undetected
- Particulate matter trapped in the screen and detected during periodic inspections serves as an "early warning signal" for impending engine failures
- 304 stainless steel filtration-grade screen traps contaminants down to the 280 micron range without affecting oil flow or oil pressure
- Crimped rings at both outside and inside diameters provide increased strength and extended durability
- Designed in cooperation with Jomar Racing Engines

IN-LINE SCREENED OIL FILTERS

- · Prevents metal chips and other debris from entering dry sump pumps, rear end pumps & other oiling system components
- Ideal for use in oiling system scavenge lines

Disassembles for easy cleaning

PART # DESCRIPTION

23850	In-Line Screened Oil Filter, 5/8", -10AN fittings
23860	In-Line Screened Oil Filter, 3/4", -12AN fittings

- 23870 In-Line Screened Oil Filter, 3/4", -8AN fittings
- REPLACEMENT PART PART # 97050 Filter Element

23845

FILTER FITTING SCREEN KIT

- Install in fittings to trap metal chips and debris
- Ideal for use on dry sump pumps, external oil pumps, rear end pumps, etc.
- 304 stainless steel screen uses .015" diameter 16 mesh wire
- Dimensions: .817" O.D. x 1.75" long
- Includes epoxy cement and 4 screens per kit
- Machining required for installation

Filter Fitting Screen Kit

DESCRIPTION

PART #

23965

146



Fittings on pgs. 158-159



holes for easy in-car installation

PART #	DESCRIPTION
22285	Omni-Filter
PART #	REPLACEMENT PART



No. 23845

DESCRIPTION PART #

"Engine Saver" Pre-Filter Screen. Small Block, Big Block and 90° V6 Chevy



No. 23870

- Manufactured from lightweight aluminum
- 304 stainless steel screen uses .018" diameter 16 mesh wire



OIL FILTER MOUNTS & ADAPTERS

REMOTE OIL FILTER MOUNTS – 1/2" NPT

· Excellent choice for dry sump oiling systems or wherever installation limitations require a remote mounted filter



- Cast aluminum design tapped for 1/2" NPT inlet and outlet pipe adapters, uses spin-on type oil filters
- Center port available for pressure or temp gauge

PART # DESCRIPTION

- 23700 Remote Oil Filter Mount, Accepts Ford or Chrysler V8 type spin-on filters. Flow direction: inlet right side, outlet left side
- 23710 Remote Oil Filter Mount, Accepts Ford or Chrysler V8 type spin-on filters. Flow direction: inlet left side, outlet right side
- 23750 Remote Oil Filter Mount, Accepts Chevy V8 type spin-on oil filters. Flow direction: inlet right side, outlet left side
- 23760 Remote Oil Filter Mount, Accepts Chevy V8 type spin-on filter. Flow direction: inlet left side, outlet right side

PART # AVAILABLE OPTIONS

- 23708 1/2" NPT to -12AN Fittings
- 23706 1/2" NPT to -12AN Fittings

REMOTE, LARGE DIAMETER OIL FILTER MOUNT

- Machined from 6061-T6 billet aluminum for exceptional strength and weight reduction (1.3 lbs w/out fittings)
- Compact, low profile design (3/4" body height) facilitates installation in crowded areas; includes two 3/8"-16 threaded holes on backside for mounting
- · Anodized finish resists corrosion and maintains brilliance over time
- No. 23766 · Includes two screw-in adapters to accept a wide range of large-diameter filters including Moroso
- No. 22465, Fram HP-6, Motorcraft FL 784, STP 43R, (Purolator PER 288/L30288), (AC PF1054) and (WIX 51742)
- -12AN inlet and outlet threaded ports are positioned vertically to improve laminar flow
- Accepts -12AN threaded fittings with o-rings; fittings can also be welded in place
- Includes 1/8"NPT port for gauge
- DESCRIPTION PART #
- 23766 Remote, Large-Diameter Oil Filter Mount, Billet Aluminum PART # **REPLACEMENT PART**
- 97641 Fittings, V/P, -12AN

BILLET ALUMINUM REMOTE OIL FILTER MOUNTS

Front and Side Port –12AN Styles

- Offers more mounting options to the racer wherever installation constraints require a remote mounted filter or to help accomodate installation of an oil cooler or accumulator system
- For Chevrolet style spin-on filters (13/16", -16 thread" O-ring), such as Moroso No. 22460
- Features two -12AN inlets, one -12AN outlet and two 1/4" NPT outlets for plumbing of oil pressure senders, oil pressure lines to superchargers, turbos and valve spring oilers
- Includes one -12AN plug and two 1/4" NPT plugs for unused ports
- Black anodized finish to protect against corrosion
- PART # DESCRIPTION 23763 Remote Oil Filter Mount, Side Port Style 23764 Remote Oil Filter Mount, Front Port Style
- **AVAILABLE OPTIONS** PART #
- 22641 -12AN Straight Connector
- 22709 -12AN to -10AN Straight Adapter

REMOTE OIL FILTER, ROTATING 90 DEG. ADAPTERS

- Manufactured from Billet Aluminum with a black anodized finish
- Marked –10AN inlet and outlet to plumb a remote oil filter and makes it easier to plumb an oil cooler and accumulator
- Mounts on the engine block's spin-on oil filter pad

DESCRIPTION PART

- 23682 Universal Remote Oil Filter Adapter, 3/4"-16 thread and 2-5/8" O-ring Fits: Ford, Chrysler and most 4 and 6 cyl. applications
- 23683 Universal Remote Oil Filter Adapter, 13/16"-16 thread and 2-5/8" O-ring Fits: American Motors V-8, GM LS through 2006, Oldsmobile V-8 and Pontiac V-8
- 23684 Universal Remote Oil Filter Adapter, 18mm-1.5 thread and 2-5/8" O-ring Fits: GM LTI and GM 4 and 6 cyl. applications
- 23685 Universal Remote Oil Filter Adapter, 20mm-1.5 thread and 2-5/8" O-ring Fits: Honda and other 4 and 6 cyl. applications
- 23686 Universal Remote Oil Filter Adapter, 22mm-1.5 thread and 2-5/8" O-ring Fits: New Ford Applications, GM LS 2006 Corvette "E" Code 2007 & up



PART # **RECOMMENDED OPTIONS** 22605 Oil Pump Fitting, -10AN to -10AN 22606 Oil Pump Fitting, -10AN to -12AN





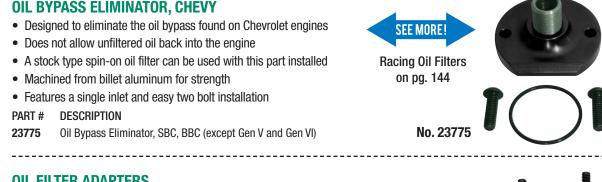








OIL FILTER ADAPTERS



OIL FILTER ADAPTERS

Fits: Small Block and Big Block Chevy Mark IV including aftermarket engine blocks

- Mount in spin-on oil filter pocket, between the oil filter and the engine block to eliminate the need for a remote oil filter
- Machined out of billet aluminum with a black anodized finish for durability and long-lasting looks
- Eliminates the need for an oil bypass eliminator, so unfiltered oil does not go back into the engine
- · Includes full instructions, mounting bolts and o-rings

PART # DESCRIPTION

- 23690 Oil Filter Adapter, SBC & BBC Mark IV, for plumbing Accumulators and External or Dry Sump Oil Pumps. Lowers oil filter by 1-1/2", has 1/2" NPT inlet and outlet ports
 23691 Oil Filter Adapter, SBC & BBC Mark IV and Aftermarket Engine Blocks with a deep oil filter pocket, for plumbing a remote oil cooler for wet sump oiling systems. Lowers oil filter by 2-1/2", has –10AN inlet and outlet ports
- **23692** Oil Filter Adapter, SBC & BBC Mark IV, for plumbing a Remote Oil Cooler for wet sump oiling systems. Lowers oil filter by 1-1/2", has 1/2" NPT inlet and outlet ports

NOTE: For Replacement O-Rings, call Moroso Technical Service.

- OIL FILTER ADAPTER, 4.6/5.4 FORD
- Anodized adapter replaces larger factory casting
- · Provides for easy plumbing of remote oil filters and coolers
- Enables the plumbing of external, wet or dry sump oil pumps when lower port is plugged
- -16AN fitting supplied for water outlet to radiator
- Includes 2 -10AN to -12AN Fittings for oil line plumbing and 1-10AN Plug
- PART # DESCRIPTION
- 23681 Oil Filter Adapter, 4.6/5.4L Ford

OIL COOLER/FILTER SANDWICH ADAPTER

- Mounts between spin-on oil filter and filter pad on engine block
- Billet Aluminum with a black anodized finish
- Provisions for -10AN in and out lines to plumb remotely mounted oil accessories such as oil cooler or accumulator

PART # DESCRIPTION

23693	Universal Oil Cooler/Filter Adapter, 3/4"-16 thread and 2-5/8" O-ring
	Fits: Ford, Chrysler and 4 and 6 cyl. applications
23694	Universal Oil Cooler/Filter Adapter, 13/16"-16 thread and 2-5/8" O-ring
	Fits: Chevy, LS1 through 2006 Small Block
23695	Universal Oil Cooler/Filter Adapter, 18mm-1.5 thread and 2-5/8" O-ring
	Fits: Chevy, LT1 and G.M. 4 and 6 cyl. applications
23698	Universal Oil Cooler/Filter Adapter, 20mm-1.5 thread and 2-5/8" O-ring
	Fits: Honda and other 4 and 6 cyl. applications
23699	Universal Oil Cooler/Filter Adapter, 22mm-1.5 thread and 2-5/8" O-ring
	Fits: New Ford applications









No. 23693

PART #	RECOMMENDED OPTIONS
22605	Oil Pump Fitting, -10AN to -10AN
22606	Oil Pump Fitting, -10AN to -12AN

148

oil ing system equipment

Phone: 203.453.6571 Fax: 203.453.6906

OIL FILTER BYPASS/BLOCK-OFF PLATES

OIL FILTER BYPASS PLATE

Fits: SBC & BBC (Mark IV)

- · Aluminum bypass replaces engine-mounted oil filter in wet sump oiling system and directs oil to remote oil filter or oil cooler
- Drilled and tapped for 1/2" NPT inlet and outlet fittings
- Includes all mounting hardware, gaskets and o-ring

DESCRIPTION PART # 23770 **Oil Filter Bypass**

PART # **REPLACEMENT PARTS**

97321 Square O-Ring

97322 Gasket



BILLET OIL FILTER BYPASS PLATE



- Fits: Honda 1.6L, 1.8L, 2.0L & 2.2L Engines PART # **REPLACEMENT PARTS**
- 97321 Square O-Ring (Except Nos. 23815 and 23820)
- PART # AVAILABLE OPTIONS
- 1/2" NPT to -12AN Fittings 22708
- 22706 1/2" NPT to -10AN Fittings
- *NOTE: Must be used together with Oil Filter Block-Off Plate No. 23840;

includes shorter bolts, new O-ring, and a separate plug to block remaining oil passage not sealed by the Mark IV plate





No. 23840





WHAT ARE MOROSO ACCUMULATORS AND HOW ARE THEY USED ON A RACE CAR OR HIGH PERFORMANCE VEHICLE ENGINE?

- Oil accumulators are oil storage tanks, connected into the engine's oiling system that have pressurized air on one side, and engine oil on the other side of a movable piston.
- When engine pressure fluctuates due to oil surging away from the pickup during hard acceleration, severe cornering or hard braking, a **Moroso Accumulator** equipped engine provides an instantaneous supply of oil to the engine.
- When the fluctuation is over and the oil pump is once again primed with oil, the engine's oil pressure forces this reserve of oil back into the Accumulator. When the engine returns to normal pressure, the Accumulator refills automatically, ready for the next possible occurrence.

HOW ARE MOROSO ACCUMULATORS CONSTRUCTED?

- The main body of a **Moroso Accumulator** is constructed out of heavy-wall, high pressure hydraulic cylinder aluminum tubing that has an interior bore which has been micro-rolled and polished with a hardcoat finish.
- Inside the Accumulator is a movable, billet aluminum double o-ringed piston, which keeps the air from mixing with the oil.
- The difference between the Moroso Accumulator and the Moroso Heavy Duty Accumulator is the design and construction of the billet aluminum o-ringed end caps. The Accumulators have end caps that hold in the Accumulator body with high tension snap rings. The end caps on the Heavy Duty Accumulator are actually designed like threaded cups, the body threads into these end caps, encompassing the ends of the Accumulator
- On all **Moroso Accumulators**, the end cap on the air side has an air gauge and Schrader valve and on the oil side, a 1/2" NPT fitting end cap for plumbing in the oiling system.

WHAT ARE DIFFERENT VALVING OPTIONS FOR MOROSO ACCUMULATORS?

- For an Accumulator to function at their fullest, it needs to have a valve assembly and each **Moroso Accumulator** comes a manual ball valve. The valve has to be manually opened by hand before starting the car to pre-oil the engine, offering surge protection while the vehicle is in use and will close when the engine is turned off.
- Moroso offers two styles of optional electric valves: Solenoid Valve (electric), allows remote control of the Accumulator. Solenoid Pressure Valve Kits are the best performing for competition vehicles and are offered in different oil pressure ranges of 15-24 PSI, 35-40 PSI and 55-60 PSI discharge and refill. They have all the benefits of the Solenoid Valve but with quicker reaction times because the Solenoid Pressure Valve allows only the needed volume of oil to be released for faster filling and discharging. An internal sensor electronically activates when engine oil pressure drops below normal

CAN I CAUSE ENGINE WEAR JUST BY STARTING MY ENGINE?

- Independent tests have shown that on street cars, over 85% of engine wear is caused by starting an engine, and that these "dry starts" cause premature engine wear
- Moroso Accumulators can prevent cold start scuffing by pre-oiling the engine before start up, thus producing a dramatic increase in cylinder wall, piston ring and bearing longevity.

WHICH ACCUMULATOR IS BEST FOR MY APPLICATION?

- 3-Quart capacity Moroso Accumulators are for V-8 and larger, high performance 6 cylinder applications
- 1.5-Quart capacity Accumulators are for 4 & 6 cylinders, applications where a 3-quart capacity with not fit and when the Accumulator's main function is to pre-oil the engine before start up

HOW CAN I PLUMB AN ACCUMULATOR INTO THE ENGINE' S OILING SYSTEM?

Moroso Accumulators require only one line which can be:

- "T-ed" into the return line of an oil cooler and/or remote oil filter
- Run through an Accumulator Adapter (page 152) that mounts between the engine's spin-on oil filter and the engine, OR
- Run directly into a oil galley in the engine block that is on the pressure side of the engine's oiling system

CAN I FREE UP HORSEPOWER WITH AN ACCUMULATOR?

• Drag Racers have successfully used **Moroso Accumulators** to free up horsepower by running less oil in the oil pan

OIL ACCUMULATORS

ACCUMULATOR

Protects Against Oil Pressure Loss! Automatic Operation!

- Three quarts of oil under pressure provides emergency supply instantaneously when needed
- · Air Pressure gauge verifies that Accumulator is ready for use
- Cold start valve releases oil into cold engine for reduced wear
- Tapped for 1/2" NPT fitting
- Can be mounted in any position using Moroso Accumulator Mounts (see next page)

PART # DESCRIPTION

23900 Accumulator, 3 quart capacity, 20-1/8" x 4-1/4" cylinder **23901** Accumulator, 1.5 quart capacity, 10" x 4-1/4" cylinder AVAILABLE OPTIONS

No. 23900

No. 23902

No. 23903

TILIA

PART # AVAILABLE OPTIONS 22708 1/2" NPT to -12AN Fittings 22706 1/2" NPT to -10AN Fittings 23920 Accumulator Mount PART # REPLACEMENT PART

MOROSO

ACCUMULAT

97530 O-rings, 4 per package

11/1/:/14

ACCUMULATOR

ACCUMULATOR

HEAVY DUTY ACCUMULATORS

- For extreme applications—specially designed caps withstand high pressure
- · Smaller size allows installation in vehicles with limited space
- 3 or 1.5 quarts of oil under pressure provide emergency supply instantaneously when needed
- Air Pressure gauge verifies that Accumulator is ready for use
- Cold start valve releases oil into cold engine for reduced wear
- Tapped for 1/2" NPT fitting
- Can be mounted in any position using Moroso Accumulator Mount No. 23921

PART # DESCRIPTION

23902Heavy Duty Accumulator, 3 quart capacity, 23" x 4-3/4" cylinder23903Heavy Duty Accumulator, 1.5 quart capacity, 12" X 4-1/4" cylinder

PART #AVAILABLE OPTIONS23921Accumulator Mount for Heavy Duty Style

ACCUMULATOR 2

- Highly recommended for light-duty applications including small-displacement street performance and mild off-road vehicles
- · Works on same principle as Accumulators Nos. 23900, 23901 & 23902 but uses gravity feed
- · Because it has no free-floating piston, it must be mounted in vertical position
- · Comes complete with adjustable T-Bolt style mounting brackets
- Not recommended for all-out competition. Accumulators Nos. 23900, 23901 & 23902 are recommended for racing applications

PART # DESCRIPTION

23930 Accumulator 2, 1.5 quart capacity, light-duty use, 13" x 3" cylinder

- PART # AVAILABLE OPTIONS
- 23920 Accumulator Mount for Nos. 23900, 23901 and 23930



- · Brackets provide safe, sure mount for Moroso Accumulators
- Designed to be easily fastened to any flat surface
- Includes T-Bolt type clamps accepted by NHRA
- Two per package

PART # DESCRIPTION

23920 Accumulator Mount for **Nos. 23900, 23901** and **23930**

23921 Accumulator Mount for Heavy Duty Style No. 23902 and 23903

DILING SYSTEM EQUIPMENT

No. 23920





ACCUMULATOR ADAPTERS

- · Provides a convenient way to plumb an Accumulator into the oiling system
- The adapter has one -10 AN oil input port that provides filtered oil to the Accumulator
- Mounts on the spin-on filter pad between the oil filter and engine block, lowering the spin-on filter by 1-1/4"
- PART # DESCRIPTION
- 23675 Accumulator Adapter, 3/4-16 thread and 2-5/8" O-ring
- 23676 Accumulator Adapter, 13/16 thread and 2-5/8" O-ring
- 23677 Accumulator Adapter, 18MM -1.5 thread and 2-5/8" O-ring
- 23678 Accumulator Adapter, 20MM-1.5 thread and 2-5/8" O-ring
- 23679 Accumulator Adapter, 22MM-1.5 thread and 2-5/8" O-ring

SOLENOID PRESSURE VALVE KIT

Best for Competition—kit includes Moroso Part No. 23905 Solenoid Valve plus a Pressure Valve

- Better than a regular manual electric valve—our Solenoid Pressure Valve allows only the needed volume of oil to be released for quicker filling and discharging
- Internal sensor electronically activates when engine oil pressure drops below normal. When engine returns to normal pressure, the accumulator refills automatically, ready for the next possible occurance
- · Best to use in remote mount situations, where accessing a manual valve is not an option
- Easy three-wire hookup
- Comes in three pressure ranges: choose the one that best suits your engine combination
- DESCRIPTION PART #
- Electronic Pressure Control Accumulator Solenoid Valve, 12 volt, 15-24 PSI discharge and refill 23907
- 23908 Electronic Pressure Control Accumulator Solenoid Valve, 12 volt, 35-40 PSI discharge and refill
- Electronic Pressure Control Accumulator Solenoid Valve, 12 volt, 55-60 PSI discharge and refill 23909



- · Allows remote control of fluid flow from the driver's seat
- Each side of the solenoid valve contains a 1/2" NPT female port
- 1/2" NPT male nipple also included if required for elbows or for other plumbing needs
- Solenoid Valve is open when toggle switch is on, when switched off remains closed regardless of ignition switch position
- Use the toggle switch and 16 gauge wire included in the kit to wire the valve (use one of Moroso's many Switch Panels for a professional installation)
- A 20-amp fuse must be used between the power source and the switch
- Use a power source that is active (i.e., "hot") only when the ignition switch is in the "on" position

PART # DESCRIPTION





Do not use with fuels.



No. 23675

152





Phone: 203.453.6571 Fax: 203.453.6906

²³⁹⁰⁵ Solenoid Valve, 12 volt, with 1/2" NPT female ports

OIL CHECK VALVE, ONE WAY

- 1/2" NPT to 1/2" NPT One Way
- · For use with oil accumulators and oil coolers
- For prevention of oil drain-back

PART # DESCRIPTION

23875 Check Valve, One Way



LIFTER VALLEY OIL BAFFLES

- Increases horsepower by shielding bottom of intake manifold from hot oil
- · Keeps surplus oil out of valve covers by eliminating oil splash
- Maintains oil pressure during pushrod or rocker arm failure by keeping lifters in their bores (except with roller cam)
- Due to slight variations in blocks, the baffle may have to be trimmed .060"-.100" before it will "snap" into place
- · Cannot be used with roller lifters





PART #DESCRIPTION25050Lifter Valley Oil Baffle, Small Block Chevy, including 18° heads25100Lifter Valley Oil Baffle, Big Block Chevy25150Lifter Valley Oil Baffle, Chrysler 273-360

LIFTER VALLEY VENTS

- · Positive ventilation to upper engine
- · Prevents drainback to crankshaft
- · Helps stop excessive windage and horsepower loss
- All aluminum 8 per kit
- PART # DESCRIPTION
- 25025 Lifter Valley Vents. Fits SBC and others, 1/4" NPT with Hex Head

No. 25025

GM LS VALLEY PLATE

- A cost effective alternative to the factory GM piece
- Does not have the two provisions for knock sensors, which are usually not used in racing applications, as open headers, solid lifter cams and stiff suspensions can false trigger them
- Engines that are using a carburetor and distributor also do not need the provisions for the knock sensors, which creates a cleaner installation
- Aluminum plate construction weights less than the factory cast piece
- Can be used on factory and aftermarket GM LS Series style engine blocks

PART # DESCRIPTION

25175 GM LS Valley Plate



No. 25175

153





OIL RESTRICTOR KITS Reduces oil flow to upper engine assembly, leaving more oil available for the rod and main bearings Reduces power-robbing windage by reducing the volume of oil passing by the rotating assembly on its return to the pan No. 22000 No. 22010 Do not use with hydraulic lifters PART # DESCRIPTION 22000 Oil Restrictor Kit. SBC and BBC engines, .060" orifice dia. Oil delivery holes at rear cam bearing must be tapped to install. Two per pack 22010 Oil Restrictor Kit. SBC and BBC engines, .0625" orifice dia. Screws into existing lifter galley cleaning plug holes at back of block. Two per pack 22016 Oil Restrictor Kit. Fits newer GM-Style blocks (including Gen V and Gen VI), .0625" orifice diameter with oil lifter galley bosses flush with bell housing face. No. 22016 Two per pack 22017 Oil Restrictor Kit. Fits Merlin II blocks, .0625" orifice diameter. Screws into existing lifter galley cleaning plug holes at back of block. Two per pack 22045 Oil Restrictor Kit. Ford 302-351W and Dart Iron Eagle Ford blocks. Kit includes: Four - Cam Bearing Restrictors (used in Ford & Dart Blocks); \mathbf{OO} One - 7/16" -14 Restrictor for Lifter Gallies (Ford Only); One - 1/8" NPT Restrictor for Lifter Gallies (Dart); One - 1/8" NPT No. 22017 Plug for Lifter Gallies (Dart) 22050 Oil Restrictor Kit. Ford 351 Cleveland, designed and used by Roush-Fenway Racing. Five per pack No. 22045 No. 22050

VALVETRAIN OIL DEFLECTOR

- Redirects oil from pushrod to fulcrum balls, rockers and springs to provide maximum lubrication and cooling
- · Extends life of stock valvetrain assembly
- Helps eliminate excessive oil accumulation in breather tank when vacuum pump is used
- Manufactured from lightweight .100" aluminum
- · Mounts easily to stock rocker arm studs
- Designed by Bill Mitchell
- Includes mounting hardware
- Can be easily adapted to many other applications
- PART # DESCRIPTION
- 67700* Valvetrain Oil Deflector

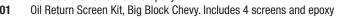
Fits: all SBC and Ford 289-302 engines with stamped rocker arms *NOTE: Must use with tall valve covers. Polylocks not included

OIL RETURN SCREEN KITS

- Inexpensive engine insurance!
- Traps metal fragments or loose components resulting from valvetrain failure before reaching vital engine parts
- Stainless steel mesh screens are fitted over holes in lifter gallery with supplied epoxy

PART # DESCRIPTION

- 25000 Oil Return Screen Kit, Small Block Chevy. Includes 8 oil return hole plugs to redirect oil to front/rear return galleries. Includes filter screens and epoxy 25001
- No. 25000





No. 67700



oil ing system equipment

POSITIVE LOCKING BREATHER

Billet Aluminum

- Threaded tube with collar mounts from inside valve cover through a 1.25" opening; breather screws into the tube for secure attachment
- Manufactured from 6061 Billet Aluminum
- Screws to valve cover for positive fit, does not push on
- Designed in two pieces with a top that unscrews to allow for oil filling and easier cleaning or replacement of oil separator filter
- Slip-on fitting for pan evac system
- O-ring Seal No gaskets (reduces leakage)
- Meets rule requirement for cars running 7.99 E.T. and guicker

PART # DESCRIPTION

68788* Positive Locking Billet Aluminum Filtered Breather (includes 1/2" NPT to 5/8" line fitting)

PART # **AVAILABLE OPTIONS**

22708 1/2" NPT to -12AN Fittings

22706 1/2" NPT to -10AN Fittings

*Not legal for sale or use on pollution-controlled vehicles.

POSITIVE LOCKING BREATHERS

Stamped Style

- Fits any valve cover with 1.22" holes
- Meets rule requirement for cars running 7.99 E.T. and guicker
- Threaded tube with collar mounts from inside valve cover through 1.22" opening; breather screws into the tube for secure attachment
- Viton[®] gasket resists oil, alcohol and race fuel to form airtight seal
- Jam nuts allow breather to be positioned to suit plumbing requirements
- Internal stainless steel baffling keeps oil/air separated
- · Clear finish resists rust
- Includes all mounting hardware: one per pack

DESCRIPTION PART

- 68785* Positive Locking Breather, with Tube for 5/8" hose
- Positive Locking Breather, without Tube, Clear Powder Coat 68787* *Not legal for sale or use on pollution-controlled vehicles.

OIL PUMP BLOCK-OFF PLATE

- · Easy, bolt-on anodized aluminum plate seals oil passage on rear main cap when dry sump systems are used
- · Requires no drilling or tapping for installation
- Fits Small Block, Big Block and 90° Chevy V6

DESCRIPTION PART

23790 Oil Pump Block-Off Plate. Chevy V8 & 90° V6

LOW OIL PRESSURE WARNING LIGHT

- Quick-response switch immediately alerts the racer to a low oil pressure condition
- Switch is adjustable to illuminate when pressure falls below 15 to 50 psi
- Extra large 2-1/2" diameter Lexan lens is impossible to ignore
- Light assembly is rubber-mounted to protect against shock

PART # DESCRIPTION

- 49500 Low Oil Pressure Warning Light Kit
- PART # 97015
- REPLACEMENT PART Low Oil Pressure Switch





No. 68785







ENGINE MAGNET KIT

- · Use with any engine to minimize damage caused by valvetrain failures
- · Magnets pick up metal fragments before reaching critical areas
- Place them in strategic locations near cylinder head and lifter valley drainback holes or in dry sump tank
- Includes 4 each of 2-sized magnets (1-1/8" 0.D. 3/8" I.D. and 7/8" 0.D. 3/8" I.D.)
- Epoxy included
- PART # DESCRIPTION
- 22710 Engine Magnet Kit. Eight magnets and epoxy

CRANKCASE EVACUATION SYSTEM

- Reduces crankcase pressure throughout entire rpm range for increased piston ring seal, reduced intake charge contamination, and fewer oil leaks
- Track and dyno tests prove increases in engine performance
- Includes 2 each: Oil Separators/Breathers, Breather/Filler Cap Grommets, One-Way Check Valve and Weld-In Nipple for header collector, use with 5/8" dia. hose

PART # DESCRIPTION

25900*	Crankcase Evacuation System
PART #	ACCESSORIES
68788	Breather
PART #	REPLACEMENT PARTS
68780	Oil Separator/Breathers
97800	Check Valve for Header Collector
97810	Weld-in Nipple for Header Collector
* NOTE: Can	not be be used on cars with mufflers





OIL PRESSURE GAUGE

1.5" Diameter, 0-120 PSI

- Necessary for racing applications where high oil pressures, above the range of typical oil pressure gauges are used
- Will fit any 1/8" NPT thread
- · Excellent vibration and shock resistance

PART # DESCRIPTION

89611 Oil Pressure Gauge, 1.5" Diameter, 0-120 PSI



OIL PREHEATERS

- Heater element designed specifically for heating oil; does not scorch or boil the oil like "converted water heater" designs
- 212 watts of power raises temperature of 12 quarts of oil 60°F in about 30 minutes
- · Element screws into place; available with aluminum or steel 1" NPT fitting
- 120 volt rating; includes detachable 7-foot cord
- Length of heating element is 4-1/2" from fitting to tip

PART # DESCRIPTION

23980 Oil Preheater, Internal, Aluminum fitting 23990 Oil Preheater, Internal, Steel fitting



PART #	REPLACEMENT PART
97590	Electric Cord

OIL HEATING EQUIPMENT / FITTINGS

OIL PREHEATER, SELF CONTAINED

- Heater element designed specifically for heating oil; does not scorch or boil the oil like "converted water heater" designs
- · 400 watts of power
- 110-120 volt rating
- Aluminum, 1/2" -14 NPT weld-in bung and 3 ft. cord included
- Length of heating element is 4-3/4" from fitting to tip
- Heats 12 quarts of oil to 60°F in 25 minutes
- PART # DESCRIPTION
- 23991 Oil Preheater, Self Contained
- PART # AVAILABLE OPTIONS
- 22737 Steel Weld-In Bung, 1/2" -14 NPT

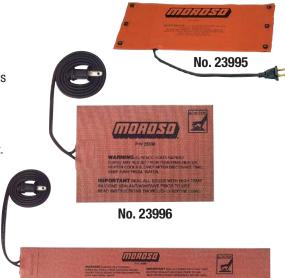
EXTERNAL HEATING PADS

- · New and improved lamination process
- Excellent for pre-heating of oil pans, tanks and automatic transmission pans
- Available with self-adhesive or hook/spring attachment methods
- · Etched foil design distributes heat evenly
- · Superior grade silicone outer shell resists oil and dirt

PART # DESCRIPTION

- 23995 External Heating Pad, 6" x 12", hook and spring attachment. 360 Watts. 8" 110V cord
- 23996 External Heating Pad, 5" x 7", self-adhesive. 400 Watts (min). Heats oil from 66°F to 160°F in only 25 minutes. 36" 110V cord
- 23997 External Heating Pad, 2" x 15", self-adhesive. 150 Watts. Perfect for slender areas of oil pans/dry sump tanks. 36" 110V cord





No. 23997



INSTALL SELF-ADHESIVE HEATING PADS

Mark the location that the pad will be applied to. Prepare the surface so it is free from paint, grease, oil and large dents. Decide where you want the power cord to go. Remove the protective backing from the pad. Begin with the side opposite the power cord, applying pressure with your hand while forming it to the surface. Press the pad into any surface impressions as you go. Apply a high-temperature sealant/adhesive around the entire perimeter of the pad. Allow the adhesive to cure per manufacturer's instruction before use.

DRY SUMP/EXTERNAL OIL PUMP FITTINGS

- · Designed for use with Moroso Dry Sump and External Oil Pumps
- Anodized aluminum
- · Radiused on inlets to reduce restriction for greater flow
- · Available in two sizes, plus one with screen
- Includes 0-ring
- Two per package

PART # DESCRIPTION

 22605
 Oil Pump Fitting, -10AN to -10AN

 22606
 Oil Pump Fitting, -10AN to -12AN







FITTINGS

DRY SUMP TANK & PUMP SCAVENGE MANIFOLD FITTINGS

- Anodized billet aluminum fittings can be used with Moroso Scavenge Manifolds or wherever similar fittings are required
- Radiused entries provide unrestricted oil flow
- One per package
- PART # DESCRIPTION
- 22620Dry Sump Fitting, -12AN to -12AN, includes Buna-N O-ring seal22622Dry Sump Fitting, -16AN to -16AN, includes Buna-N O-ring seal





No. 22620

No. 22622



Designed to plumb oil lines to -20AN pickups in

Raduised inlet increases flow for improved oiling

· Use with Moroso Stage IV "Super Fueler" Oil Pans

Hemi Pan Fitting, -20AN to -20AN

-20AN HEMI PAN FITTING

DESCRIPTION

· Anodized aluminum with convenient

Hemi oil pans

wrench flats

Includes 0-ring

PART #

22625

One per package



No. 97641

SPECIAL REPLACEMENT FITTINGS

- Special Clearanced Fittings
- -12AN for Moroso Vacuum Pumps Nos. 22640, 22641 and 22642 and Remote Oil Filter Mount No. 23766
- -16AN for Moroso Vacuum Pump No. 22643
- Anodized aluminum
- · Radiused inlets to reduce restriction for greater flow
- Includes O-ring
- Two per package
- PART # DESCRIPTION

97641 Replacement Threaded Fitting, -12AN

22626 Threaded Fittings for No. 22643, -16AN

FILTER FITTINGS

- Designed to trap metal chips and debris before reaching external or dry sump oil pumps, or rear end lube pumps
- 304 stainless steel screen uses .015" diameter, 16 mesh wire
- Easily removed for cleaning

PART # DESCRIPTION

- 23960 Filter Fitting, 3/4" NPT to -12AN male, one per package
- 23961 Filter Fitting, -12AN male to -12AN male, one per package
- **22610** Filter Fitting with Internal Screen, -10AN to -12AN, two per package

Note: Screen prevents large particles from entering pump when used on inlet side of scavenge sections. Also useful in applications where space limitations prevent the use of an in-line filter.

SPECIAL -AN FITTINGS

- · Helps prevent cavitation of external oil pump systems
- For use with external wet sump pumps and pans with -10 or -12AN fittings
- One per package, includes O-ring

PART # DESCRIPTION

22703	Fitting, -10AN to -16AN Adapter
22704	Fitting, -12AN to -16AN Adapter







Filter Fitting Screen Kit on pg. 146



FITTINGS



-AN FITTINGS

Aluminum

- · For use with braided hose fitting on oil system components, Moroso Part Nos. 23700, 23710, 23750, 23760, 23770, 23782, 23780, 23690, 23692, 23840, 23900, 23901 or 23905
- Can be used with cooling system components. Moroso Part Nos. 63650, 63651, 63655, 63656, 63420, 63421 or 63505
- Will also fit with Moroso's Power Steering Tank No. 85480
- Part No. 22709 can be used with No. 23766
- One per package





No. 22706

No. 22708

No. 22712

No. 22714

No. 22709

PART # DESCRIPTION 22706 Fitting, 1/2" NPT to -10AN

Fitting, 1/2" NPT to -12AN 22708 22709 Fitting, -12AN to -10AN

No. 22718

No. 22720

No. 22716

No. 22719
No. 22715
10.22/15
22717

WELD-ON -AN BUNGS

- · Weld-on bungs for use with aluminum radiators, overflow tanks, oil tanks, oil pans, etc.
- · Provides adapters for return or feed hoses, pressure gauges, turbo drainbacks or other custom plumbing requirements
- Aluminum
- One per package
- PART # DESCRIPTION

MALE	FEMALE	
22711	22718	-4AN
22712	22719	-6AN
22713	22720	-8AN
22714		-10AN
22715	22722	-12AN
22716		-16AN
22717		-20AN





No. 22725

• Weld-on for use with oil pans, fuel tanks/fuel sump,

turbo drainbacks, feed hoses, pressure gauges or





22724

22725

22726

22727

PART # DESCRIPTION

No. 22711

No. 22713



No. 22722



No.



No. 22728

1/8" NPT. Aluminum

1/4" NPT, Aluminum

3/8" NPT, Aluminum

1/2" NPT, Aluminum

No. 22729

No. 22737

PART # DESCRIPTION 22728

3/4" NPT. Aluminum 1" NPT, Aluminum 22729 22737 1/2" NPT, Steel

 One per package, female _____

other requirements

WELD-ON NPT BUNGS

No. 22724

AN ALUMINUM PORT PLUGS

Aluminum AN Port Plugs are used to seal threaded female ports in fluid systems

- Billet Aluminum, anodized
- · Comes with O-ring seal

PART # DESCRIPTION

22748 Port Plug, -10 AN With O-Ring Seal, Anodized 22749 Port Plug, -12 AN With O-Ring Seal, Anodized



No. 22749

159



TRANSMISSION PANS

- Fully Fabricated, Aluminum Pans
- One-piece Billet Rail
- Reduce temperature and improve oil control

TRANSMISSION PAN CHART

PART #	TRANSMISSION TYPE	DEPTH	INCLUDED
42000*	Powerglide	3.080"	Filter spacer
42001*	Powerglide	1.830"	
42010	Turbo 350	3.000"	Filter spacer
42020	Turbo 400	3.000"	Filter extension
42025	GM 700R4	2.375"	

- Dual fittings with magnetic drain plugs
- Now includes serrated flange hex bolts (No. 42050 includes metric studs)

FILTER REQUIRED

Fram FT1017

Fram FT1017 Fram FT1021 Fram FT1020

Fram FT1074

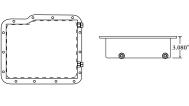
RECOMMENDED OPTION

*Transmission Pan Gasket No. 93100



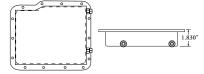
Transmission Pan Gaskets on pg. 162





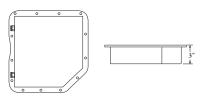
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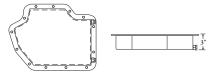
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No. 42020





2.375"

No. 42025

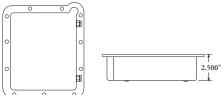
MOROSO

TRANSMISSION PANS



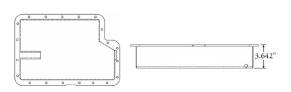
TRANSMIS	SION PAN CHART, continued			
PART #	TRANSMISSION TYPE	DEPTH	INCLUDED	FILTER REQUIRED
42040	Ford C4	3.080"	Filter spacer	Ford D4F27A098A,
				ATP-1-4945 or Fram FT1035
42050	Ford Lightning E40D/4R100	3.642"	Filter spacer	Motorcraft FT113
	used in Ford Trucks, Vans, Expeditions and Excursions			
42060	Ford C6	2.0"		Ford D3TZ7A098B
				or Fram FT1035
42080	Torqueflite 727	2.330"	Filter spacer	Fram FT1039
42090	Chrysler A-904	2.250"	Filter spacer	Fram FT1039



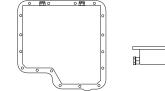


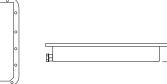
No. 42050





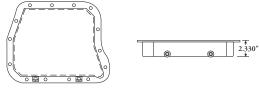




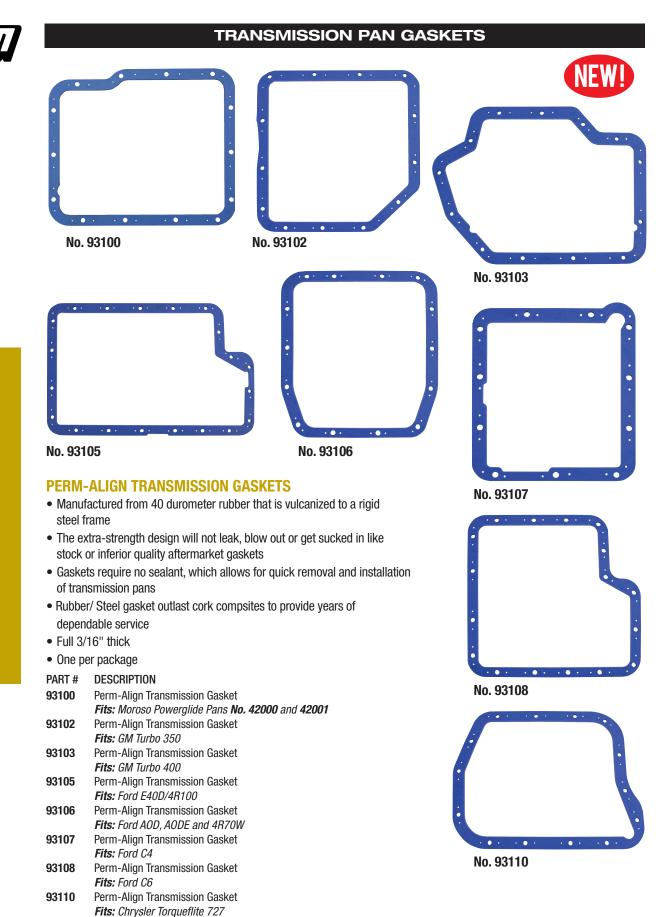


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TRANSMISSION ACCESSORIES

TRANSMISSION DIPSTICKS

New Locking Style to meet NHRA rule change

- Custom designed for each transmission application listed, to work with the popular shields being used
- Each assembly is constructed out of heavy duty hydraulic tubing, fixture welded for a precision fit and black powder coated
- Threaded knob design stays locked to tube under high transmission pressure and vibration levels
- Heavy duty cable with a "full" and "fill" area to indicate desired fluid level

PART # DESCRIPTION

- **41300** Transmission Dipstick, Locking Style, OE Long Style *Fits: GM Powerglide*
- 41301 Transmission Dipstick, Locking Style, Short Dragster Style *Fits: GM Powerglide*
- 41302 Transmission Dipstick, Locking Style, OE Long Style
 Fits: GM Turbo 350 41303 Transmission Dipstick, Locking Style, OE Long Style
- 41303 Transmission Dipstick, Locking Style, OE Long Style *Fits: GM Turbo 400*
- 41305 Transmission Dipstick, Locking Style, OE Long Style/Case Style *Fits:* Ford C4



Threaded knobs made from billet aluminum with a black anodized finish and laser etched with the Moroso logo





ROLLER PILOT BEARING

- Unlike other roller pilot bearings, this high speed bearing is designed as a direct replacement in all Chevrolet V8's and 90° V6's (also fits 1976 and later V6 Buick)
- Requires no modification to either crank or input shafts
- Eliminates premature bearing failure and insures clean clutch release by maintaining true alignment of clutch disc to flywheel
- Packed with high temperature grease for proper lubrication under extreme high heat conditions
- Suitable for all high performance applications including drag, oval track/road race and street
- 1.093" 0.D. x .591" I.D. x .72" Depth
- One per package
- PART # DESCRIPTION
- 41100 Roller Pilot Bearing, Chevrolet V8 and 90° V6



No. 41100



TRANSMISSION ACCESSORIES

AUTOMATIC TRANSMISSION OIL COOLER/FILTER

- Combination cooler/filters use "heat sink design" to dissipate the excessive heat build up in racing transmissions
- Can be used on the street as an auxiliary cooler in conjunction with a stock cooler
- Made of aluminum with 500 sq. inches of radiation surface for high heat transfer
- · Filter with magnet removes all wear particles over 5 microns in size
- Dimensions: 3" diameter, 12" length, and weighs only 1 lb.
- Very easy to install
- Comes complete with filter cartridge, includes two 1/4" NPT to 3/8" line fittings and all necessary installation instructions

PART # DESCRIPTION

41200 Automatic Transmission Oil Cooler/Filter



No. 41200

No. 41205

PART #	REPLACEMENT PART
97290	Filter Cartridge

AUTOMATIC TRANSMISSION OIL COOLER/FILTER

Heavy Duty

- More than double the surface area of our standard **No. 41200** transmission cooler
- Withstands up to 30 lbs. of pressure
- Dual combination cooler/filters use "heat sink design" to dissipate the excessive heat build up in racing transmissions
- Made of aluminum with 1072 sq. inches of radiation surface for high heat transfer
- · Filter with magnet removes all wear particles over 10 microns in size
- Dimensions: 3-1/2" H x 6-1/4" W x 18" L and weighs 4.7 lbs.
- · Very easy to install, uses four mounting tabs; not recommended for street use
- Comes complete with filter cartridge, includes two 1/4" NPT to -6AN fittings and all necessary installation instructions

PART # DESCRIPTION

41205 Transmission Oil Cooler, Heavy-Duty

REPLACEMENT PART 97291 Filter Cartridge

TRANSMISSION TAILSHAFT PLUG

- Another time saver from Moroso
- Eliminates the messy spilling of transmission fluid during transmission removal, replacement and storage
- · One per package

PART # DESCRIPTION

41060 Transmission Tailshaft Plug, 1-1/2" O.D., Early Muncie, Borg-Warner, Ford, Chrysler, Chevrolet Powerglide

TORQUE CONVERTER BOLTS

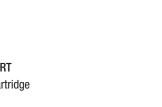
· Special fasteners provide maximum holding strength & eliminate the possibility of shearing

PART # DESCRIPTION

- **38764** Torque Converter Bolts, Grade 8 bolts with nuts for Turbo 350, 400 flex plates without tapped holes, 3/8" -24 x 5/8". Set of 3.
- **38765** Torque Converter Bolts, Grade 5 bolts for Turbo 350, 400 flex plates w/tapped holes, 3/8" -16 x 5/8", Set of 3







TRANSMISSION ACCESSORIES

TRANSMISSION EXPANSION TANK

Billet Aluminum

- Billet Aluminum finish can be left as is, polished, powder coated or painted
- Both good looking and heavy duty
- Meets requirements of 1-1/2 pint transmission NHRA overflow rule
- · Prevents fluid mist from spraying on the race surface, back of your car and tires
- When installed properly pressurized fluid is captured in the expansion tank and will drain back into the transmission as it cools
- Excess fluid may also be drained between rounds, by using included ball valve
- Includes breather and billet aluminum mounting bracket (also see No. 41222 below)
- Designed with an integral baffle
- Dimensions: 2.750" 0.D., 2.715" I.D., 7.050" long

PART # DESCRIPTION

41221* Transmission Expansion Tank, Billet Aluminum

*Not legal for sale or use on pollution-controlled vehicles



TRANSMISSION EXPANSION TANK MOUNTING BRACKET

Billet Aluminum

- Mounts tank to rear engine dragsters with GM transmissions
- · Compact and made from billet aluminum for strength and durability
- · Bracket allows tanks to be mounted on either side of transmission
- Can be used with Moroso Part Nos. 41221, 85500, 85505 with GM Transmissions

PART # DESCRIPTION

41222 Transmission Expansion Tank, Mounting Bracket, Billet Aluminum



Universal Fit

- Prevents fluid mist from spraying on the race surface, behind your car (and tires)
- Pressurized fluid is captured in the Expansion tank and will drain back into the transmission as it cools (if mounted as instructed)
- Excess fluid may also be drained between rounds, by using the ball valve included
- Includes tank mounting bracket
- Meets IHRA Top Sportsman and Top Dragster requirement for One Pint Transmission Overflow Rule
- Dimensions: 9-1/4" high x 2-1/4" wide

PART # DESCRIPTION

41220 Automatic Transmission Expansion Tank





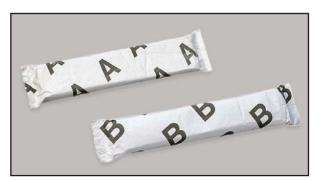


LUBES, SEALERS, FILLERS & EPOXY



A & B EPOXY

- Two-part bonding product molds like putty, yet hardens to steel-like consistency
- Does not shrink and is not affected by solvents, oils or gasoline
- Maximum use temperature of 250°F makes it perfect for repairing intake manifolds, cylinder head intake ports, heads and blocks
- Also useful for filling crevices in lifter galleries and installing filter screens
- Can be drilled and tapped when hard
- Adheres to almost any clean surface and hardens in 60 min. at 75°F
- One year shelf life
- Includes easy-to-use applicators



No. 35560

PART # DESCRIPTION 35560 A & B Epoxy, 1 lb.



No. 34800

No. 34801

- **CLIMBING GEAR LUBE**
- · High-performance, extreme high-pressure gear lube
- Multi-purpose applications including manual transmissions and both conventional and posi-traction differentials
- Contains special "clinging" agents that provide direct adhesion to all moving parts; whereas conventional lubes rely on "splashing and sloshing" to distribute lubricant
- · Increased speed of rotating parts causes continuous film of oil to "climb" and spread over surfaces
- Insures complete lubrication of gears, bearings, bushings, shift yokes, synchros, etc.
- Packaged in guarts and gallons
- Recommended for Moroso Differentials Nos. 83000 and 83020
- PART # DESCRIPTION
- 34800 Climbing Gear Lube, 1 quart
- 34801 Climbing Gear Lube, 1 gallon

MOLY PASTE™ ASSEMBLY LUBE

- Heavy-duty assembly lubricant is specially formulated to reduce friction and wear on all metal surfaces
- Extends the life of parts subjected to extreme heat during racing
- Contains molybdenum disulfide (MoS2), which greatly reduces friction and wear
- Moly formula coats surfaces with film that chemically bonds itself to metals, filling in the microscopic "hills and valleys" present in all metal surfaces
- Surface areas coated with Moly Paste[™] retain an unbroken film of lubricant that reduces metal to metal contact and reduces risk of component failure
- Recommended for use on cams, lifters, bearings, gears, etc. Very effective when storing an engine



No. 35000

PART # DESCRIPTION 35000 Moly Paste[™] Assembly Lube, 4 oz. tube

NOTE: Do not use on piston rings and cylinder walls.

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LUBES, SEALER, FILLER & EPOXY

ENGINE BLOCK FILLER

- Just fill with water, mix and pour into block before machining
- Helps prevent thin cylinder walls from cracking and improves ring seal by keeping cylinders round
- Also dampens unwanted vibrations
- · Has expansion rate very similar to cast-iron
- Highly regarded by "Mountain Motor" authority Scott Shafiroff
- Easy to follow, detailed instructions

PART # DESCRIPTION

35570 Engine Block Filler. One case of four one-gallon containers; enough for one block 35571 Engine Block Filler. One-gallon container

CERAMIC ENGINE SEAL

- The best Chemical Sealer you can buy to stop cooling system leaks
- Works equally well in aluminum or cast-iron blocks
- · Cooling system must be thoroughly clean before use
- Does not work with antifreeze
- If this doesn't stop the leaks, find yourself a welder!

DESCRIPTION PART

35500* Ceramic Engine Seal. One pint plastic bottle. Do not use with antifreeze

CAUTION!







Interior

GND

Open the petcock slowly to relieve pressure, then carefully take off radiator cap.

No. 35500 and 35520 - Avoid contact with eyes or skin. Do not take internally. If splashed on skin, wash thoroughly with cold water. If splashed in eyes, flush thoroughly for 15 minutes with cool water and consult a physician

If taken internally, drink 3 or 4 glasses of milk or water. DO NOT induce vomiting. Call a physician immediately. ALWAYS KEEP OUT OF CHILDREN'S REACH.

In an emergency, call the **POISON CONTROL CENTER** 1-800-222-1222



USING MOROSO CERAMIC ENGINE SEAL & ALL WEATHER SEAL SAFELY

For best results, open the petcock and drain coolant into container for safe disposal. Remove radiator cap. Use a hose to add water keeping radiator full with petcock open and draining. Start engine and continue draining until water runs clear. Close petcock and refill with clear water leaving enough room for sealer additive.

NOTE: Ceramic Engine Seal and All Weather Seal cannot remain in cooling system for more than 24 hours!







No. 35520

167



No. 35571

ENGINE BLOCK FILLER

RACE WRITE

Goes on smoothly and evenly with a bright white finish

- A single marker for use on both tires and windows
- Use on windows to mark dial-in/class
- Use on tires to check slippage and sidewall deflection
- Use on Wheel-E-Bars[™] to aid in chassis tuning
- Use on the car when it's time to sell
- Easy to apply applicator, safe on glass and Lexan®
- Wipes clean with a dry rag
- DESCRIPTION
 - Race Write. 3 oz. single bottle with applicator
- PART # 35581

ALL WEATHER SEAL

antifreeze is present

flushed

PART #

35520*

· Specially formulated to stop

cooling system leaks when

Ideal for stopping radiator leaks

and sealing cracked blocks in sub-freezing conditions

Works best when cooling system

DESCRIPTION

with antifreeze

has been thoroughly cleaned and

All Weather Seal. One pint

plastic bottle. Can be used







PLUGS & DOWELS

DECK PLUG KIT

- Upper cylinder wall distortion is greatly reduced when these 3/4" NPT plugs are installed in the water passage holes in the decks of Small Block and 90° V6 Chevy engines
- Water holes must be tapped before the plugs are screwed in; block must also be decked after installation
- Plugs also restrict water flow to the cylinder heads by reducing size of water passage holes to 5/16"
- Packaged six to a kit



PART # DESCRIPTION 37800 Plug Kit, Small Block and 90° V6 Chevy

ALUMINUM PIPE PLUGS

- · Use on most aftermarket aluminum blocks and heads to replace plugs removed or damaged during machining, cleaning, etc.
- Available in two sizes, each with 3/8" hex socket drive for ease of installation and removal
- Two per package

CHROME PLATED PIPE PLUGS

- · Chrome plated steel pipe plugs dress up often forgotten areas
- Available for several NPT sizes
- · Use to plug vacuum accessory holes in manifolds, fill plug holes in transmissions and rear ends, or any other spot that accepts a pipe plug





- PART # DESCRIPTION
- 37810 Aluminum Pipe Plugs, 1/2" NPT thread 37812
 - Aluminum Pipe Plugs, 3/8" NPT thread





No. 39154

No. 39152

DART # DESCRIPTION

π	
39152	Chrome Plated Pipe Plugs, 3/8" NPT, four per pack
39153	Chrome Plated Pipe Plugs, 1/2" NPT, two per pack
39154	Chrome Plated Pipe Plugs, 3/4" NPT, two per pack

No. 39153

OFFSET CYLINDER HEAD DOWELS

- Offset cylinder head dowels reposition the cylinder heads upwards on the block (toward the lifter valley), moving valves away from cylinder wall for improved intake flow
- One package contains 4 alloy steel dowels

PART # DESC	CRIPTION
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- 37900 Offset Cylinder Head Dowels, Big Block Chevy and Big Block Chrysler .030" offset
- 37920 Offset Cylinder Head Dowels, Small Block Chevy and Small Block Chrysler .015" offset
- 37930 Offset Cylinder Head Dowels, Small Block Chevy and Small Block Chrysler .030" offset



No. 37920

PINS, WASHERS & ADAPTERS



EXTRA LONG BELLHOUSING DOWEL PINS

- Provides an easy method of properly aligning the transmission input shaft to the crankshaft pilot bearing
- Extra long to simplify the task of installing a bellhousing on the engine block
- Offset Dowel Pins include set screws and instructions for locking pins into place; drilling and tapping of block required
- Getting alignment concentric to within ±.005" insures a clean clutch release, maximum pilot bearing and transmission life and reduced shifting problems
- .625" diameter
- Two per package
- · Fits virtually all GM V8 and V6 blocks

DESCRIPTION PART

37932	Bellhousing Dowel Pins, standard, 1.500 long
37934	Bellhousing Dowel Pins, .007 offset, 1.328 long
07000	Dellhausing Device Dine 014 effect 1 000 lang

- Bellhousing Dowel Pins, .014 offset, 1.328 long 37936
- 37938 Bellhousing Dowel Pins, .021 offset, 1.328 long







No. 37932

- No. 37936
- No. 37938

BELLHOUSING PIN/SLEEVE KITS

Allows easy engine removal and realignment during installation

7 110110	cacy englise remetal and realignment during med
PART #	DESCRIPTION
37942	Bellhousing Pin/Sleeve Kit
	Fits: BB, SBC & SB Ford.
	Use with 1/4" aluminum mid plate w/ counterbore
	for sleeve, flange style
37943	Bellhousing Pin/Sleeve Kit

Fits: BB, SBC & SB Ford. Use with 1/4" aluminum mid plate, non-flange style 37944 Bellhousing Pin/Sleeve Kit Fits: BB, SBC & SB Ford. Use with 1/8" steel mid plate, welding required

No. 37942

CHROME MOLY HEAD BOLT WASHERS

- Not your ordinary hardware store variety!
- Moroso Head Bolt Washers are designed for the racer; machined from tough 4130 chrome moly steel, heat treated to proper hardness and parallel-ground
- Stress loads are more evenly distributed and torque readings more accurate
- Can also be used on main bearing caps, rocker arm stands, and other engine components
- Use them over and over again

PART # DESCRIPTION

- 38300 Chrome Moly Head Bolt Washers, 7/16", Small Block and 90° V6 Chevy, Pack of 34
- 38310 Chrome Moly Head Bolt Washers, 1/2", Pack of 30
- Note: These washers are a must when using aluminum heads. Chamfered side of the washer should be toward the head of the bolt.





STUD KITS



38366 Oil Pan Stud Kit, 6mm. Fits Honda, Acura, Mazda Rotary, Dodge Neon, Toyota MR2 and others; includes 22 studs and nuts, M6 x 1.00 x 35mm.

No. 38356

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BOLTS & STUD KITS

OIL PAN STUD KITS

- These stud kits make pan installation easy and prolong gasket life
- Lock nuts feature attached washers with serrated faces to provide a positive grip on the pan rail
- Studs are made of heat treated Grade 8 steel with black oxide finish; nuts are cadmium and zinc-plated
- · Highly recommended for use with our fabricated pans

PART # DESCRIPTION

38350 Oil Pan Stud Kit, Small Block and 90° V6 Chevy and Oldsmobile V8, Set of 18

38360 Oil Pan Stud Kit, Big Block Chevy and Pontiac V8, Set of 22

OIL PAN STUD KIT, GM LS ENGINER

- · Designed to make pan installation easy and prolong gasket life
- Lock nuts feature attached washers with serrated faces to provide a positive grip on the pan rail
- Studs are made of heat-treated Grade 8 steel with black oxide finish; nuts are cadmium and zinc plated
- 14-8mm x 1.25 x 35mm stufd, with 14 matching nuts

PART # DESCRIPTION

38541 Oil Pan Stud Kit, LS

OIL PAN FASTENER KIT

Fits: Big Block Chevy Race Pans

- For use with Moroso Oil Pan Numbers 20370, 20371, 20385, 21600, 21601, 20376, 20378, 20380, 21581, 21591, 21592, 21597, 20372, 20373, 20374, 20375, 21602, 21604 and 21605
- Studs and 12 point nuts to fasten all BBC/DRC/Merlin/CN blocks wet sump and dry sump oil pans
- Studs are made of heat treated Grade 8 steel with black oxide finish
- Makes installing the nuts through the access bungs easy with bullet nose studs and makes initial line up easier with studs on all bolt holes

PART # DESCRIPTION

38361 Oil Pan Fastener Kit, BBC Race Pans

BULLET NOSE OIL PAN STUD KITS

- Bullet Nose Studs are rounded on one end for easier starting of oil pan mounting nuts
- Kits include heat treated Grade 8 steel studs with a black oxide finish, and special-design nuts

PART # DESCRIPTION

38385 Bullet Nose Oil Pan Stud Kit, specially designed for Moroso Aluminum Oil Pans Nos. 21235, 21237, 21238, and 21239, includes six studs with 12-point nuts for the pan rail and four longer studs with Allen Head nuts for the investment-cast end caps found on Moroso's innovative line of oil pans
38387 Bullet Nose Oil Pan Stud Kit, specially designed for Moroso Aluminum Oil Pans Nos. 21591 and 21592, includes 6 studs and serrated nuts for pan rails, and 2 each, socket head cap screws for the timing cover and rear pan rail area
38390 Bullet Nose Oil Pan Stud Kit, for Small and Big Block Ford Engines, special nuts included to fit flat against pan rail on tight corners, use with Moroso Oil Pan Nos. 20502, 20507, 20508, 20510 and 20521, 23 to a kit

No. 38385





No. 38541





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BOLTS & BOLT KITS

No. 38560

No. 38551

SELF-LOCKING OIL PAN BOLTS

- Self-Locking Oil Pan Bolts manufactured from Grade 8 steel
- Integral serrated washer face provides self-locking effect
- Cadmium-plated

PART # DESCRIPTION

38550 Self-Locking Oil Pan Bolts, Small Block and 90° V6 Chevy and all Oldsmobile V8's, 18 to a set
38560 Self-Locking Oil Pan Bolts, Big Block Chevy and all Pontiac V8's, 22 to a set

OIL PAN FLANGE HEAD BOLTS

Fits: Small Block Chevy Oil Pans

- For use with Moroso Oil Pan Nos. 19511, 20173, 20175, 20183, 20184 and 20186
- · Fasteners are short enough to fit in kick-out style oil pans
- Economical alternative to stud kits
- 12 point flange head, black, grade 8
- 18 to a set; 4 of 5/16-18 x .5", 14 of 1/4-20 x .5"

PART # DESCRIPTION

38551 Oil Pan Flange Head Bolts, SBC

INTAKE MANIFOLD BOLT KITS

- 3/8" diameter, 12-point headed intake manifold bolts simplify the job of installing and removing many of today's aftermarket intake manifolds designed with extremely tight fastener clearances
- Kits are manufactured of Grade 8 steel with gold iridite finish and come complete with close-tolerance washers

PART # DESCRIPTION

- 38400 Intake Manifold Bolt Kit, SBC and 90° Chevy V6, and Small Block Chrysler with single plane manifold, set of 12; 3/8" -16 x 1-1/8"
 38410 Intake Manifold Bolt Kit, BBC, set of 16; 3/8" -16 x 1-1/4"
 38420 Intake Manifold Bolt Kit, BBC, set of 12; 3/8" -16 x 1-1/4" and
 - set of 4 of 3/8" -16 x 1-3/4"

TIMING COVER BOLTS

- 1/4" -20 hex head timing cover bolts manufactured of cadmium-plated Grade 8 steel
- · Integral serrated washer face insures positive locking against the timing cover
- Ten per package

PART # DESCRIPTION

38590 Timing Cover Bolts, Small Block, Big Block and 90° V6 Chevy

HEADER BOLTS

- Grade 8 header bolts are heat treated with black oxide finish
- Uses 7/16" hex head for quick installation and removal of headers

PART # DESCRIPTION

38710 Header Bolts, 3/8" -16 x 3/4" hex head bolts for SBC, BBC and 90° V6 Chevy engines, Small Block Ford and other engines where a 3/8" -16 bolt is used, pack of 16



No. 38400





BOLT KITS, BOLTS & GROMMETS

ULTIMATE-DUTY BALANCER BOLT KITS

- Extra-strength chrome moly steel bolt with large, built-in washer flange exerts 200,000 psi of clamping force to secure balancer firmly in place under severe conditions
- Unlike other brands, the bolt is machined and thread rolled after heat treating for superior strength, accuracy and longevity
- Extra-tall 12-point head accepts deep 5/8" socket to provide positive grip for removal/installation without stripping
- Large, 2" diameter washer is .275" thick and machined perfectly flat to spread the fastening load over a larger surface area
- Black oxide finish

BALANCER BOLT

- The thicker 3/4" hex head on this 7/16"-20 x 2-1/4" balancer bolt provides a larger contact surface for increased positive socket engagement
- Especially important when crankshaft is being rotated by hand with the use of a socket and breaker bar or ratchet handle
- · Manufactured of Grade 8 steel with gold iridite finish

PART # DESCRIPTION

38770 Balancer Bolt, Small Block Chevy



- Bolts manufactured using Grade 8 steel and heat treated for maximum strength
- Black oxide finish provides corrosion resistance

PART # DESCRIPTION

- **38755** Flywheel Bolts, 12-point, manufactured of special high strength steel alloy for use in Chevrolet V8 and 90° V6 engines on flywheels with a counter-sunk crankshaft flange, Black oxide finish, Each package has six 7/16"-20 x 1" bolts
- **38760** Flex Plate Bolts, SBC, BBC and 90° Chevy V6 engines, 7/16"-20 x 3/4", Each package has 6 bolts and washers
- **TORQUE CONVERTER BOLTS**
- Specially designed fasteners provide maximum holding strength and eliminate the possibility of shearing

PART # DESCRIPTION

- **38764** Torque Converter Bolts, Grade 8 bolts with nuts for Turbo 350, 400 flex plates without tapped holes, 3/8" -24 x 5/8". Three per pack.
- **38765** Torque Converter Bolts, Grade 5 bolts for Turbo 350, 400 flex plates with tapped holes, 3/8" -16 x 5/8". Three per pack.

FIREWALL GROMMETS

 Black, thermoplastic rubber grommets will fit five different size holes for wires and cables passing through the firewall

- They not only insulate, but provide mechanical protection against chafing
- Outside dimensions range from 1/2" to 1", the inside from .41" to .89"
- Package of 25; five of each size PART # DESCRIPTION
- **39050** Firewall Grommets



No. 38775

PART #	DESCRIPTION
38772	Ultimate-Duty Balancer Bolt Kit,
	SBC, 7/16" -20 threads
38775	Ultimate-Duty Balancer Bolt Kit,
	BBC, 1/2" -20 threads

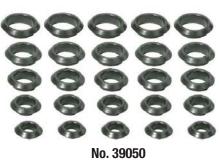




No. 38755



No. 38764



Tech Support: 203.458.0542 • 203.458.0546





HOOD PINS

LIGHTWEIGHT ALUMINUM HOOD PIN SET

- Set consists of two 3/8" diameter pins with all necessary mounting hardware
- · Pins are manufactured from high strength aluminum alloy
- We recommend 6 to 8 per hood

PART # DESCRIPTION 39000 Hood Pin Set



QUICK RELEASE HOOD PIN SET

- A quick, self-contained hood clamping device
- No pins or lanyards to lose or cause hood damage
- · We recommend 6 to 8 to a hood
- 3/8" diameter aluminum pins; easy bolt-on installation may be used for many other applications where quick access to a trouble spot is absolutely essential
- Two per set

PART # DESCRIPTION

39010 Quick Release Hood Pin Set





OVAL TRACK HOOD PIN SETS

- Compact and lightweight Hood Pin Sets consist of 3/8" dia. chrome plated steel pins with clips, 1-1/2" dia. stainless steel scuff plates and vinyl-coated stainless steel lanyards
- Available in 3" and 4" pin lengths
- Ideal for any full-bodied race cars
- Two per set

PART # DESCRIPTION

39015	Oval Track Hood Pin	Set,	3"
39016	Oval Track Hood Pin	Set.	4"



CHROME HOOD PIN SET

 Hood Pin Sets consist of two chrome plated steel hood pins (5" long with 3" of thread), two 1/8" hitch pins, four cadmium-plated mounting nuts, two scuff plates, two 12" vinyl-coated stainless steel lanyards and two rivet eyelets

- 39020 Heavy-Duty Hood Pin Set, 1/2" dia. pins
- 39021 Standard-Duty Hood Pin Set, 7/16" dia. hood pins
- PART # REPLACEMENT PARTS
- 39022 Hood Pin Clips, 1/8" wire dia., chrome plated, two per set
- 39023 Hood Pin Scuff Plates, 2-1/2" dia., chrome plated, two per set



QUICK FASTENERS & SPRINGS

OUICK FASTENERS

Steel

- Cadmium-plated steel fasteners provide guick fastening of body panels, door, tilt front ends, fiberglass to metal, metal to metal, etc.
- Available in four lengths and three head styles, ten per package
- Use with Spring Nos. 71400, 71410, 71420, 71425 or 71430

PART # DESCRIPTION

- 71260 Butterfly Head Fastener, 7/16" x .400" short body
- 71270 Butterfly Head Fastener, 7/16" x .450" short body
- 71271 Butterfly Head Fastener, 7/16" x .500" medium body
- 71280 Flush Head Fastener, 7/16" x .400" short body 71290
- Flush Head Fastener, 7/16" x .450" short body 71300
- Flush Head Fastener, 7/16" x .500" medium body
- 71310 Flush Head Fastener, 7/16" x .550" long body 71350 Oval Head Fastener, 7/16" x .500" medium body
- 71360 Oval Head Fastener, 7/16" x .550" long body
- 71340* Oval Head Fastener, 5/16" x .400" short body
- 71341* Oval Head Fastener, 5/16" x .300" short body
- *Use with Fastener Spring Nos. 71425 and 71430

OUICK FASTENERS

Aluminum

- Thicker body to handle heavy duty jobs and aluminum for light weight
- Slot head style, ten per package
- Use with Spring Nos. 71400, 71410, 71420, 71425 or 71430

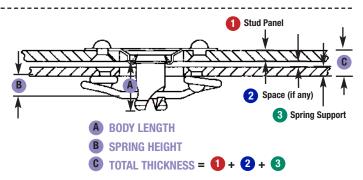
PART # DESCRIPTION

- 71301 Flush Head Fastener, 7/16" x .500"
- Flush Head Fastener, 7/16" x .400" 71302
- 71311 Flush Head Fastener, 7/16" x .550"
- Flush Head Fastener, 7/16" x .450" 71312



REPLACEMENT FASTENER SPRING

- Designed for use with Moroso's flush, oval head and butterfly fasteners
- Ten per package



Oval Head Fastener, 7/16" x .500"

Oval Head Fastener, 7/16" x .400"

Oval Head Fastener, 7/16" x .550"

Oval Head Fastener, 7/16" x .450"

- Determine C TOTAL THICKNESS of panels being joined (including space in between if any)
- Select the appropriate BODY LENGTH A and SPRING HEIGHT B combination to provide the desired thickness range

FASTENER SELEC	CTION CHART	В	Α				
		SPRING	BODY LENGTH				
Part Number	WIRE DIA.	HEIGHT	.400" Body	.450" Body	.500" Body	.550" Body	.650" Body
1" Springs			C TOTAL MATERIA	L THICKNESS RA	NGE		
71425	.080"	(.250")	.165200"	.215250"	.265300"	.315350"	.365400"
71430	.080"	(.325")	.098133"	.148183"	.198233"	.248283"	.348383"
1-3/8" Springs							
71420	.090"	(.325")	.105148"	.155198"	.205248"	.255298"	.355398"
71410	.090"	(.375")	.055098"	.105148"	.155198"	.205248"	.305348"
71400	.090"	(.425")	.005048"	.055098"	.105148"	.155198"	.255298"







No. 71362

PART # DESCRIPTION

PART #

71351

71353

71361

71363

71345*	Oval Head Fastener, 5/16" x .500" medium body
71349	Oval Head Fastener, 7/16" x .400" short body
71359	Oval Head Fastener, 7/16" x .450" short body
71352	Oval Head 3/16" Hex Drive Fastener, 7/16" x .500"
71362	Oval Head 3/16" Hex Drive Fastener, 7/16" x .550"

No. 71350



FASTENER



Quick Fastener Tools on pg. 178

Tech Support: 203.458.0542 • 203.458.0546





SELF-EJECTING FASTENERS

SELF-EJECTING FASTENERS, 5/16"

- These spring loaded buttons guarantee a quick release
- The spring holds the button captive so that it can't be dropped underneath the car or into some hard-to-get-at area of the chassis
- A necessity for quick pit work in both drag racing and oval track
- Use Spring No. 71430 as a replacement
- Ten per package

PART # DESCRIPTION

71440 Self-Ejecting Fasteners, .400" short body, Grip range: .098" to .133"
71450 Self-Ejecting Fasteners, .450" short body, Grip range: .148" to .183"
71500 Self-Ejecting Fasteners, .500" medium body, Grip range: .198" to .233"
71530 Self-Ejecting Fasteners, .650" long body, Grip range: .348" to .383"



BUTTERFLY SELF-EJECTING FASTENERS, 5/16"

- These fasteners eliminate the need for tools
- Same as Self-Ejecting Fasteners above, except with thumbscrew on top
- Use Spring No. 71430 as a replacement
- Ten per package
- PART # DESCRIPTION
 71460 Butterfly Self-Ejecting Fasteners, .400" short body, Grip range: .098" to .133"
 71470 Butterfly Self-Ejecting Fasteners, .450" short body, Grip range: .148" to .183"
 71510 Butterfly Self-Ejecting Fasteners, .500" medium body, Grip range: .198" to .233"
 71540 Butterfly Self-Ejecting Fasteners, .650" long body, Grip range: .348" to .383"



No. 71510

LARGE HEAD SELF-EJECTING FASTENERS

- 7/16" for heavy duty use allows panels to be easily removed with fastener tool, allen wrench or a ratchet without stripping
- These number 6 fasteners are in demand by racing's finest chassis builders
- Used on steel, aluminum and fiberglass body and interior panels where a more evenly distributed load to avoid pull-through is needed
- Use with Spring Nos. 71400, 71410, 71420, 71425 or 71430
- Ten per package

PART # DESCRIPTION

- 71370 Large Head Self-Ejecting Fasteners, 7/16" x .500, Silver
 71371 Large Head Self-Ejecting Fasteners, 7/16" x .500, Gold
 71375 Large Head Self-Ejecting Fasteners, 7/16" x .550, Silver
 71376 Large Head Self-Ejecting Fasteners, 7/16" x .550, Gold
 71380 Large Head Self-Ejecting, 3/16" Hex Drive, 7/16" x .500, Silver
 71381 Large Head Self-Ejecting, 3/16" Hex Drive, 7/16" x .500, Gold
 71382 Large Head Self-Ejecting, 3/16" Hex Drive, 7/16" x .550, Silver
- 71383 Large Head Self-Ejecting, 3/16" Hex Drive, 7/16" x .550, Gold





REINFORCING PLATES

QUICK FASTENER REINFORCING PLATES

- Reinforcement plates provide a secure metal backing for long lasting service
- Solves the problem of quick release fastener attachment rivets pulling out of fiberglass hood and body panels after repeated usage
- Also prevents fastener spring brackets from cutting into body panels
- Use with Quick Fastener Nos. 71280, 71290, 71300, 71310, 71350, or 71360
- Ten per package



PART # DESCRIPTION 71490 Quick Fastener Reinforcing Plates, .022" Thick

LARGE DIAMETER QUICK FASTENER REINFORCING PLATES

- Large 1-3/4" diameter aluminum reinforcement plates provide a sure foundation for quick fasteners
- Use them on thin gauge fiberglass and metal
- Ten per package

PART # DESCRIPTION

71495 Large Diameter Quick Fastener Reinforcing Plates, .032" thick



No. 71495

MOUNTING BRACKETS

QUICK FASTENER MOUNTING BRACKETS, 5/16"

- Brackets can be welded or fastened to any member of the car to provide a convenient pop rivet mount for self-ejecting fastener springs
- Use with Nos. 71340, 71345, 71430, 71425, 71440, 71450, 71460, 71470, 71500, 71510, 71530 or 71540

PART # DESCRIPTION

- 71550 Quick Fastener Mounting Bracket, Steel, Ten per pack, Use with Nos. 71430 or 71425 springs, .062" thick
- **71551** Quick Fastener Mounting Bracket, Steel, Ten per pack, .059" thick, accepts 1" or 1.375" springs
- **71552** Quick Fastener Mounting Bracket, same as **No. 71551** except bent at 90° angle for mounting to firewalls, frame tubes, etc. Ten per pack, .059" thick, accepts 1" or 1.375" springs
- **71553** Quick Fastener Mounting Bracket, Steel, Lightweight 45°, accepts 1" springs, Ten per pack, .069" thick
- 71555 Quick Fastener Mounting Bracket, Use these steel brackets anywhere a strong mounting tab is needed for a neat installation, e.g., hood mounts, panel mounts, accessory mounts, etc. Can be used with Heat Shield Kit No. 68572 when mounting to steel valve covers, Two per pack, .100" thick
 71556 Quick Fastener Mounting Bracket, Same as No. 71555 in Aluminum, Two per pack, .100" thick





No. 71555

QUICK FASTENER MOUNTING BRACKET, 7/16"

- Steel bracket can be welded or fastened to any member of the car to provide a convenient pop rivet mount for self-ejecting fastener springs
- Use with Nos. 71301, 71311, 71351, 71361, 71352, 71362, 71371, 71376, 71380, 71381, 71382, or 71383
- Ten per package
- PART # DESCRIPTION

71554 Quick Fastener Mounting Bracket, .069" thick, accepts 1.375" springs









FASTENERS

QUICK FASTENER WASHERS

- One of these tough Teflon washers under each quick fastener will protect your car's finish from otherwise hard-to-prevent scratches
- A must for the conscientious car owner
- Package of 25
- · Fits all quick fasteners
- PART # DESCRIPTION
- 71610 Quick Fastener Washers



QUICK FASTENER WRENCH

- This tool fits slot-head 1/4-turn fasteners far better than a screwdriver, reducing the possibility of damaged fasteners and body panels
- Manufactured of zinc plated spring steel with three different sized radii to match the slots in various 1/4-turn fasteners
- · Includes non-slip, plastic hand grip
- One tool per pack

PART # DESCRIPTION

71600 Quick Fastener Wrench



QUICK FASTENER WRENCHES

With Easy Grip Handles

- Allows for faster removal of 1/4-turn fasteners
- Features include a high strength steel shank plated with black zinc for durability
- The slot head blade on No. 71606 is contoured to fit inside the 1/4-turn fastener without stripping the slot
- One per package

PART # DESCRIPTION

- 71606 Quick Fastener Wrench, 3/8" Slot Head
- 71607 Quick Fastener Wrench, 3/16" Hex Drive



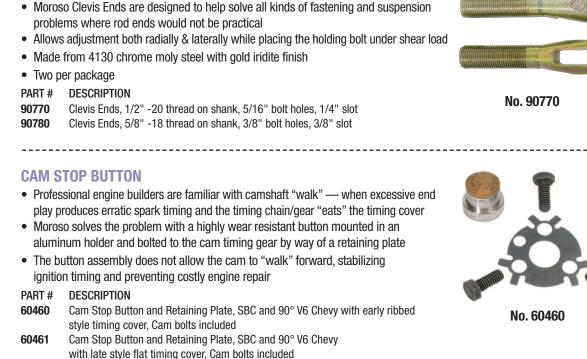


QUICK FASTENER SINKING TOOL

- Ideal for sinking flush-mount quick fasteners
- The two piece steel tool dimples a single metal panel using one end and a double panel using the other
- Zinc-plated
- One tool per package
- PART # DESCRIPTION
- 71605 Quick Fastener Sinking Tool



FASTENER TOOLS & QUICK RELEASE PINS



60462 Cam Stop Button and Retaining Plate, BBC, Cam bolts included



CAMSHAFT BOLTS

CLEVIS ENDS

- · Don't let a broken camshaft bolt ruin your motor!
- Hex head 5/16"-18 camshaft bolts are manufactured from tough Grade 8 steel with a black oxide finish
- Three per pack; includes retaining plate
- Should be used with Cam Stop Button Nos. 60460, 60461 and 60462 shown above

PART # DESCRIPTION

60464 Chevy Camshaft Bolts with Retainer





OUICK RELEASE PINS

- These "T" handled guick release pins offer the racer the ultimate in guick release fastening
- Supplied in all popular sizes
- Two per package

PART #	DESCRIPTION
90380	Quick Release Pins, 1/4" dia. x 1" long,
	Double shear load of 9,200 lbs. when properly mounted
90390	Quick Release Pins, 1/4" dia. x 1-1/2" long,
	Double shear load of 9,200 lbs. when properly mounted
90395	Quick Release Pins, 1/4" dia. x 2",
	Double shear load of 9,200 lbs. when properly mounted
90400	Quick Release Pins, 5/16" dia. x 1" long,
	Double shear load of 14,400 lbs. when properly mounted
90402	Quick Release Pins, 5/16" dia. x 2" long,

Double shear load of 14,400 lbs. when properly mounted 90404 Quick Release Pins, 5/16" dia. x 3" long,

Double shear load of 14,400 lbs. when properly mounted

PART # DESCRIPTION

- 90410 Quick Release Pins, 3/8" dia. x 1" long, Double shear load of 20,600 lbs. when properly mounted
- 90420 Quick Release Pins, 3/8" dia. x 2" long, Double shear load of 20,600 lbs. when properly mounted
- 90430 Quick Release Pins, 3/8" dia. x 3" long, Double shear load of 20.600 lbs, when properly mounted
- 90440 Quick Release Pins, 1/2" dia. x 2-1/2" long, Double shear load of 36,800 lbs. when properly mounted



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WHEEL STUDS

Moroso Wheel Studs are manufactured from high-grade SAE 8740 steel to withstand shear loads of 190,000 psi (which exceeds Grade 8 specifications). Moroso Wheel Studs are designed expressly for use with thick-hub racing wheels for both drag and oval track racing. All Moroso Press-In Type Wheel Studs now feature a "quick start dog end" for easier starting of lug nuts. Packed in sets of five. Made in the U.S.A.

PRESS-IN TYPE WHEEL STUDS

PART # DESCRIPTION

- 46150 Wheel Studs, 7/16" -20 x 2-7/8" Press-in, .480" dia. knurl and quick start dog end, fits most late GM drum brake applications. Standard hole size: .472" to .479"
 46160 Wheel Studs, 7/16" -20 x 2-7/8" Press-in, .560" dia.
- knurl and quick start dog end, fits most late GM disc brake and early drum brake applications. Standard hole size: .552" to .559"
- **46180** Wheel Studs, 1/2" -20 x 3" Press-in, .615" dia. knurl and quick start dog end, fits most disc brake Fords front and rear, 2005-2010 Mustang rears and Chrysler front. Standard hole size: .606" to .613"
- 46185 Wheel Studs, 1/2" -20 x 3" Press-in, .594" dia. knurl and quick start dog end, fits 1979-04 Mustang, 2005-2010 Mustang fronts. Also has flat on head for front hubs with ABS. Standard hole size: .590" (15mm)
- 46190 Wheel Studs, 1/2" -20 x 3" Press-in, .685" dia. knurl and quick start dog end, fits most Chrysler rear with 1/2" stud. Standard hole size: .676" to .683"
- **46220** Wheel Studs, 1/2" -20 x 3" Press-in, .563" dia. knurl and quick start dog end for use in 1/2" Frankland hubs. Standard hole size: .554" to .561"
- **46240** Wheel Studs, 5/8" -18 x 3" Press-in, .672" dia. knurl and quick start dog end for oval track applications. Standard hole size: .663" to .670"

NOTE: All stud lengths are measured from the base of the knurl to the end of the stud.

SCREW-IN TYPE WHEEL STUDS

- Larger shank diameter provides additional metal to metal contact with the wheel for reduced stud flex and increases strength
- · Eliminates the need for aftermarket shoulder type lug nuts and simplifies wheel installation
- Set comes complete with flat type lug nuts and stud spacers to fit various thicknesses of disc brake hats

PART # DESCRIPTION

- **46140** Wheel Studs, 5/8" -18 x 4-13/32" Screw-in, 11/16" dia. center shank between two 5/8" -18 threaded ends. Drag Race only.
- PART # REPLACEMENT PARTS
- 97730 Flange Nut
- **97731** Wheel Stud Spacer, .567"
- 97732 Wheel Stud Spacer, 1.25"

SOCKET HEAD SCREW-IN TYPE WHEEL STUDS

PART # DESCRIPTION

46200 Wheel Studs, 1/2" -20 x 3" Screw-in, Socket Head Cap Screw, fits all aftermarket axles with 1/2" -20 threads.



When installing a set of Moroso Wheel Studs, it is necessary to mic the knurl diameter of the stud and hole size in the rotor or axle. The hole size in the rotor or axle may have to be opened up with a drill bit or ream to achieve the proper .002"-.009" press fit.



WARNING!

Do not use any of these wheel studs with wheel spacers!



No. 46140

No. 46200

BRAKE & WHEEL EQUIPMEN

BRAKE & WHEEL EQUIPMENT

SPRING LOADED PIT SOCKET

- Thick-walled socket with six-point surface contact and large chamfer insures fast, clean engagement on the lug nut
- Integral spring provides sure ejection of the lug nut from the socket
- Manufactured of alloy steel and carefully heat treated for maximum strength to prevent lug nut damage
- Accepts 1/2" drive, and fits 1" lug nuts

PART # DESCRIPTION

62010 Spring Loaded Pit Socket





DOUBLE END LUG NUTS

- Double end lug nuts designed for oval track racers
- Both ends are chamfered to a 45° angle, thus eliminating the possibility of putting the lug nut on backwards during quick pit stops
- · Five per package
- Use with Spring Loaded Pit Socket No. 62010 for even faster pit stops (No. 46310 only)

PART # DESCRIPTION

 46300
 Double End Lug Nut, 13/16" Hex x 1/2" -20

 46310
 Double End Lug Nut, 1" Hex x 5/8" -18





Tech Support: 203.458.0542 • 203.458.0546



BRAKE & WHEEL EQUIPMENT

WHEEL RIM SCREWS

- Manufactured from rugged Grade 8 steel to withstand the extreme loading placed on today's racing tires
- Self-tapping screws feature a built-in washer face for maximum holding strength
- Finished in gold iridite
- Use with 3/8" Socket

PART # DESCRIPTION

90100 Wheel Rim Screws, 1/4" dia. x 3/4" long. Pack of 35

NOTE: Drill wheels with 13/64" drill bit (not included). Do not drill oversize.

UNIVERSAL ANTI-ROLL KITS

- · Brake line locks are used in Drag Racing to lock the front wheels and hold the car in the water box for the burnout, or to prevent creeping in the lights
- Anti-roll design has better holding power than any other unit currently available
- Enhanced version (No. 44052) has a check valve which allows you to pump up the brakes while actuated
- Will work in applications with ABS
- Kit contains a heavy duty push button switch, switch bracket, coiled wire, rebuildable line-lock valve, fuse holder, and indicator light
- Extruded aluminum shifter handle mounting bracket is far superior to any other in use today
- Heavy-duty construction and quality components provide reliable operation after repeated use
- Universal Momentary Switch No. 74122 available separately

PART #	DESCRIPTION

- 44050 Anti-Roll Kit
- 44052 Anti-Roll Kit, Enhanced

NOTE: Continuous use of solenoid for more than 30 seconds will damage the coil.

ANTI-ROLL CONTROL KITS

Custom Bolt-In Kits for High Performance Cars

- Moroso's Anti-Roll Kits bolt-in, requiring no cutting or splicing of brake line
- Anti-Roll Kit is used in Drag Racing to lock the front wheels and hold the car in the water box for the burnout, or to prevent creeping at the lights
- · Kit includes: Two enhanced solenoids which allows the user to pump up the brakes while actuated, a heavy-duty push button switch, switch bracket, coiled wire, rebuildable linelock valve, fuse holder and indicator light
- Solenoids made and tested in USA, unlike others in the marketplace
- Does not interfere with the ABS system when not actuated
- Heavy-duty construction and quality components provide reliable operation after repeated use

DESCRIPTION PART

44054 Anti-Roll Control Kit. Fits: Mustang®, 2005 & Up 44055 Anti-Roll Control Kit. Fits: Challenger, 2008-Up



No. 90100





FRONT SPRINGS



MODIFYING MOROSO TRICK FRONT SPRINGS

To get the desired front end height, it may be necessary to modify the springs. If it is too high it may be lowered by cutting off one-half of a coil. Many factors affect the front end height. Wheel offset is a major consideration. A front wheel offset to the outside will increase leverage of the lower A-frame against the coil spring, and the nose of the car will be lower. Disc brake spacers will further affect the height. Adding or removing as little as 50 lbs. can also make a big difference. Take this into consideration when adding a fiberglass hood, aluminum heads, or when putting the battery in the trunk. Although these changes will affect the height of the car, the spring rates will be unaffected as long as you stay within the guidelines of our definitions.

TRICK FRONT SPRINGS

- Designed for Drag Racing where maximum weight transfer is needed
- Trick Front Springs are tall, small wire diameter coil springs that hold a great amount of stored energy for instant weight transfer
- · Replaces stock OEM springs with no modifications required
- Two per package



For drag use only, NOT for street use!

TRICK FRONT SPRINGS APPLICATION CHART

	MAKE	MODEL	YEAR	Front end Weight (LBS.)	COIL SPRING Rate (LBS./IN.)	PART #
GENERAL MOTORS	Chevrolet	150, 210, Bel Air	1955-57	1550 - 1640	213	47150
	Chevrolet	Camaro	1967-69	1550 - 1640	213	47150
	Pontiac	Firebird		1690 - 1750	240	47140
				1700 - 1750	241	47165
				1730 - 1780	250	47195
			1970-81	1910 - 1970	230	47175
				1840 - 1910	212	47180
				2010 - 2100	270	47170
			1982-92	1680 - 1750	220	47210
				1750 - 1870	250	47215
	Chevrolet	Chevelle, Malibu,	1964-67	1550 - 1640	213	47150
		Monte Carlo		1690 - 1750	240	47140
	Buick	Special, Skylark,		1700 - 1750	241	47165
		GS, Regal		1730 - 1790	250	47195
	Oldsmobile	Cutlass, 442	1968-72	1610 - 1680	242	47160
	Pontiac	Tempest, LeMans, GTO,		1680 - 1750	250	47190
		Grand Prix (1978-88)		1750 - 1810	260	47200
			1978-88	1600 - 1660	212	47130
				1660 - 1720	242	47205
				1720 - 1800	250	47135
	Chevrolet	Chevy II, Nova	1962-67	1200 - 1250	217	47230
	Buick	Apollo	1968-74	1550 - 1640	213	47150
	Oldsmobile	Omega		1690 - 1750	240	47140
	Pontiac	Ventura		1700 - 1750	241	47165
				1730 - 1790	250	47195
			1975-79	1840 - 1910	212	47180
				1910 - 1970	230	47175
				2010 - 2100	270	47170
FORD	Ford	Mustang	1965-76	1610 - 1680	242	47160
		Fairlane	1966-70	1680 - 1750	250	47190
	Mercury	Comet	1966-69	1750 - 1810	260	47200
	Ford	Mustang	1979-04	1750 - 1900	250	47220
	Mercury	Capri		1650 - 1750	200	47221
				1550 - 1650	175	47222



REAR SPRINGS

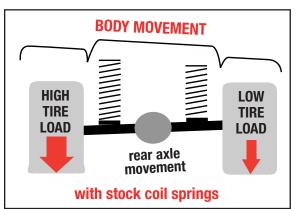
TRICK REAR SPRINGS

- Computer designed rear springs engineered to compress at a controlled rate when car is launched for optimum "squat"
- Right-side spring is stronger than left, allowing the car to lift evenly upon launch for balanced weight transfer and more consistent 60-foot times
- CNC-wound from high-strength chrome silicon wire to maintain accurate spring rate and to handle the abuse of hard launches
- · Replaces stock OEM springs with no modifications required
- Track proven by professional racers for optimum performance
- Two per package with black painted finish

TRICK REAR SPRINGS APPLICATION CHART

MAKE	AKE MODEL		PART #	
GENERAL MOTORS	Chevelle, GTO, LeMans, Cutlass, 442, Skylark, Gran Sport, Malibu, Monte Carlo, Grand Prix, Regal, Grand National	1968-72 1978-87	47500 47520	
FORD	Mustang (non i.r.s.)	1979-04	47510	

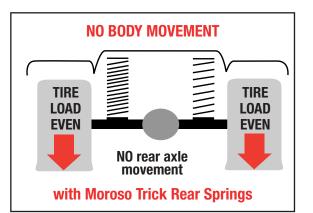
MOROSO TRICK REAR SPRINGS IN ACTION



With a stock coil spring setup, unequal forces cause unequal traction

TECH





Moroso Trick Rear Springs equalize these forces to provide balanced traction, eliminating the need for "air bags"

WHERE CAN I GET MY CAR WEIGHED?

Most towns have a public scale that you can use to weigh your car. If there isn't a public scale in your town, check with your local race track or truck stop.

THE PROPER PROCEDURE FOR WEIGHING A CAR

In order to get the required weights for spring selection you must weigh your car in three different segments. Before weighing the vehicle be sure that it is race ready (driver on board, fuel tank filled, correct amount of ballast added). Roll the car onto the scale so that only the front tires are centered on the scale and record the scale reading. This is your front end weight. Next, roll the entire car onto the scale making sure that it is centered on the scale pad and again record the scale reading. This is your total weight. Finally, roll the car off the scale so that only the rear tires are centered on the scale pad and note the scale reading. This is your rear body weight. Now that you have all the necessary numbers you can determine which spring is correct for your application.



HARMONIC BALANCER INSTALLATION TOOLS

- Our Universal Tool (No. 61744) has adapters to fit most popular engines including Chevrolet, Ford, Mopar, KB Hemi, Pontiac, Oldsmobile and Buick
- Choose from several tools designed for specific engine applications
- Each tool uses a pilot stud, which keeps the harmonic balancer perpendicular to the crankshaft's centerline for a bind-free installation
- Thrust bearing and protective washer allows the drive nut to rotate freely so the balancer is pressed on smoothly and evenly

HARMONIC BALANCER INSTALLATION & REMOVAL TOOL KIT

- Innovative tool with multiple adapters installs and removes harmonic balancers quickly and easily without causing damage
- Four heat-treated chrome moly inserts (1/2", 7/16", 5/8" and 3/4") fit most popular engines including Chevrolet, Ford, Mopar, KB Hemi, Pontiac, Oldsmobile and Buick
- The CNC-machined tool provides a large contact area to keep the harmonic balancer perpendicular with the centerline of the crankshaft for bind-free action
- Roller thrust bearing allows drive nut to rotate freely so the balancer is pressed on or pulled off smoothly and evenly
- Compact storage case keeps tool and all attachments organized and rust free for years of dependable service
- Black oxide finish
- PART # DESCRIPTION
- 61743 Harmonic Balancer Installation and Removal Tool Kit, Chevy, Ford, Mopar, KB Hemi, Pontiac, Oldsmobile and Buick

CRANKSHAFT SOCKET TOOLS

- Designed to simplify the task of crankshaft rotation during short block assembly with the balancer removed
- No. 61765 features full steel construction with a zinc-plated finish for corrosion resistance
- · Manufactured of tool quality steel with gold iridite finish
- Accepts 1/2" drive

PART # DESCRIPTION

- 61760 Crankshaft Socket Tool, Small Block and 90° V6 Chevy and Super-Duty Pontiac/GM 4 Cyl.
- 61765 Crankshaft Socket Tool, LS Series Engines with keyway
- **61770** Crankshaft Socket Tool, Big Block Chevy
- 61790 Crankshaft Socket Tool, all Small Block Ford, Buick and Pontiac



No. 61744

PART # DESCRIPTION

- 61740 Harmonic Balancer Installation Tool, SBC, or any engine with a 7/16" -20 threaded hole in the crank
 61741 Harmonic Balancer Installation Tool, BBC or any
- engine with a 1/2" -20 threaded hole in the crankHarmonic Balancer Installation Tool, all Fords or any
- engine with a 5/8" -18 threaded hole in the crank61744 Universal Harmonic Balancer Installation Tool,
- includes screw-in inserts for 7/16", 1/2", 5/8" and 3/4" threaded openings









No. 61765



Tech Support: 203.458.0542 • 203.458.0546

CRANKSHAFT SOCKET TOOLS

For Degree Wheel

Don't use the crank hub retaining bolt to rotate your engine!

- By removing the crank hub or balancer and using a Moroso Crankshaft Socket Tool, engine builders have a positive way to turn over the engine
- Tool makes it easier to locate TDC and BDC when degreeing camshafts
- Broached keyway allows the socket (which fits 1/2" drive) to slide over the crankshaft snout and key. A knurled jam nut is then used to position a degree wheel
- Use with Moroso Degree Wheel No. 62190 (11") or No. 62191 (18")

PART # DESCRIPTION

61755	Crankshaft Socket for Degree Wheel
	Fits: Small Block and 90° V6 Chevy, Super-Duty Pontiac/GM 4 Cyl.
61756	Crankshaft Socket for Degree Wheel Fits: Big Block Chevy

61757 Crankshaft Socket for Degree Wheel. *Fits: GM LS Series Engines with keyway*

HONDA/ACURA CRANKSHAFT PULLEY WRENCH

- Fits Honda 1.5L, 1.6L and Acura 1.8L engines
- A cost-effective alternative to the factory tool for turning the engine over or holding the crankshaft pulley in place while removing the pulley bolt
- CNC machined hex fits perfectly into the crankshaft pulley for positive engagement, while the hollow center allows a socket to pass through and unfasten the bolt
- Extra long handle with coated grip supplies the leverage needed to prevent the pulley from moving
- All steel construction with protective black zinc finish will provide years of rust-free, dependable service

PART # DESCRIPTION

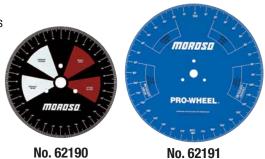
61805 Honda/Acura Crankshaft Pulley Wrench

DEGREE WHEELS

- These degree wheels are mandatory for professional engine builders
- Accurately measures several timing functions of an engine: camshaft centerline, valve timing, TDC, BDC, etc.
- Marked in easy-to-read one degree increments
- Made from heavy gauge metal with a silk screen finish for long-lasting use
- Adapter included to fit virtually any engine
- For mounting either wheel, use Crankshaft Socket Nos. 61755 or No. 61756 for Small and Big Block Chevys, and No. 61757 for LS Series Engines with keyway

PART # DESCRIPTION

- 62190 11" Degree Wheel, primarily for in-car use at the track
- 62191 18" Degree "Pro Wheel[™]", for engine stand use







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ENGINE CLEANING BRUSHES

- It's important to have a clean block especially in critical hard-to-get-at areas of the oiling system
- Each brush is designed for a specific purpose; there are two each of the oil gallery brushes since they get the most wear
- Can also be used on crankshaft oil holes, cylinder heads, etc; bristles are made of nylon which cleans as well as wire but does not scratch
- Set of 12 brushes

PART #

61820

	1/4" dia.
DESCRIPTION	1/4 ula.
DESCRIPTION	5/16" dia.
Engine Cleaning Brushes	
Engine eleaning Brachee	3/8" dia.

/4"	dia.	2"	long
16"	dia.	2-1/2"	long

2-1/2" long



INCLUDES ONE OF EACH: 2-1/2" long 1/2" dia. 34" handle 5/8" dia. 3" long 34" handle 3/4" dia. 3" lona 34" handle 7/8" dia. 3" long 12" handle 1-1/4" dia. 4" lona 12" handle 5" dia. 7" long 18" handle

ENGINE STORAGE BAG

- Manufactured from heavy 4 mil thick plastic
- Extra-large size covers a complete engine including most headers
- One per package

PART # DESCRIPTION

99400 Engine Storage Bag



No. 99400

10" handle

12" handle

12" handle

OIL PAN T-HANDLE WRENCHES

Made especially for use on oil pans with power kick-outs

- Oil pans with power kick-outs have access plugs in the bottom for fastening to the engine block—Oil Pan T-Handle Wrenches allow for quicker and easier installation and removal
- · No more lost socket or dropped fasteners due to one piece design
- A positive locking tool with a magnetized spring loaded socket that fits into the access holes in the pan
- Moroso Oil Pan T-Handle Wrenches have a 6 point socket with a 12" long shaft
- After using this product, power kick-out oil pan owners will never know how they lived without it

PART # DESCRIPTION

62255	Wrench, Oil Pan T-Handle, 1/2", 6 PT
62256	Wrench, Oil Pan T-Handle, 7/16", 6 PT

PISTON INSTALLATION TOOLS

- · Designed for fast, easy installation of pistons in most popular bore diameters
- Tapered inner diameter of tool compresses piston rings to proper bore size, completely eliminating chances of unseen ring breakage
- · Made from aluminum with a hard-coat anodized finish for long wear

PART #	STANDARD SIZES
61840	Piston Installation Tool for 4.030" Bore
61850	Piston Installation Tool for 4.060" Bore

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PART #STANDARD SIZES61870Piston Installation61880Piston Installation
```

Piston Installation Tool for 4.280" Bore Piston Installation Tool for 4.310" Bore



No. 61870

त्तागराग्डाग्रस्य जिल्ला

Tech Support: 203.458.0542 • 203.458.0546





DIAL INDICATOR STAND

- Rugged steel fixture is a "must have" for the serious engine builder
- The versatile stand will span cylinder bores up to 4-7/16" and makes it easy to check piston dome and deck heights
- Block and head surface problems can be found by the racer who checks everything
- Other uses include checking for flatness, runout, warping, etc.

PART # DESCRIPTION 62050 Dial Indicator Stand





- Work stand is designed for use with all popular cylinder heads and provides an inexpensive, safe and sure mount for all jobs from porting to cc-ing the chambers
- · Disassembles for easy storage in tool box
- Two supports per set

PART # DESCRIPTION

62080 Cylinder Head Work Stand



CYLINDER LEAKAGE TESTERS

- · Quickly diagnoses failed or leaking valves, pistons, rings and head gaskets
- Large-diameter 3-1/2" gauge face indicates percentage of leakage rather than psi, eliminating need for math calculations
- · Includes 4-foot hose with quick-disconnect fitting
- No. 89600 includes two zinc-plated adapters for 14mm and 18mm plug sizes
- Accessory Adapter available for 14mm plugs on OHC and HEMI engines

PART # DESCRIPTION

- 89600 Cylinder Leakage Tester, Standard Version
- 89602 Adapter Leak Tester, OHC, 7.43" long
- REPLACEMENT PART
- 97500 Gauge Head





CYLINDER LEAK DOWN TESTER

The high performance tool you'll pass down from generation to generation! Moroso asked top engine builders and race teams to give their input during development. The two biggest results—they immediately asked, *"When can I buy one?"* and thought of even more uses for this versatile product!

- Top of the line components are used in this precision instrument
- · Calibrated for high accuracy and repeatability
- Housed in a stand-up, black powder coated steel case to make taking readings easier and to protect the components themselves
- Comes with 14 mm adapter long, 14 mm and 18 mm adapters short, tapered plug adapter and whip lines

PART # DESCRIPTION

89603 Cylinder Leak Down Tester





ENGINE LIFT PLATE

- Handy tool provides a guick, easy method of attaching an engine lift chain
- Bolts onto the intake manifold for easy engine lifting and seals up the engine when in storage
- Revised version accomodates most 2bbl. and 4bbl. carburetor bolt patterns
- Made of 3/16" zinc plated steel with 1,000 lb. rating

PART # DESCRIPTION

62670 Engine Lift Plate





OIL PUMP PRIMERS

- Used to build up oil pressure in a new engine before initial starting
- Remove the distributor and insert the primer to engage the end of the oil pump drive
- The other end of the primer fits a 3/8" chuck in a hand drill to drive the oil pump
- Black oxide finish resists corrosion

PART # DESCRIPTION

- 62200 Oil Pump Primer
- Fits: Most Chevrolet engines
 62210 Oil Pump Primer
 Fits: Ford 289, 302, 390, 428 engines. Pump drive end of the primer fits 1/4" hex male end of the oil pump drive

No. 62200

No. 62210

OIL PRIMER TOOL

Fits: SB, BB and 90° V-6 Engines

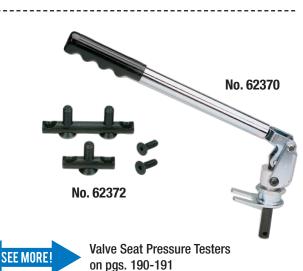
- · This oil pump primer offers a superior design
- · Includes bushing to pressurize the valvetrain
- Primes the oil pump right through the distributor hole using an electric drill

PART # DESCRIPTION

62205 Oil Primer Tool, with bushing

STUD MOUNT VALVE SPRING COMPRESSORS

- · Simplifes between-rounds valve spring changing
- Unlike models offered by other manufacturers, Moroso's stud mount tool fits both 3/8" and 7/16" rocker studs
- Strong, durable handle withstands the most extreme high pressure valve springs
- The 12" handle gives all the leverage needed to compress the strongest springs
- PART # DESCRIPTION
- 62370 Stud Mount Valve Spring Compressor
- 62372 Stud Mount Valve Spring Compressor Conversion Kit. Contains all parts necessary to convert Part No. 62370 to fit Jesel Rocker Shaft assemblies







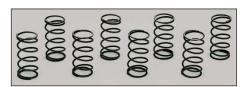
VALVE CHECKING SPRINGS

- Greatly simplifies the task of cam degreeing, checking valve-to-piston clearance, etc.
- Designed with 7/8" diameter and 2" height for most popular race engines
- Can be installed by hand without the use of compression tools
- Sold as a set of 8

PART # DESCRIPTION

62380 Valve Checking Springs

POWER SPEED CALCULATOR



No. 62380

mososo

Moroso's Power-Speed Calculator is like having a dyno in your back pocket! Using information such as tire size, gear ratios, horsepower and displacement, this handy slide tool works out the relationship between:

- · E.T., M.P.H. and power to weight ratios
- Tire diameter to speed and gear ratio
- · Engine displacement to compression ratio
- Horsepower measured at flywheel
- Horsepower ratings are calculated for Rear Wheel Horsepower

PART # DESCRIPTION

89650 Power-Speed Calculator

VALVE SEAT PRESSURE TESTER

- The original tool for checking valve seat pressure on an assembled engine!
- Built-in 300-lb. reading scale
- Fits roller rockers on Small Block, Big Block and 90° V6 Chevy; Ford 221-302, 351-400 SVO and Ford Windsor engines, and most other wedge-type engines
- Use with Moroso Stud Mount Valve Spring Compressor No. 62370 for the most accurate method of maintaining the valvetrain on a fully assembled engine

PART # DESCRIPTION

62390 Valve Seat Pressure Tester



No. 62390

LOW-PROFILE DESIGN VALVE SEAT PRESSURE TESTER

- Similar to No. 62390 with low-profile design to fit under windshield and cowl of tube-chassis cars
- Designed by Jerry Haas, the tool features a rocker arm "gripper" machined from billet aluminum
- Scale reading from 160 to 400 lbs. allows testing of springs with higher spring pressures
- Use in conjunction with Moroso Stud Mount Valve Spring Compressor **No. 62370** to maintain valvetrain





Low-Profile Valve Seat Pressure Tester

DESCRIPTION



Valve Seat Pressure Testers and accessories on next page

No. 89650

Pawer Speed Colculat

for the the

VALVE SEAT PRESSURE TESTER

With Interchangeable Front Claws

- · Allows for quick change of claws to fit various brands of rocker arms
- Built-in 400-lb. reading scale
- Billet aluminum with body pocket to fit taller adjuster nuts used on stud girdles
- Use with Moroso Stud Mount Valve Spring Compressor No. 62370 for the most accurate method of maintaining the valvetrain on a fully assembled engine
- Kits include one **No. 62403** straight claw; Additional claws sold separately

PART # DESCRIPTION

- 62388 Valve Seat Pressure Tester
- 62389 Low-Profile Valve Seat Pressure Tester



Low-Profile Design No. 62389

ADAPTER CLAWS FOR VALVE SEAT PRESSURE TESTERS

- · Versions available for profiled rockers and a variety of offset applications
- · Allows the spring checker tool to fit the rocker arm properly for accurate, consistent readings
- · Manufactured from heat treated steel and black oxide finished for more durability and strength

• Designed for use with Moroso Valve Seat Pressure Testers Nos. 62388 and 62389

PART # DESCRIPTION

- 62392 Adapter Claw, Pressure Testers, .325 with Right Offset
- 62393 Adapter Claw, Pressure Testers, .325 with Left Offset
- 62394 Adapter Claw, Pressure Testers, .650 with Right Offset
- 62396 Adapter Claw, Pressure Testers, Straight, Narrow Claw
- 62397 Adapter Claw, Pressure Testers, Straight, Notched for Profiled Rockers
- 62398 Adapter Claw, Pressure Testers, .325 with Right Offset Notched for Profiled Rockers
- 62399 Adapter Claw, Pressure Testers, .325 with Left Offset, Notched for Profiled Rockers

No. 62396 No. 62401 DESCRIPTION Adapter Claw, Pressure Testers, .650 with Left Offset, Notched for Profiled Rockers Adapter Claw, Pressure Testers, Stock Stamped

- 62402 Adapter Claw, Pressure Testers, Stock Stamped Rocker Arms
- 62404 Adapter Claw, Pressure Testers, for heads with raised Valve Cover rails

REPLACEMENT PARTS

PART #

62401

62403 Replacement Standard Straight Claw included with Nos. 62388 and 62389 Kits

FENDER COVER

- 34" x 22" Rubber cover printed with Moroso and Competition Engineering Logos
- Non-skid foam backing is safe for your car's finish and will not slide off while working
- Protects fender paint from scratches and grease while working on engine
- Acid and grease resistant, top surface is easily washable with mild solvents or detergents

PART #DESCRIPTION99406Fender Cover



No. 99406



CARBURETOR TOOLS

CARBURETOR WORK STAND

- Designed to hold Quadrajet and both standard and spread-bore Holley[®] carbs, this tool greatly simplifies carburetor work
- Manufactured of cast aluminum with open center and mounting pegs

PART # DESCRIPTION

62070 Carburetor Work Stand



No. 62293

POWER VALVE TESTER

- Convenient tool checks Holley[®]
 Power Valves for ruptured
 diaphragms to prevent engine flooding
- Remove knurled cap and screw in the Power Valve; cut-away section of tool allows visual inspection of valve's operation

CNC machined from 6061-T6 aluminum

and anodized to prevent corrosion

No. 62070



No. 65805

JET TOOL

- Designed with a stronger, fully machined tip that slides over jet, holding it firmly in place
- Short design, sure-grip handle simplifies jet removal and installation in crowded engine compartments
- Fits all Holley® round-head type carb jets

PART # DESCRIPTION 62293 Jet Tool Requires the use of a hand-operated vacuum tester (available at most auto parts stores)

PART # DESCRIPTION

62295 Power Valve Tester, for Holley® Carburetor Power Valves

CARBURETOR DRAIN CUP

- Now you don't have to spill fuel all over the engine when removing fuel-bowl screws to service Holley[®] carburetors
- Gary Williams-designed Carburetor Drain Cup uses a channel handle to catch dripping fuel and direct it to a holding cup
- · Made from fuel resistant polyethylene

CARB CAPS

- Keeps dust and other foreign material out of carburetors during transportation and storage
- Manufactured from durable, high-impact plastic
- Thumbscrew included

PART # DESCRIPTION

65802 Carburetor Cap, fits Holley[®], Thermoquad and Quadrajet Carburetors with 5-1/8" diameter neck
65803 Carburetor Cap, fits Holley[®], 4500 Dominator Carburetors with 7-5/16" diameter neck

65805 Carburetor Drain Cup

No. 65802

No. 65803



No. 65800

CARB-TOP TOOL TRAYS

- Made from lightweight, durable, .063" aluminum in two styles for Holley[®] 5-1/8" and 7-5/16" Dominator carburetors
- · Also fits other carburetors with similar neck diameters
- Each Tool Tray sits just 2-1/2" above the carburetor and features a convenient handle, 1/8" rubber mat, 16 spark plug holders, 8 plug wire holders and enough room to store a variety of tools for working on just about any engine
- Inside tray dimensions: 10" x 13"

PART # DESCRIPTION

65800 Carb-Top Tool Tray, 5-1/8" diameter carburetors **65801** Carb-Top Tool Tray, 7-5/16" diameter carburetors PART # DESCRIPTION

SPARK PLUG TOOLS

LIGHTED MAGNIFIER

For Spark Plugs

For Spark Plugs

Longer life LED lamp

PART #

- · Designed with Coaxial illumination to provide a wide area illumination and a bright, narrow light beam straight down
- Allows clear viewing of surface details to bottom of small holes
- 3.8X magnification provides greater depth of field

MAGNIFYING FLASHLIGHT, LED

6.4X Fire Polished, B1-Convex Optic Lens

· Powerful white light LED floods the insulator cavity with

MORDSD No. 62347

PART	#
6234	7



DESCRIPTION

Lighted Magnifier

No. 62348



DESCRIPTION 62348 Magnifying Flashlight, LED

light for accurate inspections

Lower voltage for longer battery life

SPARK PLUG INDEXER

- · High-compression drag race engines require "indexing" of spark plugs to prevent contact between piston dome and ground wire of the spark plugs
- Moroso's "Indexer," designed for both flat and taper-seat 14mm spark plugs, enables selection of spark plugs that will not make such contact
- Once a given plug is selected (placed in a cylinder head and found to have the correct ground wire position), it is placed in the Moroso Plug Indexer and the position of the ground electrode marked on the black anodized surface
- Marking provides a reference for checking other plugs to be used in the same cylinder
- · The hex-head design allows it to be held in a vise

DESCRIPTION PART #

62160 Spark Plug Indexer

UNIVERSAL SPARK PLUG HOLE AIR HOSE KIT

- · Air hose kit makes it easy to pressurize the cylinder to hold the valve closed when changing a valve spring
- Fits all 14mm and 18mm spark plug holes
- Includes a 12" hose and 3 spark plug adapters

PART # DESCRIPTION

62385 Universal Spark Plug Hole Air Hose Kit





No. 62160

SEE MORE!

Spark Plug Indexing



IGNITION WIRE TOOLS

IGNITION WIRE STRIPPING TOOL

- Ideal for stripping 8mm Moroso ignition wire without damaging the conductor
- Damage to conductor during stripping can cause interruption of spark and misfire
- Moroso's specially-designed tool uses a hard-edge, razor-sharp blade specially positioned in a plastic holder to cut only the insulation-not the conductor

PART # DESCRIPTION

62270 Wire Stripping Tool, 8mm



No. 62270



- Strips outer jacket and insulation simultaneously giving a cleaner, precise cut
- For stripping different diameter cable, use the built in hex key adjuster screws to align the blade for desired results
- The V-Block reverses and indication arrow sets to recommended cable size
- The stripper distance can be changed by removing one of the stripping blades

PART # DESCRIPTION

62271 Adjustable Wire Stripping Tool

Moroso Ignition Wire and others

to occur using other methods

operation after repeated use

DESCRIPTION

around the wire, then pull off sheath

ENHANCED IGNITION WIRE STRIPPING TOOL *Made especially for stripping 8mm & 8.65mm*

• An easy way to strip wire without damage, which is more likely

• Simple and efficient operation: place the end of the wire in the

Heavy-duty construction and quality components provide reliable

After using this Enhanced Stripping Tool, you will never go back to

Enhanced Ignition Wire Stripping Tool, for 8mm & 8.65mm diameter wire

using manual strippers for assembling wire sets again

"mouth" of the tool, twist in a circular pattern until the cut is made



No. 62272

1111111111



WIRE CRIMPING TOOLS

 Crimp a variety of spark plug terminals and other automotive wire hardware

PART # DESCRIPTION

PART #

62272

- 62260 General Purpose Wire Crimper. Made of high carbon steel with black oxide finish and plastic hand grips
- **62268** Super-Duty Wire Crimping Tool. Positive ratcheting mechanism adjusted for perfect crimps. Supplied with crimping jaws for Moroso (and others) spark plug wire terminals. Hardened steel frame with blue molded cushion grips. Also comes with additional primary wire crimping jaws



No. 62260



Phone: 203.453.6571 Fax: 203.453.6906





SUSPENSION TOOLS



COIL-OVER SHOCK ADJUSTING TOOL

- Makes adjusting coil-over shocks much easier than the commonly used hammer and screwdriver method
- Works with Moroso, Competition Engineering, Avo, Hal, Koni, Bilstein, Carrera, Monroe and most other coil-over shocks with adjusting nuts up to 3-1/4" diameter
- Manufactured of cast steel with finger indents for sure-grip operation

PART # DESCRIPTION

62030 Coil-Over Shock Adjusting Tool

PINION WRENCHES

Universal

- No. 62025, steel tool with 24" handle used to hold the rear end pinion yoke while tightening or removing the pinion nut
- No. 62027, steel tool with 24" handle, two slots each;
 .56" wide and .34" wide, for bolt-on security to pinion, using U-joint bolt holes
- Quicker and easier way of changing pinion seal, re-bushing the case or simply torquing the pinion nut

PART # DESCRIPTION

62025Wrench, Pinion, Universal, 24" Handle62027Wrench, Pinion, Universal, 24" Handle,
Slotted Bolt-on

WRENCH, PINION COUPLER

- Used to hold the female pinion coupler while tightening and removing the pinion nut on Chrysler 8-3/4", Ford 9", Mark Williams or Strange style pinion assemblies
- Can be used on the tool bench or when the assembly is still in the car
- This quality-built, steel tool features a 20-tooth head and an 18" long handle for years of service
- The correct way of changing the pinion seal, re-bushing the case or simply torquing the pinion nut

PART # DESCRIPTION

62026 Wrench, Pinion Coupler

No. 62027

No. 62025

No. 62030

11-1-1-17

FASTENER TOOLS

QUICK FASTENER WRENCHES

With Easy Grip Handle

- Allows for faster removal of 1/4-turn fasteners
- Features include a high strength steel shank plated with black zinc for durability
- The slot head blade on **No. 71606** is contoured to fit inside the 1/4-turn fastener without stripping the slot
- One tool per package

PART # DESCRIPTION

- 71606 Quick Fastener Wrench, 3/8" Slot Head
- 71607 Quick Fastener Wrench, 3/16" Hex Drive

QUICK FASTENER SINKING TOOL

- · Ideal for sinking flush-mount quick fasteners
- The two piece steel tool dimples a single metal panel using one end and a double panel using the other
- Zinc-plated
- One tool per package
- PART # DESCRIPTION

71605	Quick Fastener Sinking Tool

QUICK FASTENER WRENCH

- This tool fits slot-head 1/4-turn fasteners far better than a screwdriver, reducing the possibility of damaged fasteners and body panels
- Manufactured of zinc plated spring steel with three different sized radii to match the slots in various 1/4-turn fasteners
- Includes non-slip, plastic hand grip
- One tool per package

PART # DESCRIPTION

71600 Quick Fastener Wrench

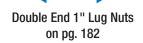
WHEEL & TIRE TOOLS

SPRING LOADED PIT SOCKET

- Thick walled socket with six point surface-contact and large chamfer insures fast, clean engagement on the lug nut
- Integral spring provides sure ejection of the lug nut from the socket
- Manufactured of alloy steel and carefully heat treated for maximum strength and prevention of lug nut damage
- Accepts 1/2" drive, and fits 1" lug nuts

PART # DESCRIPTION

62010 Spring Loaded Pit Socket



SEE MORE!







No. 71600



MOBOSO

mososo

No. 71605

No. 71606



WHEEL & TIRE TOOLS

DIGITAL TIRE PRESSURE GAUGES

- High quality digital gauge with auto-off feature after 20 minutes
- · Gauge face has a 2" wide display window which reads to hundredths
- Individually calibrated for full scale accuracy
- Features a low battery indicator
- · Readout displays in PSI
- Comes with foam-lined storage case
- Overpressure indicator
- · Includes standard-size 9V battery, which is easy to change and provides long-life power source
- 16" hose with a finger operated air-bleed valve allows you to release pressure quickly
- Hose has easy grip angle chuck end

PART # DESCRIPTION

$\Pi A \Pi \Pi \pi$	Descrit non
89535	Digital Tire Pressure Gauge, 4 digit readout, 0-100 psi, (accurate within -0.50 lb.),
	3" dia. gauge with backlit display
89540	Digital Tire Pressure Gauge, 4 digit readout, 0-15 psi, (accurate within -0.15 lb.),
	2-5/8" dia. gauge
89545	Digital Tire Pressure Gauge, 4 digit readout, 0-50 psi, (accurate within -0.50 lb.),
	2-5/8" dia, gauge

PRO SERIES TIRE PRESSURE GAUGES

Accuracy 1/2%

- Long 15-1/2" hose with pressure release valve and hardened steel swivel chuck is perfect for getting into deep-dish wheels
- Premium high-quality instruments with brass internals and bourdon tube pressure element provide full-range accuracy to within 1/2%
- · Extra-large 4" diameter face and knife-edge pointer eliminate human error
- · Adjustable pointer can be calibrated at the race track
- · Fiberglass-reinforced thermoplastic housing withstands harsh racing environments
- Rugged polyethylene plastic carrying case is lined with a medium-density, open-cell foam insert to keep gauge protected during transportation and storage

PART # DESCRIPTION

- **89552** Pro Series Tire Pressure Gauge, 0-15 psi. Major
- increments at 3 psi with minor increments at 0.1 psi.89562 Pro Series Tire Pressure Gauge, 0-60 psi. Major
 - increments at 10 psi with minor increments at 0.5 psi.

"FLUTTER GUARD" TIRE GAUGE

Accuracy 1%

- Large 2-5/8" dia. dial face is easy to read, while the hardened swivel chuck rotates 360° for positive valve stem attachment
- Individually calibrated for accuracy within 1% of the full scale
- Vibration controlled dial mechanism design keeps an accurate reading under most conditions
- · Manufactured with stainless steel bourdon tube, movement and case
- 15-1/2" hose with a finger operated air-bleed valve allows you to release pressure quickly

PART # DESCRIPTION

89581 "Flutter Guard" Tire Gauge, dial type, 0-15 psi











WHEEL & TIRE TOOLS

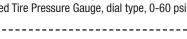
LIGHTED TIRE PRESSURE GAUGES

Accuracy 2-1/2%

- Longer, 15-1/2" hose is ideal for use with deep-dish wheels
- Lighted Tire Pressure Gauges using (EL) lighting technology
- A momentary switch, built into the side of the gauge, activates the light when pressed
- Includes standard-size 9V battery and provides long-life power source
- Protective rubber cover, molded around switch and battery, isolates the gauge from shock when dropped or struck
- Includes a pressure release valve and hardened steel swivel chuck for extended life
- Includes rugged, polyethylene carrying case with open-cell foam padding to protect gauge during transport and storage

PART # DESCRIPTION

- 89582 Lighted Tire Pressure Gauge, dial type, 0-15 psi.
- 89583 Lighted Tire Pressure Gauge, dial type, 0-60 psi.



TIRE PRESSURE GAUGES

Accuracy 2%

- 15-1/2" hose with a finger operated air-bleed valve allows you to release pressure quickly
- Individually calibrated for accuracy within 2%
- The large 2-5/8" dia. dial face in 1/2 lb. increments is easy to read, while the hardened swivel chuck rotates 360° for positive valve stem attachment

DESCRIPTION PART

- 89550 Tire Pressure Gauge, dial type, 0-15 psi.
- 89555 Radial Tire Pressure Gauge, dial type, 0-40 psi.
- 89560 Tire Pressure Gauge, dial type, 0-60 psi.
- 89570 Tire Pressure Gauge, dial type, 0-100 psi.
- PART # REPLACEMENT PARTS
- 97480 Gauge Head for No. 89550

TIRE PRESSURE GAUGE COVER

- Protective rubber cover insures long service and continued accuracy of Moroso 2-5/8" Tire Pressure Gauges
- Specially designed ribs provide superior protection
- A must for anyone who uses Moroso gauge Nos. 89550, 89555, 89560, 89570 & 89581 or other 2-5/8" O.D. x 1-1/8" gauges

PART # DESCRIPTION

89590 **Tire Pressure Gauge Cover**

NOTE: Not required for Moroso's Lighted Tire Pressure Gauges. Will not fit Pro Series or Digital tire gauges.



No. 89590



SAFETY TOOLS

SAFETY WIRE

- Moroso Safety Wire is widely used to secure all kinds of fasteners and controls from nuts and bolts to check valves, switches and modulators where a loose or lost component might mean disaster
- Made of .032" diameter 304 stainless steel; comes in 1-lb. cans

PART # DESCRIPTION 62280 Safety Wire

OFFSET ROLL BAR PADDING

- · Packaged in single 3-foot lengths
- 3" 0.D. padding is extruded from high-density foam
- Inside diameter of 1-5/8" is offset by 7/16" to position extra cushioning towards the driver where it's needed the most
- Available in black, red, blue and orange

PART # DESCRIPTION

- 80939 Offset Roll Bar Padding, Black
- 80940 Offset Roll Bar Padding, Blue
- 80941 Offset Roll Bar Padding, Red
- 80942 Offset Roll Bar Padding, Orange

ROLL BAR PADDING, SFI 45.1 APPROVED

Meets the requirements of NHRA, IHRA, SCCA and other organizations

- SFI 45.1 Specified approved padding, approval marked on padding
- Comes in 36" lengths; 7/8" thickness fits 1-5/8"-2" bar diameter
- Padding backed with pressure-sensitive adhesive and can be cut to size to make installation easy
- Padding exceeds SFI 45.1 rating for dripping or melting in a fire, and is self-extinguishing
- SFI 45.1 approved Roll Bar Padding is more dense than traditional padding, and is designed to absorb the impact energy

P/N 80750

No. 80750

DESCRIPTION PART #

80944 Roll Bar Padding, SFI 45.1 Approved, Black



No. 62280 CAUTION! Safety wire should

NOT be reused!





left to right: No. 80939/80940/80941/80942



No. 80700

RACE CAR TIE-DOWNS

- Aircraft quality ratchets and super strong 2" wide nylon webbing are combined to offer the ultimate in race car tie-downs
- Capacity of each tie-down is 5000 lbs.
- · Simple to operate

08 N

PART # DESCRIPTION

- 80740 Race Car Tie-Down, short clamping range, 2'4" to 5'7"
- 80750 Race Car Tie-Down, long clamping range, 4' to 7'7"

AXLE TIE-DOWN LOOP

- · This strap provides a strong axle loop to hold the vehicle in place on trucks or trailers using a tie-down like Moroso Nos. 80740 or 80750
- 2" wide, 24" long latex-treated woven polyester strap is rated at 5000 lbs.
- The strap has D-rings at both ends and is protected by a 12" cordura center sleeve to prevent cuts or chafing against bare metal

PART # DESCRIPTION 80700 Axle Tie-Down Loop



Tech Support: 203.458.0542 • 203.458.0546





Competition Engineering Roll Bar Accessories on pg. 389



SOLID STEEL MOTOR MOUNTS

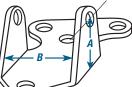
Moroso Solid Steel Motor Mounts replace stock, OEM-style rubber mounts to eliminate torque loss and binding linkages, a common result of excessive engine movement. These solid steel mounts eliminate the need for bulky torque straps and chains. Standard models are finished with a protective zinc coating. If you don't find your particular application in the listings below, refer to the dimension chart for possible applications that are not listed.

CHEVROLET MOTOR MOUNTS

PART # DESCRIPTION

- 62500 Chevrolet Motor Mounts, .250" Zinc Plated Steel. Replaces 0EM No. 3990914
- 62510Chevrolet Motor Mounts, .188" Zinc Plated Steel. Replaces OEM No. 396274862515Chevrolet Motor Mounts, .188" Zinc Plated Steel. Replaces OEM No. 332648
- when used with No. 6263062530 Chevrolet Motor Mounts, .188" Zinc Plated Steel. Replaces 0EM No. 6258154





Dimension	No. 62500	No. 62510	No. 62530	No. 62515
A	1-11/16"	2-1/8"	1-3/4"	2-9/32"
B	2-1/2"	2-3/8"	2-5/8"	2-3/8"

CHEVROLET MOTOR MOUNT APPLICATION CHART

MODEL	YEAR	ENGINE	ZINC Plated Steel	MODEL	YEAR	ENGINE	ZINC Plated Steel
FULL SIZE	1958-'60	283, 348	62500	CHEVELLE	1964-'67	283, 327	62500
	1961	283, 348	62500			396, 427	62530
		409	62530		1968-'69	307, 327, 350	62510
	1962-'65	283, 327	62500			396	62530
		396, 409, 427	62530		1970-'72	307, 350, 402, 454	62510
	1966-'67	283, 327 396, 427	*62500 62530		1973-'88	307, 350, 402, 454	62515
	1968-'69	307 (Exc. Police)	62500	CHEVY II	1964-'67	283, 327	62500
		307 (Police)	62530	NOVA	1968-'69	327	62500
		327	*62500	non	1000 00	350	62510
		396, 427	62510			396	62530
	1970-'72	350 (w/ 2 bbl. carb.)	62500		1970-'72	350 (Exc. Spec. Hi. Perf.)	62500
		454	62510			350 (Spec. Hi. Perf.)	62510
	1976-'90	307, 350	62515			396, 402	62530
CAMARO	1967-'68	302	62530		1973-'79	307, 305	62515
		327	62500	CORVETTE	1963-'64	327	62530
		350, 396	62530		1965	327, 396	62530
	1969	302	62510		1966-'68	327, 427	62530
		307	62500		1969	327, 350, 427	62530
		350	62510		1970-'74	350, 454	62530
	1970-'72	350 (Exc. Spec. Hi. Perf.)			1975-'82	305, 350	62530
		350 (Spec. Hi. Perf.)	62510				
		396, 402	62530	MONTE CARLO	1970-'72	350, 402, 454	62510
	1974-'81	307, 350	62515		1973-'87	307, 350	62515
	1982-'92	305, 350	#62510				

*Some models use No. 62510, check dimensions of original mounts #Use with Moroso Frame Mounts No. 62610

NOTE: To prevent premature engine mount failure, we recommend using Moroso's Steel Motor Mounts, sold above, with Competition Engineering's Engine Limiter, Part **No. C4034**, sold on page 407.

MOTOR & TRANSMISSION MOUNTS



No. 62630

No. 62635

CHEVY SOLID MOTOR MOUNT PAD KITS

- Solid Mount Pads replace soft rubber-cushioned frame mounts supplied as OEM equipment on 1974-'97 Camaro and Firebirds and other GM vehicles
- Control excessive engine movement, prevent linkage binding and eliminate the need for torque straps
- Two per pack

PART #	DESCRIPTION	
62610*	Solid Motor Mount Pad Kit. Zinc finish. Use with Moroso Motor Mounts	
	No. 62510.	
	Fits: 1982-'92 Camaro and Firebird, SBC, BBC and 90° Chevy V6.	
62630*	Solid Motor Mount Pad Kit. Zinc and yellow chromate plating. Use with	
	Moroso Motor Mounts No. 62515	
	Fits: 1974-'81 Camaro, Firebird; 1973-'88 Chevelle, Malibu, Monte Carlo,	
	El Camino; 1973-'79 Nova; 1976-'90 Impala, Caprice; Small Block.	
62635*	Solid Motor Mount Pad Kit. Zinc and yellow chromate plating.	
	Fits: 1993-'97 Camaro and Firebird V8	

CHEVROLET MOTOR MOUNT

Fabricated Chassis

- Designed primarily for oval track or any fabricated chassis application (they do not fit any particular OEM chassis)
- · Allows for quick, easy engine removal and reinstallation
- · Manufactured from .250" thick steel with zinc plating to resist corrosion
- Two per pack

PART # DESCRIPTION

62550 Chevrolet Motor Mounts, .250" Zinc Plated Steel Fits: SBC, BBC and 90° Chevy V6 in fabricated chassis



No. 62550



MOTOR MOUNT SHIM KIT

- 1/16", 1/8" and 3/16" thick, 2 ea.
- Standard Chevrolet bolt pattern
- Works great with Chevrolet Motor Mount Nos. 62500, 62510, 62515 and 62530
- Used to make slight adjustments to engine height to compensate for minor oil pan, linkage and header interference
- · Great addition to engine swap kits

PART # DESCRIPTION

62535 Motor Mount Shim Kit

MOTOR MID-MOUNT

- Fits SBC, BBC, and 90° Chevy V6 in oval track applications where transmission crossmember mount is not employed
- Fabricated from 1/4" steel, they bolt to the rear of the engine block to provide chassis rigidity and strong engine support
- Designed to be used in conjunction with Moroso Front Motor Mount No. 62550

• Two per pack

PART # DESCRIPTION

62595 Motor Mid-Mount

Fits: SBC, BBC and 90° Chevy V6, oval track chassis without transmission crossmember

***NOTE:** Solid Transmission Mounts must be used in conjunction with Solid Motor Mounts to prevent breakage of engine block and transmission case due to torsional stress







MOTOR & TRANSMISSION MOUNTS

CHEVY SOLID TRANSMISSION MOUNT

- Replaces stock, OEM-style soft rubber mount to eliminate linkage binding, driveline misalignment and unwanted transmission movement in racing and street performance applications
- Sturdy mount is constructed from 3/16" steel and features slotted holes on top for transmission mounting and threaded nuts welded to bottom for crossmember mounting
- Black zinc finish
- PART # DESCRIPTION
- 62600* Solid Transmission Mount
 - *Fits:* 1958-'88 Chevy except 1982-'92 Camaro and Firebird, Powerglide, TH-350, TH-400 and all Borg-Warner, Muncie, Saginaw, Chrysler 4-speed and Doug Nash 5-speed transmissions

MOTOR MOUNT ADAPTER PLATES FOR LS SERIES

- Simple and efficient way to adapt motor mounts to fit LS Series Engines
- Manufactured from 6061 T-6 Aluminum
- Black anodized finish resists corrosion
- Works with G.M. Factory 3-Bolt Mounts and Moroso Solid Motor Mounts Nos. 62500, 62510, 62515 and 62530 and most aftermarket polyurethane mounts
- Two per pack, with hardware
- Made in U.S.A.
- PART # DESCRIPTION
- 62555* Motor Mount Adapter Plates for LS Series



No. 62600

No. 62555

CHRYSLER MOTOR MOUNTS

Two per pack

PART # DESCRIPTION

62520 Chrysler Motor Mounts, .187" Steel. Replaces OEM No. 2536121
62540 Chrysler Motor Mounts, .187" Steel. Replaces OEM No. 2806779

DODGE, PLYMOUTH MOTOR MOUNT APPLICATION CHART

MODEL	YEAR	ENGINE	zinc Plated Steel
DART, VALIANT Demon, Duster	1967-'72	273, 318, 340, 360	62540
BARRACUDA, Challenger	<u>1967-'69</u> 1970-'74	273, 318, 340. 360 All 8 cyl. (exc. Hemi)	62540 62520
CORONET, SUPER BEE, BELVEDERE, ROAD RUNNER, SATELLITE, GTX, POLARA, FURY	1966-'72	All 8 cyl. (exc. Hemi)	62520



No. 62540

No. 62520

MOTOR & TRANSMISSION MOUNTS

*NOTE: Solid Transmission Mounts must be used in conjunction with Solid Motor Mounts to prevent breakage of engine block and transmission case due to torsional stress

MOTOR & TRANSMISSION MOUNTS

FORD MOTOR MOUNTS

- Extra-thick 3/16" steel Motor Mounts are gusseted for extra strength
- Pre-welded Grade 8 studs withstand the high-torque, high-horsepower loading encountered during hard acceleration
- Reaction and 60-foot times are improved since engine movement in the chassis is eliminated, instantaneously transferring power to the rear wheels
- · Clutch linkage binding is eliminated, ensuring improved shifts
- Manufactured on computer-controlled equipment for unsurpassed quality and precise fit
- · Finished with protective zinc and yellow chromate plating
- Two per pack

PART # DESCRIPTION

62544* Ford Motor Mounts, .187" Steel *Fits:* 1979-'83 & 1993 Mustang 5.0L Engines
62545* Ford Motor Mounts, .187" Steel *Fits:* 1984-'92 Mustang Hardtops and 1990-'92 Convertibles with 5.0L Engines



No. 62544

No. 62545

FORD SOLID TRANSMISSION MOUNT

- Replaces stock, soft rubber mount to eliminate linkage binding, driveline misalignment and unwanted transmission movement in racing and street performance applications
- Constructed from rugged 3/16" steel with pre-welded studs and yellow chromate finish
- Computer-controlled manufacturing insures precise fit and alignment for easy installation

PART # DESCRIPTION

62602* Solid Transmission Mount *Fits:* 1987-'92 Mustang, T-Bird and other Ford Models equipped with A.O.D. 4-Speed Automatic or 5-Speed Manual Transmissions

*NOTE: Solid Transmission Mounts must be used in conjunction with Solid Motor Mounts to prevent breakage of engine block and transmission case due to torsional stress

SOLID MOTOR MOUNT

Fits: 2005-'09 Mustang

- Extra-thick 3/8" steel and billet aluminum
- 125,000 Pound tensile strength studs withstand the high-torque, high-horsepower loading encountered during hard acceleration
- Reaction and 60-foot times are improved since engine movement in the chassis is eliminated, instantaneously transferring power to the rear wheels
- · Clutch linkage binding is eliminated, ensuring improved shifts
- Manufactured on computer-controlled equipment for unsurpassed quality and precise fit
- Two per package

PART # DESCRIPTION 62547+ Solid Motor Mount

PART # AVAILABLE OPTIONS

C3603 Transmission Crossmember Mount Kit

Competition Engineering Transmission Crossmember Mount Kit on pg. 378

SEE MORE

+NOTE: Transmission Crossmember Mount Kit (No. C3603) must be used in conjunction with Solid Motor Mounts to prevent breakage of engine block and transmission case due to torsional stress











ALUMINUM WATER PUMPS

Moroso first pioneered the aluminum water pump for racing over 30 years ago. Over the years, continual improvements have resulted in providing the best cooling system components available for competition use. Computer designed housing cast from 356-T6 aluminum and lightweight impellers are engineered to maintain consistent coolant temperature throughout the water jacket. preventing localized boiling, detonation, head warping and cracking, etc.

SMALL BLOCK CHEVROLET

- 1955-68 "Short" Design, 5/8" Shaft
- · Reinforced housing for extra strength
- Lightweight, low drag impeller adds 14HP @ 7,500 RPM
- Includes integral cam stop boss
- Overall length of 5.603" from rear mounting face to hub face

DESCRIPTION PART

63500 Aluminum Water Pump, Small Block and 90° V6 Chevy 5/8" shaft, 1955-68 "short" design PART # **AVAILABLE OPTIONS**

64035 Water Pump Pulley Shims



REPLACEMENT PART 97450 Gasket and Seal Kit

SMALL BLOCK CHEVROLET

1971-82 Corvette Design, 3/4" Shaft

- · Large diameter shaft and extra housing reinforcements for Oval Track
- Includes integral cam stop boss
- Overall length of 5.795" from rear mounting face to hub face
- Two 1/2" NPT auxilliary ports for external lines
- Multiple pattern Drive Hub

DESCRIPTION PART

63505 Aluminum Water Pump, Small Block and 90° V6 Chevy 3/4" shaft, 1971-'82 Corvette design AVAILABLE OPTIONS PART #

Water Pump Pulley Shims 64035



No. 63505

REPLACEMENT PART 97450 Gasket and Seal Kit

BIG BLOCK CHEVROLET

- 1965-68 "Short" Design, 5/8" Shaft
- Lightweight aluminum housing reduces total engine weight
- High flow rate impeller for consistent coolant temperature
- Overall length of 5.80" from rear mounting face to hub face

PART #	DESCRIPTION
63520	Aluminum Water Pump, Big Block Chevy, 1965-68 "short" design
PART #	AVAILABLE OPTIONS
64035	Water Pump Pulley Shims



No. 63520

REPLACEMENT PART 97450 Gasket and Seal Kit

WATER PUMP SPACER KITS

- Converts "short" 1968-earlier design Chevrolet water pumps to longer, 1969-later design
- Includes special heat-treated bolts and gaskets

PART #	DESCRIPTIC)N

63510 Water Pump Spacer Kit, 1-7/32" Long, SBC and 90° V6 Chevy. Converts Nos. 63500 or 63505 short water pump to the longer late-model design 63610 Water Pump Spacer Kit, 1-9/16" Long, BBC



No. 63510

COOLING SYSTEM





BILLET ELECTRIC WATER PUMPS

Moroso Billet Electric Water Pumps are the latest in cooling technology. They pump up to 21% more water through the system during actual operating conditions than any competing pump!

CHECK OUT THESE FEATURES:

- Electric motor with heavy-duty windings, precision balancing, long-life brushes, stainless steel shaft, and sealed ball bearings is superior in quality and performance to any other brand
- Mounts directly to stock water pump location, incl. stainless steel mounting hardware & gasket for simple installation
- Eliminates drive belt and fan to save weight and horsepower, while providing maximum circulation to improve cooling efficiency during all driving conditions, especially while idling
- Compatible with 12 and 16 volt systems
- High-temperature Viton® seal eliminates leaks
- · Machined with 1" NPT inlet holes (except B.B. Mopar)
- · Use with hose adapters sold below

- Draws only 7 amps, allowing the battery to remain more fully charged during racing without an alternator
- Clear anodized 6061-T6 billet aluminum pump housing and impeller and powder coated outer case will provide years of dependable, rust-free operation

PART # DESCRIPTION

- 63547 Electric Water Pump, Big Block Chevy, 6.71" height
- 63557 Electric Water Pump, Small Block Chevy, 6.71" height
- 63565 Electric Water Pump, Chrysler 273-360 and new SB Magnum Series Engines, 5.95" height
- **63575*** Electric Water Pump, Chrysler 383-440, 3.96" height
- **63585** Electric Water Pump, Ford 289, 302, 351W, 5.95" height
- **63595** Electric Water Pump, Ford 429-460, 5.85" height
- PART # REPLACEMENT PART
- 97275* Water Pump Seal Kit, Chrysler 383-440



• Two -12AN fittings supplied

PART # DESCRIPTION

63570 Electric Water Pump, Remote Mount *NOTE: Use with hose adapters sold at right*

1" NPT to 1-1/2" hose

- 63543 Water Pump/Radiator Hose Adapter, 1" NPT to 1-3/4" hose
- **63544** Water Pump/Radiator Hose Adapter, 1" NPT to 1-1/4" hose

Tech Support: 203.458.0542 • 203.458.0546







CHEVROLET ELECTRIC WATER PUMP

CHEVROLET ELECTRIC WATER PUMPS

Polished Cover - Cast Aluminum

PART #	DESCRIPTION

- 63539 Electric Water Pump, Small Block Chevy, 5" Height
- 63546 Electric Water Pump, Big Block Chevy. Use with Alternator Mount Kit No. 63840 and Alternator Drive Kit No. 63841. 5" Height
- 63555 Electric Water Pump, Small Block Chevy. Offset housing clears 8" Harmonic Balancers. Use with Alternator Mount Kit No. 63842 and Alternator Drive Kit No. 63843, 5-1/4" Height
- PART # **REPLACEMENT PARTS**
- 97255 Pump Seal and Gasket Kit
- 97257 **Electric Motor**



No. 63539

CHECK OUT ALL THE FEATURES

HIGH FLOW RATE

 Unique impeller design and polished housing operate as an integral unit to pump approximately 19 gallons per minute

ADDS UP TO 20 HP!

- Powerful 12 volt electric motor eliminates V-belt drive
- Draws only 7 amps, allowing the battery to remain more fully charged during racing without an alternator

LIGHTWEIGHT, EASY TO INSTALL!

- Weighs less than conventional mechanical pump with separate electric drive motor
- Mounts to stock location: alternator and power steering drive kits available separately, see pages 219-220

No. 63750

- Overall pump height similar to stock pump height
- Use with Hose Adapters on previous page
- Water outlet size 1" NPT

ELECTRIC WATER PUMP DRIVE KIT

ELECTRIC WATER PUMP DRIVE KIT

- Engine dynamometer tests prove that many water pumps produce severe drag on the engines at high RPM, absorbing as much as 15-20 HP
- Universal application fits virtually every American V8 or V6 engine, including Chevy V8 and 90° V6 either "short" or "long" design, Ford 351C, 351W, Ford Big Block and Chrysler Small and Big Blocks
- · Comes complete with 12 volt electric motor, all drive pulleys, belt, fasteners, and toggle switch
- Intended for Drag Race applications only
- Use with Moroso Thermostatic Switch No. 63760 and Alternator Mount Drive Kits

DESCRIPTION PART

- 63750 Electric Water Pump Drive Kit
- PART # REPLACEMENT PARTS
- 97210 12-Volt Electric Motor
- 97220 Water Pump Pulley
- 21" Belt for Electric Water Pump 97230
- 97250 Electric Motor Pulley
- AVAILABLE OPTION PART #
- 97252 14-Tooth Pulley (to increase pump speed by 28%)
- 63760 Thermostatic Water Pump Switch





TYPICAL INSTALLATIONS

Small Block and 90° V6 Chevy



289, 302, 351W Ford

Alternator Mount Drive Kits on pgs. 220-222

Phone: 203.453.6571 Fax: 203.453.6906

WATER PUMPS AND ADAPTERS

ELECTRIC WATER PUMP

Fits: GM LS Series

- Mounts directly to the stock water pump location
- Eliminates the bulky LS water pump with a more compact, cost effective pump
- Drive belt is eliminated to save horsepower, while providing maximum circulation for cooling efficiency during all driving conditions, especially while idling
- Can be used with Moroso No. 63836 Alternator/Vacuum Pump Mount
- · Compatible with 12 and 16 volt systems
- Draws only 7 amps, so it can be used on drag racing car without an alternator
- Requires the use of a Remote Thermostat Housing such as Moroso No. 63425 or 63426

PART # DESCRIPTION

63566 Electric Water Pump, GM LS Series

WATER PUMP ADAPTER KIT

Fits: GM LS Series Engines

- · Adapts a BBC style electric or conventional water pump to LS series engines
- · Eliminates the bulky LS water pump with a more compact, cost effective pump
- Since BBC water pumps have been around for years, many different drive and pulleys are available and now can be used on a GM LS Series engine
- Kit includes: 2 billet aluminum adapter blocks (right and left), 2 pump adapter plates, fasteners, Viton O-rings, and high flow -12 AN fittings
- Requires the use of a remote thermostat housing such as Moroso Part No. 63425 or 63426

DESCRIPTION PART

63615 Water Pump Adapter Kit for LS Series Engines

REMOTE WATER PUMP ADAPTER KIT

Fits: GM LS Series Engines

- · Remote water pump adapters mount in place of the bulky GM LS series water pump
- · Frees up space where normally a water pump would reside in race cars and in LS engine conversions
- Allows the use of a more compact, cost-effective remote electric water pump
- Kit includes: 2 billet aluminum adapter blocks (right and left), fasteners, Viton O-rings, and 4 high flow -12 AN fittings
- Requires the use of a , Moroso Remote Mount Electric Water Pump Part No. 63570, and Remote Thermostat Housing, such as Moroso Part No. 63425 or 63426

PART # DESCRIPTION

63616 Remote Water Pump Adapter Kit, GM LS Series Engines



No. 63616



No. 63615



0 manasa

No. 63566

Remote Thermostat Housings on page 212







COOLING SYSTEM ACCESSORIES



AIR BLEED VALVE

- · Bleeds air from any cooling system
- · Resistant to fuels, oil and anti-freeze
- Brass construction with push button to release pressure

 Fits 1/8" NPT thread PART # DESCRIPTION

63765 Air Bleed Valve

No. 63765

THERMOSTATIC WATER PUMP SWITCH

- Provides automatic control of Electric Water Pumps Nos. 63539. 63546, 63547, 63555, 63557, 63565, 63570, 63575, 63585 and 63595 and Electric Water Pump Drive Kit No. 63750
- Eliminates unnecessary battery drain by turning on the electric pump motor when coolant temperature exceeds 160° F (±5°) and turning it off when coolant temperature reaches 140° F (±5°)
- Toggle Switch has three settings: Automatic, Manual and Off. In the "Manual" position, the motor is constantly on.
- Contact rating of switch is 15 amps at 32 volts; use with 10 amp fuse (not included)



PART #	DESCRIPTION
63760	Thermostatic Switch, Electric Water Pump

RACING RADIATOR CAPS

Fits: Standard-size radiator filler necks. including Moroso Nos. 63420, 63465, 63466, 63467, 63485, 63486, 63650, 63651, 63655, 63656, 63730, 63740 and 63745

- Available with low and high pressure ratings to accommodate the needs of all cooling systems
- Steel spring maintains accurate pressure setting over time
- Six-sided Cap for easy tightening



PART # DESCRIPTION 6330

63307	Racing Radiator Cap, 6-8 lbs.
63309	Racing Radiator Cap, 8-10 lbs.
63313	Racing Radiator Cap, 12-16 lbs.
63316	Racing Radiator Cap, 14-18 lbs.
63320	Racing Radiator Cap, 19-21 lbs.
63324	Racing Radiator Cap, 23-25 lbs.
63328	Racing Radiator Cap, 27-29 lbs.
63332	Racing Radiator Cap, 31-33 lbs.

RADIATOR HOSE DRAIN

 Cast aluminum drain adapts the 1-1/4" outlet from the popular VW Scirocco radiator to the 1-9/16" inside diameter of the standard lower radiator hose found in most Chevys

 356-T6 cast aluminum Radiator Hose Fillers are spliced into the upper radiator hose to provide more complete cooling

Standard size radiator cap receptacle is welded to the cast

Includes petcock for draining engine coolant



PART # 63700

DESCRIPTION

Radiator Hose Drain

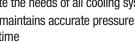


PART # DESCRIPTION

No. 63730

- Radiator Hose Filler, 1-1/2" hose to 1-1/2" hose
- 63730 63740 Radiator Hose Filler, 1-1/2" hose to 1-1/4" hose
- Radiator Hose Filler, 1-1/4" hose to 1-1/4" hose 63745

COOLING SYSTEM



RADIATOR HOSE FILLERS

flange (radiator cap not included)

- 100% leak tested

system filling

100% leak tested

COOLING SYSTEM ACCESSORIES

STAINLESS STEEL FLEX FAN

- 17" diameter, high strength stainless steel
- Fan blades flatten as engine RPM increases to reduce parasitic drag and increase horsepower
- Stainless Steel blades "spring" back to original shape at lower RPM; after repeated cycles, inferior aluminum fans do not
- Uses standard fan spacers and fits most applications
- Not recommended for air conditioned cars

PART # DESCRIPTION

64000 Stainless Steel Flex Fan, Universal Application NOTE: Engine speed should not exceed 7,000 RPM.

TEMPERATURE GAUGE FITTING

- Corrosion resistant brass; fits standard 1/2" NPT tapped holes in cylinder heads and manifolds
- 5/8" -18 threaded hole in fitting accepts popular sending units
- PART # DESCRIPTION
- 63645 **Temperature Gauge Fitting**

WATER OUTLET RESTRICTOR KIT

- · Restricting coolant flow leaving the engine lets you control the amount of heat absorbed by the coolant
- Red, gold and blue anodized aluminum restrictor plates are mounted under the water outlet on the intake manifold
- Kit consists of three restrictor plates with 5/8", 3/4" and 1" I.D. holes for optimum coolant flow, 2-1/8" O.D.

DESCRIPTION PART #

63440 Water Outlet Restrictor Kit. GM V8, GM V6, Ford 260-302, 351W.







FILLER NECKS

BOLT-ON WITH -16AN FITTING

Fits: Small Block Ford

- Anodized aluminum
- -16AN fitting for use with steel braid reinforced upper radiator hose
- Includes gasket
- DESCRIPTION PART #

63455 Water Outlet Filler Neck, Ford, -16 AN Fitting



No. 63455

FILLER NECK

Fits: Ford 4.6/5.4L, 2 Valve only engines

- Allows Mod Motor Racers to upgrade existing upper radiator hose
- Billet Aluminum Water Neck Outlet with -16AN Fitting
- Anodized Black
- Includes 0-ring
- DESCRIPTION PART # 63456 Filler Neck



No. 63456

BOLT-ON WITH -16AN FITTING

Fits: Small Block, Big Block and 90° V6 Chevy Intake Manifolds

-16AN fitting for use with steel braid reinforced upper radiator hose

DESCRIPTION PART #

63460 Water Outlet Filler Neck, Chevy, -16AN Fitting



No. 63460

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Tech Support: 203.458.0542 • 203.458.0546





BOLT-ON WITH -AN FITTINGS & 3/8" NPT PORTS

Fits: Small Block, Big Block and 90° V6 Chevy Intake Manifolds

- Includes two 3/8" NPT female ports to plumb water to cylinder head for additional cooling
- Available with either -16AN or -20AN fitting for use with steel braid reinforced upper radiator hose

DESCRIPTION PART

- 63461 Water Outlet Filler Neck, Chevy, -16AN fitting and two 3/8" NPT female ports
- 63463 Water Outlet Filler Neck, Chevy, -20AN fitting and two 3/8" NPT female ports

BOLT-ON, STAMPED ALUMINUM

- Black anodized aluminum
- Accepts Moroso or standard-size radiator cap (not included, see page 206)
- Excellent replacement part for Moroso Filler Neck Kit No. 63420
- 100% leak tested

BOLT-ON, BILLET ALUMINUM

- Made from 6061-T6 billet aluminum
- Easily mounts to any Big Block or Small Block Chevy intake manifold, and can be used in all racing and street-performance applications where a heavy-duty filler neck is required

- Includes screw-in 1/8" NPT hose fitting for expansion tanks. and accepts Moroso or standard-size radiator cap (not included)
- · Can also be used as a heavy-duty replacement in our Filler Neck Kit No. 63420



WELD-ON, STAMPED ALUMINUM

- Ideal for custom applications
- · Accepts Moroso or standard-size radiator cap (not included)
- Multiple applications including race and street performance

PART # DESCRIPTION

Stamped Aluminum Filler Neck, Weld-On 63485



No. 63461

No. 63465



DESCRIPTION PART # 63465 Stamped Aluminum Filler Neck, Chevy, Bolt-On

No. 63466



DESCRIPTION PART #

63466 Billet Aluminum Filler Neck, Chevy, Bolt-On

SEE MORE Moroso Radiator Caps

on pg. 208



WELD-ON, BILLET ALUMINUM

- Made from 6061-T6 billet aluminum
- This weld-on version can be used wherever a heavy-duty, custom-application filler neck is required
- Includes screw-in 1/8" NPT hose fitting for expansion tanks, and accepts Moroso or standard-size radiator cap (not included)
- Ideal for all forms of racing and street-performance applications
- DESCRIPTION PART #

63486 Billet Aluminum Filler Neck, Weld-On

EXTENDED WATER FILLER NECK

- Extended filler neck raises water fill point 5-3/4" above manifold; ideal for bleeding off cooling system air
- 60° incline of filler tube clears air scoops to provide quick and accessible filling for between-rounds cool down
- Mounting base, extension tube and neck are all manufactured from rugged 6061-T6 billet aluminum to withstand harsh racing environments and continual cap removal/replacement
- Accepts Moroso or standard-size radiator cap (not included)
- Includes gasket and 1/8" NPT to 3/8" I.D. barbed fitting to plumb expansion tanks
- · 100% pressure tested for leak-free service
- Use with Moroso Manifold Filler Neck Kit No. 63420

PART # DESCRIPTION

63467 Extended Filler Neck, SBC, BBC and 90° V6 Chevy intake manifolds; drag racing and street performance use

MANIFOLD FILLER NECK KIT

- Locates filler neck at highest point on cars with low-mount radiators to bleed off air
- Unit can be flipped 180° for either right or left outlet location
- Includes 1/2" NPT fitting for installing water temperature sending unit and two 1/4" NPT fittings for return lines on popular aftermarket cylinder heads
- Made of 356-T6 cast aluminum; 3-1/4" high
- Includes gaskets, bolts and washers, and standard size radiator cap filler neck

PART # DESCRIPTION

63420 Manifold Filler Neck Kit, Chevrolet V8 & 90° V6 REPLACEMENT PARTS

- 63465 Filler Neck only (for standard size radiator cap)63466 Heavy-Duty Filler Neck only (for standard size radiator cap)
- FILLER NECK

Billet, Chevy, Adaptable Outlet

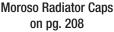
- Manifold-mounted filler neck base is an adaptable billet version of the one included in Moroso Kit No. 63420 without the filler neck or mounting hardware
- 1" NPT machined port is designed to use with popular hose adapters (including -AN) sizes, Moroso Nos. 63541, 63542, 63543 and 63544
- Allows you to install a variety of bolt-on style filler necks (radiator cap or -AN style) or block-off plates, offering cooling system flexibility for both race and street applications
- Black anodized 6061-T6 billet aluminum base stands 2-5/16" tall, which locates filler neck at highest point to bleed off air on cars with low-mount radiators
- Includes a 1/2" NPT machined port for installing a water temperature sending unit and two 1/4" NPT machined ports to plumb return lines on popular aftermarket cylinder heads
- The unit can be flipped 180° for either right or left water hose outlet location
- Use with one of Moroso's Bolt-On Filler Necks Nos. 63460, 63461, 63465, 63466 or Block-Off Plate No. 63471

PART # DESCRIPTION

63421 Filler Neck, Billet, Chevy, Adaptable Outlet







Saker 1990

No. 63421

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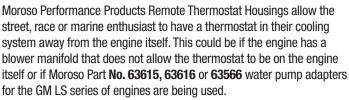
WATER NECK BLOCK-OFF PLATE

- 1/4" aluminum plate provides an ideal base to weldyour-own radiator hose fitting to the intake manifold
- Untreated aluminum makes it easy to drill opening and weld any size fitting of your choice
- Two pre-drilled mounting holes ensure a perfect fit to the intake manifold
- Perfect for racing and custom applications

PART # DESCRIPTION

63471 Water Neck Block-Off Plate, Chevrolet V8 & 90° V6





- Made from 6061T-6 Billet Aluminum
- The housing has two -12AN female o-ring inlet ports
- Thermostat or restrictor is placed between this housing and a conventional manifold housing such as part No. 63423, where a radiator hose connects it to the radiator
- Can be used with Moroso cooling system accessories, Part Nos. 63420, 63421, 63423, 63430, 63431, 63432, 63460, 63461, 63465, 63466 and 63471

PART #	DESCRIPTION
63425	Remote Thermostat Housing, Inlet ports on bottom
63426	Remote Thermostat Housing, Inlet ports on each side
PART #	AVAILABLE OPTION

97641 Fitting, -12AN



No. 63471



No. 63425



No. 63426

FILLER NECK HOUSING

- Manifold-mounted filler neck base is identical to the one included in Moroso Kit **No. 63420** without the filler neck or mounting hardware
- Allows you to install a variety of bolt-on style filler necks (radiator cap or -AN style) or block-off plates, offering cooling system flexibility for both race and street applications
- 356-T6 cast-aluminum base stands 2-5/16" tall, which locates filler neck at highest point to bleed off air on cars with low-mount radiators
- Includes a 1/2" NPT machined port for installing a water temperature sending unit, and two 1/4" NPT machined ports to plumb return lines on popular aftermarket cylinder heads
- The unit can be flipped 180° for either right or left water hose outlet location
- Use with one of Moroso's Bolt-On Filler Necks Nos. 63460, 63461, 63465, 63466 or Block-Off Plate No. 63471

PART # DESCRIPTION

63423 Filler Neck Housing, Chevrolet V8 & 90° V6 Intake Manifolds



WATER NECK BLEEDER KIT

Cast Aluminum

Fits: Chevrolet

- · A quick and easy way to remove air from the cooling system
- Design allows the body to be flipped so that the 1-1/2" hose outlet can face right or left
- Features a 1/2" NPT rear port for temperature senders and two 1/4" NPT ports for plumbing return lines to cylinder heads
- Includes filler neck housing with 1-1/2" hose outlet, bleeder, bleeder plate, hardware and gaskets
- Can be used with Moroso Expansion Tank Part Nos. 63650, 63651, 63655 and 63656

PART #DESCRIPTION63430Water Neck Bleeder Kit, Cast Aluminum



No. 63430

WATER NECK BLEEDER KIT

Billet Aluminum

Fits: Chevrolet

- Allows the use of steel reinforced hose or lightweight hose to be used in cooling system
- · A quick and easy way to remove air from cooling system
- Includes anodized billet water neck with 1" NPT outlet, bleeder, bleeder plate, hardware and gaskets
- 1" NPT machined port is designed to use with popular hose adapters (including -AN) sizes, Moroso Nos. 63541, 63542, 63543 and 63544
- Can be used with Moroso Expansion Tank Nos. 63650, 63651, 63655 or 63656

PART # DESCRIPTION

63431 Water Neck Bleeder Kit, Billet Aluminum



No. 63431

WATER NECK BLEEDER PLATE

Fits: Chevrolet

- Allows quick and easy removal of air from the cooling system at it's highest point
- Includes water neck bleeder plate, petcock with hose adapter and one water neck gasket
- Can be used as a replacement part for Moroso Nos. 63430 and 63431

PART # DESCRIPTION

63432 Water Neck Bleeder Plate



No. 63432



RADIATOR RECOVERY TANKS • MOUNTING BRACKETS



BILLET RADIATOR RECOVERY TANK

- · Billet Aluminum design holds one full quart capacity
- · Can be used in many forms of competition: NHRA, IHRA & SCCA-accepted
- Vented recirculating tank includes push-lock fitting (for 1/4" O.D. flexible tubing), barbed fitting (for 3/8" rubber hose), siphon tube and drain fitting
- Dimensions: 9" high (overall), 3" tank diameter
- Billet mount included
- PART # DESCRIPTION
- 85505 Billet Radiator Recovery Tank

No. 85505

RADIATOR RECOVERY TANK

- · Lightweight Aluminum design holds one full quart capacity
- Can be used in many forms of competition: NHRA, IHRA & SCCA accepted
- Vented recirculating tank includes push-lock fitting (for 1/4" 0.D. flexible tubing), barbed fitting (for 3/8" rubber hose), siphon tube and drain fitting
- Dimensions: 9" high (overall), 3-1/8" tank diameter

PART # DESCRIPTION

- 63660 Radiator Recovery Tank
- PART # AVAILABLE OPTION
- 63403 Billet Aluminum Mounting Bracket, NEWD Universal



on pg. 139





RADIATOR OVERFLOW TANK

- Lightweight Plastic design holds full quart capacity
- Can be used in many forms of competition: NHRA & IHRA accepted
- · Vented tank includes hose fitting and drain cock
- Dimensions: 10-1/2" high (overall), 3" tank diameter
- PART # DESCRIPTION
- 63657 Overflow Tank
- PART # AVAILABLE OPTION
- 63403 Billet Aluminum Mounting Bracket, Universal (IEW)



Moroso Custom Tank Options on pg. 219

No. 63657



No. 63401

UNIVERSAL TANK MOUNTING BRACKETS

- No. 63401 fits all 3" to 3.25" diameter tanks, including Moroso Overflow Tank No. 63657
- No. 63402 fits all tanks with a 2.44" to 2.69" diameter
- Manufactured from a one-piece zinc plated steel bracket with 11/32" mounting holes and a sliding, stainless steel T-Bolt clamp
- Locking nut to prevent loosening and quick disconnect strap
- Meets the requirements of all sanctioning bodies
- PART # DESCRIPTION
- 63401 Universal Tank Mounting Bracket. 3" to 3.25" dia.
- 63402 Universal Tank Mounting Bracket. 2.44" to 2.69" dia.

COOLING SYSTEM



CATCH/OVERFLOW/RECOVERY TANK

Universal Fit

- Fabricated of aluminum for strength with integral mounting brackets and a clear coolant level check
- · Versatile tank can be used for different applications depending how it is plumbed
- Side bung 1/4" NPT
- With straight barbed fitting, bottom bung, 1/4" NPT with petcock, 1/4" NPT plug and 1/4" NPT 90° fitting

PART # DESCRIPTION

63769 Catch/Overflow/Recovery Tank, Universal Fit

No. 63769

COOLING SYSTEM EXPANSION TANKS

- Perfect for cars with low-mount radiators to provide convenient filling location and to bleed off unwanted air
- Versions now available with rugged 6061-T6 billet aluminum filler necks welded to tank to withstand continuous removal and installation of cap
- · Available in two sizes to simplify installation in tight areas
- Each tank includes a 1/8" pipe overflow fitting at neck, a 1/4" NPT water intake bung, and a 1/2" bung at the bottom for plumbing a line to the radiator
 100% pressure tested to eliminate leaks
- Accepts a standard-size radiator cap
- Dimensions: 6-1/2" H x 7" W (see Part # chart for depth and capacity)



DESCRIPTION

PART #

63650

63651

63655

63656

Expansion Tank, stamped filler neck, 1-1/2 qt. capacity, 3-5/8"D Expansion Tank, billet filler neck, 1-1/2 qt. capacity, 3-5/8" D Expansion Tank, stamped filler neck, 1 qt. capacity, low-profile, 2-5/8" D Expansion Tank, billet filler neck, 1 qt. capacity, low profile,

Expansion Tank, billet filler neck, 1 qt. capacity, low-profile, 2-5/8" D

UNIVERSAL COOLANT EXPANSION TANK

- Designed for several applications where a small volume remote tank is necessary
- Fabricated aluminum
- 1-1/4" quart capacity
- One 1/2" NPT female fitting on bottom of tank and one 3/8" NPT female fitting on side of tank
- Integral mounting bracket
- Billet filler neck with barbed fitting for overflow hose

PART # DESCRIPTION 63766 Universal Coolant Expan

63766 Universal Coolant Expansion Tank



COOLANT EXPANSION TANK

For 1990-'97 Mazda Miata

- Direct bolt-in replacement to stock 2 piece plastic tank
- Fabricated Aluminum for strength, factory tanks fail after repeated high heat situations
- This aluminum tank can be polished, chromed, powder coated or left as-is for a race look
- Comes with billet aluminum cap

PART # DESCRIPTION

63780 Coolant Expansion Tank. Fits: 1990-'97 Mazda Miata



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COOLING SYSTE



COOLANT EXPANSION TANKS

For Ford Mustangs

- Direct bolt-in replacement to stock two piece plastic tank
- Fabricated aluminum for strength, factory tanks fail after repeated high heat situations
- This aluminum tank can be polished, chromed, powder coated or left as-is for a race look
- Uses factory stock vented cap, bleeds pressure like the factory intended
- Integral fittings are more reliable than screw-in style on competitor tanks

PART # DESCRIPTION

- 63767 Coolant Expansion Tank *Fits: Ford Mustang 1996-2004*63768 Coolant Expansion Tank
 - *Fits:* Ford Mustang 2005-2010

COOLANT EXPANSION TANK WITH OVERFLOW

Fits: Mustang® 2005-2010

- Meets the requirements of NHRA and SCCA by having a built-in one pint overflow reservoir, *no other tank has this feature!*
- Direct bolt-in replacement to stock, two-piece, plastic tank
- Fabricated aluminum for strength factory tanks fail after repeated high heat situations
- Billet aluminum filler neck that accepts Moroso No. 63316 or other standard size racing, radiator caps
- This aluminum tank can be polished, chromed, painted, powder-coated or left as-is for a race look
- · Built-in billet aluminum hose fittings
- PART # DESCRIPTION
- 63782 Coolant Expansion Tank with Overflow, Mustang[®], 2005-2010

POWER STEERING TANKS

- Manufactured from aluminum for strength and lightweight
- Direct bolt-in to factory tank
- A much stronger and better looking tank than the plastic factory tank
- Baffled and complete with cap, integral mounting bracket and fittings to ensure a factory replacement part

Fits: 2007-2010 Mustang Shelby GT500 (NEW)

- Finish can be left as is, polished, chromed or powder coated for a custom look
- Integral fittings are more reliable than screw-in style on competitors' tanks

PART #	DESCRIPTION
63490	Power Steering Tank
	Fits: 1999-2004 Mustang, 1997-2002 Expedition, 1997-2003 F-150,
	1998-2001 Ranger, 1995-2001 Explorer, 1998-2004 Crown Victoria
63491	Power Steering Tank
	Fits: 2005-2010 Mustang
63501	Power Steering Tank









POWER STEERING TANK

For Dodge/Chrysler 300C Challenger

- Manufactured from aluminum for strength
- Direct bolt-in to factory tank
- A much stronger and better looking tank than the plastic factory tank
- Baffled and complete with cap, integral mounting bracket and fittings to ensure a factory replacement part
- Finish can be left as is, polished, chromed or powder coated for a custom look

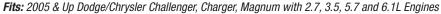
PART # DESCRIPTION

63498 Power Steering Tank Fits: 2005 & Up Dodge Cars with 2.7, 3.5, 5.7 and 6.1L Engines

COOLANT EXPANSION TANKS

For Dodge/Chrysler 300C, Challenger, Charger, Magnum

- · Direct bolt-In replacement to stock plastic tanks
- Fabricated of aluminum for strength can be polished, chromed, powder coated or left as-is for a race look
- · Plastic coolant tanks fail after repeated high heat situations
- Has a built- In overflow expansion reservoir like the factory tank
- Features a robust billet aluminum filler neck, fittings and power steering tabs
- · Increased coolant capacity over stock tanks
- Use with Moroso Part **No. 63498** Power Steering Tank for the most eye catching result, the factory power steering tank will also fit up
- PART # DESCRIPTION
- 63497 Coolant Expansion Tank, with two power steering tab locations, for mounting an aftermarket intake shield, can be used with a stock intake *Fits:* 2005 & Up Dodge/Chrysler Challenger, Charger, Magnum with 2.7, 3.5, 5.7 and 6.1L Engines
- 63499 Coolant Expansion Tank, with one power steering tab location, for use with a stock intake or aftermarket intake that does not use the power steering tab to mount the intake shield
 Fits 2005 8 Up Dedag(Charles Challenger Charger Magnum with 2.7, 2.5, 5.7, and 6.11 Fits







No. 63498

No. 63497

Tech Support: 203.458.0542 • 203.458.0546





SUPERCHARGER COOLANT TANKS

Keeps Supercharged Engines Running Cooler

- Supercharged cars run hot so increased cooling capacity is a must for horsepower
- Fabricated of aluminum for strength—can be polished, chromed, powder coated or left as-is for a race look
- Nos. 63492, 63493, 63494 and 63495 include a fuel cell style filler cap and filtered outlet strainer
- Tanks can be packed with dry ice or ice for the track or dyno pulls for quicker E.T'S and more horsepower
- Increased coolant capacity over stock tanks
- Nos. 63492 and 63493 are direct bolt-in replacement to stock plastic tank
- For Nos. 63494 and 63495, battery needs to be relocated—use Moroso Sealed Battery Box No. 74050 or No. 74051

PART#	DESCRIPTION
63492	Supercharger Coolant Tank
	Fits: 2003-2004 Mustang Cobra
63493	Supercharger Coolant Tank
	Fits: 2007 & up GT500
63494	Supercharger Coolant Tank
	Fits: 2005 & up Mustang
63495	Supercharger Coolant Tank
	Fits: 1996-2004 Mustang
63496	Roush [®] Supercharger Tank
	Fits: 2005 & Up Mustang
PART#	AVAILABLE OPTIONS
74050	Sealed Battery Box



No. 63493



No. 63492



No. 63494





No. 63495

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COOLING SYSTEM

ENGINE COMPARTMENT APPEARANCE

FUSE BOX & BRAKE RESERVOIR COVERS

Looking to dress up your Mustang's engine compartment? Already have Moroso Coolant or Power Steering Tank and want to bring your engine compartment to the next level?

- Fits over the factory plastic fuse box lid or brake reservoir tank and can be installed in just minutes
- Fabricated out of .100" thick Aluminum with TIG Welded corners
- Can be polished, chromed, powder coated or left as-is for a race look
- PART # DESCRIPTION
- 74220 Fuse Box Cover. Fits: 2005-'09 Mustang®
- 74221* Brake Reservoir Cover. Fits: 2005-mid '08 Mustang®
- 74222+ Power Brake Reservoir Cover. Fits: Mustang[®], Mid '08 and Up
- 74224 Fuse Box Cover. Fits: Mustang® Shelby GT 500, 2007-2009
- *Note: Fits cars produced to 5/26/08. +Note: Fits cars produced 5/27/08 and later.



CUSTOM TANK ORDER FORM

QUOTE BY FAX:

Moroso Performance Products Customer Service Department (203) 453-6906

QUOTE BY MAIL:

Moroso Performance Products 80 Carter Drive Guilford, CT 06437-2116

A Moroso Sales Representative will call you with options, pricing and availability for your Custom Tank.

SOLD TO

Name:
Attn:
Address
City, State, Zip:
Phone:
Charge Card No. (Visa, M/C, Discover)

Exp. Date: _____ Code: _____

APPLICATION: _____

Moroso builds custom dry sump, breather, coolant, expansion, overflow and power steering tanks. Please look at their respective product guide sections for more information or contact a Moroso Sales Representative.

Tank Information

Tank Height:	
Tank Diamete	r:

Inlets:

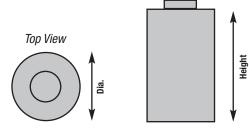
Outlets:

Type of Tank Breather: Intergrally Mounted or Remote Mount Tank Breather Location:

Required Mounting Bracket? Yes or No

Please call a Moroso Technical Representative for further details.

Please Mark Inlet & Outlet Locations



Side View

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Tech Support: 203.458.0542 • 203.458.0546



No. 74220



ALTERNATOR MOUNTING KITS

GM DELCOTRON/CHEVY V8

90° V6-V8

- This bracket kit is designed to mount any GM Delcotron alternator to Small Block and 90° V6 Chevy with a short water pump (right side mount)
- Although designed primarily for Circle Track, this kit can be used in many other applications where a compact, rugged alternator mount is needed
- Use with Moroso Alternator Pulley No. 64800, Water Pump Pulley No. 64900, and Crankshaft Pulley No. 64910
- Early model heads need to be drilled and tapped

PART #DESCRIPTION63825Alternator Mount Kit, GM Delcotron



No. 63825 (typical installation)

ALTERNATOR MOUNT KITS

Billet Aluminum

- These bracket kits are designed to mount mini ND-style and 93mm alternators to either side of the motor, while clearing the electric water pump
- · Works with most old and new style drive mandrel kits
- Includes all spacers and hardware

PART # DESCRIPTION

- 63827 Alternator Mount Kit, SBC, use with Moroso Pump No. 63557
- 63828 Alternator Mount Kit, SBC, use with CSR Pump
- 63829 Alternator Mount Kit, SBC, use with Meziere Pump63832 Alternator Mount Kit, BBC, use with Moroso Pump
- No. 63547
- **63833** Alternator Mount Kit, BBC, use with CSR Pump
- **63834** Alternator Mount Kit, BBC, use with Meziere Pump





ALTERNATOR AND VACUUM PUMP MOUNTING KITS

 Same features as above, but Moroso No. 22642, No. 22644, No. 22840 or No. 22842 Enhanced Vacuum Pumps can also be mounted using this single Billet Aluminum frame

PART #	DESCRIPTION
--------	-------------

- 63817 Alternator and Vacuum Pump Mounting Kit, SBC, use with Moroso Pump No. 63557 and Moroso Enhanced Design Vacuum Pumps
- 63818 Alternator and Vacuum Pump Mounting Kit, SBC, use with CSR Pump and Moroso Enhanced Design Vacuum Pumps
- Alternator and Vacuum Pump Mounting Kit, SBC, use with Meziere Pump and Moroso Enhanced Design Vacuum Pumps
 Alternator and Vacuum Pump Mounting Kit, BBC, use with Moroso Pump No. 63547 and Moroso Enhanced Design Vacuum Pumps
- 63837 Alternator and Vacuum Pump Mounting Kit, BBC, use with CSR Pump and Moroso Enhanced Design Vacuum Pumps
 63838 Alternator and Vacuum Pump Mounting Kit, BBC, use with Meziere Pump



(typical installation shown on page 125



Pulleys and Belt Charts on pg. 121-122

and Moroso Enhanced Design Vacuum Pumps

ALTERNATOR MOUNT & DRIVE KITS • ELECTRIC DRIVE PUMPS

Moroso has engineered Alternator Mount Kits and Alternator Drive Kits for popular engines using an electric water pump or electric water pump drive kit. The Drive Kits work with or without crank triggers or engine plates.

- Alternator Mount Kits include all hardware needed to mount old-style Delco alternators to the driver's side of the engine
- Alternator Drive Kits are crankshaft-mounted and designed with spacers that can be replaced with pulleys to drive other accessories such as external oil pumps and vacuum pumps





No. 63843



No. 63842



- DESCRIPTION PART #
- 63842 Alternator Mount Kit, SBC
- 63843 Alternator Drive Kit, SBC, use No. 97170 Gilmer Drive Pulley if external oil pump is used. Comes complete with all spacers and hardware

RECOMMENDED USAGE WITH:

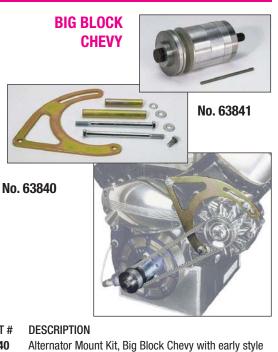
PART # DESCRIPT	ION
63750	Universal Electric Water Pump Drive Kit
63500, 63505	SBC Aluminum Water Pumps
63539, 63546,	Electric Water Pumps
63555, 63557	
ADDITIONAL PART	
23523	4" Crank Pulley



- · This kit enables the racer/enthusiast to mount either a 93mm or 115mm Nipondenso alternator to a Chrysler "A" series engine, (318, 340 & 360) in as many as fourteen different configurations
- Fits with stock mechanical water pumps and Moroso electric water pumps
- Mounts alternator to either side of engine
- · Enables the use of lighter weight alternators
- Adjustable turnbuckle makes for easy and accurate belt tension adjustments
- Kit Includes all mounting hardware

PART # DESCRIPTION

63815 Billet Aluminum Alternator Mounting Bracket, Small Block Chrysler



- PART #
- 63840 Delco alternator
- 63841 Alternator Drive Kit, Big Block Chevy, use No. 97170 Gilmer Drive Pulley if external oil pump is used. Comes complete with all spacers and hardware.

RECOMMENDED USAGE WITH:

No. 63815

PART #	DESCRIPTION
63750	Universal Electric Water Pump Drive Kit
63520	Big Block Chevy Aluminum Water Pump
63546, 6	3547 Electric Water Pumps
ADDITION	IAL PART
23523	4" Crank Pulley



Oil Pump Drive Kits on pgs. 118-120

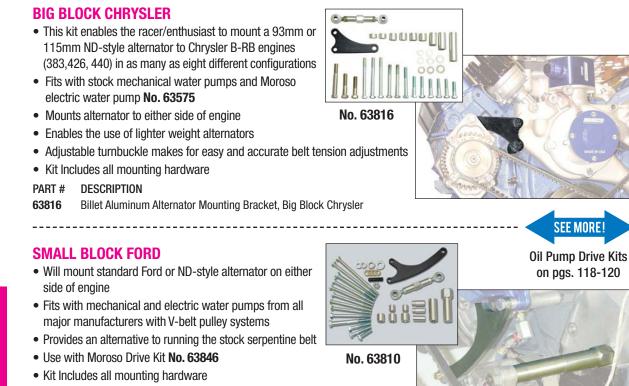


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ALTERNATOR MOUNT & DRIVE KITS • ELECTRIC DRIVE PUMPS



DESCRIPTION PART #

63810 Aluminum Alternator Mounting Bracket, Small Block Ford

- PART # AVAILABLE OPTION
- 23523 4" O.D. Mandrel Pulley, V-Belt

POWER STEERING PUMP MOUNTING BRACKET KITS

SMALL BLOCK CHEVY

Early Model GM Pump

- This kit mounts an early-style GM Power Steering Pump (with integral reservoir removed) or a Lee, Profile or Cavalier racing power steering pump to the driver's side head of a Small Block Chevy
- Manufactured from 3/8" 6061-T6 aluminum, anodized
- Can be shimmed to align any pulley combination
- · Comes complete with all necessary fasteners.

DESCRIPTION PART #

63895 Power Steering Pump Mounting Bracket, Small Block Chevy, Early-Style GM Pump

SMALL BLOCK CHEVY

Late Model GM Pump With 18° or 23° Cylinder Head

- · This kit mounts a late-model, small-style GM power steering pump (with remote reservoir) or Sweet-type pumps to the driver's side cylinder head of a Small Block Chevy. Use with Moroso Pump Pulley No. 64860
- Manufactured from 3/8" 6061-T6 aluminum, anodized
- · Comes complete with all necessary spacers and hardware

PART # DESCRIPTION

63897 Power Steering Pump Mounting Bracket, SBC, Late Model GM Pump



No. 63895





MOUNTING BRACKETS

PULLEYS



CRANK PULLEY SHIM KIT

Fits: Small and Big Block Chevrolet engines

- Includes 3 shims per pack, 1/16", 1/8" and 3/16"



UNIVERSAL WATER PUMP PULLEY SHIM KIT

Fits: All GM and Ford water pumps with either a 3/4" or 5/8" shaft

- Kit provides proper drive belt alignment with water pump
- Shims are installed between the water pump pulley and drive flange
- Kit contains two 1/16" spacers and one 1/8" spacer
- PART # DESCRIPTION
- 64035 Universal Aluminum Water Pump Pulley Shim Kit



No. 64035

OEM CRANKSHAFT PULLEY REINFORCEMENT PLATE

Fits: Chevrolet V8 and 90° V6 with OEM crank pulley (GM #3858533), also fits some inline Chevy 6's.

- Strengthens stock GM crank pulleys
- Precision stamped from 6061-T6 aluminum and black anodized
- PART # DESCRIPTION
- 64030 Crankshaft Pulley Reinforcement Plate



No. 64030

BILLET ALUMINUM CRANKSHAFT PULLEYS

V-Belt Design

- Machined from the highest grade aircraft billet aluminum for maximum durability
- Deep precision machined grooves ensure belt retention even during extreme changes in engine RPM
- When crankshaft and water pump pulleys are used together, water pump speed is reduced by approximately 30%
- Hard-coat anodized for extended life
- Uses 36° x 17/32" wide belt

PART # DESCRIPTION

64051	Crankshaft Pulley, Billet, single groove, 30% reduction, 5.25" O.D. <i>Fits: SBC, 1968-earlier (with short water pump)</i>
64071	Crankshaft Pulley, Billet. single groove, 50% reduction, 4.00" O.D.
	Fits: SBC, 1968-earlier (with short water pump)
64111	Crankshaft Pulley, Billet, double groove, 50% reduction, 4.04" O.D.
	Fits: SBC and 90° V6 Chevys, 1969-later (with long water pump)
64201	Crankshaft Pulley, Billet. single groove, 30% reduction, 5.25" O.D.
	Fits: BBC, 1968-earlier (with short water pump)
64211	Crankshaft Pulley, Billet. double groove, 25% reduction, 5.40" O.D.
	Fits: BBC, 1968-earlier (with short water pump)
64551	Crankshaft Pulley, Billet, double groove, 4" dia. fits all 4-bolt dampeners, reduction ratio varies, 4.00" 0.D.

Fits: Ford 351-400 Cleveland, Boss 302 **64701** Crankshaft Pulley, Billet, single groove, with standard dampener, 30% reduction, 5.00" 0.D. *Fits: Chrysler 340-440, pre-1972*



No. 64551

No. 64051



No. 64071

No. 64111



No. 64201

No. 64211









No. 64060





PULLEYS





No. 64050

CAST ALUMINUM CRANKSHAFT PULLEYS

- Precision machined from high grade, lightweight aluminum castings
- Extra-deep belt grooves provide added belt retention during rapid changes in engine RPM
- Small pulley diameter slows fan, water pump, and alternator speed to reduce horsepower-robbing drag
- High RPM water pump operation is improved, reducing impeller speed below cavitation threshold
- Use 36° x 17/32" wide belt

PART # DESCRIPTION



No. 64700

64050 Crankshaft Pulley, single groove, 30% reduction, 5.25" O.D. Fits: SBC, 1968-earlier (with short water pump) 64060 Crankshaft Pulley, double groove, 25% reduction, 5.40" 0.D. Fits: SBC, 1968-earlier (with short water pump) Crankshaft Pulley, single groove, 50% reduction, 4.00" O.D. Fits: SBC, 1968-earlier (with short water pump) 64070 64100 Crankshaft Pulley, single groove, 50% reduction, 4.00" 0.D. Fits: SBC, 1969-later (with long water pump) 64110 Crankshaft Pulley, double groove, 50% reduction, 4.04" 0.D. Fits: SBC and 90° V6 Chevys, 1969-later (with long water pump) Crankshaft Pulley, single groove, 30% reduction, 4.95" O.D. Fits: Chevrolet 302-350, 1969 and later (with long water pump) 64120 64200 Crankshaft Pulley, single groove, 30% reduction, 5.25" O.D. Fits: Chevrolet 396-454, pre-1969 (with short water pump) 64210 Crankshaft Pulley, double groove, 25% reduction, 5.40" 0.D. Fits: Chevrolet 396-454, pre-1969 (with short water pump) Crankshaft Pulley, double groove, 4" dia., fits all 4 bolt dampeners, reduction ratio varies, 4.00" O.D. 64550 Fits: Ford 351-400 Cleveland, Boss 302 64700 Crankshaft Pulley, single groove, with standard dampener, 30% reduction, 5.00" O.D. Fits: Chrysler 340-440, pre-1972

WATER PUMP PULLEY

Gilmer Belt Design

Fits: Most water pumps including Chevrolet V8 & 90° V6, Buick V6, Ford and Chrysler

- Hard-coat anodized for exceptional wear characteristics
- Machined from 2024-T4 billet aluminum
- For 3/4" shafts. Includes bushing for 5/8" shafts
- 28-tooth, 3/8" pitch with slotted mounting holes

PART # DESCRIPTION

64863 Billet Aluminum Water Pump Pulley



No. 64863

ALTERNATOR PULLEYS

V-Belt Design

- Large diameter reduces alternator speed for high engine RPM applications
- Machined from high grade, lightweight aluminum to reduce alternator bearing loads
- Deep groove helps retain V-belt at high RPM
- Uses 36° x 17/32" V-belts
- PART # DESCRIPTION
- 64800 Alternator Pulley, single groove V-belt. 5.00" O.D. Fits: For GM and Ford Alternators with 21/32" dia. shaft
- Alternator Pulley, single groove V-belt. 5.00" O.D. Fits: Chrysler to 1971 64840







PULLEYS

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POWER STEERING PULLEYS

Fits: Late model GM pumps

- Designed for Oval Track and Road Race applications using the late model, small GM power steering pump with remote reservoir
- 6" diameter, hard-coat anodized billet aluminum
- Deep-grooved to ensure belt retention under extreme racing conditions
- Can be used as replacement pulley for Sweet-type pumps
- Use with 36° x 1/2" wide belt

DESCRIPTION PART #

64860 **Power Steering Pulley**

BILLET ALUMINUM WATER PUMP PULLEY

V-Belt Design

Fits: Chevy V8 and Small Block Ford 90° V6 (with short water pump) with 5/8" or 3/4" dia. shaft

- Machined from the highest grade aircraft billet aluminum for maximum durability
- Deep precision machined grooves ensure belt retention even during extreme changes in RPMs
- When crankshaft and water pump pulleys are used together, water pump speed is reduced by approximately 30%
- Hard-coat anodized for extended life
- Includes bushing for 5/8" shafts

PART # DESCRIPTION

64900 Billet Aluminum Water Pump Pulley, double groove 7.75" 0.D. Use with Pulley No. 64910 and 36° x 1/2" wide belt. Designed by Banjo Matthews

BILLET ALUMINUM ALTERNATOR PULLEYS

V-Belt Design

- Machined from the highest grade aircraft billet aluminum for maximum durability
- Deep precision machined grooves ensure belt retention even during extreme changes in engine RPM
- When crankshaft and water pump pulleys are used together, water pump speed is reduced by approximately 30%
- · Hard-coat anodized for extended life
- DESCRIPTION PART #
- 64870 Billet Aluminum Alternator Pulley. Single groove, 5" O.D. Use 36° x 1/2" wide belt Fits: GM and Ford Alternators with 21/32" dia. shaft
- 64875 Billet Aluminum Alternator Pulley. Single groove, 5" O.D. Use with 36° x 1/2" wide belt Fits: Mitsubishi and Nippondenso Alternators with 15mm dia. shaft

RADIUS TOOTH ALTERNATOR PULLEY

Moroso Radius Tooth Alternator Pulley is designed to work more efficiently and take less power to drive. Moroso Radius Tooth Alternator Pulley is made to use a .500" wide drive belt, and with a wide variety of drive pulley sizes, any drive ratio you may need is achievable. This pulley is made to accept a .590" diameter shaft alternator.

ALTERNATOR PULLEY CHART

ALT. PULLEY PART #	NO. OF TEETH	DRIVE PULLEY PART #	NO. OF TEETH	DRIVE RATIO
23556	20	23558	40	200%





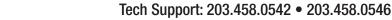


No. 64860

No. 64900

marasa

No. 64875







THROTTLE CABLE MOUNTING KIT & ACCESSORIES

THROTTLE CABLE MOUNTING KIT

Fits: 4500 Series Hollev® Dominator 4500 Series and BG King Demon® carburetors

- · This unique kit facilitates mounting of throttle cables to a fixed point while providing adjustability to compensate for variances in cable length and cable ends
- · Comes complete with Morse-style throttle cable bracket, universal return spring assembly and all necessary installation hardware
- · Four-hole under-carb design provides security of a linkage safety plate
- Unlike competitor's products, these accessory brackets bolt to plate separately instead of stacking up on the carb studs
- · Separate bolting design allows access for easy carb servicing and the option of additional accessories while providing clearance to linkage
- · Designed to be used with Moroso's line of bolt-on accessory brackets, below

DESCRIPTION PART # 65047 Throttle Cable Mounting Kit

No. 65047

No. 65052

No. 65062



FUEL REGULATOR MOUNTING BRACKETS

- Lightweight, laser-cut, steel brackets securely mount popular regulators including Holley[®], Aeromotive[™], MagnaFuel[©] and Barry Grant[©]
- Can be used to mount extra regulator for nitrous systems
- · Easily formed for custom installation
- Made in USA
- PART# DESCRIPTION
- 65052 Fuel Regulator Mounting Bracket for Holley®
- 65061 Fuel Regulator Mounting Bracket for Aeromotive™
- Fuel Regulator Mounting Bracket for MagnaFuel® and Barry Grant® 65062

SPARK PLUG RACK

- Easy to mount
- Lightweight, laser cut steel bracket
- · Ensures spark plugs are installed in the same cylinder
- Made in USA
- PART # DESCRIPTION
- 65064 Spark Plug Rack

NITROUS SOLENOID MOUNTING BRACKET KIT

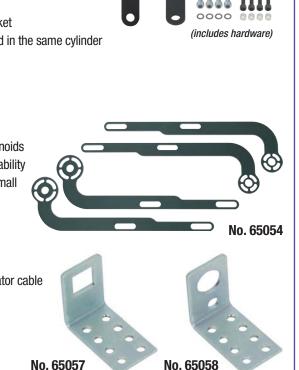
- Laser cut, steel bracket used to securely mount nitrous solenoids
- · Mounting holes for solenoid & bracket are slotted for adjustability
- . Two sizes included to mount multiple solenoids, large and small
- Made in USA
- PART # DESCRIPTION
- Nitrous Solenoid Mounting Bracket Kit 65054

THROTTLE CABLE MOUNTING BRACKETS

- Lightweight, laser-cut, steel bracket used to accept accelerator cable
- Eight hole bracket for extra adjustability
- Made in USA

PART # DESCRIPTION

65057 Throttle Cable Mounting Bracket for G.M. 65058 Throttle Cable Mounting Bracket for Ford



Phone: 203.453.6571 Fax: 203.453.6906

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No. 65057

THROTTLE RETURN SPRING KITS

4500 HOLLEY® SERIES

- · Clears most air cleaner combinations and can be used with dual carbs
- · Made from sturdy 14-gauge steel and finished in handpolished chrome
- Kit includes heavy and light sets of stainless steel return springs, all mounting hardware, and complete installation instructions

PART # DESCRIPTION

64923 Throttle Return Spring Kit, Holley® 4500, Carb Mount

2300/4100 HOLLEY® SERIES **ROAD, SPEED, RACE DEMON™ SERIES**

- The answer to your throttle return spring linkage problems if you're running a 2300/2305 series twobarrel or 4150/4160 series 4-barrel Holley® or Road, Speed, Race Demon[™] carburetor
- Designed and built rugged enough for competition, yet its polished chrome finish is suitable for the finest show car
- Includes one set of heavy and one set of light springs

DESCRIPTION PART

64927 Throttle Return Spring Kit, 2300/4100 Holley® Series, Road, Speed, Race Demon[™] Series Carb Mounts

4500 DOMINATOR & KING DEMON

- Fits a 4500 series and King Demon carburetors
- Made from sturdy 12-gauge steel and finished in (electrostatic paint) E-coat satin black
- Kit includes heavy and light sets of stainless steel return springs, all mounting hardware and complete installation instructions

DESCRIPTION PART

64918 Throttle Return Spring Kit, 4500 Dominator and King Demon Carb Mounts

4150 HOLLEY® SERIES

Including HP Series

- Made to clear low-profile racing air cleaners, Moroso Nos. 65860, 65870, 65900, 65901, 65902, 65903, 65908 & 65910
- Manufactured from sturdy 12-gauge steel and finished in (electrostatic paint) E-coat satin black
- · Kit includes heavy and light sets of stainless steel return springs, all mounting hardware and complete installation instructions

PART # DESCRIPTION

64919 Throttle Return Spring Kit, 4150 Holley® Series Carb including HP Series















FUEL LINE FITTINGS

STREAMLINE FUEL LINE FITTINGS

- 90° streamline fuel line fittings are manufactured of brass and provide a guick, easy fuel hose connection
- Streamline fittings offer the racer improved fuel flow to the carburetor over the right angle fittings more
- commonly available One per package

PART # DESCRIPTION

65130 Streamline Fuel Line Fitting, 90°, 3/8" NPT to 1/2" hose 65140 Streamline Fuel Line Fitting, 90°, 3/8" NPT to 3/8" hose



No. 65140

THROTTLE RETURN SPRING KITS

CARBURETOR LINKAGE BUSHING SET

- Steel linkage bushing set allows the fitting of a 1/4" fastener to the 1/2" dia. hole found in the throttle linkage plate of Holley® 4 barrel carbs
- Split bushing design permits simple installation and eliminates the sloppiness present when rubber bushings are used

Gold iridite steel finish

PART # DESCRIPTION

64920 Carburetor Linkage Bushing Kit, Holley® 4 bbl carbs



MANIFOLD MOUNTED CHEVY V6/V8

- Provides positive throttle return required by several sanctioning bodies
- Each kit fits Holley[®] 2 or 4 bbl. single carb applications
- Includes one set of return springs

DESCRIPTION PART

- 64921 Throttle Return Spring Kit, SB-2 Intake Manifold
- Throttle Return Spring Kit, 18° SBC Cylinder Heads, 64922 Manifold Mount, 5-7/16" Tall
- 64925 Throttle Return Spring Kit, SBC and 90° V6 Chevy, Manifold Mount, 1-13/16" Tall
- 64926 Throttle Return Spring Kit, BBC, Manifold Mount, 1-13/16" Tall
- 64928 Throttle Return Spring Kit, Tall Version to facilitate throttle return on spacer equipped SBC and 90° V6 Chevy engines, Manifold Mount, 4-3/4" Tall



No. 64922



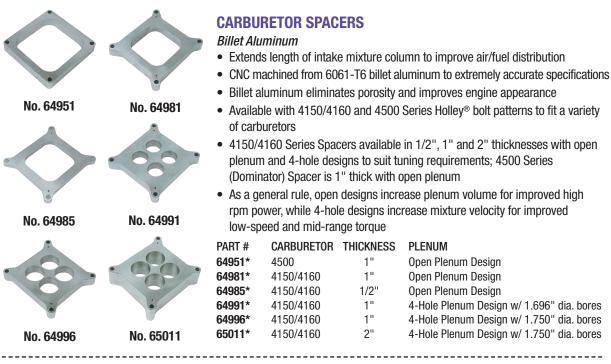
THROTTLE RETURN SPRINGS

 Pack of two stainless steel springs can be used as spares or replacements for Moroso Throttle Return Spring Kit Nos. 64925, 64926 and 64928

DESCRIPTION PART # 64929 **Throttle Return Springs** No. 64929

CARBURETOR SPACERS





CARBURETOR SPACERS

Insulating Plastic & Phenolic

- Advanced plastic and phenolic compounds are specially formulated to reduce heat conductivity 10 times greater than aluminum
- Reducing fuel temperature inside the carburetor results in a denser, more powerful fuel charge to the manifold
- Insulating phenolic spacers come pre-drilled for alignment pins. Nos. 64930 and 64940 include all mounting hardware
- Gaskets not included

Guorto				No. 64945	No. 64046	N. 04047
PART #	CARBURETOR	THICKNESS	PLENUM	110. 04940	No. 64946	No. 64947
64930*	4150/4160	1"	4-Hole Plenum Des	ign with 1.75" dia. bores, Plas	stic	
64940*	4150/4160	1"	Open Plenum Desig	gn, Plastic	2	7
64943*	4150/4160	1/2"	4-Hole Plenum Des	sign with 1.75" dia. bores, Phe	nolic	
64945*	4150/4160	1/2"	4-Hole Plenum Des	ign with 1.467" dia. bores, Ph	enolic	0
64946*	4150/4160	1"	4-Hole Plenum Des	ign with 1.467" dia. bores, Ph	enolic	
64947*	4500	1/2"	Open Plenum Desig	gn, Phenolic		No. 64942
64941*	Quadrajet	1/2"	4-Hole, Phenolic			
64942*	Quadrajet	1"	4-Hole, Phenolic			

CARBURETOR SPACERS

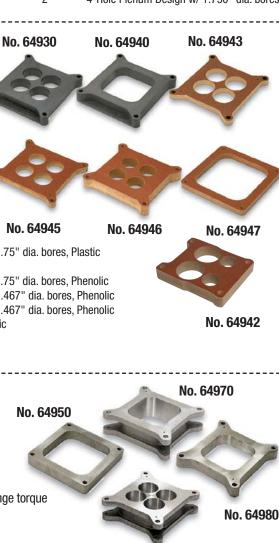
Cast Aluminum

- Can easily be mounted with one of the Moroso Carburetor Stud Kits Nos. 37950, 37960 or 37961
- Open plenum aluminum carb spacers increase plenum volume for high RPM power
- · Four-hole carb spacers increase mixture velocity for more midrange torque

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gn w/ 1.75" dia. bores

*Not legal for sale or use on pollution-controlled vehicles.







CARBURETOR SPACERS & ADAPTERS



CARBURETOR SPACERS

Wood Design

- Unique 1/2" spacers are precision machined on state-of-theart millworking centers, and can be used individually or stacked without the use of gaskets
- Thin layers of choice laminated hardwood, bonded together with resin form a natural thermal barrier
- Top-quality hardwood has a sheet of phenolic resin-impregnated paper bonded to both sides
- Can be easily modified to your particular manifold for optimum performance

PART #	CARBURETOR	THICKNESS	PLENUM
65015*	4150/4160	1/2"	Open
65016*	4500	1/2"	Open
65017*	4500	1/2"	4-Hole
65018*	Quadrajet	1/2"	Open

CARBURETOR ADAPTERS

Insulating Phenolic PART # DESCRIPTION 64948* Carburetor Adapter, 1/2" Insulating Phenolic. Adapts Holley® No. B4412.2 bbl. eacher to stock CM 1.11/(5".2 bbl. monifol

• • • • •		00
	No. R4412, 2 bbl. carbs to stock GM 1-11/16" 2 bbl. manifolds,	
	2-hole plenum with 1-3/4" dia. bores, includes all hardware	
	and heli-coiled threads	No. 64
64949*	Carburetor Adapter, 1" Insulating Phenolic. Adapts Holley®	
	No. R4412, 2 bbl. carbs to stock GM 1-11/16" 2 bbl. manifolds,	
	2-hole plenum with 1-3/4" dia. bores, includes all hardware	
	and heli-coiled threads	
64952*	Carburetor Adapter, 1" Insulating Phenolic. Adapts Holley® No. 4412,	
	500 cfm, 2 bbl. Carbs to standard Holley 4661 bolt pattern intake manifold	ł
64953*	Carburetor Adapter, 1" Insulating Phenolic. Adapts Holley® No. 4412,	
	500 cfm 2 bbl. Carbs to a standard Quadrejet intake manifold	

lo. 64948

No. 64949



No. 64952

CARBURETOR ADAPTERS

Aluminum

nunnu	
PART #	DESCRIPTION
64960*	Carburetor Adapter, 2" Cast Aluminum, adapts Quadrajet carburetor
	to Holley [®] 4150/4160 intake manifold bolt pattern
64964*	Carburetor Adapter, 1" Billet Aluminum, adapts Holley® No. 4412 style
	to a 4150 4 bbl. square flange manifold
64965*	Carburetor Adapter, 3/4" Billet Aluminum, adapts Holley® 2300/2305
	2 bbl. carburetors to intake manifolds with Holley® 4150/4160 4 bbl.
	bolt pattern, 2-hole plenum design with 1.50" dia. bores
64966*	Carburetor Adapter, 3/4" Billet Aluminum, adapts Holley® 2300/2305
	2 bbl. carburetors to intake manifolds with Holley® 4150/4160 4 bbl.
	bolt pattern, 2-hole plenum design with 1.693" dia. bores
65000*	Carburetor Adapter, 2" Cast Aluminum, adapts Holley® 4500

Dominator carburetor to Holley® 4150/4160 intake manifold bolt pattern



CARBURETOR & THROTTLE



- Fits Holley Dominator 4500-series Carbs
- Prevents linkage that may become loose from carburetor from falling into intake

 Lets the racer easily mount Morse[®] cable to Holley[®] 4150/4160 carburetors • Includes a 1/8" anodized aluminum mounting plate, a special 1/4" bore rod end with 10-32 thread, a guick-release cable mount, and all reguired hardware Throttle Return Spring Kit Nos. 64925, 64926 or 64927 recommended

Includes all necessary hardware to mount a Holley[®] carburetor on a late model

· Comes with a 1/8" anodized aluminum mounting plate and required clips, pivot,

Throttle Return Spring Kit Nos. 64925, 64926 or 64927 recommended

Throttle Cable Mounting Kit, for Holley® on late model

Throttle Cable Mounting Kit, for Holley® Carbs with

Steel, plated clear zinc

DESCRIPTION PART

PART #

65045*

GM vehicle

PART #

65050*

64935 Carburetor Safety Plate, Dominator

THROTTLE CABLE MOUNTING KIT

Morse® accelerator cables

THROTTLE CABLE MOUNTING KIT

Holley® Carbs - Morse® Cables

DESCRIPTION

Holley® Carbs - Late Model GM

nuts and bolts to complete the job

GM cars and trucks _____

DESCRIPTION

No. 64935



SEE MORE!

Carburetor Stud Kits on pg. 170

No. 65045







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THROTTLE STOP FOR HOLLEY® CARBS

For 4150-Series Carburetors

- Throttle Stop for Holley[®] 4150-style, 4-bbl. racing carburetors provides a very strong and positive stop
- Also prevents excessive side loading on the throttle shaft, which can easily cause the throttle shaft bores to wear out
- Throttle stop is adjustable, and simply mounts to the carb hold-down stud
- Made from rugged 1/8" steel with a clear zinc finish
- Fits both 1:1 and progressive throttle linkages
- Ideal for all types of racing

PART # DESCRIPTION

65042* Throttle Stop, fits 4150-style Holley® Carbs

CARBURETOR WEDGE PLATE

- .830" thick at its thickest point
- To keep carburetor float-bowls "level" during acceleration, some amount of mounted carburetor angle is necessary
- Moroso's wedge plate tilts the carburetor forward 5° to provide the optimum angle during quick acceleration and front-end lift

PART # DESCRIPTION

65030* Carburetor Wedge Plate, fits standard Holley® Bolt Pattern

*Not legal for sale or use on pollution-controlled vehicles.

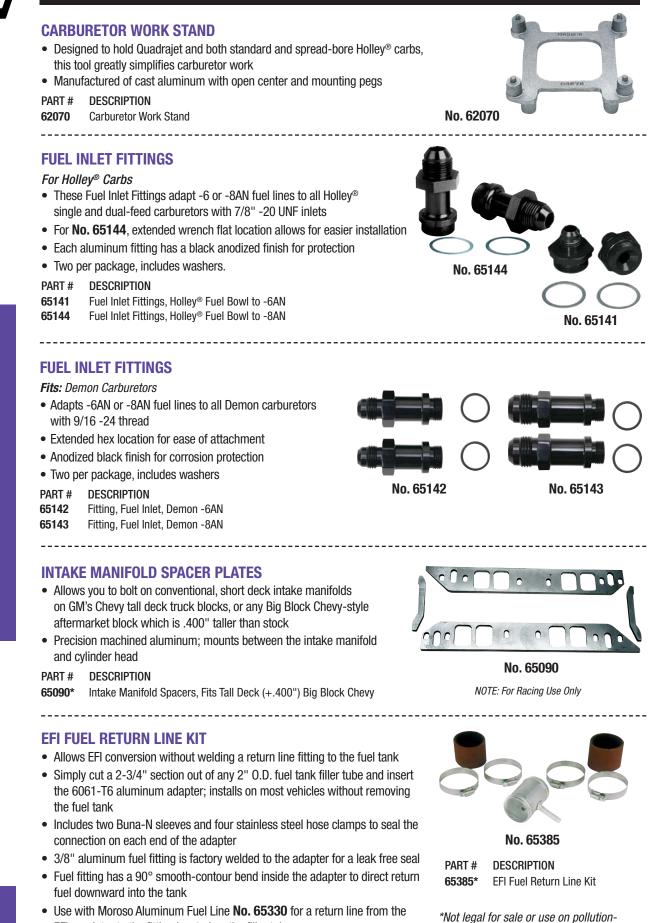


No. 65042



Tech Support: 203.458.0542 • 203.458.0546





controlled vehicles.

EFI regulator to the fitting located on the filler tube

FUEL SYSTEM EQUIPMEN

PRESSURE REGULATING FUEL LOG

- · Meets the higher fuel delivery demands in today's race engines
- Increases the orifice to nearly twice that of two regulators combined, creating a totally free flowing fuel system that allows the pumps to deliver full capacity at all times
- Standard fuel systems regulate pressure before the fuel reaches the carburetors, while this system regulates pressure after the carburetors have been supplied and requires a return line to the fuel tank
- Shims are included to allow easy pressure adjustment from 6-10 psi. as are complete instructions and tuning tips

PART # DESCRIPTION

65145 Pressure Regulating Fuel Log



No. 65145

FUEL LEVEL CONTROL KIT

- Increases volume on Holley[®] carbs by 40% to eliminate fuel starvation problems
- Includes cellular foam "anti-slosh" baffle, which prevents fuel from sloshing away and uncovering the jets
- · Foam is alcohol compatible
- Ideal for extreme conditions such as hard acceleration, cornering and braking
- Kit contains one float bowl spacer, four foam baffles, one accelerator pump arm, four 3-1/4" float bowl bolts, two float bowl gaskets and four nylon float bowl screw gaskets
- PART # DESCRIPTION 65221 Fuel Level Control Kit

RECOMMENDED PARTS 65227, 65440 or 65441 - Holley® Carburetor Jet Extension Kits

No. 65221

ALUMINUM FUEL BLOCK KITS

- · Universal, high flow Fuel Block Kits easily solve dual gas line problems assuring equal flow and pressure for twin carb setups or dual pickup gas tanks
- Each has a 1/8" NPT provision for a fuel pressure gauge and a socket head pipe plug if a gauge is not used

PART # DESCRIPTION

- 65160 Aluminum Fuel Block Kit, 1/2" hose inlet with two 3/8" hose outlets
- 65170 Aluminum Fuel Block Kit, 1/2" hose inlet with two 1/2" hose outlets

REUSABLE BUNA-N HOLLEY® GASKETS

- Moroso replacement gaskets for Holley[®] 4150-4160 series carbs are made from high grade Buna-N compound with an anti-wicking nylon backing and for use with alcohol or racing gasoline
- · Reuse them over and over
- Also fits other Holley[®] carburetors (see the Holley[®] application guide for a complete listing)

PART # DESCRIPTION

- 65222 Reusable Buna-N Holley® Metering Plate Gasket, Replaces Holley® Part No. 108-89-2, Pack of 2 Reusable Buna-N Holley® Metering Plate Gasket, 65223
- Replaces Holley® Part No. 108-90-2, Pack of 2
- 65224 Reusable Buna-N Holley® Float Bowl Gaskets, Replaces Holley® Part Nos. 108-92-2 and 108-83-2, Pack of 2





No. 65222



No. 65223





SUPER COOL CAN

- Polyethylene shell has a much higher insulating value than cork, allowing ice to last longer and cooling fuel more efficiently for a denser air-fuel mixture.
- The higher insulating value of the shell combined with an advanced heat sink design reduces fuel temperature 20% over other cool cans
- Internal aluminum parts are tested at 25 psi and engineered to be compatible with today's high output fuel pumps
- The inlet and outlet are 3/8" NPT, so you can attach any fitting and use any line
- · Lid is held on by a wing nut with a closed-cell foam seal between the lid and can
- NHRA approved mounting includes two stainless steel straps with T-bolt clamps and lightweight aluminum mounting bracket
- Spacing of steel straps aligns perfectly with mounting bosses molded into the Super Cool Can housing for strong attachment
- Holds 1/2 guart of fuel, approximate dimensions: 7-3/4" x 7-3/4" x 8" tall

CARBURETOR JET EXTENSION KIT

For Holley® Carbs

- Developed by carburetor wizard Gary Williams
- Eliminates fuel starvation during hard acceleration or cornering by extending the fuel pickup point of the jet farther into the float bowl
- Each kit contains three sets of two extensions: 1/2" long for stock float bowls; 3/4" long for use with Moroso Fuel Level Control Kit No. 65221; 1" long which can be cut to any custom application

DESCRIPTION PART

65227 Carburetor Jet Extension Kit, fits Holley® 2bbl. & 4bbl. carbs

HOLLEY® JET EXTENSIONS

- · Brass Jet Extensions screw into the metering block to reposition jets farther back into the fuel bowl to eliminate fuel starvation - and they won't fall out!
- CNC machined for precise fit and maximum fuel flow
- Must be used in conjunction with Moroso Drag Race Float Kit No. 65228 to clear extensions

Two per pack

PART # DESCRIPTION

- 65440* Jet Extensions, 1/4"-32, STD Holley® Jets
- 65441* Jet Extensions, 5/16"-32, HP Holley® Jets

*NOTE: For Drag Racing, use Moroso Float No. 65228 modified to fit extensions.

NYLON FLOAT BOWL WASHER KIT

- The ultimate cure for the problem of soft, wet, deteriorating fiber, Holley[®] float bowl washers
- Our nearly indestructible nylon replacement washers are unaffected by fuel, and won't leak or break down under normal usage
- Ten per package
- PART # DESCRIPTION 65225 Float Bowl Washer Kit, For Holley® Carbs



No. 65125

PART # DESCRIPTION 65125* Super Cool Can REPLACEMENT PART 97817 Super Cool Can Mounting Kit

*NOTE: Not recommended for high-pressure fuel injection systems.



No. 65227



No. 65440 No. 65441



No. 65225



IN-LINE FUEL FILTER

- Removes dirt and debris from fuel systems
- The housing is anodized aluminum and contains a special 40 Micron Stainless Steel Filter Element

PART # DESCRIPTION

65230* In-Line Fuel Filter, -8AN Fittings, 6-1/2" overall length In-Line Fuel Filter, accepts 3/8" NPT Fittings, 5-1/8" overall length 65231* *NOTE: Not recommended for high-pressure fuel injection systems.

FUEL PUMP BLOCK-OFF PLATES

- Designed to block off the fuel pump mounting boss when a mechanical fuel pump is not used
- Available in two popular styles
- · Made of anodized aluminum or high luster triple chrome plated steel

PART # DESCRIPTION 65391 Fuel Pump Block-Off Plate, Anodized Aluminum, SBC 65392 Fuel Pump Block-Off Plate, Anodized Aluminum, BBC, 273-440 Chrysler and all Fords except 351C, 351M and 400 65393 Fuel Pump Block-Off Plate, Chrome Plated Steel, SBC 65394 Fuel Pump Block-Off Plate, Chrome Plated Steel, BBC, 273-440 Chrysler, and all Fords except 351C, 351M and 400

BILLET ALUMINUM FUEL PUMP BLOCK-OFF PLATES

- Includes Gaskets and Stainless Steel Socket Head Screws
- Black Anodized

PART # DESCRIPTION

- 65395 Fuel Pump Block-Off Plate, SBC
- 65396 Fuel Pump Block-Off Plate, BBC, 273-440 Chrysler, and all Fords except 351C, 351M and 400

BILLET ALUMINUM EQUALIZING PLATES WITH FITTINGS

- Black anodized, includes 1/8" NPT Fitting and –12AN Fitting
- Allows the vacuum pump and vacuum gauge to be connected
- Can also be used as a drain back location

DESCRIPTION PART

65397 Fuel Pump Block-Off Plate, SBC

65398 Fuel Pump Block-Off Plate, BBC, 273-440 Chrysler, and all Fords except 351C, 351M and 400

NOTE: Installation of this product requires pulling vacuum from a valve cover as well

FUEL PRESSURE GAUGE FITTINGS

- Allows easy plumbing up to 1/8" NPT fuel pressure gauge lines
- Saves wear and tear on carb inlet fittings by allowing guick and easy disconnecting of fuel line
- Anodized aluminum

PART # DESCRIPTION

65300	Fuel Gauge Fitting, -6AN Male to -6AN Male
65310	Fuel Gauge Fitting, 3/8" NPT Female to 3/8" NPT Male
65315	Fuel Gauge Fitting, 3/8" NPT Male to -6AN Male
65360	Fuel Gauge Fitting, 3/8" line with hose fitting

moroso



REPLACEMENT PART



No. 65230



No. 65395

No. 65396

No. 65398

No. 65397

No. 65300







No. 65315

No. 65360

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Tech Support: 203.458.0542 • 203.458.0546

UEL SYSTEM EQUIPM



FUEL HOSE FITTINGS

· Handy brass fittings can be used on electric fuel pumps and regulators

PART # DESCRIPTION

65375 Fuel Hose Fittings, 1/4" NPT to 3/8" Hose, one per package
65380 Fuel Hose Fittings, 3/8" NPT to 3/8" Hose, two per package
65390 Fuel Hose Fittings, 3/8" NPT to 1/2" Hose, two per package



HEX HEAD FUEL BOWL SCREWS

For Holley® Carbs

- Designed for Holley[®] 4150-4160 and 4500 model carburetors
- · Hex head (rather than screwdriver head) allows for easier removal of the fuel bowl
- Four per package
- Screws are 2-1/2" long

PART # DESCRIPTION

65414 Hex Head Fuel Bowl Screws for Holley[®] Carbs., four per package REPLACEMENT PART

65225 Float Bowl Washer Kit



No. 65414

DSI

No. 65370

FUEL PRESSURE GAUGE

With Flutter Guard

- Vibration controlled dial, not dampened by liquid
- Heavy-duty American made gauge with stainless steel case and bezel will not rust, chip, peel or oxidize like other designs
- · Suited for use with alcohol
- Accurate to within 1%; marked in 1/4-pound increments
- Compact 1.5" dia. gauge can be mounted to fuel regulator or fuel block for convenient fuel pressure tuning
- Includes 1/8" NPT Male Fitting

PART # DESCRIPTION

- 65370 Fuel Pressure Gauge, 0-15 psi
- **65372** Fuel Pressure Gauge, 0-60 psi
- 65374 Fuel Pressure Gauge, 0-100 psi



VACUUM GAUGE

- 1.5" Diameter, 0-30" Hg
- Used to determine vacuum in your engine
- Will fit any 1/8" NPT thread
- Excellent vibration and shock resistance
- PART # DESCRIPTION 89610 Vacuum Gauge, 1.5" Diameter, 0-30" Hg



NU. 0901

OIL PRESSURE GAUGE

1.5" Diameter, 0-120 PSI

- Necessary for racing applications where high oil pressures, above the range of typical oil pressure gauges are used
- Will fit any 1/8" NPT thread
- Excellent vibration and shock resistance

PART # DESCRIPTION

89611 Oil Pressure Gauge, 1.5" Diameter, 0-120 PSI

FUEL SYSTEM EQUIPMEN

Phone: 203.453.6571 Fax: 203.453.6906

CLEAR-VIEW SIGHT PLUGS

The Original! For Holley® Carbs

- Clear Sight Plugs are like having a "window" to your float bowl
- Allows you to check float bowl level without removing the plug and spilling fuel
- Includes 0-rings
- Two per pack

DESCRIPTION PART

65226 Clear-View Sight Plugs for Holley® Carbs No. 65226

HOLLEY® HIGH FLOW SOUIRTER SCREWS

- Allen head design is streamlined for less turbulence and increased airflow
- Enlarged and repositioned slot provides a clear path to the shooter nozzle, eliminating restrictions and improving throttle response
- One per package

PART # DESCRIPTION

65442*	Holley® High Flow Squirter Screw, Cadmium-Plated Steel, Gasoline
65443*	Holley® High Flow Squirter Screw, Stainless Steel, Alcohol

No. 65443

1:1 SLIP LINK

- Replaces the "progressive" stock link to provide simultaneous, 1:1 primary and secondary opening rates
- Requires drilling of existing primary throttle arm hole
- One per package
- PART # DESCRIPTION
- 65444* Slip Link, 1:1, Holley® 4150

HOLLEY[®] NEEDLES AND SEATS

 The Viton[®] needle design is highly recommended for gasoline-fueled engines because it is resistant to dirt and conforms to the seat for superior sealing



- If you use exotic fuels or additives such as alcohol, benzine, acetone, etc., you must use the steel-needle version
- Two per package
- PART # DESCRIPTION
- 65411 Holley® Needle and Seat, Viton®, .110 orifice, carbs up to 735 cfm. Gasoline only
- 65412 Holley® Needle and Seat, Steel, .130 orifice, 750 cfm and up. Gasoline, exotic fuels or additives

HOLLEY® POWER VALVES

One valve and gasket per package

PART # DESCRIPTION

तित्र स्टिन स्टिनित

- 65399 Holley® Power Valve, opens at 2.5" of vacuum
- 65401 Holley® Power Valve, opens at 3.5" of vacuum
- Holley® Power Valve, opens at 6.5" of vacuum 65404

*Not legal for sale or use on pollution-controlled vehicles.



HOLLEY® **POWER VALVE** PLUG & GASKET

 Used with Hollev[®] carburetors where fuel enrichment via



No. 65408

the power valve is not desired. Full-throttle fuel enrichment is achieved by jetting up the carburetor by approximately 10 jet sizes

Kit includes 1/2"-28 threaded plug with gasket

DESCRIPTION PART #

65408 Holley® Power Valve Plug and Gasket



237





No. 65444





ALUMINUM FUEL LINE

- Lightweight aluminum tubing replaces small diameter fuel lines used in most production automobiles
- Large diameter, .035" thick wall seamless tubing flows more fuel and eliminates fuel starvation
- Legal in all classes; tested to 35 PSI

DESCRIPTION PART

65330	Alun	ninum	Fuel	Line,	25'	Coil,	3/8"	0.D
65340	Alun	ninum	Fuel	Line,	25'	Coil,	1/2"	0.D
					~	~ ···	- /	~ ~

65345 Aluminum Fuel Line, 25' Coil, 5/8" O.D.





No. 65330

No. 62295



JET TOOL

- Designed with a stronger. fully machined tip that slides over jet, holding it firmly in place
- · Short design, sure-grip handle simplifies jet removal and installation in crowded engine compartments
- Fits all Holley® round-head type carb jets
- PART # DESCRIPTION 62293 Jet Tool

POWER VALVE TESTER

- Convenient tool checks Holley[®] Power Valves for ruptured diaphragms to prevent engine flooding
- Remove knurled cap and screw in the Power Valve: cut-away section of tool allows visual inspection of valve's operation
- CNC machined from 6061-T6 aluminum and anodized to prevent corrosion
- · Requires the use of a hand-operated vacuum tester (available at most auto parts stores)

PART # DESCRIPTION

62295 Power Valve Tester, for Holley® Carburetor Power Valves

HOLLEY® NEEDLE & SEAT HARDWARE KIT

- Includes all the necessary replacement hardware for Holley[®] needles and seats
- Kit contains: one needle and seat adjusting screw, one screw gasket, one needle and seat adjusting nut, one nut gasket, one needle and seat o-ring

DESCRIPTION PART

Holley® Needle and Seat Hardware Kit 65413



HOLLEY® VACUUM SECONDARY SPRING KIT

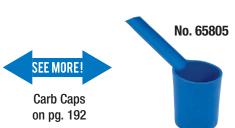
- · Provides springs of various rates to allow the racer to custom tailor the vacuum secondary opening and closing rate to best suit their combination
- Contains seven springs; color coded from light to heavy
- Instructions included

PART # DESCRIPTION

Holley® Vacuum Secondary Spring Kit 65425*

CARBURETOR DRAIN CUP

- Now you don't have to spill fuel all over the engine when removing fuel-bowl screws to service Holley® carburetors
- · Gary Williams-designed Carburetor Drain Cup uses a channel handle to catch dripping fuel and direct it to a holding cup
- Made from fuel resistant polyethylene
- DESCRIPTION PART # 65805 Carburetor Drain Cup



*Not legal for sale or use on pollution-controlled vehicles.

FUEL SYSTEM EQUIPMEN

Phone: 203.453.6571 Fax: 203.453.6906

HOLLEY® VACUUM SECONDARY DIAPHRAGM

- Replacement diaphragm fits the most popular Holley[®] vacuum secondary carburetors including:
 0-1849, all 1850, all 3310, 0-4453-1, 0-458,0-6619, 0-6619-1, 0-6909,
 0-6919, 0-6979, 0-6979-2, 0-6989, 0-7002, 0-7002-1, 0-7004, 0-7004-1,
 0-7004-2, 0-7005, 0-7005-1, 0-7005-2, 0-7006, 0-7006-1,
 0-7006-2, 0-7009
- Replaces Holley[®] diaphragm 135-4

PART # DESCRIPTION

65426 Holley® Vacuum Secondary Diaphragm



OVAL TRACK FLOAT KIT

For Holley® Carbs

- Wedge shape compensates for the action of centrifugal force on the fuel and ensures proper needle and seat operation under the most severe left-cornering conditions
- · Includes one front and one rear float
- · Fits all Holley® center hung float/cathedral bowl carburetors
- · Manufactured of Nitrophyl, which doesn't absorb fuel
- Intended primarily for oval track racing, kit can also be used in drag race applications where two Holley[®] Carbs are mounted sideways on manifold
- Alcohol compatible

PART # DESCRIPTION

65432 Oval Track Float Kit, fits Holley® Carbs



No. 65432



FUEL SYSTEM EQUIPMENT

DRAG RACE FLOAT KIT

For Holley® Carbs

- Alcohol compatible
- Float is notched to clear 3/4" long jet extensions
- Fits all Holley® carburetors with center hung floats
- Manufactured of Nitrophyl, which doesn't absorb fuel
- · Saves the racer many hours of notching and epoxy coating
- One per package
- PART # DESCRIPTION

65228 Drag Race Float Kit, fits Holley® Carbs

HOLLEY® ACCELERATOR PUMP DIAPHRAGMS

One per package

PART # DESCRIPTION

65532Holley® Standard 30cc Accelerator Pump Diaphragm65534Holley® 50cc Accelerator Pump Diaphragm



No. 65228

TECH TIP

CHECKING FLOAT LEVEL

While the engine is running at idle, remove the float-level sight plug. A small amount of fuel should run out from the front half of the carburetor. The level should be slightly higher at the rear. When turned clockwise, the needle-and-seat nut will adjust the float down. When turned counterclockwise, the float is adjusted up. To adjust the needle-and-seat, back off the center screw. Make sure that all components that have been adjusted are checked for tightness.

NOTE: Use caution whenever working with fuel system components to minimize spillage and avoid fuel contact with extremely high temperature components.



Tech Support: 203.458.0542 • 203.458.0546



HOLLEY® 50CC ACCELERATOR PUMP KIT

- Kit increases capacity of standard Holley[®] accelerator pump to 50cc
- Includes: 50cc diaphragm and cover, pump lever assembly, spring, stud, E clip retainer, 2 accelerator pump cams, cam screw, and 4 pump housing screws

PART # DESCRIPTION

65533 Holley® 50cc Accelerator Pump Kit

NOTE: A 1/4" carb spacer plate must be used for most applications in order to clear the pump unit.

LIGHTWEIGHT FUEL PUMP PUSH RODS

- Lightweight design with hardened ends reduces reciprocating mass to prevent pump arm "float" and subsequent fuel starvation
- For use in Drag, Oval Track and Street-Performance applications

PART # DESCRIPTION

 65750 Lightweight Fuel Pump Push Rod, SBC and BBC
 65752 Lightweight Fuel Pump Push Rod, 0.200" longer to fit World Products Merlin and Oldsmobile Rocket Block



VACUUM LINE CAP KIT

- Convenient kit provides a quick, sure way to seal vacuum line connections at carburetors, manifolds, etc. when vacuum lines have been removed
- Kit consists of color-coded soft plastic caps in quantities and inside dimensions as follows: two 1/8", six 3/16", six 1/4", two 5/16", four 3/8"

PART # DESCRIPTION

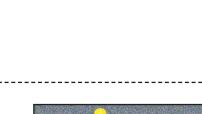
41090 Vacuum Line Cap Kit

HOLLEY® ACCELERATOR PUMP CAM KIT

- Handy kit contains an assortment of color-coded plastic cams to match accelerator pump requirements to individual engine performance needs
- Color coding makes it easy to identify specific cam applications when installed
- Kit includes a helpful tuning chart to assist you in selecting the appropriate accelerator pump cam
- · Contains 8 cams and 2 screws

PART # DESCRIPTION

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65531 Holley® Accelerator Pump Cam Kit
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No. 65533

No. 41090

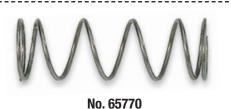


FUEL PUMP SPRING
This heavy-duty fuel pump spring boosts Holley[®] electric fuel pump

pressure from 12 to 19 psi and increases overall fuel volume

PART # DESCRIPTION

65770 Fuel Pump Spring, Holley® Electric Fuel Pumps





FUEL SYSTEM EQUIPMEN

MOROSO HIGH FLOW AIR INDUCTION SYSTEM

Making horsepower is as easy as replacing your stock air cleaner assembly with a Moroso bolt-in High Flow Air Induction System. More air means more power, and with our computer designed inlet duct and ultra-low restriction filter element you get a huge increase in airflow over your stock system. The end result is more horsepower for significantly lower 0-60 mph and quarter mile times.

Every component in our High Flow Air Induction System is manufactured with superior materials and craftsmanship. From the rotationally molded air inlet ducts, to stainless steel clamps and the ultra-low restriction filter element, the quality of Moroso's Air Induction Systems is far superior to other brands. Despite the quality workmanship, premium materials and performance benefits, they are competitively priced.

HIGH FLOW AIR INDUCTION SYSTEM

Fits: 1993-1997 LT-1 Camaro/Firebird

- Increases horsepower by 16-20
- Includes a high-flow, reusable filter element
- Use K&N Filter Service Kit No. 99-5000 for service
- PART # DESCRIPTION
- 65840 High Flow Air Induction System Fits: 1993 Camaro and Firebird, V6 & V8 65845 High Flow Air Induction System Fits: 1994-97 Camaro and Firebird V8, 1994-95 Camaro and Firebird V6 3.4L Engine Only PART # REPLACEMENT PART
- 97515 Air Filter Element

LOWER ET'S

14.30

available underhood space

Extra-large air duct utilizes all

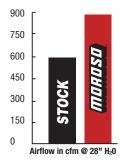
Bolt-on kit replaces stock air induction system without fabrication

Includes all hardware and easy-to-follow instructions

Ultra-low restriction filter is positioned outside the engine compartment for a cooler more powerful air charge

Stamped steel plate provides rigid filter mounting

No. 65845

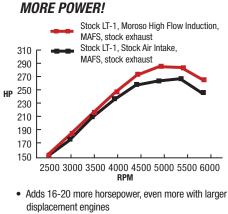


MORE AIRFLOW!

- Increases airflow by 47%
- · Extra-large air duct uses all available underhood space
- · Ultra-low restriction filter is positioned outside the engine compartment for a cooler, more powerful air charge

14.20 @ 98.81 MPH 14.20 14.10 13.98@ 100.54 MPH 14.00 STOCK 13.90 neenson 13.80 13.70 Elapsed Time

(seconds) - 1/4 mile



- · Reduces quarter-mile ET's by a full two tenths
- · MAFS: Mass Air Flow Sensor-equipped



A.I.R. tube

Includes

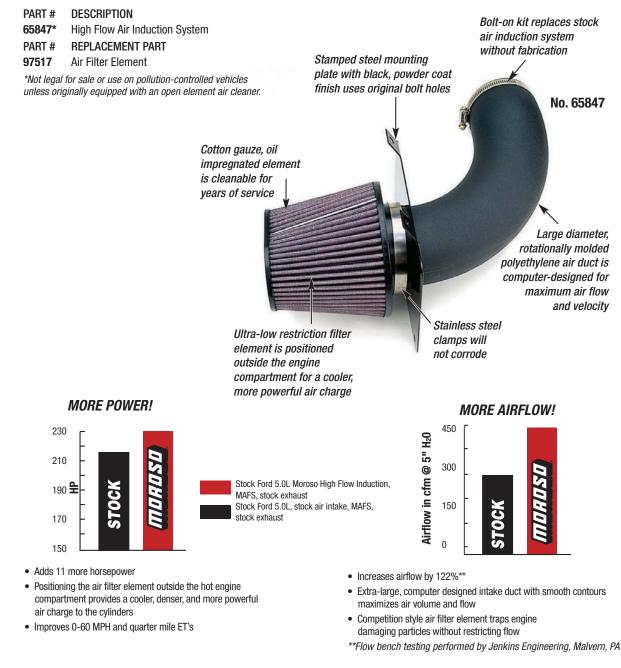
provision for stock



HIGH FLOW AIR INDUCTION SYSTEM

Fits: 1986-93 5.0L Mustang V8

- · High flow 4-ply cotton gauze for maximum performance & filtration efficiency
- · Can be cleaned & re-oiled back to factory specification
- Designed & manufactured to last the life of vehicle
- Manufactured in the USA
- · Includes all hardware and easy-to-follow instructions
- Use K&N Filter Service Kit No. 99-5000 for service



TECH TIP

Moroso's **HIGH FLOW AIR INDUCTION SYSTEM** for Mustangs is designed so that no cutting or modifications are required. The kit replaces the stock filter box and air silencer. Unlike ram air kits that ingest debris and water, along with causing clearance problems, this System supplies the engine with cool air without the inherent disadvantages of mounting a scoop under the front fascia.

LOW-PROFILE RACING AIR CLEANERS

For years, Moroso Air Cleaners and accessories have set the standard by which all others are judged. Whether in triple process chrome steel, powdercoat or our unique fiber design, Moroso Air Cleaners provide the racer or street performance enthusiast with improved air flow, a lower stacking height, and unequalled fit and finish. Moroso Air Cleaners and accessories are simply the best money can buy!



BETTER AIRFLOW!

- Moroso's unique radiused air inlet design equalizes air pressure past the boosters for uniform air flow
- Radiused air inlet is stamped into air cleaner base to reduce overall height

LOW STACKING HEIGHT!

- Air Cleaners with 3" element have an overall stacking height above the carburetor lip of only 2-1/2", while 5" filters have a 4-1/2" overall height
- Fits all Holley[®], Carter, Rochester, and Edelbrock carburetors with 5-1/8" diameter necks

PART # DESCRIPTION

- 65904* Racing Air Cleaner, 14" dia. with 3" filter, Powder Coated-Black, PCV adapter included 65905* Racing Air Cleaner, 14" dia. with 3" filter, Powder Coated-Red, PCV adapter included
- 65906* Racing Air Cleaner, 14" dia. with 3" filter, Powder Coated-Blue, PCV adapter included
- Racing Air Cleaner, 14" dia. with 3" filter, Powder Coated-Clear, PCV adapter included 65907*
- Racing Air Cleaner, 14" dia. with 3" filter, Chrome plated steel, hand polished, PCV adapter included 65910*

REPLACEMENT PARTS PART

- 97080 3" x 14" Air Cleaner Element
- 97081 4" x 14" Air Cleaner Element
- 97330 5" x 14" Air Cleaner Element (includes stud)

FIBER DESIGN LOW-PROFILE RACING AIR CLEANERS

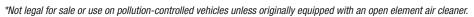
- Classic Moroso high flow, low stacking height design
- Increased horsepower with great fiber design look
- Includes wing nut, stud and 90° fitting for PVC hose

DESCRIPTION PART

65915* Racing Air Cleaner, 14" diameter with 3" filter Gray/Black Fiber Design



No. 65915





Tech Support: 203.458.0542 • 203.458.0546

MORE POWER!

· Back to back dyno testing proves a gain of nearly 10 horsepower over running no air cleaner at all

GREAT LOOKS!

- · Available in hand polished triple process chrome, black or clear powdercoat and our unique fiber design to match or complement a variety of Moroso engine accessories including valve covers, breathers and ignition wire sets
- Includes matching wing nut





Air Cleaner Wing Nut on pg. 246



LOW PROFILE AIR CLEANER

16" O.D.

- 1-3/4" dropped base to work on carbs with 7-5/16" diameter necks (4500 Series, Dominator, King Demon)
- · Filter element for harsh racing environments, including Dirt Tracks
- Works with 3-1/2", 4", 4-1/2" and 5" tall filter elements
- Thick .060" spun aluminum, can be polished, painted or powder coated
- · Radiused air inlet for maximum air flow
- Will work with K&N 16-1/8", 16-1/4" and 16-3/16" O.D. air filter

PART # DESCRIPTION

- **65920** 16" Low Profile Air Cleaner with dropped bottom, 4" element, for 4500 Series, Dominator, King Demon Carbs
- PART # REPLACEMENT PART
- 97085 4" x 16" Air Cleaner Element

FLAT BOTTOM RACING AIR CLEANERS

- Flat bottom design raises installed height of air cleaner for additional sheet metal clearance in race cars such as NASCAR[®] Modifieds
- 14" diameter Air Cleaners available with 3" or 5" filter elements
- · Chrome plated steel
- Fits Holley[®], Carter, Edelbrock and Rochester carburetors

PART # DESCRIPTION

65911*	Flat Bottom Racing Air Cleaner, 14" dia. with 3" filter, chrome,
	Fits Holley®, Thermoquad, Quadrajet and similar carburetors
	with 5-1/8" dia. neck, PCV adapter included
65945*	Flat Bottom Racing Air Cleaner, 14" dia. with 3" filter, chrome,
	Fits Holley [®] 4500 carburetors with 7-5/16" dia. neck
CE04C*	Flat Pattam Paging Air Cleanar 14" dia with 5" filter abroma

65946* Flat Bottom Racing Air Cleaner, 14" dia. with 5" filter, chrome. Fits Holley® 4500 carburetors with 7-5/16" dia. neck



No. 65920

No. 65911

PART #	REPLACEMENT PARTS
97080	3" x 14" Air Cleaner Element
	(does not includes stud)
97330	5" x 14" Air Cleaner Element
	(includes stud)



- Owners of Small Block Chevy powered cars with 2- and 4-bbl. Holley[®] carbs with 5-1/8" necks don't have to cut up their air cleaners to make room for large diameter distributors, such as HEI
- Offset forward by 1-1/2" to clear GM HEI distributors
- For IMCA and NASCAR[®] Modifieds that require air cleaners to be mounted above the hood line, the raised bottom (3/8") design provides an overall height above the carburetor lip of 4-3/4"
- For late model stocks that require under-hood air cleaners, the dropped (1-3/4") design provides an overall height above the carburetor lip of 2-3/4"
- Finished in clear powdercoat and comes complete with 4" filter elements, one 1/4" -20 and one 5/16" -18 offset stud and three 1/4" -20 and three 5/16" -18 hex nuts

PART #	DESCRIPTION
65927*	14" Offset Air Cleaner with Dropped Bottom,
	4" element, Powder Coated-Clear, 2-bbl Holley® only
65928*	14" Offset Air Cleaner with Raised Bottom,
	4" element, Powder Coated-Clear, 2- and 4-bbl Holley®





PART # REPLACEMENT PART 97081 4" x 14" Air Cleaner Element

*Not legal for sale or use on pollution-controlled vehicles unless originally equipped with an open element air cleaner.

AIR CLEANERS & ACCESSORIES



11-1/2" and 8-1/2" Diameters

- Available in black, red and blue powdercoat and ultra-high luster, hand polished triple-process, chrome plated steel
- PCV adapter and matching wing nut included
- Fits Holley[®], Thermoquad, Quadrajet and similar carburetors with a 5-1/8" diameter neck

PART # DESCRIPTION

- 66210* Race/Street Air Cleaner, 11-1/2" diameter with 2-3/8" filter, Chrome plated steel
- 66303* Race/Street Air Cleaner, 8-1/2" diameter with 2-3/8" filter, Powder Coated-Black
- 66304* Race/Street Air Cleaner, 8-1/2" diameter with 2-3/8" filter, Powder Coated-Red
- 66305* Race/Street Air Cleaner, 8-1/2" diameter with 2-3/8" filter, Powder Coated-Blue
- 66310* Race/Street Air Cleaner, 8-1/2" diameter with 2-3/8" filter, Chrome plated steel
- PART # REPLACEMENT PARTS
- 97510 Air Cleaner Element. 2-3/8" x 8-1/2" diameter
- 97520 Air Cleaner Element. 2-3/8" x 11-1/2" diameter





No. 66310

No. 66303

No. 97331

AIR CLEANER BASE GASKET, CHANNELED

- Fits carburetors with 5-1/8 inch neck
- Designed for Moroso Air Cleaners and other brands with straight lip
- · Channel provides extra protection against dust and other harmful elements
- · Channel creates a maximum seal for carburetor airflow
- Made from Buna 70 durometer material
- Can be used conventionally on rolled lip air cleaner bases by flipping over

PART # DESCRIPTION

97331 Air Cleaner Base Gasket, Channeled

REUSABLE FOAM FILTER SHIELD

- When dirt and clay oval tracks turn into "dust bowls", even the best racing air cleaners can become clogged with dirt and dust
- Made of open cell foam to keep large debris out of the filter element without restricting airflow
- Fits snugly around 14" x 5" racing filters
- · Can be cleaned in the sink or even in the washing machine
- · Excellent for off-road truck applications
- One per pack
- PART # DESCRIPTION
- 65947 Reusable Foam Filter Shield, fits 14" x 5" filters



No. 65947

*Not legal for sale or use on pollution-controlled vehicles originally equipped with a thermostatic air cleaner.



Tech Support: 203.458.0542 • 203.458.0546



AIR CLEANERS & ACCESSORIES

AIR CLEANER WING NUT

- · Can be used with any Moroso Air Cleaner
- They also match our extra long Valve Cover Wing Nuts to add a look of uniformity to engine compartment
- Made to fit only 1/4" -20 studs
- Fits most popular air cleaners
- One per pack
- PART # DESCRIPTION

65820 Air Cleaner Wing Nut, Chrome plated steel



CARBURETOR AIR PAN KITS

- · Available for either single or dual carb applications
- Unlike other brands, our Air Pan Kits are designed with a smooth radius at the intake area of the carburetor for improved airflow
- Air Pan-to-hood sealing ring is manufactured of fire retardant foam, for added protection
- All Air Pans measure 12" x 24". Fire retardant foam measures 1-1/2" wide x 4" tall x 60" long

PART # DESCRIPTION

- 65950 Carburetor Air Pan Kit, Dual 4-bbl. Holley® carburetors with 5-1/8" neck
- 65951 Carburetor Air Pan Kit, Dual 4-bbl. Holley[®] 4500 Dominator carburetors with 7-5/16" neck
 65960 Carburetor Air Pan Kit, Single 4-bbl. Holley[®] carburetors with
- 5-1/8" neck
- 65961 Carburetor Air Pan Kit, Single 4-bbl. Holley® 4500 Dominator carburetors with 7-5/16" neck
- PART # REPLACEMENT PARTS
- **97070** Sealing Foam, 4" x 60"



AIR CLEANER STUD ADAPTER

- Allows Moroso and other air cleaners with 1/4" stud and wing nut to be used on carburetors with a 5/16" mounting hole
- One end of the adapter features a 5/16" -18 male thread that screws into the carburetor, the other end features a 1/4" -20 female thread that accepts a standard air cleaner mounting stud
- Clear zinc plating resists corrosion
- Overall length: 7/8"
- One per pack

PART # DESCRIPTION

66390 Air Cleaner Stud Adapter, Fits: Holley® H.P. Series, DEMON and other carburetors with 5/16"-18 air cleaner mounting



No. 66390

EXHAUST SYSTEM EQUIPMENT

Using advanced gas dynamics and sophisticated noise cancellation acoustics, Moroso engineers have developed the finest and most durable Racing Mufflers for your Exhaust System. Specially engineered spiral baffles divide the exhaust flow into two separate paths, significantly reducing noise levels with minimal backpressure.

MOROSO SPIRAL FLOW RACING MUFFLERS

- Reduced noise levels with minimal backpressure
- These mufflers offer a 5 7 db drop over open collectors and the mufflers flow 850 C.F.M

PART #	DESCRIPTION
94050	Spiral Flow Racing Muffler, Heavy Duty Steel,
	2.5" Inlet/Outlet
94051	Spiral Flow Racing Muffler, Heavy Duty Steel,
	3.0" Inlet/Outlet
94052	Spiral Flow Racing Muffler, Heavy Duty Steel,
	3.5" Inlet/Outlet

No. 94050 Spiral baffles are specially tuned for high velocity gas flo All-steel construction with continuous welds ensure leak-free sealing 12" installed length Steel spiral design is less restrictive than glass-packed designs

Dual-path gas flow cancels noise with

HIGH FLOW POLISHED STAINLESS STEEL MUFFLERS

- Reduced noise levels with minimal back pressure
- Stainless steel construction makes them durable without compromising the looks

PART # DESCRIPTION

- 94054 Muffler High Flow, Stainless Steel, 2.5" Inlet/Outlet
- 94055 Muffler High Flow, Stainless Steel, 3" Inlet/Outlet
- 94056 Muffler High Flow, Stainless Steel, 3.5" Inlet/Outlet



Allows 18% More Flow

Fits: 2005 & Up Mustang GT

- · Kit includes: two polished, stainless steel Moroso Spiral Flow Mufflers, stainless steel tubes, four clamps and hardware
- · Chassis Dyno. tests have shown an average increase of 11 horsepower and 6.5 lbs. of torgue at the wheels
- Weighs 20 lbs. less than stock
- · High flow with minimal back pressure
- 3.5" Exhaust tips fill out rear exhaust openings
- Nice, deep, smooth sound without annoying booming at highway speeds
- Bolt-in ease with a quality fit and finish

DESCRIPTION PART

94060 Exhaust Kit, Axle Back, Mustang GT 2005 & Up





No. 94055

247





EXHAUST SYSTEM EQUIPMENT

OXYGEN SENSOR BUNGS

 Weld-in bung needed when replacing stock exhaust with aftermarket pipes, headers, etc., not equipped for sensor

• M-18	Thread Size
--------	-------------

22730	Oxygen Sensor Bung, Mild Steel, Single
22731	Oxygen Sensor Bung, Mild Steel, 10 per pack
22732	Oxygen Sensor Bung, Stainless Steel, Single
22733	Oxygen Sensor Bung, Stainless Steel, 10 per pack

PLUG, 02 SENSOR

- Used to plug Oxygen Sensor Bung
- M-18 thread size
- Trivalent chromium plated steel to match stainless headers

PART # 22734	DESCRIPTION Plug, steel with 17mm hex head, M-18 thread size
PART #	ACCESSORIES
22730	Oxygen Sensor Bung, Mild Steel, Single
22731	Oxygen Sensor Bung, Mild Steel, 10 per pack
22732	Oxygen Sensor Bung, Stainless Steel, Single
22733	Oxygen Sensor Bung, Stainless Steel, 10 per pack

HEADER FLANGE KIT

- Aluminum plates simplify the task of matching exhaust ports to large tube, dual flange headers on Small Block Chevy engines
- Only 3/8" thick to save weight
- Includes six plates, enough for one engine
- PART # DESCRIPTION
- 67650 Header Flange Kit, Small Block Chevy



- 1/2" thick, 18" x 24" non-asbestos blanket can be easily cut to any shape with scissors, and wrapped around fuel lines, brake lines, dry sump lines, power steering lines, etc; withstands up to 2300°F
- May also be used on firewalls and floor boards to reduce in-car temperature

PART # DESCRIPTION 80805 Heat Barrier Blanket



No. 80805

INSULATING HEADER WRAP

- Increases exhaust cycle efficiency
- Protects crew members from burns, and prevents starter wires and plug wires from coming into contact with hot header pipes
- Reduces engine compartment temperature
- Highly pliable for a nice, tight wrap
- Made from a silica-based formula that contains no asbestos

PART # DESCRIPTION

 80807
 Insulating Header Wrap, 2" x 1/16" x 100' Roll

 80808
 Insulating Header Wrap, 2" x 1/16" x 50' Roll

 80809
 Insulating Header Wrap, 1" x 1/16" x 50' Roll



Phone: 203.453.6571 Fax: 203.453.6906

No. 22734

No. 22730





STUD GIRDLES

Moroso Stud Girdles provide high-RPM valvetrain stability for stud-mounted rockers — an absolute must with today's high lift cams and high pressure valve springs! They're designed to eliminate rocker stud flexing and the power loss that goes along with it. In fact, dyno tests have shown a 7 to 22 horsepower gain.

SINGLE BAR STUD GIRDLES

Moroso Single Bar Stud Girdles feature a sturdy aluminum bar and special heat treated U-bolts to reinforce the rocker stud and provide a positive way to lock the valve lash adjusting nuts. Includes all adjusting nuts and hardware.

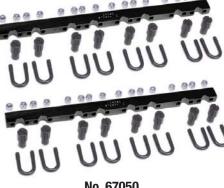
DOUBLE BAR STUD GIRDLES

Moroso Double Bar Stud Girdles provide even more holding power and reinforcement for applications using extremely high-pressure valve springs. When used with Moroso Hex Head Adjusting Nuts, valve adjustments on Small and Big Block Chevy versions can be made with a single 9/16" wrench and requires loosening only one bolt to adjust one pair of rocker arms.

SINGLE BAR STUD GIRDLES FOR CHEVY V8

 Include 	es all nuts and hardware	0.08.8
PART #	DESCRIPTION	- Andrew Con
67050	Stud Girdle, use with 3/8" studs and roller rocker arms. <i>Fits: SBC</i>	
67070	Stud Girdle, use with 7/16" studs and roller rocker arms. <i>Fits: SBC</i>	
67250	Stud Girdle, use with 7/16" studs and roller rocker arms. <i>Fits: BBC, also fits aftermarket BBC heads with standard rocker arm stud location</i>	UU
PART #	REPLACEMENT PARTS	8 8 8 8
67100	U-Bolts, For Nos. 67050 and 67070, Four per pack	-
67110	Adjusting Nuts (non set-screw type) 3/8" for No. 67050, Four per pack	
67130	Adjusting Nuts (non set-screw type) 7/16" for No. 67070 , Four per pack	
67300	U-Bolt Assembly, Use with No. 67250 , Four per pack	
67310	Slotted Head Adjusting Nuts, Use with No. 67250 on intake studs, Four per pack	•
67320	Slotted Head Adjusting Nuts, Use with No. 67250 on exhaust studs, For	ur per pack

NOTE: All Stud Girdles require the use of tall valve covers _____



No. 67050

QUICK-ADJUST DOUBLE BAR STUD GIRDLES FOR CHEVY V8

PART # DESCRIPTION

67205 Quick Adjust Double Bar Stud Girdle. *Fits: SBC, stock heads* with standard rocker arm stud location including Pontiac/Brodix

NOTE: Hex Head Adjusting Nuts No. 67160 for the exhaust side and No. 67170 for the intake side are required and must be purchased separately, see below



No. 67205

HEX HEAD ADJUSTING NUTS

- For use with Moroso Stud Girdles
- Hex head design allows easier valve adjustments with a set screw providing a positive lock
- Fits either stock or roller rockers
- Four per pack
- PART # DESCRIPTION
- 67150 Hex Head Adjusting Nuts, fits 3/8" Rocker Studs Use with Nos. 67040 and 67205
- 67160 Hex Head Adjusting Nuts, fits 7/16" Rocker Studs Use with Nos. 67045 and 67205, also fits No. 67295 (Exhaust only)
- 67170* Hex Head Adjusting Nuts, fits BBC Intakes, Use with No. 67295

*NOTE: Use SBC Hex Head Adjusting Nuts No. 67160 for BBC exhausts





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VALVETRAIN EQUIPMENT

VALVE SPRING CUP KIT

- Prevents the valve springs from galling an aluminum head due to movement
- Heat treated steel, 1.800" O.D. with .200" side flange height and .570" valve guide hole
- Black Oxide Plated
- 16 per package

PART # DESCRIPTION

67001 Valve Spring Cup Kit



VALVETRAIN OIL DEFLECTOR

- Redirects oil from pushrod to fulcrum balls, rockers and springs to provide maximum lubrication and cooling
- Extends life of stock valvetrain assembly
- Helps eliminate excessive oil accumulation in breather tank when vacuum pump is used
- Manufactured from lightweight .100" aluminum
- Mounts easily to stock rocker arm studs
- Designed by Bill Mitchell
- Includes mounting hardware
- Can be easily adapted to many other applications

PART # DESCRIPTION

67700* Valvetrain Oil Deflector Fits: all SBC and Ford 289-302 engines with stamped rocker arms

*NOTE: Must use with tall valve covers. Polylocks not included





VALVETRAIN EQUIPMENT

Phone: 203.453.6571 Fax: 203.453.6906

ABOUT MOROSO VALVE COVERS

Many Moroso Valve Covers are manufactured in the tall style. Taller covers may not fit some engine compartments. Power brake boosters and air conditioning boxes may interfere in some applications. Check hood clearance before ordering. Moroso stock height valve covers are recommended in cases where hood clearance and/or accessory clearance is a problem. However, any Moroso valve cover described as "stockheight" or with "built-in baffles" will not clear stud girdles or shaft rocker assemblies.

CHEVROLET SMALL BLOCK

CHROME PLATED STEEL

3-1/2" Tall Design

Fits: SBC

 Includes two breather/filler cap grommets and one baffled and one non-baffled PCV grommet

PART # DESCRIPTION

- 68102* Stamped Steel Valve Covers, Chrome Plated, Tall Design, without Baffles
- PART # REPLACEMENT PARTS
- 68770 PCV Grommet
- **68772** PCV Grommet with Baffle
- 97340 Breather/Filler Cap Grommets

CHROME PLATED STEEL

3-1/2" Tall Design with Baffle

Fits: SBC

 Includes two breather/filler cap grommets and one baffled and one non-baffled PCV grommet

PART # DESCRIPTION

- **68103*** Stamped Steel Valve Covers, Chrome Plated, Tall Design. Same as **No. 68102** but with a baffle in the oil fill hole. These covers will not clear stud girdles or some shaft rocker assemblies
- PART # REPLACEMENT PARTS
- 68770 PCV Grommet
- 68772 PCV Grommet with Baffle
- 97340 Breather/Filler Cap Grommets

CHROME PLATED STEEL

Stock Height with Baffle

Fits: SBC

- Includes two breather grommets and one non-baffled PCV grommet
- PART #
 DESCRIPTION

 68392*
 Stamped Steel Valve Covers, Chrome Plated, Stock Height, baffle in the oil fill hole, with logo

 68393*
 Stamped Steel Valve Covers, Chrome Plated,
- Stock Height, baffle in the oil fill hole, without logo PART # REPLACEMENT PARTS
- FANT# REFLACEMENT FAN
- 68770 PCV Grommet
- 68772 PCV Grommet with Baffle
- **97340** Breather/Filler Cap Grommets

NOTE: These covers will not clear stud girdles or shaft rocker assemblies.







mososo

No. 68103





ZINC FLASHED STEEL

3-1/2" Tall Design

Fits: SBC

· Includes one baffled and one non-baffled PCV grommet

PART #	DESCRIPTION
68060*	Stamped Steel Valve Covers, Zinc Flashed finish, Tall Design
PART #	REPLACEMENT PARTS
68770	PCV Grommet
68772	PCV Grommet with Baffle

ZINC FLASHED STEEL

Tall Design With Welded Breather Tubes

Fits: SBC

PART #	DESCRIPTION
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- 68366* Filtered Breather Valve Cover Set, Tall Design, Steel, Gold Zinc Flashed. Two breather tubes, only 2-3/8" apart, welded to the radiator end of the driver's side valve cover. Includes hooded breathers and mounting studs
- 68372* Filtered Breather Valve Cover Set, Tall Design, Steel, Gold Zinc Flashed. Two breather tubes welded to one cover. Includes hooded breathers and mounting studs

CENTERBOLT VALVE COVERS

Die-Cast Aluminum

Fits: Specific Corvette, Camaro/Firebird and Light Truck models (see chart below)

- Centerbolt Valve Covers are designed especially for 1987
 and later SBC engines with centerbolt-style heads
- Universal "drill-your-own" version is ideal for Street Rods and other custom applications
- American-made using the finest materials and workmanship available
- Quality die-cast aluminum provides a blemish-free finish without the porosity often found in other castings
- Unlike other brands, precision-cast sealing lip holds gasket firmly in place while installing covers—and eliminates leaks
- Stock height clears factory accessory brackets, original equipment rocker arms and Crane roller rockers
- All openings 1.22" diameter; includes PCV grommet with built-in baffle and chrome filler cap (except No. 68030)
- Includes hardware, 8 stainless steel button head fasteners and nylon washers

PART # DESCRIPTION

 68030* Centerbolt Die-Cast Aluminum Valve Covers, Polished Finish, Replaces GM P/N: 10235223 Left, 10235223 Right
 Fits: Universal Application (drill-your-own breather/filler cap openings)
 68036* Centerbolt Die-Cast Aluminum Valve Covers, Polished Finish, Replaces

GM P/N: 12555270 Left, 10211648 Right *Fits:* 1988-'92 Camaro/Firebird & 1987-95 Chevy/GMC Truck C,K Series, 1987-'91 Chevy/GMC Suburban and Van by reversing left and right covers



No. 68060





No. 68036

PART #	REPLACEMENT PARTS
68660	Oil Filler Cap
68770	PCV Grommet
68772	PCV Grommet with Baffle
97340	Breather/Filler Cap Grommets

Replacement Filtered Breathers on pgs. 278-279

*Not legal for sale or use on pollution-controlled vehicles.

Phone: 203.453.6571 Fax: 203.453.6906



SEE MORE!



Tall Design

Fits: SBC

- Tall design clears most stud girdles and rocker combinations
- Includes one baffled and one non-baffled PVC grommets
- Sold in pairs, includes all mounting hardware
- PART # DESCRIPTION
- 68406* Cast Aluminum Valve Covers, Gray/Black Fiber Design
- PART # ACCESSORIES
- 68831 Stud Kit, V/C, Bullet Nose, 12 Pt. Nut



MATCHING FIBER DESIGN PRODUCTS

Valve Cover Breathers on pg. 274 Racing Air Cleaners on pg. 243

DIE-CAST ALUMINUM

3-1/2" Tall Design

Fits: SBC

- Packaged two to a set with rubber breather grommets and eight 1-3/4" long studs
- Includes two breather/filler cap grommets and one baffled and one non-baffled PCV grommet

PART # DESCRIPTION

- 68401* Die-Cast Aluminum Valve Covers, Polished Finish with Moroso logo, Tall Design
- 68405* Die-Cast Aluminum Valve Covers, Polished Finish without Moroso logo, Tall Design
- 68411* Die-Cast Aluminum Valve Covers, Black Epoxy Finish with Moroso logo, Tall Design
- 68415* Die-Cast Aluminum Valve Covers, Black Epoxy Finish without Moroso logo,Tall Design
- PART # ACCESSORIES FOR NO. 68405 & 68415
- 68771 PCV Grommet, .095"
- 68773 PCV Grommet/Baffle, .095"
- 68776 Breather Grommet/Baffle, .095"
- 97341 Filler Cap Breather Grommet, .095"
- 68831 Stud Kit, V/C, Bullet Nose, 12 Pt. Nut
- PART # REPLACEMENT PARTS
- 68770 PCV Grommet
- 68772 PCV Grommet with Baffle
- **97020** Wing Nut Studs, 1-3/4"
- 97340 Breather/Filler Cap Grommets









No. 68411





	AST ALUMINUM elded Breather Tubes		A COMPARISH	
	ed breathers and studs included		- der	-B-
		No. 68365		AUDINO DESIGNED
PART #	DESCRIPTION	NO. 00303		b
68365*	Filtered Breather Valve Cover Set, Polished Die-Cast Aluminum with Moroso logo, Tall Design, two breather tubes,		1 de	
	2-3/8" apart, welded to the radiator end of the driver's side			
	valve cover	1		No. 68370
68370*	Filtered Breather Valve Cover Set, Polished Die-Cast		abreating the	
	Aluminum with Moroso logo, Tall Design, two breather			
	tubes welded to one cover	Constitution of		
68371*	Filtered Breather Valve Cover Set, Black Epoxy finish with	ALLANT C		
	Moroso logo, Die-Cast Aluminum, Tall Design, two breather tubes welded to one cover			
68374*	Filtered Breather Valve Cover Set, Polished Die-Cast	Detter.	_ /	
00074	Aluminum without Moroso logo, Tall Design, two breather			No. 68374
	tubes welded to one cover			
68380*	Filtered Breather Valve Cover Set, Polished Die-Cast		1.1	
	Aluminum with Moroso logo, Tall Design, two breather			
	tubes welded to each cover		H	and the second s
68381*	Filtered Breather Valve Cover Set, Black Epoxy finish with			
	Moroso logo, Die-Cast Aluminum, Tall Design, two breather tubes welded to each cover		A	
PART #	ACCESSORIES FOR NO. 68374		1 mil	- All
68771	PCV Grommet, .095"			
68773	PCV Grommet/Baffle, .095"			
68776	Breather Grommet/Baffle, .095"	Carl Carl		
97341	Filler Cap Breather Grommet, .095"	WORDS!	No No). 68380
68831	Stud Kit, V/C, Bullet Nose, 12 Pt. Nut	FOR		
PART #	REPLACEMENT PARTS		TANSIA	1
68811	Filtered Breathers 180°	- Hunde		
68812	Hood Filtered Breathers (for early No. 68370 with 1-1/2" 0.D. tubes)		b	
97020	Studs - 1-3/4" long			
	J. J		MORDSO	
			MORUSU	A

DIE-CAST ALUMINUM

With Crossover Breather Tube

Fits: SBC

- Includes crossover breather tube, two breathers with chrome plated hoods, hoses and clamps for a simple, bolt-on installation
- Ideal for Sprint Cars and other Oval Track applications

PART # DESCRIPTION

 68385*
 Die-Cast Aluminum Valve Covers with Crossover Breather Tube, Polished Finish with Moroso logo, Tall Design

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PART #	REPLACEMENT PARTS
68811	Filtered Breathers

68811 Filtered Breathers **97020** Studs, 1-3/4" long

*Not legal for sale or use on pollution-controlled vehicles.

Phone: 203.453.6571 Fax: 203.453.6906



No. 68381

on pg. 275

MOROSO

STAMPED VALVE COVERS

Powder Coated Aluminum, 3-1/2" Tall Design

Fits: SBC

 Includes two breather/filler cap grommets and one baffled and one non-baffled PCV grommet

PART # DESCRIPTION

- 68003* Stamped Valve Covers, Aluminum, Powder Coated-Black, Tall Design
- 68005* Stamped Valve Covers, Aluminum, Powder Coated-Blue, Tall Design
- 68006* Stamped Valve Covers, Aluminum, Powder Coated-Red, Tall Design
- 68008* Stamped Valve Covers, Aluminum, Powder Coated-Clear, Tall Design
- **REPLACEMENT PARTS** PART #
- 68770 **PCV** Grommet
- 68772 PCV Grommet with Baffle
- 97340 Breather/Filler Cap Grommets

FABRICATED ALUMINUM

Tall Design

- Fabricated entirely from superior quality aluminum, ultra-lightweight
- Tall enough to clear all popular rocker combinations
- Mounting is through tubes welded directly to the valve covers to help maintain gasket-rail flatness and to prevent leaks
- · Fasteners are included with each set
- Call our Sales Department for custom applications not listed below
- Use OEM or aftermarket gaskets

PART # DESCRIPTION

- ^68025* Fabricated Aluminum Valve Covers, Billet Rail, fits SBC with centerboltstyle cyl. heads. Works with Moroso Stud Girdles Nos. 67040 & 67045
- **†^68026*** Fabricated Aluminum Valve Covers, Billet Rail, fits SBC with centerboltstyle cyl. heads. Two breather tubes welded to driver side cover with
- Filtered Breathers. Works w/ Moroso Stud Girdles Nos. 67040 & 67045 68335* Fabricated Aluminum Valve Covers, Rigid Rail, fits all SBC cylinder heads (with standard bolt pattern) including 18° heads. Weight: 2.5 lbs. each
- PART # ACCESSORIES
- 68771 PCV Grommet, .095"
- PCV Grommet/Baffle, .095" 68773
- 68776 Breather Grommet/Baffle, .095"
- 97341 Filler Cap Breather Grommet, .095"
- REPLACEMENT PARTS PART #
- 68811 +Filtered Breathers 180° Hood

97346

^Washers, Aluminum with Neoprene Seal



No. 68025

No. 68005

Other Colors Available:

POWDER COAT





Billet Rail, Tall Design

Fits: SBC cylinder heads including 18° heads

- Fabricated entirely from superior quality aluminum, ultra lightweight
- One-piece billet rail is machined to ensure a precision flat surface for superior sealing
- Tall enough to clear all popular rocker combinations
- Air-tight sealing allows the engine to pull greater vacuum for improved ring seal and power
- TIG welded and manufactured to eliminate distortion and ensure a precise fit
- Notched at each mounting location with socket-sized clearances for quick installation and removal

*Not legal for sale or use on pollution-controlled vehicles.





DESCRIPTION PART # 68326* Fabricated Aluminum Valve Covers PART # ACCESSORIES 68831 Stud Kit, V/C, Bullet Nose, 12 Pt. Nut

Tech Support: 203.458.0542 • 203.458.0546



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IALVE COVER:



CHEVROLET SMALL BLOCK

MOGOSO

FABRICATED ALUMINUM

Fits: 18° SBC Heads. Also fits 23° heads

Billet Rail With Valve Spring Oilers, 4" Tall Design

- Fabricated entirely from superior quality aluminum, ultra-lightweight
- Custom-built for Oval Track Racing/Offshore Boat Racing
- Built-in oiling system keeps valve springs running cool for extended life, especially when subjected to long races
- An oil regulating jet located at the inlet fitting can be drilled to suit individual oil flow requirements
- -4AN male fitting on each cover allows convenient plumbing of oil supply lines
- One-piece billet rail with machined gasket recess and bosses holds gasket captive when installing and eliminates leaks

PART # DESCRIPTION

 68329* Fabricated Aluminum Valve Covers With Valve Spring Oilers, Billet Rail. Use Fel-Pro Gasket No. 1644 or Moroso Part No. 93020 (Gasket must be modified)
 PART # ACCESSORIES
 68831 Stud Kit, V/C, Bullet Nose, 12 Pt. Nut

FABRICATED ALUMINUM

Billet Rail, 3" Tall Design

Fits: Sprint Car style Brodix -12 and stock style SBC cylinder heads

- Fabricated entirely from superior quality aluminum
- One-piece billet rail is CNC machined from 6061-T6 aluminum to ensure a precision flat surface for superior sealing
- · Tall enough to clear most popular rocker combinations
- Air-tight sealing allows the engine to pull greater vacuum for improved ring seal and power
- CNC manufactured and TIG welded to prevent distortion and ensure a perfect fit
- Clears roll cage tubing, allowing engine to be pulled without removing valve covers

PART # DESCRIPTION

- 68338* Fabricated Aluminum Valve Covers, Billet Rail
- PART # ACCESSORIES
- 68771 PCV Grommet, .095"
- 68773 PCV Grommet/Baffle, .095"
- 68776 Breather Grommet/Baffle, .095"
- 97341 Filler Cap Breather Grommet, .095"
- PART # REPLACEMENT PART
- 97345 Washers, Aluminum with Neoprene Seal



No. 68329



256

VALVE COVERS

CHEVROLET SMALL BLOCK

No. 68354

61

FABRICATED ALUMINUM

2-1/2" Tall Design

Fits: GM LS Series

- One-piece Billet Rail is CNC machined from 6061-T6 Aluminum to ensure a precision flat surface for superior sealing
- · 2-1/2" tall to clear most aftermarket valvetrains
- Oil Fill Bung welded to cover, knurled cap included
- O-ring seal groove accepts stock type o-ring, GM #12612045

PART # DESCRIPTION

- 68352* Fabricated Aluminum Valve Covers, Billet Rail, GM LS Series with mounting bosses for coil mount bracket, GM #12563288
- 68354* Fabricated Aluminum Valve Covers, Billet Rail, GM LS Series without mounting bosses
- 68355* Fabricated Aluminum Valve Covers, Billet Rail, GM LS Series for Moroso style Coil Mount No. 72396
- PART # ACCESSORIES
- 68771 PCV Grommet, .095"
- 68773 PCV Grommet/Baffle, .095"
- 68776 Breather Grommet/Baffle, .095"
- 97341 Filler Cap Breather Grommet, .095"
- 72395 Remote Coil Mounting Bracket for Part No. 68354
- 72396 Removable Coil Mounting Bracket for Part No. 68355
- 72391 LS Primary Coil Wire Extension Harness

FABRICATED ALUMINUM

Billet Rail

Fits: O.E.M. and larger aftermarket coils with 2-9/16" bolt spacing

- GM LS Series Valve Cover for late model Corvettes and F-bodies
- One piece billet rail accepts stock type, o-ring gasket and is CNC machined from 6061-T6 Aluminum to ensure a precision flat surface for superior sealing
- Valve covers are 1.425" tall, which clears most aftermarket valvetrains yet clears brake boosters and alternators
- Comes with hinged billet aluminum coil mounts to provide quick access to valve cover fasteners*
- Coils nested toward back of motor to free area on front of valve for breathers, vacuum pump fittings, fill caps etc.
- Use with Moroso Ultra 40 Ignition Wire Set No. 73436
- Oil fill bung is welded to cover, knurled cap included
- O-ring seal groove accepts stock type o-ring, GM #12612045

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      PART #
      DESCRIPTION

      68376
      Fabricated Aluminum Valve Cover, Billet Rail

      Fits: LS Engines with Stock Alternator Mount and Moroso Coil Mounting Bracket

      PART #
      ACCESSORIES

      68771
      PCV Grommet, .095"

      68773
      PCV Grommet/Baffle. .095"
```

- **68776** Breather Grommet/Baffle, .095"
- 72391 LS Primary Coil Wire Extension Harness
- **97341** Filler Cap Breather Grommet, .095"
- *Not legal for sale or use on pollution-controlled vehicles.





Coil Mounting Brackets on pg. 309-310

SEE MORE!

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Tech Support: 203.458.0542 • 203.458.0546





CHROME PLATED STEEL

Tall Design, Without & With Baffle

Fits: BBC

· Includes two breather/filler cap grommets and one baffled and one non-baffled PCV grommet

PART # DESCRIPTION

- 68112* Stamped Steel Valve Covers, Chrome Plated, Tall Design without Baffle
- 68113* Stamped Steel Valve Covers, Chrome Plated, Tall Design with built-in Baffle
- PART # **REPLACEMENT PARTS**
- 68770 **PCV Grommet**
- 68772 PCV Grommet with Baffle
- 97340 Breather/Filler Cap Grommets
- NOTE: No. 68113 will not clear stud girdles or shaft rocker arm assemblies.

No. 68113

No. 68112

CHROME PLATED STEEL

Stock Height with Baffles

Fits: BBC

 Includes two breather/filler cap grommets and one PCV grommet

PART # DESCRIPTION

68397* Stamped Steel Valve Covers, Chrome Plated, Stock height without logo. Baffle in the oil hole

NOTE: These covers will not clear stud girdles or shaft rocker arm assemblies.



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PART #	REPLACEMENT PARTS
68770	PCV Grommet
68772	PCV Grommet with Baffle
97340	Breather/Filler Cap Grommets

CAST ALUMINUM VALVE COVERS – FIBER DESIGN

Tall Design

Fits: BBC

- Extra tall design clears most stud girdles and rocker combinations
- Includes one baffled and one non-baffled PVC grommets
- Sold in pairs, includes all mounting hardware

- 68426* Cast Aluminum Valve Covers, Gray/Black Fiber Design
- PART # ACCESSORIES
- 68831 Stud Kit, V/C, Bullet Nose, 12 Pt. Nut



MATCHING FIBER DESIGN PRODUCTS

DIE-CAST ALUMINUM

Tall Design

Fits: BBC

 Includes two breather/filler cap grommets and one baffled and one non-baffled PCV grommet

DESCRIPTION PART

68425*	Die-Cast Aluminum Valve Covers, Polished Finish
	without Moroso logo, Tall Design

ACCESSORIES PART

68771	PCV Grommet, .095"	
00770	DOV/ Owe we at /D affle	005

- 68773 PCV Grommet/Baffle, .095" 68776 Breather Grommet/Baffle, .095"
- 97341 Filler Cap Breather Grommet, .095"
- 68831 Stud Kit, V/C, Bullet Nose, 12 Pt. Nut



REPLACEMENT PARTS
PCV Grommet
PCV Grommet with Baffle
Breather/Filler Cap Grommets

*Not legal for sale or use on pollution-controlled vehicles.

VALVE COVERS





Phone: 203.453.6571 Fax: 203.453.6906

POWDER COATED ALUMINUM

Tall Design

Fits: BBC

 Includes two breather/filler cap grommets and one baffled and one non-baffled PCV grommet

PART # DESCRIPTION

- 68013* Stamped Aluminum Valve Covers, Powder Coated-Black, Tall Design
- 68015* Stamped Aluminum Valve Covers, Powder Coated-Blue, Tall Design
- 68016* Stamped Aluminum Valve Covers, Powder Coated-Red, Tall Design
- 68018* Stamped Aluminum Valve Covers, Powder Coated-Clear, Tall Design

PART # REPLACEMENT PARTS

- 68771 PCV Grommet, .095"
- 68773 PCV Grommet/Baffle, .095"
- 68776 Breather Grommet/Baffle, .095"
- 97341 Filler Cap Breather Grommet, .095"



Tall Design

- Fabricated entirely from superior quality aluminum, ultra-lightweight
- · Tall enough to clear all rocker combinations
- Fasteners are included with each set and mount through tubes welded directly to the valve covers to help maintain gasket-rail flatness and to prevent leaks
- Call our Technical Services Department for custom applications not listed below

PART # DESCRIPTION

- 68333* Fabricated Aluminum Valve Covers, 3.5" Tall, Rigid Rail, Weight:
 3.5 lbs. each
 Fits: BBC Pro Stock symmetrical-port Bowtie cylinder heads
 No. 10051128 and all Stock Big Block heads
- 68334* Fabricated Aluminum Valve Covers, 2.80" Tall, Rigid Rail, Weight: 3.0 lbs. each
 Fits: BBC with Pontiac Pro Stock style cylinder heads Nos. 1004527-10049875; Dart Big Chief cylinder heads and Oldsmobile Pro

Stock cylinder heads

PART # ACCESSORIES

- 68771 PCV Grommet, .095"
- 68773 PCV Grommet/Baffle, .095"
- **68776** Breather Grommet/Baffle, .095"
- 97341 Filler Cap Breather Grommet, .095"
- PART # REPLACEMENT PARTS
- 97345 .62" x .19", Washers, Aluminum with Neoprene Seal (use w/ No. 68333)
- 97346 .47" x .19", Washers, Aluminum with Neoprene Seal (use w/ No. 68334)





VALVE COVERS

Other Colors Available:

No. 68015









FABRICATED ALUMINUM

Fits: BBC, symmetrical-port Bowtie cylinder heads and Stock BBC heads, clears Jesel, T&D Rocker Shaft Assembly

- 3" Tall, clears Jesel style rockers & allows for greater hood clearance
- 3/8" billet rail CNC machined
- Steel inserts pressed into all mounting holes to eliminate galling after removal and installation
- · CNC machined after welding to ensure airtight sealing
- Mating of billet rail to valve cover is done with a smooth transition on exhaust side to eliminate trapped oil
- Notched at each mounting location with socket-sized clearances for quick removal and installation
- · Will not clear stud girdles

The foreign and greater		
PART #	DESCRIPTION	
68345*	Fabricated Aluminum Valve Covers, 3" Tall, no holes	
68350*	Fabricated Aluminum Valve Covers, Billet Rail, swept back	
	design engineered to clear most marine wet manifolds	
68356*	Fabricated Aluminum Valve Covers	
	Machined for Part No. 22635 –12AN Pos Seal Fitting	N
	(included)	
68357*	Fabricated Aluminum Valve Covers	
	Machined for Part No. 68785 Standard Breathers (include	d)
68358*	Fabricated Aluminum Valve Covers	
	Machined for Part No. 68788 Billet Breathers (included)	
PART #	ACCESSORIES	
68771	PCV Grommet, .095"	
68773	PCV Grommet/Baffle, .095"	
68776	Breather Grommet/Baffle, .095"	
97341	Filler Cap Breather Grommet, .095"	R.
68831	Stud Kit, V/C, Bullet Nose, 12 Pt. Nut	1

*Not legal for sale or use on pollution-controlled vehicles.





No. 68356







PUT OUR EXPERIENCE TO WORK FOR YOU!

Our state-of-the-art equipment allows Moroso Performance customers the ability to customize the latest in innovative Valve Covers as well as many other products. Moroso's advanced machining capability and experience results in custom products...**virtually** *any* **race part that can be imagined**.

For details on Custom Manufacturing, call Moroso's Sales Department at (203) 453-6571

FABRICATED ALUMINUM

Billet Rail

Fits: Big Block GM and Aftermarket Cylinder Heads with stock GM bolt pattern. Clears Jesel and T&D Rocker Shaft Assemblies

- Fabricated entirely from superior quality aluminum, ultra lightweight
- One-piece billet rail is CNC machined to ensure a precision flat surface for superior sealing
- Mating of the billet rail to the valve cover is done with a smooth transition, eliminating trapped oil and spills when removing the cover

PART # DESCRIPTION

- 68457* Fabricated Aluminum Valve Cover, 3" Tall for greater hood clearance, with pockets on both exhaust and intake sides, Billet Rail
- 68458* Fabricated Aluminum Valve Cover, 3" Tall for greater hood clearance, with tubes on intake side and pockets on exhaust side, Billet Rail
- 68459* Fabricated Aluminum Valve Cover, 3.875" Tall with pockets on intake and exhaust side, Billet Rail
- 68460* Fabricated Aluminum Valve Cover, 3.875" Tall for greater hood clearance, with tubes on intake side and pockets on exhaust side, Billet Rail





No. 68459

AFTERMARKET HEADS

FABRICATED ALUMINUM

Billet Rail

- Fabricated entirely from superior quality aluminum, ultra lightweight
- One-piece billet rail is CNC machined to ensure a precision. flat surface for superior sealing
- Airtight sealing allows the engine to pull greater vacuum for improved ring seal and power
- Mating of the billet rail to the valve cover is done with a smooth transition, eliminating trapped oil and spills when removing the cover

PART # DESCRIPTION

- 68462* Fabricated Aluminum Valve Cover, 3" Tall for greater hood clearance, Billet Rail Fits: Brodix PB-5000 Style Cylinder Heads
- Fabricated Aluminum Valve Cover, 3" Tall for greater hood 68463* clearance, Billet Rail Fits: Dart Big Chief II, 11 Degree and 14 Degree Style Cylinder Heads
- Fabricated Aluminum Valve Cover, 3" Tall for greater 68464* hood clearance, Billet Rail Fits: Edelbrock Big Victor Pro Cylinder Heads

*Not legal for sale or use on pollution-controlled vehicles.







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ALVE COVER



AFTERMARKET HEADS

FABRICATED ALUMINUM

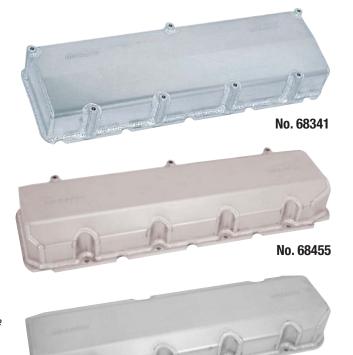
Billet Rail, 3" Tall Design

- Fabricated entirely from superior quality aluminum, ultra-lightweight
- One-piece billet rail is CNC machined to ensure a precision flat surface for superior sealing
- · Airtight sealing allows the engine to pull greater vacuum for improved ring seal and power
- · Studs not included

PART # DESCRIPTION

- 68341* Fab. Aluminum Valve Covers; 3" Tall, Billet Rail Fits: Older style Oldsmobile DRCE and Alan Johnson style cylinder heads
- 68455 Fabricated Aluminum Valve Cover, Billet Rail Fits: BBC with Brodix PB2005, Brodix PB1200, Brodix 1202 and Sonny 14.5 cylinder heads
- 68456 Fabricated Aluminum Valve Cover, 3" Tall for greater hood clearance, with pockets on intake and exhaust side, Billet Rail Fits: BBC with Dart Big Chief and Brodix Big Duke Style cylinder heads. Does not fit Dart Big Chief II 11 Deg. Cylinder heads. Clears Jesel and T&D Rocker Shaft Assemblies
- PART # ACCESSORIES
- 68831 Stud Kit, V/C, Bullet Nose, 12 Pt. Nut

*Not legal for sale or use on pollution-controlled vehicles.



No. 68456



As demonstrated on the STOTT'S FORD Dragster, Moroso Fabricated Valve Covers can be etched, chromed, powder-coated or polished for a custom look.

CHRYSLER 273-360

CHROME PLATED STEEL

Tall Design with Baffle

Fits: S.B. Chrysler, 273, 318, 340, 360 and W2 heads

- Includes two breather/filler cap grommets
- PART # DESCRIPTION
- 68161* Stamped Steel Valve Covers, Chrome Plated, Tall Design with Baffles
- PART # REPLACEMENT PART
- 97340 Breather/Filler Cap Grommets



Billet Rail, 3-3/4" Tall Design

- Fabricated entirely from one-piece superior quality aluminum, ultra-lightweight
- One-piece billet rail is CNC machined to ensure a precision flat surface for superior sealing
- Airtight sealing allows the engine to pull greater vacuum for improved ring seal and power
- Mating of the billet rail to the valve cover is done with a smooth transition, eliminating trapped oil and spills when removing the cover
- Notched at each mounting location with socket-sized clearances for quick removal and installation
- Tall enough to clear most rocker combinations
- Fasteners Included

PART # DESCRIPTION

68310* Fabricated Aluminum Valve Covers; Billet Rail, *Fits: Chrysler 273-360, without breather*68316* Fabricated Aluminum Valve Covers; Billet Rail, *Fits: Chrysler 273-360, with breather on one side*

NOTE: Call our Technical Services Department for custom applications not listed.

BILLET ALUMINUM

Fits: 2003-up Chrysler 5.7/6.1 Hemi Engines

- · Make your Hemi engine look like it deserves the Hemi name
- Fits both early and late 5.7 and 6.1 heads
- Must use 2006-up 5.7 or 6.1 coil packs
- Each 4 lb. valve cover is CNC machined from a 34 lb. billet aluminum bar
- The end result is a lightweight, strong cover that has a precision flat surface for superior sealing
- Covers are designed to work with stock coil packs, gaskets and fasteners
- Taller for aftermarket valve train assemblies
- Airtight sealing allows the engine to pull greater vacuum for improved ring seal and power
- Available in two finishes; raw machined billet finish or black anodized finish with machined ribs

PART # DESCRIPTION

68467 Billet Aluminum Valve Covers, Raw Machined Billet Finish68468 Billet Aluminum Valve Covers, Anodized Black with machined ribs

*Not legal for sale or use on pollution-controlled vehicles.











No. 68310

No. 68316

- PART # ACCESSORIES
- 68771 PCV Grommet, .095"
- 68773 PCV Grommet/Baffle, .095"
- 68776 Breather Grommet/Baffle, .095"
- 68831 Stud Kit, V/C, Bullet Nose, 12 Pt. Nut
- **97341** Filler Cap Breather Grommet, .095"







CHRYSLER 361-440

CHROME PLATED STEEL

Tall Design with Baffle

Fits: B.B. Chrysler, 361, 383, 400, 413, 426 wedge and 440

Includes two breather/filler cap grommets

PART # DESCRIPTION

68181* Stamped Steel Valve Covers, Chrome Plated, Tall Design with Baffles



97340

Breather/Filler Cap Grommets

CHRYSLER "426" HEMI STYLE

HEMI STYLE VALVE COVER

Fits: 426 cubic inch Hemi Style engines

- Fabricated entirely from superior quality aluminum, ultra lightweight
- · One-piece billet rail is CNC machined to ensure a precision flat surface for superior sealing

DESCRIPTION PART

68305* Hemi Style Valve Cover, Aluminum



mososo

MOROSO

No. 68202

No. 68201

FORD 221, 260, 289, 302, 351W

CHROME PLATED STEEL

Tall Design

Fits: Ford 221-302 & 351W

 Includes two breather/filler cap grommets and one non-baffled PCV grommet

PART # DESCRIPTION

68202* Stamped Steel Valve Covers, Chrome Plated, Tall Design without Baffles

CHROME PLATED STEEL

Tall Design with Baffle

Fits: Ford 221-302 & 351W

 Includes two breather/filler cap grommets and one non-baffled PCV grommet

PART # DESCRIPTION

68201* Stamped Steel Valve Covers, Chrome Plated, Tall Design with Baffles

CHROME PLATED STEEL

Tall Design with Baffle

Fits: Ford 221-302 & 351W

· Includes two breather/filler cap grommets and one non-baffled PCV grommet

PART # DESCRIPTION

68210* Stamped Steel Valve Covers, Chrome Plated, Tall Design, without logo, with Baffles



- **REPLACEMENT PARTS FOR NO. 68201, 68202 & 68210** PART # 68770 PCV Grommet
- 97340 Breather/Filler Cap Grommets

*Not legal for sale or use on pollution-controlled vehicles. Phone: 203.453.6571 Fax: 203.453.6906

FORD 221, 260, 289, 302, 351W

CAST ALUMINUM VALVE COVERS – FIBER DESIGN

- Extra tall design clears most stud girdles and rocker combinations
- Includes one baffled and one non-baffled PVC grommets
- Sold in pairs, includes all mounting hardware

PART # DESCRIPTION

- 68451* Cast Aluminum Valve Covers, SB Ford, Gray/Black Fiber Design
- PART # ACCESSORIES
- 68771 PCV Grommet, .095"
- 68773 PCV Grommet/Baffle, .095"
- Breather Grommet/Baffle, .095" 68776
- 97341 Filler Cap Breather Grommet, .095"



MATCHING FIBER DESIGN PRODUCTS

Valve Cover Breathers on pg. 274 Racing Air Cleaners on pg. 243

POWDER COATED ALUMINUM

Fits: Ford 221-302 & 351W, Tall Design

 Includes two breather/filler cap grommets and one non-baffled PCV grommet

PART # DESCRIPTION

- 68193* Stamped Aluminum Valve Covers, Powder Coated-Black
- 68194* Stamped Aluminum Valve Covers, Powder Coated-Blue
- 68195* Stamped Aluminum Valve Covers, Powder Coated-Red
- PART # **REPLACEMENT PARTS**
- 68770 **PCV Grommet**
- Breather/Filler Cap Grommets 97340



Other Colors Available:







POLISHED ALUMINUM

Fits: 260-351W Engines

- Tall enough to clear most aftermarket valvetrain assemblies and stud girdles
- Polished aluminum finish
- 1.22" fill hole included in each cover
- Includes PCV grommet and breather grommet

DESCRIPTION PART

68444 Polished Aluminum Valve Covers, SBF



Tall Design

- Brilliant hand polished finish
- Die-casting process is far more precise and results in a blemish-free surface without porosity
- Extra tall design clears most stud girdles and rocker combinations
- · Inside cover is pilot notched, making it easy to cut out openings for a PCV Valve, breather, or oil filler cap; includes grommets
- Sold in pairs; includes all mounting hardware

PART # DESCRIPTION

68450* Die-Cast Aluminum Valve Covers, Ford 221, 260, 289, 302 (5.0L) & 351W

*Not legal for sale or use on pollution-controlled vehicles.



PART #	ACCESSORIES
68771	PCV Grommet, .095"
68773	PCV Grommet/Baffle, .095"
68776	Breather Grommet/Baffle, .095"
97341	Filler Cap Breather Grommet, .095"



FORD 221, 260, 289, 302, 351W

FABRICATED ALUMINUM

Billet Rail, 3-7/8" Tall Design

Fits: 1994-95 Mustangs, notched to clear original Alternator mounted intake location

- · Fabricated entirely from superior quality aluminum, ultra-lightweight
- · Notched on passenger side to clear OE Alternator mounted intake location
- One piece billet rail is CNC machined to ensure a precision flat surface for superior sealing
- Air-tight sealing allows the engine to pull greater vacuum for improved ring seal and power
- Mating of the billet rail to the valve cover is done with a smooth transition, eliminating trapped oil and spills when removing the cover
- Tall enough to clear most popular rocker combinations
- · Fasteners included

PART # DESCRIPTION

- 68323* Fabricated Aluminum Valve Covers, Billet Rail. *Fits:* 1994-95 Mustangs, notched to clear OE Alternator mounted intake location. EFI Intakes require intake spacers
- PART # ACCESSORIES
- 68771 PCV Grommet, .095"
- 68773 PCV Grommet/Baffle, .095"
- 68776 Breather Grommet/Baffle, .095"
- 97341 Filler Cap Breather Grommet, .095"
- 68831 Stud Kit, V/C, Bullet Nose, 12 Pt. Nut

FABRICATED ALUMINUM

Billet Rail, 3-7/8" Tall Design

Fits: 221-302 & 351W

- Fabricated entirely from superior quality aluminum, ultra- lightweight
- One piece billet rail is CNC machined to ensure a precision flat surface for superior sealing
- Airtight sealing allows the engine to pull greater vacuum for improved ring seal and power
- Mating of the billet rail to the valve cover is done with a smooth transition, eliminating trapped oil and spills when removing the cover
- Notched at each mounting location with socket-sized clearances for quick removal and installation
- · Tall enough to clear most popular rocker combinations
- · Fasteners included
- PART # DESCRIPTION 68325* Fabricated Aluminum Valve Covers, Billet Rail, Tall Design PART # ACCESSORIES 68771 PCV Grommet, .095" 68773 PCV Grommet/Baffle, .095" 68776 Breather Grommet/Baffle, .095" 97341 Filler Cap Breather Grommet, .095" 68831 Stud Kit, V/C, Bullet Nose, 12 Pt. Nut



No. 68323

*Not legal for sale or use on pollution-controlled vehicles.

VALVE COVERS

FORD 4.6, 5.4

DIE-CAST ALUMINUM

Fits: Ford 4.6/5.4L, Three Valve Modular Engine Mustang

- State-of-the-art finishing process utilizes a high-quality, polyester TGIC black powder-coat
- Stock height
- OE fasteners and factory gasket included
- Uses factory oil fill neck, hoses and PCV valve
- PART # DESCRIPTION
- 68382 Die Cast Aluminum Valve Covers, Powder Coated-Black, Fits: Ford 4.6/5.4L, Mustang Three Valve Modular Engine





Fiber Design

Fits: Ford 4.6L, Three Valve Modular Engine Mustang

- · Set your engine compartment apart with Moroso Fiber Design Valve Covers, the look of Carbon Fiber without the expense
- Fiber Design Gray/Black state of the art finishing process with a high quality automotive clear coat finish
- Stock height and fits like an O.E.M. cover
- OE fasteners and factory gasket included
- · Uses factory oil fill neck, hoses and PCV valve
- PART # DESCRIPTION

68386 Valve Covers, Cast Aluminum, Gray/Black Fiber Design





MATCHING FIBER DESIGN PRODUCTS

Valve Cover Breathers on pg. 274 Racing Air Cleaners on pg. 243

FABRICATED ALUMINUM

Three Valve, Billet Rail

Fits: 2005-up Ford, 4.6 & 5.4 Three Valve Engines

- · Fabricated entirely from superior guality aluminum, ultra lightweight
- One piece billet aluminum rail is CNC machined for superior sealing
- Bright aluminum finish matches the Moroso tanks and other under hood accessories or can be polished, chrome plated, etc. for a custom look
- These valve covers are a direct bolt in for 2005 and Up Mustangs and feature a oil fill hole with billet aluminum cap, ports for PCV and vent lines
- Features stand offs for factory wiring, coil mounting, and provisions for factory cam timing solenoids
- Airtight sealing allows the engine to pull greater vacuum for improved ring seal and power
- 3/8" billet rail with machined gland to accept OEM gasket
- Includes mounting hardware, PCV and fitting

PART # DESCRIPTION

68388 Fabricated Aluminum Valve Covers, Ford 4.6 & 5.4, Three Valve



No. 68388

*Not legal for sale or use on pollution-controlled vehicles.





FORD 4.6, 5.4

FABRICATED ALUMINUM, MODULAR Billet Rail

Fits: 11 bolt 4.6/5.4L Modular Ford Engine

- Fabricated entirely from superior quality aluminum, ultra-lightweight
- · One piece billet rail is CNC machined to ensure a precision flat surface for superior sealing
- Mating of the billet rail to the valve cover is done with a smooth transition, eliminating trapped oil and spills when removing the cover
- Tall enough to clear most popular rocker combinations
- Fasteners included
- Comes with knurled billet oil filler cap and uses stock style gaskets

PART #	DESCRIPTION
68389	Fabricated Aluminum Valve Covers, SBF Modular
PART #	ACCESSORIES
68771	PCV Grommet 095"

- Grommet, .095
- PCV Grommet/Baffle. .095" 68773
- 68776 Breather Grommet/Baffle, .095"
- 97341 Filler Cap Breather Grommet, .095"



pgs. 271-279

FORD BOSS 302, 351C, 351M, 400

CHROME PLATED STEEL

Stock Height with Baffle

Fits: Ford Boss 302, 351C, 351M & 400, Stock Height, with Baffles

· Includes two breather/filler cap grommets and one non-baffled PCV grommet

PART # DESCRIPTION

- 68121* Stamped Steel Valve Covers, Chrome Plated
- **REPLACEMENT PARTS** PART #
- 68770 **PCV Grommet**
- 97340 Breather/Filler Cap Grommets



FABRICATED ALUMINUM

Billet Rail, 3.5" Tall Design

Fits: Ford FE

- · Fabricated entirely from superior quality aluminum, ultra-lightweight
- · One-piece billet rail is CNC machined to ensure a precision flat surface for superior sealing
- Airtight sealing allows the engine to pull greater vacuum for improved ring seal and power

PART # DESCRIPTION

- 68461 Fabricated Aluminum Valve Covers, Billet Rail, 3.5' Tall
- PART # ACCESSORIES
- PCV Grommet, .095" 68771
- 68773 PCV Grommet/Baffle, .095"
- 68776 Breather Grommet/Baffle, .095"
- Filler Cap Breather Grommet, .095" 97341

*Not legal for sale or use on pollution-controlled vehicles.





Phone: 203.453.6571 Fax: 203.453.6906

VALVE COVERS

FORD 429-460

CHROME PLATED STEEL

Stock Height With Baffle

Fits: Ford 429, 429CJ, 429SCJ, 460

 Includes two breather/filler cap grommets and one non-baffled PCV grommet

PART # DESCRIPTION

- 68131* Stamped Steel Valve Covers, Chrome Plated, Stock Height with Baffles
- PART # REPLACEMENT PARTS
- 68770 PCV Grommet
- 97340 Breather/Filler Cap Grommets

POWDER COATED ALUMINUM

Tall Design

Fits: Ford 429, 429CJ, 429SCJ, 460,

 Includes two breather/filler cap grommets and one non-baffled PCV grommet

PART # DESCRIPTION

- 68141* Stamped Aluminum Valve Covers, Powder Coated-Black, Tall Design
- 68146* Stamped Aluminum Valve Covers, Powder Coated-Blue, Tall Design
- PART # REPLACEMENT PARTS
- 68770 PCV Grommet
- **97340** Breather/Filler Cap Grommets



Billet Rail

Fits: Ford 429-460

PART # DESCRIPTION

- 68348* Fabricated Aluminum Valve Covers, Billet Rail, 2.5" Tall
- 68349* Fabricated Aluminum Valve Covers, Billet Rail, 3.5" Tall
- PART # ACCESSORIES
- 68771 PCV Grommet, .095"
- 68773 PCV Grommet/Baffle, .095"
- 68776 Breather Grommet/Baffle, .095"
- 97341 Filler Cap Breather Grommet, .095"

OLDSMOBILE V8

CHROME PLATED STEEL

Stock Height with Baffle

Fits: Oldsmobile 330-455, pre-1975 10-bolt design and 1975-later 5-bolt design

- Includes two breather/filler cap grommets and one baffled and one non-baffled PCV grommet
- PART # DESCRIPTION
- 68301* Stamped Steel Valve Covers, Chrome Plated with Baffles
- PART # REPLACEMENT PARTS
- 68770 PCV Grommet
- 68772 PCV Grommet with Baffle
- 97340 Breather/Filler Cap Grommets

*Not legal for sale or use on pollution-controlled vehicles.



No. 68301

269







No. 68131

No. 68146

POWDER COAT

Other Colors Available:





PONTIAC V8

CHROME PLATED STEEL

Tall Design with Baffle

Fits: Pontiac 301-455

- Includes two breather/filler cap grommets and one baffled and one non-baffled PCV grommet
- PART # DESCRIPTION
- 68281* Stamped Steel Valve Covers, Chrome Plated, Tall Design with Baffle
- PART # REPLACEMENT PARTS
- 68770 PCV Grommet
- 68772 PCV Grommet with Baffle
- 97340 Breather/Filler Cap Grommets



POWDER COATED ALUMINUM

Tall Design

97340

Fits: Pontiac 301-455

 Includes two breather/filler cap grommets and one baffled and one non-baffled PCV grommet

PART # DESCRIPTION

68273* Stamped Aluminum Valve Covers, Powder Coated-Black, Tall Design
68274* Stamped Aluminum Valve Covers, Powder Coated-Blue, Tall Design
68275* Stamped Aluminum Valve Covers, Powder Coated-Red, Tall Design
PART # REPLACEMENT PARTS
68770 PCV Grommet
68772 PCV Grommet with Baffle

Breather/Filler Cap Grommets

*Not legal for sale or use on pollution-controlled vehicles.



Other Colors Available:





Phone: 203.453.6571 Fax: 203.453.6906



PERM-ALIGN VALVE COVER GASKETS

- Specially designed gaskets are manufactured from 40 durometer rubber, molded over and vulcanized to a rigid steel frame
- The extra-strength design will not leak, blow out or get sucked in like stock or inferior-quality aftermarket gaskets
- Superior quality silicone/steel gaskets outlast cork and rubber composite designs to provide years of dependable service, especially when constantly removing and reinstalling valve covers
- Oil-resistant
- Full 3/16"-thick
- · Two per package

PART #	DESCRIPTION

93020	Perm-Align Valve Cover Gasket
	Fits: SBC, Moroso Valve Covers and others of similar design
93021	Perm-Align Valve Cover Gasket
	Fits: 18,16,15,13.5 & 12° Dart, Brodix, Edelbrock and All Pro cylinder head
93040	Perm-Align Valve Cover Gasket
	Fits: BBC, Moroso Valve Covers and others of similar design
93045	Perm-Align Valve Cover Gasket
	Fits: Big Chief (does not fit Dart Big Chief II, 11° Cylinder heads
93050	Perm-Align Valve Cover Gasket. <i>Fits: SB Chrysler</i>
93055	Perm-Align Valve Cover Gasket. <i>Fits: BB Chrysler</i>
93060	Perm-Align Valve Cover Gasket. <i>Fits:</i> Ford 221, 260, 289, 302 and
	351W, Moroso Valve Covers and others of similar design
93065	Perm-Align Valve Cover Gasket. <i>Fits: BB Ford</i>

NOTE: Modifications required for Moroso Valve Cover Nos. 68329 and 68417

VALVE COVER HOLD DOWN TABS

Big Block Chevrolet

Fits: BBC

• Set fits one valve cover, includes four 3" tabs and three 4" tabs with 5/16" diameter holes

PART # DESCRIPTION

68515	Valve Cover Hold Down Tabs, Gold Powder Coat with
	Clear Lacquer. Matches gold anodized and gold zinc covers
68516	Valve Cover Hold Down Tabs, Steel, Chrome Plated
68525	Valve Cover Hold Down Tabs, Steel, Powder Coated-Red
68526	Valve Cover Hold Down Tabs, Steel, Powder Coated-Blue

VALVE COVER HOLD DOWN TABS

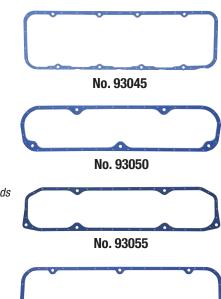
Small Block & 90° V6 Chevrolet

Fits: SBC and 90° V6 Chevy

- Specifically designed to spread the fastener load over a larger area of the valve cover flange to eliminate flange distortion and subsequent oil leakage
- Available in chrome plated steel, black, red and blue powder coated steel

PART # DESCRIPTION

- 68501 Valve Cover Hold Down Tabs, Steel, Powder Coated-Black with Clear Lacquer
 68505 Valve Cover Hold Down Tabs, Steel, Powder Coated-Red
 68506 Valve Cover Hold Down Tabs, Steel, Powder Coated-Blue
- **68510** Valve Cover Hold Down Tabs, Steel, Howder Coaled Valve Cover Hold Down Tabs, Steel, Chrome Plated
- NOTE: Set fits one valve cover, includes four 5" hold down tabs with 5/16" diameter holes



No. 93021









Other Colors Available:



VALVE COVER

Tech Support: 203.458.0542 • 203.458.0546





Fits: Chrysler 273-360

- · Set fits one valve cover, includes three 4" tabs
- Use 1/4" washer face nuts for the two end holes

PART # DESCRIPTION 68512 Valve Cover Hold Down Tabs, Steel, Chrome Plated

VALVE COVER HOLD DOWN TABS

Fits: Ford 221, 260, 289, 302, 351W

- Set fits one valve cover, includes three 3" tabs for the shallow recessed bolt holes and one 4" tab for the deep recessed bolt hole
- Use 1/4" washer face bolts for the two end holes

68519 Valve Cover Hold Down Tabs, Steel, Chrome Plated



No. 68512

VALVE COVER HOLD DOWN TABS

Fits: Pontiac 301-455

• Set fits one valve cover, includes four 5" tabs with 3/8" diameter holes

PART #	DESCRIPTION
68521	Valve Cover Hold Down Tabs, Steel, Powder Coated-Black with
	Clear Lacquer, Matches Black Powder Coated covers
68530	Valve Cover Hold Down Tabs, Steel, Chrome Plated

No. 68521

VALVE COVER HEX HEAD NUTS

- Use when space is critical or if the valve cover nuts must be snugged down tighter than wing-nut-finger-tight
- Four per package with 1/4"-20 x 1-3/8" studs included
- · Install and remove with half inch socket wrench with extension or a speed handle

PART # DESCRIPTION

68550 Valve Cover Hex Head Nuts, 1/2" hex head, 3-7/8" long, Chrome Plated SteelPART # REPLACEMENT PARTS

97030 Studs 1/4"-20 x 1-3/8"

BULLET NOSE VALVE COVER STUD KIT

- Bullet nose tip makes it easy to start mounting nuts
- Prevents Small Block Chevy cast aluminum valve covers from vibrating loose in competition
- Includes eight 1/4"-20 x 1-1/2" heat-treated studs, nylon-insert lock nuts and washers

PART # DESCRIPTION

68830 Bullet Nose Valve Cover Stud Kit

68831 Bullet Nose Valve Cover Stud Kit, 12 pt. nut NOTE: Will not work with Stamped Aluminum Valve Covers



No. 68550

No. 68830

VALVE COVER ACORN NUTS

Fits: SBC or any valve cover using 1/4"-20 hold downs

- Add a decorative touch to engines in cases where long valve cover wing nuts are impractical
- Set includes eight 1-3/8" high nuts and 1/4"-20 x 1-3/8" studs

PART # DESCRIPTION 68561 Valve Cover Acorn Nuts, Chrome PART # REPLACEMENT PARTS

97030 Studs 1/4"-20 x 1-3/8"



No. 68561

No. 68820

VALVE COVER STUD KIT

- These studs were developed primarily for the oval track racer using Moroso Small Block Chevy cast aluminum valve covers where a leaking valve cover caused by a fastener shaking loose from vibration could mean disaster
- Set consists of eight 1/4"-20 x 1-3/4" slotted head studs and eight 1/4"-20 nylon insert lock nuts with washers

PART #	DESCRIPTION
68820	Valve Cover Stud Kit

PART # REPLACEMENT PARTS

97020 8 Studs 1/4"-20 x 1-3/4", Slotted Head

EXTRA LONG VALVE COVER WING NUTS

- Available in chrome plated steel or powder coated aluminum colors including red, blue, black and clear
- Includes matching studs to eliminate gasket alignment problems and to speed up installation
- Four per pack
- Extra Long Valve Cover Wing Nuts will clear 4-1/2" tall valve cover

PART # DESCRIPTION

- Extra Long Valve Cover Wing Nuts, 1/4"-20 with 1-3/8" long studs. Aluminum, Powder Coated-Clear
 Extra Long Valve Cover Wing Nuts, 1/4"-20 with 1-3/8" long studs.
- Aluminum, Powder Coated-Black
- **68604** Extra Long Valve Cover Wing Nuts, 1/4"-20 with 1-3/8" long studs. Aluminum, Powder Coated-Blue
- **68605** Extra Long Valve Cover Wing Nuts, 1/4"-20 with 1-3/8" long studs. Aluminum, Powder Coated-Red
- 68610 Extra Long Valve Cover Wing Nuts, 1/4"-20 with 1-3/8" long studs. Steel, Chrome Plated

68621 Extra Long Valve Cover Wing Nuts, 5/16"-18 with 1-3/8" long studs. Aluminum, Powder Coated-Black to fit Pontiac 301-455 and Ford 332-428 FE Series and others

- **68630** Extra Long Valve Cover Wing Nuts, 5/16"-18 with 1-3/8" long studs. Steel, Chrome Plated to fit Pontiac 301-455 and Ford 332-428 FE Series and others
- **68640** Long Valve Cover Wing Nuts, 1/4"-20 with 1-3/8" long studs. Steel, Chrome Plated for stock height valve covers

PART # REPLACEMENT PARTS

97020 Studs, 1/4"-20 x 1-3/4", 8 per package

97030 Studs, 1/4"-20 x 1-3/8", 8 per package

NOTE: Wing nut studs 1-3/4" long are packaged with our tall Small Block Chevy die-cast aluminum valve covers to allow for the thicker gasket flange on these covers.



POWDER COAT

OWDER COAT

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ONE PIECE PUSH-IN VALVE COVER BREATHERS - FIBER DESIGN

Fits: Moroso or any valve cover with 1.22" hole

- Designed to drain oil trapped in the foam back into the valve cover rather than allow it to drain out the air vents
- · Includes PCV valve grommet and valve cover grommet
- Two per package
- PART # DESCRIPTION 68723* One Piece Push-In Valve Cover Breathers, Gray/Black Fiber Design



MATCHING FIBER DESIGN PRODUCTS

Valve Covers on pg. 253, 258, 265 & 267 Racing Air Cleaners on pg. 243 No. 68723

ONE PIECE PUSH-IN VALVE COVER BREATHERS Fits: Moroso or any valve cover with 1.22" hole Designed to drain oil trapped in the foam back into the valve cover rather than allow it to drain out the air vents Two per package except No. 68741 DESCRIPTION PART # 68717* One Piece Push-In Valve Cover Breathers. Aluminum, Powder Coated-Blue, No. 68717 One Piece Push-In Valve Cover Breathers, 68718* Other Color Available: Aluminum, Powder Coated-Red 68719* One Piece Push-In Valve Cover Breathers, Aluminum, Powder Coated-Black 68740* One Piece Push-In Valve Cover Breathers, Steel, Chrome Plated 68741* One Piece Push-In Valve Cover Breathers, Steel, Chrome Plated, for street cars that require a PCV set-up. Contains one breather with valve cover grommet and one PCV valve grommet PART # **REPLACEMENT PARTS** 97340 Breather/Filler Cap Grommets No. 68718

TWO-PIECE PUSH-IN VALVE COVER BREATHERS

Fits: Moroso or any valve cover with 1.22" hole

- Valve cover breathers come complete with grommets and adapters, which make convenient oil filler tubes
- Chrome Plated Steel
- Two per package

PART #DESCRIPTION*68730Two Piece Push-In Valve Cover BreathersPART #REPLACEMENT PARTS

97340 Breather/Filler Cap Grommets



*Not legal for sale or use on pollution-controlled vehicles. Phone: 203.453.6571 Fax: 203.453.6906

SPRINT CAR BREATHER TUBE KIT

- Sprint Car racers can now mount an aluminum tube-style crossover breather kit to their aluminum valve covers and save some money in the process
- Kit comes with all mounting hardware and aluminum bungs which must be welded to the valve covers
- PART # DESCRIPTION
- 68762* Valve Cover Breather Tube Kit, SBC Sprint Cars
- PART # ACCESSORIES
- 68811* Filtered Breathers, Half Hood
- **68815*** Filtered Breathers, Non-Hooded

NOTE: Can only be used with aluminum valve covers. Breathers are not included with the kit and must be purchased separately.

Breathers on pg. 274

OIL FILLER CAP

Fits: All Moroso and OEM valve covers with 1.22" diameter hole

· Push-in design for applications requiring a sealing-type filler plug

Chrome plated top section

PART # DESCRIPTION

68660 Oil Filler Cap

PCV GROMMETS FOR AFTERMARKET VALVE COVERS

- Designed to work with Fabricated Sheet Metal and Cast Aluminum Valve Covers, without logo, that have a 1.220" diameter hole
- Ideal for street enthusiasts using aftermarket valve covers and a positive crankcase ventilation system
- Works with all popular GM PCV valves
- · Made from oil-resistant rubber

PART # DESCRIPTION

- 68770 PCV Grommets, 2 per package
- 68771 PCV Grommets, 2 per package (Designed for .090 .100" material thickness)

PCV GROMMET

With Integral Baffle

- Designed to work with Fabricated Sheet Metal and Cast Aluminum Valve Covers, without logo, that have a 1.220" diameter hole
- Ideal for those using aftermarket valve covers without OEM-style oil control baffles
- Works with all popular GM PCV valves
- Special design keeps oil out of the PCV valve
- · Will not clear stud girdles, made from oil resistant rubber
- PART # DESCRIPTION
- 68772 PCV Grommet/Baffle, 2 per package

68773 PCV Grommet/Baffle, 2 per package (Designed for .090 - .100" material thickness)

No. 68770



No. 68772



No. 68762



*Not legal for sale or use on pollution-controlled vehicles.





BREATHER GROMMETS

With Integral Baffle

- Designed to work with Fabricated Sheet Metal and Cast Aluminum Valve Covers, without logo, that have a 1.220" diameter hole
- Ideal for those using aftermarket valve covers without OEM-style oil control baffles
- Ideally suited for push-in style breather systems
- Will not clear stud girdles
- Made from oil resistant rubber

PART # DESCRIPTION

- 68775 Breather Grommet/Baffle, 2 per package
- 68776 Breather Grommet/Baffle, 2 per package (Designed for .090 .100" material thickness)

BREATHER/FILLER CAP GROMMETS

- Designed to work with Fabricated Sheet Metal and Cast Aluminum Valve Covers, without logo, that have a 1.220" diameter hole
- Replacement Valve Cover Grommets for breathers and oil filler caps; two per pack

PART # DESCRIPTION

- 97340 Breather/Filler Cap Grommets
- 97341 Breather/Filler Cap Grommets (Designed for .090-.100" material thickness)

VALVE COVER BREATHER BAFFLE

- Made of 14 gauge 6061-T6 aluminum, this baffle mounts inside Moroso valve covers under the breather hole to keep oil from getting into the breather
- Use with Valve Cover Breathers Nos. 68720, 68721, 68722, 68723, 68724, 68725, 68730, 68740, 68741, 68781, 68810, 68813 or 68817
- Cannot be used with engines equipped with stud girdles
- One per package; includes all necessary fasteners

PART # DESCRIPTION

68790 Valve Cover Breather Baffle

FILLER CAP KIT, UNIVERSAL

- Cap Kit No. 85280 and No. 85282 are knurled for easy grip removal and replacement
- Cap Kit No. 85283 is designed with larger, contoured grip for even easier use
- These universal kits, available with steel or 6061-T6 aluminum bung, can be used on valve covers and other locations to replenish fluid, or serve as an inspection port
- · Bungs can be welded to any suitable tank, valve cover or plate
- Manufactured from 6061-T6 aluminum, includes 0-Rings for leak-free sealing

PART # DESCRIPTION

- Filler Cap Kit, Universal, Steel Bung, 1-1/4" -12UNF Threads, 1.5" OD
 Filler Cap Kit, Universal, Aluminum Bung, 1-1/4" -12UNF Threads, 1.5" OD
- 85283 Filler Cap Kit, Universal, Aluminum Bung, Black Anodized with logo,
 - 1-3/8" -12UNF Threads, 2.6" OD

NOTE: For steel applications, use Rear End Fill Cap No. C9085





No. 97340



No. 68790







Push-in

Fits: All valve covers with 1.22" holes; includes rubber grommet

- No. 68781 is ideal for plumbing your crankcase ventilation system into the air cleaner, while No. 68780 is a direct breather replacement for No. 25900 Crankcase Evacuation System
- Uses internal foam disc and baffling to prevent oil from entering air cleaner (No. 68781)

PART #	DESCRIPTION
68780*	Replacement Breather/Oil Separator, for No. 25900 Crankcase
	Evacuation System, 3/4" Hose, Gold Iridite
68781*	Replacement Breather/Oil Separator, 3/4" Hose, Chrome
	(for street use only)
PART #	REPLACEMENT PARTS

97340 Breather/Filler Cap Grommets



No. 68785

No. 68787

POSITIVE LOCKING BREATHERS

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Stamped Style

Fits: All valve covers with 1.22" holes

- Meets rule requirement for cars running 7.99 E.T. and quicker
- Threaded tube with collar mounts from inside valve cover through 1.22" opening; breather screws into the tube for secure attachment
- Viton gasket resists oil, alcohol and race fuel to form airtight seal
- Jam nuts allow breather to be positioned to suit plumbing requirements
- · Internal stainless steel baffling keeps oil/air separated
- Clear finish resists rust
- · Includes all mounting hardware; one per pack

PART # DESCRIPTION

- **68785*** Positive Locking Breather, with Tube for 3/4" hose
- 68787* Positive Locking Breather, without Tube, Clear Powder Coat

POSITIVE LOCKING BREATHER

Billet Aluminum

Fits: All valve covers with 1.25" holes

- Manufactured from 6061 Billet Aluminum
- · Screws to valve cover for positive fit, does not push on
- Designed in two pieces with a top that unscrews to allow for oil filling and easier cleaning or replacement of oil separator filter
- · Slip-on fitting for pan evac system
- O-ring Seal no gaskets (reduces leakage)
- Meets rule requirement for cars running 7.99 E.T. and quicker

PART # DESCRIPTION

68788* Positive Locking Billet Aluminum Filtered Breather

Part # Available Option

22706 1/2" NPT to -10AN Fitting **22708** 1/2" NPT to -12AN Fitting

No. 68788

*Not legal for sale or use on pollution-controlled vehicles.





CLAMP ON BREATHER

- Clamps onto a 1" outside diameter tube
- Fits Moroso Billet Aluminum Vacuum Relief Valves Nos. 22633, 22636 and 22637
- Provides maximum protection against dirt and airborne debris without restricting air flow
- Clamp included
- Cleanable and re-usable: oil before use

PART # DESCRIPTION

68791 Clamp On Breather, 1" I.D.

WELD-IN FILTERED BREATHER KIT

- Kit contains two aluminum 1-3/8" 0.D. breather tubes with internal baffling, two half-hooded filtered breathers, and two stainless hose clamps
- Designed to be welded to Moroso valve covers and can be adapted to other aluminum covers
- PART # DESCRIPTION
- 68800* Weld-In Filtered Breather Kit
- PART # REPLACEMENT PARTS
- 68811* Filtered Breathers, with protective half-hood
- 68812* Filtered Breathers for early No. 68800 with 1-1/2" tube, half hood







No. 68811



No. 68813



No. 68815



No. 68817

VALVE COVER FILTERED BREATHERS

- Available in half-hooded or non-hooded
- · Provides maximum protection against dirt and airborne debris without restricting air flow
- · Also available with completely exposed filter element and chrome plated top
- All styles come in two types; Push-In or Clamp-On (for existing stacks; includes clamp)
- Cleanable and re-usable; oil before use
- One per pack

Half-Hooded

- PART # DESCRIPTION
- 68811* Valve Cover Filtered Breather, half-hood, clamp-on type. For Moroso Covers with welded-in stacks, 1-3/8" I.D.
- **68812*** Valve Cover Filtered Breather, half-hood, clamp-on type. For Moroso Covers with welded-in stacks, 1-1/2" I.D.
- **68813*** Valve Cover Filtered Breather, half-hood, push-In type. For Moroso Covers with 1.22" punched holes

Non-Hooded

PART # DESCRIPTION

- 68815* Valve Cover Filtered Breather, non-hooded style, clamp-on type. For Moroso Covers with welded-in stacks, 1-3/8" I.D.
- 68816* Valve Cover Filtered Breather, non-hooded style, clamp-on type. For Moroso Covers with welded-in stacks, 1-1/2" I.D.
- 68817* Valve Cover Filtered Breather, non-hooded style, pushin type. For Moroso Covers with 1.22" punched holes

VALVE COVERS

No. 68800

PUSH-IN FILTERED BREATHER KIT

- Kit allows engine builder to install filtered breathers on Moroso steel or aluminum valve covers (or other covers with 1.22" holes) without welding
- Consists of two filtered breathers with clamps, two chrome plated adapter tubes and two valve cover grommets
- · Filters must be oiled before use

PART # DESCRIPTION

- 68810* Push-In Filtered Breather Kit
- PART # REPLACEMENT PARTS
- 68816* Filtered Breathers Non-Hooded
- 68812* Filtered Breathers Half-Hooded



- Can be welded to aluminum valve covers, holding tanks, cylinder heads, oil pans, etc. or wherever an NPT fitting is needed
- Made of 6061-T6 aluminum and fit a 1" diameter hole
- Two per pack

PART # DESCRIPTION

68900	Aluminum Weld-In Bungs, 3/8" NPT Fitting
68910	Aluminum Weld-In Bungs, 1/2" NPT Fitting

*Not legal for sale or use on pollution-controlled vehicles.



No. 68810





No. 68900



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HOW MOROSO IGNITION WIRE IS MANUFACTURED

Adapted from DRAG RACING ACTION Magazine by JOHN DiBARTOLOMEO

Spark plug wire used to be nothing more than a solid core length of wire with some type of insulation. Suppression wire was later developed to combat radio interference, otherwise known as RFI *(radio frequency interference)* or EMI *(electro-magnetic interference)*. For suppression wire to work, it must contain a certain amount of electrical resistance. Because of this resistance, it was never useful in race applications, where every bit of spark energy is beneficial to lighting an adequate fire within the engine's cylinders. For that reason, racers always choose a solid core plug wire, which had no suppression capabilities, but offered very little resistance to the spark generated by modern era ignition boxes.

That changed in the mid-'80's when data loggers became standard issue on race cars. The capabilities of those early loggers were very susceptible to RFI noise, which could disrupt the timing functions of the delay/throttle stop boxes, as well as the recording ability of data loggers. Though most manufacturers installed some filtering, RFI became a big issue in the racing industry.

The engineers at Moroso realized the need for enhanced suppression plug wire that would alleviate or reduce the amount of RFI. A spark voltage that exceeds 50,000-volts through a plug wire would inevitably find its way through the outer core of the wire and into the airwaves. So, it became optimal for racers to install suppression plug wires but the requirement to have a very low resistance wire was a necessity.

Moroso Wire Technology led the development of modern ignition wire, designed with a Kevlar core, nickel copper alloy wire wrapped around the Kevlar and ferrite-impregnated outer sleeve. Moroso high performance Ignition Wire, manufactured at our facility in Philadelphia,

protects against heat, chaffing and contaminants and results in a resistance of only 40-ohms per foot.



For info. on Custom Imprinted Wire Sets and other street applications, see pg. 297



The wire travels 250 feet through these long tubes on the right in order to cure and cool the wire after manufacturing.





An optical laser measuring device keeps constant measurement on the completed wire as it comes to the end of the line. The machine operator must maintain the measurement within a specified amount and adjust as necessary.

The rubber cover material for the center conductor starts out in this ribbon-like form. It's fed into a tube that heats and feeds it through a series of collets to form it around the center conductor.



The outer silicone material is fed through the machine in the same fashion as the center core cover, eventually making it's way onto the wire and completing the forming process.

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These print wheels are laser engraved with the Moroso and Ultra 40 Race Wire logos. At the end of the forming line, the wheels pick up ink and print on both sides of the wire.



This automatic machine cuts the wire from the bulk spools to specified lengths and strips back the insulation on both ends prior to the terminal end crimping process.



Before a plug boot is installed, each wire undergoes testing to ensure the quality of the crimp and the wire's conductivity. The plug boot is then installed, the wire is packaged and is ready for delivery.



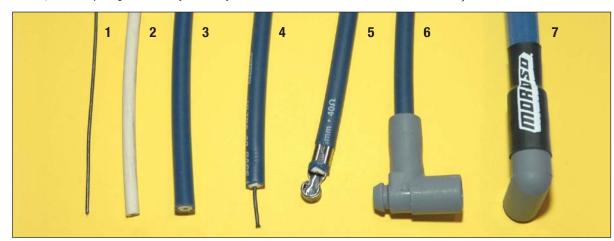
In the last step in the manufacturing process, completed wire is rolled onto wooden spools. Each spool holds 5,000-feet of wire awaiting the final steps to complete a length of spark plug wire.



Each wire is hand fed into a crimping machine that automatically feeds terminal ends through it, while an operator feeds the previously stripped back wire in, finally ending up with a crimped terminal on the end.



Moroso **Ultra 40 Race Wire Sets** receive a fiberglass reinforced silicone outer sleeve which requires a heat shrink sleeve at the boot in order to seal off the whole assembly.



The manufacture of Ignition Wire requires several different steps: first, the center conductor (1) has EPDM (Ethylene Propylene Diene Monomer) rubber material formed around it (2). The wire is then re-fed into the machine where the outer silicone covering is formed and printed with the type of wire it is (3). The completed wire is then stripped back (4) and the terminal ends are crimped on (5). The plug boot is installed (6) and finally, for race applications, a silicone-jacketed fiberglass sleeve is slipped over the assembly and a shrink sleeve installed (7).





ULTRA 40 RACE WIRE SETS

ULTRA 40 UNIVERSAL WIRE SETS, UNSLEEVED

The most powerful wire for any race application!

- Moroso Ultra-40 Race Wire is the standard in high performance ignition wire
- Optimized EMI/RFI resistance
- Used in the highest level of racing applications, from dual mag Top Fuel Cars thru NASCAR Sprint® Cup Series
- 7mm or 8.65mm diameter wire with 40 ohms of resistance per foot
- · Incorporates a highly engineered spiral wound conductor
- Maximizes energy transfer and minimizes electro magnetic interference (EMI) and radio frequency (RF) interference noise



BUYER'S GUIDE for Ultra 40 Universal Wire Sets, Unsleeved

APPLICATION/ DISTRIBUTOR CAP STYLE	W BLUE	IRE COLO Red	OR Black	WIRE DIA. (mm)		S		UG WIR	e lengi R #	THS			PLUG BOOT	COIL Wire Length
		PART #			1	2	3	4	5	6	7	8		(inches)
UNIVERSAL FIT														
90º Universal	73800	73810	73814	8.65	35	35	39	39	46	50	53	53	90°	36
Straight Universal	73801	73812	73815	8.65	35	35	39	39	46	50	53	53	STR.	36
135º Universal	73802	73836	73816	8.65	35	35	39	39	46	50	53	53	135°	36
HEMI														
BAE-AJPE/8.5" Insulators	73803	N/A	73804	8.65	28	32	38	42	51	56	61	66	Hemi	38
BAE-AJPE/7" Insulators	73808	N/A	73809	8.65	51	28	56	32	61	38	66	42	Hemi	36
GM LS SERIES														
Coil-on Plug	73811	73837	73828	7	48	48	48	48	48	48	48	48	STR.	N/A



ULTRA 40 RACE WIRE SETS

ULTRA 40 CUSTOM FIT WIRE SETS, UNSLEEVED

- Cost-effective version of our race proven Ultra 40 Race Wire, without heat sleeving
- 7 or 8.65mm diameter wire with 40 ohms of resistance per foot
- Complete, ready-to-install sets available for specific engines
- Wire for each cylinder is labeled

BUYER'S GUIDE for Ultra 40 Custom Fit Wire Sets, Unsleeved

APPLICATION/ DISTRIBUTOR CAP STYLE	W BLUE	IRE COLO Red	OR Black	WIRE DIA. (mm)		S		LUG WIR Ylinde	e lengi R #	THS			PLUG BOOT	COIL Wire Length
		PART #			1	2	3	4	5	6	7	8		(inches)
GM LS SERIES														
Coil-On Plug, Short	73660	73680	73703	7	8	8	8	8	8	8	8	8	STR.	N/A
Coil-On Plug, Med.	73662	73682	73705	7	9.75	9.75	9.75	9.75	9.75	9.75	9.75	9.75	STR.	N/A
Coil-On Plug, Long	73661	73681	73704	7	12	12	12	12	12	12	12	12	STR.	N/A
SBC														
Over VC/Non-HEI	73663	73683	73706	8.65	29	33	35	27	25	27	25	24	90°	36
Over VC/HEI	73664	73684	73707	8.65	29	33	35	27	25	27	25	24	90°	36
Under Header/Non-HEI	73665	73685	73708	8.65	45	45	40	40	27.75	28	27	26.75	90°	36
Under Header/HEI	73666	73686	73709	8.65	45	45	40	40	27.75	28	27	26.75	90°	36
BBC														
Over VC/Non-HEI Cap	73667	73687	73710	8.65	31	39	35	30	29	28	26	27	STR.	36
Over VC/HEI Cap	73668	73688	73711	8.65	28.75	34.75	34.25	28.75	27.25	28.50	26	25	STR.	36
Under Header/Non-HEI	73670	73690	73713	8.65	39	42	37	25	29.50	31	22	29	90°	36
Under Header/HEI	73669	73689	73712	8.65	41.50	44.50	37.50	37	31	31	26.50	31	90°	36
Under Header/ Non-HEI Crab	73671	73691	73714	8.65	38	43	35	33	29.50	30	26	29	90°	36
Under Header, HEI Crab	73672	73692	73715	8.65	38	43	35	33	29.50	30	26	29	90°	36
FORD														
289-302														
Under Header/Non-HEI	73676	73696	73719	8.65	27.75	28	26.50	29	24.50	25	28	28.50	135°	38
HEI	73675	73695	73718	8.65	27.75	28	26.50	29	24.50	25	28	28.50	135°	36
351W			70740	0.05		00	00	00	00	00		00	1050	
HEI 429-460	/36/3	73693	73716	8.65	29	33	32	32	28	26	34	36	135°	36
HEI	73674	73694	73717	8.65	27	27	29	29.50	24	32.50	27	32.25	135°	36
DODGE/CHRYSLER														
5.7 Hemi Truck														
2003-2005	73657	N/A	N/A	7	34.50	36.50	36.50	37.75	35.50	34.50	37.75	35.25	STR.	N/A
5.7 Hemi 2005 Magnum, 300, Jeep	73658	N/A	N/A	7	44	36.50	37.50	35	39	44	35	40	STR.	N/A





IGNITION WIRE

Tech Support: 203.458.0542 • 203.458.0546



ULTRA 40 RACE WIRE SETS

ULTRA 40 CUSTOM FIT WIRE SETS, SLEEVED

Exterior sleeving offers improved dielectric strength for added resistance to outside pulses while electrical protecting wire against heat, chafing and contaminants

- 7mm or 8.65mm diameter wire with 40 ohms of resistance per foot
- Sleeving adds extra dielectric strength which is wire's ability to not be affected by outside electrical pulses
- Sleeving extends spark plug wire life and protects against exhaust header heat, chaffing and contaminants
- · Complete, ready to install sets available for specific engines

BUYER'S GUIDE for Ultra 40 Custom Fit Wire Sets, Sleeved



APPLICATION/ DISTRIBUTOR CAP STYLE	WIRE Blue	COLOR Black	WIRE DIA.			SPAR	CYLI	WIRE LE NDER # <i>nm)</i>	NGTHS			PLUG B00T	COIL Wire Length
	PAF	RT #		1	2	3	4	5	6	7	8		(inches)
SBC													
Over VC/Non HEI	73600	73824	8.65	29	33	35	27	25	27	25	24	90°	36
Over VC, HEI	73602	73817	8.65	29	33	35	27	25	27	25	24	90°	36
Under Header, Non HEI	73605	73825	8.65	45	45	40	40	27.75	28	27	26.75	90°	36
Under Header, HEI	73607	73818	8.65	45	45	40	40	27.75	28	27	26.75	90°	36
GM LS SERIES													
Coil-On Plug, Short	73535	73823	7	8	8	8	8	8	8	8	8	STR.	N/A
Coil-On Plug, Medium	73537	73827	7	9.75	9.75	9.75	9.75	9.75	9.75	9.75	9.75	STR.	N/A
Coil-On Plug, Long	73536	73826	7	12	12	12	12	12	12	12	12	STR.	N/A
BBC													
Over VC, Non HEI	73614	73829	8.65	31	39	35	30	29	28	26	27	STR.	36
Over VC, HEI	73615	73819	8.65	28.75	34.75	34.25	28.75	27.25	28.50	26	25	STR.	36
Under Header, Non HEI	73617	73821	8.65	39	42	37	25	29.50	31	22	29	90°	36
Under Header, HEI	73616	73820	8.65	41.50	44.50	37.50	37	31	31	26.50	31	90°	36
Under Header, Non HEI Crab	73621	73831	8.65	38	43	35	33	29.50	30	26	29	90°	36
Under Header, HEI Crab	73622	73832	8.65	38	43	35	33	29.50	30	26	29	90°	36
FORD													
289-302													
HEI	73630	73833	8.65	27.75	28	26.50	29	24.50	25	28	28.50	135°	36
Under Header, Non HEI	73631	73834	8.65	27.75	28	26.50	29	24.50	25	28	28.50	135°	38
351W													
HEI	73626	73822	8.65	29	33	32	32	28	26	34	36	135°	36
429-460													
HEI	73628	73835	8.65	27	27	29	29.50	24	32.50	27	32.25	135°	36



ULTRA 40 RACE WIRE & ACCESSORIES



ULTRA 40 WIRE SET, STRAIGHT, PRO BOOT, UNIVERSAL

Specifically designed to work in racing applications where GM Pro Stock, Brodix PB202, CFE, Ford, Yates or other high end drag race cylinder heads are being used, or in any application where a longer straight spark plug boot is desired

- Manufactured using 40 Ohm ignition wire; found in the highest levels of competition
- Terminated with a 5" long, straight pro boot on the spark plug end
- Ergonomically designed boot allows for easier removal of ignition wire between rounds
- · Fold-over crimping won't vibrate loose like other brands
- Nylon pull tape under silicone jacket provides unbeatable pull strength and terminal retention
- Kevlar® center core offers ultra-high tensile strength
- Ferrite impregnated core tunes EMI suppression characteristics
- Extra-thick layer of EDPM promotes even greater dielectric strength

PART # DESCRIPTION

No. 73830

PART #

73830

73813 Ultra 40 Wire Set, Straight Pro Boot, Universal

No. 73813

No. 72011

ULTRA 40 INSULATED WIRE SLEEVE

- Closely woven fiberglass, impregnated with high-voltage-leak
 resistant silicone which adds up to 8,000 volts of extra insulation
- Extends spark plug wire life by adding additional insulation against exhaust header heat, chaffing and contaminants

PART # DESCRIPTION

72011 Ultra 40 Insulated Wire Sleeve, Blue, 25 ft. Roll



ULTRA 40 WIRE - SPOOL

DESCRIPTION

100 ft. of 8.65mm Ultra 40 wire on a spool

Ultra 40 Wire Spool, 100 ft

COIL WIRE KIT

Ultra 40, Universal 72"

- Allows installation of ignition coils in remote locations
- Kit includes 72" wire, 2-HEI 90 Deg. distr. boots, 2-HEI 90 Deg. spark plug boots,
- 4-HEI terminals, 2-Non-HEI 90 Deg. boots, 4-Non-HEI terminals and 2-coil boots
- PART # DESCRIPTION

73237 Coil Wire Kit, Ultra 40, Universal 72"

SEE MORE!

Shrink Sleeves on pg. 300 Wire Loom Kits on pgs. 301-303

No. 72081

ULTRA 40 SPARK PLUG BOOT & TERMINAL KITS

- Manufactured from high temperature silicone
- Ultra 40 boots are available for both spark plug and distributor ends
- · Comes in sets of 8 with positive-locking spark plug or distributor terminals

PART # DESCRIPTION

- 72041 Boot & Terminal Kit, Dist., HEI, Ultra 40
- 72061 Boot & Terminal Kit, Spark Plug Boot, Straight, Ultra 40
- 72071 Boot & Terminal Kit, Spark Plug Boot, 90 Degree, Ultra 40
- 72076 Boot & Terminal Kit, Spark Plug Boot, 135 Degree, Ultra 40
- 72081 Boot & Terminal Kit, Dist., Non-HEI, Ultra 40

No. 72041 No. 72061

No. 72071 No. 72076

Tech Support: 203.458.0542 • 203.458.0546

285



BLUE MAX™ SPIRAL CORE WIRE

RACE PROVEN PERFORMANCE... FOR STREET OR STRIP!

The superiority of Blue Max 8mm 800 ohm Spiral Core Wire comes from over 25 years of refinement. The combination of Moroso's engineering expertise and our rigorous testing program yields the finest wire available for the Street or Strip.

WHETHER YOU HAVE A FULL-TIME STREET MACHINE, HOT ROD, OR RACE CAR, MOROSO BLUE MAX 800 OHM SPIRAL CORE WIRE IS THE RIGHT CHOICE FOR YOU! Compact Silicone Plug Bots Fold Over Crimping won't vibrate loose like other core-crimped brands Brm Silicone Jacket protects against heat, chaffing and contaminants Contaminant

Ferrite Impregnated Core tunes EMI suppression characteristics

Stainless Steel Alloy – Conductor greatly improves spark energy

> Kevlar[®] Center Core offers ultra-high tensile strength

Extra-thick EPDM Layer provides even greater dielectric strength



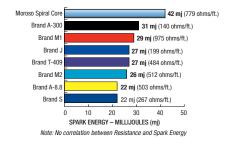
Nylon Pull Tape provides unbeatable pull strength and terminal retention

Conductive Polymer Coating protects conductor, provides terminal contact

- Universal and Custom Fit Sets
- Optimized combination of capacitance, inductance and resistance provides more spark energy and EMI protection than any other 8mm Spiral Core Wires in their class
- Eliminates interference with on-board electronics and provides static-free sound quality for car audio systems

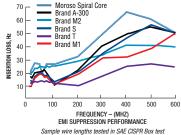
INDEPENDENT TESTING CONFIRMS...BLUE MAX™ TOPS ALL OTHER WIRE!

More Spark Energy vs. Comparative Brands!



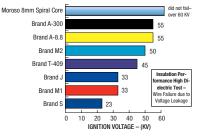
Elite Electronics Laboratories, a leading automotive electronics test facility, tested Moroso Blue Max[™] against 14 other brands. Their results confirm that Blue Max[™] transmitted more spark energy than any of the others.

Greater EMI/RF Suppression!



Elite Electronic Laboratories confirms, using SAE's CISPR test, that Blue Max™ suppresses more electro-magnetic interference than any other brand of "high-performance" spiral core wire.

Higher Dielectric Strength!



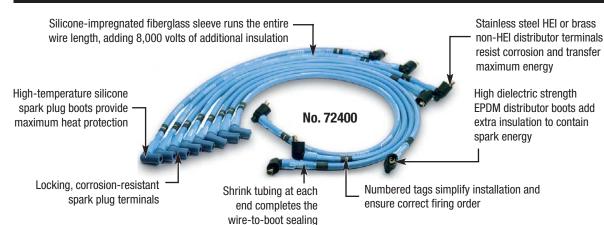
The chart illustrates the break-through voltage of sample wires tested in a water-filled tank (per SAE's approved test). Even at the maximum test output of 60,000 volts, Moroso Blue MaxTM does not break down or arc through.

IGNITION WIRE

Phone: 203.453.6571 Fax: 203.453.6906

BLUE MAX™ CUSTOM FIT SLEEVED WIRE SETS





TAKE THEM OUT OF THE BOX, PLUG THEM IN, AND GO RACING!

Moroso Blue Max™ Sleeved Wire Sets come complete with our famous 8mm, 800 ohm Spiral Core Wire pre-terminated at both ends with the correct terminals and boots, insulating sleeve that runs the entire wire length, shrink tubing to seal the boots, and numbered ID tags.

- Complete, ready-to-install sets available for your specific engine application
- · Each wire is individually tested for continuity and resistance after termination to ensure race-ready performance

BUYER'S GUIDE for Blue Max[™] Custom Fit Sleeved Wire Sets

	APPLICATION	DISTRIBUTOR CAP STYLE	WIRE DIA. <i>(mm)</i>		SF		ug wire Ylinder	E LENGTI R #	łS			SPARK Plug Boot	COIL WIRE LENGTH
PART #			()	1	2	3	4	5	6	7	8		(inches)
SMALL	BLOCK CHEVY												
72400	Over Valve Covers	Non-HEI	8.0	29	33	35	27	25	27	25	24	90°	36
72402	Over Valve Covers	HEI Style	8.0	29	33	35	27	25	27	25	24	90°	36
72405	Under Headers	Non-HEI	8.0	45	45	40	40	27.75	28	27	26.75	90°	36
72407	Under Headers	HEI Style	8.0	45	45	40	40	27.75	28	27	26.75	90°	36
BIG BLC	DCK CHEVY												
72415	Over Valve Covers	HEI Style	8.0	28.75	34.75	34.25	28.75	27.25	28.5	26	25	STR.	36
72416	Under Headers	HEI Style	8.0	41.5	44.5	37.5	37	31	31	26.5	31	90°	36
72417	Under Headers	Non-HEI	8.0	39	42	37	35	29.5	31	22	29	90°	36
FORD													
351W, V-	-8												
72426	Over Valve Covers	HEI Style	8.0	29	33	32	32	28	26	34	36	135°	36
289-302													
72430	Over Valve Covers	HEI Style	8.0	27.75	28	26.6	29	24.5	25	28	28.5	135°	36

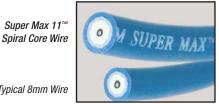
SUPER MAX 11[™]

The Thickest Spiral Core Around!

- Two layes of fiberglass braid provide unsurpassed pull strength
- Intermediate layer of silicone-EPDM blend for extra insulation
- Outer silicone jacket resists moisture, fuel and oil while providing added electrical insulation
- Track tested by professional racers; now available to everyone in three Universal-Fit V8 Sets

8 CYLINDER ENGINES		
73700 90°	HEI & Non-HEI	BLUE
73701 Straight	HEI & Non-HEI	BLUE
73702 135°	HEI & Non-HEI	BLUE





Typical 8mm Wire

Super Max 11™

Tech Support: 203.458.0542 • 203.458.0546



BLUE MAX™ UNIVERSAL FIT WIRE SETS



Includes boots for both HEI and Non-HEI distributors Moroso Wire Stripping Tool removes insulation without damaging the conductor Each set includes enough terminals for either HEI or Non-HEI distributors

FOR UNIVERSAL IGNITION WIRE APPLICATIONS, THESE SETS ARE THE WAY TO GO!

Moroso **Blue Max™ Universal Fit Wire Sets** are terminated at the plug end only, and include enough wire length and terminals to fit HEI or Non-HEI distributors. A coil wire is included when required. There's even a wire stripping tool to simplify the termination. And like all Moroso Blue Max[™] wire, each is individually tested for unsurpassed quality control.

- Comes complete with everything you need for your ignition wire installation
- Available in 8mm, 800 ohm or our extra-thick 11mm 800 ohm
- Includes Moroso Wire Stripping Tool for quick and easy installation

	DISTRIBUTOR CAP STYLE	WIRE COLOR	WIRE DIA. (mm)		SF		ug wire Ylinder		HS			SPARK PLUG B00T	COIL Wire Length
PART #				1	2	3	4	5	6	7	8		(inches)
4 CYLIND	ER ENGINES												
73229	HEI & Non-HEI	BLUE	8.0	32	32	44	44					STR.	18
8 CYLIND	ER ENGINES												
73210	LT-1	BLUE	8.0	40	40	40	40	40	40	40	40	90°	18
73214	HEI & Non-HEI	RED	8.0	35	35	39	39	46	50	53	53	135°	36
73215	HEI & Non-HEI	YELLOW	8.0	35	35	39	39	46	50	53	53	135°	36
73216	HEI & Non-HEI	YELLOW	8.0	35	35	39	39	46	50	53	53	STR.	36
73217	HEI & Non-HEI	YELLOW	8.0	35	35	39	39	46	50	53	53	90°	36
73218	HEI & Non-HEI	RED	8.0	35	35	39	39	46	50	53	53	STR.	36
73219	HEI & Non-HEI	RED	8.0	35	35	39	39	46	50	53	53	90°	36
73220	HEI & Non-HEI	BLUE	8.0	35	35	39	39	46	50	53	53	135°	36
73225	HEI & Non-HEI	BLUE	8.0	35	35	39	39	46	50	53	53	90°	36
73226	HEI & Non-HEI	BLUE	8.0	35	35	39	39	46	50	53	53	STR.	36
73227	HEI & Non-HEI	BLUE	8.0	30	32	34	36	36	38	42	49	Hemi	30
73231	HEI & Non-HEI	BLACK	8.0	35	35	39	39	46	50	53	53	90°	36
73232	HEI & Non-HEI	BLACK	8.0	35	35	39	39	46	50	53	53	STR.	36
73233	HEI & Non-HEI	BLACK	8.0	35	35	39	39	46	50	53	53	STR.	36
73700	HEI & Non-HEI	BLUE	11.0	35	35	39	39	46	50	53	53	90°	36
73701	HEI & Non-HEI	BLUE	11.0	35	35	39	39	46	50	53	53	STR.	36
73702	HEI & Non-HEI	BLUE	11.0	35	35	39	39	46	50	53	53	135°	36

BLUE MAX[™] SPIRAL CORE WIRE



BLUE MAX™ SPIRAL CORE WIRE SPOOL

PART # DESCRIPTION • All the parts necessary to make a coil wire to 73230 fit virtually all popular coils and distributor Spiral Core 8mm, 800 ohm Wire cap combinations Spool, 100 ft. · Kit contains three feet of Blue Max[™] Spiral Core 8mm suppression wire, a wire stripping tool, and a 13-piece boot and terminal kit PART # DESCRIPTION 73235 Spiral Core 8mm, 800 ohm Coil No. 73230 No. 73235 Wire Kit

BLUE MAX™ SPIRAL CORE TWO WIRE SET

- Moroso offers a two-piece Spiral Core Wire Set to replace individual wires
- Each wire is 55" long and terminated with a straight plug terminal at one end, and a 90° plug terminal at the other
- Simply cut wire to length and use the two distributor boots and two distributor terminals supplied with the kit to complete each wire

PART # DESCRIPTION

72475 Blue Max[™] Spiral Core 8mm, 800 ohm Two Wire Set



BLUE MAX[™] SPIRAL CORE COIL WIRE KIT

No. 72475

STREET DRESS-UP KITS

Complete Pre-Terminated Kits for Header-Equipped Engines

- Kits contain one set of Moroso Blue Max[™] Spiral Core 8mm, 800 ohm Spark Plug Wire, four two hole wire looms, four chrome loom brackets, six spark plug wire separators, and a chrome distributor hold down
- Designed to route the plug wires over the top of the valve cover and down to the spark plug on engines equipped with exhaust headers

PART #	DESCRIPTION
72751	Ignition Wire Dress-up Kit
	Fits: SBC, pre-H.E.I. Distributor
72752	Ignition Wire Dress-up Kit
	Fits: SBC, H.E.I. Distributor
72753	Ignition Wire Dress-up Kit
	Fits: BBC, pre-H.E.I. Distributor
72754	Ignition Wire Dress-up Kit
	Fits: BBC, H.E.I. Distributor
72792	Ignition Wire Dress-up Kit
	Fits: Big Block Chrysler

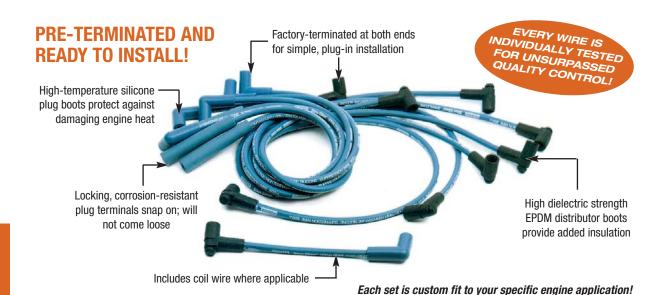


No. 72751



BLUE MAX[™] SPIRAL CORE CUSTOM FIT WIRE SETS

We've taken our race-proven Blue MaxTM 8mm, 800 ohm Spiral Core Wire and packaged it in pre-terminated sets for most popular applications. This is the very same wire used by professional racers and engine builders to deliver maximum spark energy and provide the greatest protection against electro-magnetic interference (EMI). The result is superior ignition performance and excellent sound quality from your car's audio system.



AMERICAN MOTORS

All Mod	lels - V8 Engines	
YEAR	ENGINE	PART #

1984-67	All 8 Cylinders	72550

CADILLAC

All Models - V8 Engines

YEAR	ENGINE	PART #
1991	5.0L (E) (7) Brougham	72538
1990-86	5.0L, 307 (Y) (9)	72565
1980-79	5.7L 350 Eldorado, Seville	72565
1978-75	350	72565

CHEVROLET

Full Size/Bel Air/Caprice/Impala - V8 Engines

YEAR	ENGINE	PART #
1996-94	5.7L 350 LT-1	72529
1992-90	5.0L 305 (E) (F), 5.7L 350 (7)	72538
1989	5.0L 305 (E) (F), 5.7L 350 (7)	72538
	5.0L 307 (Y)	72565
1988-87	5.0L 305 (G) (H), 5.7L 350 (6)	72536
	5.0L 307 (Y)	72565
1985-83	5.0L 305 (H)	72520
1982	4.4L 267, 5.0L 305, 5.7 350	72520
1981	4.3L 265	72570
	4.4L 267, 5.0L 305, 5.7 350	72520
1979	5.0L 305, 5.7 350	72522
1978	5.0L 305, 5.7 350	72522
1977	305, 350, 400	72521
1976-74	305, 350, 400 with HEI	72521
	454 with HEI	72528
1974-71	307, 350, 400 without HEI	72510
	396, 402, 427, 454 without HEI	72550
1970-65	283, 307, 327, 350, 400	72500
	396, 402, 427, 454	72550
1964-55	265, 283, 327	72500

CHEVROLET, continued

All Models - V8 Engines

YEAR	ENGINE	PART #
1992-83	5.0L 307 (Y) (E) (7)	72565
1982	4.4L 267 (E)	72520
	5.0L 307	72565
1981	4.3L 265, 5.0L 301	72570
	4.4L 267, 5.0L 305	72520
	260, 307, 350 (R), 403	72565
1980-79	301	72570
	350 (R), 403	72565
	350 (X)	72560
1978	301	72570
	305 Skylark	72522
	305 Century, Regal	72523
	350 (L)	72522
	350 (X)	72560
1977	_350 (R), 403	72565
	301	72570
	_350 (R), 403	72565
	305, 350 (L)	72521
	350 (H) (J)	72560
1976-74	260	72565
	350, 400 with HEI	72560

Camaro Z28 - V8 Engines

	•	
2000-98	5.7L 350 LS-1	72535
1997-96	5.7L 350 LT-1	72527
1995-93	5.7L 350 LT-1	72526
1992-88	5.0L 305, 5.7L 350	72538
1987	5.0L 305	72538
	5.7L 350	72525
1986-85	5.0L 305 (G) (H) with 4-Bbl. Carb.	72536
1984-83	5.0L 305	72520
1982	5.0L 305 with 4-Bbl. Carb.	72520
1980	267, 305, 350 excludes California	72522
1979-78	305, 350	72522
1977-74	305, 350 with HEI	72521
1974-67	283, 302, 327, 350 without HEI	72510
1972-67	396, 402, 427, 454	72550

CHEVROLET, continued

Chevelle/El Camino, Monte Carlo/Malibu - V8 Engines

	,	•
YEAR	ENGINE	PART #
1988-87	5.0L 305	72536
1986-83	5.0L 305	72520
1982-81	4.4L 267, 5.0L 305	72520
1978	5.0L 305, 5.7L 350	72523
1977-74	305, 350, 400 with HEI	72521
1974-73	307, 350, 400 without HEI	72510
1972-65	283, 307, 327, 350, 400	72510
	396, 402, 427, 454	72550
1964	283, 327	72510
1979-78	305, 350	72522
1977-74	305, 350, 400 with HEI	72521
1974-71	305, 350, 400 without HEI	72510
1970-68	307, 327, 350	72500
	396, 402	72550
1967-64	283, 327	72510

Chevy II/Nova - V8 Engines

1979-78	305, 350	72522
1977-74	305, 350, 400 with HEI	72521
1974-71	305, 350, 400 without HEI	72510
1970-68	307, 327, 350	72500
	396, 402	72550
1967-64	283. 327	72510

Corvette - V8 Engines

	•	
	5.7L 350 LS-1	72535
1996-92	5.7L 350 LT-1, LT-4	72524
1991-85	5.7L 350	72525
1984	5.7L 350	72562
1982-74	5.0L 305, 5.7L 350 with HEI	72561
1974-65	327, 350 without HEI	72510
	396, 427, 454 without HEI	72550
1964-55	265, 283, 327	72500

CHEVROLET/GMC TRUCK

ENGINE	PART #
s - V8 Engines	
5.0L 305 (H), 5.7L 350 (K) C/K, G/P	72540
7.4L 454 (N) C/K	72542
5.0L 305 (H) C/K, G	72540
5.7L 350 (K) C/K, R/V	72542
7.4L 454 (N) C/K, R/V	72542
5.0L 305 (H) C/K, G	72540
5.7L 350 (K) C/K, R/V	72542
5.7L 350 (K) G/P	72540
5.7L 350 (M) C/K, R/V	72522
	72542
5.0L 305, 5.7L 350 C/K	72523
5.7L 350 (K) G/P	72522
7.4L 454 (N) C/K, P	72530
	72520
5.0L 305, 5.7L 350 G/P	
excludes Motor Home	72522
7.4L 454 (N) C/K, P	72530
5.0L 305, 5.7L 350 C/K 30, 35	72522
5.0L 305, 5.7L 350 G/P	72522
7.4L 454 (N) C/K, P	72530
4.3L 265	72565
4.4L 267, 5.0L 305 El Camino	72520
	72522
	72522
7.4L 454 (N) C/K, P	72530
	s - V8 Engines 5.0L 305 (H), 5.7L 350 (K) C/K, G/P 7.4L 454 (N) C/K 5.0L 305 (H) C/K, G 5.7L 350 (K) C/K, R/V 7.4L 454 (N) C/K, R/V 5.0L 305 (H) C/K, R/V 5.7L 350 (K) C/K, R/V 5.7L 350 (K) C/K, R/V 7.4L 454 (N) C/K, R/V 7.4L 454 (N) C/K, R/V 7.4L 454 (N) C/K, P 5.0L 305, 5.7L 350 C/K 5.0L 305, 5.7L 350 C/K 30, 35 5.0L 305, 5.7L 350 C/P

CHEVROLET/GMC TRUCK, continued

All Series - V8 Engines

YEAR	ENGINE	PART #
1980-78	305, 350	72522
	454	72530
1977	305, 350, 400	72521
	454	72530
1976-75	305, 350, 400 with HEI	72521
	305, 350, 400 without HEI	72500
	454	72528
1974-73	307, 350, 400	72510
	396, 402, 454	72550
1972-65	396, 402, 454	72550
	283, 307, 327, 350, 400	72500
1964-55	265, 283, 327	72500

CHRYSLER

All Models - V8 Engines

YEAR	ENGINE	PART #
1989-79	5.2L 318, 5.9L 360	72650
1978-73	318, 360	72650
	400, 440	72655
1972-71	360	72650
	400, 440 with Electronic Ignition	72656
	400, 440 excludes Electronic Ignition	72660
1970-59	361, 383, 413, 440	72660

DODGE

All Models - V8 Engines

	· · · ·	
YEAR	ENGINE	PART #
1989-79	5.2L 318, 5.9L 360	72650
1978-73	318, 340, 360	72650
	400, 440	72655
1972-62	273, 318, 340, 360	72650
	361, 383, 400, 440	72656
1961-60	318	72650

DODGE TRUCK

	0	
YEAR	ENGINE	PART #
1991-79	5.2L 318, 5.9L 360	72650
1978-73	318, 360	72650
	400, 440 with Electronic Ignition	72656
1972-60	318, 360	72650

FORD

Full Size, Custom/Galaxie/LTD Crown Victoria -	
V8 Engines	

YEAR	ENGINE	PART #
1987-86	5.8L 351W	72645
1985-84	5.8L 351W	72645
1979	5.0L 302 California only	72645
	5.8L 351W California only	72645
1974-73	351C, 400	72605
1972-71	302, 390	72600
	351, 400, 429	72605
1970	302	72600
	351, 390, 427, 428, 429	72605
1969-68	302, 351	72600
	390, 427, 428, 429	72605
1967-61	221, 260, 289, 292	72605
	All 8 Cylinder excludes	
	221, 260, 289, 292	72600
1960-58	All 8 Cylinder excludes 292	72600





BLUE MAX™ SPIRAL CORE CUSTOM FIT WIRE SETS

FORD, continued

Fairlane - V8 Engines		
YEAR	ENGINE	PART #
1970-66	289, 302, 351	72600
	390, 427, 428	72605
1965-62	All 8 Cylinder	72600

Falcon - V8 Engines

1970-63	All 8 Cylinder	72600

LTD II/Torino/Ranchero - V8 Engines

1985-84	All 8 Cylinder	72645
1974-73	351C, 400	72605
1972-70	302	72600
	351, 429	72605
1969-68	302	72600
	390, 428	72605

Mustang - V8 Engines

1998-96	4.6L SOHC V8	72646
1994-86	5.0L 302	72645
1985	All 8 Cylinder with EEC IV	72645
1984	5.0L 302	72645
1973	351	72605
1972-70	302	72600
	All 8 Cylinder excludes 302 cid	72605
1969-67	All 8 Cylinder	72605
1965-66	All 8 Cylinder	72600

Thunderbird - V8 Engines

	_	
1993-91	5.0L 302	72635
1972-69	All 8 Cylinder	72605
1968-58	All 8 Cylinder excludes 429 cid	72600
	429	72605

FORD TRUCK

Bronco - V8 Engines

YEAR	ENGINE	PART #
1994-88	5.0L 302	72645
	5.8L 351	72635
1984-83	5.8L 351	72645
1982	5.8L 351 California only	72645
1972-66	All 8 Cylinder	72600

E Series - V8 Engines

5.0L 302	72645
5.8L 351	72635
5.0L 302	72645
5.8L 351	72635
5.0L 302 with EEC IV	72645
5.8L 351	72635
5.8L 351 with EEC IV	72645
5.8L 351 with EEC IV	72645
5.8L 351 with EEC IV	72645
5.8L 351 with EEC IV	72645
5.8L 351 with EEC IV	72645
	5.8L 351 5.0L 302 5.8L 351 5.0L 302 with EEC IV 5.8L 351 5.8L 351 5.8L 351 with EEC IV 5.8L 351 with EEC IV 5.8L 351 with EEC IV 5.8L 351 with EEC IV 5.8L 351 with EEC IV

F Series - V8 Engines

1994-91	5.0L 302	72645
	5.8L 351	72635
1990-88	5.0L 302 with EEC IV	72645
	5.8L 351	72635
1987-86	5.0L 302 with EEC IV	72645
	5.8L 351	72645
1985	5.0L 302 with EEC IV	72645
	7.5L 460	72638
1984-83	5.8L 351	72645
1982	5.8L 351	72645
1973	360, 390 Engs	72600

FORD TRUCK, continued

F Series - V8 Engines		
YEAR	ENGINE	PART #
1972-71	302 F-100	72600
	330 MD, 360, 390	72600
	352	72605
1970-69	302 F-100	72600
	330 MD	72600
	352, 360, 390	72605
1968-67	330 MD	72600
	352, 360, 390	72605
1966-65	352, 360, 390	72605
1964	All 8 Cylinder	72605

LINCOLN

YEAR	ENGINE	PART #
1972-69	All	72605
1968-58	All	72600

Mark III/IV/V/VI/VII - V8 Engines

1992	5.0L 302 LSC	72645
1984	5.0L 302 LSC	72645
1976-69	All	72605

Town Car - V8 Engines

72645

MERCURY

1988-86 302

Full Size Grand Marquis, Montery/Etc. - V8 Engines

		0
YEAR	ENGINE	PART #
1987-86	5.8L 351	72645
1985	5.8L 351W	72645
1984	5.8L 351W	72645
1979	5.8L 351W	72645
1974-73	351, 400	72605
1972	429 Interceptor	72605
1971	400, 429	72605
1970-69	390, 400, 428, 429	72605
1968	390, 428	72605
1967-65	All 8 Cylinder	72605
1964	390, 427	72600
1963	390	72600
1962-61	All 8 Cylinder excludes 292 cid	72600
1960-58	383, 430	72600

Capri- V8 Engines

1986-84 All 8 Cylinder	72645
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Comet/Meteor - V8 Engines

1971	302	72600
1970	302	72600
	351, 429	72605
1969-66	289, 302	72600
	390, 427, 428	72605
1965-62	All 8 Cylinder	72600

Cougar - V8 Engines

	J	
1993-91	5.0L 302	72635
1974	351, 400	72605
1973-70	All 8 Cylinder	72605
1969-68	302	72600
	351, 390, 427, 428	72605
1967	428	72600

IGNITION WIRE

MERCURY, continued

Montego - V8 Engines

YEAR	ENGINE	PART #
1974-73	351, 400	72605
1972-70	302	72600
	351,400	72605
1969-68	302	72600
	351, 390, 427, 428	72605
Marquis	- V8 Engines	
1985-84	5.0L 302	72645

OLDSMOBILE

Full Size Delta 88/98/Toronado - V8 Engines

1 411 0120	Dona 00,00, ioronado Vo Enginos	
YEAR	ENGINE	PART #
1991	5.0L (E) Custom Cruiser	72538
1990-86	5.0L 307(9)(Y) Custom Cruiser	72565
1985-84	5.0L 307(9)(Y)	72565
1983	4.3L 260, 5.0L 307(Y)	72565
1982-81	4.3L 260, 5.0L 307(Y), 5.7 350	72565
	4.4L 267	72520
1980	4.3L 260, 5.0L 307(Y), 5.7 350	72565
1979	260, 5.0L 307(Y), 5.7 350	72565
	4.9L 301	72570
1978-74	260, 350, 403 with HEI	72565
1974-65	All 8 Cylinder without HEI	72650

Cutlass F85/442 V8 Engines

1988-87	5.0L 307 (Y) (9)	72565
1986-85	5.0L 305 (H)	72520
	5.0L 307 (Y) (9)	72565
1984-83	5.0L 305 (H)	72520
	4.3L 260, 5.0L 307 (Y)	72565
1982-81	4.3L 260, 5.0L 307 (Y), 5.7 350	72565
1980-79	260, 350	72565
1978	260, 350	72565
	305	72523
1977	260, 350 (R), 403	72565
	301	72570
	305, 350 (L)	72521
1976-74	260, 350, 403 with HEI	72565
1974-65	330, 350, 400, 455 without HEI	72650

Omega - V8 Engines

1979-77	305, 350 (L)	72522
1976-75	260	72565
	350	72560
1974-73	350	72565

PLYMOUTH

All Models - V8 Engines

YEAR	ENGINE	PART #
1989-79	5.2L 318, 5.9L 360	72650
1978-73	318, 340, 360	72650
	400, 440	72655
1972-62	273, 318, 340, 360	72650
	361, 383, 400, 440	72656
1961-60	318	72650

PONTIAC

Bonneville/Catalina/Parisienne - V8 Engines

YEAR	ENGINE	PART #
1989-88	5.0L 307 (Y)	72565
1987	5.0L 307 (Y)	72565
1986	5.0L 305 (H), 5.7L 350 (6)	72520
	5.0L 307 (Y)	72565
1985-83	5.0L 305	72520
1981	4.3L 265, 4.9L 301	72570
	5.0L 307	72565
1980-79	265, 301	72570
	307, 350 (R), 403	72565
	350 (X)	72560
1978-77	301, 350 (P), 400	72570
	350 (R), 403	72565
1976-74	350, 400, 455 with HEI	72570
1974-68	350, 400, 455 without HEI	72550

Firebird/Trans Am - V8 Engines

1 11 0 10 11 04/	nano i in i o Enginoo	
2000-98	5.7L 350 LS-1	72535
1997-96	5.7L 350 LT-1	72527
1995-93	5.7L 350 LT-1	72526
1992-88	5.0L 305, 5.7L 350	72538
1987	5.0L 305	72538
	5.7L 350	72525
1986-85	5.0L 305(G) (H) with 4-Barrel Carburetor	72536
1984-83	5.0L 305	72520
1982	5.0L 305 with 4-Barrel Carburetor	72520
1981	4.9L 301 excludes Turbo	72570
1980-78	301, 400	72570
	305, 350 (L) excludes California	72522
	403	72565
1977	301, 350 (P), 400	72570
	350 (R), 403	72565
1976-74	350, 400, 455 with HEI	72570
1974-67	All 8 Cylinder without HEI	72550

Grand Prix - V8 Engines

	-	
1987-83	5.0L 305 (H)	72536
1982-81	4.4L 267, 5.0L 305	72520
1977	301, 350 (P), 400	72570
	350 (R), 403	72565
	350, 400, 455 with HEI	72570
1974-62	All 8 Cylinder without HEI	72550

Phoenix - V8 Engines

1979-77 305, 350 (L) 72522

Tempest/Lemans/GTO - V8 Engines

	•	
1981	4.4L 265, 4.9L 301	72570
1980	4.4L 265, 4.9L 301	72570
1979	301	72570
1978	301	72570
	305, 350 (L)	72523
1977-74	All 8 Cylinder with HEI	72570
1974-64	All 8 Cylinder without HEI	72550

Ventura - V8 Engines

1977	301	72570
	350 (R)	72565
	305, 350 (L)	72521
1976-74	260 with HEI	72565
	350 with HEI	72570
1974-71	All 8 Cylinder without HEI	72550



BLUE MAX™ SPIRAL CORE CUSTOM FIT WIRE SETS

BUYER'S GUIDE for Blue Max™ Spiral Core Custom Fit Wire Sets

PART #	ŧ	S	Park		G WIR		IGTHS	5	Spark Plug B00t	WIRE LENGTH	Part #	÷	S	Park		g wir Indei		IGTHS	6	Spark Plug Boot	WIRE LENGTH
	1	2	3	4	5	6	7	8		(inches)		1	2	3	4	5	6	7	8		(inches)
72535	8	8	8	8	8	8	8	8	STR.	N/A	72542	26	28	32	32	32	36	40	40	STR.	10
72500	28	28	32	32	45	49	49	49	90°	10	72550	26	26	28	28	32	32	34	38	STR.	12
72510	26	26	28	30	34	34	38	38	90°	15	72560	26	27	29	30	30	32	35	37	STR.	N/A
72520	20	28	36	36	40	40	40	44	90°	N/A	72561	22	26	28	28	44	48	56	56	90°	N/A
72521	22	22	22	26	32	32	32	40	90°	10	72562	26	26	26		36	36	40	44	90°	N/A
72522	22	22	22	22	26	32	32	40	90°	N/A						26				STR.	
72523	20		36	36	40	40	40	44	90°	N/A	72565	22	22	24	24	28	36	40	40	STR.	N/A
		32							STR.		72570	18	20	22						135°	N/A
72524	25	23	25	23	33	34	33	34	90°	16					26	28	28	36	40	STR.	
72525	26	26	26		32	40	44	44	90°	N/A	72600	28	28	28	28	28	31	31	34	STR.	17-1/2
				28					STR.		72605	28	28	28	28	31	31	31	34	STR.	18
72526	15	19	18	21	23	27	38	32	90°	12	72635	18	19	22	22	24	29	30	30	135°	17
72527	16	18	18	21	23	28	36	32	90°	10	72645	20	20	21	25	28	31	32	32	135°	18, 23
72528	22	22	28	28	36	36	36	36	STR.	N/A	72650	22	24	24	28	28	28	30	34	STR.	12
72529	13	15	15	17	19	23	25	35	90°	9, 11	72655	19	26	32	38	44	48	52	55	90°	9
72530	26	28	28	28	28	32	36	40	STR.	N/A	72656	16	26	32	32	32	36	38	52	90°	10
72536	22		32	32	36	40	40	44	90°	8	72660	22	27	33	46	56				90°	15
		26							STR.								41	51	56	STR.	
72538	22		32	32			36	40	90°	8											
		28			32	32			STR.												
72540	26	26	26	32	32	36	40	40	90°	10											

BLUE MAX[™] SPIRAL CORE WIRE SETS - SPORT COMPACT

- · Every wire is cut to the correct length and factory terminated at each end with locking, corrosion resistant steel terminals
- Terminals are protected by high-temperature OEM style silicone boots,
- bonded to the wire to seal out moisture, fuel and oil · Includes color matched high-temperature plastic wire separators where necessary to keep wires evenly spaced

ACURA

YEAR	MODEL	BLUE	RED	
1998-94	Integra VTEC	72674	72682	
1998-90	Integra (excl VTEC)	72673	72680	

HONDA

YEAR	MODEL	BLUE	RED
1995-90	Accord DX, LX	72673	72680
1995-92	Civic CX, DX, LX	72674	72682
1991-88	Civic, CRX	72674	72682
1998-94	Civic/Del Sol VTEC	72674	72682
2000-99	Civic Si	72674	72682
1995-92	Prelude	72673	72680



BUYER'S GUIDE for Blue Max[™] Spiral Core Sport Compact Wire Sets

PART #	S	SPARK PLUG BOOT	COIL Wire Length					
	1	2	3	4	5	6		(inches)
72673	33	28	26	20	N/A	N/A	OEM style	14
72674	32	30	24	21	N/A	N/A	OEM style	N/A
72680	33	28	26	20	N/A	N/A	OEM style	14
72682	32	30	24	21	N/A	N/A	OEM style	N/A

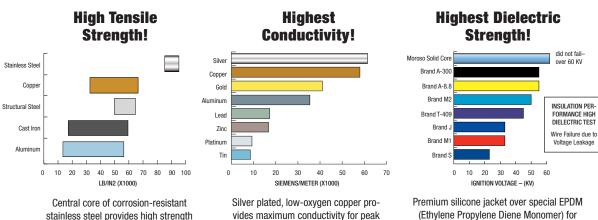
Phone: 203.453.6571 Fax: 203.453.6906

BLUE MAX[™] SOLID CORE WIRE SETS





ENGINEERED FOR MAXIMUM SPARK ENERGY!



spark energy.

stainless steel provides high strength to eliminate wire breakage.

(Ethylene Propylene Diene Monomer) for best insulation performance.

Tech Support: 203.458.0542 • 203.458.0546



BLUE MAX[™] SOLID CORE WIRE SETS

BLUE MAX™ SOLID CORE UNIVERSAL FIT WIRE SETS

8mm

- Pre-terminated at the plug end with either straight or 90° boots
- Sets contain both HEI and Non-HEI terminals and boots to terminate-your-own distributor/magneto wire ends
- Sets can also be used in part for 2-, 4- and 6-cylinder applications
- For a professional installation use with Moroso Insulating Sleeve Nos. 72000, 72002 or 72004 Shrink Sleeve Nos. 72030 or 72031, Spark Plug Wire Looms and Wire Separators



No. 72820

BUYER'S GUIDE for Blue Max™ Solid Core Universal Wire Sets

Part #	ART # CYLINDER # BOOT LENGTH							8 CYLIN	DER APPLICATIO Plug	ns Dist.	WIRE			
	1	2	3	4	5	6	7	8		(inches)	PART #	TERM'S/BOOTS	TERM'S/BOOTS	COLOR
72800*	35	35	39	39	46	50	53	53	STR.	36	72800*	Straight	HEI & Non-HEI	BLUE
72820*	35	35	39	39	46	50	53	53	90°	36	72820*	90°	HEI & Non-HEI	BLUE

BLUE MAX[™] SOLID CORE COIL WIRE KIT

8mm

~

IGNITION WIRE

- Kit contains all the parts necessary to make a coil wire fit virtually all popular coils and distributor cap combinations
- Includes 3 feet of Blue Max[™] Solid Core Wire, terminals and boots

PART # DESCRIPTION

72855* Solid Core Coil Wire Kit



No. 72855

BLUE MAX[™] SOLID CORE WIRE SPOOL

8mm	
PART #	DESCRIPTION
72830*	Solid Core Wire Spool, 8mm, 100 ft



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*Not legal for sale or use on Street vehicles per F.C.C. regulations

CUSTOM IGNITION WIRE ORDER FORM

QUOTE BY FAX:

Moroso Performance Products Customer Service Department (203) 453-6906

QUOTE BY MAIL:

Moroso Performance Products 80 Carter Drive Guilford, CT 06437-2116

A Moroso Sales Representative will call you with pricing and availability for your Custom Ignition Wires.

SOLD TO

SHIP TO

Name		Name			
Attn:		Attn:			
Address		Address			
City, State, Zip			ip		
Phone	_ Fax	Phone		_ Fax	
Charge Card No. (Visa, M/C, Discover) _			Exp. Date	/	Sec. Code

CUSTOMIZABLE WIRE OPTIONS

CHOOSE WIRE TYPE CHOOSE WIRE COLORS OPTIONAL INSULATED WIRE SLEEVES-COLOR OPTIONAL NUMBERED SHRINK SLEEVES CHOOSE TYPE OF BOOT Ultra 40 Race Wire, Blue Max Spiral Core or Blue Max 11mm Ultra 40: Blue; Blue Max: Blue, Yellow, Red or Black Blue, Red Black or Ultra 40 Blue Pre-numbered 1 through 8, two sets 90 Degree, 135 Degree, Straight, HEI or Non-HEI

CHOOSE TYPE OF	BOOT	Ś	90 Degree, 135 Deg	il or Non-HEI	Strand align cont			
Wire Type	Wire Color	Insulated Wire Sleeves-Color	Numbered Shrink Sleeves	Wire Length	Ignition or Coil Wire	Boot Type	Boot Type	Qty.
								<u> </u>

Please fill out form clearly and completely





HIGH-TEMPERATURE BOOT SLEEVES

- 1" I.D., 5-3/4" Long
- Protects up to 1200° F
- · Non-flammable, will not react with petroleum based products
- · Available in Black, Blue, Natural and Red
- · Sold in pairs

PART # DESCRIPTION

- 71992 High-Temperature Boot Sleeves, Blue
- 71993 High-Temperature Boot Sleeves, Red
- 71994 High-Temperature Boot Sleeves, Black
- 71995 High-Temperature Boot Sleeves, Natural NEW

WIRE STRIPPING TOOL

- · Ideal for stripping 8mm Moroso ignition wire without damaging the conductor
- · Damage to conductor during stripping can cause interruption of spark and misfire
- Moroso's specially-designed tool uses a hard-edge, razor-sharp blade specially positioned in a plastic holder to cut only the insulation – not the conductor

PART # DESCRIPTION 62270 Wire Stripping Tool, 8mm

No. 62270



GNITION WIRE

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Phone: 203.453.6571 Fax: 203.453.6906

WIRE CRIMPING TOOLS

 Must have tools to crimp a variety of spark plug terminals and other automotive wire hardware

PART # DESCRIPTION

- 62260 General Purpose Wire Crimper. Made of high carbon steel with black oxide finish and plastic hand grips
- **62268** Super-Duty Wire Crimping Tool. Positive ratcheting mechanism adjusted for perfect crimps. Supplied with crimping jaws for Moroso (and other) spark plug wire terminals. Hardened steel frame with Blue molded cushion grips. Also comes with additional primary wire crimping jaws

ADJUSTABLE WIRE STRIPPING TOOL

- Will strip the outer jacket and insulation in one easy operation giving a cleaner precise cut
- For stripping different diameters of cable, use the built in hex key adjuster screws to align the blade for desired results
- The V-Block can be reversed and the indication arrow set to recommended cable size
- The stripper distance can be changed by removing one of the stripping blades

PART # DESCRIPTION

62271 Adjustable Wire Stripping Tool

ENHANCED IGNITION WIRE STRIPPING TOOL

Made especially for stripping 8mm & 8.65mm Moroso Ignition Wire and others

- An easy way to strip wire without damage, which is more likely to occur using other methods
- Simple and efficient operation: place the end of the wire in the "mouth" of the tool, twist in a circular pattern until the cut is made around the wire, then pull off sheath
- Heavy-duty construction and quality components provide reliable operation
 after repeated use
- After using this Enhanced Stripping Tool, you will never go back to using manual strippers for assembling wire sets again

PART # DESCRIPTION

62272 Enhanced Ignition Wire Stripping Tool, for 8mm & 8.65mm diameter wire

SPARK PLUG WIRE SEPARATORS

- Protect against heat damage by preventing contact with hot engine components
- Prevent crossfiring by firmly holding plug wires away from one another
- · Can be used for routing wires over valve covers or under headers
- · Wires "snap" into place with slight pressure
- · Sets include two 2-hole separators, two 3-hole separators and two 4-hole separators
- Available in Blue, Red, Yellow and Black

PART #	DESCRIPTION	PART #	DESCRIPTION
72160	Spark Plug Wire Separators, Blue, 7-9mm	72163	Spark Plug Wire Separators, Black, 7-9mm
72161	Spark Plug Wire Separators, Red, 7-9mm	73160	Spark Plug Wire Separators, Blue, 11mm or sleeved wire
72162	Spark Plug Wire Separators, Yellow, 7-9mm	73163	Spark Plug Wire Separators, Black, 11mm or sleeved wire

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No. 62260

No. 62268





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INSULATED WIRE SLEEVE

- Available in Black, Blue and Red
- Closely woven fiberglass impregnated with high voltage, leak resistant silicone which adds up to 8,000 volts of extra insulation
- Extend spark plug wire life by adding insulation against exhaust header heat
- For best results, we recommend that the sleeve cover the full length of wire from spark plug boot to distributor boot and sealed with Shrink Sleeve No. 72030 or No. 72031
- Nos. 72000, 72002, 72004 fits 7 & 8mm wire; No. 72011, 72012, 72013 fits 8.65mm Ultra 40 Wire
- Packaged in 25' lengths

DESCRIPTION PART

72000	Insulated Spark Plug Wire Sleeve,	Blue
12000	moulatou opant i lug vino oloovo,	Diuo

- 72002 Insulated Spark Plug Wire Sleeve, Red
- 72004 Insulated Spark Plug Wire Sleeve, Black



No. 72000 No. 72002 No.72004



DESCRIPTION

- PART # 72011 Ultra 40 Insulated Spark Plug Wire Sleeve, Blue
- Ultra 40 Insulated Spark Plug Wire Sleeve, Black NEW 72012
- 72013 Ultra 40 Insulated Spark Plug Wire Sleeve, Red (NEW)
- NUMBERED SHRINK SLEEVES
- · Simplifies spark plug wire identification and installation
- Pre-numbered from 1 through 8; sets include two sleeves of each number to identify both ends of each spark plug wire



No. 72031

DESCRIPTION PART

72020 Numbered Shrink Sleeves NOTE: Use No. 72030 or 72031 Shrink Sleeves to complete the seal between boots and spark plug wire at ends.

MOROSO SHRINK SLEEVES

- Insures a complete seal between spark plug, distributor boots, and spark plug wire sleeve Nos. 72000, 72002, 72004, 72011, 72012 or 72013
- Packaged 18 shrink sleeves to a set

PART # DESCRIPTION

- 72030 Moroso Shrink Sleeve, Blue
- 72031 Moroso Shrink Sleeve, Black



No. 72038

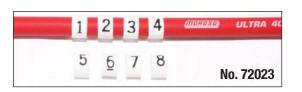
SELF-VULCANIZING TAPE, BLACK

- High dielectric strength, high-temperature silicone tape wraps around ignition wire, boots and connectors to provide added insulation
- · Extra insulation keeps spark energy contained within the wire, preventing high-voltage leaks and resulting misfire
- Also seals out moisture, while protecting the wire from theharmful effects of oil and excessive heat
- · Specially formulated silicone rubber vulcanizes automatically, providing adhesion when tape surfaces make contact
- An excellent alternative to applying shrink sleeves and insulated wire sleeving
- One-inch wide tape packaged in 12-foot rolls
- PART # DESCRIPTION 72038 Self-Vulcanizing Tape, Black

SPARK PLUG MARKERS

- Fits 8mm -8.65mm only
- Plastic, clip-on style

 8 per package PART # DESCRIPTION 72023 Spark Plug Markers



Phone: 203.453.6571 Fax: 203.453.6906

UNIVERSAL LOOM KITS

· Includes four 2-hole looms, two 3-hole looms, and four chrome plated brackets which secure to valve cover bolts

DESCRIPTION PART

72150	Universal Loom Kit, Blue, 7-9mm
72151	Universal Loom Kit, Red, 7-9mm
72152	Universal Loom Kit, Yellow, 7-9mm
72153	Universal Loom Kit, Black, 7-9mm





SHOW CAR LOOM KITS Includes eight 2-hole looms, two 4-hole separators, and four chrome plated brackets which secure to valve cover bolts

DESCRIPTION PART

72170	Show Car Loom Kit, Blue., 7-9mm
72168	Show Car Loom Kit, Red, 7-9mm
72169	Show Car Loom Kit, Yellow, 7-9mm
72167	Show Car Loom Kit, Black, 7-9mm



BIG BLOCK CHEVY LOOM KITS

· Includes four right-side and four left-side chrome plated brackets, two 1-hole looms, two 2-hole looms, two 3-hole looms, two 4-hole looms, two 4-hole separators, and two 2-hole separators

PART # DESCRIPTION

- 72175 Big Block Chevy Loom Kit, Blue, 7-9mm
- 72176 Big Block Chevy Loom Kit, Red, 7-9mm
- 72177 Big Block Chevy Loom Kit, Yellow, 7-9mm
- 72178 Big Block Chevy Loom Kit, Black, 7-9mm

No. 72175



SUPER LOOM KITS

 Includes two right-side and two left-side chrome plated brackets for mounting on the valve covers, two 4-hole wire looms, six 2-hole looms, two 4-hole wire separators, and two 2-hole separators.

PART # DESCRIPTION

- 72171 Super Loom Kit, Blue, 7-9mm
- 72172 Super Loom Kit, Red, 7-9mm
- 72173 Super Loom Kit, Yellow, 7-9mm
- 72174 Super Loom Kit, Black, 7-9mm



No. 72173





LOOM KITS

Triple-process chrome plated brackets with high-temperature plastic separators keep plug wires away from exhaust manifolds, headers and other trouble spots. Prevents ignition crossfire by keeping wires evenly spaced. Available with Blue, Red, Yellow and Black looms/separators to give your engine a neat and orderly look.





SMALL BLOCK FORD LOOM KITS

Includes: three 4-hole wire looms, one 3-hole wire loom, one 2-hole wire loom, one 1-hole wire loom, two 4-hole wire separators, one 3-hole wire separator, one 2-hole wire separator, and six chrome plated brackets



on pg. 303

PART #	DESCRIPTION
72130	Ford Loom Kit, Blue, 7-9mm
72131	Ford Loom Kit, Red, 7-9mm
72132	Ford Loom Kit, Yellow, 7-9mm
72133	Ford Loom Kit, Black, 7-9mm





SMALL BLOCK CHEVY CENTERBOLT LOOM KITS

 Includes two right-side and two left-side chrome plated brackets that mount to engine, two 4-hole wire looms, six 2-hole looms, two 4-hole wire separators, and two 2-hole separators

PART #	DESCRIPTION		A Star	
72140	Small Block Chevy Centerbolt Loom Kit, Blue, 7-9mm	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~		
72141	Small Block Chevy Centerbolt Loom Kit, Red, 7-9mm	2		S of the
72142	Small Block Chevy Centerbolt Loom Kit, Yellow, 7-9mm			RANKA
72143	Small Block Chevy Centerbolt Loom Kit, Black, 7-9mm	(denost)	No. 72140	

FOUR HOLE SPARK PLUG WIRE LOOM KITS

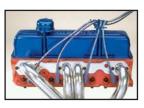
 Includes two chrome plated brackets and two 4-hole looms

PART # DESCRIPTION

72180	Four Hole Loom Kit, Blue, 7-9mm
72181	Four Hole Loom Kit, Red, 7-9mm
72182	Four Hole Loom Kit, Yellow, 7-9mm
72183	Four Hole Loom Kit, Black, 7-9mm



No. 72190



SUPER MAX[™] LOOM KIT

 Includes six chrome plated brackets and mounting bolts with related looms and separators to route plug wires from the distributor in the exact order to each cylinder without crossing over

PART # DESCRIPTION 72190 Super Max Loom Kit, Blue, 7-9mm



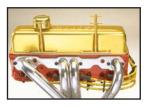




HIGH-TEMP UNDER HEADER LOOM KIT

- Designed for routing wires under headers on old and new style Small Block Chevy engines
- Includes four chrome plated brackets, two 4-hole looms, two 2-hole looms, two 4-hole separators, two 3-hole separators, two 2-hole separators and mounting bolts

PART # DESCRIPTION 72195 Under Header Loom Kit, Black, 7-9mm No. 72195



REPLACEMENT WIRE LOOMS

- · Direct replacement looms 7-9mm used in Moroso Loom Kits
- · High-temperature injection molded polyester for extended durability
- Also fits other brand's loom brackets
- Not for use with Part No. 72195
- · Packaged two per card

PART # DESCRIPTION

97830	Wire Loom, 2-Hole, Blue, 7-9mm
97832	Wire Loom, 4-Hole, Blue, 7-9mm
97833	Wire Loom, 2-Hole, Red, 7-9mm
97835	Wire Loom, 4-Hole, Red, 7-9mm



DAVE HOUGH

///////SD&//////



MOROSO'S PREMIER CIRCLE TRACK DISTRIBUTORS

OUR BEST SPEAKS FOR ITSELF!

In most catalogs, a manufacturer will showcase their top-of-the-line product, whether sold in larger numbers or not. Unfortunately, we can't show you our **Premier Circle Track Distributors** because of proprietary agreements.

We can tell you how extaordinarily well our distributors perform—*in Circle Track's top racing series*—by both the leader and the majority of the top ten series cars. In addition to racing, Moroso distributors are also utilized on one of the *largest fleet of delivery vehicles in the United States.*

Even though you might not be racing 500 miles or picking up 500 packages a day, Moroso's line of distributors give our customers the same **performance**, **quality and reliability** that racing and industry leaders have come to depend on.

CIRCLE TRACK DISTRIBUTOR REPLACEMENT PARTS

Refer to chart below for specific replacement parts for your distributor model.

	MODEL OF DISTRIBUTOR				
			MOROSO		
		MOROSO	DURABILLET	JESEL ®	CRANE
	MOROS0	PREMIER	ONE-PIECE	FRONT	PRO
DESCRIPTION	MULTIPHASE	BLUE BELL	BLACK HOUSING	DRIVES	SERIES
Сар	97852	97852	97855	97865	97855
Cap, Non Wire Retainer	97850	97850	97856	97864	97856
Rotor	97848	97848	97848	97860	97849
Adapter Ring	97851	97851	97854	97861	97854
Wire Retainer	97853	97853	97853	97853	97853
Moroso Race Pickup 11"	97862	97862	97862	N/A	N/A
Moroso Race Pickup 36"	97863	97863	97863	N/A	N/A

DURAFIRE DISTRIBUTORS



COMPLETE BOLT-IN REPLACEMENTS FOR HEI CHEVROLET V8 ENGINES

Now there's no need to build your own high-output distributor that you can tune for non-computerized HEI Chevy V8's. The ignition experts at Moroso have done it for you!

Moroso's new **DuraFire Distributors** come equipped with everything needed to customize the ignition timing curve for your particular street/strip application. It features several highoutput components including Moroso's ProCoil that provides more complete combustion for easier starts, smoother idle, improved acceleration and more horsepower!

Included: High-Output Module, Mechanical Advance Curve Kit, HEI Cap & Rotor, High-Output ProCoil & Cover, option of Adjustable Vacuum Advance

- No. 72231
- 72230 DuraFire Distributor, GM HEI, V8, with Vacuum Advance
- 72231 DuraFire Distributor, GM HEI, V8, w/out Vacuum Advance
- PART # REPLACEMENT PARTS

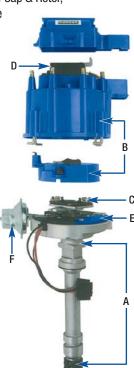
DESCRIPTION

PART #

- 97857 Ignition Module, GM HEI
- **72355** ProCoil Ignition Coils (see pg. 311)

CHECK OUT THE FEATURES

- **A.** One-piece aluminum housing is cleanly machined for neat appearance; steel shaft and gear provide concentric operation
- **B.** HEI Distributor Cap and Rotor are precision molded from advanced polymers with solid brass contacts and low-resistance center coil brush
- **C.** Mechanical Advance Curve Kit with extra springs allow you to recurve your distributor for full advance at optimum RPM; precision stamped weights, welded pins and center plates with smooth edges eliminate erratic timing
- D. Moroso's ProCoil combines low oxygen, high-conductivity magnet wire, high-silicon core material, and non-porous epoxy impregnation to produce extremely high current and extended duration for increased spark energy
- E. High-Output Module delivers high spark output and extended reliability
- F. Adjustable Vacuum Advance (available on **No. 72230**) allows you to dial in as much spark advance as conditions permit; built-in stop prevents the adjustment screw from backing out



DURAFIRE DISTRIBUTORS

DURAFIRE DISTRIBUTOR, F-BODY, '87 - '92

Moroso's DuraFire Distributors are now available for GM '87-'92 F-Bodies with external coils

- Heavy duty billet aluminum body, machined for durability and looks
- Hardened steel shaft and gear provide concentric operation
- Cap and rotor are precision molded from advanced polymers with solid brass contact and inserts on the cap and rotor
- · High-output module delivers high spark output and extended reliability

PART # DESCRIPTION

72251 DuraFire Distributor *Fits: GM '87-'92 F-Bodies with external coils*





DURAFIRE DISTRIBUTOR, GM VORTEC, '96 -'01 Moroso's DuraFire Distributors are now available for GM '96-'01 V-8 Vortec Engines Heavy duty body is stronger than 0.E.M. Hardened steel shaft and gear provide concentric operation · Caged needle roller bearings for smooth operation • Flat cap like 0.E.M. · Cap and rotor are precision molded from advanced polymers with solid brass contacts and inserts on the cap and rotor High-output module delivers high spark output and extended reliability PART # DESCRIPTION 72252 **DuraFire Distributor** No. 72252 Fits: GM '96-'01 V-8 Vortec

DISTRIBUTOR REPLACEMENT PARTS

REPLACEMENT COIL COVER

Moroso/GM HEI Distributors

• Fits Moroso DuraFire Distributors Nos. 72230 and 72231 and any GM HEI Distributor

· Precision molded from advanced polymers for longer life and protection

 PART #
 DESCRIPTION

 97858
 Distributor Coil Cover, GM HEI V8

REPLACEMENT CAP, ROTOR & BRUSH KIT

Moroso/GM HEI Distributors

• Fits Moroso DuraFire Distributors Nos. Nos. 72230 and 72231 and any GM HEI Distributor

PART # DESCRIPTION

97859 Distributor Cap, Rotor & Brush Kit, GM HEI V8



DISTRIBUTOR ACCESSORIES

REPLACEMENT IGNITION MODULE

Moroso/GM HEI Distributors

- Fits Moroso DuraFire Distributors Nos. 72230 & 72231 and any 4-pin GM HEI Distributor for 4, 6 and 8 cylinder engines
- · High-output module delivers consistent dwell, accurate timing, extended durability and high spark output

PART # DESCRIPTION

97857 **Replacement Ignition Module** Fits: GM-style HEI Distributors



ADJUSTABLE VACUUM ADVANCE KIT

- · Allows you to change the amount of ignition vacuum advance for maximum part-throttle performance while preventing harmful effects of spark knock (detonation)
- Dial in as much spark advance as conditions permit—add more advance under light load conditions to improve throttle response and fuel economy, or limit sparkadvance in high compression engines and high load conditions to eliminate knock
- Built-in stop prevents the adjustment screw from "backing out" like other designs
- Perfect companion to Moroso HEI Advance Curve Kit No. 72300, below

PART # DESCRIPTION

72315 Adjustable Vacuum Advance Kit Fits: 1975-'81 GM HEI Distributors



ADVANCE CURVE KITS

- "Recurve" your distributor for full spark advance at the optimum RPM
- . Three sets of advance springs allow you to adjust the rate of spark advance
- Weights and centerplates precision stamped with smooth edges eliminate erratic timing
- · Comes with complete installation instructions

PART # DESCRIPTION

72300 HEI Advance Curve Kit, special design centerplate eliminates over-centering of the centrifugal weights. Designed by Nelson Crozier Fits: All GM HEI Distributors

72310 Advance Curve Kit Fits: All 1957-'75 GM/Delco Non-HEI



No. 72300



DISTRIBUTOR ACCESSORIES

SUPER HEI IGNITION KIT

- Includes HEI Distributor Cap and Rotor, Coil Cover, Blue Max[™] high-performance Wire Set, and Super Loom Kit
- Developed for racing, all ignition components engineered to improve ignition accuracy, fuel economy, starting, and throttle response
- HEI Distributor Cap & Rotor precision molded from advanced polymers with solid brass contacts to provide high dielectric strength & unsurpassed timing accuracy
- Custom-Fit Blue Max[™] 8mm, 800 ohm Spiral Core Wire Set is factory terminated in the correct lengths with numbered I.D. tags, corrosion-resistant locking plug terminals and high-temperature silicone boots
- Wire Loom Kit with separators and show quality chrome brackets routes wires over the valve covers to keep them away from hot exhaust manifolds or headers
- Emissions legal in all 50 states

PART # DESCRIPTION

72280 Super HEI Ignition Kit *Fits:* 1974 and newer Chevy V8's with HEI ignition (without centerbolt valve covers)

ROTOR, DISTRIBUTOR

Short Drive Lug

Fits: Fits Jesel, Mallory and Crane Distributors

- Designed specifically for each manufacturers' distributor for better fit, tip positioning and balance
- · Made with high performance plastic for longer life and greater durability
- The brass tip and heavy duty stainless steel spring provides and maintains great electrical performance
- · Features designed into the tip, plastic body and screw provide superior tip retention

PART # DESCRIPTION

- 97849 Rotor, Distributor, Short Drive Lug. *Fits: Crane*
- 97860 Rotor, Distributor, Short Drive Lug. *Fits: Jesel, Mallory*

BILLET DISTRIBUTOR HOLD DOWN

- · Machined from sturdy steel billet to eliminate deflections
- · Secures distributors firmly while allowing easy timing changes
- · Specially designed for Moroso's Billet Distributors
- Also fits MSD and Accel distributors with a 1.850" O.D. flange or a 1.25" O.D. lower distributor housing using a Moroso No. 26217 Adjustable Collar

PART # DESCRIPTION

26215 Billet Distributor Hold Down. Fits: Small Block, Big Block, and 90° V6 Chevrolet

BILLET DISTRIBUTOR HOLD DOWN

Dodge R5

- Fits Moroso Billet Oval Track Distributors for Dodge R5 engine
- Billet aluminum hold down features a machined profile that closely fits the distributor housing past its centerline, providing contact with large surface area to secure distributor firmly in place
- Black anodized finish resists corrosion
- Includes mounting stud, washer and nut

PART # DESCRIPTION

26214 Billet Distributor Hold Down. *Fits: Dodge R5*







No. 97849









DISTRIBUTOR ACCESSORIES

No. 26200

DISTRIBUTOR TIMING INDICATOR

Fits: All Chevy V8 and 90° V6 distributors including Moroso, Accel, MSD and Mallory

- Fast and accurate method of adjusting ignition timing without the use of a timing light
- A real time and effort saver in the staging lanes between rounds
- May require minor modification of some manifolds

DESCRIPTION PART

26100 **Distributor Timing Indicator**



No. 26100

DISTRIBUTOR HOLD DOWN CLAMPS

- · Extra-thick and heavy-duty to ensure adequate retention of distributor housing
- · Stud mounted to eliminate thread wear in intake manifold
- Slotted for quick distributor removal
- Includes stud, washer, nut
- DESCRIPTION PART #
- 26200 Distributor Hold Down Clamp. Fits: All V8 and 90° V6 Chevrolet engines, Gold Iridite Steel
- 26210 Distributor Hold Down Clamp. Fits: All V8 and 90° V6 Chevrolet engines, Chrome-Plated Steel
- 26211 Distributor Hold Down Clamp. Fits: All Small Block Ford engines, Chrome-Plated Steel

ADJUSTABLE DISTRIBUTOR COLLAR

Fits: Small Block, Big Block, and 90° V6 Chevrolet

- Precision machined steel collar can be positioned on distributor housing to adjust installed height for dead-center gear alignment
- Also aligns the distributor's lubrication grooves with oil passages in the block
- Socket-head cap screw tightens collar to housing, while two cupped-point hardened steel set screws grip housing to eliminate any movement
- Specially designed for Moroso's Billet Distributors (also fits MSD Distributors and others) 1.25" O.D. lower distributor housing
- Distributors with fixed collars can be machined smooth to accept Adjustable Collar

DESCRIPTION PART

26217 Adjustable Distributor Collar

DISTRIBUTOR GEAR SHIM KIT

- Allows precise adjustment of distributor shaft end play to improve timing accuracy and reduce gear wear
- · Works with Moroso, GM, Accel, Chrysler and other distributors with 1/2" diameter shaft
- Includes two .010" shims, two .020" shims and one .053" shim

PART # DESCRIPTION

26140 Distributor Gear Shim Kit

DISTRIBUTOR HOUSING SHIM KIT

Fits: Small Block, Big Block, and 90° V6 Chevy engines

- · Eliminates oil pump bind and spark scatter when using a distributor in an engine with resurfaced heads or decks
- · Made from high impact nylon to exact GM gasket specs
- Kit insures leak-free operation and contains one each .030", .060" and .100" shims



No. 26210

No. 26140



No. 26150





No. 26211

No. 26217

PART # DESCRIPTION

26150

IGNITION COILS & ACCESSORIES

PART #

71900

71910

DESCRIPTION

SPARK PLUG INDEXING WASHERS

- Designed for use on all 14mm spark plugs with 5/8" hex
- With three thicknesses in each package, one will correct the electrode placement on any plug and simplify the time-consuming task of spark plug indexing
- The washers are precision stamped from copper for perfect sealing and heat transfer
- 30 per pack, 10 each size

LIGHTED MAGNIFIER

For Spark Plugs

- Designed with Coaxial illumination to provide a wide area illumination and a bright, narrow light beam straight down
- · Allows clear viewing of surface details to bottom of small holes
- · 3.8X magnification provides greater depth of field

MAGNIFYING FLASHLIGHT, LED

For Spark Plugs

- 6.4X Fire Polished, B1-Convex Optic Lens
- Powerful white light LED floods the insulator cavity with light for accurate inspections
- · Longer life LED lamp
- · Lower voltage for longer battery life
- · Easy one-handed on/off switch
- Black anodized billet aluminum flashlight housing
- 2 AA batteries included



No. 71900

Spark Plug Indexing Washers, Tapered Seat, .010", .021", .032" Spark Plug Indexing Washers, Flat Seat, .040", .050", .064"





Part #	DESCRIPTION
62347	Lighted Magnifier



62348 Magnifying Flashlight

GM LS COIL ACCESSORIES

REMOTE COIL MOUNTING BRACKET

Fits: LS Series

- Relocates ignition coils from valve cover
- Non-magnetic, stainless steel studs used to help prevent potential crossfire from the coils
- Fits 0.E.M. and larger aftermarket coils with 2-9/16" bolt spacing
- Use with Moroso Ultra 40 Wire Set No. 73811

PART # DESCRIPTION

72395 Remote Coil Mounting Bracket with Spacers



LS-1 PRIMARY COIL WIRE EXTENSION HARNESS KIT

- This extension harness allows coils to be remotely mounted easily and efficiently
- Kit includes: eight (8) 3 ft. long extension harnesses with male plugs, female plug and hardware (to be installed by customer)
- · Cords complete with protective shield
- · Plugs into factory harness and factory coil
- Weather-tight seal to prevent corrosion
- Fits LS-1 and LS-6 factory coils

PART # DESCRIPTION

72391 LS-1 Primary Coil Wire Extension Harness

NOTE: Use of Moroso Wire Crimper No. 62268 to terminate weather pack ends recommended.



Tech Support: 203.458.0542 • 203.458.0546







No. 72391







GM LS COIL ACCESSORIES

REMOVEABLE COIL MOUNTING BRACKET

Fits: LS Series

- Hinged to provide quick access to valve cover fasteners
- · Coil pack mounting bracket removes with two fasteners
- Coils nested toward back of motor to free up area on front of valve cover for breathers, vacuum pump fittings, fill caps, etc.
- · Drivers' side assembly shown
- Fits 0.E.M. and larger aftermarket coils with 2-9/16" bolt spacing
- Use with Moroso Ultra 40 Wire Sets Nos. 73661, 73681 or 73704
- Use with Moroso Fabricated Aluminum Valve Cover No. 68355
- PART # DESCRIPTION
- 72396 Coil Mounting Bracket, Hinged, Removeable



LS Valve Covers on pg. 257

IGNITION COILS & ACCESSORIES

HIGH OUTPUT IGNITION COIL

- Provides high output ignition for any 12V points-equipped car or truck
- Plated with beautiful show-quality chrome for great looks and extended durability
- 40,000 volt rating
- Made in USA

PART # DESCRIPTION

72350* High Output Ignition Coil, Chrome-Plated, Points-triggered Ignitions **Not legal for sale or use on pollution-controlled vehicles.*



No. 72350

BALLAST RESISTOR

- Absolutely required for point-triggered ignitions equipped with coils that do not feature a built-in resistor such as Moroso Coil No. 72350, Accel Super Coil 140001, Super Stock High Vibration 8140HV, Racing Coils 140108, 140205 and 140305; Crane PS20 and PS40, Jacob's 380672T and MSD Blaster 2 - 8200, 8202, and 8203, Blaster 3 - 8223
- Ceramic base supports resistor to eliminate the possibility of electrical shorts and to dissipate heat
- Includes built-in mounting boss; must be mounted to firewall or other metallic surface to further dissipate heat
- 1/4" spade terminals facilitate wiring to battery side of the coil

PART # DESCRIPTION 72390 Ballast Resistor, 1

90 Ballast Resistor, 1.82 ohms



IGNITION COILS

PLASMA PULSE IGNITION COILS

The Ultimate In Ignition Coil Technology!

- For Racing Only
- Ultra-High Spark Current
- Maximum Horsepower & Combustion Efficiency

We've taken our years of ignition experience and engineered an extremely powerful Racing Coil for both Capacitive Discharge (CD) and Inductive Discharge (breaker points, HEI, etc.) ignitions.

Moroso PlasmaPulse Coils feature a unique winding and core design that generates ultra-high spark current for maximum horsepower and combustion efficiency! In addition to delivering exceptional ignition power, PlasmaPulse Coils are loaded with durability features that include double-layer insulation, corrosion-resistant connectors and a durable alkyd case.

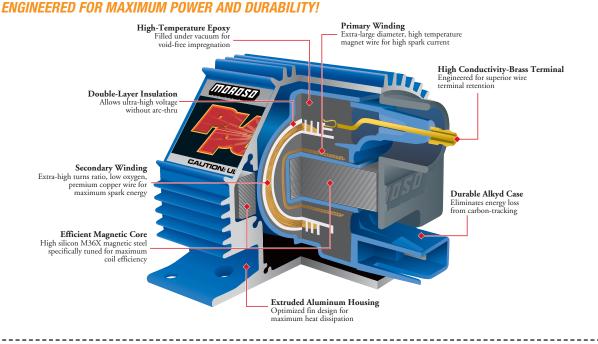
The blue anodized extruded aluminum housing not only gives PART # the coil a distinctive appearance, but cooling fins dissipate 72380 damaging heat guickly. In fact, the entire coil can withstand continuous operation without overheating! A high-temperature 72381 epoxy filling allows you to mount the coil in any direction.



No. 72380

DESCRIPTION

PlasmaPulse Ignition Coil, Inductive Discharge. For use with Chevy HEI and Ford DuraSpark ignitions PlasmaPulse Ignition Coil, Capacitive Discharge. For use with MSD and other CD type ignitions



PROCOIL IGNITION COILS

Increased Spark Energy! Bolt In Replacement!

Finally, a coil design that gives your ignition system real power. Real ignition power that provides more complete combustion for easier starts, better idle, snappier acceleration, and more horsepower. Real ignition power that eliminates the "6000 RPM barrier" inherent with stock systems.

We've combined low oxygen, high-conductivity magnet wire, high-silicon core material, and non-porous epoxy impregnation to produce extremely high current and extended duration for increased spark energy. And our expert workmanship gives you the reliability needed for hard-core racing or daily street use.

REFER TO FOLLOWING PAGES FOR PROCOIL APPLICATION CHARTS:

PART # DESCRIPTION 72355 ProCoil HEI, 1975-93 GM 72358 ProCoil F, 1985-96 GM 72360 ProCoil H.O,1982-97 Ford PAGE NUMBERS pgs. 312-313 pgs. 313-315 pgs. 315-316

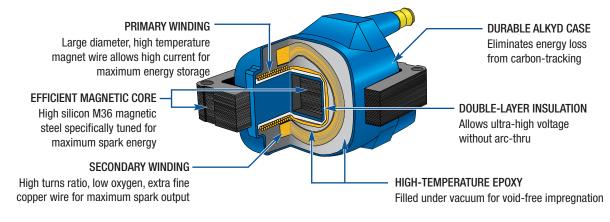


Tech Support: 203.458.0542 • 203.458.0546



IGNITION COILS

CHECK OUT THE FEATURES THAT MAKE MOROSO'S PROCOIL SUPERIOR TO ALL OTHER BRANDS!



HEI PROCOIL APPLICATION CHART NO. 72355

BUICK

4 CYLINDER ENGINES

YEAR	ENGINE
1981-80	151 2.5L Eng. Skylark (Can. Only)

C	CYL	INID	ED	CAL	n	IEC
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0012111	Den Enameo			
	173 2.8L Eng.			
1981-80 173 2.8L Eng. Skylark				
	252 4.1L Eng.			
8 CYLINI	DER ENGINES			
1987-84	305 5.0L Eng. (Can. Only)			
1983	305 5.0L Eng			

1903	
1982	267 4.4L, 305 5.0L Engs.
1981	267 4.4L, 305 5.0L Engs.
1980	305 5.0L Eng.
1979-77	305 5.0L, 350 (L) 5.7L Engs.

CADILLAC

8 CYLINDER ENGINES

YEAR	ENGINE
1990	273 (3) 4.5L Eng. DeVille, Fleetwood
1989	273 (5) 4.5L Eng. Allante, Fleetwood, DeVille
1988	273 (5) 4.5L Eng. Fleetwood, DeVille
1987	250 (7) 4.1L Eng. Allante with Dist. 1103747
	252 4.1L Eng. Fleetwood, DeVille FWD
1986	252 4.1L Eng. Fleetwood, DeVille FWD
1985	252 4.1L Eng. Eldorado, Seville
1984	252 4.1L Eng. Eldorado, Seville
	368 6.0L Eng. Eldorado, Seville, Comm. Chassis
1983-82	
	368 6.0L Eng. Comm. Chassis, Limousine
1981	368 6.0L Eng. DeVille, Eldorado, Fleetwood, Seville
	368 6.0L Eng. Comm. Chassis, Limousine
1980	368 6.0L Eng. DeVille, Eldorado, Seville
	368 6.0L Eng. Comm. Chassis, Limousine
1979	425 7.0L Eng. Comm. Chassis, Limousine
	425 7.0L Eng. DeVille, Fleetwood
1978	425 7.0L Eng.
1977-74	500 8.2L Eng. with HEI
	425 7.0L Eng. with HEI

CHEVROLET

4 CYLII	NDER ENGINES	
	ENGINE	

YEAR	ENGINE
1981	151 2.5L Eng. Citation (Can. Only)

CHEVROLET

4 CYLINDER ENGINES, continued YEAR ENGINE 1980 151 2.5L Eng. Citation, Monza 1979-78 151 2.5L Eng. Monza 6 CYLINDER ENGINES 1993-92 262 (Z) 4.3L Eng. Caprice 1984-82 229 3.8L Eng. 1981 173 2.8L Eng. 229 3.8L Eng. 1980 173 2.8L Eng. 1979 200 3.3L Eng. 1978 200 3.3L Eng. 8 CYLINDER ENGINES 1987 305 (H) 5.0L Eng. (Can. Only) 350 5.7L Eng. Caprice, Police Car (Can. Only) 1986 305 (F), (G), (H) 5.0L Engs. 350 5.7L Eng. (Exc. Corvette) 305 (F), (G), (H) 5.0L Engs. 1985 350 5.7L Eng. Caprice, Impala, Police Car 1984 305 5.0L Eng. 350 5.7L Eng. (Exc. Corvette) 305 5.0L Eng. (Can. Only) 350 5.7L Eng. Caprice, Impala, Police Car 1983 1982-81 267 4.4L Eng. 305 5.0L Eng. (Can. Only) 1982-81 350 5.7L Eng. (Exc. Corvette) 1980-77 All 8 Cyl. Engs. 1976 350 5.7L Eng. with 4 Bbl. Carb. (Cal. Only) 350 5.7L Eng. with 2 Bbl. Carb. 1976 262 4.3L, 305 5.0L, 400 6.6L, 454 7.4L Engs. 1975 350 5.7L Eng. Camaro with 4 Bbl. Carb. Exc. Z-28 (Cal. Only) 350 5.7L Eng. Camaro Z-28 350 5.7L Eng. with 2 Bbl. Carb. 262 4.3L, 305 5.0L, 400 6.6L, 454 7.4L Engs. 1974 All 8 Cyl. Engs. with HEI

CHEVROLET/GMC TRUCK

6 CYLINDER ENGINES

YEAR ENGINE

continued on next page

CHEVROLET/GMC TRUCK

6 CYLINDER ENGINES, continued

YEAR	ENGINE
1986	262 4.3L Eng. C-10, K-10 Pickup, Suburban, Blazer, Jimmy
	262 4.3L Eng. G-10, -20, -30 Van
	292 4.8L Eng.
1985	262 4.3L, 292 4.8L Engs.
1984	229 3.8L Eng. El Camino, Caballero
	250 4.1L, 292 4.8L Engs., Caballero
1983	229 3.8L Eng. El Camino, Caballero
1982-80	229 3.8L Eng. El Camino, Caballero
	250 4.1L Eng.
1979-78	200 3.3L Eng. El Camino, Caballero
	250 4.1L Eng.

8 CYLINDER ENGINES

1989	454 (W) 7.4L Eng. P-30, R-30, V-30
	350 (K) 5.7L Eng. P-30, R-30, V-30
1988	350 (M) 5.7L Eng. G-30, P-20, P-30, R-30, V-30
1987	305 (H) Eng. El Camino (Can. Only)
	350 (M) 5.7L Eng. G-30, P-20, P-30, R-30, V-30
	454 (W) 7.4L Eng. with 4 Bbl. Carb.
1986-75	All 8 Cyl. Engs. (Exc. 1978 403 cid G-30)

OLDSMOBILE

4 CYLINDER ENGINES

YEAR	ENGINE
1981	151 2.5L Eng. Omega (Can. Only)
1980-78	151 2.5L Eng. Starfire

6 CYLINDER ENGINES

1982 173 2.8L, 181 3.0L Engs. 1981 173 2.8L Eng. 1980 173 2.8L Eng.			
	1982	173 2.8L, 181 3.0L Engs.	
1980 173 2.8L Eng.	1981	173 2.8L Eng.	
	1980	173 2.8L Eng.	

8 CYLINDER ENGINES

1987	305 (H) 5.0L Eng.
1986-83	305 (H) 5.0L Eng.
	267 4.4L Eng. (Can. Only)
	305 (H) 5.0L Eng.

OLDSMOBILE

4 CYLINDER ENGINES, continued

YEAR	ENGINE
1981	267 4.4L, 305 5.0L Engs.
1980	305 5.0L Eng.
1979	305 5.0L, 350 (L) 5.7L Engs.
1978	305 5.0L, 350 (L) 5.7L Engs.
	403 6.6L Eng. Toronado
1977	305 5.0L, 350 (L) 5.7L Engs.
	403 6.6L Eng. Toronado
1976	455 7.5L Eng. Toronado (Cal. Only)
1975	455 7.5L Eng. Toronado

PONTIAC

4 CYLINDER ENGINES

YEAR	ENGINE
1981	151 2.5L Eng. Phoenix (Can. Only)
1980-77	151 2.5L Eng. with HE

6 CYLINDER ENGINES

1983	229 (9) 3.8L Eng. Parisienne
1982	173 2.8L Eng. 6000, Phoenix
1981	229 3.8L Eng.
1980	173 2.8L Eng.
	229 3.8L Eng.

8 CYLINDER ENGINES

0.015111	
1987	305 (H) 5.0L Eng. Firebird, Grand Prix (Can. Only)
1986	305 (F), (G), (H) 5.0L Engs.
1985-84	305 (F), (G), (H) 5.0L Engs.
1983	305 (7), (G), (H) 5.0L Engs.
	350 5.7L Eng. Parisienne
1982	267 4.4L Eng.
	305 (7), (H) 5.0L Eng. Exc. Can.
1981	267 4.4L, 305 5.0L Engs.
1979-78	305 5.0L Eng.
	350 (L) 5.7L Eng.
1977	305 5.0L, 350 (L) 5.7L, 403 6.6L Engs.
1976-75	350 5.7L, 400 6.6L Chevrolet Engs.
	· · · · · · · · · · · · · · · · · · ·

PROCOIL F APPLICATION CHART NO. 72358

BUICK

4 CYLINDER ENGINES

YEAR	ENGINE
1988-87	122 2.0K, 2.0M Eng. Skyhawk (with Dist. 1103710)
1986	112 1.8-0, 1.8J Eng. Skyhawk
	121 2.0P Eng. Skyhawk
	151 2.5R Eng. Century (with Dist. 1103634)
	151 2.5U Eng. Somerset
1985	121 2.0P Eng. Skyhawk
	151 2.5R Eng. Century, Skylark
	151 2.5U Eng. Somerset, Regal
6 CYLINI	DER ENGINES
1986	173 2.8X Eng. Century

1986	173 2.8X Eng. Century	
1985	173 2.8W Eng. Skylark	
1985	173 2.8X Eng. Century, Skylark	
	173 2.8X Eng.Century, Skylark	
	(Can., Export with Dist. 1103619, 1103704)	

8 CYLINDER ENGINES

1995-94	350 5.7P Eng. Roadmaster
1993-92	350 5.7-7 Eng. Roadmaster
1992-91	305 5.0E Eng. Roadmaster

CADILLAC

4 CYLINDER ENGINES		
YEAR	ENGINE	
1986-85	121 2.0P Eng. Cimarron	
6 CYLIN	DER ENGINES	
1986-85	173 2.8W Eng. Cimarron	
8 CYLIN	DER ENGINES	
1995-94	350 5.7P Eng. Brougham, Comm. Chassis	
	(MFI Dist. 1103916)	
1993	350 5.7-7 Eng. Fleetwood Brougham	
	(with Dist.1103953)	
1992	305 5.0E Eng. Brougham	
	350 5.7-7 Eng. Brougham	
1991	305 5.0E Eng. Brougham, Fleetwood	
	350 5.7-7 Eng. Brougham, Fleetwood (with Dist.1103880)	
1990	350 5.7-7 Eng. Fleetwood (with Dist. 1103749, 827)	
CHEVROLET		

4 CYLINDER ENGINES

YEAR ENGINE

1988 92 1.5-9 Eng. Spectrum (with Dist. 1103674) Turbo 1987 92 1.5-9 Eng. Spectrum (with Dist. 1103674) Turbo 98 1.6C Eng. Chevette

continued on next page





PROCOIL F APPLICATION CHART NO. 72358

CHEVR 4 CYLINI	OLET DER ENGINES, continued
YEAR	ENGINE
1986	98 1.6C Eng. Chevette
1000	121 2.0P Eng. Cavalier
	151 2.5-2, 2.5R Eng. Camaro, Celebrity
1985	98 1.6C Eng. Chevette
	121 2.0P Eng. Cavalier
	151 2.5-2, 2.5R Eng. Camaro, Celebrity, Citation
6 CYLINI	DER ENGINES
1994	189 3.1D Eng. Lumina APV
1993	189 3.1D Eng. Lumina APV
	262 4.3Z Eng. Caprice
1992	189 3.1D Eng. Lumina APV
	189 3.1T Eng. Camaro
	262 4.3Z Eng. Caprice
1991	189 3.1D Eng. Lumina APV-A.T. (with Dist. 1103864)
	189 3.1T Eng. Camaro (with Dist. 1103704, 1103900)
	262 4.3Z Eng. Caprice
1990	189 3.1D Eng. Lumina APV (with Dist.1103644)
	189 3.1T Eng. Camaro (with Dist. 1103704)
1000 07	262 4.3Z Eng. Caprice
1989-87	173 2.8S Eng. Camaro (with Dist. 1103704)
1986	262 4.3Z Eng.
1900	173 2.8X Eng. Celebrity A.T. 173 2.8S Eng. Camaro
	173 2.8W Eng. Cavalier, Celebrity
	262 4.3Z Eng.
1985	173 2.8W Eng. Cavalier, Celebrity, Citation
1000	173 2.8X Eng. Celebrity, Citation-Can., Export, Fed.
	173 2.8S Eng. Camaro
	262 4.3Z Eng.
8 CVI INI	DER ENGINES
1995	265 4.3W Eng.
1333	350 5.7P Eng. Camaro, Caprice, Corvette
1994	265 4.3L Eng.
1001	350 5.7P Eng. Camaro, Caprice, Corvette
1993	305 5.0E Eng.
	350 5.7-7 Eng.
	350 5.7P Eng. Camaro, Corvette
1992	305 5.0E Eng. Caprice, Camaro
	305 5.0F Eng. Camaro
	350 5.7-8 Eng. Camaro
	350 5.7-7 Eng. Caprice
1001	350 5.7P Eng. Corvette
1991	305 5.0F, Caprice, Camaro
	305 5.0E Eng. Camaro, Caprice
	350 5.7-7 Eng. Caprice
1000	350 5.7-8 Eng. Camaro
1990	305 5.0E, 5.0F Eng. Camaro 350 5.7L Eng. Caprice (w/ Dist. 1103749) Police Car
	350 5.7-8 Eng. Camaro (with Dist. 1103838, 880)
1989	305 5.0E, 5.0F Eng. Camaro
1303	350 5.7-7 Eng. Caprice (w/ Dist. 1103749) Police Car
	350 5.7-8 Eng. Camaro
1988	305 5.0E, 5.0F, 5.0G, 5.0H Eng.
	350 5.7-8 Eng. Camaro.
	350 5.7L Eng. Caprice (w/ Dist. 1103749) Police Car
1987	305 5.0F, 5.0G, 5.0H Eng. (with Dist. 1103698, 749)
	350 5.7L Eng. Caprice Fed.
	(with Dist 1103698, 749) Police Car
	350 5.7-8 Eng. Camaro
1986	350 5.7L Eng. Caprice Fed.
	(with Dist 1103698, 749) Police Car
GEO	
	DER ENGINES
YEAR	ENGINE
1993-92	98 1.6-6 Eng. Storm
	114 1.8-8 Eng. Storm 98 1.6-5 Eng. Storm
1001 00	
1991-90	98 1.6-6 Eng. Storm

CHEV	ROLE	T/GM	C TRU	ICKS

4 CYLINDER ENGINES

4 61 LIN	DEN EINGINES
YEAR	ENGINE
1989	151 2.5E Eng. S10, S15
1988	151 2.5E Eng. Astro, Safari, S10, S15
1987	151 2.5E Eng. LLV, Astro, Safari, S10, S15
1986-85	151 2.5E Eng. S10, S15, Astro, Safari
6 CYLIN	DER ENGINES
1996	262 4.3Z Eng. G-1, 2, 3
1995	262 4.3W Eng. Pick-up -A.T. w/out Module Powertrain Control
	262 4.3 B, W, Z Eng. All
1994	262 4.3 B, W, Z Eng. All
1993-92	173 2.8 R Eng. Sonoma, S10, S15
	262 4.3 B, W, Z Eng. All
1991	173 2.8 R Eng. S10, S15
	262 4.3 B, W Eng. Astro, Safari, S10, S15
	262 4.3Z Eng. All
1990-87	J = _, = _
	262 4.3Z Eng. All
1986	173 2.8R Eng. S10, S15
	262 4.3Z Eng. All incl. Safari (with Dist. 1103655)
1985	173 2.8B Eng. S10, S15
8 CYLINI	DER ENGINES
1995-87	305 5.0H Eng.
	350 5.7K Eng.
	454 7.4N Eng.
OLDSN 4 CYLINI	IOBILE DER ENGINES

4 GYLINDER ENGINES		
YEAR	ENGINE	
1988-87	122 2.0K Eng. Firenza	
1986-85	112 1.8-0 Eng. Firenza	
	121 2.0P Eng. Firenza	
	151 2.5R, 2.5U Eng. Calais, Ciera	
6 CYLINL	DER ENGINES	
1995-94	189 3.1D Eng. Silhouette (with Dist. 1103864)	
1993-91	189 3.1D Eng. Silhouette (with Dist. 1103864)	
	262 4.3Z Eng. Bravada	
1990	189 3.1D Eng. Silhouette (with Dist. 1103644)	
1986	173 2.8W Eng. Ciera, Firenza	
	173 2.8X Eng. Ciera (with Dist. 1103643, 619)	
1985	173 2.8W Eng. Firenza	
	173 2.8X Eng. Ciera Can., Export	
8 CYLINI	DER ENGINES	
1000		

1992	350 5.7-7 Eng. Custom Cruiser
1991	305 5.0E Eng. Custom Cruiser (with Dist. 1103852)

PONTIAC

4 CYLINDER ENGINES

YEAR	ENGINE
1993-92	98 1.6-6 Eng. LeMans
1991	98 1.6-6 Eng. LeMans (with Dist. 1103766)
	122 2.0K Eng. Sunbird
1990	98 1.6-6 Eng. LeMans (with Dist. 1103766)
	122 2.0K Eng. Sunbird, LeMans
	122 2.0M Eng. Sunbird
1989	98 1.6-6 Eng. LeMans (with Dist. 1103766)
	122 2.0K Eng. LeMans (with Dist. 1103774)
	122 2.0K, M Eng. Sunbird
1988	98 1.6-6 Eng. LeMans
	122 2.0K Eng. Sunbird
	122 2.0M Eng. Sunbird, Grand AM
1987	98 1.6C Eng. T1000
	122 2.0K Eng. J2000
	122 2.0M Eng. Grand AM, J2000
1986	98 1.6C Eng. T1000
	112 1.8-0, 1.8J Eng. J2000
	121 2.0P Eng. J2000
	151 2.5U, 2.5-2 Eng. Firebird, Grand AM
	151 2.5R Eng.

continued on next page

Phone: 203.453.6571 Fax: 203.453.6906

PROCOIL F APPLICATION CHART NO. 72358

PONTIAC

	DER ENGINES, continued
YEAR	ENGINE
1985	98 1.6C Eng. T1000
	112 1.8-0, 1.8J Eng. J2000
	121 2.0P Eng. J2000
	151 2.5-2 Eng. Firebird, Grand AM
	151 2.5R Eng.
	151 2.5U Eng.
6 CYLINI	DER ENGINES
1995-93	189 3.1D Eng. Trans Sport
1992-91	189 3.1D Eng. Trans Sport
	189 3.1T Eng. Firebird
1990	189 3.1D Eng. Trans Sport (with Dist. 1103644)
	189 3.1T Eng. Firebird
1989	173 2.8S Eng. Firebird (with Dist. 1103704)
1988	173 2.8S Eng. Firebird (with Dist. 1103704)
	173 2.8-9 Eng. Fiero
1987	173 2.8S Eng. Firebird (with Dist. 1103704)
	173 2.8-9 Eng. Fiero
	262 4.3Z Eng.

PONTIAC

6 CYLINI	DER ENGINES, continued
YEAR	ENGINE
1986	173 2.8S, 2.8W Eng.
	173 2.8X EngCan., Export, Fed
	173 2.8-9 Eng. Fiero
	262 4.3Z Eng.
1985	173 2.8S, 2.8W Eng. U.S.
	173 2.8X Eng. 6000
	173 2.8-9 Eng. Fiero
	262 4.3Z Eng.
8 CYLINI	DER ENGINES
1995-94	305 5.0P (H.O.) Eng. Firebird
1993	350 5.7P (H.O.) Eng. Firebird
1992-88	305 5.0E, 5.0F
	350 5.7-8 Eng. Firebird
1987	305 5.0F, 5.0H Eng. Firebird, exc. Canada
	305 5.0H Eng. Grand Prix, exc. Canada
	350 5.7-8 Eng. Firebird (with Dist. 1103698)

PROCOIL H.O. APPLICATION CHART NO. 72360

FORD

FUKD		
4 CYLINDER ENGINES		
YEAR	ENGINE	
1995	122 2.0L Eng. Probe MFI Dist. FS78-12200	
1994	122 2.0L Eng. Probe EFI Dist. KL01-18200-B, C,	
	FS07-18200-A	
	140 2.3L Eng. Tempo	
1993	122 2.0L Eng. Probe EFI Dist. FS01-18200-A,	
	FS07-18200-A	
1992	140 2.3L Eng. Tempo	
1991	140 2.3L Eng. Tempo	
	153 2.5L Eng. Taurus	
1990	116 1.9L Eng. Escort	
	140 2.3L Eng. Tempo, Mustang	
	153 2.5L Eng. Taurus	
1989	116 1.9L Eng. Escort CFI-EFI	
	140 2.3L Eng. Tempo, Mustang	
	153 2.5L Eng. Taurus	
1988-87	116 1.9L Eng. Escort CFI-EFI	
	140 2.3L Eng. Mustang, Tempo, Thunderbird	
1000	153 2.5L Eng. Taurus	
1986	98 1.6L Eng.	
	116 1.9L Eng.	
	140 2.3L Eng. EFI-Tempo CFI Exc. LPG	
1005	153 2.5L Eng. Taurus	
1985	98 1.6L Eng.	
	116 1.9L Eng.	
1984	140 2.3L Eng. EFI-Tempo CFI Exc. LPG 98 1.6L Eng.	
1904	140 2.3L Eng. EFI-EEC-IV	
1983	98 1.6L Eng.	
1903	140 2.3L (Turbo) Eng. EFI	
1982	98 1.6L Eng. Distr. Mounted Module	
	DER ENGINES	
1995	183 3.0L Eng. Taurus Exc. FFV, SHO	
1004	232 3.8L Eng. Taurus MFI Dist. E8DE-AB-AC	
1994	183 3.0L Eng. Taurus Exc. FFV, SHO	
	232 3.8L Eng. Taurus Dist. E8DE-AB-AC, Taurus/	
1993	Police, Thunderbird Exc. S/C Dist. E9SE-BA-BB	
1993	183 3.0L Eng. Taurus Exc. FFV, SHO	
1992	232 3.8L Eng. Taurus/Police, Thunderbird AOT Exc. S/C 183 3.0L Eng. Probe Dist. E6AE-EA, E8DE-EA,	
1992	Taurus Exc. SHO	
	232 3.8L Eng. Taurus, Thunderbird AOT. Exc. S/C	
1991	183 3.0L Eng. Probe, Taurus Exc. SHO, 232 3.8L Eng.	
1991	Taurus/Police, Thunderbird A.T. Exc. S/C	

FORD

YEAR	ENGINE
1990	183 3.0L Eng. Probe, Taurus Exc. SHO
	232 3.8L Eng. Taurus, Thunderbird A.T. Exc. S/C
1989	183 3.0L Eng. Taurus Exc. SHO
	232 3.8L Eng. Taurus, Thunderbird Exc. S/C
1988	183 3.0L Eng. Taurus
	232 3.8L Eng.
1987	183 3.0L Eng. Taurus
	232 3.8L Eng. Thunderbird CFI
1986	183 3.0L Eng. Taurus
	232 3.8L Eng. CFI-EEC-IV
1985-84	232 3.8L Eng. CFI-EEC-IV
8 CYLIN	DER ENGINES
1995	302 5.0L Eng. Mustang MFI
1994-92	
1991	302 5.0L Eng. Crown Victoria, Mustang, Thunderbird
1990	302 5.0L Eng. Crown Victoria, Mustang A.T.
1989	302 5.0L Eng. LTD (Full Size), Mustang
1988-86	302 5.0L Eng.
1900-00	302 5.0L Eng. LTD (Full Size), CFI-EEC-IV
	002 0.02 Eng. Eng (1 un 0120), on 1 EEO 10
1985	Mustang, Thunderbird CFI-EEC-IV

FORD TRUCKS

4 CYLINI	DER ENGINES
YEAR	ENGINE
1989	140 2.3L Eng. Ranger EFI with Distributor
1988	122 2.0L Eng. Ranger
	140 2.3L Eng. Ranger
1987	140 2.3L Eng. Aerostar, Ranger with Dist.
	Mounted Module
1986	140 2.3L Eng. Aerostar, Bronco II, Ranger
1985	140 2.3L Eng. Ranger
6 CYLINI	DER ENGINES
1996	183 3.0L Eng. Aerostar
	300 4.9L Eng. E, F Series
1995-93	183 3.0L Eng. Aerostar, Ranger
	300 4.9L Eng. E, F Series
1992	177 2.9L Eng. Ranger
	183 3.0L Eng. Aerostar, Ranger

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PROCOIL H.O. APPLICATION CHART NO. 72360

FORD TRUCKS

6 CYLINI	DER ENGINES, continued
YEAR	ENGINE
1991	177 2.9L Eng. Ranger
	183 3.0L Eng. Aerostar, Ranger
	300 4.9L Eng.
1990	177 2.9L Eng. Bronco II, Ranger
	183 3.0L Eng. Aerostar
	300 4.9L Eng.
1989-87	177 2.9L Eng. Bronco II, Ranger
	183 3.0L Eng. Aerostar
	300 4.9L Eng.
1986	171 2.8L Eng. Aerostar
	177 2.9L Eng. Bronco II, Ranger
	183 3.0L Eng. Aerostar
	300 4.9L Eng. Module on Distributor w/ Push-On Rotor
1985	171 2.8L Eng. Bolt-On Rotor
	300 4.9L Eng. Module on Distributor
1984	171 2.8L Eng. Bolt-On Rotor
	300 4.9L Eng. Module on Distributor
1983	171 2.8L Eng.
8 CYLINI	DER ENGINES
1997	302 5.0L Eng. E-150/350 Module on LH Fender Apron
1007	351 5.8L Eng. F-350
1996	302 5.0L Eng. E-150/350 Module on LH Fender Apron,
1000	F-150/250 A.T., Bronco A.T., Explorer
	351 5.8L Eng. F-150/350
	351 5.8L Eng. Bronco (Exc. Calif. Remote Mtd Module)
	Module #E8PF-12A199-AB
	460 7.5L Eng. E-250/350 Module on LH Fender Apron,
	F-250/350 Super-Duty Module #E8PF-12A199-AB
1995	302 5.0L Eng. F-150/250 A.T., Bronco A.T.
	351 5.8L Eng. F-150/350
	460 7.5L Eng. F-250/350 Super-Duty Module
	#E8PF-12A199-AB
1994	302 5.0L Eng. Bronco, F-150/350
	351 5.8L Eng. F-150/350, Bronco
	460 7.5L Eng. F-250/350 Super-Duty Module
	#E8PF-12A199-AB
1993	302 5.0L Eng. Bronco A.T.
	351 5.8L Eng. Bronco, F-150
	460 7.5L Eng. E-250/350 Super-Duty, F-250/350
	Super-Duty Module #E8PF-12A199-AB
1992-90	302 5.0L Éng.
	351 5.8L Eng. EEC-IV
	460 7.5L Eng. F-250/350 Super-Duty Module
	#E8PF-12A199-AB
1989	302 5.0L Eng. EEC-IV
	351 5.8L Eng. EEC-IV
	460 7.5L Eng. Super-Duty
1988	302 5.0L Eng. EEC-IV
	351 5.8L Eng. EEC-IV
	460 7.5L Eng.
1987-85	302 5.0L Eng. EEC-IV
	351 5.8L Eng. EEC-IV
	460 7.5L Eng. EEC-IV
1984	302 5.0L Eng. EEC-IV with Bolt-On Rotor
	351 5.8L Eng. EEC-IV with Bolt-On Rotor
	460 7.5L Eng. EEC-IV with Bolt-On Rotor
LINCOL	.N
	DER ENGINES
VFΔR	
TEAR	

YEAR	ENGINE	
1994-88	232 3.8L Eng. Continental	
8 CYLINDER ENGINES		
1992	302 5.0L Eng. Mark VIII	
1991	302 5.0L Eng. Mark VII, Town Car	

LINCOLN

YEAR ENGINE 1990 302 5.0L Eng. Town Car	8 CYLINI	DER ENGINES, continued
	YEAR	ENGINE
	1990	302 5.0L Eng. Town Car
1989-86 302 5.0L Eng. All	1989-86	302 5.0L Eng. All
1985 302 5.0L Eng. All U.S.	1985	302 5.0L Eng. All U.S.
1984 302 5.0L Eng. Continental EEC-IV, Mark VII, Town Car	1984	

MERCURY

4 CYLINDER ENGINES

YEAR ENGINE 1994-93 140 2.3L Eng. Topaz 1992 140 2.3L Eng. Topaz Module #E9DF-A1A, A2A 140 2.3L Eng. Topaz 140 2.3L Eng. Topaz 1991 1990 153 2.5L Eng. Sable 1989 140 2.3L Eng. Capri, Merkur, Topaz 1988 140 2.3L Eng. Capri, Merkur, Topaz 153 2.5L Eng. Sable 116 1.9L Eng. Lynx 1987 140 2.3L Eng. Capri, Merkur, Topaz CFI 153 2.5L Eng. Sable 98 1.6L Eng. 1986 116 1.9L Eng 140 2.3L Eng. 153 2.5L Eng. Sable 1985 98 1.6L Eng. 116 1.9L Eng. 140 2.3L Eng. 1984 98 1.6L Eng. 140 2.3L Eng. EEC-IV 1983 98 1.6L Eng. LN7, Lynx 140 2.3L Eng. Capri with EFI - Turbo, Cougar 1982 98 1.6L Eng. with Distributor Mounted Module 6 CYLINDER ENGINES 1995 183 3.0L Eng. Sable 232 3.8L Eng. Sable 1994 183 3.0L Eng. Sable, Topaz 232 3.8L Eng. Cougar, Sable with Module #F2SF-AA, F1SF-C2A 1993-92 183 3.0L Eng. Sable, Topaz 232 3.8L Eng. Cougar, Sable with Module #F2SF-AA, F1SF-C2A 1991 183 3.0L Eng. Sable 232 3.8L Eng. Sable with Module #F1SF-C2A, Cougar -EXC. S/C 1990 183 3.0L Eng. Sable 232 3.8L Eng. Sable, Cougar exc. S/C 1989 177 2.9L Eng. Scorpio 183 3.0L Eng. Sable 232 3.8L Eng. Sable, Cougar exc. S/C 1988 177 2.9L Eng. Scorpio 183 3.0L Eng. Sable 232 3.8L Eng. Sable, Cougar 183 3.0L Eng. Sable 1987 232 3.8L Eng. Cougar 1986 183 3.0L Eng. Sable 232 3.8L Eng. CFI 1985-84 232 3.8L Eng. CFI 8 CYLINDER ENGINES 302 5.0L Eng. Cougar 302 5.0L Eng. Cougar with Dist. F0SE-CA 1993 1992 1991 302 5.0L Eng. Cougar, Grand Marquis 302 5.0L Eng. Grand Marquis 302 5.0L Eng. Cougar, Grand Marquis 1990-89 1988-87 302 5.0L Eng. Capri, Cougar, Grand Marquis 1986 302 5.0L Eng. CFI with EEC-IV 302 5.0L Eng. Cougar, Marquis, CFI 1985 1984 Capri, Grand Marquis, CFI with EEC-IV

IGNITION SYSTEM EQUIPMENT

CRANK TRIGGER KITS

"Magnet-In-Wheel" Design

- Precise mounting method locates the crank trigger wheel directly over the raised register machined into the damper, keeping the wheel perfectly aligned and concentric as it rotates
- Concentric rotation of the trigger wheel maintains a constant air gap between the rotating magnets and the fixed transducer, providing consistent output voltage for accurate triggering
- Crank trigger wheel and transducer mounting bracket are CNC machined from 6061-T6 aluminum for unmatched precision, and blue anodized for corrosion resistance
- Transducer mounting bracket offers 20% more timing adjustment range over other brands; mounts to either driver or passenger side
- Transducer capable of withstanding 80g of vibration to ensure integrity of potting compound and internal wire connection; built-in strain relief prevents wire from pulling out of potting compound
- · Powerful rare-earth cobalt magnets remain stronger over time
- Dyno testing shows that Moroso's unique magnet orientation offers a stronger and more consistent trigger signal compared to other designs
- · Includes Grade 8 allen-head mounting hardware for easier timing adjustments

		610
PART #	DESCRIPTION	SOSC
60001*	Crank Trigger Kit	2 Seco
	Fits: OEM, Fluidampr, ATI, Summit, Fisher, JEGS and other BBC 8.00" dia. dampers	EL
60004*	Crank Trigger Kit	
	Fits: OEM, Fluidampr, ATI, Summit, Fisher, JEGS and other Ford 289, 302 and 351W	
	6.625" dia. dampers	INE
60006*	Crank Trigger Kit	
	Fits: Fluidampr, ATI, JEGS and other SBC 7.25" dia. dampers with a 4.749" dia. mounting regist	
60007*	Crank Trigger Kit	
	Fits: OEM, Fluidampr, ATI, Summit, Fisher, JEGS and other BBC 7.25" dia. dampers	

No. 60055



REPLACEMENT CRANK TRIGGER TRANSDUCERS

"Magnet-In Wheel" Style

- High-quality transducer with zinc-plated, cold-rolled steel body reduces unwanted signal interference and improves triggering accuracy
- Special, non-hardening epoxy impregnates pickup for shock and vibration isolation
- Built-in strain relief prevents wire from pulling out of potting compound

PART # DESCRIPTION

60055* Replacement Crank Trigger Transducer, Magnet-in-Wheel Style



7777



Older "Lug Type" Style

- High-quality, non-magnetic stainless steel body
- Precision-wound low impedance winding and rare earth magnet for consistent output signal
- Special, non-hardening epoxy impregnates pickup for shock and vibration isolation

PART # DESCRIPTION

60355* Replacement Crank Trigger Transducer, "Lug Type" Style



No. 60001

Fora



*Not legal for sale or use on pollution-controlled vehicles.









Jack Roush depends on the Moroso Power Charger to keep his Drag Racing Team ready for their next round of competition!

MOROSO POWER CHARGER

Includes a list of features that will make all other chargers obsolete!

With this versatile charger you have at your disposal one you can use on your race car, your towing vehicle, your street car or a battery you had to buy in an emergency at the racetrack. The **Power Charger** not only charges your everyday 12-volt battery but will also charge 16-volt batteries. Plus, it will also charge any type of battery including Gel Cell, Sealed, Lead Acid, Wet/Deep Cycle, "Reactor" batteries and even (AGM) Absorbed Glass Mat type batteries.

If you're looking for speed, you can be sure your battery is ready for the next round of competition. Featuring a near full charge recovery in about 14 minutes, it also has a maintain mode for batteries in storage. The large handle makes it easy to carry or the unit can be mounted on a wall or workbench.

- Made in USA, approved by U.L., E.T.L., C.S.A. and CE
- Dual Voltage charges both 12 and 16 volt batteries
- 30 amp rating makes for fast recharge
- Solid state LED Ammeter shows battery condition is charging at 80% or READY
- Battery Type "dip" switches can be accessed and changed to charge ANY type battery
- Hibernate mode is perfect for long storage, automatically shuts down to zero output after 24 hours, applying a maintenance charge cycle once every thirty days
- Low Start Voltage for deeply discharged batteries, will begin charging a battery that has only .02 of a volt
- Short and reverse polarity connection shutdown
- External ambient temperature compensation
- Works with (AGM) batteries without need for adjustment; calibrated not to exceed 19 volts charge when in the 16 volt mode
- PART #DESCRIPTION74016Moroso Power Charger, 12/16 Volts at 30 Amps

HIBERNATOR AUTOMATIC BATTERY CHARGER

The Moroso Hibernator Automatic Battery Charger keeps 12 & 16 volt batteries maintained so they're ready to go when you are

- · Fully auto charging
- 5 amp transformer for quick recovery
- Cycles battery every 30 days
- Black and brown-out protection
- Electronic short circuit shutdown
- Weight: 4.5 lbs. Charger body dimensions: 5.75" L x 3" W (4" incl. bracket) x 3" H
- UL Listed
- Made in USA
- PART # DESCRIPTION
- 74018 Hibernator Automatic Battery Charger



BATTERY CHARGERS & ACCESSORIES



BATTERY CHARGER CABLE KITS

- Cable Kits to connect two batteries in parallel
- Increases cranking amperage
- Designed for high electrical system loads and current draw
- Kits include all necessary parts and instructions for installation
- Two gauge, stranded copper cable consistently handles automotive current draws
- · Contains 20' of battery cable
- High quality ends and terminals are solderable for the greatest electrical connection integrity



PART # DESCRIPTION

- 74003 Battery Charger Cable Kit, includes Remote Battery Jumper Terminals, Moroso No. 74140
- 74004 Battery Charger Cable Kit, includes Quick-Disconnect Flush Mount Battery Cable Connectors, Moroso No. 74155





ELECTRICAL SYSTEM EQUIPMENT

BATTERY CABLE KITS

- High-grade 2 gauge copper cable provides unrestricted current flow
- · Rugged PVC insulation resists most car fuels, oils and under hood cleaners
- · Available with and without battery terminals
- Ideal for relocating a battery to the rear for improved weight transfer

PART # DESCRIPTION

- 74005 Battery Cable Kit, 20' with 4 terminals
- **74055** Battery Cable Kit, 20' with 4 terminals, 8' with top-post terminals and 6" 12 gauge leads with butt connectors*, rubber-lined clamps, grommets and shrink sleeving. Use with Sealed Battery Box **No. 74050**.
 - *Terminated at both ends. Cut in two to desired length.

REMOTE BATTERY JUMPER TERMINALS

- Allows battery to be placed anywhere in the car allowed by rules and still be completely accessible for between-rounds charging
- Connect to battery with a high amperage battery cable such as Moroso No. 74005 or No. 74055 or for use with Moroso Power Charger No. 74016
- Universal for 6-36 volt DC applications
- · Two per pack with color-coded caps

PART # DESCRIPTION

- 74140 Remote Battery Jumper Terminals
- PART # REPLACEMENT PART
- 97545 Terminal Cap Kit one red, one black



No. 74055

BATTERY CABLE DISCONNECT SWITCH

- One turn of the knob disconnects the battery and saves the solid state voltage regulator and alternator when charging
- · Also deters possible car thieves when parked
- Switch is rated at 100 amps for 12 or 24 DC use

PART # DESCRIPTION

- 74103 Battery Terminal Disconnect Switch, Top Terminal
- 74104 Battery Terminal Disconnect Switch, Side Post



No. 74104

BATTERY CABLE TERMINAL KITS

- Brass compression-style fittings provide solid electrical connection
- Two per pack

PART # DESCRIPTION

- 74170 Battery Cable Remote Fitting End Kit, 3/8" opening
- 74172 Battery Cable Remote Fitting End Kit, 1/2" opening
- 74175 Battery Post Terminal End Kit



ELECTRICAL SYSTEM

320



QUICK-DISCONNECT FLUSH MOUNT BATTERY CABLE CONNECTORS

- Ideal for heavy-duty battery cable connection through firewalls or body panels
- A quick release half-turn lock provides easy charger hook-ups
- Black and red color-coded for easy identification
- · Two per pack

PART # DESCRIPTION

- 74155 Quick-Disconnect Flush Mount Battery Cable Connectors
- PART # REPLACEMENT PARTS
- 97550 Male End (available in black only)

BATTERY QUICK-CONNECT PLUG

Full Size

- Instantly connects your vehicle's electrical system to an auxiliary power source, either to start the car or for fast battery charges
- Also useful on tow vehicles and 4 x 4's as a power plug for winches, jumper cable connection, or battery chargers
- · Made of tough polycarbonate with spring-loaded copper contacts

BATTERY QUICK-CONNECT, MINI

- To save space this is a smaller version of Moroso No. 74200
- · Will connect up to 50 amps, using #6 wire
- Instantly connects your vehicle's electrical system to an auxiliary power source, either to start the car or for fast battery charges
- Also useful on tow vehicles and 4 x 4's as a power plug for winches, jumper cable connections, or battery chargers
- · Made of tough polycarbonate with spring-loaded copper contacts



- Can be used wherever a battery cable goes through a firewall or other similar panel
- Connector fits through 1-1/4" hole
- Use Battery Cable Remote Fitting End Kit Nos. 74170 or 74172 to complete installation
- One per pack

PART # DESCRIPTION

- 74144 Thru Panel Battery Connector, Red
- 74145 Thru Panel Battery Connector, Black

ADJUSTABLE UNIVERSAL MOMENTARY SWITCH

- Heavy-duty switch has 15 amp rating; ideal for operating a transbrake on drag race cars
- Adjustable collar allows the plunger travel to be preset from .020" to .219", making the switch "fast" or "slow" to suit individual reaction time requirements
- Screw-on type terminals
- · Can be mounted through-panel or anywhere using the two mounting holes provided
- Use with Universal Momentary Cable No. 74115



No. 74155







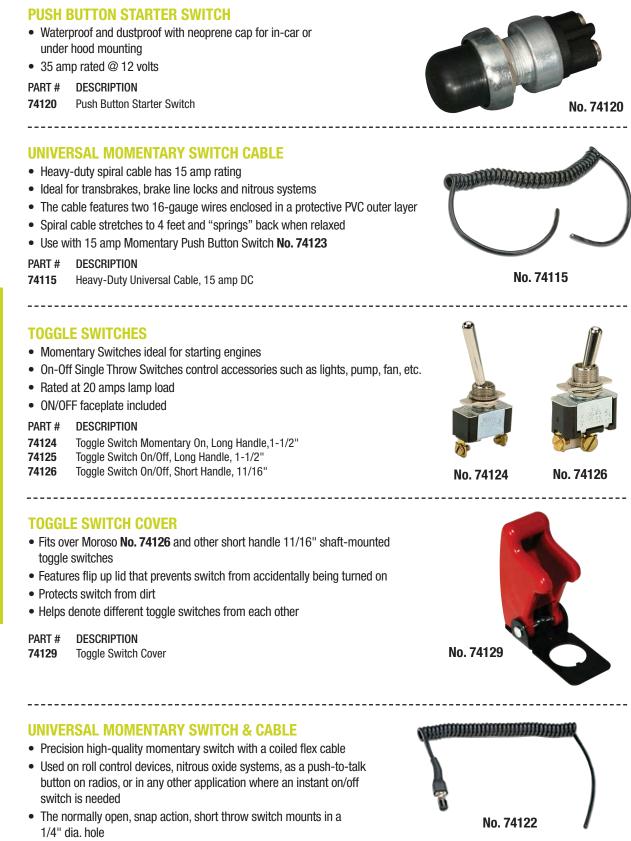




PART # DESCRIPTION 74123 Adjustable Universal Momentary Switch, 15 amp DC



ELECTRICAL SYSTEM EQUIPMENT



ELECTRICAL SYSTEM

DESCRIPTION

PART # 74122

Rated at 6 amps @ 28 volts DC or 125 volts AC

Universal Momentary Switch and Cable

ELECTRICAL SYSTEM EQUIPMENT

BATTERY DISCONNECT SWITCHES

- Easy to install Disconnect Switch required by many sanctioning bodies
- A quick twist of the non-slip handle or a quick push of the knob (No. 74106) shuts off all electrical current to the electric fuel pump, electric water pump, ignition, instruments, etc.
- For drag racing vehicles, the switch should be mounted on the vehicle's rear panel for easy accessibility
- For oval track and road racing applications, the switch should be mounted so that it can easily be reached by the driver or service personnel from outside the vehicle
- In street applications, the switch can be hidden to thwart car thieves
- Use Push/Pull Switch Kit No. 74105 for remote installation for Nos. 74100 & 74101

PART # DESCRIPTION

- Battery Disconnect Switch, Twist, Limited-Service, i.e. Drag Race applications 74100 without alternators. Rating: 125 amps @ 6-36 volts DC
- 74101 Battery Disconnect Switch, Twist, Heavy-Duty, Street Race Cars with alternators, multiple battery applications, etc. Rating: 175 amps @ 6-36 volts DC
- 74106 Battery Disconnect Switch, Push On/Off, Heavy-Duty, Street or Race Applications with alternators, multiple battery applications, etc. Rating: 250 amps @ 6-24 volts DC

BATTERY DISCONNECT SWITCH. SUPER-DUTY

- Moroso's Super-Duty switch with rating of 2,000 amps intermittent and 300 amps continuous is perfect for engines with large starter draw, RVs, Drag Cars with alternators and other applications (20 amps on small terminals)
- Two pairs of copper studs (1/2" -20 & 10 -32) make it ideal for disconnecting alternator (or other electrical device) in addition to the battery
- Sealed shaft keeps out moisture and debris
- Indexing pin aligns switch with mounting panel and prevents rotation; fits mounting panels up to 1/4" thick
- Includes switch position face plate: also includes decal to indicate switch location during emergencies
- Use with Moroso Push/Pull Kit No. 74105 for remote installations and Moroso Battery Cable Fitting End Kit with 1/2" opening No. 74172

PART # DESCRIPTION

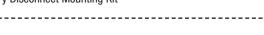
74102 Battery Disconnect Switch, Super-Duty

PUSH/PULL BATTERY DISCONNECT MOUNTING KIT

- Allows you to mount a Battery Disconnect Switch Nos. 74100, 74101 or 74102 (not included) to a roll cage tube with a weld-on bracket, then actuate it with this T-handle kit protruding through the rear panel
- Comes with brackets, swing arm linkage, 18" long aluminum tube actuator link, all necessary bushings. fasteners and complete instructions
- · Aluminum parts are black anodized

PART # DESCRIPTION

74105 Push/Pull Battery Disconnect Mounting Kit



OUICK DISCONNECT STARTER HARNESS

- Greatly simplifies the task of removing and reinstalling starters and engines
- Positive locking connector with waterproof seal keeps terminals moisture-free
- Manufactured from high impact, high temperature plastic for years of dependable service in racing environments

PART # DESCRIPTION

74245 Quick Disconnect Starter Harness, fits Tilton-style starters No. 74245



Installation instructions available ONLINE at www.moroso.com

No. 74106

No. 74100





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Tech Support: 203.458.0542 • 203.458.0546





No. 74105





SWITCH PANELS

STARTER HEAT SHIELDS

- Engineered to protect starters against damaging heat from exhaust manifolds or headers
- Ideal for extending starter life in both race and street applications, including tow vehicles and RVs
- High-temperature insulating material sandwiched between two sheets of aluminum

PART # DESCRIPTION

74299 Starter Heat Shield Fits: Most passenger-side small Tilton-style starters 74300 Starter Heat Shield Fits: SBC and BBC engines with Delco starters



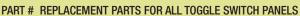
TOGGLE SWITCH PANELS

- Make custom wiring of your vehicle much easier and professional
- Face constructed of rugged .050" thick aluminum and black anodized to prevent corrosion, Fiber Design versions available for enhanced styling
- Power indicator lights and front mounted, E-Z access fuse holders with pigtails attached, features not found on other manufacturer's switch panels (except No. 74136)
- Heavy-duty on/off switches are 12 volt single-pole, single-throw with screw terminals rated at 20 amps lamp load
- Heavy-duty fingertip starter controls on Nos. 74130. 74131 and 74135 are waterproof and dustproof, and include screw terminals rated at 12 volts and 35 amps
- A selection of custom labels is included so you can customize each Switch Panel to your individual needs
- Black anodized finish prevents corrosion, Fiber Design available for enhanced styling

PART # DESCRIPTION

- 74130 Oval Track Switch Panel, 4" x 5", includes: Starter button, two on/off switches
- 74131 Drag Race Switch Panel, 4" x 7.75", includes: Starter button, five on/off switches
- 74132 Cage-Mount Switch Panel, Includes: five on/off switches without starter button, Steel bracket to be welded to roll cage, length; 5.5"
- 74133 Dash-Mount Street Switch Panel, 2" x 5.5", includes: five on/off switches, a separate 7-station fuse panel for remote mounting
- 74134 Accessory Switch Panel, 4" x 6.75", includes: five on/off switches without starter button 74135 Cage-Mount Switch Panel, includes: five on/off switches with starter button, Steel bracket
- to be welded to roll cage, length; 7"
- 74136 Econo-Switch Panel, 2.5" x 5", includes: four on/off switches to control various electrical functions, one momentary long handle switch for engine starting
- 74139 Switch Panel, Grey/Black, Fiber Design, Dash Mount, 4" x 7-3/4", Starter Button, 1/2" LED
- 74143 Switch Panel, Grey/Black, Fiber Design, Dash Mount, 2" x 5-1/2", 1/4" LED
- 74148 Switch Panel, Grey/Black, Fiber Design, 6-3/4" x 4", 1/2" LED





74120 Push Button Starter Switch 74124 Toggle Switch, Momentary On, Long Handle, 1-1/2" 74125 Toggle Switch, On/Off, Long Handle, 1-1/2" Toggle Switch, On/Off, Short Handle, 11/16" 74126 97542 Switch Panel Replacement Label Sheets





No. 74130



No. 74131



No. 74132



No. 74133



No. 74134



No. 74148

No. 74135



No. 74136

Phone: 203.453.6571 Fax: 203.453.6906

ELECTRICAL SYSTEM

No. 74300

SWITCH PANELS

ROCKER SWITCH PANELS

- High-tech rocker style switches are dust and water resistant and feature a wide-profile face for use with racing gloves
- Aluminum panel versions feature laser-etched Moroso logo are black anodized to withstand years of constant use
- Fiber Design versions available (Nos. 74191, 74192, 74192) for enhanced styling
- All switches are single pole, single throw rated at 20 amps
- Other switch features include a heavy-duty spring for positive engagement, orange LED indicator lamp, and 1/4" spade terminals to simplify wire connections
- Five resetable 20 amp circuit breakers (except **No. 74186**) eliminate the need for fuses and make it easy to reactivate the circuit while driving
- Switches and circuit breakers simply snap into place with locking mechanism for a secure attachment
- Includes complete wiring instructions and switch decal package to indicate start, ignition, fuel, fan, lights, nitrous and other uses

PART # DESCRIPTION

- **74180** Flat Surface Mount, five on/off lighted switches with momentary start switch, 3.388" x 8", five circuit breakers, 20 amps ea.
- **74181** Flat Surface Mount, five on/off lighted switches without momentary start switch, 3.375" x 8", five circuit breakers, 20 amps ea.
- **74183** Flat Surface Mount, five on/off lighted switches, 2.488" x 6.695", separate panel for five circuit breakers 20 amps each, 1.350" x 6.695"
- **74186** Flat Surface Mount, four on/off lighted switches, with momentary start switch, no breakers, 2.488" x 6.695"
- 74190 Cage Mount, five on/off switches with momentary start switch, 3.750" x 8"
- 74193 Rocker Switch Panel, Grey/Black, *Fiber Design*, 8" x 3-13/32", Dash Mount

PART # REPLACEMENT PARTS FOR ALL ROCKER SWITCH PANELS

- 97535 Replacement Circuit Breaker
- 97543 ON/OFF Switch
- 97542 Switch Panel Replacement Label Sheets





No. 74180



No. 74181



No. 74183



No. 74186



No. 74190



No. 74193

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DIFFERENTIALS

"BRUTE STRENGTH" DIFFERENTIAL

The Strongest Clutch-Type Traction Differential Available!

- Legal for all drag race associations
- The thicker, webbed flange on the reinforced case reduces ring gear deflection, prolonging ring and pinion life
- Spider gears are forged from H-11 aircraft steel bar stock making them 50% stronger than Chevrolet "service package" gears
- Twenty-two friction discs (stock units have only 18 discs) improve bias ratio (torque split) by over 100%; heavy shock loads are more evenly distributed to the side gears for greater durability
- Extra-thick heat-treated spring plates and special chrome silicon springs yield over 800 lbs. of preload on the disc packs to insure an even bias ratio to the rear wheels for maximum traction



- Designed for 4.10 through 6.14 ratios (4-series)
- Stock-type axles are retained with original "C" clips; spacers or costly installation kits are not required
- Use only Moroso Climbing Gear Lube Nos. 34800 or 34801 with a bottle of Ford or GM Friction Modifier Additive

PART # DESCRIPTION

83000 "Brute Strength" Differential, fits 1965-later GM cars with 12-bolt rear axle and 30 spline axles

NOTE: Brute Strength Differentials are limited-slip devices designed specifically for racing applications. They are not recommended for street use as they can produce severe "chatter" when turning corners.

DIFFERENTIAL LIMITED WARRANTY

Moroso warranties Differential **No. 83000** against breakage for ninety (90) days from the date of purchase. Any unit that fails in the first ninety (90) days will be replaced free of charge.

A warranty registration card is enclosed with each differential. Moroso will not warrant any unit that has not been registered. Be sure to fill out the card completely and return it to Moroso Performance Products, Inc. within ten (10) days of purchase.

FORD 9" DIFFERENTIAL SHIM & REPLACEMENT PARTS KITS

• Kits include hard-to-find items needed to assemble Ford 9" center sections

PART # DESCRIPTION

84750 Drag Race Kit Contains: housing gasket; pinion shaft seal; nine pinion support shims consisting of one each .005", .006", .0075", .0082", two .004", and three .0105"; eight pinion pre-load shims for use with aftermarket aluminum pinion supports consisting of one each .005", .006", .0075", .0082", .009" and three .0105"; one pinion housing 0-ring; and one 3/4" -20 Ford pinion nut

84751 Oval Track Kit Contains: nine pinion retainer shims consisting of one each .005", .006", .0075", .0082", two .004", and three .0105"; twelve pinion pre-load shims consisting of one each .005", .006", .0075", .0082", .009", .020", .030", two .050" and three .010"; one pinion spacer .375" thick; and one 3/4" -20 Ford pinion nut





ACCESSORIES

DANA 60 U-BOLTS

 Moroso has an agreement with Dana Corporation to market hard-to-get replacement parts for the Dana 60, a popular rear axle in the Competition Eliminator and Super Stock classes

PART # DESCRIPTION

85080 U-Bolts, Dana 60, also fits Ford 9" with 1350 series yoke

No. 85080

U-JOINT GIRDLES

• Unique design provides more bearing surface for the universal joint bearing cap, for increased strength

 Manufactured from 7075-T6 aluminum with anodized finish

aiumi	
Come	s complete with fasteners No. 85800
• One s	et per package
PART #	DESCRIPTION
85800	Use with 1-1/6" dia. cap and 1.415" bolt centers, gold anodized
	Fits: 1955-82 Chevy with U-Bolts; Dana 60 with U-Bolts
85810	Use with 1-1/6" dia. cap and 1.595" bolt centers, red anodized
	Fits: 1965-82 GM 12-Bolt with straps
85820	Use with 1-1/8" dia. cap and 1.540" bolt centers, dark blue anodized
	Fits: Dana 60 with straps. Also fits Chrysler 8-3/4" ring gear
	with large yoke (Type 7290 driveshaft)
85830	Use with 1-3/16" dia. cap and 1.668" bolt centers, black anodized
	Fits: 1350 Series race yokes including Mark Williams Ford 8.8
05050	

85850 Use with 1-1/16" dia. cap & 1.505" bolt centers, silver anodized *Fits: Chrysler 8-3/4" ring gear w/ small yoke (Type 7260 driveshaft)*85860 Use with 1-1/8" dia. cap and 1.575" bolt centers, light blue anodized *Fits: Ford 9" ring gear*



No. 85290

No. 85330

REAR END COVERS

- Available in either lightweight gold anodized aluminum or hand polished chromeplated steel
- Each cover includes a gasket and matching gold iridite or chrome fasteners

PART #	DESCRIPTION
85290	Rear End Cover, Chevy 10-bolt,
	Gold Anodized Aluminum
85330	Rear End Cover, Chevy 12-bolt,
	Chrome-Plated Steel
85340	Rear End Cover, Chevy 10-bolt,
	Chrome-Plated Steel

FILLER CAP KITS, UNIVERSAL

- Cap Kit No. 85280 and No. 85282 are knurled for easy grip removal and replacement
- Cap Kit No. 85283 is designed with larger, contoured grip for easy removal and installation
- These universal kits, available with steel or 6061-T6 aluminum bung, can be used on power steering tanks, radiator overflow tanks, valve covers, rear ends, filler neck plates, and other locations to replenish fluid, or serve as an inspection port
- · Bungs can be welded to any suitable tank or plate
- Manufactured from 6061-T6 aluminum
- · Includes O-Rings for leak-free sealing

PART # DESCRIPTION

- 85280 Filler Cap Kit, Universal, Steel Bung, 1-1/4" -12UNF Threads, 1.5" OD
- 85282 Filler Cap Kit, Universal, Aluminum Bung, 1-1/4" -12UNF Threads, 1.5" OD
- 85283 Filler Cap Kit, Universal, Aluminum Bung, Black Anodized with logo,
- 1-3/8" -12UNF Threads, 2.6" OD

NOTE: For steel applications, use Rear End Fill Cap No. C9085



Fits: Ford 9", Dana 60 and other 3" diameter axle housings

- · Precision stamped for easy weld-on installation
- Two per package

PART #	DESCRIPTION
85090	Rear Axle Spring Perches, 2-1/2" Wide



Competition Engineering Rear Axle Components on pgs. 365-373





No. 85283



Tech Support: 203.458.0542 • 203.458.0546

REAR AXLE EQUIPME



SHEETMETAL & BODY

CAMARO/CHEVELLE RADIATOR SUPPORTS

- Exact replacements stamped from quality steel not reworked factory parts
- Polished and chrome plated for a brilliant finish
- · Comes complete with chrome fasteners

PART # DESCRIPTION

- 78700 Chrome Radiator Support, Replaces GM 14015198 on 1970-81 Camaro, Firebird with heavy-duty radiator
 78735 Chrome Radiator Support, Replaces GM 360633
- 78735 Chrome Radiator Support, Replaces GM 360633 on 1968-73 Chevelle and 1968-79 Nova with standard radiator
- 78736 Chrome Radiator Support, Replaces GM 354021 on 1968-77 Chevelle



No. 78700



−−−−− A −−−−− No. 78735

RADIATOR SUPPORT DIMENSIONS							
PART NO.	PART NO. A B NO. BOLT HOLES						
78700	28-11/16"	5-1/2"	3				
78735	24"	5-1/4"	3				
78736	31-3/8"	5-3/8"	4				

CAMARO CHROME FENDER REINFORCING BARS

· Sold in pairs complete with chrome plated fasteners

PART #	DESCRIPTION
78800	Chrome Reinforcing Bars,
	Fits: 1967-'69 Camaro, Fire
70020	Chromo Poinforcing Pare

Fits: 1967-'69 Camaro, Firebird
 78830 Chrome Reinforcing Bars,
 Fits: 1970-'81 Camaro, Firebird



UNIVERSAL REAR SPOILER KIT

- Provides downforce to rear wheels for improved high speed stability
- Comes complete with support struts, mounting brackets, hardware and detailed instructions
- Can be trimmed to fit most applications
- Untrimmed dimensions: 57" length, 12" width and 24" struts
- Made from .050" 3003-H 14 Aluminum sheet

PART # DESCRIPTION





PROTECTIVE TAPE

- Can be used on roll cages and door sills to protect paint from driver unbuckling seat belts and entering/exiting vehicle
- Apply to painted leading edges of car to protect against rock chips and make clean up of road debris easier
- Can be used on rear quarter panels to ease burnout debris cleanup
- Clear, comes in a 4" x 6' roll, .008" thick
- 275° Operating temperature

PART # DESCRIPTION

80920 Protective Tape, Clear, 4" x 6' x .008" thick



SHEETMETAL & BODY

ACCESS DOOR

- .050" aluminum door is hinged to frame, providing quick and easy access to fuel cells, dry sump tanks or any other component
- Comes with natural finish so customer can anodize or paint to match car color
- · Door held securely closed with self-ejecting, flush-head Dzus fastener
- Includes all mounting hardware
- 6" x 6" door, 8-1/8" x 8-1/8" overall

PART # DESCRIPTION

85700 Access Door

HOOD SCOOP PLUG

- Available for "Aero" series scoops
- Specially formed to fit snugly without falling out
- Bonding technology eliminates part separation
- Open cell foam allows engine to breathe while idling, preventing airborne debris from entering hood scoop

PART # DESCRIPTION

STEERING COLUMN KIT

event of impact

6061-T6 aluminum

Shaft-To-Hub Adapter

99430 Hood Scoop Plug, fits 3-1/2" x 12-1/2" to 13-3/4" openings



No. 99430

STEERING COMPONENTS & ACCESSORIES Universal design adaptable to Drag Race, Pro Street and Street Rod Made for race cars with fabricated tube-style chassis · Features unique grease fittings to keep bushings lubricated and stop collar to prevent shaft from entering driver's compartment in the Use with No. C5076 Steering Column Mount Kit • 1-1/2" O.D. Steering Column Tube is manufactured from No. C5074 Strong, yet lightweight 3/4" x .058" wall chrome moly shaft Inner shaft rides in two flanged polymer bushings that mount to tube Includes "SFI" Approved Quick Release Steering Wheel Hub and PART # DESCRIPTION C5074 Steering Column Kit

- Also includes a precision needle bearing U-joint and complete installation instructions
- Welding & fabrication required

STEERING COLUMN MOUNTING KIT

- Mounts Steering Column Kit No. C5074 into tube chassis vehicle
- Compact design allows column to be mounted rigidly to the chassis while keeping weight to a minimum
- Includes two split clamps that secure 1-1/2" 0.D. steering tube firmly in place and two lengths of tubing to mount column to chassis
- Kit includes complete installation instructions
- Welding & fabrication required
- PART # DESCRIPTION
- C5076 Steering Column Mounting Kit



329



No. 85700

E



STEERING COLUMN KIT

Universal design adaptable to

Drag Race, Pro Street and Street Rod

- Made for race cars with fabricated tube-style chassis
- Features unique grease fittings to keep bushings lubricated and stop collar to prevent shaft from entering driver's compartment in the event of impact
- Use with Competition Engineering's No. C5076 Steering Column Mount Kit
- 1-1/2" O.D. Steering Column Tube is manufactured from 6061-T6 aluminum
- Strong, yet lightweight 3/4" x .058" wall chrome moly shaft
- · Inner shaft rides in two flanged polymer bushings that mount to Tube
- Includes "SFI" Approved Quick Release Steering Wheel Hub and Shaft-To-Hub Adapter
- Also includes a precision needle bearing U-joint and complete installation instructions
- Welding & fabrication required

STEERING JOINTS

Fits: 1967-'92 Camaro, 1968-'79 Nova, 1965-'72 Chevelle, 1953-'96 Corvette and 1978-'88 G-Body. Can also be used in additional applications, check dimensions for clearance.

- Includes 4140 alloy steel body
- · Low friction roller needle bearings
- Heat resistant fluorocarbon seals
- Solid one piece trunnion made from 6150 chrome vanadium
- Lighter and stronger than steel pin type steering joints
- · Small enough to fit in most applications
- Strong enough for NASCAR use
- Made in USA

PART # DESCRIPTION

Steering Joint 3/4" x 3/4" Smooth Bore/Smooth Bore
Steering Joint 3/4"- 36 Spline/Smooth Bore
Steering Joint 3/4"- 26 Spline/Smooth Bore

STEERING COUPLERS

Fits: Chevrolet, Manual Pinto & Mustang

 Can be welded to a custom length steering shaft for a complete custom installation

• N	/lade	in	USA
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PART # C5065	DESCRIPTION Steering Coupler 3/4 - 36 Spline/Smooth Bore, for Chevrolet manual and Pinto/Mustang power steering
C5066	Steering Coupler 9/16 - 26 Spline/Smooth Bore, for Pinto manual steering



No. C5074

PART #	DESCRIPTION
C5074	Steering Column Kit
PART #	AVAILABLE OPTION
C5076	Steering Column Mounting Kit
C9609	Steering Shaft Support Rod End





No. C5072

Steering Joints on Moroso page 330



STEERING COMPONENTS & ACCESSORIES

STEERING COLUMN MOUNTING KIT

- Mounts Steering Column Kit No. C5074 into tube chassis vehicle
- Compact design allows column to be mounted rigidly to the chassis while keeping weight to a minimum
- Includes two split clamps that secure 1-1/2" 0.D. steering tube firmly in place and two lengths of tubing to mount column to chassis
- Split clamp mounting system makes it easy for the column tube to be removed or repositioned without cutting or re-welding
- Can be adapted to other steering column kits that use a 1-1/2" dia. column tube
- Kit includes complete installation instructions
- Welding & fabrication required

FIVE HOLE STEERING WHEEL ADAPTER

- Allows racers to continue to use Moroso's Quick Release Steering Wheel Hub No. 80160 or similar aftermarket hubs with 3 hole bolt pattern when converting to steering wheels with a 5 hole bolt pattern
- Billet aluminum adapter includes all mounting hardware (steering wheel to adapter and adapter to hub)

PART # DESCRIPTION

C5078 Five Hole Steering Wheel Adapter



No. C5076





No. C5078

SFI APPROVED QUICK RELEASE STEERING WHEEL HUB AND ADAPTER

Fits: 3/4" O.D. steering shafts and steering wheels with a 3 hole, 1-3/4" diameter bolt pattern.

- · Meets NHRA, IHRA and other sanctioning body criteria for meeting SFI (Safety Foundation Inc.) requirement #42.1 concerning steering wheel attachment and release
- · Hub is manufactured from lightweight billet aluminum with anodized finish
- 5/16" -18 thread bolt holes
- Spring loaded guick release pin is integral with the hub and features a large diameter engagement surface for use with bulky racing gloves
- Includes steering shaft adapter manufactured from 1018 steel for extra strength and ease of welding

STEERING SHAFT SUPPORT ROD END

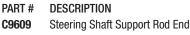
- Rod end serves as both bearing and support for steering shaft
- Inside diameter of .757" is specially sized to allow steering shaft to pass through and rotate with a precise fit
- 3/4"-16 right hand threaded shank mounts to steering support bracket
- Includes two jam nuts for securing rod end in place
- Static radial load capacity of 11,518 lbs.
- One per package



No. 80160 וידאיו;ויווו

DESCRIPTION PART # 80160 Steering Column Kit











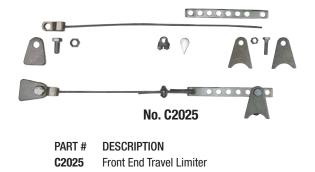
FRONT SUSPENSION COMPONENTS

Competition Engineering has the components to make your front suspension work properly. Poor front suspension tuning can affect the way your race car reacts. OEM-style front suspension components can saddle your race car with excess weight. All Competition Engineering front suspension components are designed to be both lightweight and strong to provide you with the utmost in reliability and guicker ET's.

FRONT END TRAVEL LIMITER

Cable Style

- Designed to fit both A-arm and strut front suspensions
- 7-position adjuster for fast, between round changes
- Adjuster enables you to fine tune front-end separation. improving 60 foot times as well as vehicle reaction time
- Kit includes weld-on mounting tabs, cable assemblies, mounting hardware and detailed instructions
- Limits front suspension separation on launch
- Welding required



FRONT END TRAVEL LIMITER

Bolt-On

- Designed for race cars with factory upper A-arm suspensions
- Installs easily by removing the factory upper snubber and threading the adjuster bolt through the stock hole

 Allows preloading of rear sway bar to counteract chassis twist during launches Adjustable links allow sway bar to be set at proper angle when vehicle

- Threaded design allows you to guickly dial-in the right amount of front end lift without wasting power on high wheelstands
- Replaces rubber snubber in factory control arms

ADJUSTABLE REAR SWAY BAR END LINKS

Mounts in the factory locations without modification

Adjustable Rear Sway Bar End Links

· Especially useful when ride height has been modified

 Replaces factory rubber bushings with spherical rod ends All hardware and instructions to install are included

Bolt-On, no welding requires

Fits: 1999-'04 Ford F-150 Lightning

Manufactured from DOM Tubing

DESCRIPTION

BUMP STEER ADJUSTER KITS

Increases weight transfer

is lowered

PART # C7990

No. C2026 DESCRIPTION PART

C2026 Front End Travel Limiter







No. C2418

Can also be used for easy, on-car toe adjustments

· Fully adjustable kit replaces non-adjustable stock components with precision, aircraft-quality components that bolt into place with common hand tools Adjustability allows steering linkage and suspension to move in parallel to

 Includes 6061-T6 billet aluminum adjuster tubes with anodized finish to resist corrosion, 5/8" rod ends and an assortment of adjustment shims

eliminate changes in toe that occur when the chassis separates (i.e.: "bump steer")

PART # DESCRIPTION

- C2418 Bump Steer Adjuster Kit. Fits: 1979-'93 Mustang, Black Anodized
- C2419 Bump Steer Adjuster Kit. Fits: 1994-'04 Mustang, Black Anodized NOTE: Requires alignment after installation.

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DRAG RACING TIRES & ACCESSORIES

DS-2[™] FRONT TIRES

- Aircraft inspired tread design offers reduced weight, minimal rolling resistance and high-speed stability
- Asymmetrical tread pattern improves high-speed stability by reducing the tire's tendency to "walk" at the top end
- 4-ply nylon construction with high-strength bead provides added durability, especially during mounting and dismounting
- Ozone-resistant tire compound withstands the harmful effects of the sun and other environmental conditions
- Tested to 300 MPH with 800 lb. load

SPECIFICATIONS: DS-2



SPECIFICATIONS: DS-2					
Part Number	17023	17040	17025	17026	17028
Size (inches)	23.0 x 5.0 x 15	24.0 x 5.0 x 15	25.0 x 4.5 x 15	26.0 x 4.5 x 15	28.0 x 4.5 x 15
Approximate Weight	11 lbs.	11 lbs.	12 lbs.	12 lbs.	13 lbs.
Diameter	23"	24"	25"	26"	28"
Tread Width	5"	5"	4.5"	4.5"	4.5"
Recommended Rim Width	3-1/2" – 6-1/2"	3-1/2" – 6-1/2"	3-1/2" – 5"	3-1/2" – 5"	3-1/2" – 5"
Operating Pressure	30 psi.				
Section Width	6.2" on 5"Rim	6.8" on 5"Rim	6.4" on 4" Rim	7.1" on 5" Rim	7.7" on 5"Rims
Circumference	72-7/16"	76-7/16"	78-1/4"	81"	86-3/8"

DRAG SPECIAL FRONT TIRES

- Tubeless construction and 2-ply nylon cord helps to reduce unsprung weight
- · High cord angle and unique tread design reduce rolling resistance for increased speeds
- · Shallow tread depth increases stability at high speeds
- · Stronger mounting bead withstands higher pressures when adjusting for roll-out

SPECIFICATIONS: DRAG SPECIAL					
Part Number	17050	17100	17600		
Size (inches)	5.50 x 15	7.10 x 15	7.60 x 15		
Approximate Weight	10 lbs.	11 lbs.	13 lbs.		
Diameter	25-1/4"	27-3/4"	29-1/4"		
Tread Width	3-1/2"	4-1/8"	4-5/8"		
Recommended Rim Width	3-1/2" – 4"	3-1/2" – 5"	3-1/2" – 5"		
Operating Pressure	30 – 35 psi.	30 – 35 psi.	30 – 35 psi.		
Section Width	5.7" on 4"Rim	7.4" on 5"Rim	8.0" on 5"Rim		
Circumference	78"	87-3/4"	90-3/4"		

No. 17050

TIRE COVERS

- · Moroso Tire Covers keep tire pressures consistent by blocking hot rays
- Made from a rugged 6 mil vinyl reflecting outer surface laminated to an insulating backing of polyscrim
- · Completely washable and available in two different styles
- No. 99410 fits right over the tire and is held securely in place by a 4" rear flap
- No. 99421 uses suction cups and hangs like a curtain against the body

PART # DESCRIPTION

- 99410 Tire Cover, fits over tires up to 33.5" x 17.5"x 15"
- 99421 Tire Cover, universal design with suction cups, 42" x 36"







NHRA TIRE CONTINGENCY RULE

NHRA's contingency rule for the Professional Categories states that the "vehicle must be equipped with all four tires bearing the same tire manufacturer's brand name" to be eligible for contingency awards. Please note that this rule applies only to the Pro classes. All other classes can use Moroso DS-2[™] or Drag Special Front Tires and still be eligible for tire contingencies posted by any rear tire manufacturer.

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NEW!

CORPORATE APPAREL

MOROSO JACKET MOR

- - Moroso arrow logo embroidered on chest
 - Fitted, retro-style silhouette
 - Charcoal grey, heavyweight poly/cotton twill with nylon quilted lining
 - Solid brass zippered closure
 - Two lower, inset on-seam pockets plus utility pocket on left sleeve

PART #	Color	Size
99620	Charcoal	Medium
99621		Large
99622		X-Large
99623		XX-Large

MOROSO and COMPETITION ENGINEERING ADJUSTABLE CAPS

- · Richly embroidered logos
- Fully adjustable for a custom fit
- Stay-cool vent holes for air circulation

PART #	DESCRIPTION
99600	VINTAGE MOROSO ARROW LOGO Moroso arrow logo in black, red, blue and grey
C9020	COMPETITION ENGINEERING LOGO 1st Generation CE logo in vellow

MOROSO PROMOTIONAL T-SHIRTS

- Limited Edition Designs
- Made from 100% Cotton

DESCRIPTION	COLOR	PART #	SIZE
A. DISTRESSED VINTAGE Vintage and antiqued Moroso arrow logo in black and red (front design only)	Natural	99551 99552 99553 99554 99555	Medium Large X-Large XX-Large XXX-Large
B. RETRO LOGO STRIPE Vintage Moroso arrow logo in black, red and white with silver racing stripe. Moroso.com logo on back	Black	99546 99547 99548 99549 99550	Medium Large X-Large XX-Large XXX-Large
C. MOROSO FAMILY OF COMPANIES Moroso arrow logo in black, red & grey on front and back with family corporate logos	White	99541 99542 99543 99544 99545	Medium Large X-Large XX-Large XXX-Large
D. SINCE '68 Limited edition design for Moroso's 40th Anniversary! Black, white and red flag logo on front and back.	Charcoal	99534 99535 99536 99537 99538	Medium Large X-Large XX-Large XXX-Large



CORPORATE APPAREL



MOROSO PERFORMANCE POLOS

- · Richly embroidered logos on front and arm
- 100% Poly with stay-cool moisture wicking technology

DESCRIPTION	COLOR	PART #	SIZE
1. OGIO® POLO	Grey/Black	99581	Medium
Features colorblocked		99582	Large
rib knit panels and		99583	X-Large
angled zippered pocket		99584	XX-Large
2. SPORT POLO	Black	99586	Medium
Fine poly jacquard knit		99587	Large
with classic 3-button		99588	X-Large
placket		99589	XX-Large

MOROSO BUTTON DOWN CAMP SHIRT

- Richly embroidered logos on front and arm
- · Classic, button down camp shirts

DESCRIPTION	COLOR	PART #	SIZE
3. BUTTON DOWN CAMP	Black	99591	Medium
Easy care poly-rayon blend		99592	Large
fabric with side vents		99593	X-Large
		99594	XX-Large



MOROSO VINTAGE ADVERTISING T-SHIRTS

- · Charming vintage advertising illustrations, lovingly recreated in full color
- 100% Cotton pocketed tee, with "original" Moroso logo on front

DESCRIPTION	COLOR	PART #	SIZE	DESCRIPTION	COLOR	PART #	SIZE
DICK'S DRIVE-IN	Off-White	99610 99611 99612 99613 99614	Medium Large X-Large XX-Large XXX-Large	GRUMPY'S TOYS	Off-White	99615 99616 99617 99618 99619	Medium Large X-Large XX-Large XXX-Large



AIR CLEANERS 97080 Air Cleaner Element, 3" x 14" diameter, use w/ Air Cleaner Nos. 65900, 65901, 65902, 65903, 65908, 65910, 65911 & 65945 97081 Air Cleaner Element, 4" x 14" diameter, (includes stud) use with Air Cleaner Nos. 65925 and 65926 97085 Air Cleaner Element, 4" x 16" diameter, use with Air Cleaner No. 65920 Air Cleaner Element, 5" x 14" diameter, (includes stud) use with Air Cleaner Nos. 65860, 65870 and 65946 97330 97510 Air Cleaner Element, 2-3/8" x 8-1/2" diameter, use with Air Cleaner Nos. 66300, 66301, 66302 and 66310 97520 Air Cleaner Element, 2-3/8" x 11-1/2" diameter, use with Air Cleaner No. 66210 97517 Air Filter Element use with Moroso High Flow Air Induction System No. 65847 97515 Air Filter Element use with Moroso High Flow Air Induction System Nos. 65840 and 65845 97070 Foam, Sealing, 60" for use with Carburetor Air Pan Kit Nos. 65950, 65951, 65960 and 65961 **COOLING SYSTEM**

97230	Belt, 21" for Electric Water Pump Drive Kit No. 63750
97250	Electric Motor Pulley for Electric Water Pump Drive Kit No. 63750
97252	Electric Motor Pulley, 14-tooth for Electric Water Pump Drive Kit No. 63750
97210	Electric Motor, 12-volt, for Electric Water Pump Drive Kit No. 63750. Use 10 amp fuse
97257	Electric Motor for Electric Water Pump Nos. 63546 and 63555
63465	Filler Neck, Stamped Aluminum, only (for standard size radiator cap) use with Water Pump Block-off Plate and Filler
	Neck Kit Nos. 63470, 63480 and Manifold Filler Neck Kit No. 63420
63466	Filler Neck, Billet only (for standard size radiator cap) use with Water Pump Block-off Plate and Filler Neck Kit Nos.
	63470, 63480 and Manifold Filler Neck Kit No. 63420
97450	Gasket and Seal Kit for Water Pump Nos. 63500, 63505 and 63520
97255	Seal, Pump Seal and Gasket Kit for Electric Water Pump Nos. 63546 and 63555
97220	Water Pump Pulley for Electric Water Pump Drive Kit No. 63750
97275	Water Pump Seal Kit for Electric Water Pump, Chrysler 383-440 No. 63575

ELECTRICAL SYSTEM EQUIPMENT

97535	Circuit Breaker Replacement, 20 amp for Moroso Rocker Switch Panels Nos. 74180, 74181, 74183 and 74190
97542	Switch Panel Label for Switch Panel Nos. 74130, 74131, 74132, 74133, 74134, 74135, 74136, 74137, 74138, 74139,
	74140, 74141, 74142, 74143, 74144, 74145, 74146, 74147, 74148, 74180, 74181, 74183, 74186 and 74190
97543	Switch, Replacement Lighted On/Off Switch for Moroso Rocker Switch Panels Nos. 74180, 74181, 74183, 74186 and 74190
97545	Terminal Cap Kit, one red, one black for use with Moroso Remote Battery Jumper Terminal No. 74140
FASTENERS	

39022	Hood Pin Clips, Chrome Plated. 1/8" wire diameter. Two per set. For use with Chrome Hood Pin Set No. 39020
39023	Hood Pin Scuff Plates, Chrome Plated . 2" wire diameter. Two per set. For use with Chrome Hood Pin Set No. 39020

FUEL SYSTEM EQUIPMENT

97817	Cool Can, "Super", Mounting Kit for use with Super Cool Can No. 65125
97062	Filter, 40 Micron Filter Element for In-Line Filter Nos. 65230 and 65231
97060	Filter, Disposable Paper Filter Element for High Volume In-Line Fuel Filter
65225	Float Bowl Washer Kit for Hex Head Fuel Bowl Screws for Holley® Carbs No. 65414

IGNITION SYSTEM EQUIPMENT

97861		Adapter, Front Housing Mount, Jesel
97851		Adapter Ring, For use with Premier Billet Distributor Nos. 72225, 72226, 72227 and 72228
97854		Adapter Ring, For use with Durabillet Black Bell Distributors
97850		Distributor Cap, Ear Mounted, without Wire Retainer provisions. For use with Moroso Premier Billet Distributors 72219,
		72225, 72226, 72227 and 72228
97864	NEWD	Replacement Cap, Front Drive Distributor
97859		Distributor Cap, Rotor & Brush Kit, G.M. HEI V8 & Nos. 72230 and 72231
97856		Distributor Cap, without Wire Retainer provisions. For use with Durabillet Black Bell Distributors, Jesel
97852		Distributor Cap, Ear Mounted, For use with Premier Billet Distributor Nos. 72225, 72226, 72227 and 72228
97855		Distributor Cap, For use with Durabillet Black Bell Distributors
97858		Distributor Coil Cover, G.M. HEI V8 & Nos. 72230, 72231
97857		Ignition Module, GM-style HEI Distributors Nos. 72230 and 72231
97853		Retainer, For use with Premier Billet Distributor Nos. 72225, 72226, 72227 and 72228
97848		Rotor, For use with DuraBillet and Premier Distributors
97849		Rotor, Distributor, Short Drive Lug, Crane
97860		Rotor, Distributor, Short Drive Lug, Jesel, Mallory

REPLACEMENT PARTS

IGNITION WI		
97830	Wire Loom, 2-Hole, Blue, 7-9mm	Ш
97833	Wire Loom, 2-Hole, Red, 7-9mm	
97832	Wire Loom, 4-Hole, Blue, 7-9mm	
97835	Wire Loom, 4-Hole, Red, 7-9mm	
OIL PANS		
97000	Chrome Plated Oil Pan Drain Plug, Includes nylon washer, 3/4" hex head with 1/2" x -20 threads, magnetic	
97001 NEW	Drain Plug, Clear Zinc	
97005 NEW	.	
97011 NEW		
97010	Drain Plug Washer, 1/2" I.D. x 7/8" O.D., dead-soft copper	
97040 97319	Stud Kit, Bullet Nose O Ring, Use with Merces Pap No. 21597	
23143	O-Ring. Use with Moroso Pan No. 21597 Windage Tray, Use with Moroso Pan No. 20043	
23145	Windage Tray, Use with Moroso Pan No. 20045	
23153	Windage Tray, Use with Moroso Pan No. 20050	
23210	Windage Tray, Use with Moroso Pan Nos. 20920 and 20930	
OILING SYST	EM EQUIPMENT	
97110	Belt, Gilmer Drive Belt, 22.5" long, For SBC Dry Sump Oil Pump Drive Kits Nos. 23600, 23620, 23630 and 23660	
97120	Belt, Gilmer Drive Belt, 24.0" long, For SBC Dry Sump Oil Pump Drive Kits Nos. 23610 and 23670	
97130	Belt, Gilmer Drive Belt, 25.5" long, For SBC Dry Sump Oil Pump Drive Kits No. 23672	
97140	Belt, Gilmer Drive Belt, 27.0" long	
23520	Belt, V-Belt Crankshaft Pulley, 2.5", For D.S. and Vacuum Pump Drive Kits	
23523 68811	Belt, V-Belt Crankshaft Pulley, 4", For D.S. and Vacuum Pump Drive Kits Breather, Half-Hooded for Dry Sump Breather Tank Nos. 85465, 85470 and 85475 and Valve Covers	R
68815	Breather, Non-Hooded for Dry Sump Breather Tank Nos. 85465, 85470 and 85475	Ψ
68816	Breather, Non-Hooded to fit 1-1/2" O.D. tube	
97570	Cap for Dry Sump Oil Tank Nos. 22665 and 22670	
97580	Cap for Filter/Breather, P.S. Tank Nos. 85450, 85460, 85480 and 85490	
97800	Check Valve for header collector Crankcase Evacuation System No. 25900	
97590	Electric Cord, Replacement, Oil Heater for Moroso Oil Pre-heaters Nos. 23980 and 23990	
97050	Filter Element for In-Line Screened Oil Filters Nos. 23850, 23860 and 23970	
97710	Filter Element for Omni-Filter No. 22285	AF
97641	Fitting -12AN, use with Moroso Vacuum Pump Nos. 22640, 22641 and Remote, Large Dia. Oil Filter Mount Nos. 23763, 23764 & 23766, two per car	REPLACEMENT PARTS
97322	Gasket for Oil Filter Bypass Plate No. 23770	S
97318	0-Ring for -10AN Fitting	
97321	0-Ring, Square, for Oil Filter By-pass Plate No. 23770, 23780, 23840 and 23890	
97571	Cap, Dry Sump Tanks Nos. 22681 through 22684	
97751	O-Ring, Dry Sump Tanks Nos. 22681 through 22684	
97323	O-Ring, Oil Adapter, Repl. 1.75 I.D.	
97324	0-Ring, Oil Adapter, Repl. 3.5 I.D.	
97325	O-Ring, Oil Block Off Repl.	
97530 97015	O-Rings, four per pack for use with Moroso Accumulator No. 23902 Oil, Low Oil Pressure Switch for Warning Light No. 49500	
38356	Oil Pan Stud Kit, For use with Oil Pan No. 20930	
38366	Oil Pan Stud Kit, For use with Oil Pan Nos. 20800, 20901, 20908, 20912, 20940 and 20942	
97045	Oil Pump Shaft, BBC. Use with Moroso Blueprinted Racing Oil Pump No. 22162	
97041	Oil Pump Shaft, SBC. Use with Moroso Blueprinted Racing Oil Pump No. 22112	
68780	Oil Separator/Breathers for Crankcase Evacuation System No. 25900	
97810	Pipe Nipple, Weld-in, for header collector Crankcase Evacuation System No. 25900	
97170	Pulley, Gilmer Drive Crankshaft Pulley, 16-tooth For Dry Sump and Vacuum Pump Drive Kits Nos. 23600,23610, 23620,	
02500	23660, 23670, 23672, 63844 and 63845 Bullou, Gilmar Drive Pump Pullou, 28 tooth. Far Dry Cump Oil Pump Drive Kite Nec. 23600, 23610, 23630, 23660	
23528	Pulley, Gilmer Drive Pump Pulley, 28-tooth, For Dry Sump Oil Pump Drive Kits Nos. 23600, 23610, 23620, 23660, 23670 and 23672	
23532	Pulley, Gilmer Drive Pump Pulley, 32-tooth	
97670	Rotor, 1.100" and scroll assembly (scavenge section) for Dry Sump Oil Pumps Nos. 22500, 22510, 22560, 22570,	225
-	22572, and 22580	335



OILING SYSTEM EQUIPMENT, continued

97650	Small Parts Kit for Dry Sump Oil Pump Nos. 22500, 22510, 22560, 22570, 22572, and 22580, Includes O-rings, bearings and front seal
97690	Small Parts Kit for Moroso Single Stage External Oil Pump No. 22600, Includes O-Rings, bearings and front seal kit
22645	Vacuum Pump Service Kit, 3-Vane No. 22640
22646	Vacuum Pump Service Kit, 4-Vane No. 22641
97642	Vacuum Pump Service Kit, 4-Vane No. 22642
97644	Vacuum Pump Service Kit, 4-Vane No. 22643
TOOLS	
62403	Claw Replacement for Moroso Valve Seat Pressure Testers Nos. 62388 and 62389
97480	Gauge Head 0-15 psi for Tire Pressure Gauge No. 89550
97500	Gauge Head for Cylinder Leakage Tester Nos. 89600 and 89601

TRANSMISSION PANS & ACCESSORIES

97290	Filter Cartridge, For use with Automatic Transmission Oil Cooler/Filter No. 41200
97291	Filter Cartridge, For use with Automatic Transmission Oil Cooler/Filter No. 41205

VALVE COVERS

VALVE GOVE	
68812	Breather, Half-Hooded for use with Valve Cover No. 68370
68831	Stud Kit, Valve Cover, Bullet Nose, 12 pt. Nut
97341	Breather/Filler Cap Grommet. Fits Valve Covers with 1.22" diameter holes. For use with Moroso Fabricated and Cast Aluminum Valve Covers, without Logo, .090"100" material thickness
71500	Fasteners, Self-Ejecting, 500" short body. For use with Aluminum Heat Shield Kit Nos. 68572 and 68574
97035	Nuts, 12 pt. for use with Moroso Valve Cover Nos. 68310, 68316, 68325, 68326, 68327, 68329, 68343 and 68344
97040	Stud Kit, Bullet Nose
68660	Oil Filler Cap
68772	PCV Grommet with baffle
68770	PCV Grommet
71430	Springs, For use with Aluminum Heat Shield Kit Nos. 68572 and 68574
97340	Valve Cover Grommets, Packaged with all Moroso Valve Covers, Two per card
97345	Washers for Fabricated Valve Covers with large tubes, Use with Moroso Valve Cover Nos. 68331, 68334 and 68338
97346	Washers for Fabricated Valve Covers with small tubes, Use with Valve Cover Nos. 68025, 68026, 68333, 68341,
	68342 and 68346
97020	Wing Nut Studs 1/4" -20 x 1-3/4", Use with Valve Covers, Eight per pack
97030	Wing Nut Studs 1/4" -20 x 1-3/8", Use with Valve Covers, Eight per pack

VALVETRAIN EQUIPMENT

Adjusting Nut (non set-screw type) 3/8" for use with Stud Girdle Nos. 67040 and 67050, Four per pack
Adjusting Nut (non set-screw type) 7/16" for use with Stud Girdle Nos. 67045 and 67070, Four per pack
Adjusting Nuts, Hex Head, fits 3/8" Rocker Studs, Use with Moroso Stud Girdles Nos. 67040 and 67205
Adjusting Nuts, Hex Head, fits 7/16" Rocker Studs, Use with Moroso Stud Girdles Nos. 67045 and 67205,
Also fits No. 67295 (exhaust only)
Adjusting Nuts, Hex Head, fits Big Block Chevy Intakes, Use with Moroso Stud Girdle No. 67295
Adjusting Nuts, Slotted Head, For use with Stud Girdle No. 67250 on exhaust studs, Four per pack
U-Bolt Assembly, For use with Stud Girdle No. 67250, Four per pack
U-Bolts For use with Stud Girdle Nos. 67040, 67045, 67050 and 67070, Four per pack
3
Flange Nut Repl. Wheel Stud
Wheel Stud Spacer, .567 L. Repl.

	•	· ·
97732	Wheel Stud Space	er, 1.25 L. Repl.

PRODUCT AVAILABILITY BY MODEL

The following pages list Moroso and Competition Engineering parts conveniently grouped together by make and model for two of today's most popular high performance vehicles! Refer to the page numbers noted for complete technical specifications or each product. For questions, please call Moroso's Tech Support at 203.458.0542.



CHALLENGER PRODUCT CHART

PAGE #	Part #	DESCRIPTION	FITS: Challenger	FITS: Chrysler 300C, Charger, Magnum
64	21161	Oil Pan, Mopar 5.7/6.1L Hemi, baffled	Yes	Yes
64	24161	Pickup Oil Pump, Mopar (Part No. 21161 Oil Pan)	Yes	Yes
181	44055	Anti-Roll Control Kit, Challenger '08 & Up	Yes	No
263	68467	Valve Cover, Billet Aluminum, Chrysler 5.7/6.1L Hemi	Yes	Yes
263	68468	Valve Cover, Billet Aluminum, Black Anodized, Chrysler 5.7/6.1L Hemi	Yes	Yes
217	63497	Coolant Expansion Tank, 2 Bracket, Chrysler '05 & Up	Yes	Yes
217	63498	Power Steering Tank, Chrysler '05 & Up	Yes	Yes
217	63499	Coolant Expansion Tank, Chrysler '05 & Up, 1 Bracket	Yes	Yes
64	71161	Flywheel Dust Cover, Chrysler 5.7/6.1L Hemi, (for use w/ Part No. 21161 Oil Pan) Yes	No
142	85472	Air/Oil Separator, Chrysler 5.7/6.1L Hemi	Yes	Yes
387	C2160	Strut Tower Brace, Rear Challenger '08 & Up	Yes	No
391	C3135	8 Point Roll Bar, 2008 & Up Challenger, Custom Fit, Mild Steel	Yes	No
391	C3150	8 Point Roll Bar, 2008 & Up Challenger, Custom Fit, Chrome Moly	Yes	No
377	C3161	Driveshaft Loop for Chrysler LX, Auto Transmission Only	Yes	Yes
377	C3162	Driveshaft Loop for Challenger SRT8®, '09 & Up, Standard Transmission	Yes	No
393	C3235	10 Point Roll Bar, 2008 & Up Challenger, Custom Fit, Mild Steel	Yes	No
393	C3285	10 Point Roll Bar, 2008 & Up Challenger, Custom Fit, Chrome Moly	Yes	No
394	C3308	12 Point Roll Bar, 2008 & Up Challenger, Custom Fit, Mild Steel	Yes	No
394	C3773	12 Point Roll Bar, 2008 & Up Challenger, Custom Fit, Chrome Moly	Yes	No





FORD MUSTANG PRODUCT CHART

PAGE #	PART #	DESCRIPTION	And a state of the
76	18546	Oil Pan, Ford 4.6/5.4L, Steel, Kicked-out Rear Sump, Black	Commenter of the second
77	18548	Oil Pan, Ford 4.6/5.4L, Steel, Baffled Rear Sump, Black	No.18548 manasa
76 77	20546 20548	Oil Pan, Ford 4.6/5.4L, Steel, Kicked-out Rear Sump, Clear Zinc	No.18548 marasa
76	20546	Oil Pan, Ford 4.6/5.4L, Steel, Baffled Rear Sump, Clear Zinc Oil Pan, Ford 4.6/5.4L, Aluminum, Internal Wet Sump	
76	20555	Oil Pan, Ford 4.6/5.4L, Aluminum, Internar Wet Sump	
143	20330	Chrome Oil Filter, Ford 4.6/5.4L, 22mm Thread	
144	22463	Racing Oil Filter, Ford 4.6/5.4L, 22mm Thread	
152	23679	Accumulator Adapter, 22mm -1.5 Thread	CHARTER TO
147	23686	Remote Oil Filter Adapter, Rotating 90°, 22mm -1.5 Thread	22463
148	23699	Universal Oil Cooler/Filter Sandwich Adapter, 22mm -1.5 Thread	RACING OIL FILTER
181	44054	Anti Roll Control Kit, Mustang '05 & Up	
180	46185	Wheel Studs, 1/2"-20 X 3", Front And Rear	No. 22463
203	62547	Solid Motor Mount, Mustang 2005-'08	
208	63332	Radiator Cap, 32 Lb.	
216	63491	Power Steering Tank, Mustang '05 & Up	
218	63493	Super Charger Tank, Mustang GT 500 '07 & Up	
218	63494	Super Charger Tank, Mustang '05 & Up	
218	63496	Super Charger Tank, for Roush '05 & Up Mustang	
216	63501	Power Steering Tank, Mustang GT 500 '07-'10	танала
216	63768	Coolant Expansion Tank, Mustang '05 & Up	No. 20546
216	63782	Coolant Expansion Tank, with Built-In Overflow, Mustang '05 & Up	
267	68382	Valve Cover, 4.6L Ford, 3 Valve, Black Powder Coated	
267	68386	Valve Cover, 4.6L Ford, Fiber Design Gray/Black	
267	68388	Valve Cover, Fabricated Aluminum, 4.5/5.4L Ford '05 & Up	
219	74220	Fuse Box Cover, Mustang '05 & Up	
219	74221	Power Brake Reservoir Cover, Mustang '05 & Up	
219	74222	Brake Booster Cover, Mustang, Mid '08 & Up	
219	74224	Brake Booster Cover, Mustang, Shelby '07-'09	
142	85477	Air/Oil Separator, Billet, Mustang '05-Up	
142	85478	Air/Oil Separator, Billet, Mustang Gt 500 '07-'10	
247	94060	Exhaust Kit, Mustang '05 & Up	
369	C2136	Panhard Bar, Adjustable, Mustang '05 & Up	
369	C2137	Panhard Bar Frame Brace, Mustang '05 & Up	No. 44054
369	C2138	Panhard Bar, Adjustable, Mustang '05 & Up	
369	C2139	Panhard Bar, Straight, Mustang '05 & Up	manum
391	C3132	8 Pt Roll Bar, Mustang '05 & Up, Mild Steel	
359	C3142	Frame Connector, Mustang '05 & Up	
391	C3156	8 Pt. Roll Bar, Mustang '05 & Up, Chrome Moly	1
377	C3160	Driveshaft Loop, Mustang, GT '05-'10	Currenteren
377	C3163	Driveshaft Loop, Mustang, GT '07-'10	
393	C3240	10 Pt. Roll Cage, Mustang '05 & Up, Custom Fit, Mild Steel	
393	C3270	10 Pt. Roll Cage, Mustang '05 & Up, Custom Fit, Chrome Moly	
378	C3603	Transmission Crossmember Mount Kit, Mustang '05 & Up	
406	C4023	Mid Mount Plate, Mustang '05 & Up, Aluminum	No. 63491
406	C4024	Mid Mount Plate, Mustang '05 & Up, Steel	
399	C4990	Rear Firewall Kit, Mustang '05-'09	
370	C8009	Lower Control Arm, Adjustable, Street/Racing, Mustang '05 & Up	10 Cordia
370	C8010	Lower Control Arm, Adjustable, Drag Racing, Mustang '05 & Up	
370	C8011	Lower Control Arm, Adjustable, Street, Mustang '05 & Up	
372	C8016	Upper Control Arm Mounting Plate, Mustang '05 & Up	and the second sec
373	C8017	Upper Control Arm Bushing Kit, Mustang '05 & Up	
372	C8018	Upper Control Arm Kit, Adjustable, Drag/Road Racing, Mustang '05 & Up	200
372	C8019	Upper Control Arm, Non Adjustable, Street, Mustang '05 & Up	No. 63494

PRODUCT AVAILABILITY BY MODEL



The Moroso GTM Test Car has been used to develop and test products both on the track, and in everyday situations on the street.







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