

MOROSO



**COMPETITION
ENGINEERING**
The Chassis People™



2017 PERFORMANCE PRODUCT GUIDE

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TO OUR CUSTOMERS:

As Moroso approaches our 50th Anniversary, I wanted to say "Thank You" to every racer and enthusiast who has purchased a Moroso or Competition Engineering product through the years. We don't answer to a board of directors or to what Wall Street dictates—only the desire to produce quality products that we would put on our own cars.

As in racing and life, we know that we can't rest on our laurels and we must keep evolving. This evolution not only makes us more efficient in different aspects of the business but also in meeting the needs of our customers. Before a new product design makes it to the product line, it is thoroughly tested and proven beforehand.

Being a company that is mostly comprised of racers and enthusiasts ourselves, we understand that sometimes the greatest challenge in racing is getting the car ready for the race itself. We always want to be that company that makes this task easier. At the track, we want our company's products to help lead the charge in having the car perform at its peak, session after session.

Whether at the race track or a car show, we take great pride in hearing our customers' stories of how a Moroso/Competition Engineering product has helped them. Our pledge is to continue this tradition of offering top performing products that you can feel good about installing. Please share your experiences and race stories—they are instrumental in improving products today and exceeding expectations in the future.

Rick Moroso

Rick Moroso
President & Owner

RACE SUPPORT & CONTINGENCY

Since the beginning of Moroso Performance Products, our knowledgeable staff has been at the track helping racers with our advice and even our helping hand. Our race support trailers can be seen at divisional races all throughout the country and at specialized events. Racers and race fans have come to rely on the expertise and experience of our Race Support Team.

Whether you need help choosing the exact part for a future application, need to replace a part in the heat of battle or need expert technical advice on one of our products, our team is ready to help you get on the right track. Besides helping racers on the track with the parts they need, we also help their wallets with Contingency Programs for different racing series.

**FOR CURRENT CONTINGENCY PROGRAM INFORMATION, PLEASE
VISIT THE CONTINGENCY LINK ON OUR WEBSITES: OR CONTACT
YOUR OFFICIAL SANCTIONING BODY.**

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CHEVROLET SMALL BLOCK

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

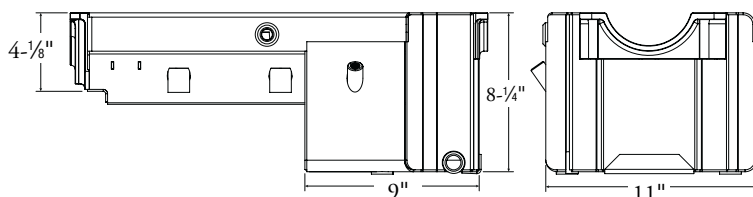
Engine Application: Pre-1985 Engine Blocks including Dart and Merlin

Fits: 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
- Solid louvered tray for maximum power and oil control
- Features O-ring magnetic drain plug, two 1/2" drain backs and dipstick bung

PART # DESCRIPTION

21234 Oil Pan, SBC, Two Piece Rear Main Seal Engine Blocks



No. 21234



GM LS SERIES, REAR SUMP SWAP, NARROW SUMP

Steel, Wet Sump, 5 Quart Capacity, 6" Deep, 8-1/4" Wide, 8-3/8" Long

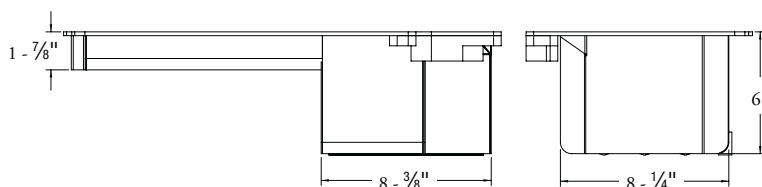
Engine Application: GM LS Series

Fits: LS Engine Conversions that require a narrower Rear Sump (Check Measurements) for "Block Hugger" headers

- Oil pan has a thick precision laser cut steel rail with a durable fabricated steel sump plated with a clear zinc finish
- Fabricated, durable steel construction is more adaptable to add fittings, change finishes and weighs less than cast aluminum construction
- Clears 4.125" stroke with most steel rods and can be used with Moroso **No. 22941** Windage Tray
- Front of the oil pan is 1-7/8" deep to the beginning of the 6" Deep, 8-1/4" Wide, and 8-3/8" Long sump
- Anti-climb baffle
- Features a detachable, remote oil filter adapter constructed out of billet aluminum with two straight -10AN ports
- Designed to be used with Moroso **No. 24050** Oil Pump Pickup
- Magnetic drain plug and uses a stock dipstick

PART # DESCRIPTION

20147 Oil Pan GM LS, Rear Sump, Swap, Fully Fabricated, Steel, Remote Oil Filter



No. 20147



OUTLET
INLET

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

GM LS SERIES. REAR SUMP SWAP

Steel, Wet Sump, 5 Quart Capacity, 6" Deep, 8-1/4" Wide, 8-3/8" Long

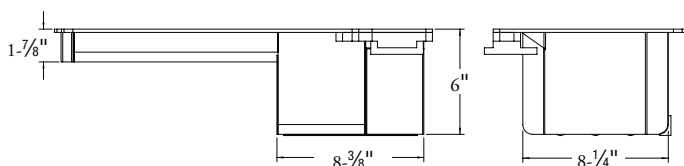
Engine Application: GM LS Series

Fits: LS Engine Conversions that require a narrower Rear Sump
(Check Measurements) for "Block Hugger" headers

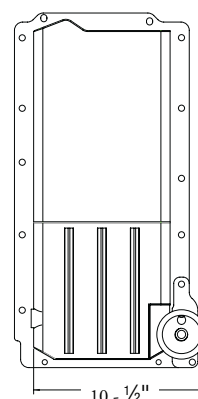
- Oil pan has a thick precision laser cut steel rail with a durable fabricated steel sump plated with a clear zinc finish
- Fabricated, durable steel construction is more adaptable to add fittings, change finishes and weighs less than cast aluminum construction
- Clears 4.25" stroke with most steel rods
- Front of the oil pan is 1-7/8" deep to the beginning of the 6" Deep, 8-1/4" Wide, and 8-3/8" Long sump
- Anti-climb baffle
- Features a detachable, billet aluminum adapter that allows a 13/16" thread Moroso **No. 22462** or O.E.M. oil filter to be mounted in the stock location, no need to run a remote oil filter
- Accepts Moroso **No. 22941** Windage Tray
- Designed to be used with Moroso **No. 24050** Oil Pump Pickup
- Magnetic drain plug and uses a stock dipstick

PART # DESCRIPTION

20150 GM LS, Rear Sump, Swap, Fully Fabricated, Steel, Spin-On Oil Filter, Oil Pan



No. 20150



GM LS SERIES. REAR SUMP SWAP, ROAD RACE BAFFLED, REMOTE FILTER

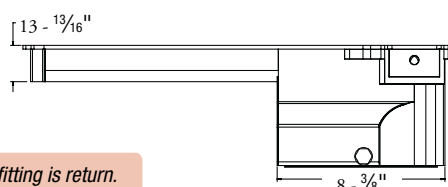
Steel, Wet Sump, 7 Quart Capacity

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

- Oil pan has a thick precision laser cut steel rail with a clear zinc finish
- Clears 4.125" stroke with most steel rods and can be used with Moroso **No. 22941** Windage Tray
- Front of the oil pan is 1-3/4" deep to the beginning of the 6" deep sump
- The sump is 9-11/16" long and 10-1/4" wide
- Features a race proven diamond shape four trap door assembly and anti-slosh baffle that keeps oil contained in oil pump pick up area during road racing and drag racing
- The 7 Quart Capacity moves the oil away from the rotating assembly for oil control and horsepower saving
- Included billet aluminum adapter with two straight -10AN ports for remote filter installation
- Uses stock dipstick



PART #
20148

DESCRIPTION

Oil Pan GM LS Camaro/Swap,
Road Race, Remote Filter

No. 20148

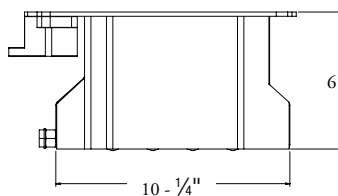
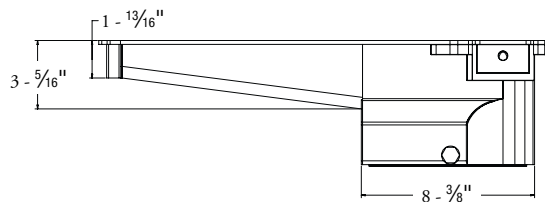


NOTE: Front fitting is pressure, and the rear fitting is return.

**GM LS CAMARO/SWAP, FOR WINDAGE TRAY, ROAD RACE, REMOTE FILTER****Steel, Wet Sump, 7 Quart Capacity****Engine Application: GM LS Series**

Fits: Rear sump applications and swap conversions that have clearance for an oil pan that is deeper in a cross-member area, check dimensions for clearance

- Front of the oil pan is 1- $\frac{13}{16}$ " deep to the beginning of the 6" deep sump
- The sump is 8- $\frac{3}{8}$ " long and 10 $\frac{1}{4}$ " wide with a 7 Quart Capacity
- Oil pan has a $\frac{3}{16}$ " thick precision laser cut steel rail
- Clears 4.125" stroke with most steel rods and can be used with Moroso **No. 22941** Windage Tray
- Features a race proven diamond shape four trap door assembly and anti-slosh baffle that keeps oil contained in oil pump pick up area during road racing and drag racing
- Included billet aluminum adapter with Two straight -10AN ports for remote filter installation
- Uses stock dipstick

PART # DESCRIPTION**20149** Oil Pan, GM LS, Camaro/Swap, For Windage Tray, Road Race, Remote Filter

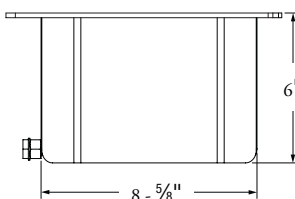
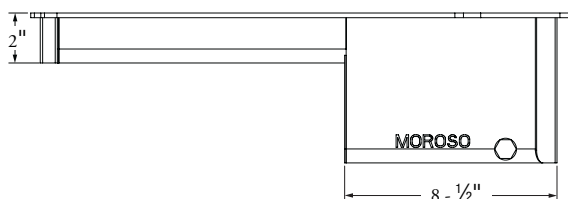
NOTE: Front fitting is pressure, and the rear fitting is return.

**No. 20149****DART LS NEXT****Steel, Wet Sump, 7 Quart Capacity, 6" Deep, Baffled**

Engine Application: Dart LS Next Non-skirted Engine Blocks with Moroso Billet Aluminum Spacer Kit

Fits: 1967-'92 Camaro, 1968-'78 Nova, 1965-'72 Chevelle, 1953-'96 Corvette, 1978-'88 G-Body, and GM S10/S15 Two Wheel Drive Blazer/Truck

- Pan does not include Moroso Oil Pan Spacer Kit **No. 22934**
- Oil pan has a $\frac{3}{16}$ " thick precision laser cut steel rail specifically designed for the LS Next Engine Block
- Features a trap door baffle and a removable windage tray that wraps around the oil pump for horsepower savings and oil control
- Has a 16 gauge steel sump to stand up to the toughest racing conditions
- Front of the oil pan is 2" deep to the beginning of the 6" deep sump
- The sump is 8- $\frac{1}{2}$ " long and 8- $\frac{5}{8}$ " wide
- Clears 4.125" stroke with most steel rods

PART # DESCRIPTION**20151** Oil Pan, DART LS NEXT, Fully Fabricated Steel**No. 20151**

GM LT SERIES, REAR SUMP SWAP

Aluminum, Wet Sump, 5 Quart Capacity, 5-7/8" Deep, 8-5/8" Wide, 8-1/2" Long

Engine Application: GM LT Series

Fits: LT Engine Conversions that require a Rear Sump (Check Measurements)

- Due to the O.E.M. GM LT oil pans having the oil pump pick up built into the oil pan, our LT oil pan has a thick billet aluminum O-ringed rail incorporates a removable pick up, a billet front sump and a location to mount our billet aluminum spin-on oil filter adapter
- Fabricated aluminum construction is more adaptable to add fittings, change finishes and weighs less than cast aluminum construction
- Front of the oil pan is 1-7/8" deep to the beginning of the 5-7/8" Deep, 8-5/8" Wide, and 8-1/2" Long sump
- Features a trap door baffle and a removable windage tray that wraps around the oil pump pick up for horsepower savings and oil control
- Includes a billet aluminum adapter that allows a 22mm thread Moroso No. 22463 Racing or O.E.M. oil filter to be mounted in the stock location, no need to run a remote oil filter
- For dipstick, use GM part No.12643278 dipstick and GM part No.12652951 dipstick tube

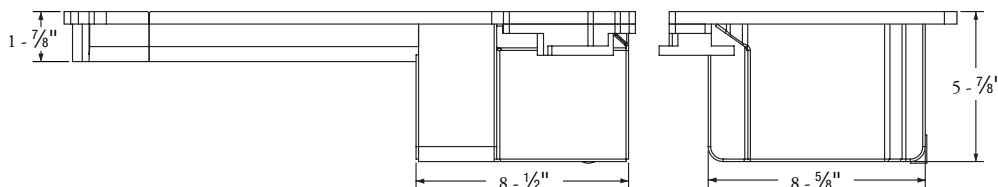


No. 20155



PART # DESCRIPTION

20155 Oil Pan, GM LT, Rear Sump, Swap, Aluminum



CHRYSLER 361-440, 426 HEMI

Steel, Wet Sump, 5 Quart Capacity, 5" Deep

Engine Application: 361-440 and 426 Street Hemi

Fits: Work well in chassis with extra-low front suspensions, Will not fit 1962-'65 production chassis and is not recommended for racing applications due to it's shallow sump design

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

PART # DESCRIPTION

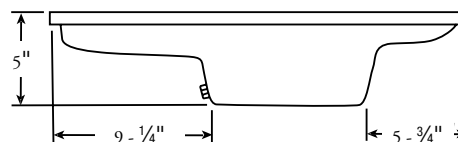
20766 Oil Pan, Chrysler 361-440, 426 Hemi

Part# Recommended Pickup

24766 Fits: Stock R/RB Pumps



No. 20766



FORD 4.6/5.4L

Steel, Wet Sump, 7 Quart Capacity, 4" Deep

Engine Application: 4.6/5.4L SOHC/DOHC

Fits: Cobra Kit Cars that require a rear sump oil pan

- For Ford 4.6/5.4 SOHC/DOHC
- Designed for Cobra Replicas that require a shallow rear sump oil pan
- Features a race proven four trap door assembly and anti-slosh baffle that keeps oil contained in oil pump pick up area during road racing and drag racing
- Steel with a clear zinc finish
- Oil pan has a thick steel rail with a 4" deep, 9- $\frac{1}{8}$ " long by 14- $\frac{1}{2}$ " wide rear sump
- Designed to be used with the Moroso No. 22933 windage tray
- Uses the factory Mustang Dipstick
- Extra capacity; holds 1 more quart than the Mustang O.E.M. oil pan
- $\frac{1}{2}$ " NPT fitting for supercharger drain back
- $\frac{1}{2}$ " NPT fitting for oil temperature sender

PART # DESCRIPTION

20549 Oil Pan, Steel, Ford 4.6/5.4 Modular, Cobra Replica Race Baffled

PART # RECOMMENDED PICKUP

24547 Fits: Factory 4.6/5.4, 2 Valve Engine Oil Pumps

24548 Fits: Factory 4.6/5.4, 4 Valve Engine Oil Pumps

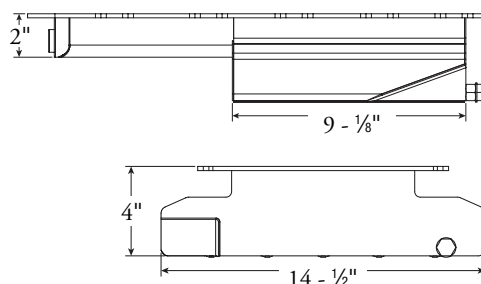
PART # AVAILABLE OIL PAN OPTION

22933 Louvered Windage Tray 4.6/5.4

93164 Oil Pan Gasket, Ford 4.6/5.4



No. 20549



ACURA/HONDA K-SERIES

Steel, Wet Sump, Race Baffled, Notched for Cross member clearance

Engine Application: Acura/Honda K-Series

Fits: Notched to fit in ACURA/HONDA K-SERIES, RSX (DC5) 2002-'06, TSX (CL9) 2004-'08, Civic SI (EP3) 2002-'05, Accord (CG) 1998-'02, Accord 2003-'07 and also fits K-series Engine Swaps into Integra (DA) 1990-'93, Integra (DC) 1994-'01, Accord (CB) 1990-'93, Accord (CD) 1994-'97, Civic/CRX (EF) 1988-'91, Civic (EG) 1992-'95, Civic (EK) 1996-'00, Civic (ES) 2001-'05, Fit (GD) 2007-'08, Prelude (BB) 1992-'96

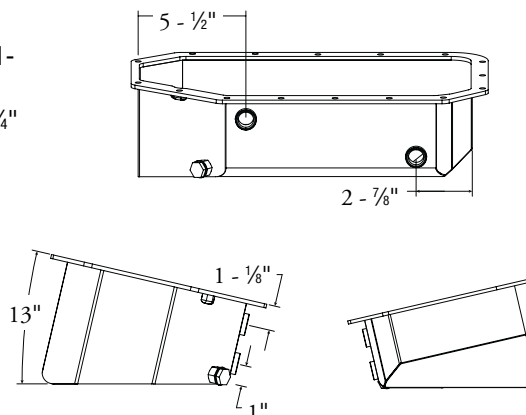
- To be used with the Acura RSX oil pump assembly* OEM Part # 15100-PRB-A01 and Acura RSX Windage Tray OEM Part # 11211-PNC-000
- Oil pan has a thick steel rail with a sump that is 5- $\frac{1}{2}$ " deep, 16- $\frac{3}{4}$ " long and 9" wide
- Features a race proven trap door assembly and anti-slosh baffle that keeps oil contained in oil pump pick up area during road racing and drag racing
- Extra capacity: holds one more quart than stock
- $\frac{1}{2}$ " NPT fitting for supercharger or turbo drain back
- $\frac{1}{2}$ " NPT fitting for oil temperature sender
- Magnetic drain plug

PART # DESCRIPTION

20919 Oil Pan, Fabricated Steel, Clear Zinc, Race Baffled Notched for Cross member clearance



No. 20919



MITSUBISHI EVO 7, 8, 9, ROAD RACE BAFFLED**Aluminum, Wet Sump, 6.5 Quart Capacity****Engine Application: Mitsubishi 4G63T I4 Race Baffled****Fits: 2001-2007 Mitsubishi Evo, 7, 8, 9 with aftermarket lower intercooler pipe**

- Has a 3/8" thick billet aluminum oil pan rail with a fabricated aluminum sump that is 3/4" deeper than the stock oil pan
- Features a race-proven, trap door assembly and an anti-slosh baffle that keeps oil contained in the oil pump pick up area during road racing and drag racing
- To free up horsepower and to help with oil temps, the oil pan also features a removable windage tray and crank scraper
- Holds 1.5 more quarts than stock, 6.5 quart capacity
- Has an accommodation for stock or aftermarket oil return lines
- Includes a heavy duty, bolt-on oil pump pick up
- Magnetic drain plug and a mounting kit comprised of hex drive steel studs and serrated flange nuts are included
- Uses stock dipstick
- 1/2" NPT fitting for oil temperature sender

**No. 20967**

PART #	DESCRIPTION
20967	Oil Pan, Fabricated Aluminum, Race Baffled for Mitsubishi Evo, 7, 8, 9

OIL PUMP PICKUP, BBC OIL PUMP IN MOROSO NO. 21330 OIL PAN**Fits: Moroso Nos. 22149, 22159, 22150, 22160 & 22162 and Melling 77/77HV style oil pumps**

- To be used when a BBC oil pump is being used with a Moroso **No. 21330** SBC Wet Sump Sprint Car Oil Pan

PART #	DESCRIPTION
24325	Fits: Moroso Nos. 22149, 22159, 22150, 22160 & 22162 and Melling 77/77HV style oil pumps

**EXTERNAL OIL PUMP, SINGLE STAGE, FUEL PUMP DRIVE***Driver's/Left Side Door Car Style Bracket*

- Rear 3/8" hex fuel pump drive with 1:1 ratio that accepts the popular 1.450 ID, 3 bolt, fuel pump swivel clamps
- Spur gear 1.200 pressure section
- Light weight and efficient
- Includes all necessary fittings
- External oil pumps run cooler than internal pumps and features an external bypass for ease of adjustment
- Priming your engines oil systems is made simpler
- External pumps eliminate the spark scatter and camshaft loads that come with an internal pump

**No. 22361****PART # DESCRIPTION****22361** External Oil Pump, with Fuel Pump Drive, Left Side Bracket, 1.200 Pressure**EXTERNAL OIL PUMP, TWO STAGE, FUEL PUMP DRIVE***Driver's/Left Side Door Car Style Bracket*

An expansion to our popular line of external oil pumps. This pump gives you the option of scavenging oil from the oil pan with one stage and using the second stage to scavenge oil from turbos or superchargers and/or pull vacuum.

- Rear 3/8" hex fuel pump drive with 1:1 ratio that accepts the popular 1.450 ID, 3 bolt, fuel pump swivel clamps
- Spur gear 1.200 pressure section
- Light weight and efficient
- Includes all necessary fittings
- External oil pumps run cooler than internal pumps and features an external bypass for ease of adjustment
- Priming your engine's oiling systems is made simpler
- External pumps can help eliminate the spark scatter and camshaft loads that come with an internal pump

**No. 22362****PART # DESCRIPTION****22362** External Oil Pump, Two Stage, Fuel Pump Drive, Left Side Bracket, 1.200/Pressure 1.700 Scavenge

DRY SUMP PUMPS. TRI-LOBE. FUEL PUMP DRIVE*Driver's/Left Side Door Car Style Bracket*

- Rear 3/8" hex fuel pump drive with 1:1 ratio that accepts the popular 1.450 ID, 3 bolt, fuel pump swivel clamps
- Tri-lobe aluminum scavenge sections featuring individual timing gears to ensure proper clearance at the highest of RPM's
- Spur gear pressure section based off Moroso's billet wet sump pump design
- Variable spring rates optimize your oil pressure for smooth, reliable oil pressure readings
- Saves weight and make big crankcase vacuum
- Multiple #16 outlet options for fitment requirement
- Pumps weights almost half of gerotor pumps, and takes up to 40% less power to drive
- Includes all necessary fittings

PART # DESCRIPTION

22363	Dry Sump Pump Three Stage, Fuel Pump Drive, 1.200 Pressure/1.700 Scavenge
22364	Dry Sump Pump Four Stage, Fuel Pump Drive, 1.200 Pressure/1.700 Scavenge
22365	Dry Sump Pump Five Stage, Fuel Pump Drive, 1.200 Pressure/1.700 Scavenge
22366	Dry Sump Pump Six Stage, Fuel Pump Drive, 1.200 Pressure/1.700 Scavenge

**No. 22363****No. 22364****No. 22365****No. 22366**

**DRY SUMP PUMP, TRI-LOBE, 5 STAGE, .900 PRESSURE SECTION***Driver's/Left Side Dragster Style Bracket*

- Tri-lobe aluminum scavenge sections featuring individual timing gears to ensure proper clearance at the highest of RPM's
- Spur gear pressure section based off Moroso's billet wet sump pump design
- Variable spring rates optimize your oil pressure for smooth, reliable oil pressure readings
- Saves weight and make big crankcase vacuum
- Multiple #16 outlet options for fitment requirement
- Pumps weights almost half of gerotor pumps, and takes up to 40% less power to drive
- Includes all necessary fittings

**No. 22435****PART # DESCRIPTION****22435** Dry Sump Pump, Five Stage, Driver's Side/Dragster Bracket, .900 Pressure/1.700 Scavenge**DRY SUMP PUMP, TRI-LOBE, FIVE STAGE, .900 PRESSURE SECTION***Driver's Side/Door Car Style Bracket*

- Tri-lobe aluminum scavenge sections featuring individual timing gears to ensure proper clearance at the highest of RPM's
- Spur gear pressure section based off Moroso's billet wet sump pump design
- Variable spring rates optimize your oil pressure for smooth, reliable oil pressure readings
- Saves weight and makes big crankcase vacuum
- Multiple #16 outlet options for fitment requirement
- Pumps weights almost half of gerotor pumps, and takes up to 40% less power to drive
- Includes all necessary fittings

**No. 22335****PART # DESCRIPTION****22335** Dry Sump Pump, Five Stage, Driver's Side/Door Car Bracket, .900 Pressure/1.700 Scavenge**BREATHER TANK, TWO 10AN FITTINGS**

- Use as a remote multi-inlet oil catch/breather for Crankcase Ventilation, Vacuum Pumps, Dry Sump Tanks or Rear Ends
- Can be used to collect from 2 sources
- Features Two -10AN Male Fittings that are 180 Degrees apart for ease of plumbing
- Includes non-hooded, clamp-on filtered breather, Heavy Duty T-Clamp and a bottom petcock drain
- Dimensions: 3-1/8" diameter (without mount), 6-1/2" tank height (without filter or drain), 11-1/2" overall height

**No. 85468****PART # DESCRIPTION****85468** Breather Tank, Two -10AN Fittings

AIR OIL SEPARATOR KITS

NEW PRODUCTS

**No. 85523****No. 85524**

- From the factory, a vehicle's PCV system vents excess crankcase vapors, residual oil and moisture back into the intake manifold which compromises performance and durability
- The MOROSO Air/Oil Separator plumbs inline of the PCV system and captures the excess crankcase vapors, residual oil and moisture
- Removing this oil mist before it reenters the engine; reduces detonation, deposits on the intake track including the valves themselves and from lowering the efficiency of the intercooler. During the combustion process the presence of oil mist or vapors can affect the octane rating of fuel, because of contamination
- Increases engine performance from cleaner intake air
- Air-Oil Separators have billet aluminum bodies with internal baffling and mesh media
- Includes heavy duty brass inlet and outlet fittings, Fuel/Emission/PCV Vapor hose for plumbing the Air-Oil Separator inline, stainless steel mounting bracket and 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
- Polished body can be chromed, painted or powdered coated for a custom look

PART # DESCRIPTION**85523** Air-Oil Separator Kit, Ford Mustang EcoBoost 2015-'17**85524** Air-Oil Separator Kit, Corvette C7, non Z06 2014-'17

- From the factory, a vehicle's PCV system vents excess crankcase vapors, residual oil and moisture back into the intake manifold which compromises performance and durability
- The MOROSO Air/Oil Separator plumbs inline of the PCV system and captures the excess crankcase vapors, residual oil and moisture
- Removing this oil mist before it reenters the engine; reduces detonation, deposits on the intake track including the valves themselves and from lowering the efficiency of the intercooler. During the combustion process the presence of oil mist or vapors can affect the octane rating of fuel, because of contamination
- Increases engine performance from cleaner intake air
- Air-Oil Separators have billet aluminum bodies with internal baffling and mesh media
- Includes heavy duty brass inlet and outlet fittings, Fuel/Emission/PCV Vapor hose for plumbing the Air-Oil Separator inline, stainless steel mounting bracket and billet aluminum mounting clamp for the body of the separator
- The two piece body of the Air-Oil Separator unscrews for cleaning and draining
- Billet Aluminum body is available either with raw or black anodized finish

PART # DESCRIPTION**85684** Air-Oil Separator Kit, Small Body, Ford Mustang EcoBoost 2015-'17**85685** Air-Oil Separator Kit, Small Body, Ford Mustang EcoBoost 2015-'17, Black Anodized Finish**85686** Air-Oil Separator Kit, Small Body, Corvette C7, non Z06 2014-'17**85687** Air-Oil Separator Kit, Small Body, Corvette C7, non Z06 2014-'17, Black Anodized Finish



SUPERCHARGER TANK, MUSTANG 2015-'17, WITH FORD PERFORMANCE & ROUSH PERFORMANCE SUPERCHARGER KITS

- Direct bolt-in replacement for the tank that comes in the Ford Performance Part No. M-6066-M8627 supercharger kit or Roush Performance Part Nos. 421542, 421823 & 422001 supercharger kits or tanks factory installed on Roush supercharged Mustangs
- Fabricated of aluminum for strength – can be polished, chromed, powder coated or left as-is for a race look
- Can be packed with ice for the track or dyno pulls for quicker E.T'S and more horsepower
- Accepts factory screw on cap

**No. 63509**

PART #	DESCRIPTION
63509	Supercharger Tank, Mustang 2015 -'17

SUPERCHARGER TANK, DODGE/CHRYSLER CHALLENGER & CHARGER HELLCAT, 2015-'17

- Supercharged cars run hot so increased cooling capacity is a must for horsepower
- Direct bolt-in replacement, uses factory mounting bracket
- Fabricated of aluminum for strength – can be polished, chromed, powder coated or left as-is for a race look
- Can be packed with ice for the track or dyno pulls for quicker E.T'S and more horsepower
- Features billet aluminum neck and comes with Moroso Radiator Cap

**No. 63809**

PART #	DESCRIPTION
63809	Supercharger Tank, Dodge/Chrysler Challenger & Charger Hellcat 2015-'17

COOLANT EXPANSION TANK, NISSAN R35 GT-R, 2009-'16

- Direct bolt-in replacement to stock multi-piece plastic tank
- Fabricated Aluminum for strength, factory tanks fail after repeated high heat situations
- Will not turn "yellow" or "break down" like the factory plastic tank does
- This Aluminum tank can be polished, chromed, painted, powder coated or left as is for a race look
- Billet aluminum neck accepts the factory stock vented cap
- Has 50% more capacity than the stock plastic tank

**No. 63811**

PART #	DESCRIPTION
63811	Coolant Expansion Tank, Nissan R35 GT-R, 2009-'16

COOLANT EXPANSION TANK, DODGE/CHRYSLER CHALLENGER & CHARGER, SRT8, HELLCAT, 2015-'17

- Direct bolt-in replacement to stock plastic tank
- Fabricated Aluminum for strength, factory tanks fail after repeated high heat situations
- This Aluminum tank can be polished, chromed, painted, powder coated or left as is for a race look
- Features billet aluminum radiator neck that accepts standard size radiator caps



No. 63812

PART #	DESCRIPTION
63812	Coolant Expansion Tank, Dodge/Chrysler Challenger & Charger , SRT8, Hellcat 2015-'17

ABS PUMP COVER

Fits: Camaro V-6, 2010-'15

- Attaches over Factory ABS Braking Pump, covers up the "Spaghetti Like" tubing that comes out of the pump, including covering the ABS pump itself
- Fabricated from .100 thick Aluminum with TIG Welded Corners
- Improves under-hood appearance, matching Moroso tank line (sold separately)
- Can be polished, chromed, powder coated, painted or left as is for a race look



PART #	DESCRIPTION
74258	ABS Pump Cover, Camaro V-6, 2010-'15

No. 74258



QUICK FASTENER

Oval Head, 3/16" Hex Drive

- This hex drive fastener provides quick fastening of body panels, door, tilt front ends, fiberglass to metal, metal to metal, etc.
- Ten per package
- Use with Spring Nos. **71400**, **71410**, **71420**, **71425** or **71430**



No. 71356

PART # DESCRIPTION

71356 Oval Head, Hex Drive Fastener, aluminum, black anodized, 7/16" x .500" body

QUICK FASTENERS

Self Ejecting Large Flush Head, 7/16"

- Heavy duty to allow repeated use with a fastener tool, allen wrench or a ratchet without stripping
- These #6 fasteners are in demand in racing's finest chassis builders
- Larger size distributes the load over a larger area to avoid pull-through
- 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 racing
- Use with Spring Nos. **71400**, **71410**, **71420**, **71425** or **71430**
- Ten per package



No. 71373



No. 71378

PART # DESCRIPTION

71373 Self-Eject, Large Flush Head Fastener, aluminum, 7/16" x .500" body

71378 Self-Eject, Large Flush Head Fastener, aluminum, 7/16" x .550" body

71379 Self-Eject, Large Flush Head Fastener, aluminum, black anodized, 7/16" x .550" body

QUICK FASTENERS

Self Ejecting Flush Head, 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 racing
- Use Spring No. **71430** as a replacement
- Ten per package



No. 71441



No. 71451

PART # DESCRIPTION

71441 Self-Eject, Flush Head Fastener, steel, 5/16" x .400" body

71451 Self-Eject, Flush Head Fastener, aluminum, black anodized, 5/16" x .450" body

71501 Self-Eject, Flush Head Fastener, aluminum, 5/16" x .500" body

71502 Self-Eject, Flush Head Fastener, aluminum, black anodized, 5/16" x .500" body

71505 Self-Eject, Flush Head Fastener, steel, 5/16" x .550" body

71506 Self-Eject, Flush Head Fastener, aluminum, 5/16" x .550" body

71507 Self-Eject, Flush Head Fastener, aluminum, black anodized, 5/16" x .550" body

71531 Self-Eject, Flush Head Fastener, aluminum, 5/16" x .650" body

71532 Self-Eject, Flush Head Fastener, aluminum, black anodized, 5/16" x .650" body



No. 71501



No. 71505



No. 71506

QUICK FASTENERS*Flush Head, Slotted*

- These Steel Fasteners provide quick fastening of body panels, door, tilt front ends, fiberglass to metal, metal to metal, etc.
- Ten per package
- Use with Spring Nos. **71400, 71410, 71420, 71425** or **71430**

PART # DESCRIPTION

71291	Flush Head Fastener, steel, 5/16" x .400" body
71293	Flush Head Fastener, steel, 5/16" x .450" body
71294	Flush Head Fastener, steel, 5/16" x .500" body
71299	Flush Head Fastener, steel, 5/16" x .550" body

**No. 71291****No. 71299****No. 71293****No. 71294****QUICK FASTENERS***Oval Head 5/16", Slotted*

- These fasteners provide quick fastening of body panels, door, tilt front ends, fiberglass to metal, metal to metal, etc.
- Ten per package
- Use with Spring **Nos. 71400, 71410, 71420, 71425** or **71430**

PART # DESCRIPTION

71329	Oval Head Fastener, aluminum, 5/16" x .400" body
71325	Oval Head Fastener, steel, 5/16" x .450" body
71327	Oval Head Fastener, aluminum, black anodized, 5/16" x .450" body
71346	Oval Head Fastener, steel, black anodized, 5/16" x .500" body
71331	Oval Head Fastener, aluminum, 5/16" x .500" body
71333	Oval Head Fastener, aluminum, black anodized, 5/16" x .500" body

**No. 71329****No. 71325****No. 71327****QUICK FASTENERS***Oval Head 7/16", Slotted*

- These fasteners provide quick fastening of body panels, door, tilt front ends, fiberglass to metal, metal to metal, etc.
- Ten per package
- Use with Spring Nos. **71400, 71410, 71420, 71425** or **71430**

PART # DESCRIPTION

71358	Oval Head Fastener, steel, black anodized, 7/16" x .450" body
71365	Oval Head Fastener, aluminum, black anodized, 7/16" x .450" body
71355	Oval Head Fastener, aluminum, black anodized, 7/16" x .500" body
71364	Oval Head Fastener, aluminum, black anodized, 7/16" x .550" body

**No. 71358****No. 71355****No. 71365****No. 71364**

OIL PAN STUD KIT, ALUMINUM FABRICATED, GM LS

- For installing a Moroso or other brand aluminum fabricated oil pans on a GM LS engine
- 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 from heat-treated Grade 8 steel with a durable finish, nuts are zinc plated
- Kit contains; Quantity 13, 8mm x 1.25 x 45mm studs with matching nuts
Quantity 2, 6mm x 1 x 50mm studs with matching nuts



No. 38542

PART # DESCRIPTION

38542 Oil Pan Stud Kit, for Aluminum Fabricated GM LS oil pans

HOOD PIN BRACKET, 3/8 INCH DIAMETER PINS

- Makes mounting and aligning a 3/8" Diameter hood pin easier than previous methods
- Made out of 1/8" thick Stainless Steel
- Can be bolted and/or welded into place
- Finish of the bracket can be painted, polished or left as is



PART # DESCRIPTION

39025 Hood Pin Bracket, 3/8" Diameter Pins

No. 39025

QUICK FASTENER MOUNTING BRACKET, ALUMINUM 7/16" FASTENERS

For Standard Fasteners

- Aluminum bracket can be welded or fastened to any member of the car to provide a convenient pop rivet mount for standard fastener springs
- Use with Moroso **Nos. 71370, 71371, 71372, 71375, 71376, 71377, 71380, 71381, 71382 or 71383**
- Ten per package



No. 71559

PART # DESCRIPTION

71559 Quick Fastener Mounting Bracket, Aluminum, .120" thick, for 7/16" Fasteners & 1-3/8" Springs

IN-LINE FUEL FILTER

- Removes dirt and debris from fuel systems with minimum restriction
- The aluminum housing is black anodized with O-ringed removable end caps
- Filter Element itself is constructed out of a Stainless Steel fine screen that filters down to 40 Microns and is washable for re-use
- 6-1/2" overall length with -10AN Male Fittings



PART # DESCRIPTION

65234 In-Line Fuel Filter, -10AN Male Fittings

No. 65234

HARMONIC BALANCER INSTALLATION & REMOVAL TOOL KIT, GM LS & LT

- Innovative tool makes installing and removing GM LS & LT harmonic balancers quick and easy without causing damage
- 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



No. 61745



PART #	DESCRIPTION
61745	Harmonic Balancer Installation & Removal Tool Kit, GM LS & LT

HARMONIC BALANCER INSTALLATION & REMOVAL ADAPTER, GM LS & LT

- This adapter allows a Moroso Part No. 61743 Harmonic Installation & Removal Tool Kit work with the GM LS & LT Series of engines
- Like all of the adapters in the kit this adapter will now make it possible to install and remove GM LS & LT harmonic balancers quickly and easily without causing damage
- Black oxide finish



PART #	DESCRIPTION
61746	Harmonic Balancer Installation & Removal Adapter, GM LS & LT

No. 61746

TIRE PRESSURE GAUGES, GARAGE SERIES

- A line of gauges that are perfect to check pressures around the garage, where the accuracy of a track air pressure gauge isn't needed and you don't mind your buddies borrowing
- Easy to read 2-1/4" gauge face
- Includes rubber gauge cover
- 16" hose with finger operated air-bleed valve allows you to release pressure quickly
- Hose has easy grip angle chuck end that rotates 360 Deg. for positive valve stem attachment

PART #	DESCRIPTION
89592	Tire Pressure Gauge, Garage Series, 0-15 psi
89593	Tire Pressure Gauge, Garage Series, 0-40 psi
89594	Tire Pressure Gauge, Garage Series, 0-60 psi
89595	Tire Pressure Gauge, Garage Series, 0-100 psi



**GM LS SERIES VALVE COVER GASKETS***Fits: Both Moroso GM LS Series and O.E.M. Valve Covers*

- Manufactured out of heavy duty molded rubber
- Quality design and manufacturing meets or exceeds O.E.M. quality
- Two per package

PART # DESCRIPTION
93025 Valve Cover Gasket, GM LS Series

**No. 93025****BRODIX SR20/DART PRO1 20 DEG. FABRICATED ALUMINUM, BILLET RAIL VALVE COVERS WITH POCKETS, NO LOGO**

- 3" Tall
- Pockets on the intake side and exhaust side
- 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
- Designed with a broad, flat surface for engine builder engraving, the covers can be polished, chromed, powder coated or left as-is for a race look

**No. 68487**

PART # DESCRIPTION
68487 Valve Cover, Fabricated Aluminum, Billet Rail for Brodix SR20/Dart Pro1 20 Degree Cylinder Heads

MOROSO ULTRA 40 IGNITION WIRE SETS FOR MOROSO GM LS SERIES BILLET ALUMINUM VALVE COVERS

You have the Moroso all billet aluminum GM LS valve covers, why use any other spark plug wire than the Moroso Ultra 40 Sleeved sets that were designed to be used with these valve covers?

- Part **No. 73845** is for the Moroso Part **Nos. 68471** and **68473** All Billet Aluminum Valve Covers that use the Moroso Part **Nos. 72397 & 72398** Coil Mount Brackets
- Part **No. 73846** is for the Moroso Part **Nos. 68470** and **68472** All Billet Aluminum Valve Covers that have the integral coil pack mounts that accept LS2, LS3, LS7, & L98 style coils
- Wire Sets are constructed out of Moroso ULTRA 40, 7 mm Dia. Ignition Wire with 40 ohms of resistance per foot
- The black wire sets are sleeved which extends spark plug life and protects against exhaust header heat, chaffing and contaminants
- Sleeving also adds extra dielectric strength which is wire's ability to not to be affected by outside electrical pulses
- Each wire is terminated with heavy duty, high temperature, easy-pull/positive engagement spark plug boots and on the other end with matching coil boots
- Complete, ready to install

**No. 73845-73846**

PART # DESCRIPTION
73845 Wire Set, Ultra 40, Sleeved in Black, for Moroso Part **Nos. 68471** and **68473**
73846 Wire Set, Ultra 40, Sleeved in Black, for Moroso Part **Nos. 68470** and **68472**

BLUE MAX™ SPIRAL CORE COIL REPLACEMENT WIRE KIT

- 36" Long
- All the parts necessary to make a coil wire to fit virtually all popular coils and distributor cap combinations
- Kit contains three feet of Blue Max (TM) Spiral Core 8mm suppression wire in black , a wire stripping tool, and a 13-piece boot and terminal kit

PART #	DESCRIPTION
73236	Spiral Core 8mm, 800 ohm Coil Wire Kit, Black



No. 73236

COIL WIRE OR REPLACEMENT WIRE KIT, UNSLEEVED, ULTRA 40 WIRE

- Allows installation of an ignition coil in a remote location or can be used as areplacement wire in a wire set
- Kit includes:
 - 72" wire
 - 2-HEI 90 Deg. distributor 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
73238	Coil, Replacement Wire Kit, Ultra 40, Black

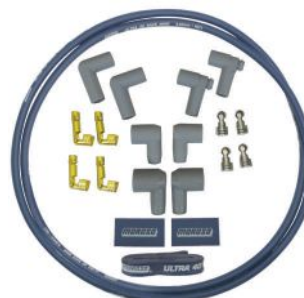


No. 73238

COIL WIRE OR REPLACEMENT WIRE KIT, SLEEVED, ULTRA 40 WIRE

- Allows installation of an ignition coil in a remote location or can be used as a replacement wire in a wire set
- 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 heat, chaffing and contaminants
- Kit includes:
 - 48" wire
 - 48" high temp sleeving
 - 2-HEI 90 Deg. distributor 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
73240	Coil, Replacement Wire Kit, Sleeved, Ultra 40, Blue
73241	Coil, Replacement Wire Kit, Sleeved, Ultra 40, Black



No. 73240



No. 73241

CRANK TRIGGER ULTRA SERIES KIT

Small Block Chevrolet

Fits: O.E.M., Fluidampr, ATI, Fischer, JEGS and other SBC 7.0" or smaller diameter damper cases with 4.749" mounting registers

- Crank trigger kit is based on the popular flying magnet style kit
- Compact adjuster arm for better fitment with chassis restrictions pans and containment devices
- The trigger wheel and arm are constructed out of billet aluminum with black anodized finish for long lasting good looks
- Moroso has designed the trigger wheel and adjuster arm to allow for infinite timing settings while still giving you the ability to position the sensor for the greatest range of adjustment for your combination. No more having the sensor run out of adjustment before you even start the engine up
- The sensor mounting block is designed so that it will not stick out of the back of the arm and interfere with the oil pan
- Moroso Crank trigger sensor comes with the most common plug to easily hook to any popular ignition box with no modifications
- Kit mounts to passenger side of block only, and has two sensor locations for non-motorplate applications
- Includes all necessary hardware

PART # DESCRIPTION

60009 Crank Trigger Ultra Series Kit, Small Block Chevy



No. 60009



CRANK TRIGGER ULTRA SERIES WITH ADJUSTABLE TIMING POINTER KIT

Small Block Ford, 302 - 351W

Fits: O.E.M., Fluidampr, ATI, Jegs and other S.B.F. 7.0" or smaller diameter by 3.35" long 4-bolt dampers

- Crank trigger kit is based on the popular flying magnet style kit
- Compact adjuster arm for better fitment with chassis restrictions pans and containment devices
- The trigger wheel and arm are constructed out of billet aluminum with black anodized finish for long lasting good looks
- Built-in adjustable timing pointer
- The trigger wheel and arm are constructed out of billet aluminum with black anodized finish for long lasting good looks
- Moroso has designed the trigger wheel and adjuster arm to allow for infinite timing settings while still giving you the ability to position the sensor for the greatest range of adjustment for your combination. No more having the sensor run out of adjustment before you even start the engine up
- The sensor mounting block is designed so that it will not stick out of the back of the arm and interfere with the oil pan
- Moroso Crank trigger sensor comes with the most common plug to easily hook to any popular ignition box with no modifications
- Kit mounts to passenger side of block or on motorplate applications
- Includes all necessary hardware

PART # DESCRIPTION

60010 Crank Trigger Ultra Series Kit, Small Block Ford



No. 60010



CRANK TRIGGER ULTRA SERIES KIT**Big Block Chevrolet**

Fits: O.E.M., Fluidampr, ATI, Fischer, JECS and other BBC 8.0" or smaller diameter damper cases with 4.749" mounting registers

- Kit mounts to driver's-side of block only, for mechanical fuel pump, centrifugal supercharger clearance and has two sensor locations for non-motorplate applications
- Crank Trigger Kit is based on the popular, flying magnet-style kits
- Compact adjuster arm for better fitment with two-piece oil pans and containment devices
- The trigger wheel and arm are constructed out of billet aluminum with black anodized finish for long lasting good looks
- Moroso has designed the trigger wheel and adjuster arm to allow for infinite timing settings, while still giving you the ability to position the sensor for the greatest range of adjustment for your combination. No more having the sensor run out of adjustment before you even start the engine up
- The sensor mounting block is designed so that it will not stick out of the back of the arm and interfere with the oil pan or a dipper
- Moroso Crank trigger sensor comes with the most common plug to easily hook to any popular ignition box with no modifications
- Includes all necessary hardware

**No. 60012****PART # DESCRIPTION**

60012 Crank Trigger Ultra Series Kit for Big Block Chevrolet, Mounts to driver's side of block for mechanical fuel pumps, Procharger clearance

TIMING POINTERS FOR FORD 289/302/351W

- Designed to hug the damper so it is easier to line up the damper and the pointer for more accurate timing
- Up to 4 degrees of adjustment are possible
- Fits 6.125" to 6.250" balancers
- Constructed out of billet aluminum with a black anodized finish
- Stainless steel mounting hardware included

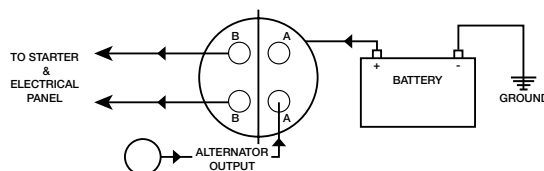
PART # DESCRIPTION

60150 Timing Pointer, Ford 289/302/351W, 11 O'clock TDC

60155 Timing Pointer, Ford 289/302/351W, 10 O'clock TDC

**No. 60150****No. 60155****BATTERY & ALTERNATOR DISCONNECT SWITCH**

- As race cars have gotten more complicated so has sanctioning bodies rules in making sure that a racecar's electrical power can be completely shut off
- This 4-Pole switch makes installing a "Master Disconnect" switch much simpler. A 4-Pole switch is used to disconnect both the battery and the alternator feed simultaneously without the need for relays.
- Can be mounted in the same locations as traditional On/Off switches with the added security of being able to interrupt the alternator circuit
- Four 3/8" -24 Terminals, rated at 125A continuous/ 750A intermittent, up to 36V DC max., Two Terminals marked "Terminal A" for the battery circuit and Two Terminals marked "Terminal B" for the alternator circuit
- Indexing pin aligns switch with mounting panel and prevents rotation: fits mounting panels up to 1/4" thick
- Includes switch position decal and switch location decal for the exterior of the car
- Use with Moroso Push/Pull Kit **No. 74105** for remote installations and Moroso Battery Cable Fitting End Kit with 3/8" opening **No. 74170**

**No. 74108****PART # DESCRIPTION**

74108 Battery & Alternator Disconnect Switch

MOROSO.COM

REMOTE PUSH/PULL BATTERY ALTERNATOR SWITCH KIT

- "Push/Pull" Style of remote battery disconnect switch allows you to mount the Battery Disconnect Switch a roll cage tube with a weld-on bracket, then actuate it with this T-handle kit protruding through the rear panel
- Included switch Moroso Part **No. 74100** is for applications without alternators, Rating: 125 amps @ 6-36 volts DC
- Includes switch, brackets, swing arm linkage, 18" long aluminum tube actuator link, all necessary bushings, fasteners, switch position decal and switch location decal for the exterior of the car



PART #	DESCRIPTION
74109	Remote Push/Pull Battery Disconnect Switch Kit

REMOTE PUSH/PULL BATTERY & ALTERNATOR DISCONNECT SWITCH KIT

- "Push/Pull" Style of remote battery disconnect switch allows you to mount the Battery Disconnect Switch a roll cage tube with a weld-on bracket, then actuate it with this T-handle kit protruding through the rear panel
- Included is Moroso Part **No. 74108** "Master Disconnect" 4-Pole switch. A 4-Pole switch is used to disconnect both the battery and the alternator feed simultaneously without the need for relays
- Includes switch, brackets, swing arm linkage, 18" long aluminum tube actuator link, all necessary bushings, fasteners, switch position decal and switch location decal for the exterior of the car



PART #	DESCRIPTION
74111	Battery & Alternator Disconnect Switch Kit

BATTERY DISCONNECT SWITCH BRACKET

- "L" shaped bracket makes mounting and aligning Moroso Part **Nos. 74100, 74101 & 74108** or similar battery disconnect switches easier than previous methods
- Made out of 1/8" thick steel
- Can be bolted and/or welded into place

PART #	DESCRIPTION
74116	Battery & Alternator Disconnect Switch Bracket



No. 74116

REMOTE BATTERY DISCONNECT SWITCH MOUNTING KIT, MORSE CABLE ACTUATED

- This kit allows for greater flexibility of mounting a remote battery disconnect lever
- Using a morse cable to actuate the battery disconnect switch allows more flexibility and greater distances between the switch itself and the lever that the driver, crew, or safety workers operate
- Kit also includes brackets, fasteners, switch position decal and switch location decal for the exterior of the car
- Use with Moroso Nos. **74100**, **74101**, **74106** & **74108** Battery Disconnect Switches or other similar switches



No. 74117

PART # DESCRIPTION

74117 Remote Battery Disconnect Switch Mounting Kit, Morse Cable Actuated

REMOTE BATTERY DISCONNECT SWITCH KIT, MORSE CABLE ACTUATED

- This kit allows for greater flexibility of mounting a remote battery disconnect lever
- Using a morse cable to actuate the battery disconnect switch allows more flexibility and greater distances between the switch itself and the lever that the driver, crew, or safety workers operate
- Included is Moroso **No. 74100** Battery Disconnect switch for applications without alternators, Rating: 125 amps @ 6-36 volts DC
- Kit includes brackets, fasteners, handle, switch position decal and switch location decal for the exterior of the car



No. 74118

PART # DESCRIPTION

74118 Remote Battery Disconnect Switch Kit, Morse Cable Actuated

REMOTE BATTERY & ALTERNATOR DISCONNECT SWITCH KIT, MORSE CABLE ACTUATED

- This kit allows for greater flexibility of mounting a remote battery disconnect lever
- Using a morse cable to actuate the battery disconnect switch allows more flexibility and greater distances between the switch itself and the lever that the driver, crew, or safety workers operate
- Included is Moroso Part **No. 74108** "Master Disconnect" 4-Pole switch. A 4-Pole switch is used to disconnect both the battery and the alternator feed simultaneously without the need for relays
- Kit also includes brackets, fasteners, switch position decal and switch location decal for the exterior of the car



No. 74119

PART # DESCRIPTION

74119 Remote Battery & Alternator Disconnect Switch Kit, Morse Cable Actuated

BATTERY JUMPER TERMINAL BRACKET, FOR MOROSO PART NO. 74140

- "L" shaped bracket makes mounting and aligning Moroso Part **No. 74140** or similar battery disconnect switches easier than previous methods
- Made out of 1/8" thick steel
- Can be bolted and/or welded into place
- Finish of the bracket can be painted, polished or left as is



No. 74149

PART # DESCRIPTION

74149 Battery Jumper Terminal Bracket



HOW A MOROSO OIL PAN IS MANUFACTURED

REPRINTED FROM DRAG RACER MAGAZINE TEXT AND PHOTOS BY RANDY FISH

Moroso Performance Products was the first to manufacture racing oil pans with deep and kicked-out sumps, solving the lubrication problems of racers. The following details the manufacture of a Pro Eliminator Oil Pan. While automated machinery is used to make individual components, **Moroso Oil Pans are precision welded, one at a time, by skilled craftsmen.**



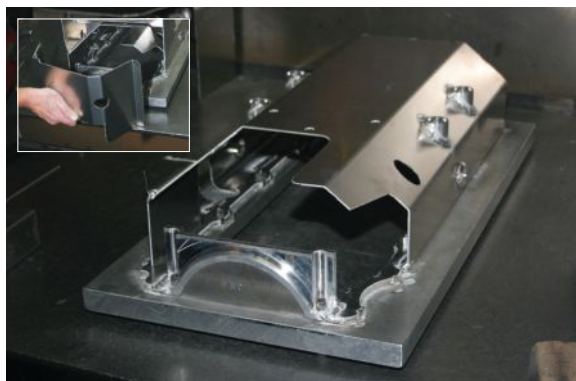
The turret punch press machine is where Moroso's precision manufacturing process begins. Reference holes become precision cuts resulting in a sheet of pre-cut aluminum components. Once a design is entered into the machine's computerized interface, the exacting tolerances of the original pan can be repeated endlessly. ***Inset:*** Individual pieces are detached manually in preparation for assembly.



Billet aluminum end caps are milled on Moroso's bank of CNC machines. They are then computer checked for dimensional accuracy before transfer to manufacturing. Here, a Quality Control Tech uses computerized digital probes to perform a battery of tests on a CMM machine, a staple in the aerospace industry. Another computer driven sheet metal brake makes the prescribed bends and angles for various component pieces.



Skilled craftsmen precision-make each Moroso Oil Pans which could not be mass produced with the same degree of accuracy and workmanship. **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 utilizes one-inch thick plate to absorb heat and ensure proper alignment, while preventing warpage.



Oil pan foundation after one billet end rail has been welded into place. Moroso's efficient manufacturing processes ensure that each part is made to close tolerances, which means the actual welded seam is minimal. ***Inset:*** Moroso pioneered the deep and kick-out sump oil pan; here, the deepest section of the pan begins to take shape.



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

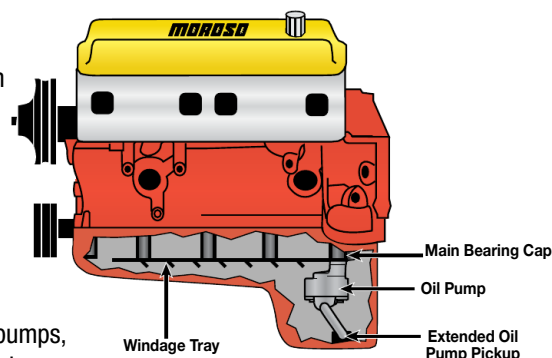


Shown here are the individual components, along with a completed **Pro Eliminator Oil Pan (Part No. 20385)** for Big-Block Chevy-powered Super Class cars, Bracket cars, and Comp Eliminator racers. One of our more popular wet-sump Mark IV Big-Block Chevy offerings, this pan gives racers eight-to-nine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

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.



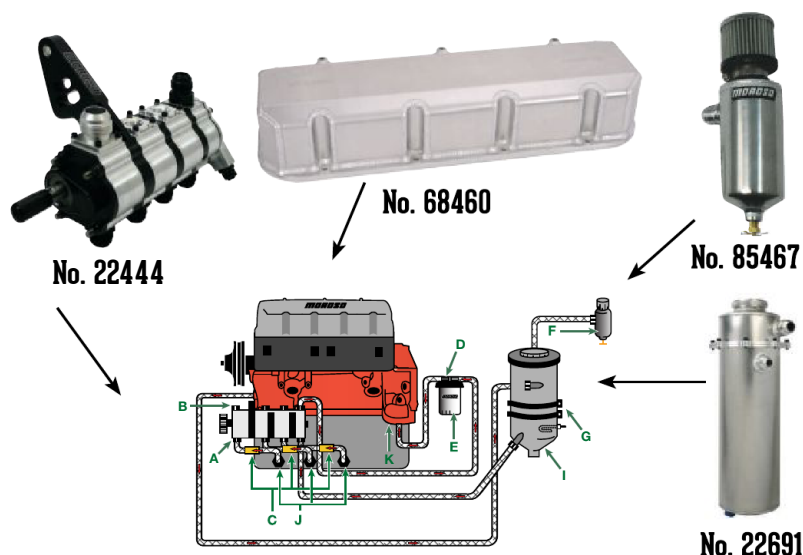
Moroso Wet Sump Oiling System components are race proven, designed to keep the engine properly supplied with oil during the most demanding conditions.

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

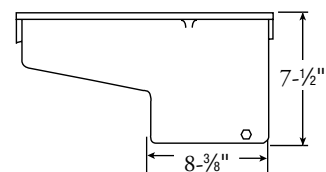


weight of excess oil (a phenomenon commonly referred to as "windage"). Because there is no internal pump, the windage tray or screen which serves to isolate sump oil from the rotating assembly, is allowed to run the full length of the pan. Keeping the rotating assembly free of windage allows it to spin 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.

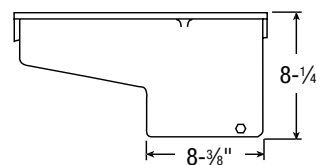
NOTE: Oil pan rules vary from track to track. Check with your race track and/or sanctioning body before purchasing.

**CHEVROLET SMALL BLOCK****Steel, 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

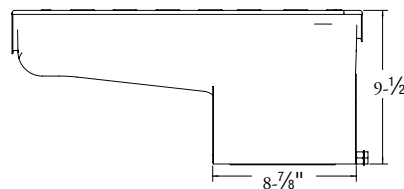
PART # DESCRIPTION**20170** Oil Pan, Steel, Clear Zinc, Stock Configuration**Engine Application:** Pre-1980 blocks with driver-side dipstick**20171** Oil Pan, Steel, Clear Zinc, Stock Configuration**Engine Application:** 1980-'85 blocks with passenger-side dipstick**20172** Oil Pan, Steel, Clear Zinc, Stock Configuration**Engine Application:** 1986 and newer blocks with one-piece rear main seal**PART # RECOMMENDED PICKUPS****24212** Fits: Moroso SBC Race Pump **No. 22099, No. 22101** or M55 style pump**24213** Fits: Moroso SBC HV Race Pump **No. 22109, No. 22111** or M55 HV style pump**PART # OIL PUMP/PICKUP PACKAGE****22144** Moroso High Volume Package**PART # AVAILABLE OPTIONS****23020** Windage Tray**23000** Oil Pan Baffle**25800** Crank Scraper**PART # AVAILABLE OPTIONS****38551** Oil Pan Flange Head Bolts, SBC**93150** Oil Pan Gasket, Pre-'85 block with a 2 piece rear main seal**93151** Oil Pan Gasket, '86-up block with a 1 piece rear main seal**No. 20170****CHEVROLET SMALL BLOCK****Steel, 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

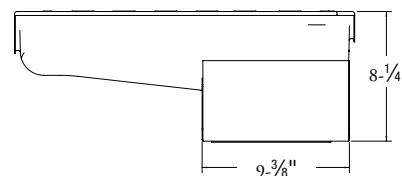
PART # DESCRIPTION**20180** Oil Pan, Steel, Clear Zinc, Street Performance, Deep Sump**Engine Application:** Pre-1980 blocks with driver-side dipstick**20181** Oil Pan, Steel, Clear Zinc, Street Performance, Deep Sump**Engine Application:** 1980-'85 blocks with passenger-side dipstick**20182** Oil Pan, 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. 22099, No. 22101** or M55 style pump**24350** Fits: Moroso SBC HV Race Pump **No. 22109, No. 22111** or M55HV style pump**24320** Fits: Moroso BBC Race Pump **No. 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**22139** Moroso High Volume with Anti-Cavitation Grooves Package**22171** Moroso Billet Aluminum Oil Pump**PART # AVAILABLE OPTIONS****23020** Windage Tray**23000** Oil Pan Baffle**25800** Crank Scraper**PART # AVAILABLE OPTIONS****38551** Oil Pan Flange Head Bolts, SBC**93150** Oil Pan Gasket, Pre-'85 block with a 2 piece rear main seal**93151** Oil Pan Gasket, '86-up block with a 1 piece rear main seal**No. 20180****NOTE:** Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.

CHEVROLET SMALL BLOCK**Steel, Wet Sump, 7 Quart Capacity, 9-1/2" Deep****Fits: Most Chassis (except 1962-'67 Chevy II, V8 Vega and Monza)**

- Accepts up to 4.125" stroke with steel rods
- Fits 4 bolt Dart, GM and Merlin main caps
- Trap door baffle for improved oil control
- Increases capacity which reduces oil temperature
- Compatible with most starter/flywheel combinations

PART # DESCRIPTION**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. 22099, No. 22101** or M55 style pump**24340** **Fits:** Moroso SBC HV Race Pump **No. 22109, No. 22111** or M55 HV style pump**PART # AVAILABLE OIL PAN OPTION****23020** Windage Tray**23000** Oil Pan Baffle**25800** Crank Scraper**38551** Oil Pan Flange Head Bolts, SBC**93150** Oil Pan Gasket, Pre-'85 block with a 2 piece rear main seal**No. 20165****CHEVROLET SMALL BLOCK****Steel, Wet Sump, 7 Quart Capacity, 8-1/4" deep****Fits: Most Chassis (except 1962-'67 Chevy II, V8 Vega and Monza)**

- Accepts 4.125" stroke with most steel rods
- Fits 4 bolt Dart, GM and Merlin main caps
- Kicked-out sump
- Trap door baffle for improved oil control
- Compatible with most starter/flywheel combinations
- Will clear most stock exhaust, Borla, Hedman and Hooker headers

PART # DESCRIPTION**20190** Oil Pan, Steel, Clear Zinc, **Engine Application:** Pre-1980 blocks w/ driver-side dipstick**20200** Oil Pan, Steel, Clear Zinc, **Engine Application:** 1980-'85 blocks w/ passenger-side dipstick**20205** Oil Pan, Steel, Clear Zinc, **Engine Application:** 1986 and newer blocks w/ one-piece rear main seal; passenger-side dipstick**PART # RECOMMENDED PICKUPS****24170** **Fits:** Moroso SBC Race Pump **No. 22099, No. 22101** or M55 style pump**24350** **Fits:** Moroso SBC HV Race Pump **No. 22109, No. 22111** or M55HV style pump**24320** **Fits:** Moroso BBC Race Pump **No. 22150** or M77HV style pump**24360** **Fits:** M155HV/M10551 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**22139** Moroso High Volume with Anti-Cavitation Grooves Package**22171** Moroso Billet Aluminum Oil Pump**No. 20190****PART # AVAILABLE OIL PAN OPTION****23020** Windage Tray**23000** Oil Pan Baffle**25800** Crank Scraper**38551** Oil Pan Flange Head Bolts, SBC**93150** Oil Pan Gasket, Pre-'85 block with a 2 piece rear main seal**93151** Oil Pan Gasket, '86-up block with a 1 piece rear main seal



CHEVROLET SMALL BLOCK

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

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

- Accepts 4.125" stroke with most steel rods
- Fits 4 bolt Dart, GM and Merlin main caps
- Kicked-out sump
- Crank scraper welded to pan
- Uni-directional windage tray screen
- Trap door baffle for improved oil control
- Will clear most stock manifolds; Borla®, Hedman® and Hooker® headers
- Compatible with most starter/flywheel combinations

PART # DESCRIPTION

- 20191** Oil Pan, Steel, Clear Zinc, **Engine Application:** Pre-1980 blocks w/ driver-side dipstick
- 20201** Oil Pan, Steel, Clear Zinc, **Engine Application:** 1980-'85 blocks w/ two-piece rear main seal; passenger-side dipstick
- 20206** Oil Pan, Steel, Clear Zinc, **Engine Application:** 1986 and newer blocks w/ one-piece rear main seal; passenger-side dipstick

PART # RECOMMENDED PICKUPS

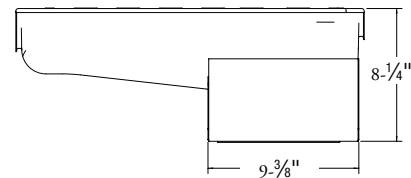
- 24170** Fits: Moroso SBC Race Pump **No. 22099**, **No. 22101** or M55 style pump
- 24350** Fits: Moroso SBC HV Race Pump **No. 22109**, **No. 22111** or M55HV style pump
- 24320** Fits: Moroso BBC Race Pump **No. 22150** or M77HV style pump
- 24360** Fits: M155HV/M10551 style pump

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



No. 20191



PART # AVAILABLE OPTIONS

- 23000** Oil Pan Baffle
- 38551** Oil Pan Flange Head Bolts, SBC
- 93150** Oil Pan Gasket, Pre-'85 block with a 2 piece rear main seal
- 93151** Oil Pan Gasket, '86-up block with a 1 piece rear main seal

CHEVROLET SMALL BLOCK

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

Engine Application: Pre-1985 with 2 piece rear main seal

Fits: Most chassis (may require cross-member modification)

- Kicked-out sump
- Accepts strokes up to 4.125" with steel rods
- Fits 4 bolt Dart, GM and Merlin main caps
- 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

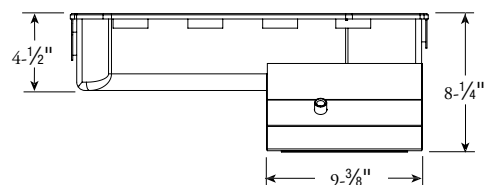
- 24170** Fits: Moroso SBC Race Pump **No. 22099**, **No. 22101** or M55 style pump
- 24350** Fits: Moroso SBC HV Race Pump **No. 22109**, **No. 22111** or M55HV style pump
- 24320*** Fits: Moroso BBC Race Pump **No. 22150** or M77HV style pump
- 24360*** Fits: M155HV/M10551 style pump

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



No. 20195



PART # AVAILABLE OPTIONS

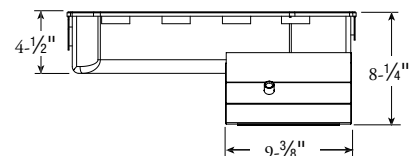
- 23020** Windage Tray
- 23000** Oil Pan Baffle
- 25800** Crank Scraper
- 25970** Universal Dipstick Kit

- 25971** Universal Dipstick Kit, Braided Stainless Flex Tube
- 25973** Universal Dipstick Kit, Twist Lock
- 38551** Oil Pan Flange Head Bolts, SBC
- 93150** Oil Pan Gasket, Pre-'85 block with a 2 piece rear main seal

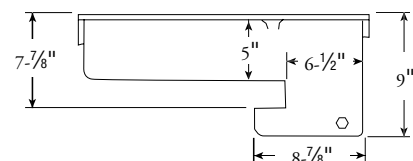
*with baffle modification

CHEVROLET SMALL BLOCK*Steel, Wet Sump, 7 Quart Capacity, 8-1/4" Deep**Engine Application: Pre-1985 with 2 piece rear seal**Fits: Most chassis (may require cross-member modification)*

- Kicked-out sump
- Accepts up to 4.125" stroke with steel rods
- Fits 4 bolt Dart, GM and Merlin main caps
- Louvered windage tray
- Compatible with most starter/flywheel combinations
- Provision for Universal Dipstick Kits **No. 25970**, **No. 25971** or **No. 25973**

PART # DESCRIPTION**20196** Oil Pan, Steel, Clear Zinc, Deep Sump**PART # RECOMMENDED PICKUPS****24170** *Fits: Moroso SBC Race Pump **No. 22099**, **No. 22101** or M55 style pump***24350** *Fits: Moroso SBC HV Race Pump **No. 22109**, **No. 22111** or M55HV style pump***24320*** *Fits: Moroso BBC Race Pump **No. 22150** or M77HV style pump***24360*** *Fits: M155HV/M10551 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**22139*** Moroso High Volume with Anti-Cavitation Grooves Package**22171** Moroso Billet Aluminum Oil Pump**with baffle modification***No. 20196****PART # AVAILABLE OIL PAN OPTION****23000** Oil Pan Baffle**25800** Crank Scraper**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**93150** Oil Pan Gasket, Pre-'85 block with a 2 piece rear main seal**CHEVROLET SMALL BLOCK***Steel, Wet Sump, 6 Quart Capacity, 9" Deep**Fits: 1962-'67 Chevy II (without power steering)*

- Clears 4.125" stroke with most steel rods
- Fits 4 bolt Dart, GM and Merlin main caps
- Notched sump clears steering linkage
- Compatible with most starter/flywheel combinations
- Reduces oil temperature

PART # DESCRIPTION**20211** Oil Pan, Steel, Clear Zinc, Street Performance, Deep Sump*Engine Application: Pre-1980 blocks with driver-side dipstick***20212** Oil Pan, Steel, Clear Zinc, Street Performance, Deep Sump*Engine Application: 1986 & newer blocks with one-piece rear main seal***PART # RECOMMENDED PICKUPS****24120** *Fits: Moroso SBC Race Pump **No. 22099**, **No. 22101** or M55 style pump***24122** *Fits: Moroso SBC HV Race Pump **No. 22109**, **No. 22111** or M55HV style pump***PART # AVAILABLE OIL PAN OPTION****23000** Oil Pan Baffle**25800** Crank Scraper**38551** Oil Pan Flange Head Bolts, SBC**93150** Oil Pan Gasket, Pre-'85 block with a 2 piece rear main seal**93151** Oil Pan Gasket, '86-up block with a 1 piece rear main seal**No. 20211****NOTE:** Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.

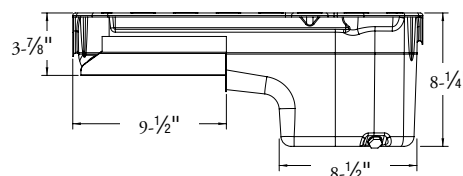
**CHEVROLET SMALL BLOCK**

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

Engine Application: Up to '85 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)
- Fits 4 bolt Dart, GM and Merlin main caps
- Trap door baffling for improved oil control
- Specially designed to fit with stock Vega & Monza cross-member
- Reduces oil temperature
- Compatible with most starter/flywheel combinations

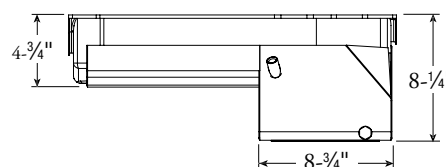
PART # DESCRIPTION**20230** Oil Pan, Steel, Clear Zinc, Street Performance, Deep Sump**PART # RECOMMENDED PICKUPS****24170** Fits: Moroso SBC Race Pump **No. 22099, No. 22101** or M55 style pump**24350** Fits: Moroso SBC HV Race Pump **No. 22109, No. 22111** or M55HV style pump**24320** Fits: Moroso BBC Race Pump **No. 22150** or M77HV style pump**24360** Fits: M155HV/M10551 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**22139** Moroso High Volume with Anti-Cavitation Grooves Package**22171** Moroso Billet Aluminum Oil Pump**PART # AVAILABLE OPTIONS****23000** Oil Pan Baffle**25800** Crank Scraper**38551** Oil Pan Flange Head Bolts, SBC**93150** Oil Pan Gasket, Pre-'85 block with a 2 piece rear main seal**No. 20230****DRAG RACING****CHEVROLET SMALL BLOCK**

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

Engine Application: Up to '85 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

PART # DESCRIPTION**21017** Oil Pan, Steel, Clear Zinc with Driver-side Dipstick**PART # RECOMMENDED PICKUPS****24170** Fits: Moroso SBC Race Pump **No. 22099, No. 22101** or M55 style pump**24350** Fits: Moroso SBC HV Race Pump **No. 22109, No. 22111** or M55HV style pump**24320** Fits: Moroso BBC Race Pump **No. 22150** or M77HV style pump**24360** Fits: M155HV/M10551 style pump, with slight tray modifications**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**22139** Moroso High Volume with Anti-Cavitation Grooves Package**22171** Moroso Billet Aluminum Oil Pump**No. 21017****PART # AVAILABLE 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**93150** Oil Pan Gasket, Pre-'85 block with a 2 piece rear main seal

CHEVROLET SMALL BLOCK

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

Engine Application: Pre-1985 Engine Blocks including Dart and Merlin

Fits: 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
- Solid louvered tray for maximum power and oil control
- Features O-ring magnetic drain plug, two 1/2" drain backs and dipstick bung



No. 21234



PART # DESCRIPTION

21234 Oil Pan, SBC, Two Piece Rear Main Seal Engine Blocks

PART # RECOMMENDED PICKUPS

24170 Fits: Moroso SBC Race Pump No. 22099, No. 22101 or M55 style pump

24350 Fits: Moroso SBC HV Race Pump No. 22109, No. 22111 or M55HV style pump

PART # OIL PUMP/PICKUP PACKAGE

22124 Moroso Standard Volume Package

22134 Moroso High Volume Package

22171 Moroso Billet Aluminum Oil Pump

PART # AVAILABLE OPTIONS

25970 Universal Dipstick Kit

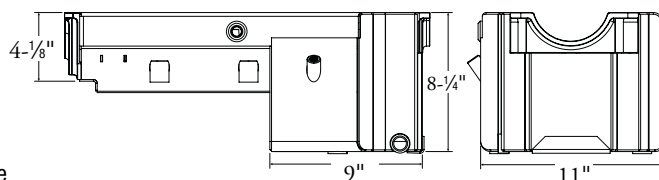
25971 Universal Dipstick Kit, Braided Stainless Flex Tube

25973 Universal Dipstick Kit, Twist Lock

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

38385 Billet Nose Oil Pan Stud Kit

93150 Oil Pan Gasket, Pre-'85 block with a 2 piece rear main seal



OIL PANS

CHEVY SMALL BLOCK

OILING PRODUCTS DESIGNED TO

WORK IN TUNE

MOROSO BILLET ALUMINUM OIL PUMPS AND FABRICATED OIL PANS ARE DESIGNED TO WORK TOGETHER DEPENDABLY AND EFFICIENTLY!

Our High Volume Oil Pumps incorporate proven spur gear technology into a billet-machined housing that solves the problems of broken housings and pickups. Paired with your choice of our rugged Oil Pans -quality fabricated here in the USA- it's an unbeatable combination for your Big Block Chevy oiling system.



No. 22163
BBC Spur Gear Pump
High Volume

- Billet Aluminum Housing with 3x larger mounting boss area to prevent breakage
- Body of pump is pinned for gear alignment
- Optimized pickup location for acceleration and deceleration



No. 21047 BBC Oil Pan
Steel, Wet Sump



No. 20485 BBC Oil Pan
Aluminum, Wet Sump



No. 20403 BBC Oil Pan
Deep Sump, Steel, Wet Sump



No. 20413 Gen V, Gen IV
Steel, Wet Sump

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OIL PANS

CHEVY SMALL BLOCK

CHEVROLET SMALL BLOCK

Steel, Wet Sump, 7 Quart Capacity, 7-1/2" Deep Sump, Road Race Baffled
Fits: Most GM chassis (except 1962-'67 Chevy II, V-8 Vega and Monza)

- Clears 4.125" stroke with most steel rods
- Fits 4 bolt Dart, GM and Merlin main caps
- 3 trap door baffles, 2 runners for oil control in Road Racing, also an excellent Drag Race oil pan
- Has a built in crank scraper, removable screen windage tray and anti-slosh to free up horsepower
- Rear Sump is 7-1/2" deep, 12" wide and 10-1/2" long
- Steel with a clear zinc finish
- Compatible with most starter/flywheel combinations

PART # DESCRIPTION

- 21813** Oil Pan, Steel, Clear Zinc, Road Race Baffled
Engine Application: Pre- 1980 engine blocks with two piece seal/driver side dipstick
- 21814** Oil Pan, Steel, Clear Zinc, Road Race Baffled
Engine Application: SBC '80-'85 engine blocks with two piece seal/passenger side dipstick & dart shp blocks
- 21815** Oil Pan, Steel, Clear Zinc, Road Race baffled
Engine Application: SBC 1986 & Newer engine blocks with one piece seal/passenger side dipstick

PART # RECOMMENDED PICKUPS

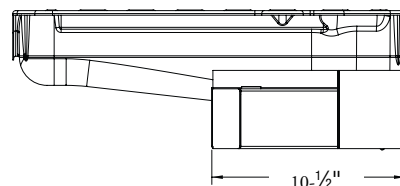
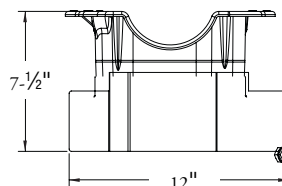
- 24212** Fits: Moroso SBC Race Pump No. 22099, No. 22101 or M55 style pump
- 24213** Fits: Moroso SBC HV Race Pump No. 22109, No. 22111 or M55HV style pump

PART # AVAILABLE OPTIONS

- 38551** Oil Pan Flange Head Bolts, SBC
- 93150** Oil Pan Gasket, Pre-'85 block with a 2 piece rear main seal
- 93151** Oil Pan Gasket, '86-up block with a 1 piece rear main seal



No. 21813



CHEVROLET SMALL BLOCK

Steel, Wet Sump, 5.5 Quart Capacity, 7-1/2" Deep
Engine Application: LT1, LT4, one-piece rear seal
Fits: 1993-'97 F-Body, Impala

- Kicked-out sump and 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 the factory oil level sensor*
- 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. 22099, No. 22101 or M55 style pump
- 24213** Fits: Moroso SBC HV Race Pump No. 22109, No. 22111 or M55HV style pump

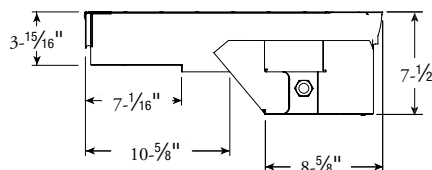
PART # AVAILABLE OPTIONS

- 22738** Plug, 20mm x 1.5, Male with Copper Washer
- 93151** Oil Pan Gasket, '86-up block with a 1 piece rear main seal

*If the factory low oil warning sensor is not going to be used, Part #22738, 20mm Plug with copper washer is available.



No. 20185



PART # AVAILABLE 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
- 38551** Oil Pan Flange Head Bolts, SBC

CHEVROLET SMALL BLOCK

*Steel, Wet Sump, 7 Quart Capacity, 7" Deep Sump, Road Race Baffled
Fits: C-3 & C-4 Corvettes, Kit Cars and other low ground
clearance applications*

- Clears 4.125" stroke with most steel rods
- Fits 4 bolt Dart, GM and Merlin main caps
- 5 trap door baffles for oil control in Road Racing, also an excellent Drag Race pan
- Has a built-in crank scraper, removable louvered windage tray for horsepower
- Rear Sump is 7" deep, 13-7/8" wide and 12" long
- Includes 20mm fitting for oil level sensor, optional 20mm plug **No. 22738** available for use when the factory low warning sensor is not going to be utilized
- Use stock dipstick; also has a 1/4" NPT fitting for Moroso Universal Dipsticks **Nos. 25970, 25971 & 25973**
- Steel with a clear zinc finish
- Compatible with most starter/flywheel combinations



No. 21811



PART # DESCRIPTION

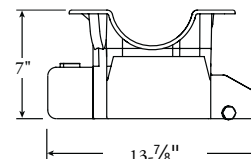
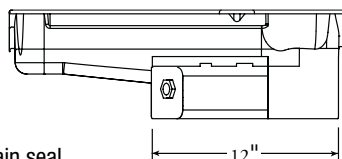
- 21811** Oil Pan, Steel, Clear Zinc, 7" Deep, Road Race Baffled
Engine Application: SBC 1986 & newer engine blocks with one-piece seal and passenger side dipstick
- 21812** Oil Pan, Steel, Clear Zinc, 7" Deep, Road Race Baffled
Engine Application: Pre-1980 engine blocks with two-piece seal and driver-side dipstick

PART # RECOMMENDED PICKUPS

- 24811** Fits: M55 style Standard Volume Oil Pump in Moroso Part **No. 21811** and **No. 21812**
- 24814** Fits: M55HV style High Volume Oil Pump in Moroso Part **No. 21811** and **No. 21812**

PART # AVAILABLE OPTIONS

- 22738** Plug, 20mm x 1.5, Male with Copper Washer
- 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
- 93150** Oil Pan Gasket, Pre-'85 block with a 2 piece rear main seal
- 93151** Oil Pan Gasket, '86-up block with a 1 piece rear main seal



KEEP YOUR C-4 CORVETTE ENGINE ALIVE

Fits: C-3 & C-4 Corvettes, Kit Cars and other low ground clearance applications

- 5 trap door baffles for oil control in Road Racing, also an excellent Drag Race pan
- Clears 4.125" stroke with most steel rods
- Fits 4 bolt Dart, GM and Merlin main caps
- Has a built-in crank scraper, removable louvered windage tray for horsepower
- Rear Sump is 7" deep, 13-3/4" wide and 12" long



No. 21811

No. 21811
SBC 1986 & newer engine blocks with one-piece seal and passenger-side dipstick

No. 21812
Pre-1980 engine blocks with two-piece seal and driver-side dipstick

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



CHEVROLET SMALL BLOCK

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

Engine Application: Pre-1980 with two-piece rear main seal 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 PICKUPS

24308 Fits: Moroso SBC HV Race Pump **No. 22109, No. 22111** or M55HV style pump

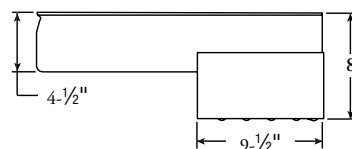
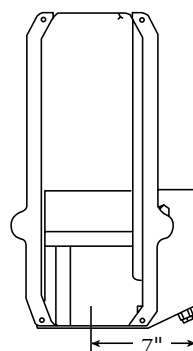
PART # AVAILABLE OPTIONS

38551 Oil Pan Flange Head Bolts, SBC

93150 Oil Pan Gasket, Pre-'85 block with a 2 piece rear main seal



No. 21308



CHEVROLET SMALL BLOCK

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

Fits: GM 1978-'87 Metric Chassis, aftermarket and Camaro front ends

- Cost-effective Circle Track oil pan with Moroso quality and performance
- Accepts 4.125" stroke with steel rods
- Fits 4 bolt Dart, GM and Merlin main caps
- Trap door baffles for oil control
- Removable louvered windage tray
- Built-in crankscraper
- Accepts most starter and flywheel combinations

PART # DESCRIPTION

21316 Oil Pan, Steel, Clear Zinc, Kicked-Out Sump

Engine Application: Pre-1980 blocks with driver-side dipstick

21317 Oil Pan, Steel, Clear Zinc, Kicked-Out Sump

Engine Application: 1980-'85 blocks with passenger-side dipstick

21320 Oil Pan, Steel, Clear Zinc, 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

PART # AVAILABLE OPTIONS

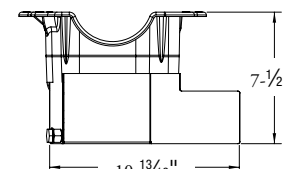
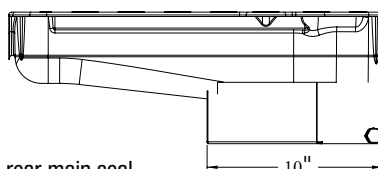
38555 Self-Locking Oil Pan Bolts

93150 Oil Pan Gasket, Pre-'85 block with a 2 piece rear main seal

93151 Oil Pan Gasket, '86-up block with a 1 piece rear main seal



No. 21316



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

CHEVROLET SMALL BLOCK*Steel, 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

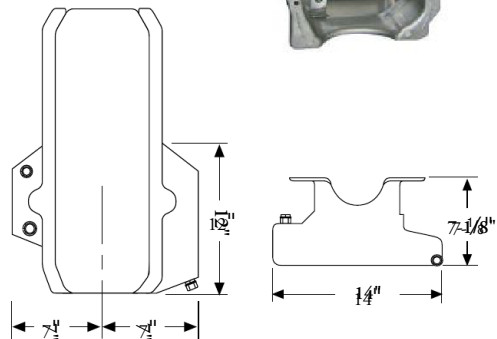
- 21318** Oil Pan, Steel, Clear Zinc, Kicked-out Sump
Engine Application: Pre-1980 blocks with two-piece rear main seal or 1980-'85 blocks with passenger-side dipstick
- 21319** Oil Pan, Steel, Clear Zinc, Kicked-out Sump
Engine Application: 1986 and newer blocks with one-piece rear main seal

PART # RECOMMENDED PICKUPS

- 24101** *Fits: Flange Type Melling SBC Oil Pump M10555*
- 24103** *Fits: Moroso SBC Race Pump No. 22099, No. 22101 or M55 style pump*
- 24104** *Fits: Moroso SBC HV Race Pump No. 22109, No. 22111 or M55HV style pump*
- 24318** *Fits: Moroso SBC HV Blueprinted Pump with 3/4" dia. inlet, Melling M155HV/M10551 style pump*
- 22147** *Fits: Moroso High Volume Package with 3/4" dia. inlet*

PART # AVAILABLE OPTIONS

- 38551** Oil Pan Flange Head Bolts, SBC
- 93150** Oil Pan Gasket, Pre-'85 block with a 2 piece rear main seal
- 93151** Oil Pan Gasket, '86-up block with a 1 piece rear main seal

**No. 21318****CHEVROLET SMALL BLOCK***Steel, Wet Sump, 7 Quart Capacity, 7-1/2" Deep**With 1" Inspection Bung to meet 2011 - Up IMCA Rules**Fits: GM 1978-'87 Metric Chassis, aftermarket and Camaro front ends*

- Accepts 4.125" stroke with steel rods, accepts most starter and flywheel combinations
- Fits 4 bolt Dart, GM and Merlin main caps
- Dimensions: 7-1/2" deep, 10" long by 10-13/16" wide sump
- Integrated 1" inspection bung with plug, no need for extra welding
- A cost-effective Circle Track Oil Pan with Moroso quality & performance was unavailable until now
- Trap doors for oil control, removable louvered windage tray and built-in crankscraper

PART # DESCRIPTION

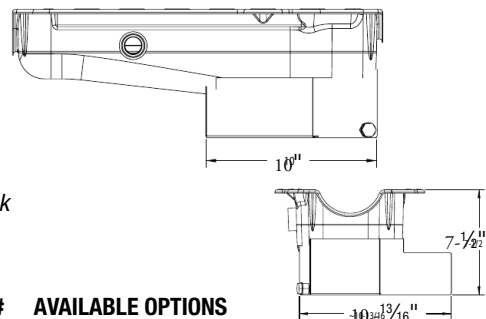
- 21322** Oil Pan, Steel, Clear Zinc, Circle Track
Engine Application: Pre-1980 blocks with driver-side dipstick
- 21323** Oil Pan, Steel, Clear Zinc, Circle Track
Engine Application: 1980-'85 blocks with passenger side dipstick
- 21324** Oil Pan, Steel, Clear Zinc, Circle Track
Engine Application: 1986 and newer blocks with a one-piece rear main seal

PART # RECOMMENDED PICKUPS

- 24316** *Fits: M55HV style Oil Pump Pickup*
- 24317** *Fits: M55 style Oil Pump Pickup*

PART # AVAILABLE OPTIONS

- 23000** Oil Pan Baffle
- 38555** Self-Locking Oil Pan Bolts
- 93150** Oil Pan Gasket, Pre-'85 block with a 2 piece rear main seal
- 93151** Oil Pan Gasket, '86-up block with a 1 piece rear main seal

**No. 21322****NOTE:** Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.



CHEVROLET SMALL BLOCK

Steel, 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. 22099, No. 22101 or M55 style pump

24315 Fits: Melling M55HV style pump

PART # AVAILABLE OPTIONS

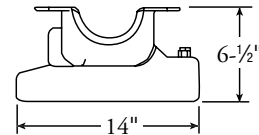
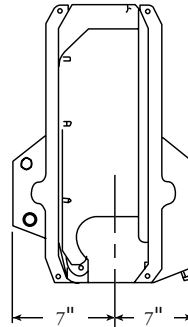
38551 Oil Pan Flange Head Bolts, SBC

93150 Oil Pan Gasket, Pre-'85 block with a 2 piece rear main seal

93151 Oil Pan Gasket, '86-up block with a 1 piece rear main seal



No. 21314



CHEVROLET SMALL BLOCK

Steel, 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

PART # RECOMMENDED PICKUPS

24101 Fits: Flange Type Melling SBC Oil Pump M10555

24103 Fits: Moroso SBC Race Pump No. 22099, No. 22101 or M55 style pump

24104 Fits: Moroso SBC HV Race Pump No. 22109, No. 22111 or M55HV style pump

24318 Fits: Moroso SBC HV Blueprinted Pump with 3/4" dia. inlet, Melling M155HV/M10551 style pump

22147 Fits: Moroso High Volume Package with 3/4" dia. inlet

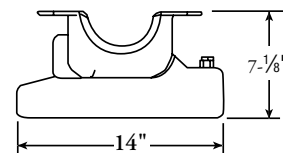
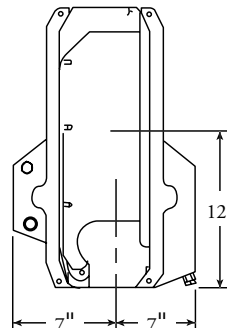
PART # AVAILABLE OPTIONS

38551 Oil Pan Flange Head Bolts, SBC

93150 Oil Pan Gasket, Pre-'85 block with a 2 piece rear main seal

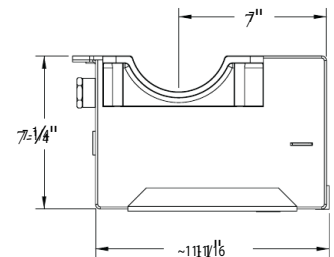
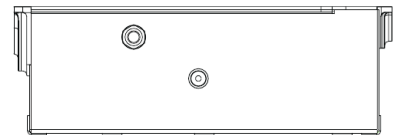


No. 21312

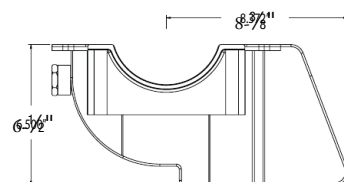


CHEVROLET SMALL BLOCK*Aluminum, Wet Sump, 9.5 Quart Capacity, 7-1/4" Deep**Fits: Sprint Car and any chassis with no cross-member under the engine*

- Fully fabricated aluminum with billet end seals to ensure a consistent sealing surface
- Fits 4 bolt main cap blocks
- Large kick out design for maximum horsepower and oil temperature reduction
- Advanced oil containment system comprised of 5 Trap Doors & a diagonal runner
- Pan rail crank scraper & windage tray
- Inspection bung with plug
- Oil level check and a magnetic drain plug

PART # DESCRIPTION**21330** SBC Oil Pan Fully Fabricated Aluminum with billet end seals, Wet Sump, Sprint Car**PART # RECOMMENDED PICKUPS****24101** *Fits:* Flange Type Melling SBC Oil Pump M10555**24103** *Fits:* Moroso SBC Race Pump **No. 22099, No. 22101** or M55 style pump**24104** *Fits:* Moroso SBC HV Race Pump **No. 22109, No. 22111** or M55HV style pump**24325** *Fits:* Moroso Part **Nos. 22149, 22159, 22150, 22160 & 22162** and Melling 77/77HV style oil pumps **PART # AVAILABLE OPTIONS****62256** Wrench, Oil Pan T-Handle, 7/16", 6 PT**38385** Billet Nose Oil Pan Stud Kit**93150** Oil Pan Gasket, Pre-'85 block with a 2 piece rear main seal**No. 21330****360/410 SPRINT CAR***Aluminum, Dry Sump, 6-1/2" Deep**Fits: Sprint Car and any chassis with no cross-member under the engine*

- Fully fabricated aluminum with billet end seals to ensure a consistent sealing surface
- Fits 4 bolt main cap blocks
- Large kick out design for maximum horsepower and oil temperature reduction
- Forward facing -12 AN female pickups
- Inspection bung with plug
- Internal runners to direct oil to the pickups
- Internal rear baffle that prevents oil from climbing up the back of the oil pan

PART # DESCRIPTION**21553** Oil Pan, Fully Fabricated Aluminum with billet end seals**Engine Application:** SBC, 3 P/U, Sprint Car**21554** Oil Pan, Fully Fabricated Aluminum with billet end seals**Engine Application:** SBC, 2 P/U, Sprint Car**21555** Oil Pan, Fully Fabricated Aluminum with billet end seals**Engine Application:** Donovan H/C 410, 3 P/U, Sprint Car**21556** Oil Pan, Fully Fabricated Aluminum with billet end seals,**Engine Application:** Donovan H/C 410, 2 P/U, Sprint Car**PART # AVAILABLE OPTIONS****38385** Billet Nose Oil Pan Stud Kit**62256** Wrench, Oil Pan T-Handle, 7/16", 6 PT**No. 21555****NOTE:** Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.

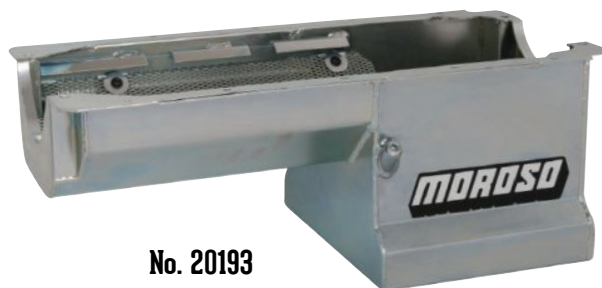
**DART/ROCKET BLOCK**

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

Engine Application: Dart/Rocket Block

Fits: Most chassis with Dart/Rocket Blocks
(may require cross-member modification)

- Kicked-out sump
- Trap door baffle for improved oil control
- Crank scraper welded to pan
- Uni-directional screen windage tray
- Compatible with most starter/flywheel combinations
- Requires BBC standard height oil pump shaft, Moroso **No. 22080**



No. 20193

PART # DESCRIPTION

20193 Oil Pan, Steel, Fully Fabricated, Clear Zinc, Street Performance, Deep Sump

PART # RECOMMENDED PICKUPS

24171 Fits: Moroso SBC Race Pump **No. 22099**, **No. 22101** or M55 style pump

24351 Fits: Moroso SBC HV Race Pump **No. 22109**, **No. 22111** or M55HV style pump

PART # OIL PUMP/PICKUP PACKAGE

22163 Moroso Billet Aluminum Oil Pump, High Volume

22164 Moroso Billet Aluminum Oil Pump, BBC, Standard Volume

PART # AVAILABLE OPTIONS

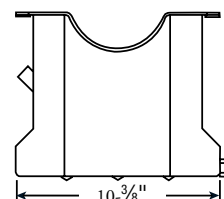
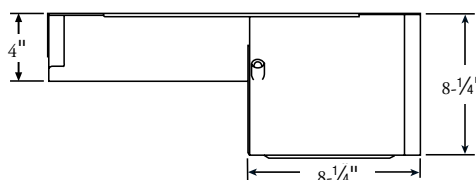
22080 Oil Pump Shaft

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

**DRAG RACING****DART IRON EAGLE SMALL BLOCK**

Steel, 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
- Requires BBC standard height oil pump shaft, Moroso **No. 22080**



No. 21019

PART # DESCRIPTION

21019 Oil Pan, Steel, Clear Zinc, Fully Fabricated

PART # RECOMMENDED PICKUPS

24171 Fits: Moroso SBC Race Pump **No. 22099**, **No. 22101** or M55 style pump

24351 Fits: Moroso SBC HV Race Pump **No. 22109**, **No. 22111** or M55HV style pump

PART # OIL PUMP/PICKUP PACKAGE

22163 Moroso Billet Aluminum Oil Pump, BBC, High Volume

22164 Moroso Billet Aluminum Oil Pump, BBC, Standard Volume

PART # AVAILABLE OPTIONS

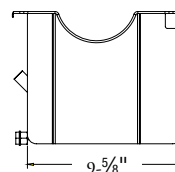
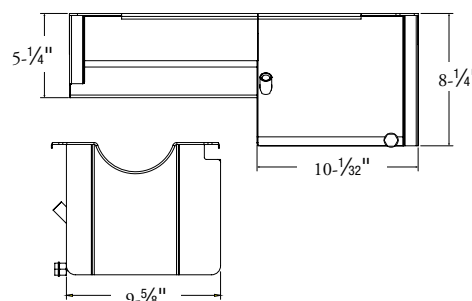
22080 Oil Pump Shaft

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

Aluminum, 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
- Requires BBC standard height oil pump shaft, Moroso **No. 22080**



No. 21245



PART # DESCRIPTION

21245 Oil Pan, Aluminum, Internal Oil Pump

PART # RECOMMENDED PICKUPS

24171 Fits: Moroso SBC Race Pump **No. 22099**, **No. 22101** or M55 style pump

24351 Fits: Moroso SBC HV Race Pump **No. 22109**, **No. 22111** or M55HV style pump

PART # OIL PUMP/PICKUP PACKAGE

22163 Moroso Billet Aluminum Oil Pump, BBC, High Volume

22164 Moroso Billet Aluminum Oil Pump, BBC, Standard Volume

PART # AVAILABLE OPTIONS

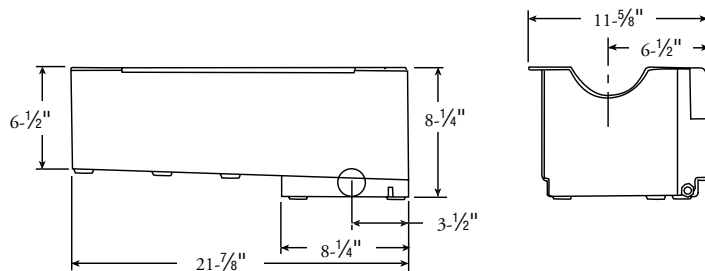
22080 Oil Pump Shaft

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



CIRCLE TRACK

DART / BRODIX

Aluminum, Spread Rail

Fits: Sprint Car and any chassis with no cross-member under the engine

- Fully fabricated aluminum with billet end seals to ensure a consistent sealing surface
- Fits 4 bolt main caps
- Large kick out design for maximum horsepower and oil temperature reduction
- Forward facing -12 AN female pickups
- Inspection plug
- Internal runners to direct oil to the pickups
- Internal rear baffle that prevents oil from climbing up the back of the oil pan



No. 21551



PART # DESCRIPTION

21551 Oil Pan, Fully Fabricated Aluminum with billet end seals

Engine Application: Dart/Brodix (Spread Rail), 3 P/U, Sprint Car

21552 Oil Pan, Fully Fabricated Aluminum with billet end seals

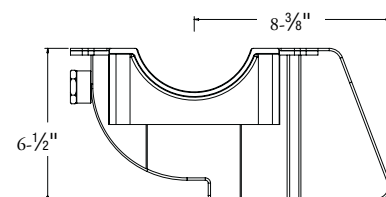
Engine Application: Dart/Brodix (Spread Rail), 2 P/U, Sprint Car

PART # AVAILABLE OPTIONS

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



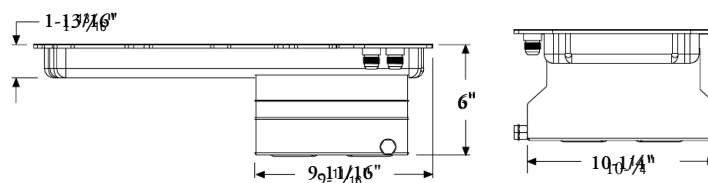


OIL PANS

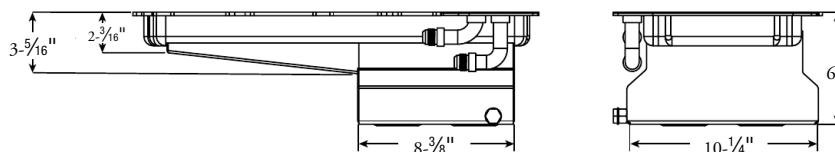
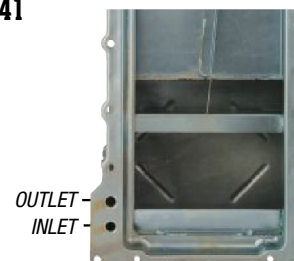
GM LS SERIES

GM LS SERIES*Steel, 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
- Two -10AN fittings for remote filter installation
- Use stock dipstick

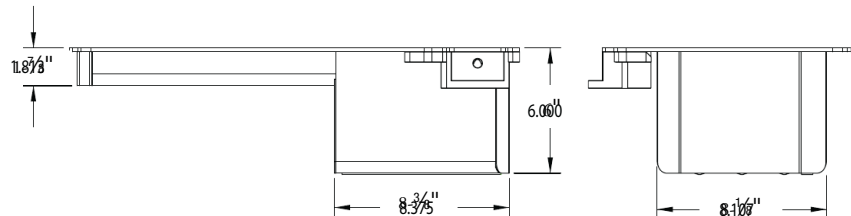
PART # DESCRIPTION**20140** Oil Pan, Steel, Clear Zinc**PART # RECOMMENDED PICKUP****24050** Fits: Stock Oil Pumps or Moroso LS-1/LS-6 High Volume Race Pump **No. 22120****PART # AVAILABLE OPTIONS****23683** Remote Oil Filter Adapter**23694** Oil Cooler/Filter Sandwich Adapter**23700** Remote Oil Filter 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**71162** Dust Shield for Moroso & Aftermarket Oil Pans**93152** Oil Pan Gasket, One Piece Design, Steel Reinforced, GM LS Series (Except LS7 & LS9)**NOTE:** Front fitting is pressure, and the rear fitting is return.**No. 20140****GM LS SERIES***Steel, 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. 88)
- Trap-door baffling for improved oil control
- Clears 4.125" stroke with most steel rods
- Two -10AN fittings for remote filter installation
- Use stock dipstick

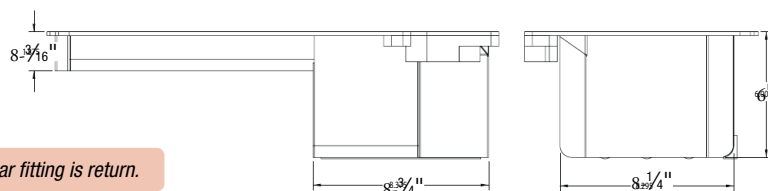
PART # DESCRIPTION**20141** Oil Pan, Steel, Clear Zinc Plated, GM LS Series**PART # RECOMMENDED PICKUP****24050** Stock Oil Pumps or Moroso LS-1/LS-6 High Volume Race Pump **No. 22120****PART # AVAILABLE OPTIONS****22941** Windage Tray**23700** Remote Oil Filter Mount**23710** Remote Oil Filter Mount**23750** Remote Oil Filter Mount**23760** Remote Oil Filter Mount**23766** Remote Oil Filter Mount**23683** Remote Oil Filter Adapter**23694** Remote Oil Filter Adapter**38541** Oil Pan Stud Kit**71162** Dust Shield for Moroso & Aftermarket Oil Pans**93152** Oil Pan Gasket, One Piece Design, Steel Reinforced, GM LS Series (Except LS7 & LS9)**NOTE:** Front fitting is pressure, and the rear fitting is return.**No. 20141**

GM LS SERIES. REAR SUMP SWAP*Steel, Wet Sump, 5 Quart Capacity, 6" Deep, 8-1/2" Wide, 8-3/8" Long**Engine Application: GM LS Series**Fits: LS Engine Conversions that require a Rear Sump (Check Measurements)*

- Oil pan has a thick precision laser cut steel rail with a durable fabricated steel sump plated with a clear zinc finish
- Fabricated, durable steel construction is more adaptable to add fittings, change finishes and weighs less than cast aluminum construction
- Clears 4.125" stroke with most steel rods and can be used with Moroso **No. 22941** windage tray
- Front of the oil pan is 1-7/8" deep to the beginning of the 6" Deep, 8-1/8" Wide, and 8-3/8" Long sump
- Anti-climb baffle
- Features a billet aluminum adapter that allows a 1/8" thread Moroso **No. 22462** or O.E.M. oil filter to be mounted in the stock location, no need to run a remote oil filter
- Magnetic drain plug and uses a stock dipstick

**No. 20145****PART # DESCRIPTION****20145** Oil Pan, Fully Fabricated, Steel, Rear Sump swap**PART # RECOMMENDED PICKUP****24050** Stock Oil Pumps or Moroso LS Series High Volume Race Pump **No. 22120****PART # AVAILABLE OPTIONS****22462** Racing Oil Filter**22941** Windage Tray**38541** Oil Pan Mounting Stud Kit**71162** Dust Shield for Moroso & Aftermarket Oil Pans**93152** Oil Pan Gasket, GM LS**GM LS SERIES. REAR SUMP SWAP, NARROW SUMP***Steel, Wet Sump, 5 Quart Capacity, 6" Deep, 8-5/16" Wide, 8-3/8" Long**Engine Application: GM LS Series**Fits: LS Engine Conversions that require a narrower Rear Sump (Check Measurements) for "Block Hugger" headers*

- Oil pan has a thick precision laser cut steel rail with a durable fabricated steel sump plated with a clear zinc finish
- Fabricated, durable steel construction is more adaptable to add fittings, change finishes and weighs less than cast aluminum construction
- Clears 4.125" stroke with most steel rods and can be used with Moroso **No. 22941** Windage Tray
- Front of the oil pan is 1-7/8" deep to the beginning of the 6" Deep, 8-5/16" Wide, and 8-3/8" Long sump
- Anti-climb baffle
- Features a detachable, remote oil filter adapter constructed out of billet aluminum with two straight -10AN ports
- Magnetic drain plug and uses a stock dipstick

**No. 20147****PART # DESCRIPTION****20147** Oil Pan GM LS, Rear Sump, Swap, Fully Fabricated, Steel, Remote Oil Filter**PART # RECOMMENDED PICKUP****24050** Stock Oil Pumps or Moroso LS Series High Volume Race Pump **No. 22120****PART # AVAILABLE OPTIONS****22941** Windage Tray**38541** Oil Pan Mounting Stud Kit**71162** Dust Shield for Moroso & Aftermarket Oil Pans**93152** Oil Pan Gasket, GM LS**NOTE:** Front fitting is pressure, and the rear fitting is return.



GM LS SERIES. REAR SUMP SWAP



Steel, Wet Sump, 5 Quart Capacity, 6" Deep, 8- $\frac{5}{16}$ " Wide, 8- $\frac{3}{8}$ " Long

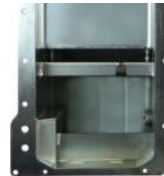
Engine Application: GM LS Series

Fits: LS Engine Conversions that require a narrower Rear Sump
(Check Measurements) for "Block Hugger" headers

- Oil pan has a thick precision laser cut steel rail with a durable fabricated steel sump plated with a clear zinc finish
- Fabricated, durable steel construction is more adaptable to add fittings, change finishes and weighs less than cast aluminum construction
- Clears 4.25" stroke with most steel rods
- Front of the oil pan is 1- $\frac{7}{8}$ " deep to the beginning of the 6" Deep, 8- $\frac{5}{16}$ " Wide, and 8- $\frac{3}{8}$ " Long sump
- Anti-climb baffle
- Features a detachable, billet aluminum adapter that allows a $\frac{13}{16}$ " thread Moroso **No. 22462** or O.E.M. oil filter to be mounted in the stock location, no need to run a remote oil filter
- Accepts Moroso **No. 22941** Windage Tray
- Magnetic drain plug and uses a stock dipstick



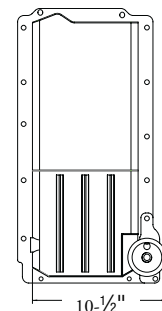
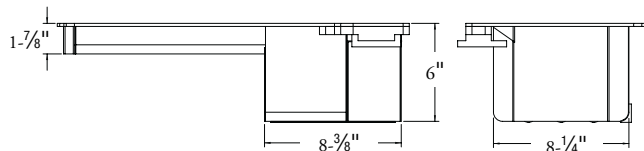
No. 20150



PART # DESCRIPTION
20150 Oil Pan, GM LS, Rear Sump, Swap, Fully Fabricated, Steel, Spin-On Oil Filter

PART # RECOMMENDED PICKUP
24050 Pickup, **Fits:** Moroso LS-1/LS-6 High Volume Race Pump **No. 22120**

PART # AVAILABLE OPTIONS
22462 Oil Filter, Racing
22941 Windage Tray
38541 Oil Pan Stud Kit
71162 Dust Shield for Moroso & Aftermarket Oil Pans
93152 Oil Pan Gasket, One Piece Design, Steel Reinforced, GM LS Series (Except LS7 & LS9)



GM LS SERIES

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

Engine Application: GM LS Series

Fits: Late Model F-Body Camaro, Firebird, Camaro 1993 - '02

- Includes tray and pickup
- Trap door baffle for improved oil control
- Clears 4.125" stroke with most steel rods
- Louvered windage tray
- -10AN fitting for remote oil filter

No. 21150

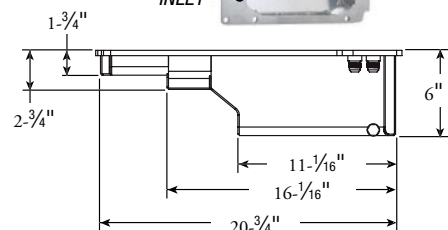


PART # DESCRIPTION
21150 Oil Pan, Aluminum, Fully Fabricated with Billet Rail, Deep Sump, Tray and Pickup

PART # RECOMMENDED PICKUP
24050 Pickup, **Fits:** Moroso LS-1/LS-6 High Volume Race Pump **No. 22120**

PART # AVAILABLE 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
38542 Oil Pan Stud Kit
71162 Dust Shield for Moroso & Aftermarket Oil Pans
93152 Oil Pan Gasket, One Piece Design, Steel Reinforced, GM LS Series (Except LS7 & LS9)

OUTLET
INLET



GM LS SERIES. CAMARO COPO

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

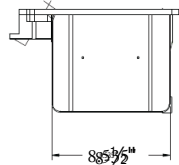
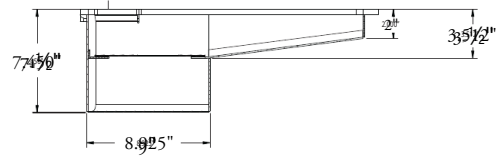
Engine Application: GM LS Series

Fits: 2012-Up COPO Camaro, Rear Sump Applications
(Check Measurements)

- Part **No. 21151** is standard equipment on the 2014 COPO Camaros, can be used to upgrade earlier cars or used on COPO tribute cars
- Is 6 lbs lighter than the cast aluminum oil pan that was used on the 2012 and 2013 cars
- Has a thick oil pan rail machined from billet aluminum with a fabricated aluminum sump with an internal anti-slosh baffle
- Features a billet aluminum Spin-On oil filter adapter with a 1/4" N.P.T. sensor port that accepts a 22mm-1.5 thread Moroso Part **No. 22463** or O.E.M. Spin-On oil filter
- NHRA legal for stock eliminator

PART # DESCRIPTION**21151** Oil Pan, Aluminum, Fully Fabricated**REQUIRES THESE GM PARTS FOR INSTALLATION****GM PART #DESCRIPTION****12608579** Oil Pump Pick Up**12570788** Dipstick**12570787** Dipstick Tube**12611129** Windage Tray*

*A.R.P. PART #200-8587 IS REQUIRED TO SPACE WINDAGE TRAY ON 427 ENGINE

**No. 21151****PART # AVAILABLE OPTIONS****93152** Oil Pan Gasket, GM LS**22463** Oil Filter, Moroso Racing**38542** Oil Pan, Mounting Stud Kit**71162** Dust Shield for Moroso & Aftermarket Oil Pans**DRAG / DRIFT / ROAD RACE****GM LS SERIES. FRONT SUMP SWAP**

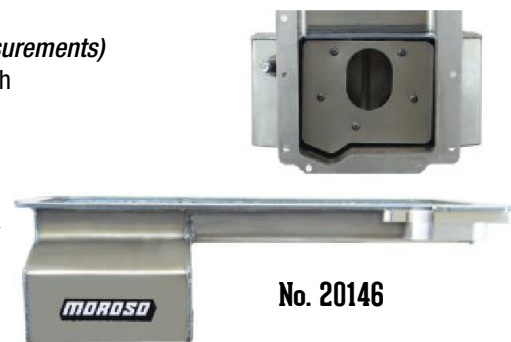
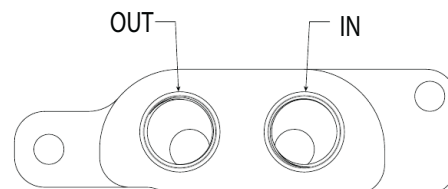
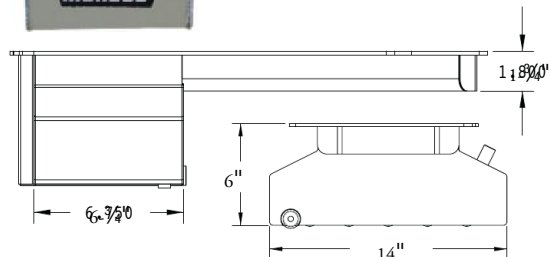
Steel, Wet Sump, 6.5 Quart Capacity, 6" Deep, 14" Wide, 6-3/4" Long, Baffled

Engine Application: GM LS Series

Fits: LS Engine Conversions that require a Front Sump (Check Measurements)

- Oil pan has a thick precision laser cut steel rail with a clear zinc finish
- Clears 4.125" stroke with most steel rods
- The fabricated steel sump is 6" Deep, 14" Wide, and 6-3/4" Long
- Features a race proven diamond shape four trap door assembly and removable anti-slosh baffle that keeps oil contained in oil pump pick up area during Drifting, Road Racing and Drag Racing
- Oil Pan Design moves oil away from the rotating assembly for oil control and horsepower saving
- Accepts GM Part # 12558253 Windage Tray with modification
- Designed to be used with 2004-2006 Pontiac GTO O.E.M. Oil Pump Pick up, GM Part #12572654

- Two straight -10AN ports for remote filter installation
- Dipstick Fitting for required oil pan mounted dipstick
- Magnetic Drain Plug

PART # DESCRIPTION**20146** Oil Pan, GM LS, Front Sump Swap, Race Baffled, Fully Fabricated, Steel**REQUIRES THE FOLLOWING GM PARTS TO COMPLETE THE INSTALLATION OF PART NO. 20146 ON ENGINE****GM PART DESCRIPTION****12572654** Oil Pump Pick Up**12558253** Windage Tray**PART # AVAILABLE OPTIONS****22120** Oil Pump GM LS, Race**25970** Universal Dipstick Kit**25971** Universal Dipstick Kit, Braided Stainless Flex Tube**25973** Universal Dipstick Kit, Twist Lock**38541** Oil Pan Mounting Stud Kit**71162** Dust Shield, GM LS**93152** Oil Pan Gasket, GM LS**No. 20146****No. 23688**Remote Oil Filter Adapter, GM LS Series,
Included with **No. 20146**

OIL PANS

GM LS SERIES



GM LS SERIES

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

Early F-Body/Swap

Engine Application: GM LS Series

Fits: 1967-'92, 2010-'15 Camaro, 1968-'78 Nova, 1965-'72 Chevelle, 1953-'96 Corvette, 1978-'88 G-Body and GM S10/S15 Two Wheel Drive Blazer/Truck. Can also be used in additional applications; check dimensions for clearance

- Two versions available:

No. 20142 has a Billet Aluminum Spin-on Oil Filter Adapter that accepts a 1 $\frac{3}{16}$ " thread. Moroso **No. 22462** or O.E.M. oil filter to be mounted in the stock location.

No. 20148 has a Billet Aluminum Remote Oil Filter Adapter that has two straight -10AN ports for remote filter installation

- Oil pan has a thick precision laser cut steel rail and a clear zinc finish
- Clears 4.125" stroke with most steel rods
- Features a race proven diamond shape four trap door assembly and anti-slosh baffle that keeps oil contained in oil pump pick up area during road racing and drag racing
- The 7 Quart Capacity moves the oil away from the rotating assembly for oil control and horsepower saving
- Uses stock dipstick
- Accepts GM Part # 12558253 Windage Tray with modification

PART # DESCRIPTION

20142 Oil Pan, GM LS, Early/Swap F-Body Race Baffled, Spin-on Oil Filter Adapter

20148 Oil Pan GM LS Early/Swap F-Body Race Baffled, Remote Oil Filter Adapter

PART # RECOMMENDED PICKUP

24050 Stock Oil Pumps or Moroso LS Series High Volume Race Pump **No. 22120**

PART # AVAILABLE OPTIONS

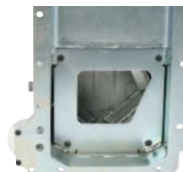
38541 Oil Pan Stud Kit

71162 Dust Shield for Moroso & Aftermarket Oil Pans

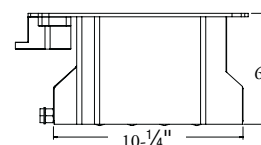
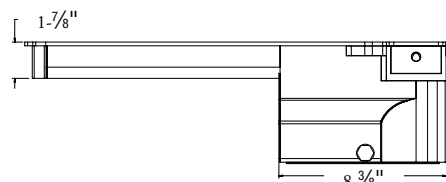
93152 Oil Pan Gasket, One Piece Design, Steel Reinforced, GM LS Series (Except LS7 & LS9)



No. 20142



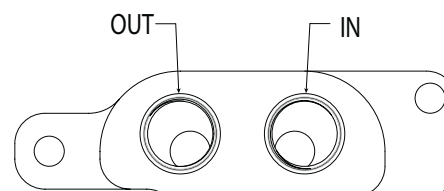
No. 20148



No. 20142
Spin-on Oil Filter Adapter



No. 20148
Remote Filter Adapter



No. 23688
Remote Oil Filter Adapter, GM LS Series,
Included with **No. 20148**

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

GM LS SERIES

Steel, Wet Sump, 7 Quart Capacity, 6" Deep
Engine Conversion Race Baffled, Angled Sump, Fully
Fabricated Steel Oil Pan

Engine Application: GM LS Series

Fits: 1967-'92, 2010-'15 Camaro, 1968-'78 Nova, 1965-'72
Chevelle, 1953-'96 Corvette, 1978-'88 G-Body and GM
S10/S15 Two Wheel Drive Blazer/Truck. Can also be
used in additional applications; check dimensions for
clearance

- Two versions available:
No. 20143 has a Billet Aluminum Spin-on Oil Filter Adapter that accepts a 13/16" thread. Moroso **No. 22462** or O.E.M. oil filter to be mounted in the stock location.
No. 20149 has a Billet Aluminum Remote Oil Filter Adapter that has two straight -10AN ports for remote filter installation
- Oil pan has a thick precision laser cut steel rail and a clear zinc finish
- Clears 4.125" stroke with most steel rods and can be used with Moroso Part **No. 22941** Windage Tray (see page 110)
- The sump is 8 3/8" long and 10 1/4" wide
- Features a race proven diamond shape four trap door assembly and anti-slosh baffle that keeps oil contained in oil pump pick up area during road racing and drag racing
- The 7 Quart Capacity moves the oil away from the rotating assembly for oil control and horsepower saving
- Uses stock dipstick

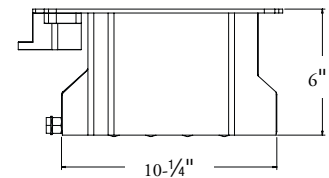
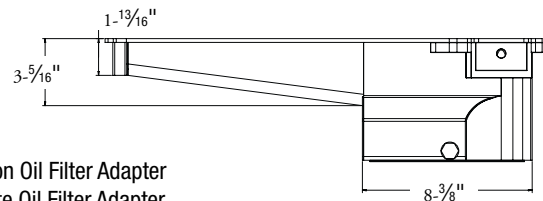
PART #	DESCRIPTION
20143	Oil Pan, GM LS, Engine Conv. Race Baffled, Angled Sump, Spin-on Oil Filter Adapter
20149	Oil Pan, GM LS, Engine Conv. Race Baffled, Angled Sump, Remote Oil Filter Adapter
PART #	RECOMMENDED PICKUP
24050	Stock Oil Pumps or Moroso LS Series High Volume Race Pump No. 22120
Part #	AVAILABLE OPTIONS
22941	Windage Tray
38541	Oil Pan Stud Kit
71162	Dust Shield for Moroso & Aftermarket Oil Pans
93152	Oil Pan Gasket, One Piece Design, Steel Reinforced, GM LS Series (Except LS7 & LS9)



No. 20143



No. 20149



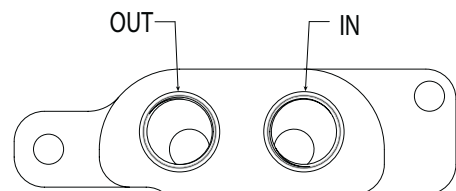
No. 20143

Spin-on Oil Filter Adapter



No. 20149

Remote Filter Adapter



No. 23688

Remote Oil Filter Adapter, GM LS Series,
Included with **No. 20149**

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



DUST SHIELD, GM LS SERIES

- Covers the exposed flywheel (and clutch in standard transmission vehicles) when using an aftermarket oil pan on a GM LS Series Engine
- Manufactured from .100 thick aluminum
- Includes mounting hardware

PART # DESCRIPTION

71162 Dust Shield, GM LS Series



No. 71162

GM LS

Steel, Dry Sump, Fully Fabricated Steel

- For GM LS Series Engine Blocks
- Has versatile 3 scavenge –12 AN male pick up design allows the oil pan to be used as a Circle Track or Road Race Oil Pan, would also make an excellent Drag Race or Off Road oil pan
- Oil pan has a $\frac{3}{16}$ " thick precision laser cut steel rail with a 14 gauge steel sump to stand up to the toughest racing conditions
- Front of the oil pan is 1- $\frac{3}{4}$ " deep to the beginning of the 4" deep sump
- The sump is 16" long and 10" wide
- Clears 4.125" stroke with most steel rods
- Wrap around Anti-Slosh Baffle
- Has a –10 AN male fitting for a oil return



No. 21155



PART # DESCRIPTION

21155 Oil Pan, Fully Fabricated Steel left side pick ups

21156 Oil Pan, Fully Fabricated Steel right side pick ups

PART # AVAILABLE OPTIONS

23700 Remote Oil Filter Mount

23710 Remote Oil Filter Mount

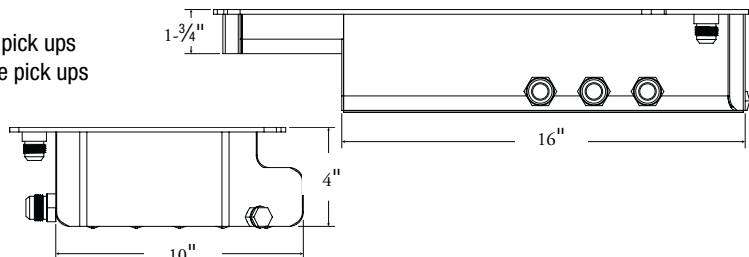
23750 Remote Oil Filter Mount

23760 Remote Oil Filter Mount

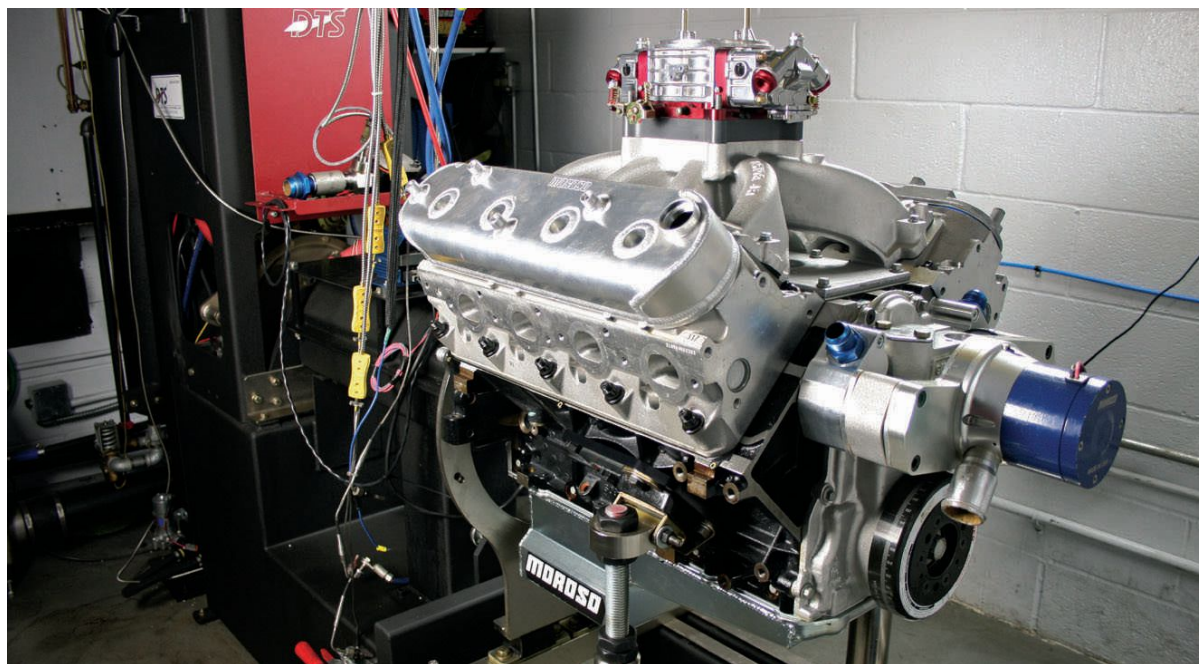
23766 Remote Oil Filter Mount

38541 Oil Pan Stud Kit

93152 Oil Pan Gasket, One Piece Design, Steel Reinforced, GM LS Series (Except LS7 & LS9)

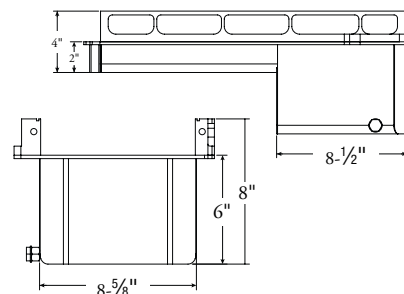


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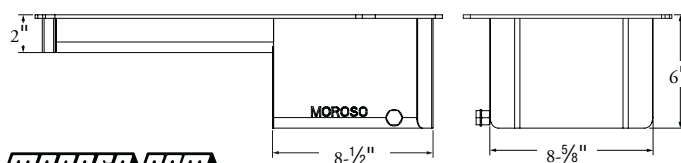


DART LS NEXT*Wet Sump, 7 Quart Capacity, 6" Deep, Baffled**Engine Application: Dart LS Next Engine Blocks**Fits: 1967-'92 Camaro, 1968-'78 Nova, 1965-'72 Chevelle, 1953-'96 Corvette, 1978-'88 G-Body, and GM S10/S15 Two Wheel Drive Blazer/Truck*

- Kit includes Dart LS Next oil pan and Moroso **No. 22934**, Billet Aluminum Spacers with mounting hardware
- Oil pan has a $\frac{3}{16}$ " thick precision laser cut steel rail specifically designed for the LS Next Engine Block
- Features a trap door baffle and a removable windage tray that wraps around the oil pump for horsepower savings and oil control
- Has a 16 gauge steel sump to stand up to the toughest racing conditions
- Front of the oil pan is 2" deep to the beginning of the 6" deep sump
- The sump is 8- $\frac{1}{2}$ " long and 8- $\frac{5}{8}$ " wide
- Clears 4.125" stroke with most steel rods
- The included billet aluminum spacers that mount between the engine block and the oil pan with the supplied mounting hardware, sealing via the built in O-ring groove and requires a GM LS Gasket
- Billet aluminum spacers have mounting holes for A/C and P/S brackets
- Uses stock OEM LS dipstick

PART # DESCRIPTION**20144** Oil Pan, Fully Fabricated Steel**PART # RECOMMENDED PICKUP****24144** Stock Oil Pumps or Moroso LS Series High Volume Race Pump **No. 22120****PART # AVAILABLE OPTIONS****93152** Oil Pan Gasket, One Piece Design, Steel Reinforced, GM LS Series (Except LS7 & LS9)**No. 20144****DART LS NEXT***Wet Sump, 7 Quart Capacity, 6" Deep, Baffled**Engine Application: Dart LS Next Non-skirted Engine Blocks with Moroso Billet Aluminum Spacer Kit**Fits: 1967-'92 Camaro, 1968-'78 Nova, 1965-'72**Chevelle, 1953-'96 Corvette, 1978-'88 G-Body, and GM S10/S15 Two Wheel Drive Blazer/Truck*

- Pan does not include Moroso Oil Pan Spacer Kit **No. 22934**
- Oil pan has a $\frac{3}{16}$ " thick precision laser cut steel rail specifically designed for the LS Next Engine Block
- Features a trap door baffle and a removable windage tray that wraps around the oil pump for horsepower savings and oil control
- Has a 16 gauge steel sump to stand up to the toughest racing conditions
- Front of the oil pan is 2" deep to the beginning of the 6" deep sump
- The sump is 8- $\frac{1}{2}$ " long and 8- $\frac{5}{8}$ " wide
- Clears 4.125" stroke with most steel rods

PART # DESCRIPTION**20151** Oil Pan, DART LS NEXT, Fully Fabricated Steel**PART # RECOMMENDED PICKUP****24144** Stock Oil Pumps or Moroso LS Series High Volume Race Pump **No. 22120****PART # AVAILABLE OPTIONS****22934** Oil Pan Spacer Kit**93152** Oil Pan Gasket, One Piece Design, Steel Reinforced, GM LS Series (Except LS7 & LS9)**No. 20151**



GM LT SERIES. REAR SUMP SWAP

Aluminum, Wet Sump, 5 Quart Capacity, 5-7/8" Deep, 8-5/8" Wide, 8-1/2" Long

Engine Application: GM LT Series

Fits: LT Engine Conversions that require a Rear Sump (Check Measurements)

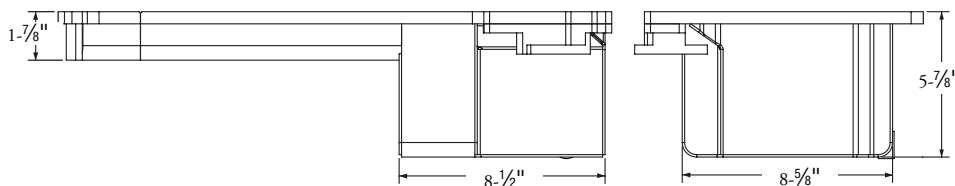
- Due to the O.E.M. GM LT oil pans having the oil pump pick up built into the oil pan, our LT oil pan has a thick billet aluminum O-ringed rail incorporates a removable pick up, a billet front sump and a location to mount our billet aluminum spin-on oil filter adapter
- Fabricated aluminum construction is more adaptable to add fittings, change finishes and weighs less than cast aluminum construction
- Front of the oil pan is 1-7/8" deep to the beginning of the 5-7/8" Deep, 8-5/8" Wide, and 8-1/2" Long sump
- Features a trap door baffle and a removable windage tray that wraps around the oil pump pick up for horsepower savings and oil control
- Includes a billet aluminum adapter that allows a 22mm thread Moroso **No. 22463** Racing or O.E.M. oil filter to be mounted in the stock location, no need to run a remote oil filter
- For dipstick, use GM part No.12643278 dipstick and GM part No.12652951 dipstick tube

PART #	DESCRIPTION
20155	Oil Pan,GM LT, Rear Sump, Swap, Aluminum

NEW!



No. 20155



LOOKING FOR A CUSTOM VERSION?

Moroso has already delivered versions of GM LT Series oil pans to several customers. A Technical Representative is available to discuss options, finishes and pricing for your custom oil pan. Please contact the Moroso Tech at (203) 458-0542.

Visit us online @ www.moroso.com to register for New Product Email Alerts!

CHEVROLET BIG BLOCK

Steel, 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
- Uses O.E.M. Dipstick/ Grommet

PART # DESCRIPTION

20449 Oil Pan, Steel, Clear Zinc, Stock Configuration

PART # RECOMMENDED PICKUPS

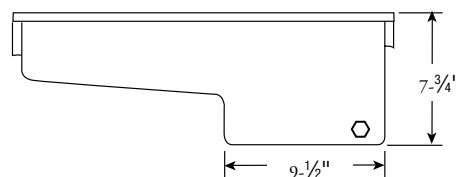
24448 *Fits: Moroso BBC Race Pump Nos. 22149, 22150, 22159, 22160 and 22162 or M77/M77HV style pump*

PART # OIL PUMP/PICKUP PACKAGE

22195 Moroso High-Volume Package

PART # AVAILABLE OPTION

93153 Oil Pan Gasket, One Piece Design, Steel Reinforced, BBC Mark IV, notched for stroker cranks

**No. 20449****CHEVROLET BIG BLOCK**

Steel, 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
- 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 PICKUPS

24430 *Fits: Moroso BBC Race Pump Nos. 22149, 22150, 22159, 22160, 22162 or M77/M77HV style pump*

PART # AVAILABLE OPTIONS

23030 Windage Tray (may require some modification)

23010 Oil Pan Baffle

25830 Crank Scraper

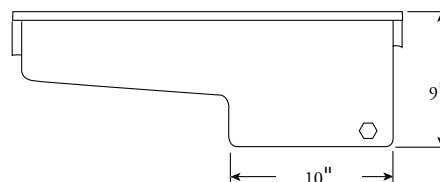
25970 Universal Dipstick Kit

25971 Universal Dipstick Kit, Braided Stainless Flex Tube

25973 Universal Dipstick Kit, Twist Lock

38361 Oil Pan Fastener Kit, BBC Race Pans

93153 Oil Pan Gasket, One Piece Design, Steel Reinforced, BBC Mark IV, notched for stroker cranks

**No. 20451**

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

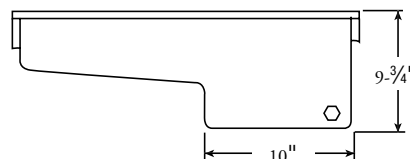


OIL PANS

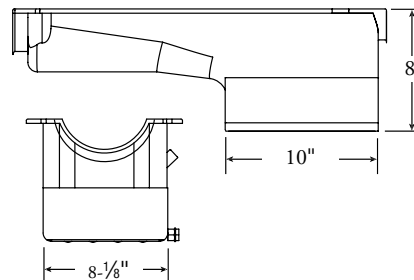
CHEVY BIG BLOCK

CHEVROLET BIG BLOCK*Steel, 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

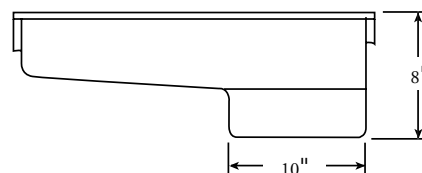
PART # DESCRIPTION**20460** Oil Pan, Steel, Clear Zinc, Street Performance Sump**PART # RECOMMENDED PICKUPS****24450** *Fits: Moroso BBC Race Pump Nos. 22149, 22150, 22159, 22160, 22162 or M77/M77HV style pump***PART # AVAILABLE OPTIONS****23030** Windage Tray (may require some modification)**23010** Oil Pan Baffle**25830** Crank Scraper**25970** Universal Dipstick Kit**25971** Universal Dipstick Kit, Braided Stainless Flex Tube**25973** Universal Dipstick Kit, Twist Lock**93153** Oil Pan Gasket, One Piece Design, Steel Reinforced, BBC Mark IV, notched for stroker cranks**No. 20460****CHEVROLET BIG BLOCK***Steel, 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 de-acceleration

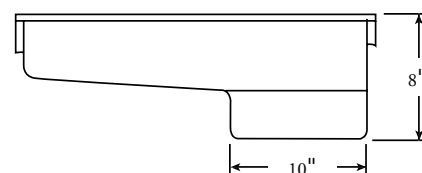
PART # DESCRIPTION**20408** Oil Pan, Steel, Clear Zinc**PART # RECOMMENDED PICKUPS****24440** *Fits: Stock Oil Pumps, Moroso BBC Race Pump Nos. 22149, 22150, 22159, 22160, 22162 or M77/M77HV style pump***24441*** *Fits: Stock Oil Pumps, Moroso BBC Race Pump Nos. 22150, 22160, 22162 or M77/M77HV style pump***PART # OIL PUMP/PICKUP PACKAGE****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**22164** Moroso Billet Aluminum Oil Pump, BBC, Standard Volume**Offset to middle of sump for more consistent oil pressure under braking***No. 20408****PART # AVAILABLE OPTIONS****25970** Universal Dipstick Kit**25971** Universal Dipstick Kit, Braided Stainless Flex Tube**25973** Universal Dipstick Kit, Twist Lock**93153** Oil Pan Gasket, One Piece Design, Steel Reinforced, BBC Mark IV, notched for stroker cranks**NOTE:** Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.

CHEVROLET BIG BLOCK*Steel, 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**PART # RECOMMENDED PICKUPS****24440** Fits: Moroso BBC Race Pump **Nos. 22149, 22150, 22159, 22160, 22162** or M77/M77HV style pump**24441*** Fits: Moroso BBC Race Pump **Nos. 22149, 22150, 22159, 22160, 22162** or M77/M77HV style pump**PART # OIL PUMP/PICKUP PACKAGE****22175** Fits: Moroso Standard Volume Package**22185** Fits: Moroso High Volume Package**22186*** Fits: 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 OPTIONS****23030** Windage Tray**23010** Oil Pan Baffle**25830** Crank Scraper**25970** Universal Dipstick Kit**Offset to middle of sump for more consistent oil pressure under braking***No. 20401****PART # AVAILABLE OPTIONS****25971** Universal Dipstick Kit, Braided Stainless Flex Tube**25973** Universal Dipstick Kit, Twist Lock**93153** Oil Pan Gasket, One Piece Design, Steel Reinforced, BBC Mark IV, notched for stroker cranks**CHEVROLET BIG BLOCK***Steel, 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 and crank scraper
- Uni-directional windage screen
- Rear anti-climb baffle
- 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**20403** Oil Pan, Steel, Clear Zinc, Street Performance, Deep Sump**PART # RECOMMENDED PICKUPS****24440** Fits: Moroso BBC Race Pump **Nos. 22149, 22150, 22159, 22160, 22162** or M77/M77HV style pump**24441*** Fits: Moroso BBC Race Pump **Nos. 22149, 22150, 22159, 22160, 22162** or M77/M77HV style pump**PART # OIL PUMP/PICKUP PACKAGE****22175** Fits: Moroso Standard Volume Package**22185** Fits: Moroso High Volume Package**22186*** Fits: 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 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**93153** Oil Pan Gasket, One Piece Design, Steel Reinforced, BBC Mark IV, notched for stroker cranks**Offset to middle of sump for more consistent oil pressure under braking***No. 20403****NOTE:** Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.

**CHEVROLET BIG BLOCK**

Steel, Wet Sump, 6 Quart Capacity, 8" Deep

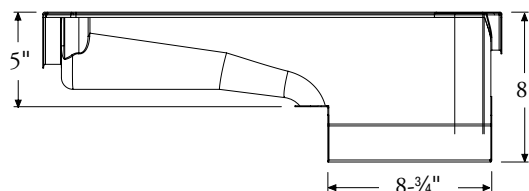
Engine Application: Mark IV style (except Gen V and Gen VI)

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 1-¼" 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**20412** Oil Pan, Steel, Clear Zinc, Rear Sump**PART # RECOMMENDED PICKUPS****24440** Fits: Moroso BBC Race Pump **Nos. 22149, 22150, 22159, 22160, 22162** or M77/M77HV style pump**24441*** Fits: Moroso BBC Race Pump **Nos. 22149, 22150, 22159, 22160, 22162** or M77/M77HV style pump**PART # OIL PUMP/PICKUP PACKAGE****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** Moroso Billet Aluminum Oil Pump, BBC, High Volume**22164** Moroso Billet Aluminum Oil Pump, BBC, Standard Volume

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

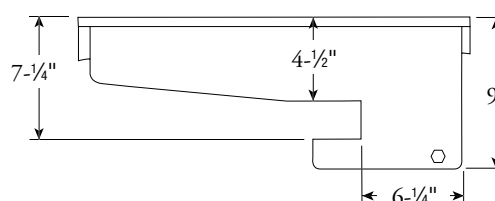
**No. 20412****PART # AVAILABLE OPTIONS****23030** Windage Tray**23010** Oil Pan Baffle**25830** Crank Scraper**25970** Universal Dipstick Kit**25971** Universal Dipstick Kit, Braided Stainless Flex Tube**25973** Universal Dipstick Kit, Twist Lock**38361** Oil Pan Fastener Kit, BBC Race Pans**93153** Oil Pan Gasket, One Piece Design, Steel Reinforced, BBC Mark IV, notched for stroker cranks**CHEVROLET BIG BLOCK**

Steel, 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 PICKUPS****24430** Fits: Moroso BBC Race Pump **Nos. 22149, 22150, 22159, 22160, 22162** or M77/M77HV style pump**PART # AVAILABLE 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**93153** Oil Pan Gasket, One Piece Design, Steel Reinforced, BBC Mark IV, notched for stroker cranks**No. 20431****NOTE:** Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.

CHEVROLET BIG BLOCK

Steel, 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. 22149, 22150, 22159, 22160, 22162**
or M77/M77HV style pump

PART # AVAILABLE OPTIONS

38361 Oil Pan Fastener Kit, BBC Race Pans

93153 Oil Pan Gasket, One Piece Design, Steel Reinforced, BBC Mark IV, notched for stroker cranks



No. 20032



CHEVROLET BIG BLOCK

Steel, 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. 22149, 22150, 22159, 22160, 22162**
or M77/M77HV style pump

24441* Fits: Moroso BBC Race Pump **Nos. 22149, 22150, 22159, 22160, 22162**
or M77/M77HV style pump

PART # OIL PUMP/PICKUP PACKAGE

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 OPTIONS

23030 Windage Tray

23010 Oil Pan Baffle

25830 Crank Scraper

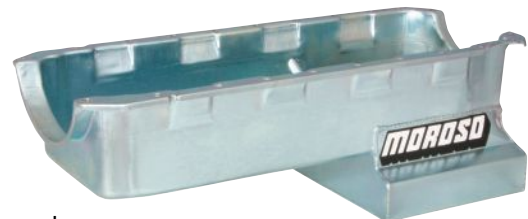
25970 Universal Dipstick Kit

25971 Universal Dipstick Kit, Braided Stainless Flex Tube

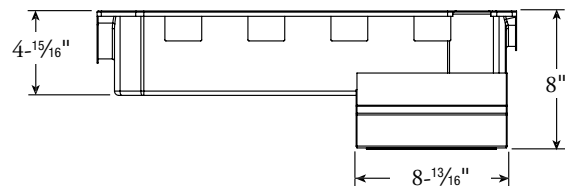
25973 Universal Dipstick Kit, Twist Lock

38361 Oil Pan Fastener Kit, BBC Race Pans

93153 Oil Pan Gasket, One Piece Design, Steel Reinforced, BBC Mark IV, notched for stroker cranks



No. 20406



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



OIL PANS

CHEVY BIG BLOCK

CHEVROLET BIG BLOCK

Steel, 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. 22149, 22150, 22159, 22160, 22162 or M77/M77HV style pump

24441* FFits: Moroso BBC Race Pump Nos. 22149, 22150, 22159, 22160, 22162 or M77/M77HV style pump

PART # OIL PUMP/PICKUP PACKAGE

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 OPTIONS

23030 Windage Tray

23010 Oil Pan Baffle

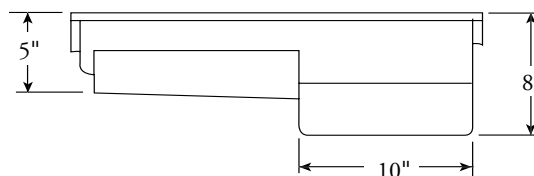
25830 Crank Scraper

25970 Universal Dipstick Kit

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



No. 20405



PART # AVAILABLE OPTIONS

25971 Universal Dipstick Kit, Braided Stainless Flex Tube

25973 Universal Dipstick Kit, Twist Lock

93153 Oil Pan Gasket, One Piece Design, Steel Reinforced, BBC Mark IV, notched for stroker cranks

CHEVROLET BIG BLOCK

Steel, 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" rear depth, 5" 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

PART # RECOMMENDED PICKUPS

24440 Fits: Moroso BBC Race Pump Nos. 22149, 22150, 22159, 22160, 22162 or M77/M77HV style pump

24441* Fits: Moroso BBC Race Pump Nos. 22149, 22150, 22159, 22160, 22162 or M77/M77HV style pump

PART # OIL PUMP/PICKUP PACKAGE

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

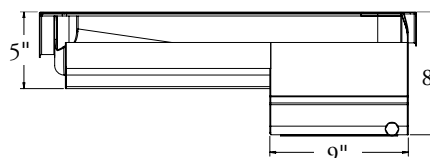
22164 Moroso Billet Aluminum Oil Pump, BBC, Standard Volume

22187 Moroso High Volume Package with Windage Shield

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



No. 21047



PART # AVAILABLE OPTIONS

25970 Universal Dipstick Kit

25971 Universal Dipstick Kit, Braided Stainless Flex Tube

25973 Universal Dipstick Kit, Twist Lock

93153 Oil Pan Gasket, One Piece Design, Steel Reinforced, BBC Mark IV, notched for stroker cranks

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

CHEVROLET BIG BLOCK

Steel, Wet Sump, 7 Quart Capacity, 6" Front Depth, 8" Rear Depth
Engine Application: Mark IV Style (except Gen V & 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 quickly from rotating assembly for ultimate oil control and maximum horsepower gain
- Includes provisions to accept Moroso Dipstick Kit Parts **Nos. 25970, 25971, 25973**
- 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, Mark IV Style

PART # RECOMMENDED PICKUPS

24440 Fits: Moroso BBC Race Pump **Nos. 22149, 22150, 22159, 22160, 22162** or M77/M77HV style pump

24441* Fits: Moroso BBC Race Pump **Nos. 22149, 22150, 22159, 22160, 22162** or M77/M77HV style pump

PART # OIL PUMP/PICKUP PACKAGE

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

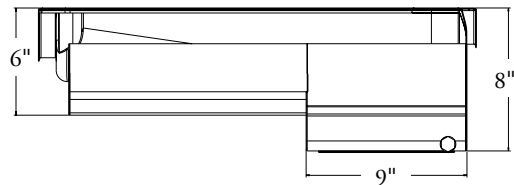
22164 Moroso Billet Aluminum Oil Pump, BBC, Standard Volume

22187 Moroso High Volume Package with Windage Shield

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



No. 21048



PART # AVAILABLE OPTIONS

25970 Universal Dipstick Kit

25971 Universal Dipstick Kit, Braided Stainless Flex Tube

25973 Universal Dipstick Kit, Twist Lock

93153 Oil Pan Gasket, One Piece Design, Steel Reinforced, BBC Mark IV, notched for stroker cranks

CHEVROLET BIG BLOCK

Steel, 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 V & 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" rear depth, 5" 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

PART # DESCRIPTION

21049 Oil Pan, Steel, Clear Zinc, Mark IV Style

PART # RECOMMENDED PICKUPS

24440 Fits: Moroso BBC Race Pump **Nos. 22149, 22150, 22159, 22160, 22162** or M77/M77HV style pump

24441* Fits: Moroso BBC Race Pump **Nos. 22149, 22150, 22159, 22160, 22162** or M77/M77HV style pump

PART # OIL PUMP/PICKUP PACKAGE

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

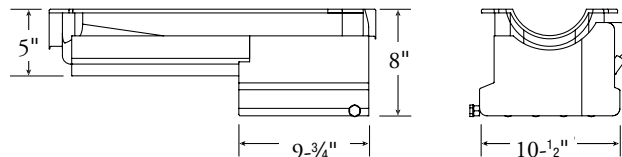
22163 Moroso Billet Aluminum Oil Pump, BBC, High Volume

22164 Moroso Billet Aluminum Oil Pump, BBC, Standard Volume

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



No. 21049



PART # AVAILABLE OPTIONS

25970 Universal Dipstick Kit

25971 Universal Dipstick Kit, Braided Stainless Flex Tube

25973 Universal Dipstick Kit, Twist Lock

93153 Oil Pan Gasket, One Piece Design, Steel Reinforced, BC Mark IV, notched for stroker cranks



CHEVROLET BIG BLOCK

Aluminum, 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. Installation may require modifications to
cross-member; check dimensions carefully before ordering



No. 20385



- Fully fabricated aluminum, billet end seals to ensure consistent sealing surface to billet front covers and rear main caps
- Utilizes "race" pan rail bolt pattern, recommended oil pan gasket, Fel Pro Part No. 1863
- Double kick-out design ensures large stroke clearance and wide main cap clearance
- Solid louvered tray w/ main cap partitions for maximum power and oil control
- 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
- Features two 1/2" NPT Drainbacks

PART # DESCRIPTION

20385 Oil Pan, Aluminum, Internal Wet Sump

PART # RECOMMENDED PICKUPS

24440 Fits: Moroso BBC Race Pump **Nos. 22149, 22150, 22159, 22160, 22162** or M77/M77HV style pump

24441* Fits: Moroso BBC Race Pump **Nos. 22149, 22150, 22159, 22160, 22162** or M77/M77HV style pump

PART # OIL PUMP/PICKUP PACKAGE

22175 Moroso Standard Volume Package

22185 Moroso High Volume Package

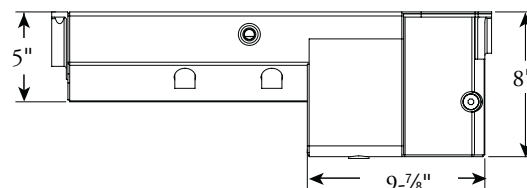
22186* Moroso High Volume Package/Front Style Offset Pickup

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

CHEVROLET BIG BLOCK

Aluminum, 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. Installation may require modifications to cross-member;



No. 20485

- Fully fabricated aluminum, billet end seals to ensure consistent sealing surface to billet front covers and rear main caps
- Utilizes "race" pan rail bolt pattern, recommended oil pan gasket, Fel Pro Part No. 1863
- Double kick-out design ensures up to 4.75" stroke with aluminum rods, wide main cap clearance and maximum horsepower
- Solid louvered windage tray w/main cap partitions for maximum power and oil control
- Sump design works with Moroso spur gear and gerotor billet oil pumps
- Features two O-ring magnetic drain plugs, two -8AN drain backs, alternator notch
- For use with 168-tooth flywheel combination
- Pump adjustment bung with plug

PART # DESCRIPTION

20485 Oil Pan, BBC Gen IV, Alum. w/Div. Tray

PART # RECOMMENDED PICKUPS

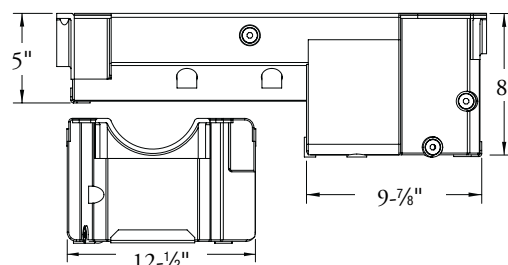
24440 Fits: Moroso BBC Race Pump **Nos. 22149, 22150, 22159, 22160, 22162** or M77/M77HV style pump

24441* Fits: Moroso BBC Race Pump **Nos. 22149, 22150, 22159, 22160, 22162** or M77/M77HV style pump

PART # OIL PUMP/PICKUP PACKAGE

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

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

38361 Oil Pan Fastener Kit, BBC Race Pans

CHEVROLET BIG BLOCK

Aluminum, 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
- Recommended oil pan gasket, Fel Pro Part No. 1863

PART # DESCRIPTION

21600 Oil Pan, Aluminum, Internal Oil Pump

PART # RECOMMENDED PICKUPS

24440 Fits: Moroso BBC Race Pump **Nos. 22149, 22150, 22159, 22160, 22162** or M77/M77HV style pump

24441* Fits: Moroso BBC Race Pump **Nos. 22149, 22150, 22159, 22160, 22162** or M77/M77HV style pump

PART # OIL PUMP/PICKUP PACKAGE

22167 Moroso Billet Aluminum High Volume Oil Pump

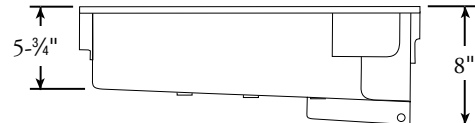
22175 Moroso Standard Volume Package

22185 Moroso High Volume Package

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



No. 21600



PART # OIL PUMP/PICKUP 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 OPTIONS

22704 Fitting, -12AN to -16AN Adapter

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

38361 Oil Pan Fastener Kit, BBC Race Pans

CHEVROLET BIG BLOCK

Aluminum, 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: 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
- Accepts 4.75" stroke with aluminum rods
- Recommended oil pan gasket, Fel Pro Part No. 1863

PART # DESCRIPTION

20376 Oil Pan, Two-piece, Gen IV Block, 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 PACKAGE

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

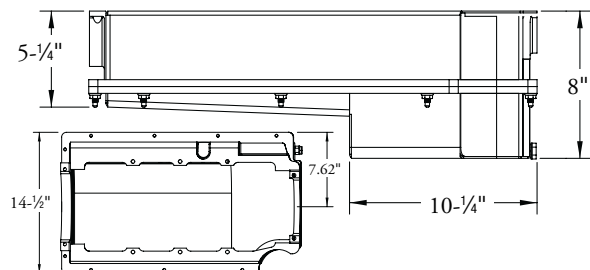
22163 Moroso Billet Aluminum Oil Pump, BBC, High Volume

22164 Moroso Billet Aluminum Oil Pump, BBC, Standard Volume

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



No. 20376



PART # REPLACEMENT PART

97319 O-Ring

PART # AVAILABLE OPTIONS

38361 Oil Pan Fastener Kit, BBC Race Pans



OIL PANS

CHEVY BIG BLOCK

CHEVROLET BIG BLOCK

Aluminum, 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
- Accepts 5.00" stroke with aluminum rods
- Recommended oil pan gasket, Fel Pro Part No. 1863



No. 21581



PART # DESCRIPTION

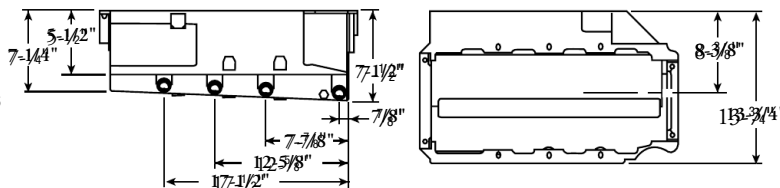
21581 Oil Pan, Aluminum, 4-Stage

PART # AVAILABLE OPTIONS

23961 -12AN 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.



Dry Sump Pump Section
on pgs. 124-131

AMERICAN-MADE

OIL PANS for the SERIOUS COMPETITOR

NO. 21597
BBC, Dry Sump
Fully Fabricated Aluminum

NO. 20370
BBC, Wet Sump
Fully Fabricated Aluminum

NO. 21019
Small Block Dart
Iron Eagle, Wet Sump
Steel, Clear Zinc

NO. 20050
Chrysler, Hemi, Wet Sump,
Fully Fabricated Aluminum

RACE PROVEN PERFORMANCE

MADE IN U.S.A.

WET SUMP & DRY SUMP / DRAG RACING

With improved oil control, increased horsepower savings and availability for all popular engine combinations, Moroso continues to lead the automotive aftermarket industry by fabricating the finest oil pans Made in America. Offering these performance gains in both wet and dry sump configurations makes Moroso oil pans the serious choice for serious competitors.

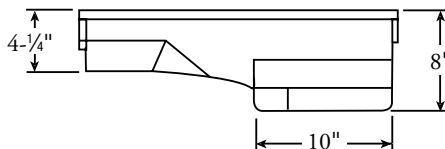
MOROSO PERFORMANCE PRODUCTS • 203.453.6571 tech 203.458.0542 • online @ www.moroso.com

CHEVROLET BIG BLOCK

Steel, Wet Sump, 6 Quart Capacity, 8" Deep

Engine Application: Gen V/Gen VI

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

**No. 20411**

- 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

PART # DESCRIPTION**20411** Oil Pan, Steel, Fully Fabricated, Clear Zinc, Street Performance, Deep Sump**PART # RECOMMENDED PICKUPS****24440** Fits: Moroso BBC Race Pump **Nos. 22149, 22150, 22159, 22160, 22162** or M77/M77HV style pump**24441*** Fits: Moroso BBC Race Pump **Nos. 22149, 22150, 22159, 22160, 22162** or M77/M77HV style pump**PART # OIL PUMP/PICKUP PACKAGE****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 OPTIONS****25970** Universal Dipstick Kit**25971** Universal Dipstick Kit, Braided Stainless Flex Tube**25973** Universal Dipstick Kit, Twist Lock**93154** Oil Pan Gasket, One Piece Design, Steel Reinforced, BBC Gen 5 & 6

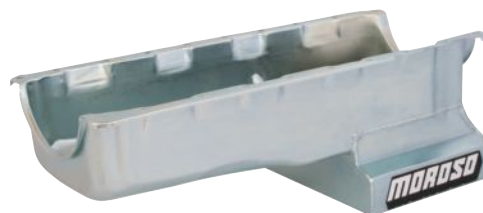
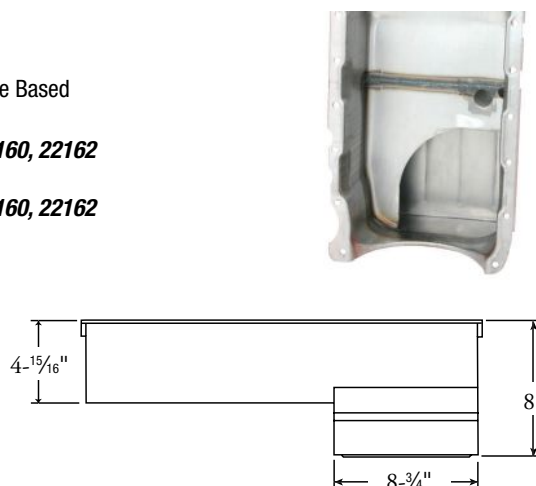
*Offset to middle of sump for more consistent oil pressure under braking

CHEVROLET BIG BLOCK

Steel, Wet Sump, 6 Quart Capacity, 8" Deep

Engine Application: Gen V/Gen VI

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

**No. 20413**

- 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 PICKUPS****24440** Fits: Moroso BBC Race Pump **Nos. 22149, 22150, 22159, 22160, 22162** or M77/M77HV style pump**24441*** Fits: Moroso BBC Race Pump **Nos. 22149, 22150, 22159, 22160, 22162** or M77/M77HV style pump**PART # OIL PUMP/PICKUP PACKAGE****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 OPTIONS****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**93154** Oil Pan Gasket, One Piece Design, Steel Reinforced, BBC Gen 5 & 6

*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.



OIL PANS

GEN V / GEN VI
DONOVAN, DRC2, MERLIN**CHEVROLET BIG BLOCK**

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

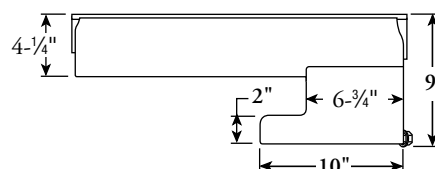
Engine Application: Gen V and Gen VI

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

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

PART # DESCRIPTION**20433** Oil Pan, Steel, Fully Fabricated, Clear Zinc, Street Performance, Deep Sump**PART # RECOMMENDED PICKUPS****24430** Fits: Moroso BBC Race Pump **Nos. 22149, 22150, 22159, 22160, 22162**
or M77/M77HV style pump**PART # AVAILABLE OPTIONS**

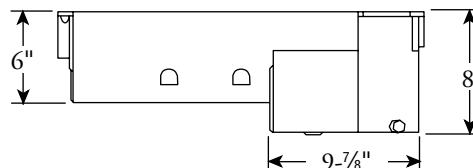
23010 Oil Pan Baffle
25970 Universal Dipstick Kit
25971 Universal Dipstick Kit, Braided Stainless Flex Tube
25973 Universal Dipstick Kit, Twist Lock
93154 Oil Pan Gasket, One Piece Design, Steel Reinforced, BBC Gen 5 & 6

**No. 20433**Wet Sump Pump Section
on pgs. 112-123**DRAG RACING****DONOVAN, DRC2, MERLIN**Aluminum, 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

PART # DESCRIPTION**20372** Oil Pan, Aluminum, Internal Oil Pump. **Engine Application:** Donovan 700, DRC2 Pan Rail**PART # RECOMMENDED PICKUPS****24440** Fits: Moroso BBC Race Pump **Nos. 22149, 22150, 22159, 22160, 22162** or M77/M77HV style pump**24441*** Fits: Moroso BBC Race Pump **Nos. 22149, 22150, 22159, 22160, 22162** or M77/M77HV style pump**PART # OIL PUMP/PICKUP PACKAGE****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**No. 20372****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

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

DONOVAN, DRC2, MERLIN

Aluminum, Dry Sump, Front Depth 7-1/2", Rear Depth 8-1/2"

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 OPTIONS

23961 -12AN Filter Pickup Fittings

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

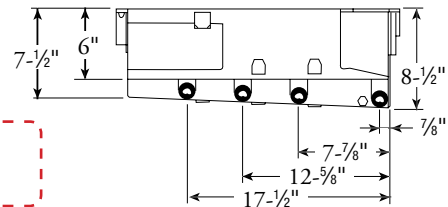
38361 Oil Pan Fastener Kit, BBC Race Pans



No. 21592



Oil Pump Section
on pgs. 112-133



DONOVAN, DRC2, MERLIN

Aluminum, Dry Sump, Front Depth 7-1/2", Rear Depth 8-1/2"

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

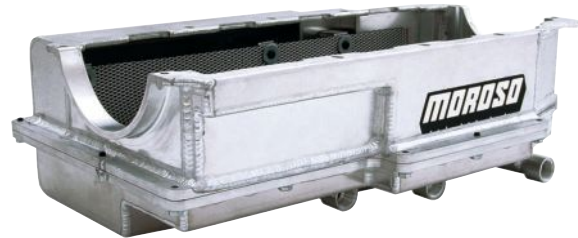
PART # AVAILABLE OPTIONS

23961 -12AN Filter Pickup Fittings

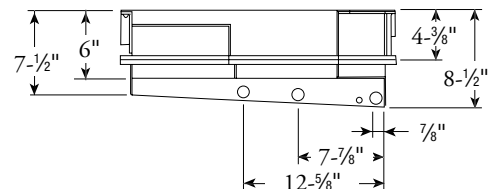
38361 Oil Pan Fastener Kit, BBC Race Pans

PART # REPLACEMENT PART

97319 O-Ring



No. 21597



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.

**CHRYSLER SMALL BLOCK***Wet Sump, 8 Quart Capacity, 10" Deep**Engine Application: 273-340, 360 Magnum**Fits: Most production chassis*

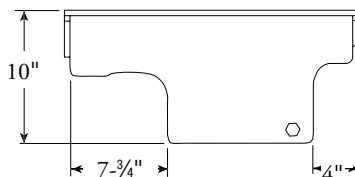
- Anti-slosh baffling
- Compatible with most starter/flywheel combinations

PART # DESCRIPTION

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

PART # RECOMMENDED PICKUPS

24700 *Fits:* Stock Oil Pumps or Chrysler 2468489 Pump

**No. 20710****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 # DESCRIPTION

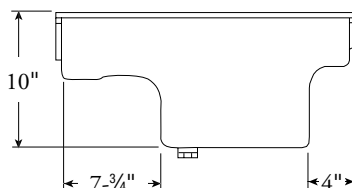
20730 Oil Pan, Steel, Clear Zinc, Street Performance, Deep Sump, Stock Core Based

PART # RECOMMENDED PICKUPS

24700 *Fits:* Stock Oil Pumps or Chrysler 2468489 Pump

PART # AVAILABLE OPTION

38195 Oil Pump Pickup Stud, recommended for Moroso Pickup **No. 24770**

**No. 20730**

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

CHRYSLER 5.7/6.1/6.4

Aluminum, Wet Sump, 11 Quart Capacity

Engine Application: Chrysler 5.7/6.1/6.4

Fits: Chrysler 5.7/6.1/6.4 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 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 **No. 71161**, Stainless Steel Dust Shield

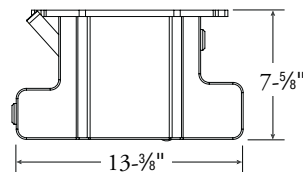
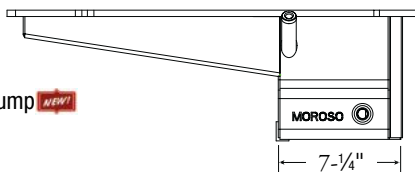
PART # DESCRIPTION

21161 Oil Pan, Aluminum, Front Sump

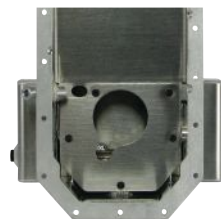
PART # RECOMMENDED PICKUPS

24161 Fits: Stock Oil Pump

24602 Fits: Block with Bed plate or Stock Oil Pump NEW!



No. 21161



No. 71161

DUST SHIELD

- Fits Dodge auto and manual transmissions when using Moroso Oil Pan **No. 21161**
- Manufactured from Stainless Steel

PART # DESCRIPTION

71161 Dust Shield



CHRYSLER 5.7/6.1/6.4

Aluminum, Wet Sump, 5.3 Quart Capacity

Engine Application: Chrysler 5.7/6.1/6.4

Fits: Chrysler 5.7/6.1/6.4 based engines in the Chrysler LX Series platform with Drag Pack or modified cross member, also can be used in other rear sump applications, check measurements for fit

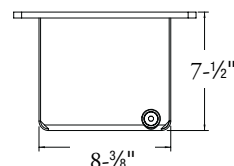
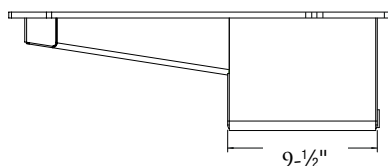
- Robust billet aluminum oil pan rail with a fabricated aluminum straight sided sump
- Front of the oil pan is 2" Deep sloping down to 4" Deep where it meets the 7-1/2" Deep, 8-3/8" Wide, and 9-1/2" Long sump
- Features factory "Drag Pack Race Proven" trap door baffle and anti-climb baffle
- To be used with Moroso **No. 71161**, Stainless Steel Dust Shield
- On a custom basis 6.2 Hellcat versions are available, contact Moroso Tech Department 203-458-0542

PART # DESCRIPTION

27601 Oil Pan, Aluminum, Rear Sump

PART # RECOMMENDED PICKUP

24601 Fits: Stock Oil Pump



No. 27601



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

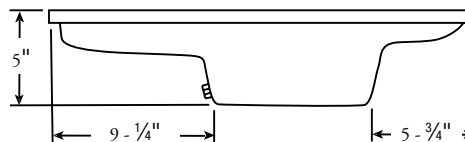
**CHRYSLER 361-440, 426 HEMI**

Steel, Wet Sump, 5 Quart Capacity, 5" Deep

Engine Application: 361-440 and 426 Street Hemi

Fits: Work well in chassis with extra-low front suspensions, Will not fit 1962-'65 production chassis and is not recommended for racing applications due to it's shallow sump design

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

PART # DESCRIPTION**20766** Oil Pan, Chrysler 361-440, 426 Hemi**Part# Recommended Pickup****24766** Fits: Stock R/RB Pumps **PART # AVAILABLE OPTION****93174** Oil Pan Gasket, One Piece Design, Steel Reinforced, Chrysler 361-440, Hemi, KB, BAE & Wedge**No. 20766**

DRAG / ROAD RACING

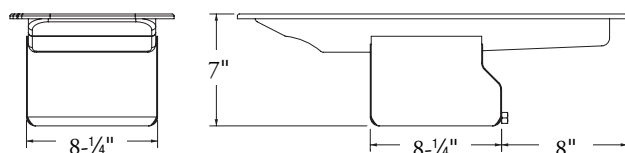
CHRYSLER BIG BLOCK

Steel, 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**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)**PART # AVAILABLE OPTION****93174** Oil Pan Gasket, One Piece Design, Steel Reinforced, Chrysler 361-440, Hemi, KB, BAE & Wedge**No. 20760**

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

CHRYSLER

Aluminum, Wet Sump, 7" Deep

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
- 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



No. 20043



PART # DESCRIPTION

20043 Oil Pan, Aluminum, BAE, KB Pan Rail, Dragster, Single -20AN built-in pickup, Camlock Fasteners

PART # REPLACEMENT PART

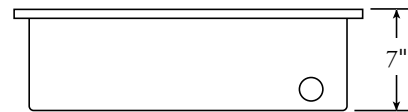
23143 Windage Tray

PART # RECOMMENDED FITTING

22625 -20AN to -20AN Fitting

PART # AVAILABLE OPTION

93174 Oil Pan Gasket, One Piece Design, Steel Reinforced, Chrysler 361-440, Hemi, KB, BAE & Wedge



CHRYSLER

Aluminum, Wet Sump, 3-1/2" Deep to 5-1/4" Deep in the back

Engine Application: 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
- Commonly used for wet sump applications



No. 20045



PART # DESCRIPTION

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

PART # RECOMMENDED FITTING

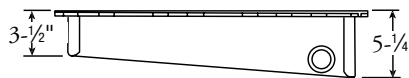
22625 -20AN to -20AN Fitting

PART # AVAILABLE OPTION

23145 Louvered Windage Tray

PART # AVAILABLE OPTION

93174 Oil Pan Gasket, One Piece Design, Steel Reinforced, Chrysler 361-440, Hemi, KB, BAE & Wedge



CHRYSLER

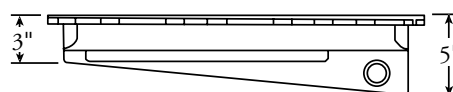
Aluminum, Dry Sump, 3" Deep to 5" Deep in the back

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

- One-piece billet rail, skirted, steel inserts
- Removable windage tray built into oil pan baffling



No. 20044



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

PART # AVAILABLE OPTION

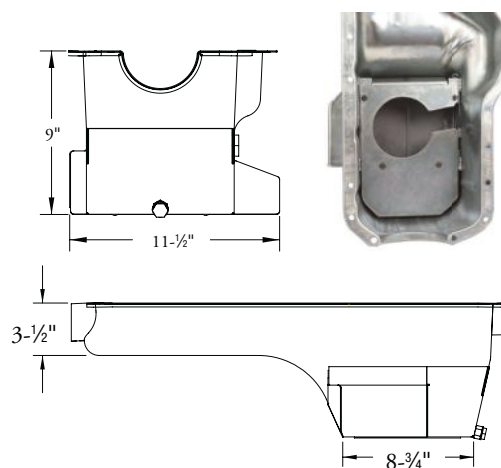
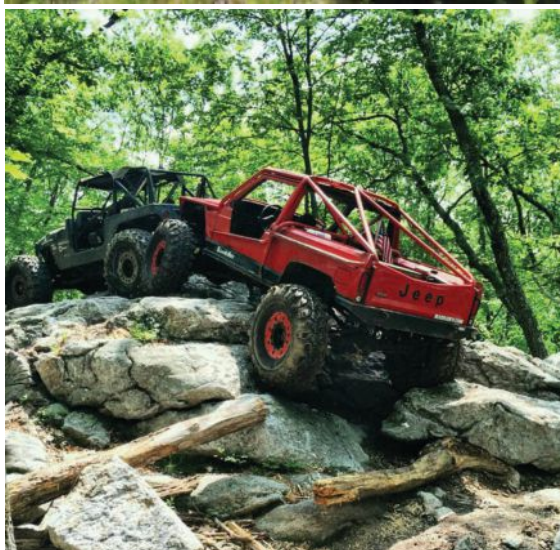
93174 Oil Pan Gasket, One Piece Design, Steel Reinforced, Chrysler 361-440, Hemi, KB, BAE & Wedge

**JEEP****Steel, 4.0 Multi-Baffled**

- Designed for 1991-2006 Jeep Wranglers, 1987-2001 Jeep Cherokees and 1987-1992 Comanches with 4.0 liter engines, including stock exhaust manifolds with the integral catalytic converters
- Features a race proven 3 trap door assembly and removable anti-slosh baffle that keeps oil contained in oil pump pick up area during harshest off road conditions
- The rear sump of the oil pan extends out on both sides to hold 7.25 quarts to reduce oil temperature
- Oil Pan is designed to works with your existing oil pump and pickup tube
- Depth of the oil pan remains at the stock depth is maintained to allow fitment for aftermarket skid plates and to maximize ground clearance.
- Constructed from heavy duty 16 gauge steel with a clear zinc finish to resist corrosion.
- Oil Pan is designed to work with your existing oil pump and pickup tube

PART # DESCRIPTION

27862 Oil Pan, Steel, Clear Zinc, Jeep 4.0 Multi-Baffled

**No. 27862****Jeep Oil Pans in Action**

FORD SMALL BLOCK

Steel, Wet Sump, Front Sump, 7 Quart Capacity, 8" Deep
 Engine Applications: Ford 289-302

Fits: Ford and Mercury cars and trucks originally equipped with front sump pans (except Mustang II)

- Kicked-out sump
- Oil retention baffle
- Will clear 302 4-bolt center mains only
- Will not clear 302 4-bolt front and rear main caps without modification to pan or main caps
- Compatible with most starter/flywheel combinations



No. 20502

**PART # DESCRIPTION**

20502 Oil Pan, Steel, Clear Zinc, Front Sump
Engine Application: 289-302 Engines

PART # RECOMMENDED PICKUPS

24520 Stock or M68, M68HV or M10688 style pumps

PART # AVAILABLE OIL PAN OPTIONS

22928 Main Cap Girdle for 289-302

22930 Louvered Windage Tray, 289-302

25970 Universal Dipstick Kit

25971 Universal Dipstick Kit, Braided Stainless

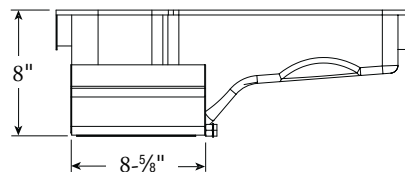
25973 Universal Dipstick Kit, Twist Lock

38191 Windage Tray, Mounting Studs, 289-302

PART # AVAILABLE OPTIONS

38390 Oil Pan Mounting Stud Kit, Bullet Nose

93161 Oil Pan Gasket, Ford 302, Early, Dimpled Rail

**DRAG / ROAD RACING****FORD SMALL BLOCK**

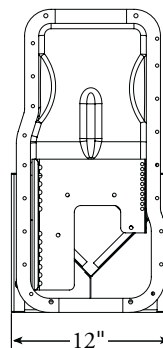
Steel, Street/Strip & Road Race, Front Sump, 9 Quart Capacity, 8" Deep
 Engine Applications: Ford 289-302

Fits: Ford, Mercury and Cobra Kit Car Front Sump applications (except Mustang II)

- Kicked-out sump increases capacity to 9 quarts, which reduces oil temperature and insures adequate supply to pickup area
- Baffling designed for street/strip & road racing
- Will clear 302 with 4-bolt center mains only; will NOT clear 302 with 4-bolt front and rear main caps
- Works with most starter/flywheel combinations
- Clear zinc plating for durability and corrosion resistance



No. 20503

**PART # DESCRIPTION**

20503 Oil Pan, Steel, Clear Zinc, Kicked-Out Front Sump
Engine Application: 289-302 engines

PART # RECOMMENDED PICKUPS

24523 Fits: Stock or M68 or M68HV style pumps

PART # AVAILABLE OPTION

22928 Main Cap Girdle for 289-302

22930 Louvered Windage Tray, 289-302

25970 Universal Dipstick Kit

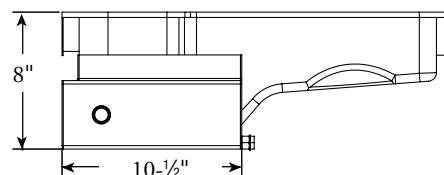
25971 Universal Dipstick Kit, Braided Stainless

25973 Universal Dipstick Kit, Twist Lock

38191 Windage Tray, Mounting Studs, 289-302

38390 Oil Pan Mounting Stud Kit, Bullet Nose

93161 Oil Pan Gasket, Ford 302, Early, Dimpled Rail





OIL PANS

FORD 302
FRONT & REAR SUMP

FORD SMALL BLOCK

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

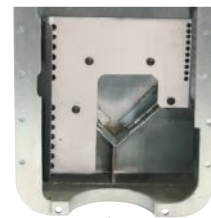
Engine Application: 289-302

Fits: Ford including Australian, Mercury and Cobra Kit Car front sump applications (except Mustang II) Useage: Road and Drag Race, including street

- Billet end seals for greater sealing
- Clears all 4-bolt main caps including 4-bolt rear
- Accepts 3.40 stroke with most steel rods
- Four Trap Doors keep oil contained in oil pump pick up area
- Anti-slosh baffle keeps oil from leaving the sump
- Features oil temperature fitting and drain plug
- Compatible with most starter/flywheel combinations
- For use with 1-piece, rear sump oil pan gasket
- Includes O-ring drain plugs



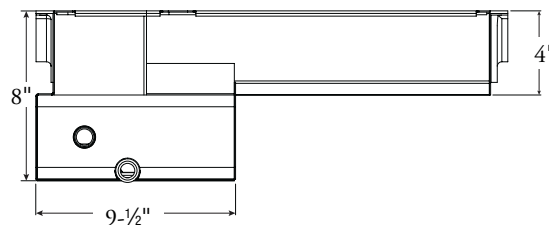
No. 20535



Billet End Seals

PART #	DESCRIPTION
20535	Ford 302 Front Sump Oil Pan, Road Race, clears 4-Bolt Blocks
PART#	RECOMMENDED PICKUPS
24523	Fits: Stock or M68, M68HV or M10688 style pumps

PART#	AVAILABLE OPTIONS
22928	Main Cap Girdle for 289-302
22930	Louvered Windage Tray, 289-302
25970	Universal Dipstick Kit
25971	Universal Dipstick Kit, Braided Stainless
25973	Universal Dipstick Kit, Twist Lock
38191	Windage Tray, Mounting Studs, 289-302
38390	Oil Pan Mounting Stud Kit, Bullet Nose
93160	Oil Pan Gasket, Ford 302, Late, Smooth Rail



STREET / STRIP

FORD SMALL BLOCK

Steel, 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

- 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



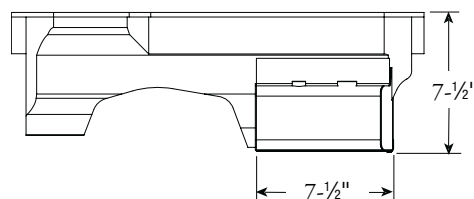
No. 20506



PART #	DESCRIPTION
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 OPTIONS
22928	Main Cap Girdle for 289-302
22930	Louvered Windage Tray, 289-302
25970	Universal Dipstick Kit
25971	Universal Dipstick Kit, Braided Stainless
25973	Universal Dipstick Kit, Twist Lock
38191	Windage Tray, Mounting Studs, 289-302
38390	Oil Pan Mounting Stud Kit, Bullet Nose
93160	Oil Pan Gasket, Ford 302, Late, Smooth Rail



FORD SMALL BLOCK

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

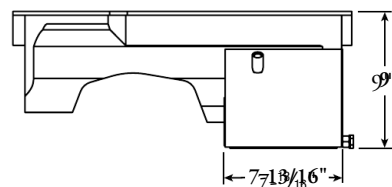
Engine Application: 289-302

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

- 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

PART # DESCRIPTION**20521** Oil Pan, Steel, Clear Zinc, Deep Sump Rear**PART # RECOMMENDED PICKUPS****24516*** Fits: Stock or M68 or M68HV Style Oil Pumps

*Fits with or without main support

PART # AVAILABLE OPTIONS**22928** Main Cap Girdle for 289-302**22930** Louvered Windage Tray, 289-302**25970** Universal Dipstick Kit**25971** Universal Dipstick Kit, Braided Stainless**25973** Universal Dipstick Kit, Twist Lock**38191** Windage Tray, Mounting Studs, 289-302**38390** Oil Pan Mounting Stud Kit, Bullet Nose**93160** Oil Pan Gasket, Ford 302, Late, Smooth Rail**No. 20521****FORD SMALL BLOCK**

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

Engine Application: 289-302

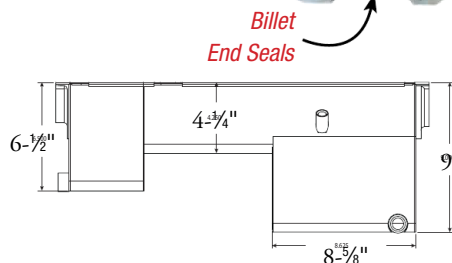
Fits: 1979-up Mustang, 1981-'88 Thunderbird & Cougar, 1979-'86 Capri and other Ford rear sump applications

Now with billet end seals for greater sealing!

- 9" deep rear sump
- Clears all 4-bolt main caps including 4-bolt rear
- Accepts 3.40" stroke with most steel rods
- Oil sump retaining system
- Compatible with most starter/flywheel combinations
- Includes O-ring drain plugs

PART # DESCRIPTION**20511** Oil Pan, Steel, Fully Fabricated, Clear Zinc, Rear Sump**PART # RECOMMENDED PICKUPS****24516*** Fits: Stock or M68 or M68HV Style Oil Pumps

*Fits with or without main support

PART # AVAILABLE OPTIONS**22928** Main Cap Girdle for 289-302**22930** Louvered Windage Tray, 289-302**25970** Universal Dipstick Kit**25971** Universal Dipstick Kit, Braided Stainless**25973** Universal Dipstick Kit, Twist Lock**38191** Windage Tray, Mounting Studs, 289-302**38390** Oil Pan Mounting Stud Kit, Bullet Nose**93160** Oil Pan Gasket, Ford 302, Late, Smooth Rail**No. 20511****NOTE:** Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.



FORD SMALL BLOCK

Steel, Wet Sump, Rear Sump, Kick-Out, 7 Quart Cap., 9" Deep
Engine Applications: Ford 289-302

Fits: 1979-up Mustang, 1981-'88 Thunderbird & Cougar,
1979-'86 Capri and other Ford rear sump applications

- Billet end seals for greater sealing than a core based oil pan
- Kick-out for maximum horsepower gains
- 9" deep rear straight sided sump to clear headers
- Clears all 4-bolt main caps including 4-bolt rear
- Accepts 3.40" stroke with most steel rods
- Oil sump retaining system
- Compatible with most starter/flywheel combinations
- For use with oil pan gasket Part No. 93160

PART # DESCRIPTION

20528 Oil Pan, Steel, Clear Zinc

PART # RECOMMENDED PICKUPS

24516* Fits: Stock or M68 or M68HV Style Oil Pumps

* Fits with or without Main Support

PART# AVAILABLE OPTIONS

22928 Main Cap Girdle for 289-302

22930 Louvered Windage Tray, 289-302

25970 Universal Dipstick Kit

25971 Universal Dipstick Kit, Braided Stainless

25973 Universal Dipstick Kit, Twist Lock

38191 Windage Tray, Mounting Studs, 289-302

38390 Oil Pan Mounting Stud Kit, Bullet Nose

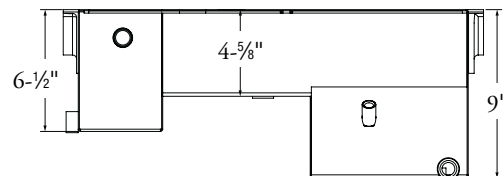
93160 Oil Pan Gasket, Ford 302, Late, Smooth Rail



No. 20528



Billet End Seals



DRAG / ROAD RACING

FORD SMALL BLOCK

Steel, 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

- Features 4 trap doors, 2 baffles and removable sump tray that keeps the oil contained in the pickup area during hard acceleration, cornering and braking
- Fits 2005-Up SCCA and NASA race cars with 302 engines
- Designed for Road Racing, makes an excellent Drag Race or Kit Car oil pan
- Will clear center 4-bolt main caps
- Includes 1/2" NPT oil temperature bung
- Compatible with most starter/flywheel combinations

PART # DESCRIPTION

20527 Oil Pan, Steel, Clear Zinc, Kicked-out Sump, Road Race Baffled

PART # RECOMMENDED PICKUPS

24527 Fits: Stock or M68 or M68HV Style Oil Pumps

24528* Fits: Stock or M68 or M68HV Style Oil Pumps w/ Main Support

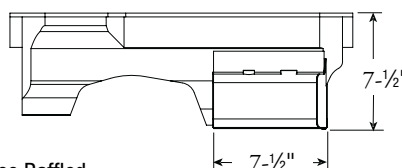
*Must use Moroso Main Cap Girdle Part No. 22928

PART # AVAILABLE OPTIONS

22928 Main Cap Girdle for 289-302



No. 20527



22930 Louvered Windage Tray, 289-302

25970 Universal Dipstick Kit

25971 Universal Dipstick Kit, Braided Stainless

25973 Universal Dipstick Kit, Twist Lock

38191 Windage Tray, Mounting Studs, 289-302

38390 Oil Pan Mounting Stud Kit, Bullet Nose

93160 Oil Pan Gasket, Ford 302, Late, Smooth Rail

FORD SMALL BLOCK

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

Engine Applications: Ford 289-302

Fits: 1979-up Mustang, 1981-'88 Thunderbird & Cougar, 1979-'86 Capri and other Ford rear sump applications

- Oil pans have thick precision laser cut steel rails with a clear zinc finish
- Billet end seals for greater sealing than a core based oil pan
- Clears all 4-bolt main caps including 4-bolt rear
- Accepts 3.40" stroke with most steel rods
- Feature a race proven diamond shape four trap door assembly and anti-slosh baffle that keeps oil contained in the oil pump pick up area during hard acceleration, cornering and braking
- Designed for Road Racing, makes an excellent Drag Race or Kit Car oil pan
- Fits 2005-up Mustang SCCA and NASA racecars with 302 engines
- Includes 1/2" N.P.T. oil temperature bung and magnetic drain plugs
- Compatible with most starter/flywheel combinations
- For use with 1 piece, rear sump oil pan gasket such as Part No. 93160 for 302 applications

PART # DESCRIPTION

20533 Oil Pan , Ford 302, Clear Zinc

PART # RECOMMENDED PICKUPS

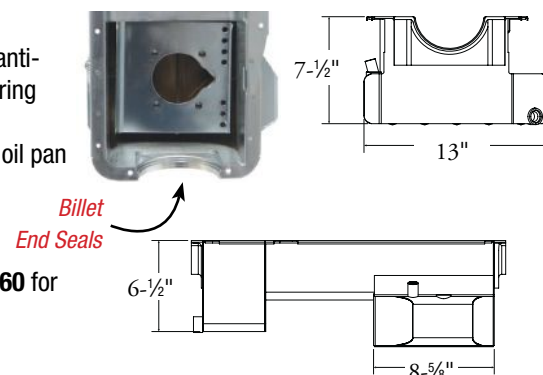
24527 For 302, *Fits: Stock or M68 or M68HV Style Oil Pumps*

24528* For 302, *Fits: Stock or M68 or M68HV Style Oil Pumps w/ Main Support*

* Must use Moroso Main Cap Girdle Part No. 22928



No. 20533



PART # AVAILABLE OPTIONS

22928 Main Cap Girdle for 289-302

22930 Louvered Windage Tray, 289-302

25970 Universal Dipstick Kit

25971 Universal Dipstick Kit, Braided Stainless

25973 Universal Dipstick Kit, Twist Lock

38191 Windage Tray, Mounting Studs, 289-302

38390 Oil Pan Mounting Stud Kit, Bullet Nose

93160 Oil Pan Gasket, Ford 302, Late, Smooth Rail

STREET / STRIP

FORD SMALL BLOCK

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

Engine Application: 351W

Fits: Ford and Mercury cars and trucks originally equipped with front sump pans (except Mustang II)

- Kicked-out sump
- Oil retention baffle
- Will clear 351W 4-bolt center mains only
- Will not clear 351W 4-bolt front and rear main caps without modification to pan or main caps
- Compatible with most starter/flywheel combinations

PART # DESCRIPTION

20507 Oil Pan, Steel, Clear Zinc, Front Sump

Engine Application: 351W Engines

PART # RECOMMENDED PICKUPS

24507 Stock or M83, M83HV or M10833 style pumps

PART # AVAILABLE OIL PAN OPTIONS

25970 Universal Dipstick Kit

25971 Universal Dipstick Kit, Braided Stainless

25973 Universal Dipstick Kit, Twist Lock

PART # AVAILABLE OPTIONS

38192 Windage Tray, Mounting Studs, 351W

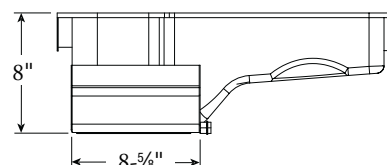
38195 Oil Pump Pickup Stud, 351W

38390 Oil Pan Mounting Stud Kit, Bullet Nose

93163 Oil Pan Gasket, Ford 351 W, Early, Dimpled Rail



No. 20507



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



FORD SMALL BLOCK

Steel, Street/Strip & Road Race, Front Sump, 9 Quart Capacity, 8" Deep
Engine Application: 351W

Fits: Ford, Mercury and Cobra Kit Car Front Sump applications
(except Mustang II)

- Kicked-out sump increases capacity to 9 quarts, which reduces oil temperature and insures adequate supply to pickup area
- Baffling designed for street/strip & road racing
- Will clear 351W with 4-bolt center mains only; will NOT clear 351W with 4-bolt front and rear main caps
- Works with most starter/flywheel combinations
- Clear zinc plating for durability and corrosion resistance

PART # DESCRIPTION

20501 Oil Pan, Steel, Clear Zinc, Kicked-Out Front Sump

Engine Application: 351W engines

PART # RECOMMENDED PICKUP

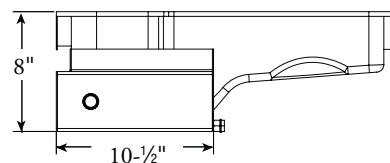
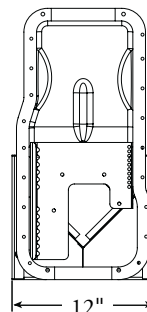
24507 Fits: Stock or M83 or M83HV style pumps

PART # AVAILABLE OPTIONS

- 25970** Universal Dipstick Kit
25971 Universal Dipstick Kit, Braided Stainless
25973 Universal Dipstick Kit, Twist Lock
38192 Windage Tray, Mounting Studs, 351W
38390 Oil Pan Mounting Stud Kit, Bullet Nose
93163 Oil Pan Gasket, Ford 351W, Early, Dimpled Rail



No. 20501



FORD SMALL BLOCK

Steel, Wet Sump, Front Sump, 7 Quart Capacity, 8" Deep
Engine Application: 351W

Fits: Ford including Australian, Mercury and Cobra Kit Car front sump applications (except Mustang II)

Useage: Road and Drag Race, including street

- Fully Fabricated steel with a clear zinc finish
- Billet end seals for greater sealing
- Clears all 4-bolt main caps including 4-bolt rear
- Accepts 4.0 stroke with most steel rods
- Four Trap Doors keep oil contained in oil pump pickup area
- Anti-slosh baffle keeps oil from leaving the sump
- Features oil temperature fitting and drain plug
- Compatible with most starter/flywheel combinations
- For use with 1-piece, rear sump oil pan gasket
- Includes O-ring drain plugs

PART # DESCRIPTION

20536 Ford 351W Front Sump Oil Pan, Road Race, clears 4-Bolt Blocks

PART# RECOMMENDED PICKUP

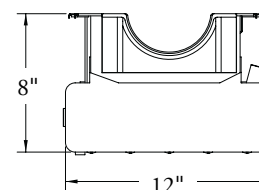
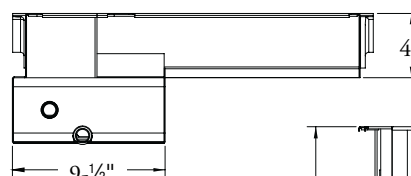
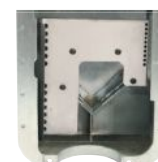
24507 Fits: Stock or M83, M83HV or M10833 style pumps

PART# AVAILABLE OPTIONS

- 22935** Louvered Windage Tray, 351W
25970 Universal Dipstick Kit
25971 Universal Dipstick Kit, Braided Stainless
25973 Universal Dipstick Kit, Twist Lock
38192 Windage Tray, Mounting Studs, 351W
38390 Oil Pan Mounting Stud Kit, Bullet Nose
93162 Oil Pan Gasket, Ford 351W, Late, Smooth Rail



No. 20536



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

FORD SMALL BLOCK

Steel, 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

- 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 and anti-slosh baffle
- Reduced oil temperature

PART # DESCRIPTION

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

PART # RECOMMENDED PICKUPS

24532 Fits: Stock or M83 or M83HV Style Oil Pump

PART # AVAILABLE OPTIONS

22935 Louvered Windage Tray, 351W

25970 Universal Dipstick Kit

25971 Universal Dipstick Kit, Braided Stainless

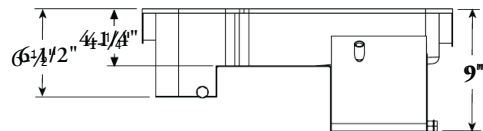
25973 Universal Dipstick Kit, Twist Lock

38192 Windage Tray, Mounting Studs, 351W

38195 Oil Pump Pickup Stud, 351W

38390 Oil Pan Mounting Stud Kit, Bullet Nose

93163 Oil Pan Gasket, Ford 351W, Early, Dimpled Rail

**No. 20523****FORD SMALL BLOCK**

Steel, 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

Now with billet end seals for greater sealing!

- Steel with a clear zinc finish
- 9" deep rear sump
- Clears all 4-bolt main caps including 4-bolt rear
- Accepts 4.0" stroke with most steel rods
- Oil sump retaining system
- Compatible with most starter/flywheel combinations
- Includes O-ring drain plugs

PART # DESCRIPTION

20520 Oil Pan, Steel, Fully Fabricated, Clear Zinc, Deep Sump

PART # RECOMMENDED PICKUPS

24532 Fits: Stock or M83 or M83HV Style Oil Pump

PART # AVAILABLE OPTIONS

22935 Louvered Windage Tray, 351W

25970 Universal Dipstick Kit

25971 Universal Dipstick Kit, Braided Stainless

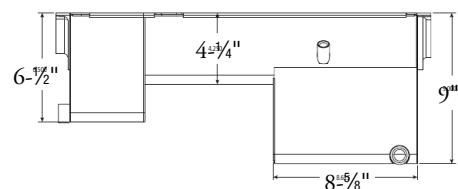
25973 Universal Dipstick Kit, Twist Lock

38192 Windage Tray, Mounting Studs, 351W

38195 Oil Pump Pickup Stud, 351W

38390 Oil Pan Mounting Stud Kit, Bullet Nose

93162 Oil Pan Gasket, Ford 351W, Late, Smooth Rail

**No. 20520****Billet End Seals**

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



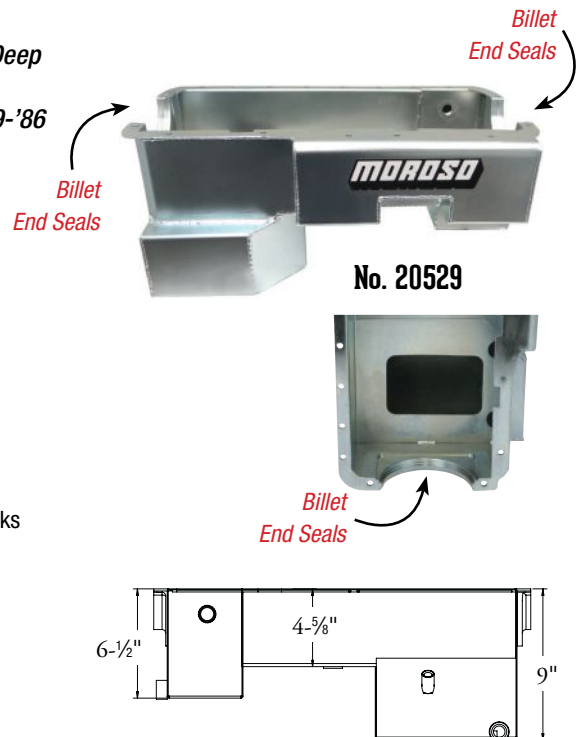
FORD SMALL BLOCK

Steel, Wet Sump, Rear Sump, Kick Out, 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

- Steel with a clear zinc finish
- Billet end seals for greater sealing than a core based oil pan
- Kick-out for maximum horsepower
- 9" deep rear straight sided sump to clear headers
- Clears all 4-bolt main caps including 4-bolt rear
- Accepts 4.0" stroke with most steel rods
- Oil sump retaining system
- Compatible with most starter/flywheel combinations
- For use with oil pan gasket Moroso **No. 93162**

PART #	DESCRIPTION
20529	Oil Pan, Ford 351W Rear Sump Kick-Out, Clears 4-Bolt Blocks
PART#	RECOMMENDED PICKUP
24532	Fits: Stock or M83 or M83HV Style Oil Pumps
PART#	AVAILABLE OPTIONS
93162	Oil Pan Gasket, Ford 351W, Late Oil Pan
25970	Universal Dipstick Kit
25971	Universal Dipstick Kit, Braided Stainless
25973	Universal Dipstick Kit, Twist Lock



DRAG / ROAD RACE

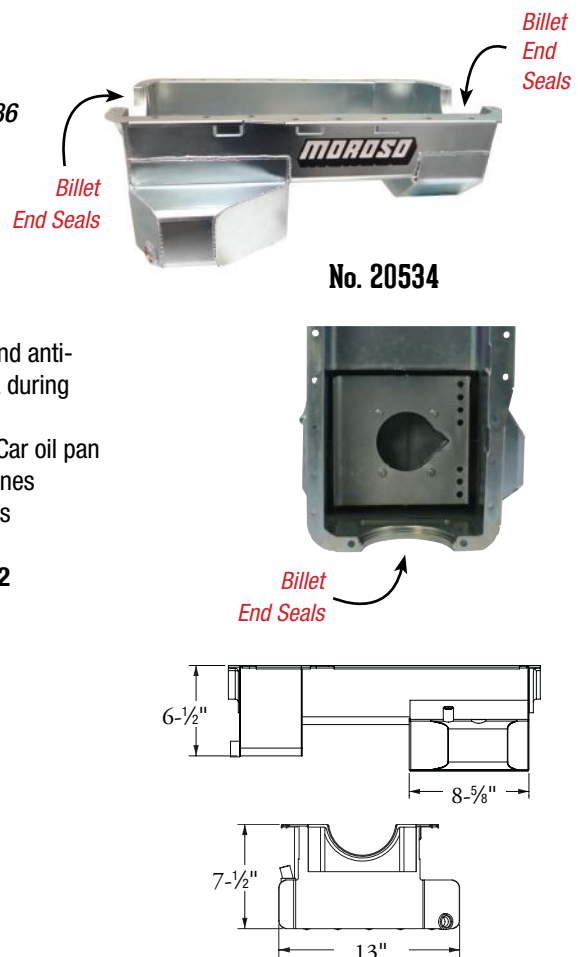
FORD SMALL BLOCK

Steel, Wet Sump, Rear Sump, 7 Quart Capacity, 7-1/2" Deep
Engine Applications: Ford 351W

Fits: 1979-up Mustang, 1981-'88 Thunderbird & Cougar, 1979-'86 Capri and other Ford rear sump applications

- Oil pans have thick precision laser cut steel rails with a clear zinc finish
- Billet end seals for greater sealing than a core based oil pan
- Clears all 4-bolt main caps including 4-bolt rear
- Accepts 4.0" stroke with most steel rods
- Feature a race proven diamond shape four trap door assembly and anti-slosh baffle that keeps oil contained in the oil pump pick up area during hard acceleration, cornering and braking
- Designed for Road Racing, makes an excellent Drag Race or Kit Car oil pan
- Fits 2005-up Mustang SCCA and NASA racecars with 351W engines
- Includes 1/2" N.P.T. oil temperature bung and magnetic drain plugs
- Compatible with most starter/flywheel combinations
- For use with 1 piece, rear sump oil pan gasket Moroso **No. 93162**

PART #	DESCRIPTION
20534	Oil Pan, Ford 351W, Clear Zinc
PART #	RECOMMENDED PICKUP
24534	For 351W, Fits: Stock or M83 or M83HV Style Oil Pumps
PART #	AVAILABLE OPTIONS
25970	Universal Dipstick Kit
25971	Universal Dipstick Kit, Braided Stainless
25973	Universal Dipstick Kit, Twist Lock
38192	Windage Tray, Mounting Studs, 351W
38195	Oil Pump Pickup Stud, 351W
38390	Oil Pan Mounting Stud Kit, Bullet Nose
93162	Oil Pan Gasket, Ford 351W, Late, Smooth Rail



FORD SMALL BLOCK*Steel, 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
- 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

**No. 20522****PART # DESCRIPTION**

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

PART # RECOMMENDED PICKUPS

24515 Fits: Stock or M83 or M83 HV Style Oil Pumps

PART# AVAILABLE OIL PAN OPTION

22935 Louvered Windage Tray, 351W

25970 Universal Dipstick Kit

25971 Universal Dipstick Kit, Braided Stainless

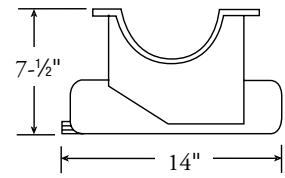
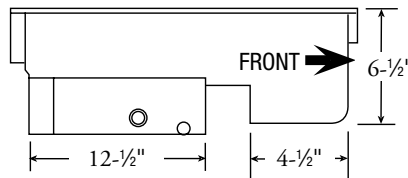
25973 Universal Dipstick Kit, Twist Lock

38192 Windage Tray, Mounting Studs, 351W

38195 Oil Pump Pickup Stud, 351W

38390 Oil Pan Mounting Stud Kit, Bullet Nose

93162 Oil Pan Gasket, Ford 351W, Late, Smooth Rail

**STREET****FORD SMALL BLOCK***Steel, 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

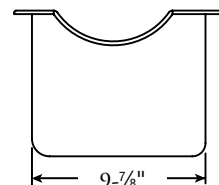
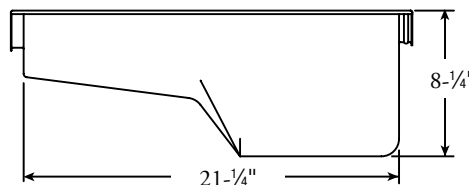
**No. 20557****PART # DESCRIPTION**

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

PART # AVAILABLE OIL PAN OPTION

38192 Tray Mounting Studs

38195 Oil Pump Pickup Stud



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

**FORD SMALL BLOCK**

Steel, 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

PART # DESCRIPTION

20558 Oil Pan, Steel, Clear Zinc, Kicked-out Front Sump

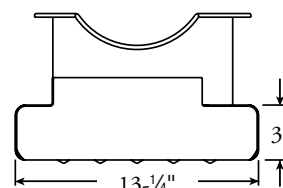
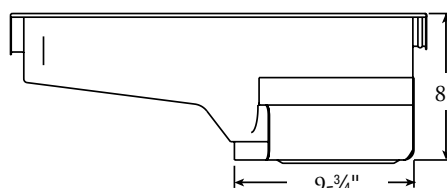
PART # RECOMMENDED PICKUP

24558 Fits: Stock Oil Pumps

PART # AVAILABLE OPTIONS

38192 Tray Mounting Studs

38195 Oil Pump Pickup Stud

**No. 20558**

STREET / STRIP

FORD SMALL BLOCK

Steel, 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

PART # DESCRIPTION

20530 Oil Pan, Steel, Clear Zinc

PART # RECOMMENDED PICKUP

24530 Fits: Melling M84AHV, Speed Pro 224-103R or similar pumps

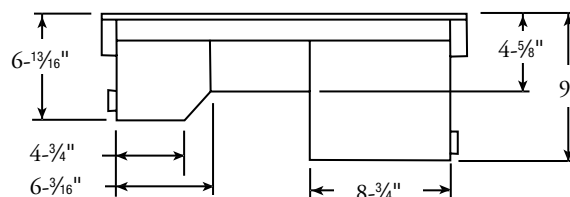
PART # AVAILABLE OPTIONS

25970 Universal Dipstick Kit

25971 Universal Dipstick Kit, Braided Stainless Flex Tube

25973 Universal Dipstick Kit, Twist Lock

38195 Oil Pump Pickup Stud

**No. 20530**

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

FORD 4.6/5.4L*Steel, 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

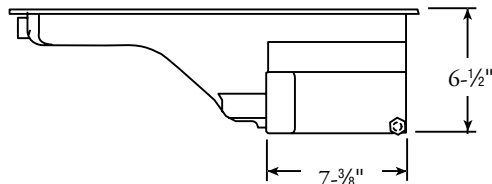
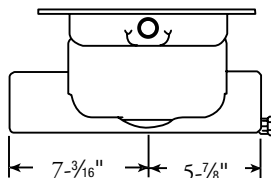
PART # DESCRIPTION

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

PART # AVAILABLE OPTIONS

22933 Louvered Windage Tray, 4.6/5.4

93164 Oil Pan Gasket, Ford 4.6/5.4

**No. 20546****DRAG RACING****FORD 4.6/5.4L***Aluminum, 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

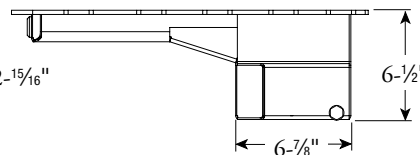
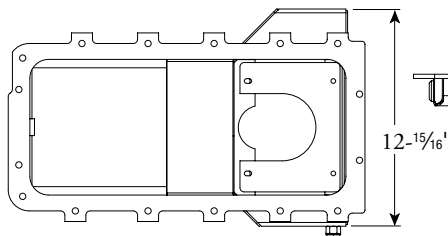
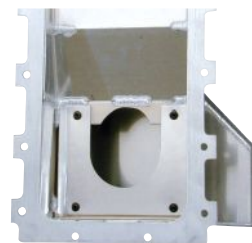
PART # DESCRIPTION

20555 Oil Pan, Aluminum, Internal Wet Sump

PART # AVAILABLE OPTIONS

22933 Louvered Windage Tray, 4.6/5.4

93164 Oil Pan Gasket, Ford 4.6/5.4

**No. 20555**



FORD 4.6/5.4L

Steel, 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
- Includes magnetic drain plug

PART # DESCRIPTION

20548 Oil Pan, Steel, Clear Zinc Plated, Baffled Rear Sump

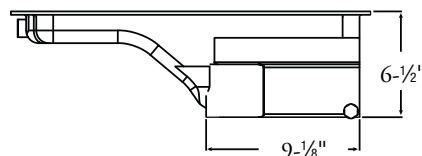
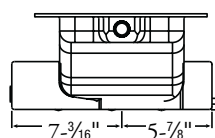
PART # AVAILABLE OPTIONS

22933 Louvered Windage Tray, 4.6/5.4

93164 Oil Pan Gasket, Ford 4.6/5.4



No. 20548



FORD 4.6/5.4L COBRA REPLICA

Steel, Wet Sump, 7 Quart Capacity, 4" Deep

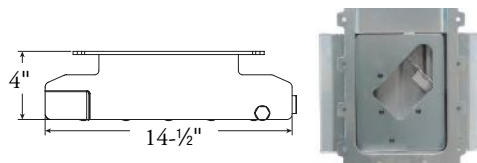
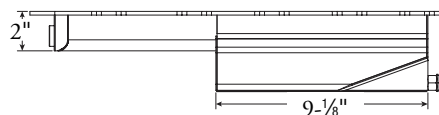
Engine Application: 4.6/5.4L SOHC/DOHC

Fits: Cobra Kit Cars that require a rear sump oil pan



- For Ford 4.6/5.4 SOHC/DOHC
- Designed for Cobra Replicas that require a shallow rear sump oil pan
- Features a race proven four trap door assembly and anti-slosh baffle that keeps oil contained in oil pump pick up area during road racing and drag racing
- Steel with a clear zinc finish
- Oil pan has a thick steel rail with a 4" deep, 9-1/8" long by 14 1/2" wide rear sump
- Designed to be used with the Moroso **No. 22933** windage tray
- Uses the factory Mustang Dipstick
- Extra capacity; holds 1 more quart than the Mustang O.E.M. oil pan
- 1/2" NPT fitting for supercharger drain back
- 1/2" NPT fitting for oil temperature sender

No. 20549



PART # DESCRIPTION

20549 Oil Pan, Steel, Ford 4.6/5.4 Modular, Cobra Replica Race Baffled

PART # RECOMMENDED PICKUP

24547 Fits: Factory 4.6/5.4, 2 Valve Engine Oil Pumps

24548 Fits: Factory 4.6/5.4, 4 Valve Engine Oil Pumps

PART # AVAILABE OIL PAN OPTION

22933 Louvered Windage Tray 4.6/5.4

93164 Oil Pan Gasket, Ford 4.6/5.4

TRUCK

FORD 4.6/5.4L

Aluminum, 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 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
- Designed to work with factory 2v, 3v and 4v oil pump pickup
- Uses factory dipstick
- Includes magnetic drain plug

PART # AVAILABLE OPTIONS

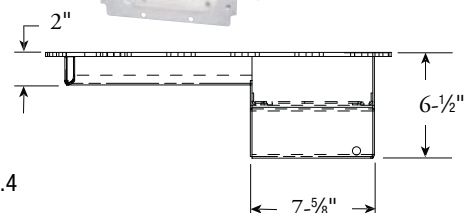
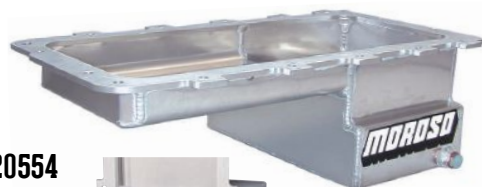
PART # DESCRIPTION

20554 Oil Pan, Aluminum

22933 Louvered Windage Tray, 4.6/5.4

93164 Oil Pan Gasket, Ford 4.6/5.4

No. 20554



FORD 5.0 COYOTE, COBRA REPLICA

Steel, Wet Sump, 9-1/2" Quart Capacity, 4-3-8" Deep

Engine Application: Ford 5.0 Modular "Coyote" Engines

Fits: Cobra Kit Cars that require a rear sump oil pan

- For Ford 5.0 "Coyote" Engine Blocks
- Designed for Cobra Replicas that require a shallow, rear sump oil pan
- Fully fabricated steel with a clear zinc finish
- Oil pan has a thick, steel rail with a 4-3/8" deep, 10-3/4" long by 14-1/2" wide rear sump
- Designed to be used with the 5.0 "Coyote" factory windage tray and dipstick
- Features a race-proven, four trap door assembly and anti-slosh baffle that keeps oil contained in oil pump pickup area during road racing and drag racing
- Extra capacity; holds 1.5 more quarts than the Mustang O.E.M. oil pan
- 1/2" NPT fitting for supercharger drain back
- 1/2" NPT fitting for oil temperature sender
- 20 mm fitting for the factory oil level sensor*
- Requires the use of Oil Pump Pickup **No. 24570**

PART # DESCRIPTION

20570 Oil Pan, Fabricated Steel, Clear Zinc, Race Baffled

PART # RECOMMENDED PICKUP

24570 Fits: Factory 5.0 "Coyote" Oil Pumps

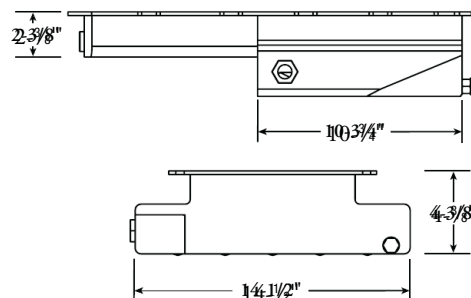
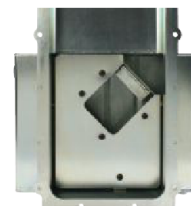
PART # AVAILABLE OPTION

22738 Factory Low Oil Warning Sensor Plug, 20mm

*If the factory low oil warning sensor is not going to be used, **Part #22738**, 20mm Plug with copper washer is available.



No. 20570



FORD 5.0 COYOTE

Steel/Aluminum, Wet Sump, 6-5/8" Deep

Engine Application: Ford 5.0 Modular "Coyote" Engines

Fits: Mustang, 2011-Up; Mustang 1979-'10 other Ford Rear Sump conversions with Ford "Coyote" Engines

- Pans have a thick steel or billet aluminum rail with a 2-3/8" deep front section and a 6-5/8" deep by 9" long rear sump
- Designed to be used with the 5.0 "Coyote" factory windage tray, oil pump pickup and dipstick
- Features a race-proven, trap door assembly and anti-slosh baffle that keeps oil contained in oil pump pickup area during road racing and drag racing
- Extra capacity: holds two more quarts than stock
- 1/2" NPT fitting for supercharger drain back
- 1/2" NPT fitting for oil temperature sender
- 20mm fitting for the factory oil level sensor*

PART # DESCRIPTION

20571 Oil Pan, Steel, Clear Zinc, Fully Fabricated

20572 Oil Pan, Aluminum, Fully Fabricated

PART # AVAILABLE OPTION

22738 Factory Low Oil Warning Sensor Plug, 20mm

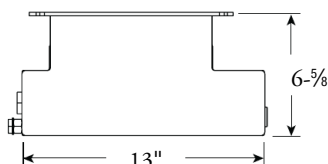
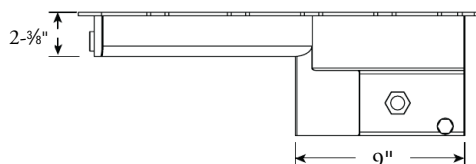
*If the factory low oil warning sensor is not going to be used, **Part No. 22738**, 20mm Plug with copper washer is available



No. 20571



No. 20572



**FORD BIG BLOCK**

Steel, 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 plug

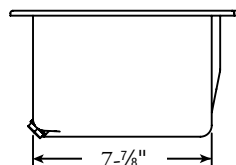
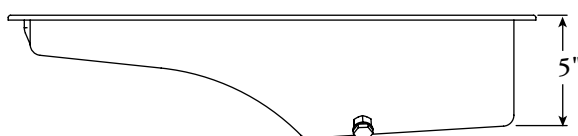
PART # DESCRIPTION

20606 Oil Pan, Steel, Clear Zinc, Stock Configuration

PART # AVAILABLE OPTIONS

22940 Louvered Windage Tray

38195 Oil Pump Pickup Stud

**No. 20606****FORD BIG BLOCK**

Steel, 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 OPTIONS

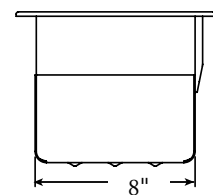
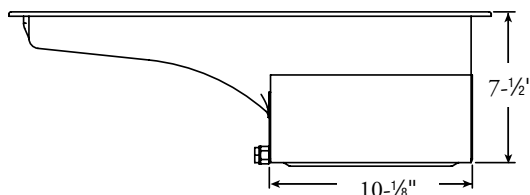
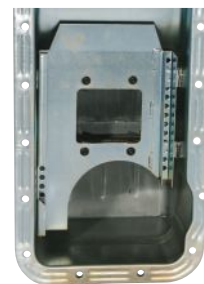
22940 Louvered Windage Tray

25970 Universal Dipstick Kit

25971 Universal Dipstick Kit, Braided Stainless Flex Tube

25973 Universal Dipstick Kit, Twist Lock

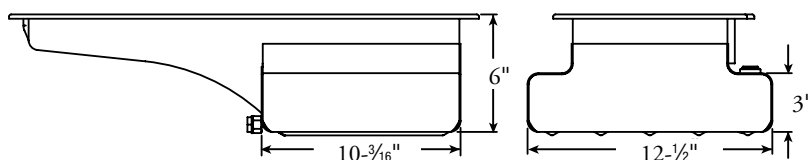
38195 Oil Pump Pickup Stud

**No. 20609**

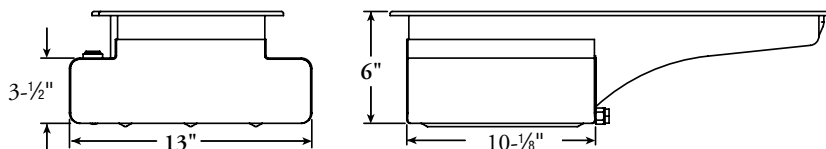
NOTE: Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.

FORD BIG BLOCK*Steel, 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 OPTIONS****22940** Louvered Windage Tray**25970** Universal Dipstick Kit**25971** Universal Dipstick Kit, Braided Stainless Flex Tube**25973** Universal Dipstick Kit, Twist Lock**38195** Oil Pump Pickup Stud**No. 20607****DRAG / ROAD RACING****FORD BIG BLOCK***Steel, Wet Sump, 8 Quart Capacity, 6" Deep**Street/Strip & Road Race, Kicked-Out Front Sump, Enhanced Road Race Baffling**Engine Application: 352-428 FE**Fits: Most front sump production chassis and kit cars*

- Kicked-out front sump increases oil capacity to 8 quarts which reduces oil temperature and insures adequate supply to the oil pump pickup
- Includes 6 trap doors, 2 baffles and a removable sump tray that keeps the oil contained in the pickup area during hard acceleration, cornering and braking
- Features a magnetic drain plug and oil temperature bung
- Dipstick bung

PART # DESCRIPTION**20608** Oil Pan, Steel, Clear Zinc, 6" Kicked-Out Front Sump, Wet Sump**PART # RECOMMENDED PICKUP****24608** *Fits:* Melling M57HV**PART # AVAILABLE OPTIONS****22940** Louvered Windage Tray**25970** Universal Dipstick Kit**25971** Universal Dipstick Kit, Braided Stainless Flex Tube**25973** Universal Dipstick Kit, Twist Lock**38195** Oil Pump Pickup Stud**No. 20608****NOTE:** Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.

**FORD BIG BLOCK**

Steel, 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

- 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)

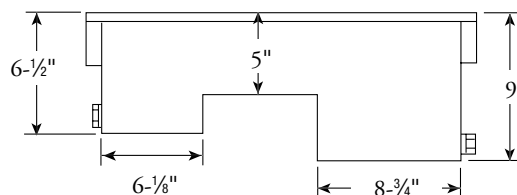
PART # AVAILABLE OPTIONS

25970 Universal Dipstick Kit

25971 Universal Dipstick Kit, Braided Stainless Flex Tube

25973 Universal Dipstick Kit, Twist Lock

93166 Oil Pan Gasket, 460 Late, Smooth Rail

**No. 20620****DRAG RACING****FORD BIG BLOCK**

Steel, 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

- Core based oil pan, utilizing stock pan rail bolt pattern
- Increased sump capacity and trap door baffling
- Provision for Moroso Universal Dipstick **Nos. 25970, 25971 or 25973**
- Stock starter with 184-tooth flywheel

PART # DESCRIPTION

20625 Oil Pan, Steel, Clear Zinc

PART # RECOMMENDED PICKUP

24508* Fits: Ford SVO M-6600-A460 or M84D or M84DHV Style Pumps

*Fits only 4 bolt Mains (SVO Block)

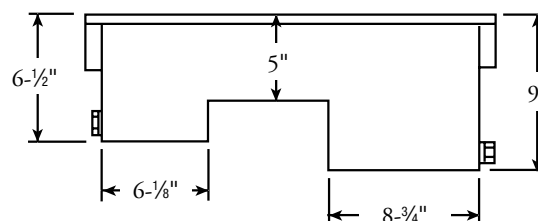
PART # AVAILABLE OPTIONS

25970 Universal Dipstick Kit

25971 Universal Dipstick Kit, Braided Stainless Flex Tube

25973 Universal Dipstick Kit, Twist Lock

93166 Oil Pan Gasket, 460 Late, Smooth Rail

**No. 20625**

FORD BIG BLOCK

Steel, 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 Nos. 25970, 25971 or 25973
- Stock starter with 184-tooth flywheel

PART # DESCRIPTION

20614 Oil Pan, Steel, Clear Zinc

PART # RECOMMENDED PICKUP

24511 Fits: Ford SVO M-6600-A460 or M84D or M84DHV Style Pumps

PART # AVAILABLE OPTIONS

25970 Universal Dipstick Kit

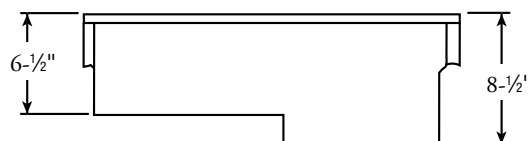
25971 Universal Dipstick Kit, Braided Stainless Flex Tube

25973 Universal Dipstick Kit, Twist Lock

93166 Oil Pan Gasket, 460 Late, Smooth Rail



No. 20614



FORD BIG BLOCK

Steel, 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 SVO 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 OPTIONS

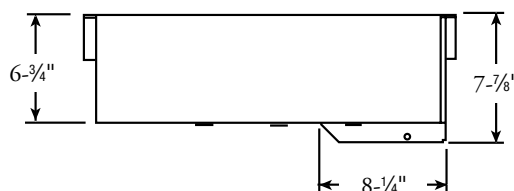
62255 Wrench, Oil Pan T-Handle, 1/2", 6 PT

62256 Wrench, Oil Pan T-Handle, 3/4", 6 PT

93166 Oil Pan Gasket, 460 Late, Smooth Rail



No. 20616



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



OIL PANS

FORD BIG BLOCK

Steel, 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 **Nos. 25970, 25971 or 25973** for dipstick provision - welding required

PART # DESCRIPTION

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

PART # RECOMMENDED PICKUP

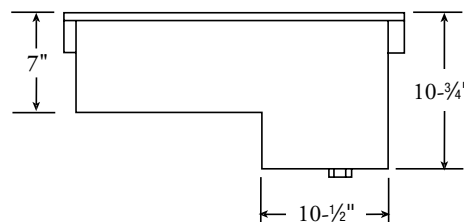
24504 Fits: Stock Ford Oil Pump No. D9TZ-6600-B,
Ford SVO HV Pump No. M-6600-A460 or
M84D or M84DHV Style Pumps

PART # AVAILABLE OPTIONS

93166 Oil Pan Gasket, 460 Late, Smooth Rail
25970 Universal Dipstick Kit
25971 Universal Dipstick Kit, Braided Stainless Flex Tube
25973 Universal Dipstick Kit, Twist Lock



No. 20612



7.3 POWERSTROKE

FORD 7.3 POWERSTROKE, 1994-'03

Steel, Fits: F-250/F-350 '94.5-'03, Super Duty '99-'03, Excursion '00-'03,

Econoline '94.5-'03, Ford E- Series van/motorhome/bus chassis '94.5-'03

- After hearing that our customers were having premature rusting issues with their O.E.M. oil pans on Ford Powerstroke engines, Moroso knew that they could come up with a longer lasting solution
- Heavy Duty, stamped out of 16 gauge quality steel which is thicker than O.E.M.
- Has a triple coat finishing process of a zinc phosphate which besides creating a durable finish foundation also neutralizes any corrosion started by the welding process itself. The second coat is a black 1-mil thick electrocoat and the last coat is a gloss black epoxy powdercoat. This process has been fine tuned from years of oil pan building experience and from this Moroso oil pan design being subjected to numerous salt spray testing. The O.E.M. oil pan only has a black painted surface
- Features an internal O.E.M. style anti-slosh baffle to keep oil contained in the oil pick up area, dipstick provision on passenger side and notch in front oil pan for clearance
- More cost effective than the O.E.M. piece by it's initial price and that labor dollars will not need to be spent every couple of years on it's replacement
- Oil pan is designed to work with your existing oil pump and pickup tube

PART # DESCRIPTION

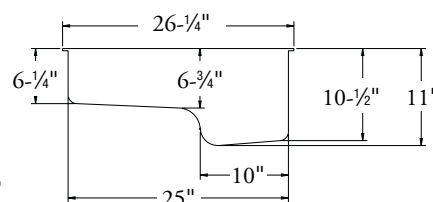
27336 Oil Pan
Fits: Ford 7.3 Powerstroke, 1994-'03

PART # AVAILABLE OPTION

27293 Oil Pan Gasket, Ford 7.3 Powerstroke 1994-2003 and International T444E, Patent Pending



No. 27336



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

OLDSMOBILE

Steel, Wet Sump, 7 Quart Capacity, 8-½" Deep

Engine Application: 330-455

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

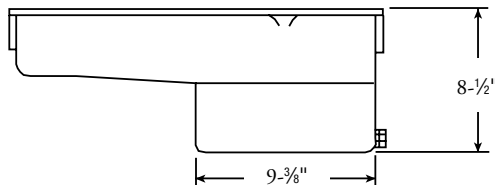
- Reduces oil temperature
- Anti-slosh baffle
- Compatible with most starter/flywheel combinations

PART # DESCRIPTION

20480 Oil Pan, Steel, Clear Zinc, Deep Sump

PART # RECOMMENDED PICKUP

24460 *Fits:* For Moroso **No. 20480** Oil Pan, Melling M22FHV

**No. 20480****DRAG / MARINE / TRUCK****OLDSMOBILE**

Steel, Flat Bottom Pan

10 Quart Capacity, 7-¼" Deep

Engine Application: 330-455

Fits: Hulls with flywheel aft and 4-point mounting

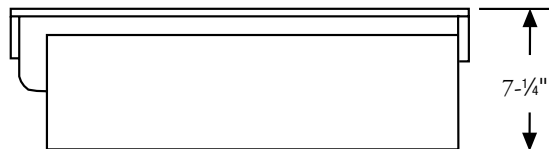
- Full sump increases capacity to 10 quarts, which reduces oil temperature and insures adequate supply to pickup area
- Includes built-in crankshaft scraper and trap door baffling to prevent oil starvation under severe marine conditions
- Removable sump tray allows easy access to the pan's bottom for cleaning
- Works with most starter/flywheel combinations
- Pan features a -12AN drain plug

PART # DESCRIPTION

21631 Oil Pan, Steel, Clear Zinc, Large Marine Pan

PART # RECOMMENDED PICKUP

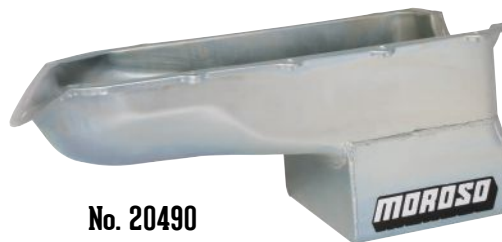
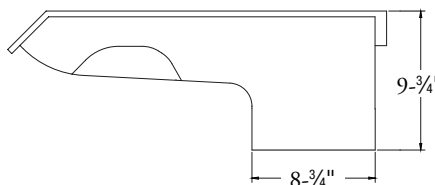
24463 *Fits:* Melling HV Pump M22FHV or Mondello "HV" Pump SP 755

**No. 21631**

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

**PONTIAC***Steel, 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*

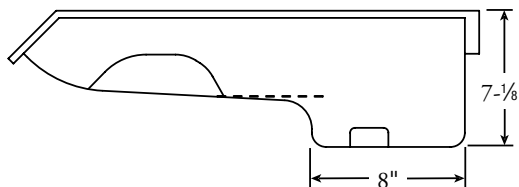
- Oil retaining system
- Reduces oil temperature
- Compatible with most starter/flywheel combinations

PART # DESCRIPTION**20490** Oil Pan, Steel, Clear Zinc, Deep Sump**PART # RECOMMENDED PICKUP****24480** *Fits: M54DS or M10541 Style Pumps***No. 20490****PONTIAC***Steel, Wet Sump, 7-¹/₈" Deep**Engine Application: 301-455**Fits: 1967-'81 Firebird and 1964-'87 mid and full-sized chassis*

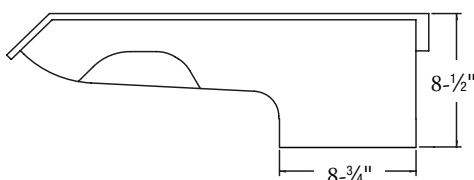
- Oil sump retaining system
- Magnetic drain plug

PART # DESCRIPTION**20492** Oil Pan, Steel, Clear Zinc, Stock Replacement**PART # RECOMMENDED PICKUP**

Use Stock Oil Pump & Pickup

**No. 20492****PONTIAC***Steel, 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

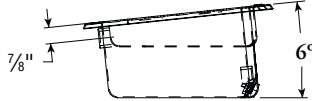
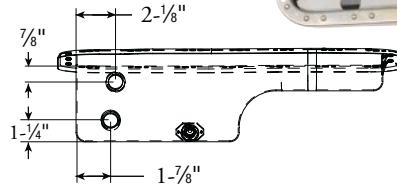
PART # DESCRIPTION**20500** Oil Pan, Steel, Clear Zinc, Deep Sump**PART # RECOMMENDED PICKUP****24482** *Fits: M54DS or M10541 Style Pumps***No. 20500****NOTE:** Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.

ACURA/HONDA B SERIES*Steel, 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
- Works with OEM exhaust manifold and most aftermarket exhaust/header combinations

PART # DESCRIPTION**20911** Oil Pan, Steel, Clear Zinc, Stock Configuration**PART # RECOMMENDED OIL PUMP & PICKUP**

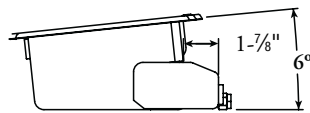
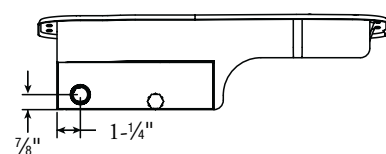
Use Stock Oil Pump & Pickup

PART # AVAILABLE OPTION**38366** Oil Pan Stud Kit**No. 20911****ACURA/HONDA B SERIES***Steel, Wet Sump, 5.5 Quart Capacity, 6" Deep**Engine Application: Acura VTEC, Non-VTEC and Honda 1.6L B16A3*

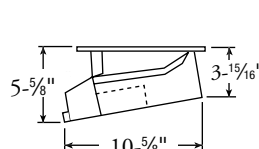
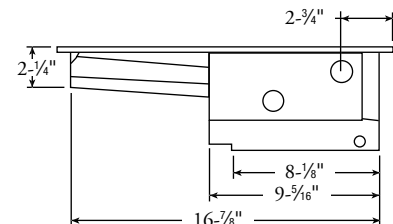
- Kicked-out sump
- Includes 6 trap doors, 2 baffles and a removable sump tray for oil control in Road Racing, also an excellent Drag Race oil pan
- Turbo/Supercharger oil drain back and temperature sensor bung
- Magnetic drain plug
- Works with OEM exhaust manifold and most aftermarket exhaust/header combinations
- Use with stock Honda oil pan gasket

PART # DESCRIPTION**20910** Oil Pan, Steel, Clear Zinc**PART # RECOMMENDED PICKUP**

Use Stock Oil Pump & Pickup

PART # AVAILABLE OPTION**38366** Oil Pan Stud Kit**No. 20910****ACURA/HONDA B SERIES***Aluminum, 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 for Drag Race & Street
- 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 # AVAILABLE OPTION****38366** Oil Pan Stud Kit**No. 20901**



HONDA H-SERIES

Aluminum, Race Baffled Fabricated Steel

Engine Application: Honda H-Series 2.2L/2.3L

*For engine swaps check dimensions for clearance

Fits: Accord and Prelude (Except 4ws)

- Integral sump tray and large, 6" trap-door baffle for oil control or Drag Race & Street
- Aluminum with $\frac{3}{8}$ " thick billet aluminum pan rail provides a rigid flange for leak-free sealing; accommodates stock pan gasket
- Includes $\frac{1}{2}$ " NPT bung for plumbing turbo return line, $\frac{1}{2}$ " 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

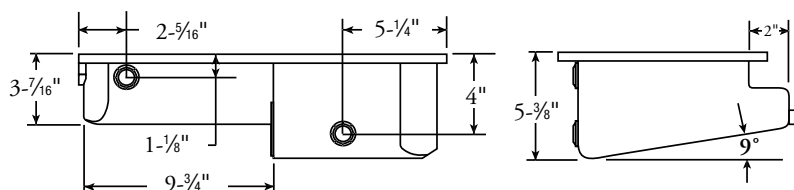
24012 Fits: Stock Oil Pumps

PART # AVAILABLE OPTION

38366 Oil Pan Stud Kit



No. 20912



STREET / COMPETITION

HONDA H-SERIES

Steel, Race Baffled Fabricated Steel

Engine Application: Honda H-Series 2.2L/2.3L

Fits: Accord and Prelude (Except 4ws)

- Features a race proven trap door assembly, anti-slosh baffle and a vertical wall that keep oil contained in oil pump pick up area during hard acceleration, cornering and braking
- Designed for Road Racing, makes an excellent Drag Race oil pan
- Based on a thick steel oil pan core with a fabricated steel extra capacity sump.
- Uses O.E.M. oil pump pickup and works with O.E.M. windage tray and main girdle
- Extra capacity: holds $\frac{1}{2}$ " of a quart more than stock
- $\frac{1}{2}$ " NPT fitting for supercharger or turbo drain back
- $\frac{1}{2}$ " NPT fitting for oil temperature sender
- Magnetic drain plug

PART # DESCRIPTION

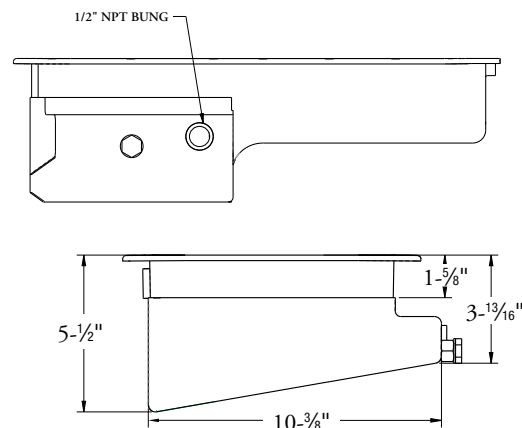
20917 Oil Pan, Fabricated Steel, Race Baffled

PART # RECOMMENDED PICKUP

Use Stock Oil Pump & Pickup



No. 20917



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

ACURA/HONDA K-SERIES**Steel, Race Baffled****Engine Application: Acura/Honda K-Series**

Fits: K-series Engine Swaps into Integra (DA) '90-'93,
 Integra (DC) '94-'01, Accord (CB) '90-'93, Accord (CD) '94-'97,
 Civic/CRX: (EF) '88-'91, Civic (EG) '92-'95, Civic (EK) '96-'00,
 Civic (ES) '01-'05; Fit (GD) '07-'08, Prelude (BB) '92-'96

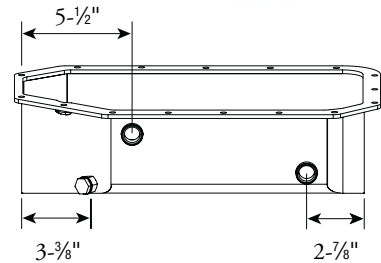
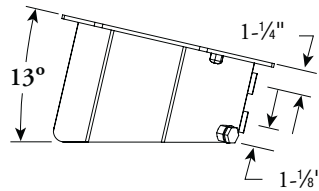
**No. 20915**

- Doesn't fit DC5 chassis "RSX", CL9 "TSX", "EP3" Civic "SI"
- Designed to be used with the Acura RSX oil pump assembly* OEM Part #15100-PRB-A01 and Acura RSX Windage Tray OEM Part #11211-PNC-000
- Oil Pan has a thick steel rail with a sump that is 5.5" deep, 16.75" long and 9" wide
- Features a race proven trap door assembly and anti-slosh baffle that keeps oil contained in oil pump pickup area during road racing and drag racing
- Extra capacity: holds two more quarts than stock
- 1/2" NPT fitting for supercharger or turbo drain back
- 1/2" NPT fitting for oil temperature sender
- Magnetic drain plug

PART # DESCRIPTION**20915** Oil Pan, Fabricated Steel, Clear Zinc, Race Baffled**PART # RECOMMENDED OIL PUMP & PICKUP**

Use Acura RSX oil pump and pickup assembly* OEM Part #15100-PRB-A01

*Oil pump assembly might require slight notching to clear certain K-series main caps

**ACURA/HONDA K-SERIES****Steel, Wet Sump, Race Baffled, Notched for Cross member clearance****Engine Application: Acura/Honda K-Series**

Fits: Notched to fit in ACURA/HONDA K-SERIES, RSX (DC5) '02-'06, TSX (CL9) '04-'08, Civic SI (EP3) '02-'05, Accord (CG) '98-'02, Accord '03-'07 and also fits K-series Engine Swaps into Integra (DA) '90-'93, Integra (DC) '94-'01, Accord (CB) '90-'93, Accord (CD) '94-'97, Civic/CRX (EF) '88-'91, Civic (EG) '92-'95, Civic (EK) '96-'00, Civic (ES) '01-'05, Fit (GD) '07-'08, Prelude (BB) '92-'96

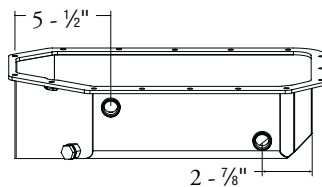
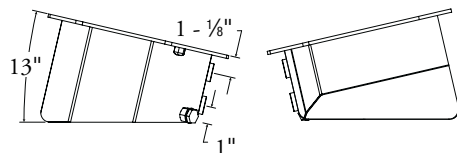
**No. 20919**

- To be used with the Acura RSX oil pump assembly* OEM Part # 15100-PRB-A01 and Acura RSX Windage Tray OEM Part # 11211-PNC-000
- Oil pan has a thick steel rail with a sump that is 5-1/2" deep, 16-3/4" long and 9" wide
- Features a race proven trap door assembly and anti-slosh baffle that keeps oil contained in oil pump pick up area during road racing and drag racing
- Extra capacity: holds one more quart than stock
- 1/2" NPT fitting for supercharger or turbo drain back
- 1/2" NPT fitting for oil temperature sender
- Magnetic drain plug

PART # DESCRIPTION**20919** Oil Pan, Fabricated Steel, Clear Zinc, Race Baffled Notched for Cross member clearance**PART # RECOMMENDED OIL PUMP & PICKUP**

Use Acura RSX oil pump and pickup assembly* OEM Part #15100-PRB-A01

*Oil pump assembly might require slight notching to clear certain K-series main caps



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

**MAZDA**

Aluminum, Wet Sump, 6- $\frac{1}{4}$ 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)

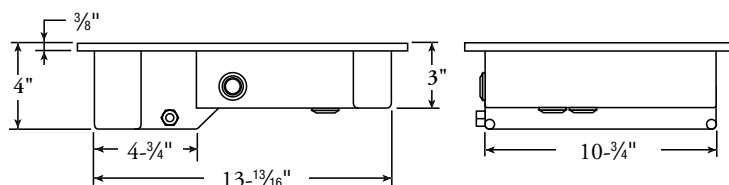
- Fully fabricated
- $\frac{3}{8}$ "-thick billet rail with integral X-brace greatly strengthens engine assembly to reduce twisting and axial deflection
- Includes .080"-thick aluminum Baffle Plate to de-aerate and cool return oil (other baffles are only .060" thick)
- Includes an oil pump pickup specially designed for this pan; access holes in pan facilitate mounting pickup to the front cover
- For Drag Race & Street
- 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 # AVAILABLE OPTION

38366 Oil Pan Stud Kit

**No. 20940****MAZDA**

Aluminum, Wet Sump, 6- $\frac{1}{4}$ 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 $\frac{3}{8}$ " 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 for Drag Race & Street
- Enlarged sump increases capacity to 6- $\frac{1}{4}$ 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

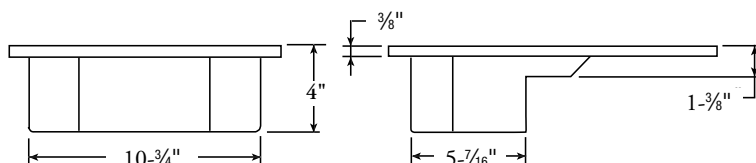
20942 Oil Pan, Aluminum, Front Sump

PART # RECOMMENDED PICKUP

Use Stock Oil Pump & Pickup

PART # AVAILABLE OPTION

38366 Oil Pan Stud Kit

**No. 20942**

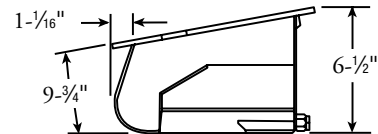
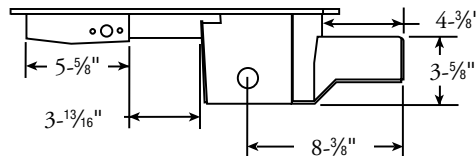
NOTE: Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.

MITSUBISHI**Aluminum, 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 3/8" thick billet aluminum pan rail provides a rigid flange for leak-free sealing; accommodates stock pan gasket
- Trap door baffles provide adequate oil control in Drag & Road Racing
- 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**PART # RECOMMENDED PICKUP**

Use Stock Oil Pump & Pickup

PART # AVAILABLE OPTION**38366** Oil Pan Stud Kit**No. 20960****MITSUBISHI EVO 7, 8, 9. ROAD RACE BAFFLED****Aluminum, Wet Sump, 6.5 Quart Capacity****Engine Application: Mitsubishi 4G63T I4 Race Baffled****Fits: 2001-'07 Mitsubishi Evo, 7, 8, 9 with aftermarket lower intercooler pipe**

- Has a 3/8" thick billet aluminum oil pan rail with a fabricated aluminum sump that is 3/4" deeper than the stock oil pan
- Features a race-proven, trap door assembly and an anti-slosh baffle that keeps oil contained in the oil pump pick up area during road racing and drag racing
- To free up horsepower and to help with oil temps, the oil pan also features a removable windage tray and crank scraper
- Holds 1.5 more quarts than stock, 6.5 quart capacity
- Has an accommodation for stock or aftermarket oil return lines
- Includes a heavy duty, bolt-on oil pump pick up
- Magnetic drain plug and a mounting kit comprised of hex drive steel studs and serrated flange nuts are included
- Uses stock dipstick
- 1/2" NPT fitting for oil temperature sender

**No. 20967****PART # DESCRIPTION****20967** Oil Pan, Fabricated Aluminum, Race Baffled for Mitsubishi Evo, 7, 8, 9**NOTE:** Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.

**MITSUBISHI EVO 10****Aluminum, Race Baffled****Engine Application: Mitsubishi 4B11T engines****Fits: 2008-'16 Mitsubishi Evo 10, will fit with factory air conditioning**

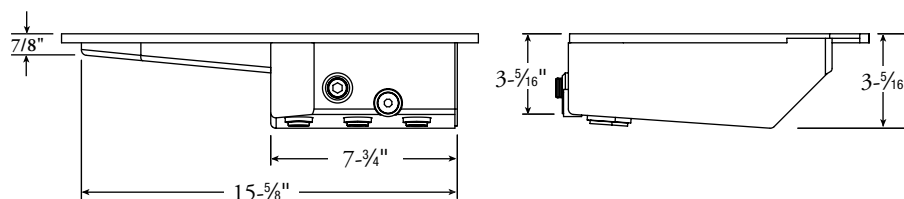
- Has a $\frac{3}{8}$ " thick billet aluminum oil pan rail with a fabricated aluminum sump
- Features a race-proven, three door assembly and removable anti-slosh baffle that keeps oil contained in oil pump pickup area during road racing and drag racing
- Holds 1.5 more quarts than stock
- $\frac{1}{2}$ " NPT fitting for oil temperature sensor and O-ring style drain plug
- Includes mounting kit with hex drive steel studs and serrated-faced flange nuts
- Reuses stock air conditioning hardware and bedplate

PART # DESCRIPTION

20969 Oil Pan, Fabricated Aluminum, Race Baffled for Mitsubishi Evo 10, 2008-16

PART # RECOMMENDED PICKUP

Use Stock Oil Pump & Pickup

**No. 20969****NISSAN SR20, RWD****Aluminum, Wet Sump, 4.75 Quart Capacity, Stock Depth****Engine Application: Nissan SR20, RWD**

- Dual internal baffling insures oil control not present in OE oil pan
- For use in Road Racing, Drifting and Drag Racing
- Bolt-in upgrade replaces OEM steel pan
- $\frac{1}{4}$ " aluminum rail
- Metric studs and nuts included
- Oil temperature provision ($\frac{1}{2}$ " NPT bung)
- Magnetic drain plug included

PART # DESCRIPTION

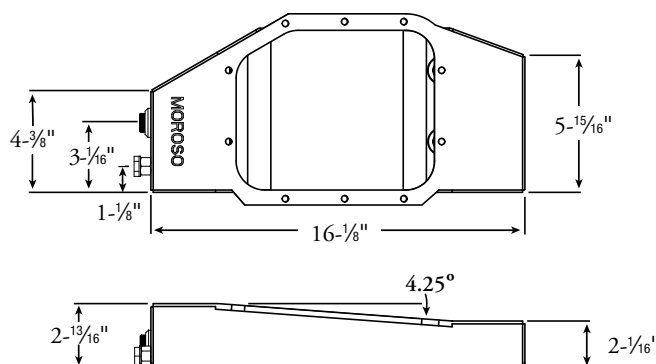
20975 Oil Pan, Aluminum

PART # RECOMMENDED PICKUP

Use Stock Oil Pump & Pickup

PART # AVAILABLE OPTION

38366 Oil Pan Stud Kit

**No. 20975**

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

SUBARU EJ20, EJ22 & EJ25

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

Engine Application: Subaru EJ20, EJ22 & EJ25

Fits: Subaru Impreza 1993-2007, Legacy 1990-2009 and Forester 1997-2008 and universal applications such as Sand Rails.

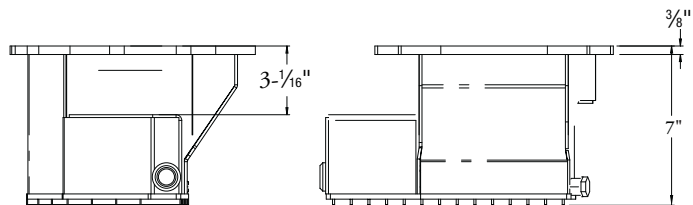
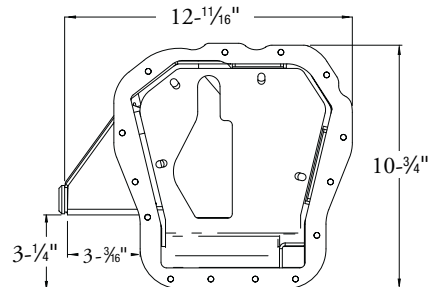
- One-piece $\frac{3}{8}$ " thick billet aluminum oil pan rail provides a rigid flange for leak-free sealing
- Baffled for Rallying, Road & Drag Racing
- Bottom of oil pan is finned for heat dissipation
- Windage tray for increased horsepower saving and oil control
- $\frac{1}{2}$ " NPT fitting that can be used for crank case ventilation or for head drainback
- $\frac{1}{2}$ " NPT fitting for oil temperature sender
- Oil pan gasket (Fel Pro® # 30656) included
- Uses factory dipstick
- High-grade mounting hardware included
- Includes heavy duty, braced oil pump pickup Part No. 24965 with O-ring

PART # DESCRIPTION

20965 Oil Pan, Aluminum with Billet Rail

PART # AVAILABLE OPTION

38366 Oil Pan Stud Kit

No. 20965**SUBARU EJ20, EJ22 & EJ25**

Steel/Aluminum, Wet Sump, 6 Quart Capacity, $6\frac{15}{16}$ " Deep

Engine Application: Subaru EJ20/EJ22/EJ25

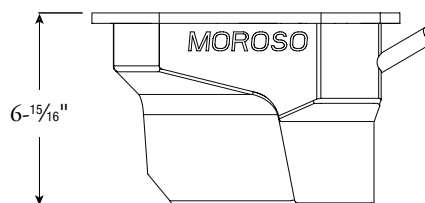
Fits: Subaru Impreza 2002-2011, Legacy 2004-2009, and Forester 2004-2008 and Universal Applications such as Sand Rails. On earlier model Subaru(s), check chassis and oil pan dimensions for compatibility.

- Designed to work with all popular header combinations currently available
- Aluminum version features a billet rail, steel version has a laser-cut rail
- Anti-slosh baffle for increased horsepower savings and oil control
- Uses factory dipstick
- $\frac{1}{2}$ " NPT fitting for air/oil separator or turbo drain back
- Oversize O-ring style drain plug for ease of oil draining
- Includes heavy duty, braced oil pump pickup with O-ring

PART # DESCRIPTION

20966 Oil Pan, Steel, Black Zinc

20968 Oil Pan, Fabricated Aluminum

No. 20966**No. 20968**

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

**TOYOTA**

Aluminum, 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 for Road Racing, also an excellent Drag Race oil pan
- 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

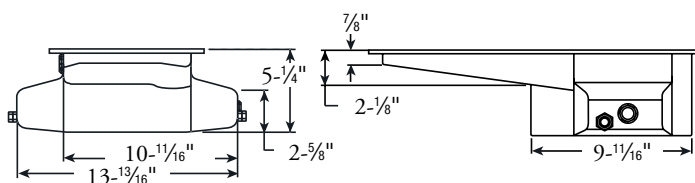
PART # RECOMMENDED PICKUP

Use Stock Oil Pump & Pickup

PART # AVAILABLE OPTIONS

23210 Windage Tray

38356 Oil Pan Stud Kit

No. 20930**TOYOTA**

Aluminum, 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 in Road Racing, also an excellent Drag Race oil pan
- 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 flange nuts

PART # DESCRIPTION

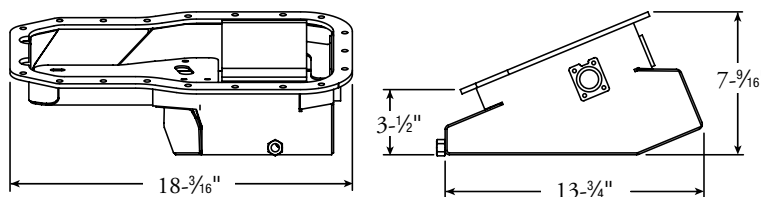
20935 Oil Pan, Aluminum, Kicked-Out Sump

PART # RECOMMENDED PICKUP

Use Stock Oil Pump & Pickup

PART # AVAILABLE OPTION

38366 Oil Pan Stud Kit

No. 20935

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

TOYOTA-LOTUS ELISE

Aluminum, Wet Sump, 6 Quart Capacity, Stock Depth

Engine Application: 1ZZ/2ZZ Engines, Lotus, Elise

Fits: 2000-'05 Toyota, Celica, Front Wheel Drive, 1999-'05 US,
1999-'07 J.D.M. Japanese Toyota MR2 mid engine cars,
2004-Up Lotus Elise

- Manufactured from thick aluminum
- Internal baffling insures oil control not present in a OE oil pan
- Baffled for Road Racing, also an excellent Drag Race oil pan
- Can be used as a bolt-in replacement for the stock pan
- $\frac{3}{8}$ " Billet Aluminum rail
- Metric studs and nuts included
- Turbo drain, $\frac{1}{2}$ " NPT bung for turbo drainback
- $\frac{1}{2}$ " NPT bung for oil temperature provision

PART # DESCRIPTION

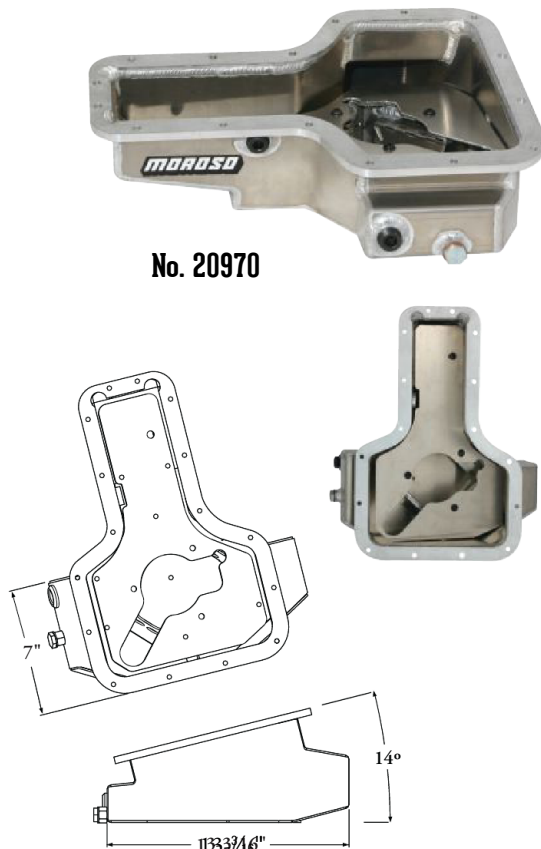
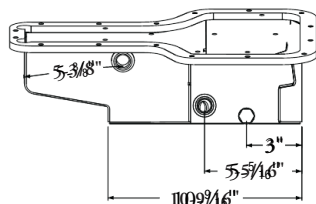
20970 Oil Pan, Billet Aluminum, Wet Sump, Toyota-Lotus

PART # RECOMMENDED PICKUP

Use Stock Oil Pump & Pickup

PART # AVAILABLE OPTION

38366 Oil Pan Stud Kit

**No. 20970****TOYOTA 2GR-FE/Z, LOTUS EVORA**

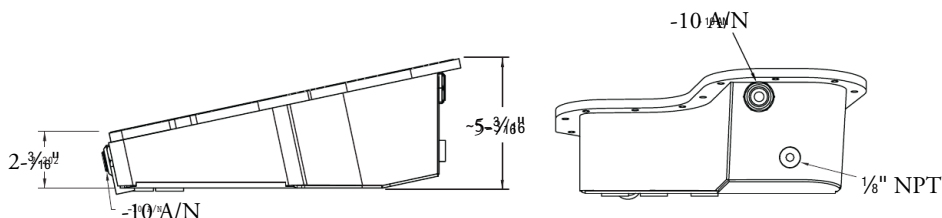
Aluminum, Wet Sump, 6.25 Quart Capacity, Stock Depth

Fits: 2010-Up 2GR-FE/Z swaps into MR2 Lotus Evora Supercharged
and Non-Supercharged

- $\frac{3}{8}$ " Thick Billet Aluminum Rail with integral O-ring
- Features a race proven trap door assembly and a removable anti-slosh baffle that keeps oil contained in the oil pump pickup area during road racing and drag racing
- Designed to be used with the factory oil pump pickup
- Two -10 AN female fittings with bungs for supercharger or turbo drain back
- $\frac{1}{8}$ " NPT fitting for oil temperature sender
- O-ringed magnetic drain plug
- Includes 6mm mounting studs and nuts

PART # DESCRIPTION

20971 Oil Pan, Aluminum, Race Baffled

**No. 20971**

OIL PANS, VALVE COVERS, OIL TANKS & MORE

*Mori J2 Seiki
NV5000
Vertical
Machining
center.*



*Dry
Sump
Tanks*



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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.**

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Oil Pans*



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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.

SOLD TO

Name _____
Attn: _____
Address _____
City, State, Zip _____
Phone _____ Fax _____
Charge Card No. (Visa/MC/Discover) _____

SOLD TO

Name _____
Attn: _____
Address _____
City, State, Zip _____
Phone _____
Fax _____
Exp Date: _____

ENGINE SPECIFICATIONS

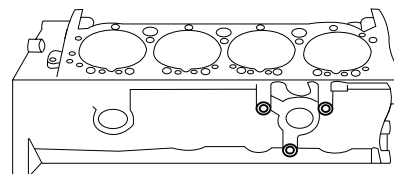
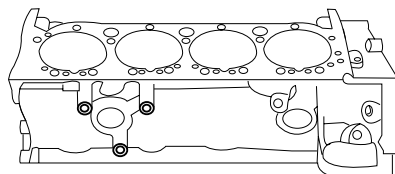
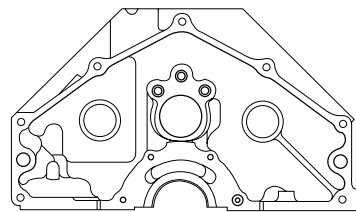
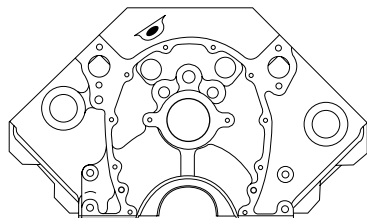
Make: _____ Block Style: _____
Displacement: _____ Rear Main Seal: _____ 1pc. _____ 2pc. _____
Stroke: _____ Rods: Alum. _____ Steel _____
Starter Location: Passenger _____ Driver _____ None _____
Starter Type: _____
Starter Mfr.: _____ Flywheel - Number of Teeth: _____

OIL PAN CONFIGURATION

Material: Steel _____ Alum. _____
Pan Style: Wet Sump _____ Dry Sump _____ External Pump _____
Oil Pan Depth: Front _____ Rear _____
Pump Style/Type Used: _____ Pickup Location(s): _____
Drain Plug Location: _____

Number of Pickups: Male _____ Female _____ Fitting Size _____
Windage Tray/Screen: Steel _____ Alum. _____ Teflon _____ Expanded Metal _____ Wire Cloth _____
Other Special Instructions: _____

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.

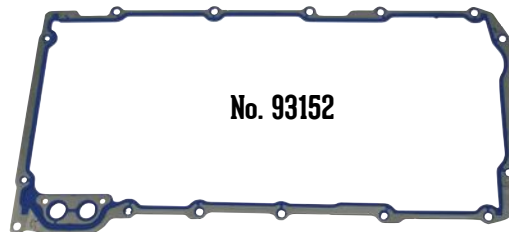
OIL PAN GASKETS

Race Quality

Why go searching for the right oil pan gasket for a Moroso oil pan? Now Moroso offers race quality, reinforced oil pan gaskets that have been verified by Moroso to work with our oil pans



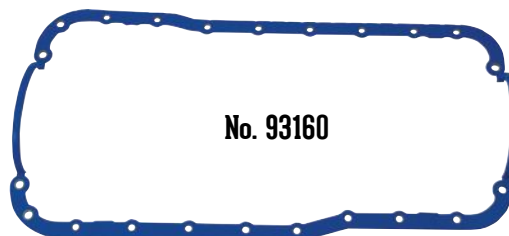
No. 27293
Patent Pending



No. 93152



No. 93154



No. 93160

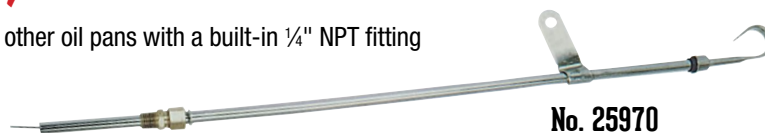
PART # DESCRIPTION

27293	Oil Pan Gasket, One Piece Design, Steel Reinforced, Ford 7.3 Powerstroke 1994-2003 and International T444E
93150	Oil Pan Gasket, One Piece Design, Steel Reinforced, For SBC, Pre '85 Engine Block with 2 piece rear main seal
93151	Oil Pan Gasket, One Piece Design, Steel Reinforced, SBC '86-Up Engine Block Style with 1 piece rear main seal
93152	Oil Pan Gasket, One Piece Design, Steel Reinforced, GM LS Series (Except LS7 & LS9)
93153	Oil Pan Gasket, One Piece Design, Steel Reinforced, BBC Mark 4, notched for stroker cranks
93154	Oil Pan Gasket, One Piece Design, Steel Reinforced, BBC Gen 5 & 6
93160	Oil Pan Gasket, One Piece Design, Steel Reinforced, Ford 289-302 for oil pan core with a smooth rail*
93161	Oil Pan Gasket, One Piece Design, Steel Reinforced, Ford 289-302, for oil pan core with a dimpled rail*
93162	Oil Pan Gasket, One Piece Design, Steel Inserts, Ford 351W, for oil pan core with a smooth rail*
93163	Oil Pan Gasket, One Piece Design, Steel Reinforced, Ford 351W, for oil pan core with a dimpled rail*
93164	Oil Pan Gasket, One Piece Design, Steel Reinforced, Ford 4.6/5.4
93166	Oil Pan Gasket, One Piece Design, Steel Reinforced, Ford 460, for oil pan core with a smooth rail*
93167	Oil Pan Gasket, One Piece Design, Steel Reinforced, Ford 460, for oil pan core with a dimpled rail*
93174	Oil Pan Gasket, One Piece Design, Steel Reinforced, Chrysler 361-440, Hemi, KB, BAE & Wedge (not TFX)
93175	Oil Pan Gasket, One Piece Design, Steel Reinforced, Jeep 4.0L, 232, 242, 258

* Unless specified differently in Moroso catalog or at www.moroso.com on oil pan product description

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 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"



No. 25970

PART # DESCRIPTION

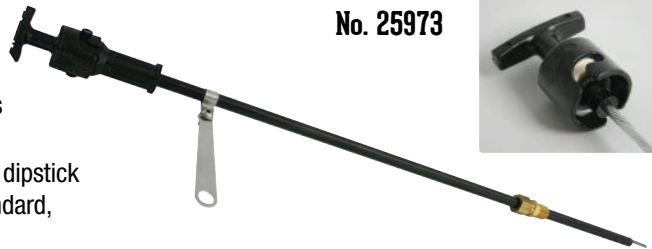
25970	Universal Dipstick Kit, 1/4" NPT fitting and pan adapter
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OIL PAN DIPSTICK*Flex Tube, Stainless Steel, Universal**Fits: Moroso Oil Pans with 1/4" NPT dipstick bung*

- 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
- O-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**No. 25971****UNIVERSAL DIPSTICK KIT***Twist-Lock*

- Efficient twist-lock design eliminates oil leakage, blowing out of handle and prevents crankcase gasses 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**No. 25973****REPLACEMENT OIL PAN AND TRANSMISSION DRAIN PLUGS**

- 3/4" hex head with 1/2" x 20 threads
- Replacement for Moroso Oil and Transmission Pans and others
- Extra strength, rare earth magnetic tip holds metal particles

PART # DESCRIPTION**97000** Oil Pan Drain Plug. Chrome-Plated. Includes Nylon Washer**97001** Oil Pan Drain Plug. Clear Zinc. Includes Nylon Washer**97002** Oil Pan and Transmission Drain Plug. Clear Zinc. Includes Copper Washer**No. 97000****No. 97002****OIL PAN DRAIN PLUG***14 MM, 1.5 Thread*

- 14 MM, 1.5 thread pitch with a 17 MM hex head
- Replacement for Moroso **Nos. 20911 & 20980**, also is an excellent drain plug upgrade to O.E.M. oil pans that take this thread size
- Strong Rare Earth Magnetic tip holds metal particles
- Zinc Finish
- Includes a Nylon washer

PART # DESCRIPTION**97003** Oil Pan Drain Plug, Zinc Finish**No. 97003****OIL PAN DRAIN PLUG, MAGNETIC**

- 3/4" inch -16 thread (-8 AN) with O-Ring
- Replacement for Moroso Oil Pans with kick out designs

PART # DESCRIPTION**97006** Oil Pan Drain Plug, 1 per pack, Magnetic**No. 97006**

**REPLACEMENT DRAIN PLUG WASHERS**

- High quality washers ensure a leak-free seal
- ½" I.D. x ¾" O.D.
- Fits Moroso Drain Plug **Nos. 97000** and **No. 97001** and others

PART # DESCRIPTION**97010** Replacement Drain Plug Washers, Copper, Ten per Pack**97011** Replacement Drain Plug Washers, Nylon, Ten per Pack**No. 97011****No. 97010****OIL PAN ACCESS PLUG**

- ¾" inch -16 thread (-8 AN) with O-Ring
- Replacement for Moroso Oil Pans with kick out designs

PART # DESCRIPTION**97005** Oil Pan Access Plug, Six per pack**No. 97005****OIL PAN INSPECTION PLUG KIT**

- Allows sanctioning bodies to conduct post-race inspections of connecting rods without removing oil pan
- Kit is easy to install
- Includes steel fitting to be welded to side of oil pan and a removable, lightweight 1" NPT aluminum inspection plug

PART # DESCRIPTION**23970** Oil Pan Inspection Plug**No. 23970****PLUG****20mm x 1.5, Male with Copper Washer**

- On certain models from GM and Ford, a low oil warning sensor screws into a 20mm female fitting in the O.E.M. oil pan
- Moroso Oil Pans **Nos. 20185, 20570, 20571, 20572, 21811** and **21812** include the 20mm female fitting for the factory sensor
- This male plug is for use when the factory low warning sensor is not going to be utilized
- Includes a copper washer

PART # DESCRIPTION**22738** Plug, 20mm x 1.5, Male with Copper Washer**No. 22738****-10AN MALE FITTING****Non-Weld**

- Non-weld kit, makes it easy to add a leak proof fitting to oil pans for oil returns, valve covers etc., without having to actually weld the fitting
- Perfect for adding a fitting to steel or aluminum with up to a 1/8" max. wall thickness
- O-ring seal to prevent leaks

PART # DESCRIPTION**22753** -10AN Male Fitting, Non-Weld**No. 22753**

REAR SEAL ADAPTERS

- Converts one-piece rear main seal on 1986 and newer Small Block Chevy blocks to the old style, two-piece rear seal when installing the old style crankshaft in the newer style blocks
- 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

**No. 38315**

PART #	DESCRIPTION
38315	Rear Seal Adapter, Small Block Chevy, use with new style oil pan (1986 and newer blocks with one-piece rear seal)
38415	Rear Seal Adapter, Small Block Chevy, use with old style oil pan (pre-1980 blocks with driver-side dipstick)

OIL PAN SPACER KIT*Dart LS Next Non-skirted Engine Block*

- This oil pan spacer kit contains a right and left billet aluminum spacers, mounting hardware that is included in Moroso Part

No. 20144 Dart LS Next Oil Pan Kit

- This spacer kit is designed to mount the following GM LS oil pans*; Moroso, O.E.M. or other aftermarket oil pans to DART LS Next engine blocks
- Billet Aluminum Spacers have a built in oil ring groove on the side that mounts between the spacer and the engine block, on the other side of the spacer is a smooth surface that oil pan gasket mounts between it and the oil pan
- Includes mounting hardware, billet aluminum spacers have mounting holes for A/C and P/S brackets

**No. 22934**

PART #	DESCRIPTION
22934	Oil Pan Spacer Kit, Dart LS Next, non-skirted engine block
PART #	AVAILABLE OPTIONS
93152	Oil Pan Gasket, GM LS Series (Except LS7 & LS9)

*Any oil pan besides Moroso Part **Nos. 20144** or **20155** will require modification to itself or the oiling system

CHEVROLET CRANKSHAFT WIPERS

- Removes excess oil from crankshaft to reduce horsepower-robbing windage
- .035" steel plate comes pre-fit so only slight amounts of material must be removed
- Trim to within .045" of the connecting rods and counterweights for best results

PART #	DESCRIPTION
25800	Crankshaft Wiper, Small Block Chevy
25830	Crankshaft Wiper, Big Block Chevy

No. 25800**No. 25830****WINDAGE TRAYS & ACCESSORIES****UNIVERSAL WINDAGE TRAY SCREEN**

- Keeps rotating assembly free of unwanted oil to reduce horsepower robbing windage
- Screen must be trimmed for each engine application

PART #	DESCRIPTION
22912	Uni-Directional Windage Tray Screen, 23" x 16", Universal Application

No. 22912



CHEVY V8 LOUVERED WINDAGE TRAYS

- Louvered design allows oil thrown from rotating assembly to drain into sump without splashing back
- Teflon coated for quick drainage
- Improved drainage reduces windage, increases power
- Mount with aftermarket stud kits or with stock extended main cap studs
- Fits Moroso Oil Pans, some trimming may be required

PART # DESCRIPTION

23020 Louvered Windage Tray, SBC and 400 block, with either driver or passenger side dipstick

23030 Louvered Windage Tray, BBC, Mark IV



No. 23020

No. 23030

CHEVY V8 OIL CONTROL KITS

- Kits convert stock-type oil pan into competition style pan for proper oil control, consistent oil pressure and horsepower gain
- Includes Teflon coated windage tray, which attaches to stock type main cap studs with standoffs
- Also includes crankshaft scraper and bolt-on rear pan baffle
- Fits Moroso Oil Pans, some trimming may be required

PART # DESCRIPTION

23035 Oil Control Kit, SBC with either driver or passenger side dipstick

23036 Oil Control Kit, BBC



No. 23036

MAIN CAP BAFFLES

- Mounts between rear main bearing cap and oil pump to prevent sump oil from reaching crankshaft during hard acceleration

PART # DESCRIPTION

23000 Main Cap Baffle, Small Block and 90° V6 Chevy

23010 Main Cap Baffle, Big Block Chevy

No. 23000



No. 23010

Note: Baffles must be trimmed to fit oil pan.

OIL PAN BAFFLE KIT, HONDA S2000 AP1/AP2

Trap Doors, Weld-In

Fits: Honda S2000, 1999-'09

- The Moroso Drop and Weld in trap door baffle assembly fits both AP1 and AP2 Honda S2000 oil pans
- The baffle assembly creates an oil containment area that is fed by 3 Trap Doors and 2 anti-slosh plates
- Constructed out of heavy gauge aluminum with aluminum trap doors
- Installation of the baffle assembly is accomplished by placing the self positioning assembly in a clean degreased factory S2000 oil pan and having the assembly stitch welded in by a proficient aluminum welder

PART # DESCRIPTION

23040 Oil Pan Baffle Kit, Honda S2000 AP1/AP2



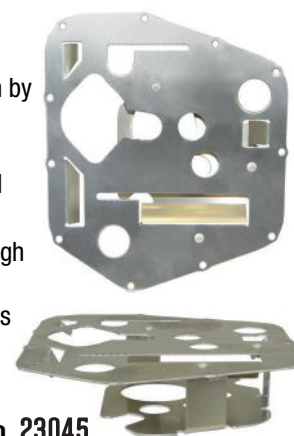
No. 23040

OIL PAN BAFFLE, SUBARU BRZ/SCION FRS

- The Moroso Double Tier, Drop in baffle assembly fits the O.E.M. oil pan without modification by sandwiching between the engine block and oil pan
- The baffle assembly with directional oil return flaps creates an oil containment area that keeps the oil pump pick up fed and oil off the rotating assembly to free up horsepower and cut down on oil temperatures
- Baffle Kit will help protect the engine from oil pressure surges in prolonged corners with high lateral G forces or long acceleration runs
- Constructed out of aluminum and comes with 2 sealing washers for the internal drain tubes

PART # DESCRIPTION

23045 Oil Pan Baffle Kit, Subaru BRZ/SCION FRS, DROP IN



No. 23045

DO YOU TRACK DAY OR RACE YOUR SUBARU BRZ/SCION FRS?



Subaru/Scion Baffle Assembly



No. 23045

Fits: Subaru BRZ/Scion FRS

- Keeps oil off the rotating assembly to free up horsepower & cut down oil temperature
- Creates an oil containment area that keeps the oil pump fed during cornering & acceleration
- Drops in O.E.M. oil pan

MOROSO

80 Carter Drive Guilford, Connecticut 06437-2116
Ph 203.453.6571 • Tech 203.458.0542
Visit us ONLINE @ www.moroso.com



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 **Nos. 20141, 20143, 20145, 20147, 20149, 20150 and 21150**
- Must use Corvette C-6 Dipstrick



No. 22941

PART # DESCRIPTION

22941 Louvered Windage Tray, LS Engine
Also a replacement part for Moroso Pan **No. 21150**

LOUVERED WINDAGE TRAY

Fits: Ford 302 Engines with Rear Sump Oil Pans

- 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



No. 22930

***NOTE:** Will not fit 4-bolt engine blocks such as: Ford Boss 301, 302 Ford R302 and Dart

LOUVERED WINDAGE TRAY

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

- 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

***NOTE:** Will fit Dart 4 bolt engine blocks with slotting mounting holes.

LOUVERED WINDAGE TRAY

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

- 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



No. 22939



Windage Tray Mounting
Stud Kits on pg. 210

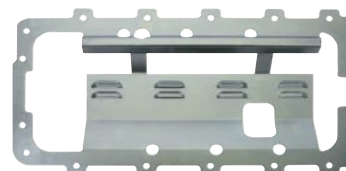
LOUVERED WINDAGE TRAY

Fits: Ford 4.6/5.4

- Fits both stock* and aftermarket oil pans
- Louvered design allows oil thrown from the rotating assembly to drain into the sump without splashing back, reducing the windage and increasing power
- Features dual cylinder bank drain back for superior oil control and horsepower gains
- Goes between the engine block and oil pan
- Constructed out of 14 gauge steel with a clear zinc finish
- Includes oil pan studs and nuts

PART # DESCRIPTION

22933 Ford 4.6/5.4 Louvered Windage Tray

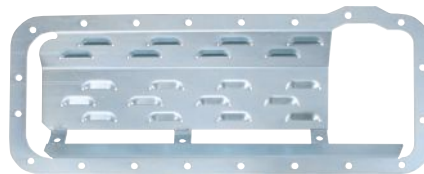


No. 22933

***On some Mustang Cobra applications, diverters in factory oil pan and oil pump pickup need to be trimmed.**

LOUVERED WINDAGE TRAY*Fits: Ford 352-428 FE Engines*

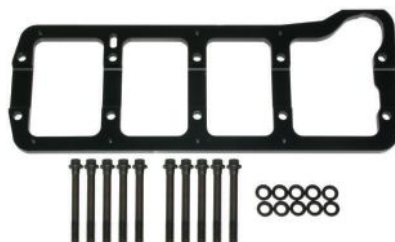
- Fits Moroso Oil Pan Nos. 20606, 20607, 20608 and 20609
- Louvered design allows oil thrown from rotating assembly to drain into sump without splashing back, reducing windage and increasing power

PART # DESCRIPTION**22940** Louvered Windage Tray, Ford 352-428 FE engines**No. 22940****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. 22850****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" stroke
- Includes necessary hardware
- Works with any standard Melling M68 or M68HV oil pump

PART # DESCRIPTION**22928** Main Cap Girdle**No. 22928****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**No. 23210****REPLACEMENT WINDAGE TRAYS FOR MOROSO OIL PANS**

Replacement Trays are available directly from Moroso for current and some obsolete oil pans. Please allow plenty of time when ordering. Call our **Tech Support** or **Custom Manufacturing Departments** for more specific product information.

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 Small Block and Big Block Chevrolet Billet Oil Pumps.



OIL PUMPS

WET SUMP



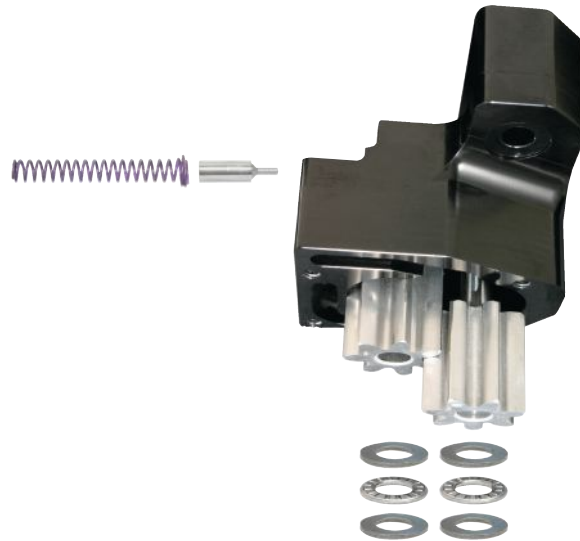
No. 22171

SBC SPURGEAR PUMP

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
22171	Oil Pump, Billet, SBC, High Volume



Oil Pump Drive Shafts
on pg. 123



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.



No. 22163



No. 22164

BBC SPUR GEAR PUMP

High or Standard Volume (Patent No. 5,810,571)

- 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- $\frac{3}{4}$ " 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



Oil Pump Drive Shafts
on pg. 123.



No. 22167



BBC GEROTOR PUMP

High Volume

- 6061-T6 billet housing with 5.7 times larger mounting boss area to prevent breaking
- Hard Coated Finish
- 1.100" Gerotor puts out 25% more volume to maintain ideal oil pressure round after 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

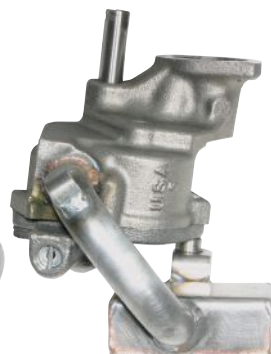
22167	Oil Pump, BBC, High Volume
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OIL PUMP / PICKUP COMBINATIONS*Fits: SBC and BBC*

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

**HEAVY
DUTY****PART # DESCRIPTION**

22124	Oil Pump and Pickup Package, Small Block Chevy, Moroso Part No. 22099 Standard Volume Pump, Fits: 8-1/4" Deep Oil Pan
22134	Oil Pump and Pickup Package, Small Block Chevy, Moroso Part No. 22109 High Volume Pump, Fits: 8-1/4" Deep Oil Pan
22144	Oil Pump and Pickup Package, Small Block Chevy, Moroso Part No. 22109 High Volume Pump, Fits: stock 7-1/2" Deep Oil Pan
22175	Oil Pump and Pickup Package, Big Block Chevy, Moroso Part No. 22149 Standard Volume Pump, Fits: 8" Deep Oil Pan
22185	Oil Pump and Pickup Package, Big Block Chevy, Moroso Part No. 22159 High Volume Pump, Fits: 8" Deep Oil Pan
22186	Oil Pump and Offset Pickup Package, Big Block Chevy, Moroso Part No. 22159 High Volume Pump, Fits: 8" Deep Oil Pan
22195	Oil Pump and Pickup Package, Big Block Chevy, Moroso Part No. 22159 High Volume Pump, Fits: 7-3/4" Deep Oil Pan

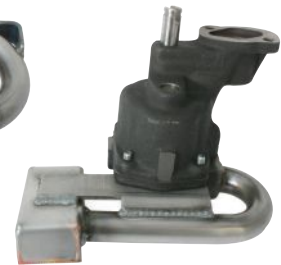
**No. 22124****No. 22134****No. 22144****No. 22175****No. 22185****No. 22186****No. 22195****OIL PUMPS****WET PUMP**

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

- 3/4" Diameter inlet area reduces cavitation in high RPM applications
- Features a Moroso "Tough Neck" oil pump, a thick neck to guard against pump breakage
- Pickup orientation ensures proper clearance from pickup to bottom of any Moroso oil pan

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

**No. 22146****No. 22147****SMALL BLOCK CHEVY 3/4" DIAMETER INLET**

- 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

PART # DESCRIPTION

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

**No. 22139****BIG BLOCK CHEVY/OIL PUMP/PICKUP
COMBINATION WITH WINDAGE SHIELD**

- To be used with Moroso Part Nos. 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
- Moroso Part No. 22159 High Volume oil pump is used
- 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

**No. 22187**

BELOW ARE THE PRE-WELDED OIL PUMP/PICK UP AND BILLET OIL PUMP APPLICATIONS AVAILABLE FOR CERTAIN 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 32-66) for your specific pan, or call Moroso Tech Support at 203-458-0546.

CHEVROLET

Chevrolet Small Block

Moroso Oil Pan Part #	Standard Volume 5/8" Inlet	High Volume 5/8" Inlet	High Volume 3/4" Inlet M155HV Style Pump	High Volume 3/4" Inlet Circle Track M155HV Style Pump	High Volume 3/4" Inlet Anti-Cavitation Grooves M10555 Style Pump w/ Anti-Cavitation Grooves	High Volume Moroso Billet Aluminum Spur Gear Pump w/ Built-In Pickup
20170		22144				
20171		22144				
20172		22144				
20180	22124	22134	22146		22139	22171
20181	22124	22134	22146		22139	22171
20182	22124	22134	22146		22139	22171
20190	22124	22134	22146		22139	22171
20191	22124	22134	22146		22139	22171
20195	22124	22134	22146		22139	22171
20196	22124	22134	22146		22139	22171
20200	22124	22134	22146		22139	22171
20201	22124	22134	22146		22139	22171
20205	22124	22134	22146		22139	22171
20206	22124	22134	22146		22139	22171
20230	22124	22134	22146		22139	22171
21017	22124	22134	22146		22139	22171
21234	22124	22134	22146		22138	22171
21235	22124	22134	22146		22139	22171
21238	22124	22134	22146		22139	22171
21239	22124	22134	22146		22139	22171
21312				22147		
21313				22147		
21318				22147		
21319				22147		



No. 22146



No. 22139



No. 22171

CHEVROLET, CONTINUED

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
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	
20485	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

Steel Oil Pumps

SMALL BLOCK CHEVY HEAVY DUTY RACING OIL PUMPS

- More material and are thicker in the neck area than standard SBC oil pumps. Casting is like "older style" pumps with more material in the neck area
- Benefits of a stronger casting with the features and price that the racer is looking for
- Same oil pumps that are used in our SBC welded together Oil Pump/Pickup combinations
- Made in the U.S.A.

PART # DESCRIPTION

22099 SBC Standard Volume, Oil Pump, 5/8" Inlet

22109 SBC High Volume, Oil Pump, 5/8" Inlet



No. 22099

BIG BLOCK CHEVY HEAVY DUTY RACING OIL PUMPS

- Same oil pumps that are used in our BBC welded together Oil Pump/Pickup combinations
- Have a long track record of providing solid performance at an appealing price point
- Made in the U.S.A.

PART # DESCRIPTION

22149 BBC Standard Volume, Oil Pump

22159 BBC High Volume, Oil Pump



No. 22159

ANTI-CAVITATION RACING OIL PUMPS**Fits: SBC and BBC**

- 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 # DESCRIPTION

22101	SBC, Standard Volume
22111	SBC, High Volume
22150	BBC, Standard Volume
22160	BBC, High Volume

**No. 22150****HEAVY
DUTY****No. 22111****BIG BLOCK CHEVY/ANTI-CAVITATION 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
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**No. 22162****GM LS SERIES RACING OIL PUMP****Fits: Gen III and Gen IV, 4.8L, 5.3L, 6.0L, 6.2L**

- 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
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* Use with Moroso LS Wet Sump Oil Pans

**No. 22120****OIL PUMPS****WET SUMP**

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 INC. DART/ROCKET

Oil Pan Part #	SBC, Standard Volume Pumps Moroso #22101 MEL. #M55 MEL. #M55A MEL. #M10553 5/8" Dia. Inlet	SBC, High Volume Pumps Moroso #22111 MEL. #M55HV MEL. #M10550 5/8" Dia. Inlet	SBC, High Volume Pump MEL. #M155HV MEL. #M10551 3/4" Dia. Inlet	SBC, High Volume Flange Style Pump MEL. #M10552 MEL. #M10555 3/4" Dia. Inlet	BBC, Standard Volume Pumps Moroso #22150 MEL. #M77 MEL. #M10774 3/4" Dia. Inlet	BBC, High Volume Pumps Moroso #22160 MEL. #M77HV MEL. #M10774HV 3/4" Dia. Inlet
20110	24100	24330				
20160	24150	24340				
20165	24150	24340				
20170	24212	24213				
20171	24212	24213				
20172	24212	24213				
20180	24170	24350	24360		24320	24320
20181	24170	24350	24360		24320	24320
20182	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
20193	24171	24351				
20195	24170	24350	24360		24320	24320
20196	24170	24350	24360		24320	24320
20200	24170	24350	24360		24320	24320
20201	24170	24350	24360		24320	24320
20205	24170	24350	24360		24320	24320
20206	24170	24350	24360		24320	24320
20210	24100	24330				
20211	24120	24122				
20212	24120	24122				
20230	24170	24350	24360		24320	24320
21017	24170	24350	24360		24320	24320
21019	24171	24351				
21234	24170	24350				
21237	24170	24350	24360		24320	24320
21245	24171	24351				
21308		24308				
21312	24103	24104	24318	24101		
21314	24314	24315				
21315	24314	24315				
21316	24316	24317				
21317	24316	24317				
21318	24103	24104	24318	24101		
21319	24103	24104	24318	24101		
21320	24316	24317				
21322	24316	24317				
21323	24316	24317				
21324	24316	24317				
21330	24103	24104	24318	24101	24325	24325
21804	24212	24213				
21808	24212	24213				
21811	24811	24814				
21812	24811	24814				
21813	24212	24213				
21814	24212	24213				
21815	24212	24213				

OIL PUMP PICKUP BUYER'S GUIDE

CHEVROLET LS SERIES, DART LS NEXT

Oil Pan Part #	Stock Oil Pumps	High Volume Race Pump Moroso #22120	Oil Pan Comes with Pick Up
20140	24050	24050	No
20141	24050	24050	No
20142	24050	24050	No
20143	24050	24050	No
20144	24144	24144	No
20145	24050	24050	No
20146	GM Part # 12572654	GM Part # 12572654	No
20147	24050	24050	No
20148	24050	24050	No
20149	24050	24050	No
20150	24050	24050	No
21150	24050	24050	Yes

CHEVROLET BIG BLOCK INC. DONOVAN, DRC2 & MERLIN

Oil Pan Part #	STANDARD PICK UP LOCATION			OFFSET PICK UP LOCATION		
	BBC, Standard Volume Pumps Moroso #22150 MEL. #M77 MEL. #M10774 3/4" Dia. Inlet	BBC, High Volume Pumps Moroso #22160 MEL. #M77HV 3/4" Dia. Inlet	BBC, High Vol. Blueprinted Race Pump Moroso #22162 MEL. #M10770 MEL. #M10778 3/4" Dia. Inlet	BBC, Standard Volume Pumps Moroso #22150 MEL. #M77 MEL. #M10774 3/4" Dia. Inlet	BBC, High Volume Pumps Moroso #22160 MEL. #M77HV 3/4" Dia. Inlet	BBC, High Volume Pumps Moroso #22162 MEL. #M10770 MEL. #M10778 3/4" Dia. Inlet
20032	24446	24446	24446			
20376	24440	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
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			
20485	24440	24441				
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

OLDSMOBILE

Moroso Oil Pan Part #	High Volume Pump MEL. #M22FHV	High Volume Pump MEL. #M22MHV	High Volume Pump MONDELLO SP755
20480	24460		
21631		24463	24463

PONTIAC

Moroso Oil Pan Part #	High Pressure Pump MEL. #54DS	High Volume Pump MEL. #10541
20490	24480	24480
20500	24482	24482



OIL PUMPS

WET SUMP

CHRYSLER

Chrysler 273-340, 360 & 360 Magnum

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

Chrysler 5.7 – 6.4 hemi

Moroso Oil Pan Part #	Stock Oil Pumps
21161	24161

Chrysler 361-440 & 426 Hemi

Moroso Oil Pan Part #	Stock Style B/RB Pump 3/8" -18 thread	Stock Style Hemi Pump 1/2" -14 thread
20760	24750	24800
20766	24766	

FORD

Ford 289-302

Moroso Oil Pan Part #	Stock Oil Pumps	Stock Oil Pumps w/ Main Support	Melling Pump #M68, #M68HV #M10688	Melling Pump #M68, #M68HV, #M10688 w/ Main Support
20502	24520		24520	
20503	24523			
20506	24517	24518	24517	24518
20511	24516	24516	24516	24516
20521	24516	24516	24516	24516
20527	24527	24528	24527	24528
20528	24516	24516	24516	24516
20533	24527	24528	24527	24528
20535	24523		24523	

Ford 351W - SVO

Moroso Oil Pan Part #	Stock Oil Pumps	Melling Pump #M83, #M83HV #M10833
20501	24507	24507
20507	24507	24507
20508	24501	24501
20520	24532*	24532*
20522	24515	24515
20523	24532*	24532*
20529	24532*	24532*
20532	24532*	24532*
20534	24534	24534
20536	24507	24507

*Does not fit World Products Man-O-War Engine Block

Ford 351C/351M & 400

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

Ford 352-428

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

Ford 4.6L, 5.0L & 5.4L

Moroso Oil Pan Part #	Oil Pan Uses 2V, 3V or 4V Oil Pump & Pickup	Stock Oil Pumps
20546	Yes	
20548	Yes	
20554	Yes	
20549	2V	24547
20549	4V	24548
20555	Yes	
20570	No	24570
20571	Yes	
20572	Yes	

Ford 429-460

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



OIL PUMPS

WET SUMP



OIL PUMPS

WET SUMP

IMPORT

Moroso Oil Pan Part #	Stock Oil Pumps 1.8 VTEC Engines	Stock Oil Pumps	Stock Oil Pumps Optional Pickup	Oil Pan Uses Stock Oil Pump & Pickup	Oil Pan Comes with Pickup
20901	24010	24011		No	No
20910				Yes	No
20911				Yes	No
20912	24012	24012		No	No
20915				Yes*	No
20917				Yes	No
20930				Yes	No
20935				Yes	No
20940				No	Yes
20942				Yes	No
20960				Yes	No
20965			24965	No	Yes
20967				Yes	No
20969				Yes	No
20970				Yes	No
20975				Yes	No

*To be used with Acura RSX oil pump assembly. OEM part #151-PRN-A01, oil pump assembly might require slight notching to clear certain K-series main caps.

OIL PUMP PICKUP & Accessories

U-WELD-IT EXTENDED OIL PUMP PICKUPS

- U-Weld-It Kits can be tailored for either standard or high volume pumps
- Use in oil pans up to 10- $\frac{3}{4}$ " deep
- Intended for Street/Strip use

PART # DESCRIPTION

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



No. 24840

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

OIL PUMP PICKUP SUBARU EJ25 TURBO APPLICATIONS

Fits Moroso Part No. 20965 & OEM Oil Pans

- Designed to replace factory oil pump pickups, which have had cases of failure
- Compared to O.E.M.; Part **No. 24965** has thicker tubing and flanges plus the pickup box and bracket are constructed out of thicker steel
- This sturdy bracket is a model of design efficiency by adding material just where it's needed
- Mates to oil pump exactly like factory pickup and includes an O-ring

PART # DESCRIPTION

- 24965** Oil Pump Pickup, Subaru EJ25 Turbo Applications, 2004-05 STI, 2006-Up WRX, STI, Forester, BAJA, Fits Moroso Part **No. 20965** & OEM Configuration Oil Pans



No. 24965

OIL PUMP PICKUPS, SUBARU '02-'05 WRX & OTHER EJ20 TURBO APPLICATIONS

Fits SUBARU '02-'05 WRX O.E.M. Oil Pans

- Heavy Duty Upgrade to the failure prone factory oil pump pickup
- Part # 24964 compared to O.E.M., has thicker tubing and a billet machined flange, the pickup box and bracket are constructed out of thicker steel
- The bracket itself besides being constructed out of thicker steel is also a model of design efficiency by adding support material where needed
- Direct Bolt-On replacement with O-ring included
- Zinc plated finish



No. 24964

PART #	DESCRIPTION
24964	Oil Pump Pickup, Subaru '02-'05 WRX O.E.M. Oil Pans



No. 22070



No. 22077



No. 22072



No. 22074

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 steel sleeve

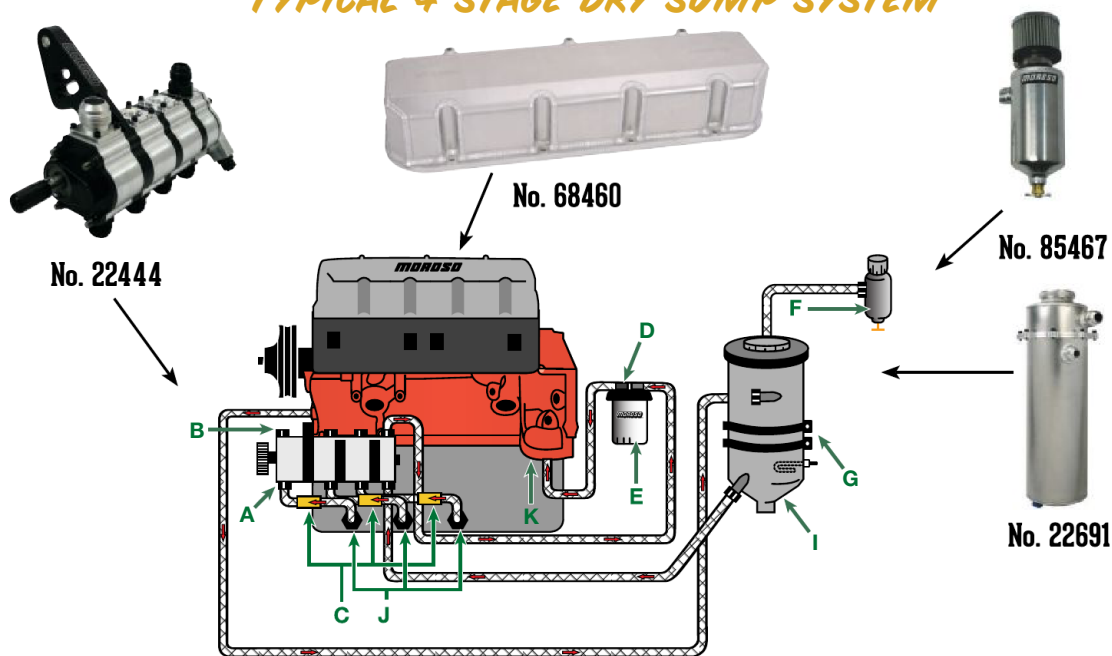
PART #	OVERALL- LENGTH	APPLICATION	PUMP DRIVE	USE ON PUMPS
22070*	5.985"	SBC, Chevy V-6 (Stock)	Blade	22101, 22111, 22124, 22134, 22171,
22080	6.691"	BBC, Stock Height	Blade	22150, 22160, 22144, 22175, 22185, 22163
22082	7.153"	BBC, .400" raised cam	Blade	22150, 22160, 22144, 22175, 22185, 22163
22090*	5.878"	SBC using BBC Pump	Blade	22150, 22160, 22144, 22175, 22185, 22163
22072	7.353"	BBC DART Block, .600" raised cam	Blade	22150, 22160, 22144, 22175, 22185, 22163
22074	9.136"	BBC, .400" raised cam	Hex	22167
22077	6.394"	SBC DART Block, .391" raised cam	Blade	22101, 22111, 22124, 22134, 22171

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

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



CATEGORY	PART # AND DESCRIPTION	CATEGORY	PART # AND DESCRIPTION
A Dry Sump Oil Pumps	No. 22343 , Tri-Lobe, Door Car, 3 Stage No. 22443 , Tri-Lobe, Dragster, 3 Stage No. 22253 , Door Car, 3 Stage No. 22523 , Dragster, 3 Stage No. 22344 , Tri-Lobe, Door Car, 4 Stage No. 22444 , Tri-Lobe, Dragster, 4 Stage No. 22254 , Door Car, 4 Stage No. 22524 , Dragster, 4 Stage	Oil Preheaters	No. 23980 , In Tank w/ Aluminum Fitting No. 23990 , In Tank w/ Steel Fitting No. 23995 , External Heating Pad, 6" x 12" No. 23996 , External Heating Pad, 5" x 7" No. 23997 , External Heating Pad, 2" x 15"
B Pump Fittings	No. 22741 , Replacement Fitting -10AN No. 22742 , Replacement Fitting -12AN No. 22743 , Replacement Fitting -16AN No. 22744 , Replacement Fitting -16AN W/-12 AN	H 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 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 No. 22689 , 15", 6 qt., (3) -12AN w/ Integral Breather
C In-Line Screened Oil Filters	No. 23850 , -10AN fittings, 3/8" No. 23860 , -12AN fitting, 3/4" No. 23870 , -8AN fitting, 1/2"	I Filter Fittings	No. 23960 , 3/4" NPT Male to -12AN Male No. 23961 , -12AN Male to -12AN Male
D Remote Filter Mounts	Nos. 23700/23710 , Ford/Chrysler Style Nos. 23750/23760 , Chevy Style No. 23766 , Large Diameter Style	J Filter Block-Off/ Bypass Plates	No. 23690 , Filter Adaptor, Chevy No. 23770 , Bypass, SBC & BBC No. 23782 , Bypass, Merlin Block No. 23780 , Block-Off SBC & BBC No. 23840 , Block-Off BBC (Gen V) No. 23820 , Block-Off Ford/Chrysler
E Racing Oil Filters	No. 22459 , Chevy, 4-3/32" high No. 22460 , Chevy, 5-1/4" high No. 22461 , Chevy, 8" high No. 22470 , Ford/Chrysler, 5-1/4" high No. 22465 , Large Dia. (Fram HP-6 replacement), 6-1/4" high		
F Breather Tanks	No. 85465 , -12AN Inlet No. 85466 , Dual -12AN Inlet Fittings No. 85470 , 3/8" NPT Inlet No. 85475 , -16AN Inlet		
G Tank Mounts	Nos. 22677, 22678, 22679 (Straight, Offset or U-Weld-It Kits)		

MOROSO TRI-LOBE LINE OF EXTERNAL PUMPS ARE THE LATEST IN OUR RICH HISTORY OF INNOVATIVE OIL PUMP DESIGNS!

EXTERNAL OIL PUMPS

Single Stage

THESE OIL PUMPS FEATURE:

- Spur gear pressure section
- Lightweight and efficient
- Includes all necessary fittings, -12AN
- External oil pumps run cooler than internal pumps and features an external bypass for ease of adjustment
- Priming your engines oil systems is made simpler
- External pumps eliminate the spark scatter and camshaft loads that are associated with an internal pump



Single Stage
No. 22341



Single Stage
No. 22321

Single Stage
No. 22441

EXTERNAL PUMPS				
PART #	DESCRIPTION	STAGE	STYLE OF BRACKET & ORIENTATION	PRESSURE SECTION
22341	Dry Sump Pump, T3 Series	SINGLE	FULL BODY, DRIVER'S/LEFT SIDE	1.200
22321	Dry Sump Pump, T3 Series	SINGLE	FULL BODY, PASSENGER/RIGHT SIDE	1.200
22441	Dry Sump Pump, T3 Series	SINGLE	DRAGSTER, LEFT SIDE	1.200

PART # AVAILABLE OPTION

22703 Fitting -10AN to 16AN Adapter

EXTERNAL OIL PUMP, SINGLE STAGE, FUEL PUMP DRIVE

Driver's/Left Side Door Car Style Bracket

- Rear 3/8" hex fuel pump drive with 1:1 ratio that accepts the popular 1.450 ID,3 bolt, fuel pump swivel clamps
- Spur gear 1.200 pressure section
- Light weight and efficient
- Includes all necessary fittings, -12AN
- External oil pumps run cooler than internal pumps and features an external bypass for ease of adjustment
- Priming your engines oil systems is made simpler
- External pumps eliminate the spark scatter and camshaft loads that come with an internal pump

PART # DESCRIPTION

22361 External Oil Pump, with Fuel Pump Drive, Left Side Bracket, 1.200 Pressure

PART # AVAILABLE OPTION

22703 Fitting -10AN to 16AN Adapter



No. 22361



EXTERNAL OIL PUMP, TWO STAGE, FUEL PUMP DRIVE

BEST

Driver's/Left Side Door Car Style Bracket

An expansion to our popular line of external oil pumps. This pump gives you the option of scavenging oil from the oil pan with one stage and using the second stage to scavenge oil from turbos or superchargers and/or pull vacuum.

- Rear 3/8" hex fuel pump drive with 1:1 ratio that accepts the popular 1.450 ID, 3 bolt, fuel pump swivel clamps
- Spur gear 1.200 pressure section
- Light weight and efficient
- Includes all necessary fittings
- External oil pumps run cooler than internal pumps and features an external bypass for ease of adjustment
- Priming your engine's oiling systems is made simpler
- External pumps can help eliminate the spark scatter and camshaft loads that come with an internal pump

NEW!



No. 22362

PART #	DESCRIPTION
22362	External Oil Pump, Two Stage, Fuel Pump Drive, Left Side Bracket, 1.200 Pressure/1.700 Scavenge
PART #	AVAILABLE OPTION
22703	Fitting -10AN to 16AN Adapter

MOROSO

TRI-LOBE DRY SUMP PUMPS

- **Pulls big vacuum numbers**
- **Takes minimum horsepower to drive**
- **Smooth operation for consistent pressure**
- **Durable yet weight conscious**
- **Rebuildable**
- **Fuel Pump Drive versions**
- **Different bracket options; left or right, Door Car or Dragster**

**SINGLE
TO
SIX
STAGE**



MOROSO

Phone: 203.453.6571 / Tech line: 203.458.0542 / www.moroso.com

DRY SUMP PUMP, TRI-LOBE, FIVE STAGE, .900 PRESSURE SECTION

Door Car

- Tri-lobe aluminum scavenge sections featuring individual timing gears to ensure proper clearance at the highest of RPM's
- Spur gear pressure section based off Moroso's billet wet sump pump design
- Variable spring rates optimize your oil pressure for smooth, reliable oil pressure readings
- Saves weight and makes big crankcase vacuum
- Multiple #16 outlet options fitment requirements
- Pumps weights almost half of gerotor pumps, and takes up to 40% less power to drive
- Includes all necessary fittings

BEST

NEW!



No. 22335

PART #	DESCRIPTION
22335	Dry Sump Pump, Five Stage, Driver's Side/Door Car Bracket, .900 Pressure/1.700 Scavenge



OIL PUMPS

DRY SUMP

DRY SUMP PUMP, TRI-LOBE, 5 STAGE, .900 PRESSURE SECTION

Driver's/Left Side Dragster Style Bracket

- Tri-lobe aluminum scavenge sections featuring individual timing gears to ensure proper clearance at the highest of RPM's
- Spur gear pressure section based off Moroso's billet wet sump pump design
- Variable spring rates optimize your oil pressure for smooth, reliable oil pressure readings
- Saves weight and make big crankcase vacuum
- Multiple #16 outlet options for fitment requirements
- Pumps weights almost half of gerotor pumps, and takes up to 40% less power to drive
- Includes all necessary fittings

BEST

NEW!



No. 22435

PART #	DESCRIPTION
22435	Dry Sump Pump, Five Stage, Driver's Side/Dragster Bracket, .900 Pressure/1.700 Scavenge

MOROSO TRI-LOBE LINE OF DRY SUMP PUMPS ARE THE LATEST IN OUR RICH HISTORY OF INNOVATIVE OIL PUMP DESIGNS!

DRY SUMP PUMPS, TRI-LOBE, DOOR CAR

Three, Four, Five and Six Stage

BEST

The best performing dry sump pump line that Moroso has ever produced!

Moroso's new aluminum dry sump pumps have been developed with our decades of oiling system expertise to give you a lighter, better performing oil pump that will save weight and make more crankcase vacuum!

THESE OIL PUMPS FEATURE:

- Tri-lobe aluminum scavenge sections featuring individual timing gears to ensure proper clearance at the highest RPM's
- Spur gear pressure section based off Moroso's highly successful billet wet sump pump design.
- Designed to be driven at 70-80% of engine speed.
- Variable spring rates optimize your oil pressure for smooth, reliable oil pressure readings
- Multiple #16 outlet options for fitment requirements for your application
- Pump weighs almost half of gerotor pumps, and takes up to 40% less power to drive!
- Custom pressure section sizes for increased efficiency with different pump speeds
- Includes all necessary fittings



Three Stage-Driver's/Left Side
No. 22343



Three Stage-Passenger/Right Side
No. 22323



Four Stage-Passenger/Right Side
No. 22324



Four Stage-Driver's/Left Side
No. 22344



Five Stage-Driver's/Left Side
No. 22345



Five Stage-Passenger/Right Side
No. 22325



Six Stage-Driver's/Left Side
No. 22346



Six Stage-Passenger/Right Side
No. 22326

DOOR CAR BRACKET STYLE PUMPS

PART #	DESCRIPTION	STAGE	BRACKET ORIENTATION	PRESSURE SECTION	SCAVENGE SECTION
22343	DRY SUMP PUMP, T3 SERIES	THREE	DRIVER'S/LEFT SIDE	1.200	1.700
22323	DRY SUMP PUMP, T3 SERIES	THREE	PASSENGER/RIGHT SIDE	1.200	1.700
22344	DRY SUMP PUMP, T3 SERIES	FOUR	DRIVER'S/LEFT SIDE	1.200	1.700
22324	DRY SUMP PUMP, T3 SERIES	FOUR	PASSENGER/RIGHT SIDE	1.200	1.700
22345	DRY SUMP PUMP, T3 SERIES	FIVE	DRIVER'S/LEFT SIDE	1.200	1.700
22325	DRY SUMP PUMP, T3 SERIES	FIVE	PASSENGER/RIGHT SIDE	1.200	1.700
22346	DRY SUMP PUMP, T3 SERIES	SIX	DRIVER'S/LEFT SIDE	1.200	1.700
22326	DRY SUMP PUMP, T3 SERIES	SIX	PASSENGER/RIGHT SIDE	1.200	1.700

DRY SUMP PUMPS, TRI-LOBE, FUEL PUMP DRIVE

Driver's/Left Side Door Car Style Bracket

- Rear 3/8" hex fuel pump drive with 1:1 ratio that accepts the popular 1.450 ID, 3 bolt, fuel pump swivel clamps
- Tri-lobe aluminum scavenge sections featuring individual timing gears to ensure proper clearance at the highest of RPM's
- Spur gear pressure section based off Moroso's billet wet sump pump design
- Variable spring rates optimize your oil pressure for smooth, reliable oil pressure readings
- Saves weight and make big crankcase vacuum
- Multiple #16 outlet options for fitment requirements for your application
- Pumps weights almost half of gerotor pumps, and takes up to 40% less power to drive
- Includes all necessary fittings

BEST

NEW!



No. 22363



No. 22364



No. 22365



No. 22366

DRIVER'S/LEFT SIDE DOOR CAR STYLE BRACKET

PART #	DESCRIPTION	STAGE	BRACKET ORIENTATION	PRESSURE SECTION	SCAVENGE SECTION
22363	DRY SUMP PUMP, FUEL PUMP DRIVE	THREE	DRIVER'S/LEFT SIDE	1.200	1.700
22364	DRY SUMP PUMP, FUEL PUMP DRIVE	FOUR	DRIVER'S/LEFT SIDE	1.200	1.700
22365	DRY SUMP PUMP, FUEL PUMP DRIVE	FIVE	DRIVER'S/LEFT SIDE	1.200	1.700
22366	DRY SUMP PUMP, FUEL PUMP DRIVE	SIX	DRIVER'S/LEFT SIDE	1.200	1.700

MOROSO TRI-LOBE LINE OF DRY SUMP PUMPS ARE THE LATEST IN OUR RICH HISTORY OF INNOVATIVE OIL PUMP DESIGNS!

DRY SUMP PUMPS, TRI-LOBE, DRAGSTER

Three, Four, Five and Six Stage

The best performing dry sump pump line that Moroso has ever produced!

Moroso's new aluminum dry sump pumps have been developed with our decades of oiling system expertise to give you a lighter, better performing oil pump that will save weight and make more crankcase vacuum!

THESE OIL PUMPS FEATURE:

- Tri-lobe aluminum scavenge sections featuring individual timing gears to ensure proper clearance at the highest RPM's
- Spur gear pressure section based off Moroso's highly successful billet wet sump pump design. Designed to be driven at 70-80% of engine speed.
- Variable spring rates optimize your oil pressure for smooth, reliable oil pressure readings
- Multiple #16 scavenge outlet options for increased flow back to your dry sump tank and/or fitment requirement on your application
- Pump weighs almost half of gerotor pumps, and takes up to 40% less power to drive!
- Custom pressure section sizes for increased efficiency with different pump speeds
- Includes all necessary fittings
- For right handed applications rotate bracket, except Part **No. 22441**



Dry Sump Tanks
on pgs. 184-185



Three Stage- Driver's/Left Side
No. 22443



Four Stage- Driver's/Left Side
No. 22444



Five Stage- Driver's/Left Side
No. 22445



Six Stage- Driver's/Left Side
No. 22446

DRAGSTER CAR BRACKET STYLE PUMPS

PART #	DESCRIPTION	STAGE	BRACKET ORIENTATION	PRESSURE SECTION	SCAVENGE SECTION
22443	DRY SUMP PUMP, T3 SERIES	THREE	DRIVER'S/LEFT SIDE	1.200	1.700
22444	DRY SUMP PUMP, T3 SERIES	FOUR	DRIVER'S/LEFT SIDE	1.200	1.700
22445	DRY SUMP PUMP, T3 SERIES	FIVE	DRIVER'S/LEFT SIDE	1.200	1.700
22446	DRY SUMP PUMP, T3 SERIES	SIX	DRIVER'S/LEFT SIDE	1.200	1.700



OIL PUMPS

DRY SUMP



Single Stage
No. 22251 / No. 22241



Three Stage
No. 22253 / No. 22243

6000



Dry Sump Tanks
on pgs.184-185



Four Stage
No. 22254 / No. 22244



Five Stage
No. 22255 / No. 22245



OIL PUMPS

DRY SUMP

DRY SUMP OIL PUMPS, DOOR CAR

Single, Three, Four, Five and Six Stage

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

- 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
- 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
- Vertical oil pressure adjuster makes it easier to change oil pressure settings

PART # DESCRIPTION

.875 Pressure / 1.100 Scavenge

22251 Single Stage

22253 Three Stage

22254 Four Stage

22255 Five Stage

PART # DESCRIPTION

1.100 Pressure / 1.100 Scavenge

22241 Single Stage

22243 Three State

22244 Four Stage

22245 Five Stage

Optional Replacement Fittings available for -10AN through -16AN



PART # AVAILABLE OPTIONS

22741 Replacement Fitting -10AN

22742 Replacement Fitting -12AN

22743 Replacement Fitting -16AN

22744 Replacement Fitting -16AN
with a -12AN



OIL PUMPS

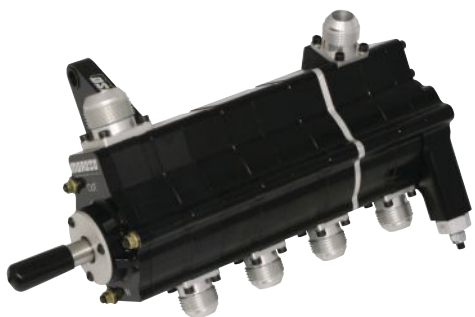
DRY SUMP



Single Stage
No. 22521 / No. 22421



Three Stage
No. 22523 / No. 22423



Four Stage
No. 22524 / No. 22424



Five Stage
No. 22525 / No. 22425

DRY SUMP OIL PUMPS. DRAGSTER

Single, Three, Four, Five and Six Stage

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

- 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
- 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

PART # DESCRIPTION

.875 Pressure / 1.100 Scavenge

22521 Single Stage

22523 Three Stage

22524 Four Stage

22525 Five Stage

PART # DESCRIPTION

1.100 Pressure / 1.100 Scavenge

22421 Single Stage

22423 Three Stage

22424 Four Stage

22425 Five Stage

Optional Replacement

Fittings available for
-10AN through -16AN



PART # AVAILABLE OPTIONS

22741 Replacement Fitting -10AN

22742 Replacement Fitting -12AN

22743 Replacement Fitting -16AN

22744 Replacement Fitting -16AN
with a -12AN

SPRINT CAR FRONT MAGNETO DRIVE ASSEMBLY

Patent Pending

Moroso Performance Products has developed a Magneto re-location kit that has solved inherent problems related to standard rear mounted magnetos

Issues of unstable timing, magneto flex and movement, shaft failure, drive gear failure and the inability to perform in-car timing adjustments, have all been addressed.

Front Magneto Drive Assembly has been designed to work with:

- Standard Shaver - Wesmar gear drive assemblies
- Moroso cam driven dry sump pumps, as well as other commonly used oil pumps
- Commonly used crank driven water pumps
- Designed to be used with MSD 12 LT Generator or MSD Part No. 7904 Generator Kit
- Now legal for most racing organizations



No. 60205

PART # DESCRIPTION

60205	Timing Cover Magneto Kit, Sprint Car, SBC, Non-Raised Cam
60206	Timing Cover Magneto Kit, Sprint Car, SBC, .390 Raised Cam

BENEFITS INCLUDE:

- Increased timing accuracy
- The ability to eliminate costly crank trigger systems
- Improved access to Magneto for timing adjustments
- Increased area at the rear of engine allows for induction system improvements

ASSEMBLY INCLUDES:

- Billet Timing Cover
- Magneto Drive Adapter
- Magneto Billet Relocation Mount
- Magneto Drive Stem
- Billet Distributor Hole Plug
- Mounting Hardware

SPRINT CAR BILLET ALUMINUM TIMING COVER, SBC NON-RAISED CAM & RAISED CAM

- Strong and Lightweight, machined from a solid bar of Aluminum
- Designed to work with all gear and chain cam drive systems, including Standard Shaver and Wesmar gear drive assemblies
- Timing Cover's bolt pattern is designed to accept Moroso cam driven dry sump pumps as well as others
- Is included in the Moroso Sprint Car Front Magneto Drive Assembly
- Cover accommodates commonly used Sprint Car crank driven water pumps
- Has a top timing port
- Black anodized finish for good looks and protection

PART # DESCRIPTION

60200	Timing Cover, SBC, Sprint Car, Non-Raised Cam
60201	Timing Cover, SBC, Sprint Car, .390 Raised Cam



No. 60200

OIL PUMP BLOCK-OFF PLATE*Fits: Small Block, Big Block and 90° Chevy V6*

- 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

**PART # DESCRIPTION****23790** Oil Pump Block-Off Plate. Chevy V8 & 90° V6**No. 23790****OIL BYPASS ELIMINATOR, CHEVY**

- Designed to eliminate the oil bypass found on Chevrolet engines
- Does not allow unfiltered oil back into the engine
- A stock type spin-on oil filter can be used with this part installed
- Machined from billet aluminum for strength
- Features a single inlet and easy two bolt installation

PART # DESCRIPTION**23775** Oil Bypass Eliminator, SBC, BBC (except Gen V and Gen VI)

Racing Oil Filters
on pgs. 143-144

**No. 23775****EXTERNAL PUMP ADAPTER, REMOTE FILTER, CAST***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

PART # DESCRIPTION**23770** Oil Filter Bypass**PART # REPLACEMENT PARTS****97321** Square O-Ring**97322** Gasket**No. 23770****EXTERNAL PUMP ADAPTER, REMOTE FILTER, BILLET***Fits: World Products Merlin Big Block or standard Small Block and Big Block (Mark IV)**Chevy applications without bolt hole at center of the filter pad*

- Machined billet anodized aluminum Bypass Plate is needed when using a remote oil filter or returning oil from dry sump oiling system
- Sealing washers are captured in the plate for tight seal against block surface, are installed under bolt heads for leak-free performance
- Drilled and tapped to accept male -10AN fittings
- Includes all mounting hardware and o-rings

PART # DESCRIPTION**23782** Billet Oil Filter Bypass Plate**PART # AVAILABLE OPTIONS****22606** Fitting, -10AN to -12AN**PART # REPLACEMENT PARTS****97323** O-Ring, Oil Adapter, Repl. 1.75" I.D.**97324** O-Ring, Oil Adapter, Repl. 3.5" I.D.**97325** O-Ring, Oil Block-off, Repl. **No. 23782****No. 23782**

EXTERNAL PUMP ADAPTER, REMOTE FILTER

- Aluminum Block-Off Plates designed for Moroso Dry Sump Oiling System or External Oil Pump
- Drilled and tapped to accept ½" NPT fitting to provide increased clearance for installing input pressure line
- Includes all mounting hardware and o-rings

PART # DESCRIPTION

- 23840** Oil Filter Block-Off Plate
Fits: Small Block and Big Block (exc. Gen V and Gen VI) Chevy applications without bolt hole at center of pad
- 23820** Oil Filter Block-Off Plate
Fits: 1957-01 Ford 8, 6, 4 cyl; 1959-03 Dodge; Chrysler 8, 6, 4, cyl; 1970-86 Toyota 4 cyl; 1986-96 Toyota 6 cyl. Others: All engines with 2-½" I.D. x 2-⅞" O.D. Sealing Area and ¾" -16 UNF Block Thread. -12AN fitting size

PART # REPLACEMENT PARTS

- 97321** Square O-Ring (Except No. 23820)

PART # AVAILABLE OPTIONS

- 22706** Fitting, ½" NPT to -10AN
22708 Fitting, ½" NPT to -12AN

**No. 23820****No. 23840****EXTERNAL PUMP, ACCUMULATOR, FILTER SANDWICH ADAPTER**

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 1-½", has ½" NPT inlet and outlet port

**No. 23690****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 1-¼"

PART # DESCRIPTION

- 23675** Accumulator Adapter, ¾-16 thread and 2-⅝" O-ring - Fits: Ford, Chrysler and 4 and 6 cylinder applications
- 23676** Accumulator Adapter, 1⅜ thread and 2-⅝" O-ring - Fits: Chevy, LS1 through 2006 Small Block
- 23677** Accumulator Adapter, 18MM -1.5 thread and 2-⅝" O-ring - Fits: Chevy, LT1 and G.M. 4 and 6 cylinder applications
- 23678** Accumulator Adapter, 20MM-1.5 thread and 2-⅝" O-ring - Fits: Honda and other 4 and 6 cylinder applications
- 23679** Accumulator Adapter, 22MM-1.5 thread and 2-⅝" O-ring - Fits: New Ford, GM LS

**No. 23675**

OIL COOLER/FILTER SANDWICH ADAPTERS

Fits: Small Block, Big Block Chevy Mark IV, Mark V & Gen VI inc. most aftermarket blocks of each

- Mounts in spin-on oil filter pocket, between the oil filter and the engine block to eliminate the need for a remote 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 mounting hardware and O-rings

PART # DESCRIPTION

- 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 2-½", 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 1-½", has ½" NPT inlet and outlet ports
- 23702** Oil Filter Adapter, BBC Mark V, Gen VI 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 1-7/8", has -10AN female ports, Marked with "IN" and "Out"

**No. 23691****No. 23702****OIL COOLER/FILTER SANDWICH ADAPTER**

Fits: Small Block, Big Block Chevy Mark IV, Mark V & Gen VI including most aftermarket blocks of each

- Mounts in spin-on oil filter pocket, between the oil filter and the engine block to eliminate the need for a remote 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 mounting hardware and O-rings

PART # DESCRIPTION

- 23693** Universal Oil Cooler/Filter Adapter, ¾"-16 thread and 2-½" O-ring
Fits: Ford, Chrysler and 4 and 6 cylinder applications
- 23694** Universal Oil Cooler/Filter Adapter, 1¾"-16 thread and 2-½" O-ring
Fits: Chevy, LS1 through 2006 Small Block
- 23695** Universal Oil Cooler/Filter Adapter, 18mm-1.5 thread and 2-½" O-ring
Fits: Chevy, LT1 and G.M. 4 and 6 cylinder applications
- 23698** Universal Oil Cooler/Filter Adapter, 20mm-1.5 thread and 2-½" O-ring
Fits: Honda and other 4 and 6 cylinder applications
- 23699** Universal Oil Cooler/Filter Adapter, 22mm-1.5 thread and 2-½" O-ring
Fits: New Ford, GM LS

**No. 23693**

PART #	REPLACEMENT PART
22605	Fitting, -10AN to -10AN
22606	Fitting, -10AN to -12AN

REMOTE OIL FILTER, ROTATING 90 DEGREE ADAPTER

- Manufactured from Billet Aluminum with a black anodized finish
- Marked -10AN inlet/outlet to plumb a remote oil filter—easier to plumb oil cooler/accumulator
- Mounts on the engine block's spin-on oil filter pad

PART # DESCRIPTION

- 23682** Universal Remote Oil Filter Adapter, ¾"-16 thread and 2-½" O-ring
Fits: Ford, Chrysler and most 4 and 6 cylinder applications
- 23683** Universal Remote Oil Filter Adapter, 1¾"-16 thread and 2-½" 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 2-½" O-ring
Fits: GM LTI and GM 4 and 6 cylinder applications
- 23685** Universal Remote Oil Filter Adapter, 20mm-1.5 thread and 2-½" O-ring
Fits: Honda and other 4 and 6 cylinder applications
- 23686** Universal Remote Oil Filter Adapter, 22mm-1.5 thread and 2-½" O-ring
Fits: New Ford Applications, GM LS 2006 Corvette "E" Code 2007 & up

**No. 23682**

PART #	RECOMMENDED OPTIONS
22605	Fitting, -10AN to -10AN
22606	Fitting, -10AN to -12AN



REMOTE OIL FILTER ADAPTER*Ford 4.6/5.4 modular*

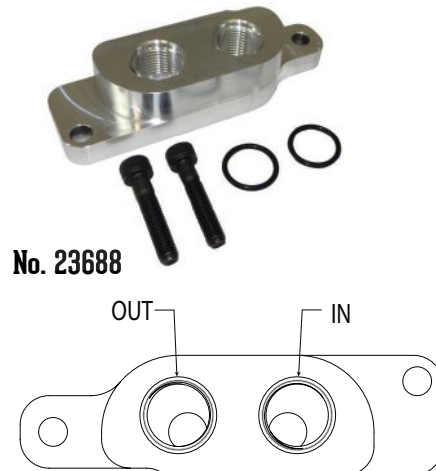
- Anodized adapter replaces larger factory casting
- Provides for easy plumbing of remote oil filters and coolers
- Enables the plumbing of external, wet or dry sump oil pumps when lower port is plugged
- -16AN fitting supplied for water outlet to radiator
- Includes 2 -10AN to -12AN Fittings for oil line plumbing and 1-10AN Plug

PART # DESCRIPTION**23681** Remote Oil Filter Adapter, Ford 4.6/5.4 modular**No. 23681****REMOTE OIL FILTER ADAPTER***Ford 5.0 modular*

- Replaces factory spin-on oil filter mount on engine
- Ideal when chassis restrictions don't allow the use of block mounted filter or when a larger external filter is desired
- Billet aluminum construction with an anodized finish
- Includes mounting hardware and engine block sealing O-rings

PART # DESCRIPTION**23687** Remote Oil Filter Adapter, Ford 5.0 modular**No. 23687****REMOTE OIL FILTER ADAPTER***GM LS SERIES*

- Replaces Moroso Spin-On oil filter adapter on Moroso Part **Nos. 20142, 20143 & 21151** oil pans, comes standard on Moroso Part **Nos. 20146, 20147, 20148 & 20149** oil pan
- Ideal when chassis restrictions don't allow the use of block mounted filter or when a larger external filter is desired
- Billet aluminum construction
- -10 AN "IN" and "OUT" ports
- Includes mounting hardware and engine block sealing O-rings

PART # DESCRIPTION**23688** Remote Oil Filter Adapter, GM LS Series**No. 23688****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****22706** Fitting, 1/2" NPT to -10AN**22708** Fitting, 1/2" NPT to -12AN**No. 23750**

REMOTE OIL FILTER MOUNTS

Revised Design!

- Now accepts both Chevy style spin-on filters ($1\frac{3}{16}$ " -3- $\frac{1}{4}$ " O-ring) and others with $\frac{3}{4}$ " -16 thread & 2- $\frac{5}{8}$ " O-ring, such as early Ford & imports
- Includes two screw-in center nipples for either type of filter
- Manufactured from billet aluminum for strength, doesn't crack and isn't porous like cast aluminum pieces
- Black anodized finish to protect against corrosion
- Designed with two -12AN inlets and three outlets, one -12AN and two $\frac{1}{4}$ " NPT
- Includes one -12AN port plug and two $\frac{1}{4}$ " NPT plugs
- Easy plumbing of oil pressure lines to turbos, superchargers, and valve spring oilers

PART # DESCRIPTION

23763 Billet Aluminum Remote Oil Filter Mount, Side Port Style

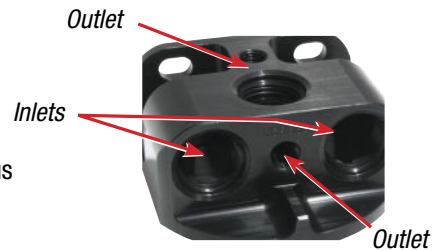
23764 Billet Aluminum Remote Oil Filter Mount, Front Port Style

PART # AVAILABLE OPTIONS

22709 Fitting, -12AN male to -10AN male

97641 Fitting, -12AN male to -12AN male

22749 Port Plug, -12AN with O-ring Seal



No. 23764



No. 23763

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 ($\frac{3}{4}$ " body height) facilitates installation in crowded areas; includes two $\frac{3}{8}$ "-16 threaded holes on backside for mounting
- Anodized finish resists corrosion and maintains brilliance over time
- 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 $\frac{1}{8}$ "NPT port for gauge

PART # DESCRIPTION

23766 Remote, Large-Diameter Oil Filter Mount, Billet Aluminum

PART # REPLACEMENT PART

97641 Fitting, -12AN male to -12AN male

PART # DESCRIPTION

22706 Fitting, $\frac{1}{2}$ "NPT to -10AN

22708 Fitting, $\frac{1}{2}$ "NPT to -12AN



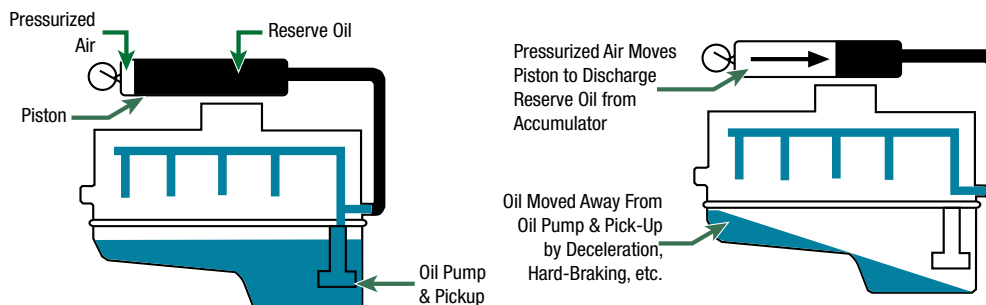
No. 23766

OIL ACCUMULATORS

HOW THE ACCUMULATOR WORKS:

The Accumulator is tapped to the pressure side of the engine's oiling system. When the engine is running, oil pressure forces reserve oil into the accumulator and compresses the air ahead of it.

If oil pressure should suddenly drop because of hard acceleration, severe cornering or hard braking, the air pressure immediately sends oil to the main galleries. When the danger is over and the pump is once again primed with oil, the oil pressure forces oil back into the Accumulator where it is ready for the next emergency.





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 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 will 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 124 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

SEE MOROSO PERFORMANCE PRODUCTS IN ACTION AT
[YOUTUBE.COM/MOROSOPERFORMANCE](https://www.youtube.com/morosoperformance)

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 ½" NPT fitting
- Can be mounted in any position using Moroso Accumulator Mounts (see below)
- Includes a manual ball valve

PART # DESCRIPTION

- 23900** Accumulator, 3 quart capacity, 20-½" x 4-¼" cylinder
23901 Accumulator, 1.5 quart capacity, 10" x 4-¼" cylinder

**No. 23900**

- | | |
|---------------|--------------------------|
| PART # | AVAILABLE OPTIONS |
| 22708 | Fitting, ½" NPT to -12AN |
| 22706 | Fitting, ½" NPT to -10AN |
| 23920 | Accumulator Mount |
| PART # | REPLACEMENT PART |
| 97530 | O-rings, 4 per package |

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 ½" NPT fitting
- Can be mounted in any position using Moroso Accumulator Mount **No. 23921**
- Includes a manual ball valve

PART # DESCRIPTION

- 23902** Heavy Duty Accumulator, 3 quart capacity, 23" x 4-¾" cylinder
23903 Heavy Duty Accumulator, 1.5 quart capacity, 12" X 4-¾" cylinder

PART # AVAILABLE OPTIONS

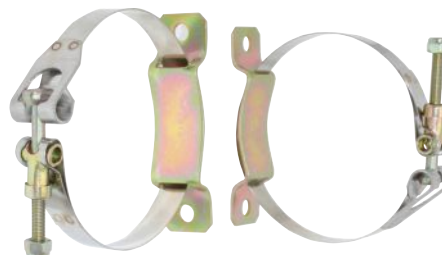
- 23921** Accumulator Mount for Heavy Duty Style

**No. 23902****No. 23903****ACCUMULATOR MOUNTS**

- 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**

**No. 23920**

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

**No. 23875****RACE / STREET****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
- Screw-in 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 occurrence
- Best to use in remote mount situations, where accessing a manual valve is not an option
- Easy three-wire hookup
- Comes in two pressure ranges: choose the one that best suits your engine combination

**No. 23907****CAUTION!**

*Do not use
with fuels.*

PART #	DESCRIPTION
23907	Electronic Pressure Control Accumulator Solenoid Valve, 12 volt, 15-24 PSI discharge and refill
23908	Electronic Pressure Control Accumulator Solenoid Valve, 12 volt, 35-40 PSI discharge and refill

STREET**SOLENOID VALVE**

- 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

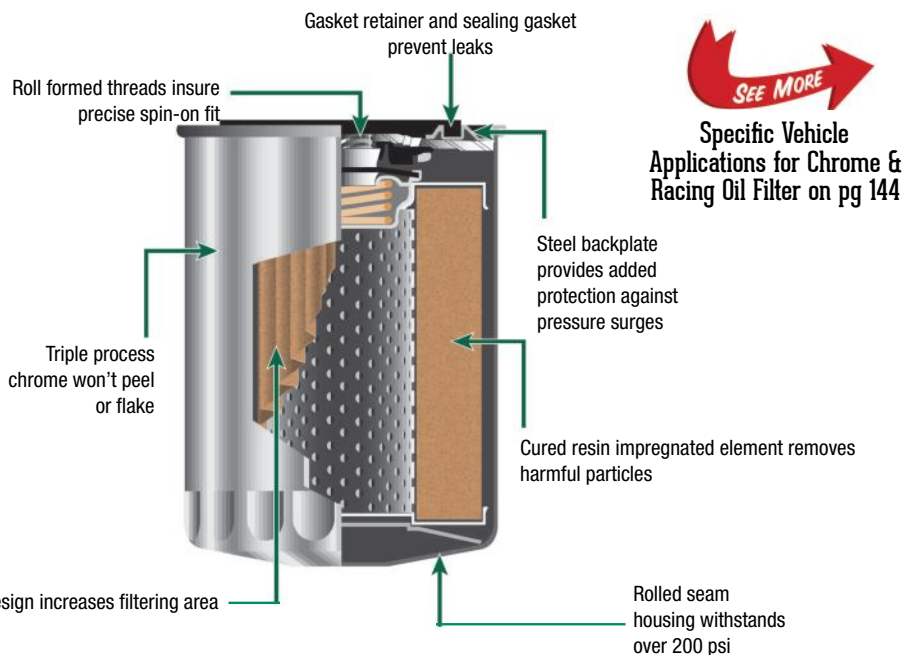
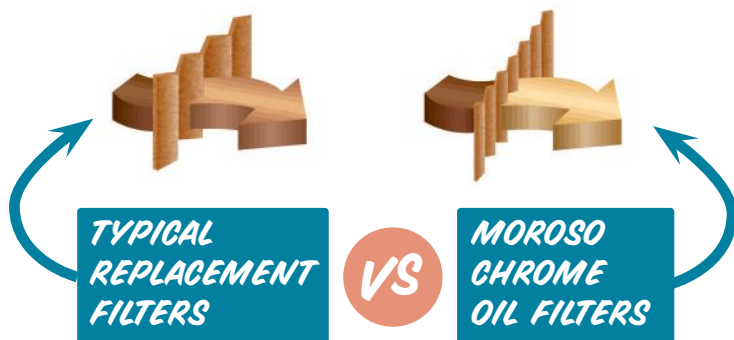
PART #	DESCRIPTION
23905	Solenoid Valve, 12 volt, with 1/2" NPT female ports

No. 23905**CAUTION!**

*Do not use
with fuels.*

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!



Specific Vehicle Applications for Chrome & Racing Oil Filter on pg 144

PART # DESCRIPTION

- 22300** Chrome Oil Filter, Chevy type, Short Design (4- $\frac{9}{32}$ " high), $\frac{13}{16}$ " -16UNF thread
22305 Chrome Oil Filter, GM LS Series, 1997-2006, $\frac{13}{16}$ " -16UNF thread
22320 Chrome Oil Filter, Chevy type, Long Design (5- $\frac{1}{4}$ " high), $\frac{13}{16}$ " -16UNF thread
22400 Chrome Oil Filter, Ford/Chrysler type, Long Design (5- $\frac{1}{4}$ " high), $\frac{3}{4}$ " -16UNF thread

CHROME OIL FILTER CROSS REFERENCE

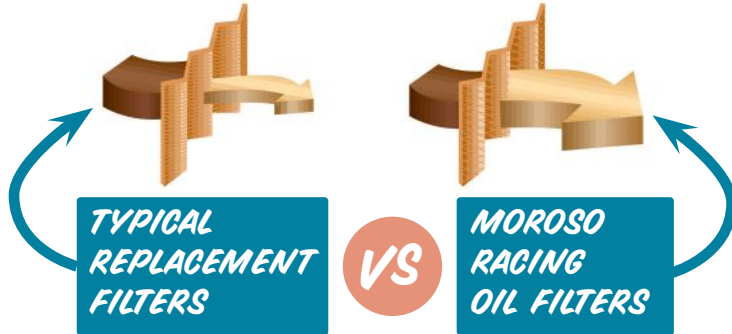
MOROSO	FRAM	PUROLATOR	MOTORCRAFT	WIX	AC	GM	LEE	HASTINGS	CHRYSLER	FORD	STP
22300	PH30	L20049	FL10	51069	PF25	6438261	LF25, LF25HP	LF225			S-025
22305	PH3506	L14006	FL330	51042	PF46	25010251 6439857	LF44	LF232	L321		S-3506
22320	PH13 HP4	L30040	FL12	51061	PF35	6438384 6437946 6435679	LF29, LF29HP	LF24, LF224			S-029
22400	PH8A HP1	L30001	FL1A	51515	PF2		LF1, LF1HP	LF15, LF115	185658	C1AZ-6731A D9AZ-6731A	S-01A

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.

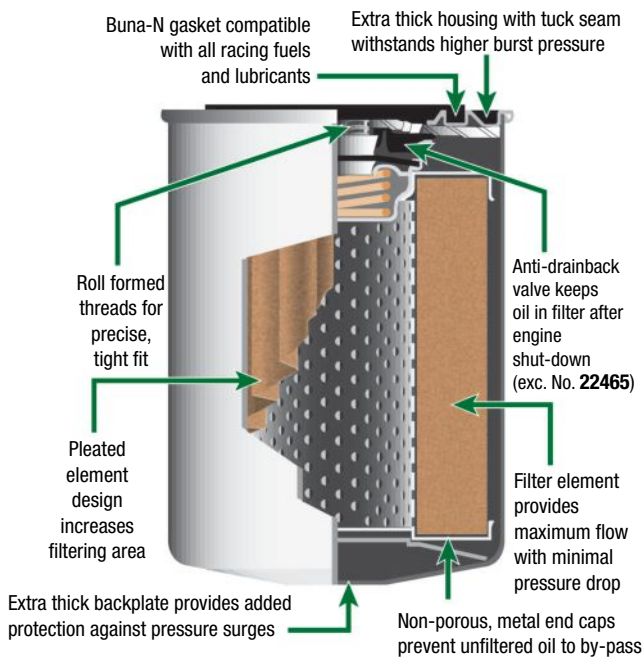
With the help of research performed by filtration technology experts, Moroso engineers have determined that particles smaller than 20 microns in diameter are not large enough to produce engine wear. Furthermore, we've found that filters with extremely low micron ratings create an excessive pressure drop 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.

ENGINEERED FOR HIGH FILTRATION EFFICIENCY!



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, $\frac{13}{16}$ " -16 UNF thread, short design ($4\frac{1}{32}$ " high), burst strength: 350 psi (max.)
- 22460** Racing Oil Filter, Chevy and others, $\frac{13}{16}$ " -16 UNF thread, long design ($5\frac{1}{4}$ " high), burst strength: 350 psi (max.)
- 22461** Racing Oil Filter, Chevy and others where space allows, 2 quart capacity, $\frac{13}{16}$ " -16 UNF thread, extra long design (8" high), burst strength: 350 psi (max.)
- 22462** Racing Oil Filter, GM LS Series, 1997-2006 with $\frac{13}{16}$ " -16 UNF thread, short design ($3\frac{1}{2}$ " 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 ($3\frac{1}{2}$ " high), burst strength: 280 psi (max.) 170 sq. in. of filter area
- 22465** Racing Oil Filter, High Capacity (HP-6 Replacement) $1\frac{1}{2}$ " -12 UNF threads, $6\frac{1}{4}$ " tall, burst strength: 675 psi (max.)
- 22470** Racing Oil Filter, Ford and Chrysler, $\frac{3}{4}$ " -16 UNF thread, long design ($5\frac{1}{4}$ " high), burst strength: 500 psi (max.)

RACING OIL FILTER CROSS REFERENCE

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	LF820	LF110 LF636	4884899AB 4892339A	FL820 F1AZ6731A	S2 S10060
22465	HP6	PER228 L30288	FL784	51742	PF1054						STP- 43R
22470	PH8A TG8A	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
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AMC

1990-1971	All 4.2L/258/V-8	22305	22462
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BUICK

1980	5.0L 305 cid	22300	22459
1979-1978	305, 350(L)	22300	22459
1977	305, 350 Century, Regal	22300	22459
1975	All 6 cyl. engs. (exc. V6)	22300	22459
1974-1969	All 6 cyl. engs.	22300	22459
1968	All 6 cyl. engs.	22320*	22460*

CADILLAC

2014-2007	CTS/CTSV/STS 6.0, 6.2L engs.		22463
2006-2009	CTS/CTSV/STS 5.7, 6.0L engs.	22305	22462
2014-2007	Escalade 6.2L engs.		22463
2006-2003	Escalade 5.3, 6.0L engs.	22305	22462
2005-2009	XLR 4.6L	22305	22462

CHEVROLET

2015-2010	Camaro 6.2, COPO		22463
2002-1998	Camaro 5.7	22305	22462
1997-1994	Camaro LT1, 5.7(P)	22300	22459
2015-2007	Corvette, Corvette Z06 6.0, 6.2, 7.0L engs.		22463
2006-1997	Corvette, Corvette Z06 5.7, 6.0L engs.	22305	22462
1993-1992	All V8 engs. (exc. Corvette)	22300	22459
1991	All V8 engs. (exc. 5.7(J))	22300	22459
1990-1989	All V8 engs. (exc. 5.0(Y), 5.7(J), (7)), 5.7(7) Police w/o oil cooler only	22300	22459
		22320*	22460*
1988-1986	All V8 engs. (exc. 5.0(Y), 5.7(6) Police)	22300	22459
	5.7(6) Police w/o oil cooler only	22320*	22460*
1985-1982	All V8 engs. (exc. Diesel, 5.7(6), (L) Police)	22300	22459
	5.7(6), (L) Police w/o oil cooler only	22320*	22460*
1981-1969	All V8 engs. (exc. Diesel)	22300	22459
1968	All V8 engs.	22320*	22460*
1967-1964	All Chevy II, Nova	22320*	22460*
1979-1969	All 6 cyl. engs. (exc. V6)	22300	22459
1968-1963	All 6 cyl. engs. (exc. Corvair)	22320*	22460*
1978-1971	All Vega, Monza	22300	22459
1968-1962	All Chevy II	22300	22459

CHEVROLET TRUCK / GMC TRUCK

2015-2007	1500/2500/3500 4.8, 5.3, 6.2, 6.0L engs.		22463
2006-2003	1500/2500/3500 4.8, 5.3, 6.0L engs.	22305	22462
1990-1988	All V8 engs. (exc. K Series)	22320*	22460*
1987-1977	All V8 engs. (exc. El Camino, Caballero)	22320*	22460*
	El Camino, Caballero only	22300	22459
1976	All V8 engs. (exc. El Camino, Sprint, & 2 bbl. Blazer)	22320*	22460*
	El Camino, Sprint & 2 bbl. Blazer only	22300	22459
1975-1969	All V8 engs. (exc. El Camino, Sprint)	22320*	22460*
	El Camino, Sprint only	22300	22459
1968	All V8 engs. with spin-on filter	22300	22459
1989-1985	4.8(T) 1 bbl.	22300	22459
1984-1970	4.1L 250 2 bbl., 4.8L 292 1 bbl.	22300	22459
1969-1963	All 6 cyl. engs. with spin-on filter	22300	22459

CHRYSLER

2015-2008	300C 5.7, 6.1/6.4L engs.		22463
1972-1959	All V8 engs. with spin-on filter	22400	22470

DODGE

2014-2008	Viper 8.4L eng.		22463
2015-2008	Challenger, Charger, Magnum 5.7, 6.1/6.4L engs.		22463
1972-1963	All V8 engs. with spin-on filter	22400	22470
1962-1961	All "B" Series engs.	22400	22470
1972-1960	All 6 cyl. engs. with spin-on filter	22400	22470

DODGE TRUCK

2011-2008	Dakota, Durango 4.7, 5.7L engs.		22463
2015-2008	Ram 1500, 2500, 3500 4.7, 5.7L engs.		22463
1974-1964	All V8 engs. with spin-on filter	22400	22470
1974-1965	All V6 engs. with spin-on filter (exc. cartridge type spin-on)	22400	22470

FORD

2010-1992	Crown Victoria 4.6L eng.		22463
2015-1996	Mustang 4.6L/5.0L/5.4L engs.		22463
1995-1994	Mustang 5.0L eng.	22400	22470
1993-1992	All V8 engs. (exc. Crown Victoria, LTD)	22400	22470
1991-1989	All V8 engs. (exc. 5.8(G) 2 bbl. Police)	22400	22470
1988-1986	All V8 engs. w/o oil cooler	22400	22470
1985-1984	All V8 engs. w/o oil cooler (exc. 5.0L H.O.)	22400	22470
1983-1980	All V8 engs. (exc. 5.8L 2 bbl. w/oil cooler)	22400	22470
1979-1975	All V8 engs. (exc. Mustang II)	22400	22470
1974-1957	All V8 engs. with spin-on filter	22400	22470
1985-1980	All 6 cyl. engs.	22400	22470
1979-1975	All 6 cyl. engs. (exc. Pinto & Mustang II)	22400	22470
1974-1957	All 6 cyl. engs. with spin-on filter	22400	22470
1993-1992	2.3(M)	22400	22470
1991	2.3(M), (X)	22400	22470
1990-1985	2.3(A), (S), (X)	22400	22470
1984	2.3L w/1 bbl. carb	22400	22470

MAKE YEAR	MODEL	CHROME FILTER	RACING FILTER
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FORD continued

1983-1978	All 4 cyl. engs. (exc. Fiesta, Escort, Exp)	22400	22470
1977-1974	All 4 cyl. engs.	22400	22470
1973-1971	2.0L engs.	22400	22470

FORD TRUCK

2014-1997	Excursion, Expedition 4.6, 5.0, 5.4, 6.8L engs.		22463
2010-1996	Explorer 4.6, 5.0L engs.	22306	22463
2014-1994	150, 250, 350, 450 4.6, 5.0, 5.4, 6.8L engs.	22306	22463
1998-1983	All V8 engs. (exc. Diesel)	22400	22470
	5.8 (R), 1996-94 5.8 (H)	22400	22470
1982-1960	All V8 engs. with spin-on filter	22400	22470
1998-1983	All 6 cyl. engs. (exc. Diesel, 3.0(U) w/Fuel Inj.)	22400	22470
1982-1960	All 6 cyl. engs. with spin-on filter	22400	22470
1996-1983	All 4 cyl. engs. (exc. Diesel)	22400	22470

GMC - See Chevrolet Truck

HUMMER

2006-2003	H2 6.0 L	22305	22462
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JEEP

2015-2008	Commander, Gr. Cherokee 4.7, 5.7, 6.1L engs.	22305	22462
1986-1982	CJ, All 4.2L/258		

LINCOLN

1990-1957	All 8 cyl. engs. with spin-on filter	22400	22470
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MERCURY

1993-1992	5.0(T) w/Fuel Inj.	22400	22470
1991	All V8 engs. (exc. 5.8(G) 2 bbl. Police)	22400	22470
1990-1988	5.0(F) w/Fuel Inj.	22400	22470
1987-1986	All V8 engs. w/o oil cooler	22400	22470
1985-1984	All V8 engs. w/o oil cooler (exc. 5.0L H.O., 5.8(G))	22400	22470
1983-1980	All V8 engs. w/o oil cooler	22400	22470
1979-1957	All V8 engs. with spin-on filter	22400	22470
1987-1986	All 6 cyl. engs. (exc. Sable)	22400	22470
1985-1980	All 6 cyl. engs.	22400	22470
1979	All 6 cyl. engs. (exc. Bobcat)	22400	22470
1978-1977	All 6 cyl. engs. (exc. V6)	22400	22470
1976	Comet, Monarch w/6 cyl. engs.	22400	22470
1975-1974	All 6 cyl. engs. (exc. V6)	22400	22470
1973-1957	All 6 cyl. engs. with spin-on filter	22400	22470
1991-1989	Topaz only	22400	22470
1988-1987	2.3(S), (X)	22400	22470
1986	2.3(A), (R), (S)	22400	22470
1985	2.3(A), (S), (X)	22400	22470
1984-1983	2.3L w/1 bbl. carb	22400	22470
1982-1981	All 4 cyl. engs. (exc. Lynx, LN-7)	22400	22470
1980-1973	All 4 cyl. engs.	22400	22470
1972-1971	2.0L engs.	22400	22470

OLDSMOBILE

1992	5.0(E), 5.7(7)	22300	22459
1991	5.0(E) Custom Cruiser	22300	22459
1987-1986	5.0(H) Cutlass Supreme (Canada only)	22300	22459
1980	5.0L Cutlass	22300	22459
1979-1977	305, 350(L)	22300	22459
1976-1966	All 6 cyl. engs. (exc. V6)	22300	22459
1978-1976	All 4 cyl. engs.	22300	22459

PLYMOUTH

1972	All V8 engs. (exc 318 cid)	22400	22470
1971-1965	All V8 engs. with spin-on filter	22400	22470
1964-1963	All "A", "B" Series engs. (exc. Fleet cars)	22400	22470
1962	All V8 engs. w/4 bbl. carb.	22400	22470
1961-1958	All "B" Series engs.	22400	22470
1972-1960	All 6 cyl. engs. with spin-on filter	22400	22470

PONTIAC

2010-2008	G8 6.0, 6.2L engs.		22463
2006-2004	GTO 5.7, 6.0L engs.	22305	22462
2002-1998	Firebird 5.7L eng.	22305	22462
1997-1990	All V8 engs.	22300	22459
1989-1986	All V8 engs. (exc. 5.0(Y))	22300	22459
1985-1982	All V8 engs. (exc. Diesel)	22300	22459
1981-1980	5.0(H) 4 bbl.	22300	22459
1979-1978	5.0L, 5.7(L) engs.	22300	22459
1972-1971	307 cid only	22300	22459
1976-1970	All 6 cyl. engs.	22300	22459
1964	All 6 cyl. engs.	22320*	22460*
1978-1976	All 4 cyl. engs.	22300	22459

*NOTE: The shorter Nos. 22300 and 22459 filters may be used in this application, if desired. For maximum filtration performance, always use the largest filter possible.



ENGINE SAVER**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

**No. 23845****PART # DESCRIPTION**

23845 "Engine Saver" Pre-Filter Screen. Small Block, Big Block and 90° V6 Chevy

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
- Manufactured from lightweight aluminum
- 304 stainless steel screen uses .018" diameter 16 mesh wire

**No. 23870****PART # DESCRIPTION**

23850 In-Line Screened Oil Filter, -10AN fittings

23860 In-Line Screened Oil Filter, -12AN fittings

23870 In-Line Screened Oil Filter, -8AN fittings

PART # REPLACEMENT PART

97050 Filter Element



Fittings on pgs.
150-151

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

**PART # DESCRIPTION**

23965 Filter Fitting Screen Kit

No. 23965**OIL RETURN SCREEN KITS**

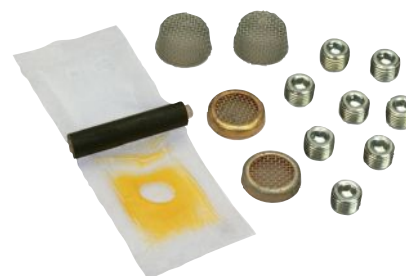
- Inexpensive engine insurance!
- Traps metal fragments or loose components resulting from valvetrain failure before reaching vital engine parts
- Stainless steel mesh screens are fitted over holes in lifter valley with supplied epoxy

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 Oil Return Screen Kit, Big Block Chevy. Includes 4 screens and epoxy

25026 Oil Return Screen Kit, Dart SHP SBC

**No. 25000**

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" O.D. 3/8" I.D. and 7/8" O.D. 3/8" I.D.) and Epoxy

PART # DESCRIPTION
22710 Engine Magnet Kit

**No. 22710****LOW OIL PRESSURE WARNING LIGHT**

- Quick-response switch immediately alerts the racer to a low oil pressure condition
- Sending unit is factory set at 15 PSI. If a setting other than 15 PSI is desired, this Sending unit is easily adjustable by removing rubber cap and adjusting with Allen wrench
- 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 # REPLACEMENT PART
97015 Low Oil Pressure Switch

**No. 49500****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 male thread
- Excellent vibration and shock resistance

PART # DESCRIPTION
89611 Oil Pressure Gauge, 1.5" Diameter, 0-120 PSI

**No. 89611****CRANKCASE EVACUATION SYSTEM**

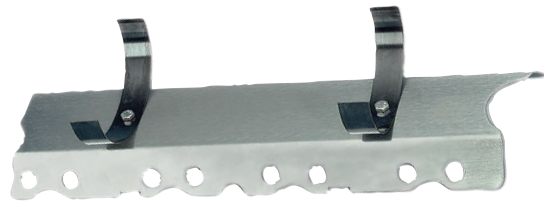
- Reduces crankcase pressure throughout entire rpm range for increased piston ring seal, reduced intake charge contamination, and fewer oil leaks
- Track and dyno tests prove increases in engine performance
- Includes 2 each: Oil Separators/Breathers, Breather/Filler Cap Grommets, One-Way Check Valve 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

**No. 25900**

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



No. 25050

PART # DESCRIPTION

25050	Lifter Valley Oil Baffle, Small Block Chevy, including 18° heads
25100	Lifter Valley Oil Baffle, Big Block Chevy
25150	Lifter 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



No. 25025

PART # DESCRIPTION

25025	Lifter Valley Vents. Fits SBC and others, 1/4" NPT with Hex Head
--------------	--

GM VALLEY PLATES

Aluminum

- Cost-effective alternatives to the factory GM pieces
- 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 weighs less than the factory cast piece and allows specific bungs to be added
- Can be used on factory and aftermarket GM LS Series style engine blocks



No. 25175



No. 25176

PART # DESCRIPTION

25175	GM Valley Plate, for LS1, LS2, LS6 & C5R
25176	GM Valley Plate, for LSX, LS3 & LS7



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
- 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 Mark V and Gen VI), .0625" orifice diameter with oil lifter galley bosses flush with bell housing face. 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
22018	Oil Restrictors, Dart SHP SBC, fits stock lifter bore .843 only
22045	Oil Restrictor Kit. Ford 302-351W and Dart Iron Eagle Ford blocks. Kit includes: Four - Cam Bearing Restrictors (used in Ford & Dart Blocks); One - $\frac{7}{16}$ " -14 Restrictor for Lifter Gallies (Ford Only); One - $\frac{1}{8}$ " NPT Restrictor for Lifter Gallies (Dart); One - $\frac{1}{8}$ " NPT Plug for Lifter Gallies (Dart)
22050	Oil Restrictor Kit. Ford 351 Cleveland, designed and used by Roush-Fenway Racing. Five per pack



VALVETRAIN OIL DEFLECTOR

Fits: All SBC and Ford 289-302 engines with stamped rocker arms

- 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
- Includes mounting hardware
- Can be easily adapted to many other applications

PART #	DESCRIPTION
67700	Valvetrain Oil Deflector, Must use with tall valve covers. Polylocks not included.



No. 67700



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. 22850



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 4-½" from fitting to tip

PART #	DESCRIPTION
23980	Oil Preheater, Internal, Aluminum Fitting
23990	Oil Preheater, Internal, Steel Fitting
PART #	REPLACEMENT PART
97590	Electric Cord



No. 23990

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, ½" -14 NPT weld-in bung and 3 ft. cord included
- Length of heating element is 4-¾" from fitting to tip
- Heats 12 quarts of oil to 60°F in 25 minutes

PART #	DESCRIPTION
23991	Oil Preheater, Self Contained
PART #	AVAILABLE OPTION
22737	Steel Weld-In Bung, ½" -14 NPT



No. 23991

EXTERNAL HEATING PADS

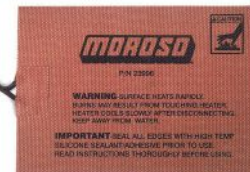
- New and improved lamination process
- Excellent for pre-heating of oil pans, tanks and automatic transmission pans
- Available with self-adhesive or hook/spring attachment methods
- Etched foil design distributes heat evenly
- Superior grade silicone outer shell resists oil and dirt

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. 23995



No. 23996



No. 23997



AN ALUMINUM PORT PLUGS

Aluminum -12AN Port Plugs are used to seal threaded female ports in fluid systems

- Billet Aluminum, anodized
- Comes with O-ring seal

PART #	DESCRIPTION
22749	Port Plug, -12 AN With O-Ring Seal, Anodized



No. 22749

-AN FITTINGS

Aluminum

- Can be used 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

PART # DESCRIPTION

22706	Fitting, 1/2" NPT to -10AN, 1 per package
22708	Fitting, 1/2" NPT to -12AN, 1 per package
22709	Fitting, -12AN to -10AN, 1 per package



No. 22706



No. 22709



No. 22708

AN FITTINGS WITH O-RING

For Dry Sump Pumps, Tanks and Other Applications

- Radiused on inlets to reduce restriction for greater flow
- Black anodized billet aluminum
- Available in two sizes, plus one with screen
- Includes Buna-N O-ring seal

PART # DESCRIPTION

22605	AN Fittings, -10AN to -10AN, 2 per package
22606	AN Fittings, -10AN to -12AN, 2 per package
22620	AN Fitting, -12AN to -12AN, 1 per package
22622	AN Fitting, -16AN to -16AN, 1 per package



No. 22605



No. 22606



No. 22620



No. 22622



No. 22625



No. 97641

-20AN HEMI PAN FITTING

- Designed to plumb oil lines to -20AN pickups in Hemi oil pans
- Black anodized billet aluminum
- Radiused inlet increases flow for improved oiling
- Includes O-ring

PART # DESCRIPTION

22625	Hemi Pan Fitting, -20AN to -20AN, 1 per package
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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
- Black anodized billet aluminum
- Radiused inlets to reduce restriction for greater flow
- Includes O-ring

PART # DESCRIPTION

97641	Replacement Threaded Fitting, -12AN, 2 per package
22626	Threaded Fittings for No. 22643, -16AN, 2 per package

EXTERNAL WET SUMP OIL PUMP FITTINGS

- Helps prevent cavitation by allowing a larger diameter hose to be used, which acts as a storage container
- For use with external wet sump pumps and pans with -10AN or -12AN fittings
- One per package, includes O-ring

PART # DESCRIPTION

22703	Fitting, -10AN to -16AN Adapter
22704	Fitting, -12AN to -16AN Adapter



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
- **Two styles available:** External Screen for oil pan and tank outlets and Internal Screen for inlet sides of oil pumps
- Useful in applications where space limitations prevent the use of an in-line filter
- Easily removed for cleaning

PART # DESCRIPTION

23960	Filter Fitting, External Screen, ¾" NPT to -12AN male, one per package
23961	Filter Fitting, External Screen, -12AN male to -12AN male, one per package
23962	Filter Fitting, External Screen, -16AN to -16AN, one per package
22610	Filter Fittings, Internal Screen, -10AN to -12AN, two per package

No. 22610



No. 23960



No. 23961



No. 23962



**Filter Fitting Screen Kit
on pg. 145**

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. 22711



No. 22718



No. 22712



No. 22719



No. 22713



No. 22720



No. 22714



No. 22715



No. 22722



No. 22716



No. 22717

WELD-ON NPT BUNGS

- Weld-on for use with oil pans, fuel tanks/fuel sump, turbo drainbacks, feed hoses, pressure gauges or other requirements
- One per package, female

PART # DESCRIPTION

22724	Weld-On Bung, ½" NPT, Aluminum
22725	Weld-On Bung, ¾" NPT, Aluminum
22726	Weld-On Bung, 1" NPT, Aluminum
22727	Weld-On Bung, 1½" NPT, Aluminum
22728	Weld-On Bung, 2" NPT, Aluminum
22729	Weld-On Bung, 2½" NPT, Aluminum
22737	Weld-On Bung, 1" NPT, Steel



No. 22724



No. 22725



No. 22726



No. 22727



No. 22728



No. 22729



No. 22737



OILING SYSTEM EQUIPMENT

The nature of a vacuum pump is to remove air, blow-by gasses and other contaminants from the crankcase of an engine. Crankcase 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
- 4.150" O.D. body, 5.050" from back of pump to pulley mounting flange

PART #	DESCRIPTION
22640	Original Design 3-Vane Vacuum Pump, -12AN Fittings

No. 22640



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
- 4.375" O.D. body, 5.050" from back of pump to pulley mounting flange

PART #	DESCRIPTION
22840	Enhanced Design 3-Vane Vacuum Pump, -12AN Fittings, Hard Anodized Finish

PART #	AVAILABLE OPTIONS
63903	Vacuum Pump Idler Pulley Kit

No. 22840



**Mounting Brackets
on pgs. 164-168**

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
- 4.150" O.D. body, 5.900" from back of pump to pulley mounting flange

PART #	DESCRIPTION
22641	Original Design 4-Vane Vacuum Pump, -12AN Fittings

No. 22641



REPLACEMENT PARTS FOR MOROSO VACUUM PUMPS

PART #	REPLACEMENT PARTS
97641	Replacement Fittings, -12AN
22626	Replacement Fittings, -16AN
22645	Vacuum Pump Rebuild Kit, Includes Bearing, Seals & Vanes For No. 22640
22646	Vacuum Pump Rebuild Kit, Includes Bearing, Seals & Vanes For No. 22641
97180	Rebuild Kit, Excluding Vanes, Includes Shaft & Hub, For Nos. 22640, 22641
97181	Rebuild Kit, Excluding Vanes, Includes Shaft & Hub, For Nos. 22642, 22644, 22840, 22842
97642	Vacuum Pump, Vane Kit, For Nos. 22640, 22641, 22642, 22644, 22840, 22842
97644	Vacuum Pump, Vane Kit, For No. 22643



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
- 4.375" O.D. body, 5.050" from back of pump to pulley mounting flange

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 OPTIONS
63903	Vacuum Pump Idler Pulley Kit



No. 22842



No. 22642



No. 22644

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 $\frac{3}{8}$ " pitch $\frac{1}{2}$ " wide Gilmer pulley, adjustable mounting bracket and -12AN fittings
- 5.030" O.D. body, 6.175" from back of mounting bracket to end of slot on front of pulley

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, $\frac{1}{2}$ " wide, Gilmer



No. 22843



Mounting Brackets
on pgs. 164-168

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
- 5.300" O.D. body, 6.550" from back of pump to pulley mounting flange

PART #	DESCRIPTION
22643	Pro Mod Style Large Cubic Inch & Blower Motor Pump, 1- $\frac{1}{4}$ " beaded hose fitting with -16AN Inlet and Outlet Fitting



No. 22643



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 are desired. Moroso carries a variety of vacuum relief valves to adjust the maximum amount 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.

VACUUM RELIEF VALVES

With Easy Adjustable Knob

- 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 adjustment locked until the next adjustment is needed
- Can be disassembled for easy cleaning and maintenance and will work with any vacuum level
- They are made of 6061 aluminum and have a smooth, attractive finish

PART # DESCRIPTION

- 22630** Vacuum Relief Valve with Easy Adjustable Knob, Gland Seal (-12AN Female)
22631 Vacuum Relief Valve with Easy Adjustable Knob, Face Seal ("Face to Face" thru sheetmetal)



No. 22630

No. 22631

BILLET ALUMINUM VACUUM RELIEF VALVES

Shim-able Spring Style

- 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, Shim-able Spring Style, 3/8" NPT
22637 Billet Aluminum Vacuum Relief Valve, Shim-able Spring Style, 3/4"-16 Thread



No. 22636

No. 22637

VACUUM PUMP REGULATOR

Shim-able Spring Style

- 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, Shim-able Spring Style



No. 22633

VACUUM PUMP REGULATOR

With Easy Adjustable Knob

- Regulator screws directly into vacuum pump's -12AN inlet no need to drill additional holes in the valve cover
- 360° directional adjustability by turning the built-in adjustment knob to get the precise amount of vacuum desired
- Tightening the integral locknut keeps the adjustment locked until the next adjustment is needed
- Can be disassembled for easy cleaning and maintenance and will work with any vacuum level
- Made from 6061 billet aluminum with a clear anodized finish
- Prevents pulling excess oil out of the crankcase

PART # DESCRIPTION

- 22629** Vacuum Pump Regulator with Easy Adjustable Knob



No. 22629





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 # DESCRIPTION

22634 -16AN Fitting, Positive Sealing, one per package

22635 -12AN Fitting, Positive Sealing, one per package

PART # REPLACEMENT PARTS

97641 -12AN Replacement Fitting, two per package

22626 -16AN Replacement Fitting, two per package



No. 22634

No. 22635

-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



No. 22626

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. 22632

-10AN MALE FITTING, NON-WELD

- Non-weld kit, makes it easy to add a leak-proof fitting to oil pans for oil returns, valve covers, etc., without having to actually weld the fitting
- Perfect for adding a fitting to steel or aluminum with up to a 1/8" max. wall thickness
- O-ring seal to prevent leaks

PART # DESCRIPTION

22753 -10AN Male Fitting, Non-Weld



No. 22753

CLAMP ON BREATHER

- Clamps onto a 1" outside dia. tube, clamp included
- Fits Moroso Billet Alum. Vacuum Relief Valves **Nos. 22633, 22636 and 22637**
- Provides maximum protection against dirt and airborne debris without restricting air flow
- Cleanable and re-usable: oil before use

PART # DESCRIPTION

68791 Clamp On Breather, 1" I.D.



VACUUM & OIL PRESSURE GAUGES

- **No. 89610** is used to determine vacuum in your engine
- **No. 89611** is for racing applications where high pressures, above the range of typical oil pressure gauges are used
- Have 1/8" NPT male thread
- Excellent vibration and shock resistance

PART # DESCRIPTION

89610 Vacuum Gauge, 1.5" Diameter, 0-30" Hg

89611 Oil Pressure Gauge, 1.5" Diameter, 0-120 PSI



No. 89610



No. 89611

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 Kit

PART # REPLACEMENT PARTS

22651 Vacuum Pump Replacement Line

No. 22649



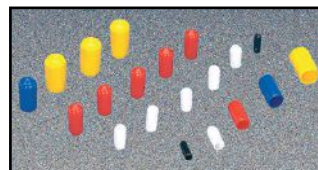
VACUUM LINE CAP KIT

- 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



VACUUM LINE CAP KIT, BLACK CAPS

- 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 black 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

41091 Vacuum Line Cap Kit, Black

No. 41091



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



No. 65397



No. 65398

***Note:** Installation of this product requires pulling vacuum from a valve cover as well



CHEVROLET GM LS SERIES

3-Vane Vacuum Pump

PART #	DESCRIPTION
22640	3-Vane Vacuum Pump
63860	Vacuum Pump Drive Kit
63922	Vacuum Pump Bracket
63923	Vacuum Pump Bracket- Passenger Side
64885	Vacuum Pump V-Belt Pulley
85465	Vacuum Pump Breather Tank
22635	Positive Seal Fitting

4-Vane Vacuum Pump

PART #	DESCRIPTION
22641	4-Vane Vacuum Pump
63924	Vacuum Pump Bracket, Driver & Passenger Side
64885	Vacuum Pump V-Belt Pulley
63845	Vacuum Pump Drive Kit, SBC
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
63860	Vacuum Pump Drive Kit
64885	Vacuum Pump V-Belt Pulley
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
63903	Vacuum Pump Idler Pulley Kit

CHEVROLET SMALL BLOCK

3-Vane Vacuum Pump

PART #	DESCRIPTION
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

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	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
63903	Vacuum Pump Idler Pulley Kit

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

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
63849	Drive Mandrel Kit, BBC; mounts using stock BBC bolt pattern
68356	Fabricated Aluminum Valve Cover w/ Positive Seal Fitting
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
63903	Vacuum Pump Idler Pulley Kit

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)

CHRYSLER SMALL BLOCK *continued***4-Vane Vacuum Pump**

PART #	DESCRIPTION
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
22644	Enhanced Design Vacuum Pump
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
63903	Vacuum Pump Idler Pulley Kit

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

PART #	DESCRIPTION
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

**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)*



CHRYSLER BIG BLOCK *continued***Enhanced Vacuum Pump**

PART #	DESCRIPTION
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 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
63903	Vacuum Pump Idler Pulley Kit

FORD SMALL BLOCK**3-Vane Vacuum Pump**

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 w/ 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 w/ 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 w/ stock style balancers)
85465	Vacuum Pump Breather Tank
22635	-12AN Positive Seal Fitting

FORD SMALL BLOCK *continued***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
63903	Vacuum Pump Idler Pulley Kit

FORD 4.6/5.4L MODULAR**3-Vane Vacuum Pump**

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
63903	Vacuum Pump Idler Pulley Kit

*Note: Customer must use ATI balancer with BBC bolt pattern



Radius Tooth Drive Pulleys
on pgs. 177-178



VACUUM PUMP BELT APPLICATION CHART

DRIVE BELT APPLICATION CHART FOR ALTERNATOR AND VACUUM PUMP MOUNTING KITS

For Moroso Part Nos. 63817, 63818, 63819, 63821, 63822, 63823, 63836, 63837 & 63838

- Pulley Distance is measured pulley-center to pulley-center
- Part numbers listed are for **Moroso Radius Tooth Drive Belts**

CRANK PULLEY	VACUUM PUMP PULLEY	PULLEY DISTANCE	MOROSO BELT PART #
COMBINATION 20-TOOTH CRANK PULLEY WITH 40-TOOTH VACUUM PUMP PULLEY			
20-Tooth	40-Tooth	6.840"	97141
20-Tooth	40-Tooth	7.156"	97142
20-Tooth	40-Tooth	7.806"	97144
20-Tooth	40-Tooth	8.416"	97146
20-Tooth	40-Tooth	8.598"	97147
20-Tooth	40-Tooth	9.381"	97149
20-Tooth	40-Tooth	10.158"	97151
20-Tooth	40-Tooth	10.450"	97152
20-Tooth	40-Tooth	10.947"	97154
20-Tooth	40-Tooth	11.755"	97156
20-Tooth	40-Tooth	12.056"	97157
20-Tooth	40-Tooth	12.536"	97159
20-Tooth	40-Tooth	12.855"	97160
20-Tooth	40-Tooth	13.653"	97162
20-Tooth	40-Tooth	14.133"	97164
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	13.528"	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	13.217"	97162
26-Tooth	40-Tooth	13.687"	97164

APPLICATION CHART CONTINUED ON NEXT PAGE



VACUUM PUMPS & ACCESSORIES

DRIVE BELT APPLICATION CHART FOR ALTERNATOR AND VACUUM PUMP MOUNTING KITS

Continued



Radius Tooth Drive Belts
on pg 178

CRANK PULLEY	VACUUM PUMP PULLEY	PULLEY DISTANCE	MOROSO BELT PART #
COMBINATION 28-TOOTH CRANK PULLEY WITH 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	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	12.916"	97162
30-Tooth	40-Tooth	13.386"	97164
COMBINATION 32-TOOTH CRANK PULLEY WITH 40-TOOTH VACUUM PUMP PULLEY			
32-Tooth	40-Tooth	N/A	97141
32-Tooth	40-Tooth	N/A	97142
32-Tooth	40-Tooth	N/A	97144
32-Tooth	40-Tooth	7.555"	97146
32-Tooth	40-Tooth	7.722"	97147
32-Tooth	40-Tooth	8.503"	97149
32-Tooth	40-Tooth	9.278"	97151
32-Tooth	40-Tooth	9.588"	97152
32-Tooth	40-Tooth	10.051"	97154
32-Tooth	40-Tooth	10.875"	97156
32-Tooth	40-Tooth	11.175"	97157
32-Tooth	40-Tooth	11.662"	97159
32-Tooth	40-Tooth	11.973"	97160
32-Tooth	40-Tooth	12.769"	97162
32-Tooth	40-Tooth	13.234"	97164



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 chart below for complete application details.

VACUUM PUMP BRACKET APPLICATION CHART

PART #	ENGINE APPLICATION	MOROSO PUMP BRACKET WAS DESIGNED FOR		MOUNTING LOCATION
63910	All Engines	22640	22641	With a motorplate
63917	All Engines	22642	22644	With a motorplate
		22840	22842	
63910	Small & Big Block Chevy	22640	22641	Driver/passenger cyl. heads
63917	Small & Big Block Chevy	22642	22644	Driver/passenger cylinder heads
		22840	22842	
63922	GM LS	22640	22641	Driver side cylinder head
63923	GM LS	22640	22641	Passenger side cylinder head
63924*	GM LS	22642	22644	Driver/passenger cylinder heads
		22840	22842	
63911	Small Block Ford	22640	22641	Driver or Passenger cylinder heads
63915*	Small Block Ford	22642	22644	Driver or Passenger cylinder heads
		22840	22842	
63921*	Ford 4.6/5.4	22640	22641	OEM, Power Steering Pump Location
		22642	22644	
		22840	22842	
63909	Big Block Ford	22640	22641	Driver or Passenger cylinder heads

* Part No. 63917 needed with 63914, 63915, 63921 & 63924 to mount enhanced pumps to the mounting bracket.



FOR ALL VACUUM PUMP MOUNTING BRACKETS:

All necessary **spacers & hardware** included for each Mounting Bracket!



PART # REPLACEMENT PARTS

63917 Replacement Bracket for Moroso "Enhanced Design" Vacuum Pump **Nos. 22642 and 22842**

PART # AVAILABLE OPTIONS

63918 Adapter Ring. Allows the use of a Moroso "Original" Style Vacuum Pump with **No. 63917** Mounting Brackets



No. 63909



No. 63910

No. 63911



No. 63917



No. 63921



No. 63922

No. 63924



No. 63915



No. 63923

VACUUM PUMP IDLER PULLEY KIT

For Moroso Enhanced Vacuum Pumps

- Idler Pulley mounts off the face of a Moroso Enhanced Series Vacuum Pump
- Unique tensioner system with a heavy duty/high speed bearing reduces belt flap throughout rpm range
- Slotted bracket allows for a range of adjustment
- Kit contains the Idler Pulley, the Idler Pulley bracket which is constructed out of billet aluminum and includes high quality hardware for years of service

PART # DESCRIPTION

63903 Vacuum Pump Idler Pulley Kit, For Moroso Enhanced Vacuum Pumps



No. 63903

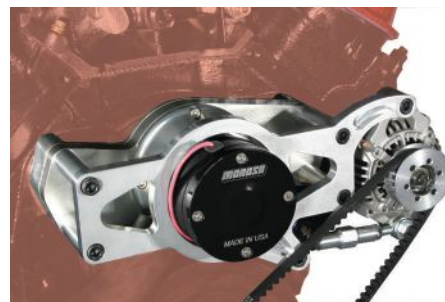
ALTERNATOR MOUNT KITS

For SBC and BBC, Nippondenso 93 mm, Aftermarket

Patent No. D600,720

- 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 Mounting Kit, SBC, Moroso Electric Water Pumps
63828	Alternator Mounting Kit, SBC, CSR Electric Water Pumps
63829	Alternator Mounting Kit, SBC, Meziere Electric Water Pumps
63832	Alternator Mounting Kit, BBC, Moroso Electric Water Pumps
63833	Alternator Mounting Kit, BBC, CSR Electric Water Pumps
63834	Alternator Mounting Kit, BBC, Meziere Electric Water Pumps



No. 63832

ALTERNATOR AND VACUUM PUMP MOUNTING KITS

For SBC and BBC, Nippondenso 93 mm, Aftermarket

Patent No. D600,720

- Two mounts 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 **Nos. 22642, 22644, 22840 or 22842** Enhanced Design Vacuum Pumps
- Works with most old and new style drive mandrel kits, with recommended pulleys (see options, below)



No. 63836

PART #	DESCRIPTION
63817	Alternator/Vacuum Pump Mounting Kit, SBC, Moroso Electric Water Pumps 93mm style alternators, Moroso Enhanced Vacuum Pumps
63818	Alternator/Vacuum Pump Mounting Kit, SBC, CSR Electric Water Pumps 93mm style alternators, Moroso Enhanced Vacuum Pumps
63819	Alternator/Vacuum Pump Mounting Kit, SBC, Meziere Electric Water Pumps 93mm style alternators, Moroso Enhanced Vacuum Pumps
63836	Alternator/Vacuum Pump Mounting Kit, BBC, Moroso Electric Water Pumps 93mm style alternators, Moroso Enhanced Vacuum Pumps
63837	Alternator/Vacuum Pump Mounting Kit, BBC, CSR Electric Water Pumps 93mm style alternators, Moroso Enhanced Vacuum Pumps
63838	Alternator/Vacuum Pump Mounting Kit, BBC, Meziere Electric Water Pumps 93mm style alternators, Moroso Enhanced Vacuum Pumps



Radius Tooth Pump
Pulleys & Drive Pulleys
on pgs. 177-178

FOR ALL ALTERNATOR & VACUUM PUMP MOUNTING KITS:

PART #	RECOMMENDED OPTIONS
23540	Pump Pulleys 40 Tooth, SBC, BBC
23533	Crankshaft Pulley, 20 Tooth, BBC
23534	Crankshaft Pulley, 22 Tooth, SBC
97149	Radius Tooth Belt, SBC
97151	Radius Tooth Belt, BBC

All necessary spacers & hardware
included for each Mounting Kit!



ALTERNATOR AND VACUUM PUMP MOUNTING KITS

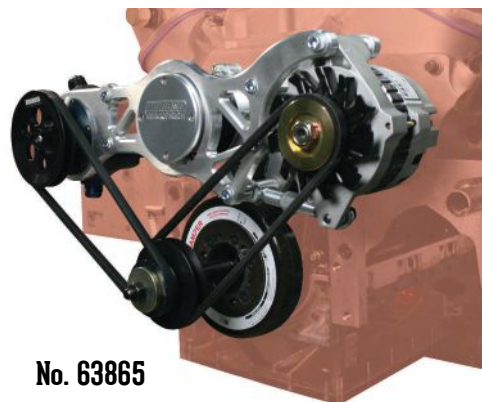
For BBC Chevy with Moroso Enhanced Vacuum Pumps & 130mm style alternators

Patent No. D600,720

- Two mounts are incorporated into one billet aluminum frame with belt adjustment for alternator and vacuum pump
- Bracket kit was designed to mount full size 130 mm Alternators such as East Coast 2007, 2008 & 2009 series, also fits CS121 style Alternators and Moroso Part **Nos. 22642, 22644, 22840 or 22842** Enhanced Design Vacuum Pumps
- Mounts Alternator on driver's side and Vacuum Pump on passenger's side while clearing the electric water pump
- Works with most styles of drive mandrel kits
- Includes all spacers and hardware

PART # DESCRIPTION

- 63865** Alternator/Vacuum Pump Mounting Kit, Moroso Electric Water Pumps, 130mm style alternators, Moroso Enhanced Vacuum Pumps
- 63866** Alternator/Vacuum Pump Mounting Kit, BBC, CSR Electric Water Pumps the latest version of, which have a profiled silhouette and countersunk fasteners, 130mm style alternators, Moroso Enhanced Vacuum Pumps
- 63867** Alternator/Vacuum Pump Mounting Kit, BBC, Meziere Electric Water Pumps, 130mm style alternators, Moroso Enhanced Vacuum Pumps



No. 63865



No. 63866

ALTERNATOR AND VACUUM PUMP MOUNTING KITS WITH TENSIONER

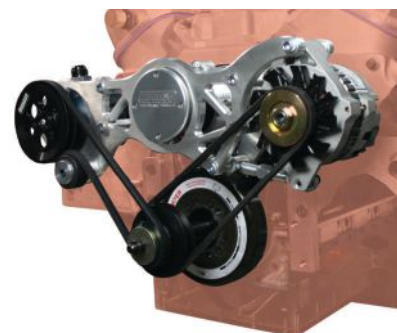
For BBC Chevy with Moroso Enhanced Vacuum Pumps & 130mm style alternators

Patent No. D600,720

- Two mounts are incorporated into one billet aluminum frame with belt adjustment for alternator and vacuum pump
- Bracket kit was designed to mount full size 130 mm Alternators such as East Coast 2007, 2008 & 2009 series, also fits CS121 style Alternators and Moroso **Nos. 22642, 22644, 22840 or 22842** Enhanced Design Vacuum Pumps
- Unique tensioner system with heavy duty/high speed bearing reduces belt flap throughout rpm range
- Mounts Alternator on driver's side and Vacuum Pump on passenger's side while clearing the electric water pump
- Designed to work with Moroso Part **No. 63844** and other 5" long drive mandrel kits
- Includes all spacers and hardware

PART # DESCRIPTION

- 63875** Alternator/Vacuum Pump Mounting Kit with Tensioner, BBC, Moroso Electric Water Pumps, 130mm style alternators, Moroso Enhanced Vacuum Pumps
- 63876** Alternator/Vacuum Pump Mounting Kit with Tensioner, BBC, CSR Electric Water Pumps, (Latest CSR Electric Water Pumps have a profiled silhouette & countersunk fasteners), 130mm style alternators, Moroso Enhanced Vacuum Pumps
- 63877** Alternator/Vacuum Pump Mounting Kit with Tensioner, BBC, Meziere Electric Water Pumps, 130mm style alternators, Moroso Enhanced Vacuum Pumps



No. 63875



No. 63876



MOUNTING BRACKETS

ALTERNATOR AND VACUUM PUMP MOUNTING KITS

For Ford 289-302, 351W

Patent No. D600,720

- Two mounts 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
- Mounts alternator on driver-side and vacuum pump on passenger-side, while clearing the electric water pump
- Works with most old and new style drive mandrel kits, with recommended pulleys (see options, above)

PART # DESCRIPTION

63821	Alternator and Vacuum Pump Mounting Kit, Ford 289/302/351W, use with Meziere Electric Water Pumps and Moroso Enhanced Design Vacuum Pumps
63822	Alternator and Vacuum Pump Mounting Kit, Ford 289/302/351W, use with Moroso Electric Water Pumps and Moroso Enhanced Design Vacuum Pumps
63823	Alternator and Vacuum Pump Mounting Kit, Ford 289/302/351W, use with CSRTM Electric Water Pumps and Moroso Enhanced Design Vacuum Pumps

No. 63821



No. 63823 Mount Frame



No. 63822



Brackets



Brackets shown mounted to CSR™ Electric Water Pump



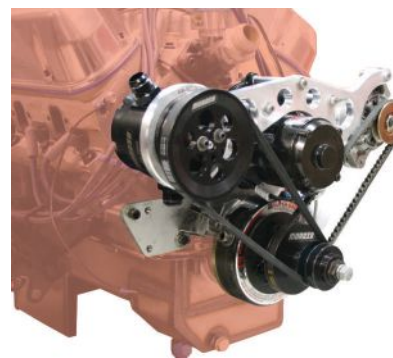
Radius Tooth Pump
Pulleys & Drive Pulleys
on pgs. 177-178

ALTERNATOR/VACUUM PUMP MOUNTING KIT

Fits: Ford 289, 302, 351W, CSR Electric Water Pumps (Latest Version)

Patent No. D600,720

- Fits the latest version of the CSR Ford 289, 302, 351W Electric Water Pumps which have a profiled silhouette and countersunk fasteners.
- For earlier design CSR Ford 289, 302, 351W Electric Water Pumps use Part **No. 63823**
- Two mounts are incorporated into one billet aluminum frame with belt adjustment for alternator and vacuum pump
- Bracket kit was designed to mount mini ND Style 93mm Alternators and Moroso Part **Nos. 22642, 22644, 22840 or 22842** Enhanced Design Vacuum Pumps
- Mounts Alternator on driver's side and Vacuum Pump on passenger's side while clearing the electric water pump
- Works with most styles of drive mandrel kits
- Includes all spacers and hardware



No. 63824

PART # DESCRIPTION

63824	Alternator/Vacuum Pump Mounting Kit, Ford 289, 302, 351W use with CSR Electric Water Pumps (Latest Version) and Moroso Enhanced Design Vacuum Pumps
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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**
- Early model heads need to be drilled and tapped

PART #	DESCRIPTION
63825	Alternator Mount Kit, GM Delcotron



No. 63825
(typical installation)

SMALL BLOCK CHRYSLER

- 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
- Use with Moroso Drive Kit **No. 63848**
- Kit Includes all mounting hardware

PART #	DESCRIPTION
63815	Billet Aluminum Alternator Mounting Bracket, Small Block Chrysler



No. 63815



SMALL BLOCK FORD

- Will mount standard Ford or ND-style alternator on either side of engine
- Fits with mechanical and electric water pumps from all major manufacturers with V-belt pulley systems
- Provides an alternative to running the stock serpentine belt
- Use with Moroso Drive Kit **No. 63846**
- Kit Includes all mounting hardware

PART #	DESCRIPTION
63810	Aluminum Alternator Mounting Bracket, Small Block Ford

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



No. 63810



MOUNTING BRACKETS

ALTERNATOR MOUNT AND DRIVE KITS

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

SMALL BLOCK CHEVY



No. 63842



No. 63843



BIG BLOCK CHEVY



No. 63840



No. 63841



PART # DESCRIPTION

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 # DESCRIPTION
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

PART # DESCRIPTION

63840 Alternator Mount Kit, Big Block Chevy with early style 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

PART # DESCRIPTION
63750 Universal Electric Water Pump Drive Kit

63546, 63547 Electric Water Pumps

ADDITIONAL PART

23523 4" Crank Pulley

POWER STEERING PUMP MOUNT

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

PART # DESCRIPTION

63895 Power Steering Pump Mounting Bracket, Small Block Chevy, Early-Style GM Pump



No. 63895



SMALL BLOCK CHEVY

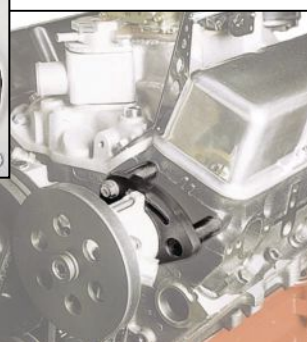
Late Model GM Pump With 18° or 23° Cylinder Head

- 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. 63897



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 ½" V-belt pulley for vacuum pump, 1" (16-tooth) Gilmer pulley for external oil pump, guide plates, assorted spacers, belt guides & hardware
- For optimum accessory speed, use with Moroso Dry Sump Gilmer Pulleys, and Vacuum Pump V-Belt Pulley **No. 64885**

PART # DESCRIPTION

- 63844** 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 # REPLACEMENT PARTS

- 23528** Pulley, Gilmer Drive, 28-Tooth
23532 Pulley, Gilmer Drive, 32-Tooth
97170 Pulley, Gilmer Drive Crankshaft, 16-Tooth

PART # AVAILABLE OPTIONS

- 23523** 4" O.D. Mandrel Pulley, V-Belt



No. 63844



No. 63845

VACUUM PUMP, DRY SUMP PUMP DRIVE KIT

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
- 6061-T6 Aluminum Pulleys are hard coat anodized for strength and extended service life
- Includes: 2 ½" 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, 5.80" overall length (with spacer)

PART # AVAILABLE OPTION

- 23523** 4" O.D. Mandrel Pulley, V-Belt



No. 63846

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 ½" 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, 5.70" overall length



No. 63848

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 ½" V-belt pulley for vacuum pump, 1" (16 tooth) Gilmer pulley for external oil pump, guide plates, assorted spacers, belt guides and hardware

PART #	ENGINE APPLICATION	STYLE	MANDREL LENGTH MINUS FLANGE	REQUIRED BALANCER	LENGTH
63857*	Small Block Chevy	Short	2.990"	3-Bolt, 3.20" bolt circle**	3.380"
63859*	Small Block Chevy	Long	4.000"	3-Bolt, 3.20" bolt circle**	4.655"
63860	GM LS Series	Short	2.990"	Aftermarket, using BBC 3-Bolt, 3.20" bolt circle, 2.050" female register pattern	3.645"
63858	Big Block Chevy	Short	2.990"	3-Bolt, 3.20" bolt circle, 2.275" female register	3.645"
63849	Big Block Chevy	Long	4.000"	3-Bolt, 3.20" bolt circle, 2.275" 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"

*For SBC ¼" thick crank trigger wheels, use part No. 63861 Drive Mandrel Spacer Kit (see below)

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



No. 63849



No. 63853



No. 63857



No. 63860

DRIVE MANDREL SPACER KIT

- For use with Moroso Nos. 63857 & 63859 drive mandrels
- Maintains register of mandrel when using a ¼" thick crank trigger
- Comes with a ¼" longer crankshaft bolt
- Constructed out of stress-proof steel with a black oxide finish

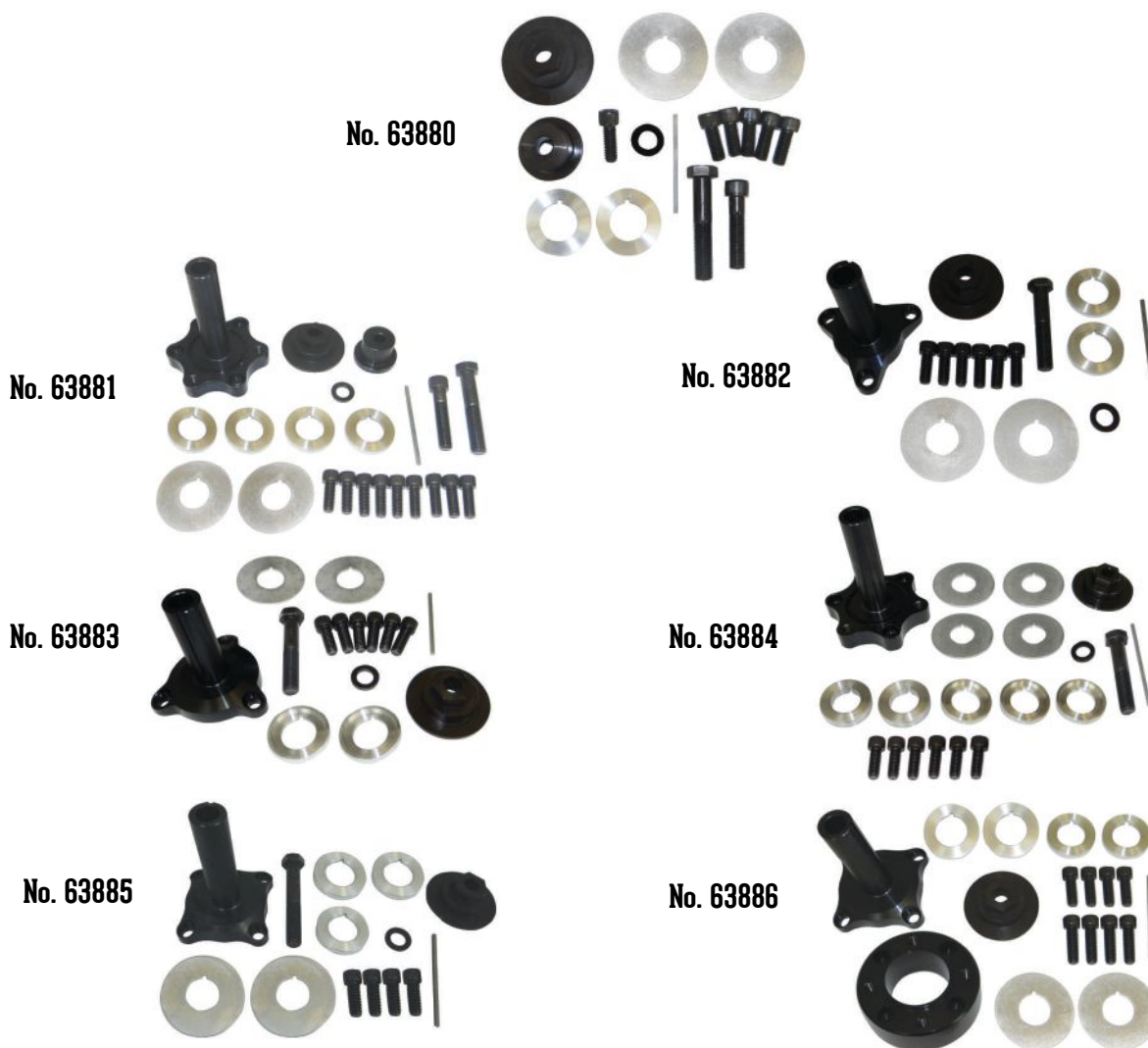
PART #	DESCRIPTION
63861	Drive Mandrel Spacer Kit, SBC, for ¼" Thick Crank Trigger Wheels



No. 63861

DRIVE MANDRELS, FLANGE STYLE

- Bolts to the balancer –balancer does not need to be drilled like older designs
- Using our optional pulleys, custom tailored drives can be created
- Includes one-piece, forged steel drive mandrel, guide plates, assorted spacers, belt guides and hardware



Part #	ENGINE APPLICATION	STYLE	MANDREL LENGTH MINUS FLANGE	REQUIRED BALANCER	LENGTH
63880*	Small Block Chevy	Short	2.990"	3-Bolt, 3.20" bolt circle**	3.380"
63881	Small Block Chevy	Long	4.000"	3-Bolt, 3.20" bolt circle**	4.655"
63882	GM LS Series	Short	2.990"	Aftermarket, using BBC 3-Bolt, 3.20" bolt circle, 2.050" female register pattern	3.645"
63883	Big Block Chevy	Short	2.990"	3-Bolt, 3.20" bolt circle, 2.275" female register	3.645"
63884	Big Block Chevy	Long	4.000"	3-Bolt, 3.20" bolt circle, 2.275" female register	4.655"
63885	Small Block Ford	Short	3.500"	4-Bolt, 3.30" bolt circle, 2.382" male register	4.125"
63886	Big Block Ford, 429-460	Long	3.500"	4-Bolt, 3.30" bolt circle, 2.180" male register	5.285"

*For SBC 1/4" thick crank trigger wheels, use part **No. 63861** Drive Mandrel Spacer Kit, page 170)

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

REPLACEMENT PARTS FOR DRY SUMP DRIVE KITS

With Crank-Driven Power Steering

PART # DESCRIPTION

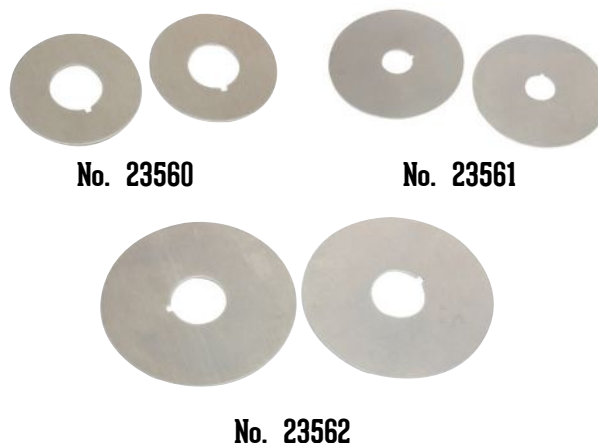
97110	Gilmer Drive Belt - 22.5" long
97120	Gilmer Drive Belt - 24.0" long
97130	Gilmer Drive Belt - 25.5" long
97140	Gilmer Drive Belt - 27.0" long
23528	Gilmer Drive Pump Pulley - 28-tooth. For Nos. 23600, 23610, 23620, 23630, 23660, 23670 and 23672
23532	Gilmer Drive Pump Pulley - 32-tooth
97170	Gilmer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

BELT GUIDES

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

PART # DESCRIPTION

23560	Belt Guide, 2.50" Diameter
23561	Belt Guide, 3.50" Diameter
23562	Belt Guide, 4.50" Diameter



CRANK PULLEY SHIM KIT

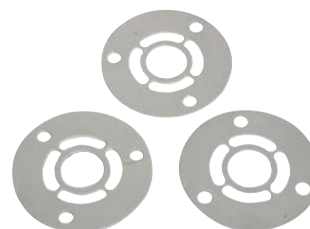
Fits: Small and Big Block Chevrolet engines

- Includes 3 shims per pack, 1/16", 1/8" and 3/16"

PART # DESCRIPTION

64031	Crank Pulley Shim Kit
-------	-----------------------

No. 64031



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
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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



CRANKSHAFT PULLEYS, CAST ALUMINUM

V-Belt Design

- 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

- 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" O.D.
Fits: SBC, 1968-earlier (with short water pump)
- 64070** Crankshaft Pulley, single groove, 50% reduction, 4.00" O.D.
Fits: SBC, 1968-earlier (with short water pump)
- 64100** Crankshaft Pulley, single groove, 50% reduction, 4.00" O.D.
Fits: SBC, 1969-later (with long water pump)
- 64110** Crankshaft Pulley, double groove, 50% reduction, 4.04" O.D.
Fits: SBC and 90° V6 Chevys, 1969-later (with long water pump)
- 64120** Crankshaft Pulley, single groove, 30% reduction, 4.95" O.D.
Fits: Chevrolet 302-350, 1969 and later (with long water pump)
- 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" O.D.
Fits: Chevrolet 396-454, pre-1969 (with short water pump)
- 64550** Crankshaft Pulley, double groove, 4" dia., fits all 4 bolt dampeners, reduction ratio varies, 4.00" O.D.
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



No. 64700



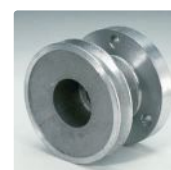
No. 64050



No. 64060



No. 64070



No. 64100



No. 64110



No. 64210

ALTERNATOR PULLEY, CAST ALUMINUM

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



No. 64800

**OIL PUMP & VACUUM PUMP
DRIVE KITS AND PULLEYS**

CRANKSHAFT PULLEYS. BILLET ALUMINUM

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.
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" O.D.
Fits: Ford 351-400 Cleveland, Boss 302



No. 64551



No. 64051



No. 64111



No. 64201



No. 64211

CRANKSHAFT PULLEY. BILLET ALUMINUM

V-Belt Design

- 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 Pulley
- 23523** 4" V-Belt Crankshaft Pulley



No. 23523



No. 23520

POWER STEERING PULLEY. BILLET ALUMINUM

V-Belt Design

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

PART # DESCRIPTION

- 64860** Power Steering Pulley



No. 64860

ALTERNATOR PULLEY, BILLET ALUMINUM

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

PART # DESCRIPTION

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



No. 64870

VACUUM PUMP DESIGN, BILLET ALUMINUM

V-Belt Design

- 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**

PART # DESCRIPTION

64885 Vacuum Pump V-Belt Pulley



No. 64885

VACUUM PUMP PULLEY, OFFSET, BILLET ALUMINUM

V-Belt Design

- 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



No. 64887



OIL PUMP & VACUUM PUMP
DRIVE KITS AND PULLEYS

CRANKSHAFT PULLEYS

Gilmer Style

- $\frac{3}{8}$ " pitch pulley fits 1" diameter keyed drive mandrels
- Machined from billet aluminum for unmatched precision
- Anodized for extended durability

PART # DESCRIPTION

97170	Crankshaft Pulley, Gilmer Style, $\frac{3}{8}$ " Pitch, 1" Wide, 16-teeth
97171	Crankshaft Pulley, Gilmer Style, $\frac{3}{8}$ " Pitch, 1" Wide, 18-teeth
97172	Crankshaft Pulley, Gilmer Style, $\frac{3}{8}$ " Pitch, 1/2" Wide, 18-teeth



No. 97170

DRY SUMP PUMP PULLEYS

Gilmer Style

- Machined from billet aluminum for unmatched precision
- Hard-coat anodized for extended durability
- $\frac{3}{8}$ " pitch pulleys fit $\frac{5}{8}$ " diameter shafts
- Use with Moroso Gilmer Drive Pulleys to suit desired drive ratio
- Compatible with $\frac{3}{8}$ " pitch gilmer tooth drive pulleys and belts manufactured by Moroso and others
- Includes key and 4 set screws to lock pulley to the shaft

PART # DESCRIPTION

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



No. 23532

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 $\frac{3}{4}$ " 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

64886	Vacuum Pump Pulley, Gilmer Type, 28 Tooth
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PART # AVAILABLE OPTIONS

97172	Crankshaft Pulley
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No. 64886

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 $\frac{1}{2}$ " 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
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PART # AVAILABLE OPTIONS

97172	Crankshaft Pulley
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No. 64888

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 $\frac{5}{8}$ " 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 $\frac{1}{8}$ " keyway slot.

No. 23544



No. 23541

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 $\frac{1}{2}$ " 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 $\frac{1}{8}$ " 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%
23537	28	23540	40	70%
23538	30	23540	40	75%
23539	32	23540	40	80%



No. 23540



No. 23533

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. 23556

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



No. 97115



No. 97110

GILMER DRIVE BELTS

- For Moroso Dry Sump Pump setups
- Will also work with other manufacturers' $\frac{3}{8}$ " pitch Gilmer Drive setups

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

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

97113	Gilmer Drive Belt	22.5" long x $\frac{1}{2}$ " wide	60
97123	Gilmer Drive Belt	24" long x $\frac{1}{2}$ " wide	64
97133	Gilmer Drive Belt	25.5" long x $\frac{1}{2}$ " wide	68
97143	Gilmer Drive Belt	27" long x $\frac{1}{2}$ " wide	72

RADIUS TOOTH BELTS

Fits: Radius Tooth Pulleys with 8mm Pitch

- Thin Series Belts for Moroso Vacuum Pump and Alternator Pulleys
- Fits $\frac{1}{2}$ " 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 $\frac{1}{2}$ " (592 x 12.7)	74
97142	Radius Tooth Belt	23.9" x $\frac{1}{2}$ " (608 x 12.7)	78
97144	Radius Tooth Belt	25.2" x $\frac{1}{2}$ " (640 x 12.7)	80
97146	Radius Tooth Belt	26.5" x $\frac{1}{2}$ " (672 x 12.7)	83
97147	Radius Tooth Belt	26.8" x $\frac{1}{2}$ " (680 x 12.7)	85
97149	Radius Tooth Belt	28.3" x $\frac{1}{2}$ " (720 x 12.7)	90
97151	Radius Tooth Belt	29.9" x $\frac{1}{2}$ " (760 x 12.7)	97
97152	Radius Tooth Belt	30.6" x $\frac{1}{2}$ " (776 x 12.7)	99
97154	Radius Tooth Belt	31.5" x $\frac{1}{2}$ " (800 x 12.7)	100
97156	Radius Tooth Belt	33.1" x $\frac{1}{2}$ " (840 x 12.7)	105
97157	Radius Tooth Belt	33.7" x $\frac{1}{2}$ " (856 x 12.7)	106
97159	Radius Tooth Belt	34.7" x $\frac{1}{2}$ " (880 x 12.7)	110
97164	Radius Tooth Belt	37.8" x $\frac{1}{2}$ " (960 x 12.7)	120



No. 97141

REPLACEMENT PARTS FOR DRY SUMP DRIVE KITS

With Crank-Driven Power Steering

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

UNIVERSAL FIT AIR-OIL SEPARATORS

AIR-OIL SEPARATOR TANK

Universal, Vacuum Pump, Fabricated

- 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* Air-Oil Separator Tank

**Not legal for sale or use on pollution-controlled vehicles.*



No. 85471

AIR-OIL SEPARATOR

Universal, Vacuum Pump

- Moroso Vacuum Pump Air-Oil Separator is designed to be plumbed between the valve cover and the inlet side of the vacuum pump
- Features internal baffling with mesh media for superior separation of air and oil
- Billet Aluminum body compliments any engine compartment and can be polished, chromed or powder coated for a custom look
- -12 AN inlet and outlet fittings for plumbing the Air-Oil Separator inline
- Includes a billet aluminum mounting clamp for the body of the air-oil separator, a stainless steel bracket for non-accessible behind the panel mount applications and an O-ringed drain bung

PART # DESCRIPTION

85495 Air-Oil Separator, Universal,
-12 AN Fittings



No. 85495

AIR OIL SEPARATOR KIT

Universal

- Plumbed into a vehicle's PCV system to capture the excess crankcase vapors and the residual oil mist from re-entering 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

PART # REPLACEMENT PART

97200 Ball Valve, 3/8" Male and Female Ports



No. 85474

AIR-OIL SEPARATOR

Universal, Small Body

- Moroso Air-Oil Separator is plumbed into a vehicle's PCV system and captures the excess crankcase vapors and the residual oil mist from re-entering the intake tract
- 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 tract including the valves themselves
- Ethanol enriched fuels put off more moisture during the combustion process, the Moroso Air-Oil Separator is an excellent tool for collecting this extra moisture
- Billet Aluminum body is available either with raw or black anodized finish
- 4.5" tall by 3.75" (clamp installed) diameter body, fits in more places than our standard air-oil separators
- Supplied 3/8", 90° inlet & outlet fittings, 36" of 3/8" rubber hose and includes a billet aluminum mounting clamp
- Two piece body of the Air-Oil Separator unscrews for cleaning and draining

PART # DESCRIPTION

- 85682** Air-Oil Separator, Small Body, Universal, Clear Bottom
85683 Air-Oil Separator, Small Body, Universal, Black Anodized Finish Upper, Clear Bottom
85496 Air-Oil Separator, Small Body, Raw Finish
85497 Air-Oil Separator, Small Body, Black Anodized Finish

PART # REPLACEMENT PART

- 97301** Air/Oil Separator Small Body Replacement Clear Bottom



left **No. 85497** right **No. 85496**



No. 85683

CUSTOM FIT AIR-OIL SEPARATORS

AIR/OIL SEPARATOR PCV DELETE KIT FOR SUBARU

From the factory, a vehicle's PCV system vents excess crankcase vapors, residual oil and moisture back into the intake manifold which compromises performance and durability

- Kit allows Air/Separators to work at greater efficiency at all rpm levels
- Enables full filtration of Blow By gases entering turbo inlet
- Kit is designed to work with all Moroso Air/Oil Separators for Subaru Applications
- Deletes O.E.M. PCV System including Intake Manifold PCV Inlet
- Not for use on Emission Controlled Vehicles, off road use only

PART # DESCRIPTION

- 85699** Air/Oil Separator PCV Delete for Subaru



No. 85699

AIR/OIL SEPARATOR. CLEAR BOTTOM

- A replacement clear bottom for Moroso **Nos. 85682** or **85683** and is an option if someone wants to change out their standard billet aluminum bottom on a Moroso Small Bodied kit
- Allows the user to see how much oil is collected without unscrewing the bottom of a Moroso small body Air/Oil Separator



PART # REPLACEMENT PART

- 97301** Air/Oil Separator Small Body Replacement Clear Bottom

No. 97301

AIR-OIL SEPARATOR KITS

Fits: Custom Fit Applications

- Plumbed into a vehicle's PCV system to capture the excess crankcase vapors, residual oil mist and moisture from re-entering the intake tract
- Vehicles from the factory vent these excess crankcase vapors, residual oil mist and moisture right back into the intake manifold which could cause: detonation, oil deposits in the intake tract including the valves themselves, and decreased intercooler efficiency
- Increases engine performance from cleaner intake air
- Air-Oil Separators have billet aluminum bodies with internal baffling and mesh media
- Includes heavy duty brass inlet and outlet fittings, Fuel/Emission/PCV Vapor hose, stainless steel mounting bracket and billet aluminum mounting clamp for the body of the separator
- Some vehicle crankcase ventilation systems require that 2 Air-Oil Separator bodies be used to properly capture and ventilate the system



No. 85474



No. 85600



No. 85611

Moroso Air-Oil Separators are available in 2 sizes, not all kits are available with both size body, please see Air-Oil Separator Application Chart on the next page for more information

AIR-OIL SEPARATOR KITS, LARGE BODY

- The original size, 43% more capacity than the Small Body version
- Features a bottom drain with elbow that makes draining the collected oil virtually mess-free
- Polished body can be chromed, painted or powdered coated for a custom look

AIR-OIL SEPARATOR KITS, SMALL BODY

- Smaller size fits in more applications and some customers prefer the smaller size body
- Two piece body unscrews for draining
- Available with a polished or black anodized finish

PART # REPLACEMENT PARTS

- 97300** Replacement Cap, Air-Oil Separator Large Body Drain, Black
- 97301** Air/Oil Separator Small Body Replacement Clear Bottom
- 65388** Air/Oil Sep, 3/8" To 1/2" Hose 90 Deg., Black
- 65389** Air/Oil Sep, 3/8" To 1/2" Hose, Straight, Black
- 65131** Air/Oil Sep, 3/8" To 1/2" Hose, 90 Deg. Streamline, Black
- 65381** Air/Oil Sep, 3/8" To 3/8" Hose, Straight, Black
- 65382** Air/Oil Sep, 3/8" To 3/8" Hose, 90 Deg., Black



For Additional installed images see page 183 or go to Moroso.com

AIR-OIL SEPARATOR CHART

FITS:	# OF AIR-OIL SEPARATORS IN KIT	LARGE BODY PART #	POLISHED SMALL BODY PART #	BLACK ANODIZED SMALL BODY PART #
BMW M3, 1995-1999	1	85499	85648	85649
CADILLAC CTS V, 2008-2014	1	N/A	85602	85603
CHEVY CAMARO SS, 2010-2015, ZL1, 2012-2015	1	85487	85652	85653
CHEVY CAMARO SS WITH EDELBROCK SUPERCHARGER, 2010-2015	1	85493	85634	85635
CHEVY CORVETTE NON Z06 2014-2017	1	85524	85686	85687
CHEVY CORVETTE Z06 2006-2013	1	85521	85678	85679
CHEVY CORVETTE, 1997-2004	1	85516	N/A	N/A
CHEVY CORVETTE LT1/LT4, 1992-1996	1	N/A	85642	85643
CHEVY/GM TRUCK, 1999-2013	1	85481	N/A	N/A
CHRYSLER 300C 6.1, 2005-2010	1	85472	85612	85613
CHRYSLER 300C 5.7 WITH AFTERMARKET INTAKE, 2005-2010	1	85472	85640	85641
CHRYSLER 300C 5.7 WITH FACTORY INTAKE, 2005-2010	1	N/A	85632	85633
DODGE CHALLENGER 6.1/6.4 NON HELLCAT, NON SHAKER HOOD 2008-2017	1	85472	85612	85613
DODGE CHALLENGER 5.7 WITH AFTERMARKET INTAKE, 2008-2012	1	85472	85640	85641
DODGE CHALLENGER 5.7 WITH FACTORY INTAKE, 2008-2012	1	N/A	85632	85633
DODGE CHARGER 6.1/6.4 NON HELLCAT, 2008-2015	1	85472	85612	85613
DODGE CHARGER 5.7 WITH AFTERMARKET INTAKE, 2006-2010	1	85472	85640	85641
DODGE CHARGER 5.7 WITH FACTORY INTAKE, 2006-2010	1	N/A	85632	85633
DODGE MAGNUM 6.1, 2005-2008	1	85472	85612	85613
DODGE MAGNUM 5.7 WITH AFTERMARKET INTAKE, 2005-2008	1	85472	85640	85641
DODGE MAGNUM 5.7 WITH FACTORY INTAKE, 2005-2008	1	N/A	85632	85633
DODGE RAM TRUCK 1500 5.7, 2009-2014	1	85479	N/A	N/A
FORD FOCUS ST, 2013-2017	1	N/A	85664	85665

NEW FOR 2017



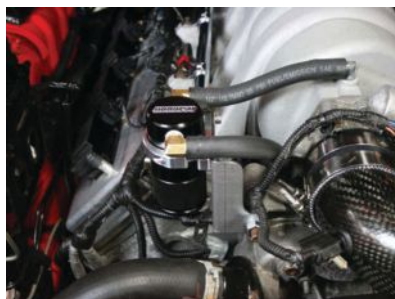
*BMW M3, 1995-1999,
Part No. 85499*



*Cadillac CTS V, 2008-2014,
Part No. 85603*



*Chevy Corvette non Z06 2014-2017
Part No. 85524*



*Dodge Magnum, Charger, Challenger,
Part No. 85613*



*Dodge Ram Truck 1500 2009-2014,
Part No. 85479*



*Ford Focus ST, 2013-2017,
Part No. 85665*

AIR-OIL SEPARATOR CHART (CON'T)

FITS:	# OF AIR-OIL SEPARATORS IN KIT	LARGE BODY PART #	POLISHED SMALL BODY PART #	BLACK ANODIZED SMALL BODY PART #
FORD MUSTANG GT, 2015-2017	1	85522	85680	85681
FORD MUSTANG GT, 2011-2014	1	85485	85628	85629
FORD MUSTANG GT WITH ROUSH SUPERCHARGER, 2011-2014	1	85491	85604	85605
FORD MUSTANG SHELBY GT 500, 2007-2014	1	85478	85616	85617
FORD MUSTANG V-6, 2011-2014	1	85498	85638	85639
FORD MUSTANG GT, 2005-2010	1	85477	N/A	N/A
FORD MUSTANG GT, 1996-2004	1	85486	N/A	N/A
FORD MUSTANG GT/LX 5.0, 1987-1993	1	85514	85660	85661
FORD MUSTANG ECOBOOST 2015-2017	1	85523	85684	85685
FORD F-150 ECOBOOST 2011-14	1	85520	85676	85677
FORD F-150, 5.4, 2004-2008	1	85513	N/A	N/A
FORD RAPTOR TRUCK 6.2, 2010-2014	1	85492	85606	85607
HUMMER H2, 2003-2009	1	85481	N/A	N/A
JEEP JK, 3.6, 2012-2017	1	85518	85670	85671
JEEP JK, 3.8, 2007-2011	1	85517	85668	85669
JEEP SRT8, 2006-2010	1	85482	N/A	N/A
LOTUS ELISE/EXIGE, 2005-2011	2	85494	85636	85637
MAZDA MIATA, 1990-2005	1	85488	85600	85601
MINI COOPER S/CLUBMAN S, 2007-2015	1	N/A	85608	85609
MITSUBISHI EVO 10, 2008-2015	1	85483	N/A	N/A
SUBARU BRZ, SCION FRS, 2012-2015	1	85515	85666	85667
SUBARU STI, 2008-2014, TOP MOUNT INTERCOOLER	2	85510	85644	85645
SUBARU STI, 2008-2014, FRONT MOUNT INTERCOOLER	2	N/A	85646	85647
SUBARU WRX, 2008-2014	2	85489	85610	85611
SUBARU WRX, 2006-2007, STI, 2004-2007 TOP MOUNT INTERCOOLER	2	85484	85626	85627
SUBARU WRX, 2006-2007, STI, 2004-2007 FRONT MOUNT INTERCOOLER	2	N/A	85654	85655
SUBARU WRX, 2015-UP	1	N/A	85672	85673
TOYOTA TUNDRA, 2007-2014, 5.7 & TOYOTA SEQUOIA, 2008-2014	1	85511	85650	85651
VOLKSWAGEN GOLF/JETTA, 2.0 T, 2010-2014	1	85519	85674	85675
UNIVERSAL	1	85474	85496	85497
UNIVERSAL, -12AN	1	85495	N/A	N/A

NEW FOR 2017



Ford Mustang GT 2015-2017, Part No. 85522



Jeep JK 2012-2017, Part No. 85671



Mazda Miata, 1990-2005, Part No. 85488



Subaru WRX 2006-2007, STI 2004-2007
Top Mount Intercooler, Part No. 85484



Volkswagen Golf/Jetta 2010-2014
Part No. 85519



Universal Air-Separator installed on a
custom Harley-Davidson

DRY SUMP TANKS

- Tall design capacity: 6 quarts; short design capacity: 5 quarts
- Oil tanks without integral breathers and #12 breather fitting use **Nos. 85465, 85466 or 85467** Overflow Breather Tanks
- Large diameter, billet aluminum, screw-on cap with O-ring
- Body height: 13" Tank measures 11.1"; 15" Tank measures 12.9"
- Use Moroso Mount **Nos. 22674, 22677, 22678 and 22679**

SINGLE INLET DRY SUMP TANKS

SINGLE -16AN INLET WITHOUT BREATHER

PART # DESCRIPTION

- 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
- 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

SINGLE -16AN INLET WITH BREATHER

PART # DESCRIPTION

- 22682*** Dry Sump Tank, 13", 5 Quart, (1) -16AN with Integral Breather Tank
- 22687*** Dry Sump Tank, 15", 6 Quart, (1) -16AN with Integral Breather Tank

TRIPLE INLET DRY SUMP TANKS

THREE -12AN INLETS WITHOUT BREATHER

PART # DESCRIPTION

- 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
- 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

THREE -12AN INLETS WITH BREATHER

PART # DESCRIPTION

- 22684*** Dry Sump Tank, 13", 5 Quart, (3) -12AN with Integral Breather Tank
- 22689*** Dry Sump Tank, 15", 6 Quart, (3) -12AN with Integral Breather Tank

**Not legal for sale or use on pollution-controlled vehicles*

PART # AVAILABLE OPTIONS

- 22674** Dry Sump Tank Mount, 7" Diameter
- 22677** Straight Extended Tank Mount, 7" Diameter
- 22678** 30° Angle Extended Tank Mount, 7" Diameter
- 22679** U-Weld-It Tank Mount, 7" Diameter

PART # REPLACEMENT PARTS

- 68815** Non-Hooded Breather
- 97571** Replacement lid with O-ring
- 97751** Replacement O-ring



No. 22681/22686



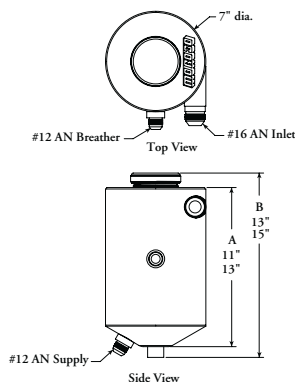
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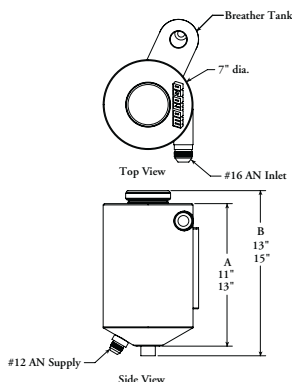
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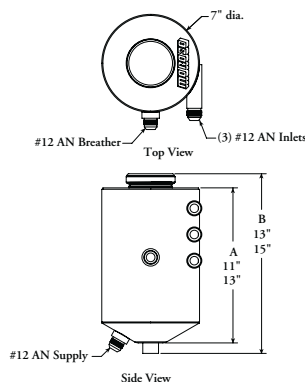
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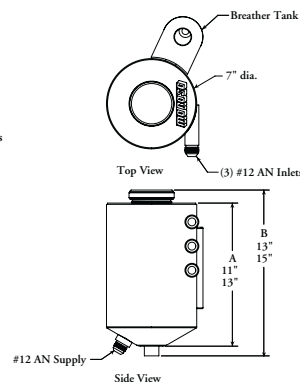
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No. 22682/22687



No. 22683/22688



No. 22684/22689

DRAGSTER 6 QUART TWO-PIECE DRY SUMP TANK

- Tank body is 20" tall and 6" diameter with a six quart capacity
- -16AN inlet and -12AN outlet
- -12AN Breather tank fitting
- O-ring drain bung
- Tank comes apart for ease of cleaning or inspection
- Top of tank can be clocked for plumbing routing
- Top and bottom of tank are joined together by billet aluminum O-ringed sealing flanges
- Large diameter, billet aluminum, screw-on cap with O-ring for positive sealing

PART # DESCRIPTION

22691* Dragster 6 Quart, Two-Piece Dry Sump Tank

PART # REPLACEMENT PARTS

97571 Replacement lid with O-ring

97751 Replacement O-ring

No. 22691



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 # DESCRIPTION

22677 Straight Straight extended Tank Mount. Mount is 5.25" from flange mount to saddle base

22678 30° Angle 30 Degree extended Tank Mount. Mount is 5.25" from flange mount to saddle base

22679 U-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

FILTERED BREATHER

2" O.D. Tubes, Non-Hooded

- Provides maximum protection against dirt and airborne debris without restricting air flow
- Clamp on type, includes clamps (one per pack)
- Fits 2" O.D. tubes: is a replacement breather for Moroso Breather Tanks, Part **Nos. 85400, 85402, 85404 & 85406**
- Cleanable and re-usable: oil before use

PART # DESCRIPTION

68818* Filtered Breather, non-hooded style, clamp-on type. For Moroso Breather Tanks, 2" O.D.

**Not legal for sale or use on pollution-controlled vehicles.*



No. 68818

BREATHER TANKS, PLASTIC

Vacuum Pumps & Dry Sump 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
- Works with Mounting Bracket Part No. 63401
- Dimensions: 3-1/8" Dia. 7.50" tank height without Breather, 10.50" with Breather



Universal Tank
Mounting Brackets
on pg. 189

PART # DESCRIPTION

- 85400* Breather Tank, -12AN Fitting
85402* Breather Tank, -10AN Fitting
85404* Breather Tank, -8AN Fitting
85406* Breather Tank, -6AN Fitting

PART # REPLACEMENT PARTS

- 97200 Ball Valve, 3/8" Male and Female Ports
68818 Non-Hooded Breather

*Not legal for sale or use on pollution-controlled vehicles.



No. 85400

BREATHER TANK

Vacuum Pumps & Dry Sump Tanks

- Remote breather tank is a perfect companion for Moroso's Racing Vacuum Pumps or Dry Sump Tanks
- Includes non-hooded, clamp-on style Filtered Breather that traps oil while allowing air to escape freely
- Petcock 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, male
85470* Breather Tank, 3/8" NPT fitting, female
85456* Breather Tank, -6AN fitting, male
85458* Breather Tank, -8AN fitting, male
85459* Breather Tank, -10AN fitting, male
85475* Breather Tank, -16AN fitting, male

PART # REPLACEMENT PARTS

- 68815 Non-Hooded Breather
68811 Half-Hooded Breather
97200 Ball Valve, 3/8" Male and Female Ports

*Not legal for sale or use on pollution-controlled vehicles.



No. 85465

BREATHER TANK

Superior air/oil separation performance for all engines

- 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
- -12AN male side fitting and petcock facilitates tank draining
- Includes a panel mount, billet aluminum clamp that has two supplied 1/4" -20 mounting hardware
- Dimensions: 3-1/8" dia., 6-1/2" tank height (without filter), 11-1/2" overall height

PART # DESCRIPTION

- 85467* Breather Tank

PART # REPLACEMENT PARTS

- 63403 Billet Aluminum Mounting Bracket, Universal
68815 Non-Hooded Breather
68811 Half-Hooded Breather

- 97200 Ball Valve, 3/8" Male and Female Ports

*Not legal for sale or use on pollution-controlled vehicles.



No. 85467

BREATHER TANK, BILLET

Dry Sump, Vacuum Pump Systems, Misc.

- 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
- Petcock 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 PARTS

- 68815 Non-Hooded Breather
68811 Half-Hooded Breather
97200 Ball Valve, 3/8" Male and Female Ports

*Not legal for sale or use on pollution-controlled vehicles.

No. 85500



BREATHER TANKS, MULTI-INLET

- Multi-inlet tank can collect from different sources to save on weight and plumbing complexity
- 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
- Petcock facilitates tank draining
- Dimensions: 3-1/8" diameter, 6-1/2" tank height (without filter), 11-1/2" overall height

PART # DESCRIPTION

- 85469** Breather Tank, Two -12AN fitting, males 180° apart
85468 Breather Tank, Two -10AN fittings NEW!
85473* Dry Sump Breather Tank, Two 3/8" NPT female bungs, 180° apart

PART # REPLACEMENT PARTS

- 68815** Non-Hooded Breather
68811 Half-Hooded Breather
97200 Ball Valve, 3/8" Male and Female Ports

**Not legal for sale or use on pollution-controlled vehicles.*



BREATHER TANK, MULTI-INLET, 2.5 QUART

Vacuum/Dry Sump Pump etc.

- 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
- Petcock facilitates tank draining

PART # DESCRIPTION

- 85466*** Breather Tank,
 Vacuum/Dry Sump Pump, 2.5 Quart

PART # REPLACEMENT PARTS

- 63401** Universal Tank Mounting Bracket, 3" to 3.25" dia.
68815 Non-Hooded Breather
68811 Half-Hooded Breather
97200 Ball Valve, 3/8" Male and Female Ports

**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** Cap

**Not legal for sale or use on pollution-controlled vehicles.*



BREATHER TANKS

BREATHER TANKS, ROLL BAR MOUNT

Are available with several different side mounted fitting options for ease of plumbing

- Remote breather tank is a perfect companion for Vacuum Pumps, Dry Sump Tanks or Rear Ends
- Aluminum, lightweight tank features a roll bar/chassis tube mount to simplify installation
- Features internal baffling with mesh media for separation of air and oil
- Includes non-hooded, clamp-on style, filtered breather and a bottom petcock drain
- Dimensions: 3-1/8" diameter (without mount), 6-1/2" tank height, 11-1/2" overall height

PART # DESCRIPTION

85461* Breather Tank, Roll Bar Mount, -12AN Male

85462* Breather Tank, Roll Bar Mount, 3/8" NPT Female

85463* Breather Tank, Roll Bar Mount, 1/2" NPT Female

PART # REPLACEMENT PART

97200 Ball Valve, 3/8" Male and Female Port



No. 85461

**Not legal for sale or use on pollution-controlled vehicles.*

MULTI-INLET BREATHER TANK, ROLL BAR MOUNT

Fits: Breather Tank, Roll Bar Mount, 1/2" & 3/8" NPT

- Remote breather tank is a perfect companion for Vacuum Pumps, Dry Sump Tanks or Rear Ends
- Side mounted 3/8" female fitting and 1/2" female fitting on roll bar mount side, that are 180 Degrees apart for ease of plumbing
- Aluminum, lightweight tank features a roll bar/chassis tube mount to simplify installation
- Features internal baffling with mesh media for separation of air and oil
- Includes non-hooded, clamp-on style, filtered breather and a bottom petcock drain
- Dimensions: 3-1/8" diameter (without mount), 6-1/2" tank height, 11-1/2" overall height

PART # DESCRIPTION

85464* Breather Tank, Roll Bar Mount, 1/2" & 3/8" NPT

PART # REPLACEMENT PART

97200 Ball Valve, 3/8" Male and Female Ports



No. 85464

**Not legal for sale or use on pollution-controlled vehicles.*

UNIVERSAL FIT AIR-OIL SEPARATORS

AIR-OIL SEPARATOR TANK

Use this tank as a remote Air/Oil Separator 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: 3-3/8" dia., 6-3/4" overall height

PART # DESCRIPTION

85471* Air-Oil Separator Tank

**Not legal for sale or use on pollution-controlled vehicles.*



AIR-Oil Separators
on pgs. 179-183



No. 85471

LOOKING FOR A CUSTOM TANK?

Moroso can custom build dry sump, breather, coolant, expansion, overflow and power steering tanks to your unique specifications. A Technical Representative is available to discuss options, finishes and pricing for your custom tank. Please contact the Moroso Tech Department at (203) 458-0542. Visit us online @ www.moroso.com to register for New Product Email Alerts!



TANKS & COVERS

TRANSMISSION EXPANSION TANK**Billet Aluminum**

- Both heavy duty and good looking—finish can be left as is, polished, powder coated or painted
- Meets requirements of 1-1/2 pint transmission NHRA overflow rule
- Prevents fluid mist from spraying on the race surface, behind your car and tires
- Pressurized fluid is captured in the Tank and will drain back into the transmission as it cools
- Includes breather and billet aluminum mounting bracket (also see **No. 41222** below)
- Designed with an integral baffle

PART # DESCRIPTION

41221* Transmission Expansion Tank, Billet Aluminum, 2.75" O.D., 2.715" I.D. x 7.050" long

PART # REPLACEMENT PARTS

68791 Clamp on breather

**Not legal for sale or use on pollution-controlled vehicles.*

**No. 41221****TRANSMISSION EXPANSION TANK MOUNTING BRACKET**

- 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

**No. 41222****UNIVERSAL FIT BRACKETS****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
- Features a locking nut to prevent loosening and a quick disconnect strap
- Meets the requirements of all sanctioning bodies

PART # DESCRIPTION

63401 Universal Tank Mounting Bracket. 3" to 3.25" dia.

PART # DESCRIPTION

63402 Universal Tank Mounting Bracket. 2.44" to 2.69" dia

**No. 63401****BILLET ALUMINUM MOUNTING BRACKET****Universal**

Fits: All 3-1/8" diameter tanks such as Moroso Nos. 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. 63403**

POWER STEERING TANKS

Fits: Universal Panel Mount

- Fabricated of aluminum for strength – can be polished, chromed, powder coated or left as-is for a race look
- Built in bracket allows convenient mounting on a panel
- -6 AN inlet and -10AN outlet with an internal baffle
- Includes a heavy duty vented screw on cap

PART # DESCRIPTION

- 63506** Power Steering Tank, Universal Panel Mount, Inlet left side
63507 Power Steering Tank, Universal Panel Mount, Inlet right side



No. 63506



No. 63507

RADIATOR RECOVER TANKS

RADIATOR RECOVERY TANK

1 Quart Capacity

Features built-in mounting Inserts

- Lightweight durable design has a full quart capacity
- Tank features 2 molded in hexagonal mounting inserts with 5/16"-18 thread
- Can be used in many forms of competition: NHRA & IHRA accepted
- Vented tank includes 3/8" NPT hose fitting and drain cock
- Dimensions: 10 1/2" high (overall), 3" tank diameter
- Mounting hardware included

PART # DESCRIPTION

- 63657** Overflow Tank, 1 Quart, Built-In Mounting Inserts



No. 63657

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" O.D. flexible tubing), barbed fitting (for 3/8" rubber hose), siphon tube and drain fitting
- Dimensions: 9" high (overall), 3-1/8" tank diameter



No. 63660

PART # DESCRIPTION

- 63660** Radiator Recovery Tank

PART # AVAILABLE OPTIONS

- 63401** Universal Tank Mounting Bracket. 3" to 3.25" dia.

- 63403** Billet Aluminum Mounting Bracket, Universal

PART # REPLACEMENT PART

- 97200** Ball Valve, 3/8" Male and Female Ports

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



No. 85505

PART # DESCRIPTION

- 85505** Billet Radiator Recovery Tank

PART # REPLACEMENT PART

- 97200** Ball Valve, 3/8" Male and Female Ports



Visit moroso.com or pg. 188 for Custom Tank Options



COOLING SYSTEM EXPANSION TANKS

- Perfect for cars with low-mount radiators to provide convenient filling location and to bleed off unwanted air
- 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



No. 63656

PART #	DESCRIPTION	FILLER NECK	CAPACITY	DEPTH
63650	Expansion Tank	Stamped	1-1/2 quart	3-5/8"
63651	Expansion Tank	Billet Aluminum	1-1/2 quart	3-5/8"
63655	Expansion Tank	Stamped	1 quart, low-profile	2-5/8"
63656	Expansion Tank	Billet Aluminum	1 quart, low-profile	2-5/8"



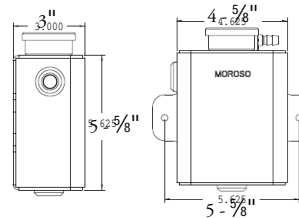
UNIVERSAL COOLANT EXPANSION TANK

- Designed for several applications where a small volume remote tank is necessary
- Fabricated aluminum with integral mounting bracket
- 1-1/4" quart capacity
- One 1/2" NPT female fitting on bottom of tank and one 3/8" NPT female fitting on side
- Billet filler neck with barbed fitting for overflow hose

PART #	DESCRIPTION
63766	Universal Coolant Expansion Tank



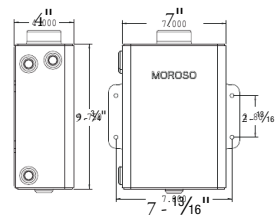
No. 63766



UNIVERSAL CATCH/OVERFLOW/RECOVERY TANK

- 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 w/ petcock, 1/4" NPT plug & 1/4" NPT 90° fitting

PART #	DESCRIPTION
63769	Catch/Overflow/Recovery Tank, Universal Fit



No. 63769

COOLANT EXPANSION TANK

Fits: Roll Bar Mount, 1/2" NPT

- Aluminum, lightweight tank features a roll bar/chassis tube mount to simplify installation
- 22.6 oz capacity
- Side mounted 1/2" NPT female fitting for ease of plumbing
- Features billet aluminum radiator neck that accepts standard size radiator caps
- Billet aluminum neck has screw-in 1/8" NPT hose fitting
- Has a bottom 3/8" drain with plug
- Dimensions: 3-1/8" diameter (without mount), 6-1/2" tank height (without billet neck), 7-1/2" overall height



No. 63771

PART #	DESCRIPTION
63771	Coolant Expansion Tank, Roll Bar Mount, 1/2" NPT



PART #	REPLACEMENT PARTS
97200	Ball Valve, 3/8" Male and Female Ports

SUPERCHARGER TANK

Fits: Camaro SS with Edelbrock Supercharger, 2010-'15

- Direct bolt-in to factory Edelbrock tank
- Fabricated of aluminum for strength – can be polished, chromed, powder coated or left as-is for a race look
- Can be packed with ice for the track or dyno pulls for quicker E.T'S and more horsepower
- Accepts factory screw on cap

PART # DESCRIPTION

63503 Supercharger Tank, *Fits: Camaro SS with EDELBROCK Supercharger, 2010-'15*



No. 63503

FUSE BOX & BRAKE RESERVOIR COVERS

Fits: Camaro V-6, SS, 2010-'15

- Fits over 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
- 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

74246 Brake Reservoir Cover. *Fits: Camaro V-6, SS, 2010-'15*

74247 Fuse Box Cover. *Fits: Camaro V-6, SS 2010-'11*



No. 74246



No. 74247

ABS PUMP COVERS

Fits: Camaro, 2010-'15

- Attaches over Factory ABS Pump, covers up the "spaghetti-like" tubing that comes out of the pump, including covering the ABS pump itself
- Fabricated from .100" thick aluminum with 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

74248 ABS Pump Cover, SS, Hardtop Only, 2010-'15

74258 ABS Pump Cover, Camaro V-6, 2010-'15



No. 74258



RADIATOR & INTERCOOLER CAP COVERS

Billet Aluminum

- Billet Aluminum cap cover snaps right on to factory radiator and intercooler caps
- Nos. **63802** and **63803** have knurled, easy-grip design
- Moroso Cap Covers complete the look and complement your upgraded tank
- Can be polished, chromed, painted, anodized, powder coated or left as-is for a race look

PART # DESCRIPTION

63800 Radiator & Intercooler Cap Cover

Fits: Ford Radiator and Intercooler Cap #s 1W138101AA, F6DZ8100A, RS103, RS527, XL3V8101AA, XL3Z8100AA, 9C3Z-8101B

63801 Radiator & Intercooler Cap Cover

Fits: Chevrolet Radiator Cap #s 10305080, 20838623, 25713160, RC87, RC107

63802 Radiator & Intercooler Cap Cover, Knurled Grip

Fits: Ford Radiator and Intercooler Cap #s 1W138101AA, F6DZ8100A, RS103, RS527, XL3V8101AA, XL3Z8100AA, 9C3Z-8101B

63803 Radiator & Intercooler Cap Cover, Knurled Grip

Fits: Chevrolet Radiator Cap #s 10305080, 20838623, 25713160, RC87, RC107



No. 63800 - 63801



No. 63802- 63803



COOLANT EXPANSION TANKS

Fits: Corvette, 1997-'13

- Direct, bolt-in replacement for stock, cracked or mis-colored tanks
- Utilizes O.E.M. mounting points
- Fabricated aluminum for strength, factory tanks fail after repeated high heat situations, especially in supercharged or turbocharged applications
- Billet aluminum neck accepts stock vented cap, bleeds pressure like the factory intended
- This aluminum tank can be polished, chromed, painted, powder coated or left as-is for a race look
- Includes integral billet aluminum hose fittings that are better looking and more trouble free than screw in fittings
- Does not allow use of factory coolant level sensor if equipped



No. 63787

PART # DESCRIPTION

63787 Coolant Expansion Tank

Fits: Corvette, 1997-'13

POWER STEERING TANK

Fits: Corvette 1997-'13 (Except ZR1)

- Direct, bolt-in replacement for O.E.M. tank, also fits GM Accessory Drive Kits 19155066 & 19155967
- Fabricated aluminum for strength, factory tanks fail after repeated high heat situations
- Billet aluminum neck accepts the stock cap
- This aluminum tank can be polished, chromed, painted, powder coated or left as-is for a race look
- Tank is baffled, includes integral mounting bracket and billet aluminum hose fittings that are better looking and more trouble-free than screw-in fittings



No. 63788

PART # DESCRIPTION

63788 Power Steering Tank

Fits: Corvette, 1997-'13 (except ZR1)

Note: Shown with O.E.M. cap, not included

BRAKE BOOSTER COVER

Fits: Corvette, 1997-'08 & Cadillac XLR, 2004-'08

- Fabricated .100" thick aluminum, fits over existing plastic fuse box lid
- Improves under-hood appearance, matching Moroso tank line (*sold separately*)
- Can be polished, chromed, powder coated, painted or left as-is for a race look



No. 74240

PART # DESCRIPTION

74240 Brake Booster Cover

Fits: Corvette, 1997-'08 & Cadillac XLR, 2004-'08

FUSE BOX COVER

Fits: Corvette, 1997-'04

- Fabricated .100" thick aluminum, fits over existing plastic fuse box lid
- Improves under-hood appearance, matching Moroso tank line (*sold separately*)
- Can be polished, chromed, powder coated, painted or left as-is for a race look



No. 74241

PART # DESCRIPTION

74241 Fuse Box Cover

Fits: Corvette, 1997-'04

COOLANT EXPANSION TANKS

For Dodge/Chrysler 300C, Challenger, Charger Hellcat, 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 (except Moroso **No. 63796**)
- Features a robust billet aluminum filler neck, fittings and power steering tabs
- Increased coolant capacity over stock tanks
- Use with Moroso **No. 63498** Power Steering Tank for the most eye catching result, the factory power steering tank will also fit up
- Optional Moroso Racing Radiator Caps, see page 251

PART # DESCRIPTION

63796 Coolant Expansion Tank

Fits: Dodge/Chrysler 300C, Challenger, Charger, 2011-'14

63497 Coolant Expansion Tank, with two power steering tab locations, for mounting an aftermarket intake shield, can be used with a stock intake

Fits: Dodge/Chrysler Challenger, Charger, Magnum with 2.7, 3.5, 5.7 and 6.1L Engines, 2005-'10

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: Dodge/Chrysler Challenger, Charger, Magnum with 2.7, 3.5, 5.7 and 6.1L Engines, 2005-'10

63812 Coolant Expansion Tank

Fits: Dodge/Chrysler Challenger & Charger, SRT8, Hellcat, 2015-'17,



No. 63497



No. 63812



Racing Radiator Caps
pg. 251



SUPERCHARGER TANK, DODGE/CHRYSLER CHALLENGER & CHARGER HELLCAT, 2015-17

- Supercharged cars run hot so increased cooling capacity is a must for horsepower
- Direct bolt-in replacement, uses factory mounting bracket
- Fabricated of aluminum for strength – can be polished, chromed, powder coated or left as-is for a race look
- Can be packed with ice for the track or dyno pulls for quicker E.T'S and more horsepower
- Features billet aluminum neck and comes with Moroso Radiator Cap

PART # DESCRIPTION

63809 Supercharger Tank, Dodge/Chrysler Challenger & Charger Hellcat, 2015-'17



No. 63809

COOLANT EXPANSION TANK, NISSAN R35 GT-R, 2009-'16

- Direct bolt-in replacement to stock multi-piece plastic tank
- Fabricated Aluminum for strength, factory tanks fail after repeated high heat situations
- Will not turn "yellow" or "break down" like the factory plastic tank does
- This Aluminum tank can be polished, chromed, painted, powder coated or left as is for a race look
- Billet aluminum neck accepts the factory stock vented cap
- Has 50% more capacity than the stock plastic tank

PART # DESCRIPTION

63811 Coolant Expansion Tank, Nissan R35 GT-R, 2009-'16



No. 63811



POWER STEERING TANK

For Dodge/Chrysler 300C, Challenger, Charger, Magnum

- 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 integral mounting bracket & fittings
- Accepts factory screw-on cap
- Finish can be polished, chromed, painted, powder coated or left as-is for a race look
- Fits on Moroso No. 63497 or stock

PART # DESCRIPTION

63498 Power Steering Tank
Fits: Dodge Cars with 2.7, 3.5, 5.7 and 6.1L Engines, 2005 -'10



No. 63498

FUSE BOX COVER

Fits: Dodge Challenger, 2008-'14

- Fabricated .100" thick Aluminum, fits over existing plastic fuse box lid
- 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

74226 Fuse Box Cover



No. 74226

COOLANT EXPANSION TANKS

Fits: BMW E36, 1992-'99, Z3 and BMW E46 M3, 2001-'06

- Direct bolt-in replacement to stock 2 piece plastic tank
- Fabricated Aluminum for strength, factory tanks fail after repeated high heat situations and age
- No cutting of factory hoses is required and accepts the factory clip-on hose
- Included is a Moroso No. 63324 racing radiator cap that operates in the same pressure range as the factory cap
- The Moroso radiator cap mounts to a billet aluminum neck that will not strip out like plastic threaded necks
- This Aluminum tank can be polished, chromed, painted, powder coated or left as is for a race look.

PART # DESCRIPTION

63791 Coolant Expansion Tank, *Fits: BMW E36, 1992-'99, Z3*

63793 Coolant Expansion Tank, Includes Sight Gauge, *Fits: BMW E46 M3, 2001-'06*



No. 63791



No. 63793



COOLANT EXPANSION TANK

Fits: Ford Mustang, 1986-'93

*** Requires the use of '90-'93 Mustang Low Coolant Sensor, Ford Replacement Part No. 10D968**

- Direct bolt-in replacement for stock, cracked or mis-colored tanks
- Fabricated Aluminum for strength, factory tanks fail after repeated high heat situations
- Billet aluminum neck accepts stock cap with sensor or stock cap without sensor
- This Aluminum tank can be polished, chromed, painted, powder coated or left as is for a race look.
- Includes integral billet aluminum hose fittings that are better looking and more trouble free than screw in fittings.

PART # DESCRIPTION

63786 Coolant Expansion Tank.

Fits: Ford Mustang, 1986-'93



No. 63786



No. 63767



No. 63768



No. 63782

COOLANT EXPANSION TANKS

Fits: 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, except **No. 63782**
- Integral fittings are more reliable than screw-in style on competitor tanks

PART # DESCRIPTION

63767 Coolant Expansion Tank.

Fits: Ford Mustang, 1996-'04

63768 Coolant Expansion Tank.

Fits: Ford Mustang, V6 & GT, 2005-'10, GT500, 2007-'10

63782 Coolant Expansion Tank with Built-in Overflow Reservoir as required by NHRA & SCCA

Fits: Ford Mustang, 2005-'10

63783 Coolant Expansion Tank.

Fits: Ford Mustang, V6 & GT, 2011-'14*

63806 Coolant Expansion Tank.

Fits: Mustang, 2015-'17

**For GT 500, 2011-'14, use Moroso No. 63768*



No. 63783



No. 63806



Brake & Fuse Box Covers
pgs. 192-193

POWER STEERING TANKS

Fits: Ford including Mustang

- 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
- Can be polished, chromed, painted, powder coated or left as-is for a race look
- Integral fittings are more reliable than screw-in style on competitors tanks

PART # DESCRIPTION

63490 Power Steering Tank.

Fits: Mustang, 1999-'04, Expedition, 1997-'02, F-150, 1997-'03, Ranger, 1998-'01, Explorer, 1995-'01, Crown Victoria, 1998-'04

63491 Power Steering Tank.

Fits: Mustang, 2005-'10

63501 Power Steering Tank.

Fits: Mustang Shelby GT500, 2007-'10



No. 63490



No. 63491





No. 63492



No. 63493



No. 63508

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
- **Nos. 63492, 63493 and 63508** have 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, 63493, 63496, 63502 and 63508** 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. 74051**

PART # DESCRIPTION

63492 Supercharger Coolant Tank. **Fits:** Mustang Cobra, 2003-'04

63493 Supercharger Coolant Tank. **Fits:** GT500, 2007-'12

63494 Supercharger Coolant Tank. **Fits:** Mustang, 2005-'14

63495 Supercharger Coolant Tank. **Fits:** Mustang, 1996-'04

63496 Roush® Supercharger Tank

Fits: Roush Mustang, 2005-'09, Ford Racing Mustang Supercharger, 2011-'14 and Camaro SS, 2010-'13 with Whipple Supercharger

63502 Supercharger Coolant Tank. **Fits:** Roush Mustang, 2010-'14

63508 Supercharger Tank. **Fits:** Mustang GT 500, 2013-'14

PART # AVAILABLE OPTION

74051 Sealed Battery Box



No. 63494



No. 63502



No. 63496

SUPERCHARGER TANK, MUSTANG 2015-'17, WITH FORD PERFORMANCE & ROUSH PERFORMANCE SUPERCHARGER KITS

- Direct bolt-in replacement for the tank that comes in the Ford Performance Part No. M-6066-M8627 supercharger kit or Roush Performance Part Nos. 421542, 421823 & 422001 supercharger kits or tanks factory installed on Roush supercharged Mustangs
- Fabricated of aluminum for strength – can be polished, chromed, powder coated or left as-is for a race look
- Can be packed with ice for the track or dyno pulls for quicker E.T'S and more horsepower
- Accepts factory screw on cap

PART # DESCRIPTION

63509 Supercharger Tank, Mustang 2015-'17



No. 63509

BRAKE RESERVOIR, FUSE BOX COVERS, MUSTANG, 2015-'17

Fits: Mustang GT/EcoBoost/ V-6, 2015-'17

- Fuse Box Cover, Fabricated .100 thick Alum., fits over existing plastic fuse box lid
- Brake Reservoir Cover, Fabricated .100 thick Alum., fits over factory reservoir
- Improves under-hood appearance, Matching Moroso tank line (sold separately)
- Can be polished, chromed, powder coated, painted or left as is for a race look

PART# DESCRIPTION

74255 Fuse Box Cover, Mustang, 2015-'17

74256 Brake Reservoir Cover, Mustang, 2015-'17



No. 74255



No. 74256

BATTERY, BRAKE RESERVOIR, COIL SHEILD & FUSE BOX COVERS

Fits: Mustang, 1979 -'14

- Fits over the factory plastic and can be installed in just minutes
- Fabricated from .100 thick Aluminum with TIG Welded Corners
- Improves under-hood appearance, Matching Moroso tank line (sold separately)
- Can be polished, chromed, powder coated, painted or left as is for a race look

PART # DESCRIPTION

74220 Fuse Box Cover. *Fits: Mustang, 2005-'09*

74221* Brake Reservoir Cover. *Fits: Mustang, 2005-Mid 2008*

74222+ Brake Reservoir Cover. *Fits: Mustang, Mid 2008-'14*

74224 Fuse Box Cover. *Fits: Mustang GT 500, 2007-'09*

74225 Battery Cover. *Fits: Mustang, 2005-'14*

74228 Fuse Box Cover. *Fits: Mustang, 2010-'14*

74229 Brake Reservoir Cover. *Fits: Mustang, 1996-'04*

74230 Fuse Box Cover. *Fits: Mustang, 1999-'04*

74253 Brake Reservoir Cover. *Fits: Mustang, 1979-'93*

74254 Coil Shield Cover. *Fits: Mustang, 1986-'93*



No. 74220



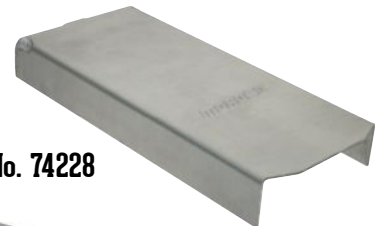
No. 74221



No. 74222



No. 74224



No. 74228



No. 74229



No. 74230



No. 74253



No. 74225



No. 74254

***Note:** Fits cars produced to 5/26/08. **+Note:** Fits cars produced 5/27/08 and later.



MUSTANG GT 500, 2007-'12, DUAL TANK, STOCK CAPS

Combines A Coolant & Supercharger Tank Into One Unit

- Two separate tanks integrated together to look like one
- Directly bolts in place of factory installed coolant and supercharger tanks
- Tanks are oversized to aid in cooling, 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
- Can be packed with ice for the track or dyno pulls for quicker E.T'S and more horsepower
- Includes heavy duty mounting bracket

PART # DESCRIPTION

63804 Dual Tank, Mustang GT 500, 2007-'12, stock caps

63805 Dual Tank, Mustang GT 500, 2007-'12, stock cap with fuel cell style cap on Supercharger Tank



No. 63804

U.S. Patent No. D643,796

For

Nos. 63804 & 63805

COOLANT EXPANSION TANK

Fits: Lotus Elise, Exige, 2005-'11

- Fits Normally Aspirated, OEM and Aftermarket Forced Induction vehicles
- Direct bolt-in replacement to stock plastic tank
- Fabricated aluminum for strength, factory tanks fail after repeated high heat situations
- This aluminum tank can be polished, chromed, painted, powder coated or left as is for a race look.
- Features billet aluminum radiator neck, sight glass to check the level of coolant and manual bleed valve
- Includes Part **No. 63316** radiator cap

PART # DESCRIPTION

63797 Coolant Expansion Tank. **Fits: Lotus Elise/Exige, 2005-'11**



No. 63797

COOLANT EXPANSION TANKS

Fits: Mazda Miata, 1990-'97 and 1999-'05

- 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: Mazda Miata, 1990-'97**

63781 Coolant Expansion Tank. **Fits: Mazda Miata 1999-'05**



No. 63780



No. 63781

COOLANT EXPANSION TANK

Fits: Subaru Impreza, WRX/STI, 2002-'07

- Direct bolt-in replacement for stock, cracked or dis-colored tanks
- Fabricated aluminum for strength, factory tanks fail after repeated high-heat situations
- This aluminum tank can be polished, chromed, painted, powder coated or left as-is for a race look
- Has a provision for the factory siphon hose
- Includes a billet aluminum cap with O-ring

PART # DESCRIPTION
63785 Coolant Tank



No. 63785

INTERCOOLER TANK

Fits: Subaru WRX/STI, 2002-'07, Forester XT Turbo, 2004-'08

- Direct bolt-in replacement for stock tanks
- Has 50% more capacity than Subaru stock tank
- Fabricated aluminum for strength, factory tanks fail after repeated high-heat situations
- Finish can be polished, chromed, painted, powder coated or left as-is for a race look
- Includes billet aluminum filler neck, Moroso Racing Radiator Cap in the stock pressure range and integral billet aluminum hose fittings that are better looking and more trouble-free than screw in fittings
- By having this style of radiator neck, the user can change the operating pressure by purchasing Moroso's **No. 63328** Racing Radiator Cap in the 27-29 lbs. range

PART # DESCRIPTION
63784 Intercooler Tank



No. 63784

PART # AVAILABLE OPTION
63328 Racing Radiator Cap, 27-29 lbs.

INTERCOOLER TANK

Fits: Subaru WRX, 2008-'14

- Direct bolt-in replacement to stock tank with increased capacity
- Fabricated Aluminum for strength, factory tanks fail after repeated high heat situations
- This Aluminum tank can be polished, chromed, painted, powder coated or left as is for a race look
- Includes Moroso Racing Radiator Cap in the stock pressure range and integral billet aluminum hose fittings that are better looking and more trouble free than screw in fittings
- With this style of radiator neck, you can change the operating pressure using Moroso Part **No. 63328** Racing Radiator Cap in the 27-29 lbs range
- Tank is designed to be used with an Aftermarket "Cone Air Filter" intake, doesn't fit with O.E.M. Panel Air Filter Intake

PART # DESCRIPTION
63795 Intercooler Tank



No. 63795

PART # AVAILABLE OPTION
63328 Racing Radiator Cap, 27-29 lbs.

FUSE BOX COVER

Fits: Subaru WRX/STI/Impreza 2.5 RS, 2006-'07

- Fabricated .100" thick Aluminum, fits over existing plastic fuse box lid
- 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
74231 Fuse Box Cover



No. 74231



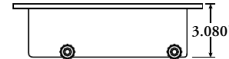
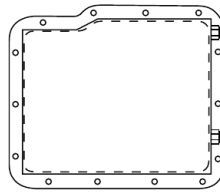
ALUMINUM TRANSMISSION PANS

- Fully fabricated with one-piece billet rail
- Reduce temperature and improve oil control
- Features dual fittings with magnetic drain plugs
- Includes serrated flange hex bolts (No. 42050 includes metric studs)

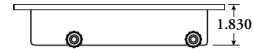
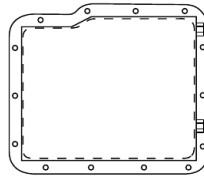


Perm-Align Transmission
Pan Gaskets on pg. 203

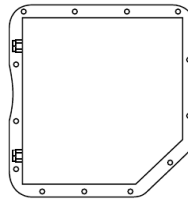
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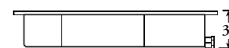
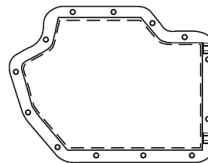
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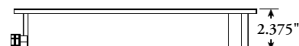
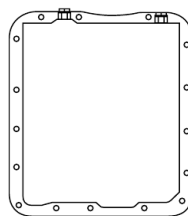
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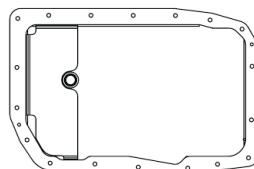
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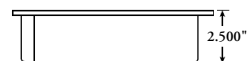
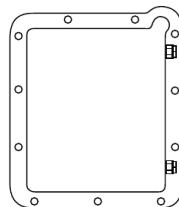


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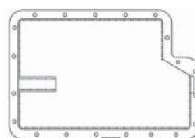




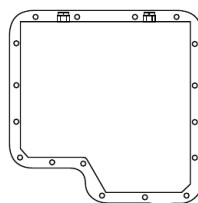
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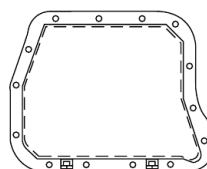
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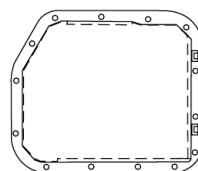
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No. 42080



No. 42090



TRANSMISSION PAN & GASKET CHART

See Moroso Transmission Pan Gaskets on pg.203 and Replacement Drain Plugs on pg. 105

TRANSMISSION TYPE	TRANSMISSION PAN PART #	DEPTH	INCLUDED	FILTER RECOMMENDED	GASKET PART #	REPLACEMENT DRAIN PLUG
GM Powerglide	42000	3.080"	Filter Spacer	Fram FT1017	93100	97002
GM Powerglide	42001	1.830"	N/A	Fram FT1017	93100	97002
GM Turbo 350	42010	3.000"	Filter Spacer	Fram FT1021	93102	97002
GM Turbo 400	42020	3.000"	Filter Extension	Fram FT1020	93103	97002
GM 3L80	42020	3.000"	Filter Extension	Fram FT1074	93103	97002
GM 700R4	42025	2.375"	N/A	Fram FT1074	N/A	97002
GM 4L60E	42025	2.375"	N/A	Fram FT1201	N/A	97002
GM 4L65E	42025	2.375"	N/A	Fram FT1201	N/A	97002
GM 4L70E	42025	2.375"	N/A	Fram FT1201	N/A	97002
Camaro SS '10 - up	42030	3.350"	N/A	AC Delco 24236931	N/A	97002
Ford C4 '70-up	42040	3.080"	N/A	Fram FT1028 Fram FT1035	93107	97002
Ford C4 Pre-'70	42040	3.080"	N/A	Fram FT1027A	93107	97002
Ford E40D/4R100	42050	3.642"	N/A	Motorcraft FT113	N/A	97002
Ford C6	42060	2.000"	N/A	Ford D3TZ7A098B, Fram FT1035	93108	97002
Chrysler A-904	42090	2.250"	Filter Spacer	Fram FT1039	N/A	97002
Chrysler 727	42080	2.330"	Filter Spacer	Fram FT1039	93110	97002

PERM-ALIGN TRANSMISSION GASKETS

- Manufactured from 40 durometer rubber that is vulcanized to a rigid steel frame
- The extra-strength design will not leak, split, fail like O.E.M., stock or inferior quality aftermarket gaskets
- Gaskets require no sealant, which allows for quick removal and installation of transmission pans
- Rubber/Steel gasket outlast cork compsites to provide years of dependable service
- Full $\frac{3}{16}$ " thick
- One per package

PART # DESCRIPTION

93100	Perm-Align Transmission Gasket
93102	Perm-Align Transmission Gasket
93103	Perm-Align Transmission Gasket
93105	Perm-Align Transmission Gasket
93106	Perm-Align Transmission Gasket
93107	Perm-Align Transmission Gasket
93108	Perm-Align Transmission Gasket
93110	Perm-Align Transmission Gasket

Fits: Moroso Powerglide Pans **No. 42000** and **42001**

Fits: GM Turbo 350, Moroso Transmission Pan **No. 42010**

Fits: GM Turbo 400, Moroso Transmission Pan **No. 42020**

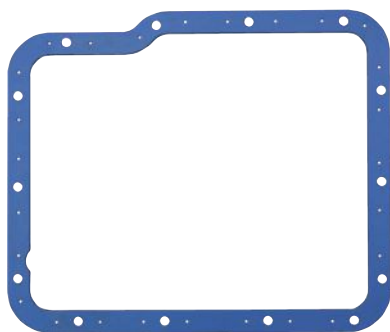
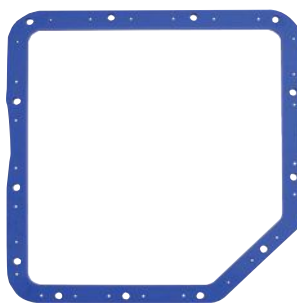
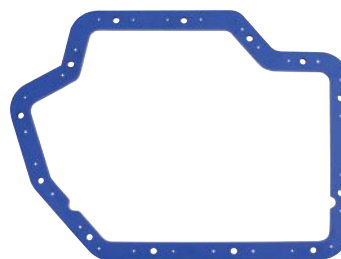
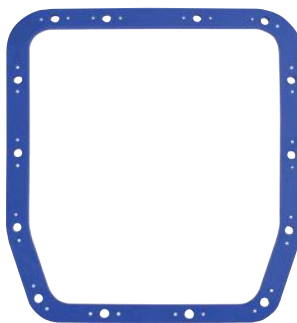
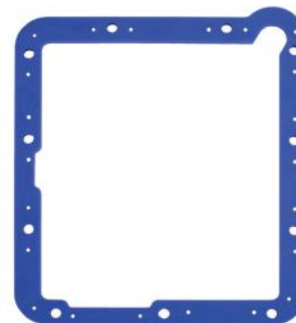
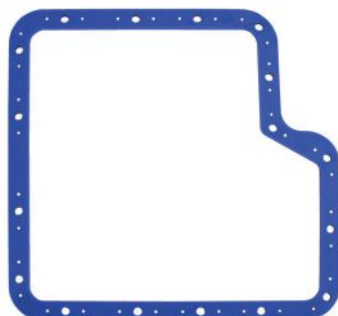
Fits: Ford E40D/4R100, Moroso Transmission Pan **No. 42050**

Fits: Ford AOD, AODE and 4R70W

Fits: Ford C4, Moroso Transmission Pan **No. 42040**

Fits: Ford C6, Moroso Transmission Pan **No. 42060**

Fits: Chrysler Torqueflite 727, Moroso Transmission Pan **No. 42080**

**No. 93100****No. 93102****No. 93103****No. 93105****No. 93106****No. 93107****No. 93108****No. 93110**

TRANSMISSION DIPSTICKS

- 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
- Required by NHRA/IHRA for cars running 10.99 or quicker

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. **Fits:** GM Turbo 400
41305 Transmission Dipstick, Locking Style, OE Long Style/Case Style. **Fits:** Ford C4

**No. 41300****No. 41301****No. 41302****No. 41303****No. 41305****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" O.D. x .591" I.D. x .72" Depth
- One per package

PART # DESCRIPTION

- 41100** Roller Pilot Bearing, Chevrolet V8 and 90° V6

**No. 41100**

AUTOMATIC TRANSMISSION COOLERS

Available With & Without Filters

- Heat sink design dissipates the excessive heat build up in racing transmissions
- Can be used on the street as an auxiliary cooler in conjunction with a stock cooler
- Withstands up to 100 lbs of pressure
- Made of aluminum, very easy to install with built-in mounting tabs
- Includes two- 6 AN O-ring fittings and all necessary installation instructions

PART #	INCLUDES A FILTER WITH A MAGNET	WEAR PARTICLES ARE FILTERED DOWN TO	SQUARE INCHES OF RADIATION SURFACE	DIMENSIONS	WEIGHT
41200	Yes	10 MICRONS	500	3" H x 3" W x 12" L	1.00
41201	No	N/A	500	3" H x 3" W x 12" L	1.00
41205	Yes	10 MICRONS	1072	3 -1/2" H x 6-1/4" W x 18" L	4.70



No. 41200



No. 41201



No. 41205

PART # REPLACEMENT PARTS

97290 Filter Cartridge for part No. 41200

97291 Filter Cartridge for part No. 41205

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



No. 41060

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



No. 38764

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
- Not recommended to be used with E85

PART # DESCRIPTION
35560 A & B Epoxy, 1 lb.

**No. 35560****CHEMICALS****No. 34800****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.

PART # DESCRIPTION
34800 Climbing Gear Lube, 1 quart

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

PART # DESCRIPTION
35000 Moly Paste™ Assembly Lube, 4 oz. tube

**No. 35000**

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

**No. 35571****PART # DESCRIPTION**

- 35570** Engine Block Filler. One case of four one-gallon containers; enough for one block
- 35571** Engine Block Filler. One-gallon container

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

**No. 35581****PART # DESCRIPTION**

- 35581** Race Write. 3 oz. single bottle with applicator

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!

**No. 35500****PART # DESCRIPTION**

- 35500*** Ceramic Engine Seal. One pint plastic bottle. Do not use with antifreeze

ALL WEATHER SEAL

- Specially formulated to stop cooling system leaks when antifreeze is present
- Ideal for stopping radiator leaks and sealing cracked blocks in sub-freezing conditions
- Works best when cooling system has been thoroughly cleaned and flushed

**No. 35520****PART # DESCRIPTION**

- 35520*** All Weather Seal. One pint plastic bottle. Can be used with antifreeze

CAUTION

*Never remove a radiator cap when engine is hot and under pressure!
Open the petcock slowly to relieve pressure, then carefully take off radiator cap.*

WARNING!

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

In an emergency, call
CHEMTREC
1-800-424-9300

*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.*

**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!

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

**No. 37800****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

PART # DESCRIPTION

37810 Aluminum Pipe Plugs, 1/2" NPT thread

37812 Aluminum Pipe Plugs, 3/8" NPT thread

**No. 37810****No. 37812****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

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. 39152****No. 39153****No. 39154****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 # DESCRIPTION

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**

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 $\pm .005$ " 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

PART # DESCRIPTION

37932	Bellhousing Dowel Pins, standard, 1.500 long
37934	Bellhousing Dowel Pins, .007 offset, 1.328 long
37936	Bellhousing Dowel Pins, .014 offset, 1.328 long
37938	Bellhousing Dowel Pins, .021 offset, 1.328 long



No. 37932

No. 37934

No. 37936

No. 37938

BELLHOUSING PIN/SLEEVE KITS

- Allows easy engine removal and realignment during installation

PART # DESCRIPTION

37944	Bellhousing Pin/Sleeve Kit <i>Fits: BB, SBC & SB Ford.</i> <i>Use with 1/8" steel mid plate, welding required</i>
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No. 37944

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.



No. 38300

VALVE COVER NUTS

Fits: BBC with Moroso Part Nos. 68420, 68425, 68426, 68429 and 68432 valve covers

- Set includes Lock Nuts, Studs 1/4"-20 x 3-1/4", and Set Screws
- Lock Nuts have a clear zinc finish

PART # DESCRIPTION

68562	Valve Cover Lock Nuts for BBC
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No. 68562

OIL PUMP STUD KIT, CHEVROLET

- Wet sump oil pump stud ($\frac{7}{16}$ " x $3\text{--}\frac{3}{16}$ ") is manufactured from 4130 chrome moly steel
- Provides improved mounting for all Moroso oil pumps or stock pumps on Small Block, Big Block and 90° V6 Chevy engines
- Kit includes a nut and hardened/ground washer

PART # DESCRIPTION

38150 Oil Pump Stud Kit, SBC, BBC and 90° V6 Chevy

**No. 38150*****OIL PUMP PICKUP MOUNTING STUD KITS, FORD***

- Studs are stronger and better at maintaining torque than factory bolts
- Provides secure mounting for Moroso oil pump pickups or stock pump pickups
- Kit includes flat washer and hex nut and serrated nut for windage tray

PART # DESCRIPTION

38193 Oil Pump Pickup Stud Kit, $\frac{7}{16}$ " -20, Ford 302

38194 Oil Pump Pickup Stud Kit, $\frac{1}{2}$ " -20, Ford 351W, 302R

**No. 38193*****WINDAGE TRAY MOUNTING STUD KIT, FORD***

- Required to fasten a Moroso **No. 22930** or **22935** Windage Tray to the main caps
- Kits include quantity 4 of; studs, main cap nuts, windage tray nuts and 8 washers
- Engineered to allow adjustment of the distance of the Windage Tray from the rotating assembly

PART # DESCRIPTION

38191 Windage Tray Mounting Stud Kit for **No. 22930**, Ford 289-302

38192 Windage Tray Mounting Stud Kit for **No. 22935**, Ford 351W, Ford 302R

**No. 38192*****BULLET NOSE CARBURETOR STUD KITS***

- "Bullet Nose" studs are rounded on one end, making it easy to start nuts
- Kits include 4 studs, hardened flat washers and jam nuts

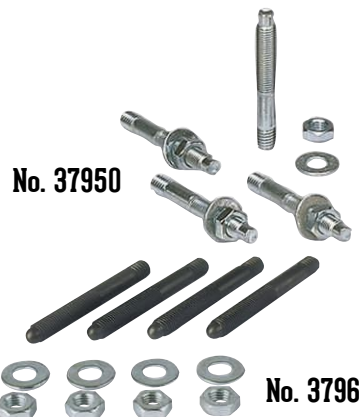
PART # DESCRIPTION

37950 Carburetor Stud Kit, Fits carbs. with $\frac{1}{2}$ " thick flange base, $\frac{5}{16}$ " -18 and 24 x $1\text{--}\frac{3}{8}$ " long

37955 Carburetor Stud Kit, for $\frac{1}{2}$ " thick carburetor spacers $\frac{5}{16}$ " -18 thread and 2" Long

37960 Carburetor Stud Kit, Fits carbs. with $\frac{1}{2}$ " thick flange base with a 1" spacer or with one or two, $\frac{1}{2}$ " spacers, $\frac{5}{16}$ " -18 and 24 x $2\text{--}\frac{1}{2}$ " long

37961 Carburetor Stud Kit, Fits carbs. with $\frac{1}{2}$ " thick flange base with a 2" spacer or with three or four $\frac{1}{2}$ " thick spacers, $\frac{5}{16}$ " -18 and 24 x $3\text{--}\frac{1}{2}$ " long

**No. 37950****No. 37960**

IMPORT/SPORT COMPACT OIL PAN STUD KITS

- Steel studs allow repeated R&R of pan without stripping blocks
- Simplifies pan installation and extends gasket life
- Studs have an Allen Head socket at one end to facilitate installation
- Lock nuts feature attached washers with serrated faces
- Studs finished with black oxide and nuts are cadmium and zinc plated to resist corrosion

PART # DESCRIPTION

- 38356** Oil Pan Stud Kit, 8mm. Fits Toyota 2TC, 3TC, 2TG, 3TG and others; includes 20 studs and nuts, M8 x 1.25 x 35mm.
- 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

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



No. 38350

OIL PAN STUD KITS, GM LS

- For installing a Moroso or other brand billet aluminum or steel fabricated oil pans on a GM LS engine
- 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 from heat-treated Grade 8 steel with a durable finish, nuts are zinc plated
- Part No. 38541 for fabricated steel oil pans, contains; Quantity 13, 8mm x 1.25 x 40mm studs with matching nuts Quantity 2, 6mm x 1 x 40mm studs with matching nuts
- Part No. 38542 for fabricated aluminum oil pans, contains; Quantity 13, 8mm x 1.25 x 45mm studs with matching nuts Quantity 2, 6mm x 1 x 50mm studs with matching nuts

PART # DESCRIPTION

- 38541** Oil Pan Stud Kit, for Steel Fabricated GM LS oil pans
- 38542** Oil Pan Stud Kit, for Aluminum, Fabricated GM LS oil pans



No. 38541



No. 38542

OIL PAN FASTENER KIT

Fits: Big Block Chevy Race Pans

- For use with Moroso Oil Pan Numbers **20370, 20371, 20385, 21600, 21601, 20372, 20373, 20374, 20375, 20376, 20378, 20380, 20485, 21581, 21591, 21592, 21597, 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



No. 38361

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



No. 38385

PART # DESCRIPTION

38385 Bullet Nose Oil Pan Stud Kit, specially designed for Moroso Aluminum Oil Pans **No. 21234** and 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. 21581** 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

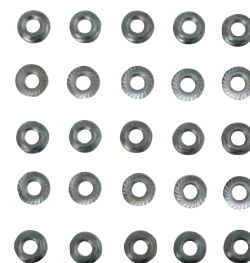
NUTS, OIL PANS

- Popular size nuts, **No. 97036** is used in Part **No. 38361**, Oil Pan Fastener Kit
- **No. 97037** is used in Part **Nos. 38360 & 38390**

PART # DESCRIPTION

97036 Nuts, $\frac{5}{16}$ "-24", 25 Pack, Washer Face Serrated

97037 Nuts, $\frac{1}{4}$ "-28", 20 Pack, Washer Face Serrated



No. 97036

SELF-LOCKING OIL PAN BOLTS

- Self-Locking Oil Pan Bolts manufactured from Grade 8 steel
- Integral serrated washer face provides self-locking effect
- Hex head flange bolts are zinc plated

PART # DESCRIPTION

38550 Self-Locking Oil Pan Bolts, Small Block and 90 V6 Chevy and Oldsmobile V8's, For One-Piece Gaskets, Fourteen $\frac{1}{4}$ "-20 x $\frac{3}{4}$ " and Four $\frac{5}{16}$ "-18 x $\frac{3}{4}$ " bolts

38555 Self-Locking Oil Pan Bolts, Small Block and 90 V6 Chevy and Oldsmobile V8's, For Multi-piece Gaskets, Fourteen $\frac{1}{4}$ "-20 x $\frac{1}{2}$ " and Four $\frac{5}{16}$ "-18 x $\frac{3}{4}$ " bolts

38560 Self-Locking Oil Pan Bolts, Big Block Chevy and Pontiac V8's, For One piece and Multi-piece Gaskets, Twenty $\frac{5}{16}$ "-18 x $\frac{1}{2}$ " bolts and Two $\frac{1}{4}$ "-20 x $\frac{3}{4}$ " bolts



No. 38555



FASTENERS

OIL PAN FLANGE HEAD BOLTS

Fits: Small Block Chevy Oil Pans

- For use with Moroso Oil Pan **Nos. 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 $\frac{5}{16}$ -18 x .75", 14 of $\frac{1}{4}$ -20 x $\frac{3}{4}$ "

PART # DESCRIPTION
38551 Oil Pan Flange Head Bolts, SBC



No. 38551

INTAKE MANIFOLD BOLT KITS

- $\frac{3}{8}$ " 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 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; $\frac{3}{8}$ " -16 x 1- $\frac{1}{4}$ "
38410 Intake Manifold Bolt Kit, BBC, set of 16; $\frac{3}{8}$ " -16 x 1- $\frac{1}{4}$ "
38420 Intake Manifold Bolt Kit, BBC, set of 12; $\frac{3}{8}$ " -16 x 1- $\frac{1}{4}$ " and set of 4 of $\frac{3}{8}$ " -16 x 1- $\frac{3}{4}$ "



No. 38400

TIMING COVER BOLTS

- $\frac{1}{4}$ " -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



No. 38590

HEADER BOLTS

- Grade 8 header bolts are heat treated with black oxide finish
- Uses $\frac{7}{16}$ " hex head for quick installation and removal of headers

PART # DESCRIPTION
38710 Header Bolts, $\frac{3}{8}$ " -16 x $\frac{3}{4}$ " hex head bolts for SBC, BBC and 90° V6 Chevy engines, Small Block Ford and other engines where a $\frac{3}{8}$ " -16 bolt is used, pack of 16



No. 38710

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, $\frac{3}{8}$ " -24 x $\frac{5}{8}$ ". Three per pack.
38765 Torque Converter Bolts, Grade 5 bolts for Turbo 350, 400 flex plates with tapped holes, $\frac{3}{8}$ " -16 x $\frac{5}{8}$ ". Three per pack



No. 38764

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 $\frac{5}{8}$ " 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

**No. 38775****PART # DESCRIPTION**

38772 Ultimate-Duty Balancer Bolt Kit,
SBC, $\frac{7}{16}$ " -20 threads

38775 Ultimate-Duty Balancer Bolt Kit,
BBC, $\frac{1}{2}$ " -20 threads

BALANCER BOLT

- The thicker $\frac{3}{4}$ " hex head on this $\frac{7}{16}$ "-20 x 2- $\frac{1}{4}$ " 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

**No. 38770****PART # DESCRIPTION**

38770 Balancer Bolt, Small Block Chevy

FLYWHEEL/FLEX PLATE BOLTS

- 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 $\frac{7}{16}$ "-20 x 1" bolts

38760 Flex Plate Bolts, SBC, BBC and 90° Chevy V6 engines, $\frac{7}{16}$ "-20 x $\frac{3}{4}$ ", Each package has 6 bolts and washers

**No. 38755****FIREWALL GROMMETS**

- Black, thermoplastic 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 $\frac{1}{2}$ " to 1", the inside from .41" to .89"
- Package of 25; five of each size

PART # DESCRIPTION

39050 Firewall Grommets


**No. 39050****LIGHTWEIGHT ALUMINUM HOOD PIN SET**

- Set consists of two $\frac{3}{8}$ " 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

PART # AVAILABLE OPTION

39025 Hood Pin Bracket, $\frac{3}{8}$ " Diameter Pins 

**No. 39000****FASTENERS**

HOOD PIN SET, ALUMINUM, BLACK

1/2" Diameter Pins

- Set consists of two 1/2" diameter pins with all necessary mounting hardware
- The included pins and scuff plates have a black finish, the clips have a chrome plated finish
- Pins are manufactured from high strength aluminum alloy



No. 39005

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 or many other applications where quick access to a trouble spot is absolutely essential
- Two per set



No. 39010

PART # DESCRIPTION

39010 Quick Release Hood Pin Set

PART # AVAILABLE OPTION

39025 Hood Pin Bracket, 3/8" Diameter Pins NEW!

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



No. 39015

PART # DESCRIPTION

39015 Oval Track Hood Pin Set, 3"

39016 Oval Track Hood Pin Set, 4"

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

PART # AVAILABLE OPTION

39025 Hood Pin Bracket, 3/8" Diameter Pins NEW!

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



No. 39020

PART # DESCRIPTION

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

HOOD PIN BRACKET, 3/8 INCH DIAMETER PINS

- Makes mounting and aligning a 3/8" Diameter hood pin easier than previous methods
- Made out of 1/8" thick Stainless Steel
- Can be bolted and/or welded into place
- Finish of the bracket can be painted, polished or left as is



No. 39025

PART # DESCRIPTION

39025 Hood Pin Bracket, 3/8" Diameter Pins

QUICK FASTENERS, 5/16", 7/16"

- Fasteners Provide Quick Fastening Of Body Panels, Door, Tilt Front Ends, Fiberglass To Metal, Metal To Metal, Etc.
- Ten Per Package
- Use with Spring **Nos. 71400, 71410, 71420, 71425 or 71430**

Style of Head	Size	Body	Material	Finish	Part #
Flush Head, Slotted	5/16"	.400" Short Body	Steel	Silver	71291
Flush Head, Slotted	5/16"	.400" Short Body	Aluminum	Aluminum	71295
Flush Head, Slotted	5/16"	.450" Short Body	Steel	Silver	71293
Flush Head, Slotted	5/16"	.450" Short Body	Aluminum	Aluminum	71296
Flush Head, Slotted	5/16"	.500" Medium Body	Steel	Silver	71294
Flush Head, Slotted	5/16"	.500" Medium Body	Aluminum	Aluminum	71297
Flush Head, Slotted	5/16"	.550" Long Body	Steel	Silver	71299
Flush Head, Slotted	5/16"	.550" Long Body	Aluminum	Aluminum	71298
Flush Head, Slotted	7/16"	.400" Short Body	Steel	Silver	71280
Flush Head, Slotted	7/16"	.400" Short Body	Aluminum	Aluminum	71302
Flush Head, Slotted	7/16"	.450" Short Body	Steel	Silver	71290
Flush Head, Slotted	7/16"	.450" Short Body	Aluminum	Aluminum	71312
Flush Head, Slotted	7/16"	.500" Medium Body	Steel	Silver	71300
Flush Head, Slotted	7/16"	.500" Medium Body	Aluminum	Aluminum	71301
Flush Head, Slotted	7/16"	.550" Long Body	Steel	Silver	71310
Flush Head, Slotted	7/16"	.550" Long Body	Aluminum	Aluminum	71311
Oval Head, Slotted	5/16"	.300" Short Body, Undercut	Steel	Silver	71341*
Oval Head, Slotted	5/16"	.400" Short Body, Undercut	Steel	Silver	71340*
Oval Head, Slotted	5/16"	.400" Short Body	Aluminum	Aluminum	71329
Oval Head, Slotted	5/16"	.450" Short Body	Steel	Silver	71325
Oval Head, Slotted	5/16"	.450" Short Body	Aluminum	Aluminum	71330
Oval Head, Slotted	5/16"	.450" Short Body	Aluminum	Black	71327
Oval Head, Slotted	5/16"	.500" Medium Body	Steel	Silver	71345
Oval Head, Slotted	5/16"	.500" Medium Body	Steel	Black	71346
Oval Head, Slotted	5/16"	.500" Medium Body	Aluminum	Aluminum	71331
Oval Head, Slotted	5/16"	.500" Medium Body	Aluminum	Black	71333
Oval Head, Slotted	5/16"	.550" Long Body	Aluminum	Aluminum	71332
Oval Head, Slotted	7/16"	.400" Short Body	Steel	Silver	71349
Oval Head, Slotted	7/16"	.400" Short Body	Aluminum	Aluminum	71353
Oval Head, Slotted	7/16"	.450" Short Body	Steel	Silver	71359
Oval Head, Slotted	7/16"	.450" Short Body	Steel	Black	71358
Oval Head, Slotted	7/16"	.450" Short Body	Aluminum	Aluminum	71363
Oval Head, Slotted	7/16"	.450" Short Body	Aluminum	Black	71365
Oval Head, Slotted	7/16"	.500" Medium Body	Steel	Silver	71350
Oval Head, Slotted	7/16"	.500" Medium Body	Steel	Black	71354
Oval Head, Slotted	7/16"	.500" Medium Body	Aluminum	Aluminum	71351
Oval Head, Slotted	7/16"	.500" Medium Body	Aluminum	Black	71355
Oval Head, Slotted	7/16"	.550" Long Body	Steel	Silver	71360
Oval Head, Slotted	7/16"	.550" Long Body	Aluminum	Aluminum	71361
Oval Head, Slotted	7/16"	.550" Long Body	Aluminum	Black	71364
Oval Head, 3/16" Hex Drive	7/16"	.400" Short Body	Steel	Silver	71274
Oval Head, 3/16" Hex Drive	7/16"	.450" Short Body	Steel	Silver	71275
Oval Head, 3/16" Hex Drive	7/16"	.500" Medium Body	Steel	Silver	71352
Oval Head, 3/16" Hex Drive	7/16"	.500" Medium Body	Aluminum	Black	71356
Oval Head, 3/16" Hex Drive	7/16"	.550" Long Body	Steel	Silver	71362
Butterfly Head	5/16"	.400" Short Body	Steel	Silver	71276
Butterfly Head	5/16"	.450" Short Body	Steel	Silver	71277
Butterfly Head	5/16"	.500" Medium Body	Steel	Silver	71278
Butterfly Head	5/16"	.550" Long Body	Steel	Silver	71279
Butterfly Head	7/16"	.400" Short Body	Steel	Silver	71260
Butterfly Head	7/16"	.450" Short Body	Steel	Silver	71270
Butterfly Head	7/16"	.500" Medium Body	Steel	Silver	71271
Butterfly Head	7/16"	.550" Long Body	Steel	Silver	71272

* Use with Fastener Spring **Nos. 71425 and 71430**



No. 71291



No. 71311



No. 71351



No. 71354



No. 71355



No. 71356



No. 71362



No. 71260



FASTENERS

SELF-EJECTING QUICK 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 racing
- Use Spring **No. 71430** as a replacement
- Ten per package

Style of Head	Size	Body & Grip Range	Material	Finish	Part #
Flush Head, Slotted	5/16"	.400" Short Body, .098" to .133"	Steel	Silver	71440
Flush Head, Slotted	5/16"	.400" Short Body, .098" to .133"	Aluminum	Black	71441
Flush Head, Slotted	5/16"	.450" Short Body, .148" to .183"	Steel	Silver	71450
Flush Head, Slotted	5/16"	.450" Short Body, .148" to .183"	Aluminum	Black	71451
Flush Head, Slotted	5/16"	.500" Medium Body, .198" to .233"	Steel	Silver	71500
Flush Head, Slotted	5/16"	.500" Medium Body, .198" to .233"	Aluminum	Aluminum	71501
Flush Head, Slotted	5/16"	.500" Medium Body, .198" to .233"	Aluminum	Black	71502
Flush Head, Slotted	5/16"	.550" Long Body, .250" to .325"	Steel	Silver	71505
Flush Head, Slotted	5/16"	.550" Long Body, .250" to .325"	Aluminum	Aluminum	71506
Flush Head, Slotted	5/16"	.550" Long Body, .250" to .325"	Aluminum	Black	71507
Flush Head, Slotted	5/16"	.650" Long Body, .348" to .383"	Steel	Silver	71530
Flush Head, Slotted	5/16"	.650" Long Body, .348" to .383"	Aluminum	Aluminum	71531
Flush Head, Slotted	5/16"	.650" Long Body, .348" to .383"	Aluminum	Black	71532
Butterfly Head	5/16"	.400" Short Body, .098" to .133"	Steel	Silver	71460
Butterfly Head	5/16"	.450" Short Body, .148" to .183"	Steel	Silver	71470
Butterfly Head	5/16"	.500" Medium Body, .198" to .233"	Steel	Silver	71510
Butterfly Head	5/16"	.650" long body, .348" to .383"	Steel	Silver	71540



No. 71441



No. 71501



No. 71510

LARGE HEAD SELF-EJECTING QUICK FASTENERS, 7/16"

- Heavy duty to allow repeated use with a fastener tool allen wrench or a ratchet without stripping
- A Larger size distributes the load over a larger area to avoid pull-through
- 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 racing
- Use Spring Nos. **71400, 71410, 71420, 71425, or 71430**
- Ten per package

Style of Head	Size	Body & Grip Range	Material	Finish	Part #
Large Flush Head, Slotted	7/16"	.500" Medium Body, .198" to .233"	Steel	Silver	71370
Large Flush Head, Slotted	7/16"	.500" Medium Body, .198" to .233"	Steel	Gold	71371
Large Flush Head, Slotted	7/16"	.500" Medium Body, .198" to .233"	Steel	Black	71372
Large Flush Head, Slotted	7/16"	.500" Medium Body, .198" to .233"	Aluminum	Aluminum	71373
Large Flush Head, Slotted	7/16"	.550" Long Body, .250" to .325"	Steel	Silver	71375
Large Flush Head, Slotted	7/16"	.550" Long Body, .250" to .325"	Steel	Gold	71376
Large Flush Head, Slotted	7/16"	.550" Long Body, .250" to .325"	Steel	Black	71377
Large Flush Head, Slotted	7/16"	.550" Long Body, .250" to .325"	Aluminum	Aluminum	71378
Large Flush Head, Slotted	7/16"	.550" Long Body, .250" to .325"	Aluminum	Black	71379
Large Flush Head, 3/16" Hex Drive	7/16"	.500" Medium Body, .198" to .233"	Steel	Silver	71380
Large Flush Head, 3/16" Hex Drive	7/16"	.500" Medium Body, .198" to .233"	Steel	Gold	71381
Large Flush Head, 3/16" Hex Drive	7/16"	.550" Long Body, .250" to .325"	Steel	Silver	71382
Large Flush Head, 3/16" Hex Drive	7/16"	.550" Long Body, .250" to .325"	Steel	Gold	71383



No. 71370



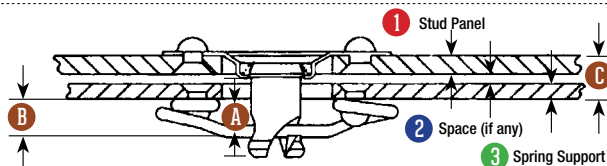
No. 71322



No. 71371



No. 71410



REPLACEMENT FASTENER SPRING

- Designed for use with Moroso's flush, oval head and butterfly fasteners
- Ten per package
- Determine **C TOTAL THICKNESS** of panels being joined (including space in between if any)
- Select the appropriate **A BODY LENGTH** and **B SPRING HEIGHT** combination to provide the desired thickness range

FASTENER SELECTION CHART		B	A					
PART NUMBER	WIRE DIA.	SPRING HEIGHT	BODY LENGTH	.400" BODY	.450" BODY	.500" BODY	.550" BODY	.650" BODY
1" Springs								
C TOTAL MATERIAL THICKNESS RANGE								
71425	.080"	(.250")	.165 - .200"	.215 - .250"	.265 - .300"	.315 - .350"	.365 - .400"	
71430	.080"	(.325")	.098 - .133"	.148 - .183"	.198 - .233"	.248 - .283"	.348 - .383"	
1-3/8" Springs								
71420	.090"	(.325")	.105 - .148"	.155 - .198"	.205 - .248"	.255 - .298"	.355 - .398"	
71410	.090"	(.375")	.055 - .098"	.105 - .148"	.155 - .198"	.205 - .248"	.305 - .348"	
71400	.090"	(.425")	.005 - .048"	.055 - .098"	.105 - .148"	.155 - .198"	.255 - .298"	

A BODY LENGTH
B SPRING HEIGHT
C TOTAL THICKNESS
 $C = 1 + 2 + 3$

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

No. 71490


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

QUICK FASTENER MOUNTING BRACKETS, 5/16"

For Self-Eject Fasteners

- 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, Flat
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. 71550

No. 71552

No. 71553

No. 71555

QUICK FASTENER MOUNTING BRACKETS, 7/16"

For Standard & Self-Eject Fasteners

- Steel bracket can be welded or fastened to any member of the car to provide a convenient pop rivet mount for 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, dimpled, standard fasteners
71557	Quick Fastener Mounting Bracket, .060" thick, accepts 1.375" springs, dimpled, Self Eject fasteners


No. 71554

QUICK FASTENER MOUNTING BRACKET, ALUMINUM 7/16" FASTENERS

For Standard Fasteners

- Aluminum bracket can be welded or fastened to any member of the car to provide a convenient pop rivet mount for standard fastener springs
- Use with Moroso **Nos. 71370, 71371, 71372, 71375, 71376, 71377, 71380, 71381, 71382 or 71383**
- Ten per package

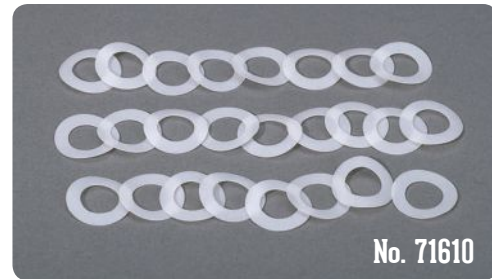
PART #	DESCRIPTION
71559	Quick Fastener Mounting Bracket, Aluminum, .120" thick, for 7/16" Fasteners & 1-3/8" Springs


No. 71559


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



No. 71606



No. 71607

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



No. 71605

QUICK FASTENER TRANSFER STUD PUNCH KITS

Place the Transfer Stud Punch in a weld plate or body panel. Then position your panel over top of it and lightly tap the panel with a hammer and you'll be left with a mark in your panel where you drill your hole

- 5 per pack

PART #	DESCRIPTION
71601	Transfer Stud Punch Kit for 5/16" Buttons, 5 per kit
71602	Transfer Stud Punch Kit for 7/16" Buttons, 5 per kit



No. 71601



No. 71602

CAM STOP BUTTONS

- Professional engine builders are familiar with camshaft "walk" — when excessive end play produces erratic spark timing and the timing chain/gear "eats" the timing cover
- Moroso solves the problem with a highly wear resistant button mounted in an aluminum holder and bolted to the cam timing gear by way of a retaining plate
- The button assembly does not allow the cam to "walk" forward, stabilizing ignition timing and preventing costly engine repair

PART # DESCRIPTION

- 60460** Cam Stop Button and Retaining Plate, SBC and 90° V6 Chevy with early ribbed style timing cover, Cam bolts included
- 60461** Cam Stop Button and Retaining Plate, SBC and 90° V6 Chevy with late style flat timing cover, Cam bolts included
- 60462** Cam Stop Button and Retaining Plate, BBC, Cam bolts included

**No. 60460****CAMSHAFT BOLT**

- Don't let a broken camshaft bolt ruin your motor!
- Hex head $\frac{5}{16}$ "-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

**No. 60464****QUICK RELEASE PINS****Heavy-Duty, Aircraft Quality**

- These "T" handled quick release pins offer the racer the ultimate in quick release fastening
- Supplied in all popular sizes
- Two per package

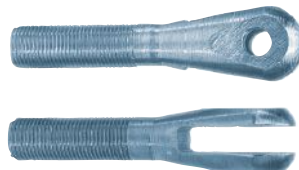
PART # DESCRIPTION

- 90380** Quick Release Pins, $\frac{1}{4}$ " dia. x 1" long, Double shear load of 9,200 lbs. when properly mounted
- 90390** Quick Release Pins, $\frac{1}{4}$ " dia. x 1- $\frac{1}{2}$ " long, Double shear load of 9,200 lbs. when properly mounted
- 90395** Quick Release Pins, $\frac{1}{4}$ " dia. x 2", Double shear load of 9,200 lbs. when properly mounted
- 90400** Quick Release Pins, $\frac{5}{16}$ " dia. x 1" long, Double shear load of 14,400 lbs. when properly mounted
- 90401** Quick Release Pins, $\frac{5}{16}$ " dia. x 1- $\frac{1}{2}$ " long, Double shear load of 12,800 lbs. when properly mounted
- 90402** Quick Release Pins, $\frac{5}{16}$ " dia. x 2" long, Double shear load of 14,400 lbs. when properly mounted
- 90404** Quick Release Pins, $\frac{5}{16}$ " dia. x 3" long, Double shear load of 14,400 lbs. when properly mounted
- 90410** Quick Release Pins, $\frac{3}{8}$ " dia. x 1" long, Double shear load of 20,600 lbs. when properly mounted
- 90415** Quick Release Pins, $\frac{3}{8}$ " dia. x 1- $\frac{1}{2}$ " long, Double shear load of 18,400 lbs. when properly mounted
- 90420** Quick Release Pins, $\frac{3}{8}$ " dia. x 2" long, Double shear load of 20,600 lbs. when properly mounted
- 90430** Quick Release Pins, $\frac{3}{8}$ " dia. x 3" long, Double shear load of 20,600 lbs. when properly mounted
- 90440** Quick Release Pins, $\frac{1}{2}$ " dia. x 2- $\frac{1}{2}$ " long, Double shear load of 36,800 lbs. when properly mounted

**No. 90430****FASTENERS**

CLEVIS ENDS

- Moroso Clevis End are designed to help solve all kinds of fastening and suspension problems where rod ends would not be practical
- Allows adjustment both radially & laterally while placing the holding bolt under shear load
- Made from 4130 chrome moly steel with iridite finish
- Two per package



No. 90770

PART # DESCRIPTION

90770 Clevis Ends, 1/2" -20 thread on shank, 5/16" bolt holes, 1/4" slot

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 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 Universal Anti-Roll Kit

44052 Universal Anti-Roll Kit, Enhanced



No. 44052

NOTE: Continuous use of solenoid for more than 30 seconds will damage the coil.

PRESS-IN WHEEL STUDS

- Exceeds sanctioning bodies requirements on the use of extra long wheel studs with thick-hub racing wheels
- Manufactured from high grade SAE 8740 steel to withstand sheer loads of 190,000 psi (which exceeds Grade 8 specifications)
- Feature a "quick start dog end" for easier starting of lug nut installation
- 5 per package
- Made in the U.S.A.

LUG NUTS

FITS OUR PRESS-IN WHEEL STUDS

- Manufactured from high grade steel for resistance to fatigue and stress
- Meets NHRA 5.2 rule of hex being length of diameter of stud
- 60° Seat
- Black Oxide finish
- 5 per package
- Made in the U.S.A.



Wheel Studs & Lug Nuts
on pgs. 222-223



When installing a set of Moroso Wheel Studs, it is necessary to measure 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.

PRESS-IN WHEEL STUDS



No. 46150

No. 46160

No. 46180

No. 46190

No. 46220

No. 46240

No. 46245

No. 46185

SEE CHART BELOW FOR SPECIFIC APPLICATIONS

PRESS-IN WHEEL STUD LUG NUTS



Left to right, top to bottom:

Nos. 46345, 46320, 46340, 46330

WARNING!DO NOT USE THESE
WHEEL STUDS
WITH WHEEL
SPACERS!

PRESS-IN WHEEL STUD & LUG NUT APPLICATION CHART. 5 PER PACK

APPLICATION DESCRIPTION	STANDARD HOLE SIZE	WHEEL STUD PART #	LUG NUT PART #	COMB. WHEEL STUD/LUG NUT PART #
$\frac{7}{16}$ " -20 x 2- $\frac{7}{8}$ ", .480" diameter knurled stud, $\frac{3}{4}$ " hex nut Fits: Most late model GM drum brake applications	.472" to .479"	46150	46320	46450
$\frac{7}{16}$ " -20 x 2- $\frac{7}{8}$ ", .560" diameter knurled stud, $\frac{3}{4}$ " hex nut Fits: Most late model GM disc brake and early drum applications	.552" to .559"	46160	46320	46460
$\frac{1}{2}$ " -20 x 3", .615" diameter knurled stud, $\frac{13}{16}$ " hex nut Fits: Most late model Ford front and rear disc brake, 2005-Up Mustang rear and Chrysler front	.606" to .613"	46180	46330	46480
$\frac{1}{2}$ " -20 x 3", .594" diameter knurled stud, $\frac{13}{16}$ " hex nut Fits: 1979-04 Mustang, 2005 and up Mustang front. Also has a flat on head for front hubs with ABS	.590" (15mm)	46185	46330	46485
$\frac{1}{2}$ " -20 x 3", .685" diameter knurled stud, $\frac{13}{16}$ " hex nut Fits: Most Chrysler rears with $\frac{1}{2}$ " stud	.676" to .683"	46190	46330	46490
$\frac{1}{2}$ " -20 x 3", .563" diameter knurled stud, $\frac{3}{16}$ " hex nut Fits: $\frac{1}{2}$ " Frankland hubs	.554" to .561"	46220	46330	46420
$\frac{5}{8}$ " -18 x 3", .672" diameter knurled stud, $\frac{7}{8}$ " hex nut Fits: Circle Track applications	.663" to .670"	46240	46340	46440
12 mm x 1.5 x 3.25", .509" diameter knurled stud, 19mm hex nut Fits: Late model Corvette, 3rd, 4th Gen. Camaro & Firebird	.482" to .492"	46245	46345	46445

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
- 5 per pack

PART # DESCRIPTION

46140 Wheel Studs, Overall Length $\frac{5}{8}$ " -18 x 4- $\frac{13}{32}$ ", Screw-in, $\frac{1}{16}$ " dia. center shank between two $\frac{5}{8}$ " -18 threaded ends. Drag Race only.

No. 46140



PART

97730

97731

97732

REPLACEMENT PARTS

Flange Nut

Wheel Stud Spacer, .567"

Wheel Stud Spacer, 1.25"

SOCKET HEAD SCREW-IN TYPE WHEEL STUDS

- 5 per pack

PART # DESCRIPTION

46200 Wheel Studs, $\frac{1}{2}$ " -20 x 3" Screw-in, Socket Head Cap Screw, fits all aftermarket axles with $\frac{1}{2}$ " -20 threads.



No. 46200

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 Pit Socket **No. 62010** for even faster pit stops (**No. 46310** only)
- 5 per pack

PART # DESCRIPTION

46300 Double End Lug Nut, $\frac{13}{16}$ " Hex x $\frac{1}{2}$ " -20

46310 Double End Lug Nut, 1" Hex x $\frac{5}{8}$ " -18



No. 46300

PIT SOCKET

- Thick-walled socket with six-point surface contact and large chamfer insures fast, clean engagement on the lug nut
- Manufactured of alloy steel and carefully heat treated for maximum strength to prevent lug nut damage
- Accepts $\frac{1}{2}$ " drive, and fits 1" lug nuts

PART # DESCRIPTION

62010 Pit Socket



INSIDE

No. 62010

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 $\frac{3}{8}$ " Socket

PART # DESCRIPTION

90100 Wheel Rim Screws, $\frac{1}{4}$ " dia. x $\frac{3}{4}$ " long. Pack of 35

90110 Wheel Rim Screws, $\frac{1}{4}$ " dia. x $\frac{3}{4}$ " long. Pack of 500



No. 90100

NOTE: Drill wheels with $\frac{13}{64}$ " drill bit (not included). Do not drill oversize.

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

CAUTION!

For drag use only,
NOT for street use!

No. 47140



TRICK FRONT SPRINGS APPLICATION CHART

MAKE/MODEL	Years	Front End Weight (LBS.)*	Coil Spring Rate (LBS./IN.)	Trick Front Spring Part #	* NOTE: Front End Weight is as raced with driver				
Buick Apollo	1975-79	1840-1910	212	47180	Chevrolet El Camino	1978-88	1600-1660	212	47130
		1910-1970	230	47175			1660-1720	242	47205
		2010-2100	270	47170			1720-1800	250	47135
Buick Apollo	1968-74	1550-1640	213	47150	Chevrolet El Camino Chevrolet El Camino	1968-72	1610-1680	242	47160
		1690-1750	240	47140			1680-1750	250	47190
		1700-1750	241	47165			1750-1810	260	47200
		1730-1780	250	47195		1964-67	1550 -1640	213	47150
1690-1750	240	47140	1690-1750	240	47140				
Buick G.N.	1978-88	1600-1660	212	47130	Chevrolet Malibu	1978-88	1600-1660	212	47130
		1660-1720	242	47205			1660-1720	242	47205
		1720-1800	250	47135			1720-1800	250	47135
Buick GS	1968-72	1610-1680	242	47160	Chevrolet Malibu	1968-72	1610-1680	242	47160
		1680-1750	250	47190			1680-1750	250	47190
		1750-1810	260	47200			1750-1810	260	47200
Buick GS	1964-67	1550-1640	213	47150	Chevrolet Malibu	1964-67	1550 -1640	213	47150
		1690-1750	240	47140			1690-1750	240	47140
		1700-1750	241	47165			1700-1750	241	47165
		1730-1780	250	47195			1730-1780	250	47195
Buick Regal	1978-88	1600-1660	212	47130	Chevrolet Monte Carlo	1978-88	1600-1660	212	47130
		1660-1720	242	47205			1660-1720	242	47205
		1720-1800	250	47135			1720-1800	250	47135
Buick Regal	1968-72	1610-1680	242	47160	Chevrolet Monte Carlo	1968-72	1610-1680	242	47160
		1680-1750	250	47190			1680-1750	250	47190
		1750-1810	260	47200			1750-1810	260	47200
Buick Skylark	1968-72	1610-1680	242	47160	Chevrolet Nova	1975-79	1840-1910	212	47180
		1680-1750	250	47190			1910-1970	230	47175
		1750-1810	260	47200			2010-2100	270	47170
Buick Skylark	1964-67	1550-1640	213	47150	Chevrolet Nova	1968-74	1550 -1640	213	47150
		1690-1750	240	47140			1690-1750	240	47140
		1700-1750	241	47165			1700-1750	241	47165
		1730-1780	250	47195			1730-1780	250	47195
Buick Special	1968-72	1610-1680	242	47160	Chevrolet Nova/ Chevy II	1962-67	1200-1250	217	47230
		1680-1750	250	47190					
		1750-1810	260	47200					
Buick Special	1964-67	1550-1640	213	47150	Ford Fairlane	1966-70	1610-1680	242	47160
		1690-1750	240	47140			1680-1750	250	47190
		1700-1750	241	47165			1750-1810	260	47200
		1730-1780	250	47195	Ford Mustang	1979-04	1750-1900	250	47220
Chevrolet Bel Air	1955-57	1550 -1640	213	47150	Ford Mustang	1964-73	1610-1680	242	47160
		1690-1750	240	47140			1680-1750	250	47190
		1700-1750	241	47165			1750-1810	260	47200
		1730-1780	250	47195	Mercury Capri	1979-86	1750-1900	250	47220
Chevrolet Camaro	1993-02	1500-1700	275	47240	Mercury Comet	1966-69	1610-1680	242	47160
Chevrolet Camaro	1982-92	1680-1750	220	47210			1680-1750	250	47190
		1750-1870	250	47215			1750-1810	260	47200
Chevrolet Camaro	1970-81	1840-1910	212	47180	Oldsmobile Cutlass	1978-88	1600-1660	212	47130
		1910-1970	230	47175			1660-1720	242	47205
		2010-2100	270	47170			1720-1800	250	47135
Chevrolet Camaro	1967-69	1550 -1640	213	47150	Oldsmobile Cutlass Oldsmobile Cutlass	1968-72	1610-1680	242	47160
		1690-1750	240	47140			1680-1750	250	47190
		1700-1750	241	47165			1750-1810	260	47200
		1730-1780	250	47195			1964-67	1550 -1640	213
1690-1750	240	47140	1690-1750	240		47140			
1680-1750	250	47190	1700-1750	241		47165			
1750-1810	260	47200	1730-1780	250		47195			
Chevrolet Chevelle	1968-72	1610-1680	242	47160		Oldsmobile 442	1978-88	1600-1660	212
		1680-1750	250	47190	1660-1720			242	47205
		1750-1810	260	47200	1720-1800			250	47135
Chevrolet Chevelle	1964-67	1550 -1640	213	47150					
		1690-1750	240	47140					
		1700-1750	241	47165					
		1730-1780	250	47195					



TRICK SPRINGS

Continued

Oldsmobile 442	1968-72	1610-1680	242	47160
		1680-1750	250	47190
		1750-1810	260	47200
Oldsmobile 442	1964-67	1550-1640	213	47150
		1690-1750	240	47140
		1700-1750	241	47165
		1730-1780	250	47195
Oldsmobile Omega	1975-79	1840-1910	212	47180
		1910-1970	230	47175
		2010-2100	270	47170
Oldsmobile Omega	1973-74	1550-1640	213	47150
		1690-1750	240	47140
		1700-1750	241	47165
		1730-1780	250	47195
Pontiac Firebird	1993-02	1500-1700	275	47240
Pontiac Firebird	1982-92	1680-1750	220	47210
		1750-1870	250	47215
Pontiac Firebird	1970-81	1840-1910	212	47180
		1910-1970	230	47175
		2010-2100	270	47170
Pontiac Firebird	1967-69	1550-1640	213	47150
		1690-1750	240	47140
		1700-1750	241	47165
		1730-1780	250	47195
Pontiac Grand Am	1978-88	1600-1660	212	47130
		1660-1720	242	47205
		1720-1800	250	47135
Pontiac Grand Prix	1978-88	1600-1660	212	47130
		1660-1720	242	47205
		1720-1800	250	47135
Pontiac GTO	1968-72	1610-1680	242	47160
		1680-1750	250	47190
		1750-1810	260	47200
Pontiac GTO	1964-67	1550-1640	213	47150
		1690-1750	240	47140
		1700-1750	241	47165
		1730-1780	250	47195
Pontiac LeMans	1978-88	1600-1660	212	47130
		1660-1720	242	47205
		1720-1800	250	47135
Pontiac LeMans	1968-72	1610-1680	242	47160
		1680-1750	250	47190
		1750-1810	260	47200
Pontiac LeMans	1964-67	1550-1640	213	47150
		1690-1750	240	47140
		1700-1750	241	47165
		1730-1780	250	47195
Pontiac Tempest	1968-72	1610-1680	242	47160
		1680-1750	250	47190
		1750-1810	260	47200
Pontiac Tempest	1964-67	1550-1640	213	47150
		1690-1750	240	47140
		1700-1750	241	47165
		1730-1780	250	47195
Pontiac Ventura	1975-79	1840-1910	212	47180
		1910-1970	230	47175
		2010-2100	270	47170
Pontiac Ventura	1971-74	1550-1640	213	47150
		1690-1750	240	47140
		1700-1750	241	47165
		1730-1780	250	47195

TRICK REAR SPRINGS

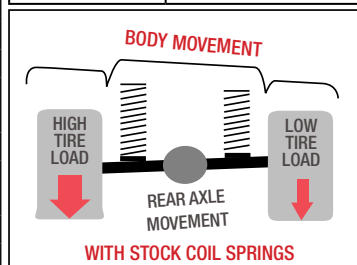
- Computer designed rear springs engineered to compress at a controlled rate when car is launched for optimum "squat"
- Right-side spring is stronger than left, allowing the car to lift evenly upon launch for balanced weight transfer and more consistent 60-foot times
- CNC-wound from high-strength chrome 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



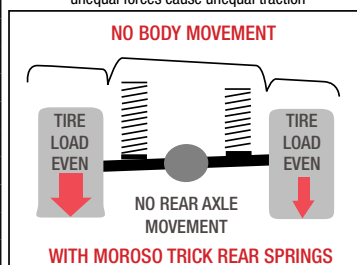
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TRICK REAR SPRINGS APPLICATION CHART

MAKE	MODEL	YEAR	PART #
GENERAL MOTORS INTERMEDIATE	Chevelle, GTO, LeMans, Cutlass, 442, Skylark, Gran Sport, Malibu, Monte Carlo, Grand Prix, Regal, Grand National	1968-'72	47500
		1978-'87	47520
FORD	Mustang (non i.r.s.)	1979-'04	47510



With a stock coil spring setup, unequal forces cause unequal traction



Moroso Trick Rear Springs equalize these forces to provide balanced traction, eliminating the need for "air bags"



CAUTION!
For drag use only,
NOT for street use!



MODIFYING MOROSO TRICK FRONT SPRINGS TO GET THE DESIRED HEIGHT

If Front Springs are too high, they 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.

* NOTE: Front End Weight is as raced with driver

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

PART # DESCRIPTION

- 61740** Harmonic Balancer Installation Tool, SBC, or any engine with a $\frac{7}{16}$ " -20 threaded hole in the crank
- 61741** Harmonic Balancer Installation Tool, BBC or any engine with a $\frac{1}{2}$ " -20 threaded hole in the crank
- 61742** Harmonic Balancer Installation Tool, all Fords or any engine with a $\frac{5}{8}$ " -18 threaded hole in the crank
- 61744** Universal Harmonic Balancer Installation Tool, includes screw-in inserts for $\frac{7}{16}$ ", $\frac{1}{2}$ ", $\frac{5}{8}$ " and $\frac{3}{4}$ " threaded openings



No. 61740

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 ($\frac{1}{2}$ ", $\frac{7}{16}$ ", $\frac{5}{8}$ " and $\frac{3}{4}$ ") 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



No. 61743

HARMONIC BALANCER INSTALLATION & REMOVAL TOOL KIT, GM LS & LT

- Innovative tool makes installing and removing GM LS & LT harmonic balancers quick and easy without causing damage
- 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

- 61745** Harmonic Balancer Installation & Removal Tool Kit, GM LS & LT



No. 61745

HARMONIC BALANCER INSTALLATION & REMOVAL ADAPTER, GM LS & LT

- This adapter allows a Moroso Part **No. 61743** Harmonic Installation & Removal Tool Kit work with the GM LS & LT Series of engines
- Like all of the adapters in the kit this adapter will now make it possible to install and remove GM LS & LT harmonic balancers quickly and easily without causing damage
- Black oxide finish

PART # DESCRIPTION

- 61746** Harmonic Balancer Installation & Removal Adapter, GM LS & LT



No. 61746

CRANKSHAFT SOCKET TOOLS

- Designed to simplify the task of crankshaft rotation during short block assembly with the balancer removed
- Features full steel construction with a zinc-plated finish for corrosion resistance
- Accepts ½" 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. 61760

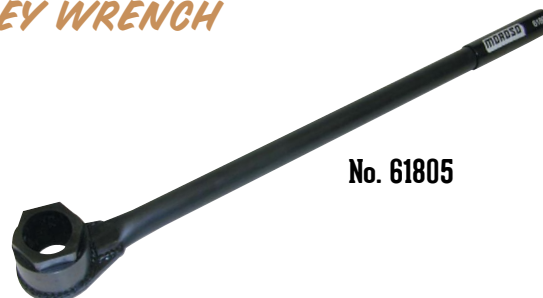


No. 61765



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



No. 61805

PART # DESCRIPTION

61805	Honda/Acura Crankshaft Pulley Wrench
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CRANKSHAFT SOCKET TOOLS

For Degree Wheel

- 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 degreasing camshafts
- Broached keyway allows the socket (which fits ½" 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"), **No. 62191** (18") or **No. 62192** Dual (18")



No. 61757

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

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.
- Made from heavy gauge metal with a silk screen finish for long-lasting use in shop or track environments
- Adapter included to fit virtually any engine
- For mounting Degree Wheels, use Crankshaft Socket **Nos. 61755** or **No. 61756** for Small and Big Block Chevys, and **No. 61757** for LS Series Engines with keyway
- Dual Degree Wheel **No. 62192** easily degrees your camshafts with **NO math and NO calculations**
- Dual Degree Wheel **No. 62192** features an outer wheel developed by automotive writer David Vizard, which allows for more precise location of cam timing values and reassurance you've made the correct cam location adjustments



No. 62190

No. 62191



No. 62192



PART # DESCRIPTION

62190	11" Degree Wheel, primarily for in-car use at the track
62191	18" Degree "Pro Wheel™", for engine stand use
62192	18" Dual Degree "Pro Wheel™", for precise adjustments

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 # **DESCRIPTION**
61820 Engine Cleaning Brushes

INCLUDES TWO OF EACH:

¼" dia.	2" long	10" handle
⅝" dia.	2-½" long	12" handle
¾" dia.	2-1/2" long	12" handle

INCLUDES ONE OF EACH:

½" dia.	2-½" long	34" handle
⅝" dia.	3" long	34" handle
¾" dia.	3" long	34" handle
⅞" dia.	3" long	12" handle
1-¼" dia.	4" long	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
- Dimensions: 40" wide x 19-½" deep x 47" tall
- One per package

PART # **DESCRIPTION**
99400 Engine Storage Bag



No. 99400

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, ½", 6 PT
62256 Wrench, Oil Pan T-Handle, ⅞", 6 PT



No. 62255

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 # **DESCRIPTION**
61840 Piston Installation Tool for 4.030" Bore
61850 Piston Installation Tool for 4.060" Bore
61870 Piston Installation Tool for 4.280" Bore
61880 Piston Installation Tool for 4.310" Bore



No. 61870

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- $\frac{7}{16}$ " 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



No. 62050

CYLINDER HEAD WORK 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



No. 62080

CYLINDER LEAKAGE TESTERS

- Quickly diagnoses failed or leaking valves, pistons, rings and head gaskets
- Large-diameter 3- $\frac{1}{2}$ " 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 and HEMI, 7.43" long
PART # REPLACEMENT PARTS
97500 Gauge Head



No. 89600



No. 89602

CYLINDER LEAKAGE TESTERS

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



No. 89603



ENGINE LIFT PLATE

- Handy tool provides a quick, 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 accommodates most 2bbl. and 4bbl. carburetor bolt patterns
- Made of $\frac{3}{16}$ " zinc plated steel with 1,000 lb. rating



No. 62670

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 $\frac{3}{8}$ " chuck in a hand drill to drive the oil pump
- Black oxide finish resists corrosion

No. 62200



No. 62210

PART #	DESCRIPTION
62200	Oil Pump Primer <i>Fits: Most Chevrolet engines</i>
62210	Oil Pump Primer <i>Fits: Ford 289, 302, 390, 428 engines. Pump drive end of the primer fits $\frac{1}{4}$" hex male end of the oil pump drive</i>

PART #	DESCRIPTION
62220	Oil Pump Primer <i>Fits: Ford 351W, 351C, 400, 429, 460 engines. Pump drive end of the primer fits $\frac{3}{16}$" hex male end of the oil pump drive</i>
62250	Oil Pump Primer <i>Fits: Most Chrysler engines and Moroso Blueprinted Oil Pump No. 22162</i>

OIL PRIMER TOOL

SBC, BBC 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



No. 62205

PART #	DESCRIPTION
62205	Oil Primer Tool, with bushing

VALVE CHECKING SPRINGS

- Greatly simplifies the task of cam degreasing, checking valve-to-piston clearance, etc.
- Designed with $\frac{7}{8}$ " 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



No. 62380

PART #	DESCRIPTION
62380	Valve Checking Springs

BAND CLAMP TIGHTENING TOOL

Made especially for Moroso band clamps or other types of band or boot clamps

- Insulating header wrap has proven itself to increase exhaust cycle efficiency, protect crew members from burns, prevent starter, plug wires from coming in contact with hot header pipes and reduces engine compartment temperature.
- Installing header wrap and header wrap clamps has also proven itself for most people to be one of those tasks that could be made easier and this tool accomplishes this.
- Feed the clamp through the end of the tool into the "mouth" of tool, use a $\frac{5}{8}$ " socket or wrench to wind in a circular pattern until the clamp is tight, turn further still, then the tool will snip the end of the clamp and then pull off.
- Heavy-Duty construction and quality components will provide years of service
- Is also a useful tool to have for the installation of CV joints



PART #	DESCRIPTION
62284	Band Clamp Tightening Tool for Moroso Part No. 80810 band clamps, or other types of band or boot clamps.

STUD MOUNT VALVE SPRING COMPRESSOR**Heavy Duty**

- Makes valve spring changing quicker and easier than conventional methods
- Unlike models offered by other manufacturers, Moroso's stud mount tool fits both $\frac{3}{8}$ " and $\frac{7}{16}$ " rocker studs
- Heavy Duty version of Moroso Stud Mount Valve Spring Compressor features thick laser cut steel and billet aluminum components for day in and day out use
 - The 12" handle gives all leverage needed to compress the strongest springs

PART # DESCRIPTION**62371** Stud Mount Valve Spring Compressor, Heavy Duty**PART # AVAILABLE OPTION**

62373 Stud Mount Valve Spring Compressor Heavy Duty Conversion Kit.
Contains all parts necessary to convert Part **No. 62371**
to fit single pedestal Jesel Rocker Shaft assemblies

**BEST****No. 62371****No. 62373****STUD MOUNT VALVE SPRING COMPRESSORS**

- Simplifies between-rounds valve spring changing
- Unlike models offered by other manufacturers, Moroso's stud mount tool fits both $\frac{3}{8}$ " and $\frac{7}{16}$ " 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**PART # AVAILABLE OPTION**

62372 Stud Mount Valve Spring Compressor Conversion Kit.
Contains all parts necessary to convert Part **No. 62370**
to fit Jesel Rocker Shaft assemblies

**GOOD****No. 62372****No. 62370****POWER SPEED CALCULATOR**

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**No. 89650****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 Compressors **Nos. 62370 or 62373** 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 Compressors **Nos. 62370** or **62373** for the most accurate method of maintaining the valvetrain on a fully assembled engine

PART #	DESCRIPTION
62391	Low-Profile Valve Seat Pressure Tester

No. 62391**VALVE SEAT PRESSURE TESTER**

- 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 **Nos. 62370** or **62373** for the most accurate method of maintaining the valvetrain on a fully assembled engine

PART #	DESCRIPTION
62388	Valve Seat Pressure Tester
62389	Low-Profile Valve Seat Pressure Tester

Low-Profile Design
No. 62389**No. 62388**
Standard Vertical Design**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/grease resistant, top surface is easily washable with mild solvents or detergents

PART #	DESCRIPTION
99406	Fender 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. 62070**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

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
- 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



No. 62295

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

PART #	DESCRIPTION
65805	Carburetor Drain Cup



No. 65805

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



No. 65802

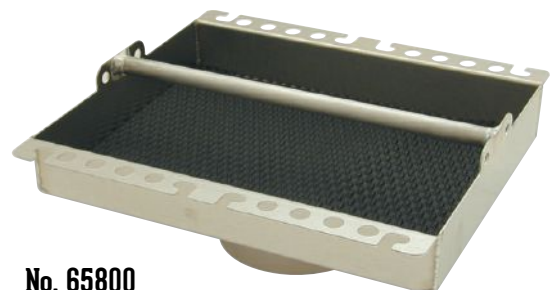


No. 65803

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



No. 65800

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. 62348

**POWERFUL
LED
LIGHT SOURCE**

PART #	DESCRIPTION
62348	Magnifying Flashlight, LED

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



No. 62160



Spark Plug Indexing
Washers
on pg. 336

PART #	DESCRIPTION
62160	Spark Plug Indexer
PART #	AVAILABLE OPTIONS
71900	Spark Plug Indexing Washers, Tapered Seat, .010", .021", .032"
71910	Spark Plug Indexing Washers, Flat Seat, .040", .050", .064"

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



No. 62385

PART #	DESCRIPTION
62385	Universal Spark Plug Hole Air Hose Kit

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

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



No. 62272



BEST

ADJUSTABLE WIRE STRIPPING TOOL

- 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



No. 62271

GOOD

WIRE CRIMPING TOOLS

- 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 others) spark plug wire terminals. Hardened steel frame with blue molded cushion grips. Also comes with additional primary wire crimping jaws



No. 62268

BEST



GOOD

No. 62260

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



No. 62030

PINION WRENCH, REAR END

For: Ford 8.8" & 9.0", GM 10 & 12 Bolt, Dana 60 and others

- Steel tool with 24" handle, for Bolt-On security to pinion using U-Joint bolt holes, the two sets of slots are .56" wide by 1.5" long and .34" wide by 1 3/8" long, used to hold the rear end pinion yoke while tightening or removing the pinion nut
- Quicker and easier way of changing the pinion seal, re-bushing the case or simply torquing the pinion nut

PART # DESCRIPTION
62027 Wrench Pinion, Bolt-On, Ford 8.8" & 9.0", GM 10 & 12 Bolt, Dana 60



No. 62027

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. 62026

FASTENER TOOLS

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



No. 71605

PART # DESCRIPTION
71605 Quick Fastener Sinking Tool

QUICK FASTENER TRANSFER STUD PUNCH KITS

Place the Transfer Stud Punch in a weld plate or body panel. Then position your panel over top of it and lightly tap the panel with a hammer and you'll be left with a mark in your panel where you drill your hole

- 5 per pack

PART # DESCRIPTION
71601 Transfer Stud Punch Kit for 5/16" Buttons, 5 per kit
71602 Transfer Stud Punch Kit for 7/16" Buttons, 5 per kit



No. 71601



No. 71602

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



No. 71606



No. 71607

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



No. 71600

WHEEL & TIRE TOOLS

PIT SOCKET

- Thick walled socket with six point surface-contact and large chamfer insures fast, clean engagement on the lug nut
- 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 Pit Socket



INSIDE



No. 62010

Double End 1" Lug Nuts on pg. 223

DIGITAL DUROMETER

Includes Case

In racing where thousandth of a second can count, a durometer is used to check on; whether a tire has gotten too hard as it has aged, compare different tires hardness and softness against each other or how a tire responded to a chemical tire softener.

- Calibrated on a Shore type A scale, the scale used to measure the hardness of race and ultra high performance tires.
- Easy to read Digital readout with 1/2" tall numbers
- Reads to .5 Shore
- Has a hold button to capture the reading on the readout
- Comes with a foam lined plastic case for storage of the unit when not in use

PART # DESCRIPTION

89585 Digital Durometer with Case



No. 89585



TIRE PRESSURE GAUGES, GARAGE SERIES

- A line of gauges that are perfect to check pressures around the garage, where the accuracy of a track air pressure gauge isn't needed and you don't mind your buddies borrowing
- Easy to read 2-1/4" gauge face
- Includes rubber gauge cover
- 16" hose with finger operated air-bleed valve allows you to release pressure quickly
- Hose has easy grip angle chuck end that rotates 360 Deg. for positive valve stem attachment

PART # DESCRIPTION

89592	Tire Pressure Gauge, Garage Series, 0-15 psi
89593	Tire Pressure Gauge, Garage Series, 0-40 psi
89594	Tire Pressure Gauge, Garage Series, 0-60 psi
89595	Tire Pressure Gauge, Garage Series, 0-100 psi

**DIGITAL TIRE PRESSURE BACK LIT GAUGES****Accuracy 1/2%**

- Strong back lighted display is easily read in the darkest of pits
- 2-5/8" dia. gauge face
- Reads to .1 psi
- Can be adjusted to read in standard and metric units
- Auto-Off feature to increase battery life
- Battery level on gauge face
- Includes 9 volt battery
- Includes rubber gauge cover
- 16-1/4" hose with finger operated air-bleed valve allows you to release pressure quickly
- Hose has easy grip angle chuck end

PART # DESCRIPTION

89574	Digital Tire Pressure Back Lit Gauge, 0-15 psi
89575	Digital Tire Pressure Back Lit Gauge, 0-60 psi
89576	Digital Tire Pressure Back Lit Gauge, 0-100 psi

**No. 89576**

STRONG BACK LIGHTED DISPLAY IS EASILY READ IN THE DARKEST OF PITS.

TIRE PRESSURE GAUGES

Accuracy 2%

- 16-1/4" 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

PART # DESCRIPTION

- 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 PART

- 97480** Gauge Head for No. **89550**

BETTER

No. 89555

PRO SERIES TIRE PRESSURE GAUGES

Accuracy 1/2%

- Long 16-1/4" 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
- Includes protective gauge cover

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.

BEST

No. 89562

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 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. containers

PART #	DESCRIPTION
62280	Safety Wire

CAUTION!

Safety wire should
NOT be reused!

No. 62280



OFFSET ROLL BAR PADDING

- Packaged in single 3-foot lengths
- 3" O.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



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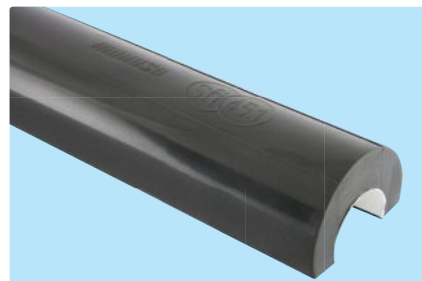
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ROLL BAR PADDING, SFI 45.1 APPROVED

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

PART #	DESCRIPTION
80944	Roll Bar Padding, SFI 45.1 Approved, Black



No. 80944



No. 80750



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

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 3,335 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

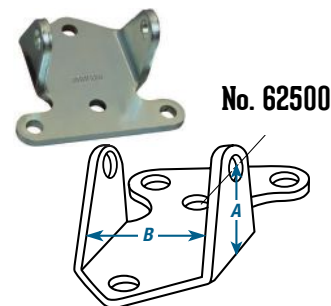
PART #	DESCRIPTION
80700	Axle Tie-Down Loop



TOOLS

CHEVROLET MOTOR MOUNTS

- Replace stock, OEM-style rubber mounts to eliminate torque loss and binding linkages, a common result of excessive engine movement
- Eliminates the need for bulky torque straps and chains
- Protective zinc plated finished steel, two per pack
- Refer to Motor Mount chart and dimensional diagram for your specific application



No. 62500

PART #	DESCRIPTION	DIMENSIONS (See diagram, right)	REPLACES
62500	Chevrolet Motor Mounts	A: 1-11/16" B: 2-1/2", .250" zinc plated steel	Replaces OEM #3990914
62510	Chevrolet Motor Mounts	A: 2-1/8" B: 2-3/8", .188" zinc plated steel	Replaces OEM #3962748
62515	Chevrolet Motor Mounts	A: 2-9/32" B: 2-3/8", .188" zinc plated steel	Replaces OEM #332648*
62530	Chevrolet Motor Mounts	A: 1-3/4" B: 2-5/8", .188" zinc plated steel	Replaces OEM #6258154

CHEVROLET MOTOR MOUNT APPLICATION CHART

MODEL	YEAR	ENGINE	PART #
FULL SIZE	1958-'60	283, 348	62500
	1961	283, 348	62500
		409	62530
	1962-'65	283, 327	62500
		396, 409, 427	62530
	1966-'67	283, 327	62500*
		396, 427	62530
	1968-'69	307 (Exc. Police)	62500
		307 (Police)	62530
		327	62500*
CAMARO		396, 427	62510
	1970-'72	350 (w/ 2 bbl. carb.)	62500
		454	62510
	1976-'90	307, 350	62515
	1967-'68	302	62530
		327	62500
		350, 396	62530
	1969	302	62510
		307	62500
		350	62510
CORVETTE	1970-'73	350 (Exc. Spec. Hi. Perf.)	62500
		350 (Spec. Hi. Perf.)	62510
		396, 402	62530
	1974-'81	307, 350	62515
	1982-'92	305, 350	62510
	1973-'79	307, 305	62515
	1963-'64	327	62530
	1965	327, 396	62530
	1966-'68	327, 427	62530
	1969	327, 350, 427	62530
MONTE	1970-'74	350, 454	62530
	1975-'82	305, 350	62530
	1970-'72	350, 402, 454	62510
	1973-'87	307, 350	62515

MODEL	YEAR	ENGINE	PART #
CHEVELLE	1964-'67	283, 327	62500
		396, 427	62530
	1968-'69	307, 327, 350	62510
		396	62530
	1970-'72	307, 350, 402, 454	62510
	1973-'88	307, 350, 402, 454	62515
	1964-'67	283, 327	62500
	1968-'69	327	62500
		350	62510
		396	62530
NOVA	1970-'72	350 (Exc. Spec. Hi. Perf.)	62500
		350 (Spec. Hi. Perf.)	62510
		396, 402	62530
	1973-'79	307, 305	62515
CORVETTE	1963-'64	327	62530
	1965	327, 396	62530
	1966-'68	327, 427	62530
	1969	327, 350, 427	62530
	1970-'74	350, 454	62530
	1975-'82	305, 350	62530
	1970-'72	350, 402, 454	62510
	1973-'87	307, 350	62515

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 415.

MOTOR MOUNT SHIM KIT

- 1/16", 1/8" and 3/16" thick, 2 ea.
- Standard Chevrolet bolt pattern
- Works great with Chevy Motor Mounts **62500, 62510, 62515, 62530 & 62550**
- 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



No. 62535

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 Finish
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 Finish
Fits: 1993-'97 Camaro and Firebird V8



No. 62630



No. 62635

***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.

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

PART # DESCRIPTION

- 62550** Chevrolet Motor Mounts, .250" Zinc Finish, Two per pack
Fits: SBC, BBC and 90° Chevy V6 in fabricated chassis



No. 62550

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 with Powerglide, TH-350, TH-400 and all Borg-Warner, Muncie, Saginaw, Chrysler 4-speed and Doug Nash 5-speed transmissions, except 1982-92 Camaro and Firebird



No. 62600

***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 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, 62530 & most aftermarket polyurethane mounts

PART #	DESCRIPTION
62555*	Motor Mount Adapter Plates for LS Series, Two per pack, with hardware



No. 62555

DRIVESHAFT LOOPS

Camaro LS, LT, SS, ZL1, 2010-2015

- Bolt-on design allows easy installation with no modifications required
- Removable loop for easy driveshaft removal
- Meets the requirements of all racing sanctioning bodies
- Will help contain the driveshaft in the event of a front U-joint failure, keeping it from digging into the ground and possibly overturning the vehicle
- Manufactured from heavy-gauge fabricated steel
- Durable gloss black powder finish
- All hardware included

PART #	DESCRIPTION
62640	Driveshaft Loop, Camaro LS, LT, SS, ZL1, 2010-2015, Standard Transmission
62641	Driveshaft Loop, Camaro LS, LT, SS, ZL1, 2010-2015, Automatic Transmission



No. 62640



No. 62641

CHRYSLER MOTOR MOUNTS

PART #	DESCRIPTION
62520	Chrysler Motor Mounts, .187" Zinc Plated Steel. Two per pack. Replaces OEM #2536121
62540	Chrysler Motor Mounts, .187" Zinc Plated Steel. Two per pack. Replaces OEM #2806779

DODGE, PLYMOUTH MOTOR MOUNT APPLICATION CHART

MODEL	YEAR	ENGINE	PART #
DART, VALIANT, DEMON, DUSTER	1967-'72	273, 318, 340, 360	62540
BARRACUDA, CHALLENGER	1967-'69	273, 318, 340, 360	62540
	1970-'74	All 8 cyl. (exc. Hemi)	62520
CORONET, SUPER BEE, BELVEDERE, FURY	1966-'72	All 8 cyl. (exc. Hemi)	62520
ROAD RUNNER, SATELLITE, GTX, POLARA			

No. 62540



No. 62520



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 plating
- Solid Motor Mounts must be used in conjunction with Solid Transmission Mounts to prevent breakage of engine block and transmission case due to torsional stress
- 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



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 protective zinc finish
- Computer-controlled manufacturing insures precise fit and alignment for easy installation

PART # DESCRIPTION

62602* Solid Transmission Mount

Fits: 1987-'93 Mustang, T-Bird and other Ford Models equipped with A.O.D. 4-Speed Automatic or 5-Speed Manual Transmissions



No. 62602

***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.



BILLET ELECTRIC WATER PUMPS

Our durable and popular line of Water Pumps have been redesigned with an ultra-light housing

- Each Pump plate has been re-profiled and pocketed to remove unnecessary weight
- Average overall pump heights have been shortened by 3/4" and up to 2 lbs. weight reduction on average per pump
- Electric motor with heavy-duty windings, precision balancing, long-life brushes, stainless steel shaft and sealed ball bearings is superior in quality and pumps more water through the system during actual operating conditions than competing pumps
- Mounts directly to stock water pump location, includes 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 -16AN port (except B.B. Mopar) for easier installation of our hose adapters, eliminating the need for teflon tape or pipe sealants
- Pumps can easily accommodate lower radiator hose from either driver or passenger side installations
- Clear anodized 6061-T6 billet aluminum pump housing, impeller, pump plate and motor cap along with powder-coated outer case will provide years of dependable operation
- Draws 8-10 amps in a typical 12V system, so it can be used on drag racing car without an alternator

BILLET ELECTRIC WATER PUMPS APPLICATION CHART

PART#	ENGINE	NOTES	HEIGHT (INCHES)	WEIGHT (WITH SPACERS, HARDWARE, BACKING PLATE, ETC.)
63547	Big Block Chevy	Standard Rotation only	6.375 w/ spacers	7.15 lbs
63557	Small Block Chevy		6.218 w/ spacers	7.03 lbs
63565	Chrysler 273-360		4.600	6.29 lbs
63575	Chrysler 383-440		3.100	4.54 lbs
63585	Ford 289, 302, 351W		4.625	6.23 lbs
63595	Pre-'94 & 351W Ford 429-460		4.75	7.00 lbs

PART # 97275 REPLACEMENT FOR 63575
Seal kit

Fits: GM LS Series

Patent Pending

- Mounts directly to the stock water pump location
- Weighs 8.66 lbs.
- Eliminates 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 8-10 amps in a typical 12V system, so it can be used on drag racing car without an alternator
- Requires the use of a Remote Thermostat Housing such as Part **No. 63425** or **63426**

PART # 63566 DESCRIPTION
Electric Water Pump, GM LS Series



No. 63547



No. 63557



No. 63565



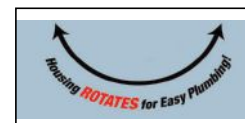
No. 63575



No. 63585



No. 63595



No. 63566

WATER PUMP, BILLET ELECTRIC

Remote Mount

- Use as a supplemental pump in remote cooling situations when space limits prohibit use of an engine mounted pump
- Weighs 5.94 lbs. with fittings
- Superior electric motor with heavy-duty windings, precision balancing, long life brushes, stainless shaft and sealed ball bearings pumps more water through the system than competitors' pumps!
- Clear anodized 6061-T6 billet aluminum pump housing, impeller and motor cap with a powder-coated outer case will provide years of dependable operation
- Draws 8-10 amps in a typical 12V system, so it can be used on drag racing car without an alternator
- Drive belt is eliminated to save horsepower, while providing efficient circulation for cooling, especially while idling
- Can be mounted vertically or horizontally
- Features a -16 AN O-ring inlet port, four -12 AN outlet ports, two -12 AN port plugs for different plumbing options
- High-temperature Viton® seal eliminates leaks



Rear impeller detail (below)



No. 63570



No. 63571

PART # DESCRIPTION

63570 Water Pump, Billet Electric, Remote Mount

PART # AVAILABLE OPTION

63571 Stainless Steel Mounting Plate, can be rotated 360° in 45° increments

ELECTRIC WATER PUMP/ RADIATOR HOSE ADAPTERS



63521



63522



63523



63525

DESCRIPTION

1" NPT to -16AN Male
1" NPT to 1-1/2" hose
1" NPT to 1-3/4" hose
1" NPT to 1-1/4" hose
-16AN to -20AN Male
-16AN to -16AN Male
-16AN to 1-3/4" hose
-16AN to 1-1/2" hose
-16 AN to 1-1/4" hose

HOSE ADAPTERS for
Electric Water Pump Motor -
BLACK Finish/Anodized
Billet ALUMINUM End Cap

PART

N/A
N/A
N/A
N/A
63525
22622 (see pg. 150)
63523
63522
63521

HOSE ADAPTERS for
Electric Water Pump
Motor - BLACK Finish

PART

63541
63542
63543
63544
N/A
N/A
N/A
N/A
N/A

HOSE ADAPTERS for
Electric Water Pump
Motor - BLUE Finish

PART

63541
63542
63543
63544
N/A
N/A
N/A
N/A
N/A



COOLING SYSTEM

REMOTE WATER PUMP KIT, SMALL BLOCK FORD WITH JESEL DRIVE

Fits: Ford 289-302 & 351W with JESEL Part No. 34170 & 34175 Front Belt Drives

- Billet Aluminum 1 Inch adapter plate bolts on to where the water pump would normally reside on an engine, allowing the use of a remote water pump
- The adapter plate has two -12 AN female ports
- Includes o-rings and stainless steel socket head cap screws
- Hardware is long enough to accommodate a front motor plate

PART # DESCRIPTION

63519 Remote Water Pump Kit, Small Block Ford with Jesel Front Belt Drive

PART# AVAILABLE OPTION

63570 Remote Mount Electric Water Pump

22620 AN Fitting, -12AN to -12AN, 1 per package



No. 63519

ELECTRIC WATER PUMP ADAPTER KIT

WATER PUMP ADAPTER KIT

Fits: GM LS Series

Patent D645,478

- 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 1/4 pump adapter plates, fasteners, Viton O-rings, and 4 high flow -12AN fittings
- Requires use of a Remote Thermostat Housing, such as a Moroso Part No. 63425, or 63426

PART # DESCRIPTION

63615 Remote Water Pump Adapter Kit, GM LS Series Engines



No. 63615



Remote Thermostat Housings on pgs. 257

HEAT UP YOUR PERFORMANCE
- WITH OUR COOLEST PUMPS YET

BILLET ELECTRIC WATER PUMPS

Like any racer trying to win a championship, Moroso does not just sit still, we continuously strive to improve our products. We have revised our line of Electric Water Pumps, and made them even better.

- Overall pump height shortened by 3/4"
- 2 lbs average weight reduction

MOROSO

Learn more about Moroso's line of Billet Electric Water Pumps
© www.moroso.com



No. 63570
Water Pump,
Billet Electric
Remote Mount



No. 63565
Electric Water Pump
Chrysler 273-360
SB Magnum Series



No. 63557
Electric Water Pump
Small Block Chevy



No. 63566
Electric Water Pump
GM LS Series



(Rotating Housing featured on all new models.)



COOLING SYSTEM

REMOTE WATER PUMP ADAPTER KITS, SBC & BBC

- In each kit two clear anodized adapters bolt onto where the water pump would normally reside on an engine. Allows the use of a remote water pump
- Spacers are .700" thick
- The Adapters have a -12AN female port
- Includes 4 gaskets and 8 stainless steel cap screws. The 4 extra screws are to accommodate a front motor plate

PART # DESCRIPTION

63512 Remote Water Pump Adapter Kit, SBC

63513 Remote Water Pump Adapter Kit, BBC

PART # AVAILABLE OPTIONS

22620 AN Fitting, -12AN to -12AN, 1 per package



No. 63512

REMOTE WATER PUMP ADAPTER KIT, GM LS

Patent 8,424,497

- Remote 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 use of Moroso Remote Mount Electric Water Pump Part **No. 63570**, and Remote Thermostat Housing, such as Moroso Part **No. 63425** or **63426** and mounting bracket **No. 63427**



No. 63616

PART # DESCRIPTION

63616 Remote Water Pump Adapter Kit, GM LS Series Engines

REMOTE WATER PUMP ADAPTER KITS

Fits: Chrysler & Ford

- Billet Aluminum adapter plate bolts on to where the water pump would normally reside on an engine. Allows the use of a remote water pump
- The adapter plate has two -12AN female ports
- Includes a backing plate, gasket and stainless steel socket head cap screws
- Hardware is long enough to accommodate a front motor plate

PART # DESCRIPTION

63514 Remote Water Pump Adapter Kit, Chrysler 273-360

63515 Remote Water Pump Adapter Kit, Ford 289-302 Pre '94 Timing Covers

63516 Remote Water Pump Adapter Kit, Ford 429-460

PART # AVAILABLE OPTIONS

22620 AN Fitting, -12AN to -12AN, 1 per package



No. 63515



CHEVROLET ELECTRIC WATER PUMPS

Polished Cover - Cast Aluminum

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
- Overall pump height similar to stock pump height
- Use with optional Electric Water Pump Hose Adapters
- Water inlet size 1" NPT



No. 63539

PART #	DESCRIPTION	ENGINE	HEIGHT
63539	Electric Water Pump	Small Block Chevy	5"
63546	Electric Water Pump	Big Block Chevy	5"
63555	Electric Water Pump	Small Block Chevy	5-1/4"

(Offset housing clears 8" Harmonic Balancers)

PART # AVAILABLE OPTIONS

63840	Alternator Mount Kit for Electric Water Pump No. 63546
63841	Alternator Drive Kit for Electric Water Pump No. 63546
63842	Alternator Mount Kit for Electric Water Pump No. 63555
63843	Alternator Drive Kit for Electric Water Pump No. 63555

PART #	REPLACEMENT PART
97255	Seal Kit, Water Pump Electric
97257	Motor, Water Pump Electric

PART #	AVAILABLE OPTIONS
63541	1" NPT to -16 AN Male Adapter
63542	1" NPT to 1 1/2" hose Adapter
63543	1" NPT to 1 3/4" hose Adapter
63544	1" NPT to 1 1/4" hose Adapter

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

PART #	DESCRIPTION
63750	Electric Water Pump Drive Kit

PART # REPLACEMENT PARTS

97210	12-Volt Electric Motor
97220	Water Pump Pulley
97230	21" Belt for Electric Water Pump
97250	Electric Motor Pulley

PART # AVAILABLE OPTIONS

97252	14-Tooth Pulley (to increase pump speed by 28%)
63760	Thermostatic Water Pump Switch



No. 63750

TYPICAL INSTALLATIONS

Small Block and
90° V6 Chevy

289, 302, 351W Ford

Moroso first pioneered the aluminum water pump for racing over 35 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.

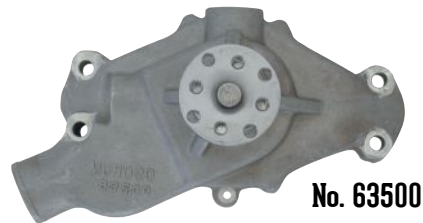
SMALL BLOCK CHEVROLET

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

PART #	DESCRIPTION
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



No. 63500

PART #	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

PART #	DESCRIPTION
63505	Aluminum Water Pump, Small Block and 90° V6 Chevy 3/4" shaft, 1971-'82 Corvette design

PART #	AVAILABLE OPTIONS
64035	Water Pump Pulley Shims



No. 63505

PART #	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 studs and gaskets

PART #	DESCRIPTION
63510	Water Pump Spacer Kit, 1-7/32" Long, SBC and 90° V6 Chevy, Cast Aluminum Converts Nos. 63500 or 63505 short water pump to the longer late-model design
63610	Water Pump Spacer Kit, 1-5/16" Long, BBC, Cast Aluminum
63511	Water Pump Spacer Kit, 1-7/32" Long, SBC and 90° V6 Chevy, Billet Aluminum Converts Nos. 63500 or 63505 short water pump to the longer late-model design
63611	Water Pump Spacer Kit, 1-5/16" Long, BBC, Billet Aluminum



No. 63510



No. 63511



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 ($\pm 5^\circ$) and turning it off when coolant temperature reaches 140° F ($\pm 5^\circ$)
- 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)



No. 63760

PART #	DESCRIPTION
63760	Thermostatic Switch, Electric Water

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



No. 63324

PART #	DESCRIPTION
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
- Includes petcock for draining engine coolant
- 100% leak tested

PART #	DESCRIPTION
63700	Radiator Hose Drain



No. 63700

RADIATOR HOSE FILLERS

- 356-T6 cast aluminum Radiator Hose Fillers are spliced into the upper radiator hose to provide more complete cooling system filling
- Standard size radiator cap receptacle is welded to the cast flange (radiator cap not included)
- 100% leak tested

PART #	DESCRIPTION
63730	Radiator Hose Filler, 1-1/2" hose to 1-1/2" hose
63740	Radiator Hose Filler, 1-1/2" hose to 1-1/4" hose
63745	Radiator Hose Filler, 1-1/4" hose to 1-1/4" hose



No. 63730



No. 63740

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.



No. 64000

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



No. 63645

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.

PART # DESCRIPTION

63440 Water Outlet Restrictor Kit. GM V8, GM V6, Ford 260-302, 351W



No. 63440

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

PART # DESCRIPTION

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 O-ring

PART # DESCRIPTION

63456 Filler Neck



No. 63456

WATER OUTLET, BILLET ALUMINUM, O-RING SEAL

Fits: Small Block, Big Block and 90 Deg. V6 Chevy Intake Manifolds

- One piece design machined from a billet bar
- No Gasket needed, designed with an O-Ring Groove & O-Ring included
- Clear Anodized finish
- Includes stainless steel mounting hardware

PART# DESCRIPTION

63473 Water Outlet, Billet Aluminum, Chevy, -16AN Male Fitting

63474 Water Outlet, Billet Aluminum, Chevy, -20AN Male Fitting

63477 Water Outlet, Billet Aluminum, Chevy, 1.5" Hose Fitting



No. 63473

No. 63477



WATER OUTLET, BILLET ALUMINUM, AN & 3/8" PORTS

Fits: Small Block, Big Block and 90° V6 Chevy Intake Manifolds

- Features two 3/8" NPT female ports to plumb water to cylinder head for cooling
- Includes stainless steel mounting hardware

PART # DESCRIPTION

- 63461** Water Outlet, Billet Aluminum, Chevy, -16AN fitting and two 3/8" NPT female ports, Black, Gasket
- 63475** Water Outlet, Billet Aluminum, Chevy, -16AN Male Fitting, 3/8" NPT Ports, Clear Anodized finish, O-Ring
- 63476** Water Outlet, Billet Aluminum, Chevy, -20AN Male Fitting, 3/8" NPT Ports, Clear Anodized finish, O-Ring



No. 63475

BOLT-ON, STAMPED ALUMINUM

- Black anodized aluminum
- Accepts Moroso or standard-size radiator cap (not included)
- Replacement Filler Neck Kit **No. 63420**
- Includes gasket

PART # DESCRIPTION

- 63465** Stamped Aluminum Filler Neck, Chevy, Bolt-On



No. 63465

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**
- Includes gasket



No. 63466

PART # DESCRIPTION

- 63466** Billet Aluminum Filler Neck, Chevy, Bolt-On
- 63468** Billet Aluminum Filler Neck, Chevy, Bolt-On, Black Anodized Finish

No. 63485



Moroso Radiator Caps
on pg. 251

No. 63486



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

- 63485** Stamped Aluminum Filler Neck, Weld-On

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)

PART # DESCRIPTION

- 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
- Includes gasket
- 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



No. 63467

FILLER NECK MANIFOLD HOUSING

- 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 Filler Neck Manifold Housing, 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)



No. 63420



Moroso Radiator Caps
on pg. 251



FILLER NECK MANIFOLD HOUSING

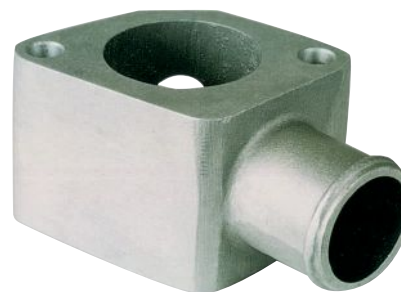
- Manifold-mounted filler neck base is identical to the one included in Moroso Kit **No. 63420** without the filler neck or mounting hardware
- Allows you to install a variety of bolt-on style filler necks (radiator cap or -AN style) or block-off plates, offering cooling system flexibility for both race 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 Manifold Housing, Chevrolet V8 & 90° V6 Intake Manifolds

PART # AVAILABLE OPTION

63469 Filler Neck, O-Ring Gasket/Spacer



No. 63423



FILLER NECK MANIFOLD HOUSING

Billet Aluminum Housing with -16AN Port, Billet Aluminum Filler Neck & Hardware, Chevy Pattern, Adaptable Outlet

- -16AN female port is designed to be used with **Nos. 22622, 63521, 63522, 63523, 63525**
- Black anodized billet aluminum housing with the included bolt-on billet aluminum radiator neck stands 3-1/4" tall, which locates filler neck at highest point to bleed off air on cars with low-mount radiators
- The unit can be flipped 180 Deg. for either right or left water hose outlet location
- No need to worry about gaskets because on the top and bottom of the housing are machined O-ring grooves with included O-rings
- Includes a 1/2" NPT port for installing a water temperature sending unit and two 1/4" NPT ports to plumb return lines on popular aftermarket cylinder heads
- Includes bolts and washers

PART # DESCRIPTION

63424 Filler Neck Manifold Housing, Billet Aluminum, -16AN Female Port



No. 63424

FILLER NECK MANIFOLD HOUSING

Billet Aluminum Housing with -16AN Port, Chevy Pattern, Adaptable Outlet

- -16AN female port is designed to be used with **Nos. 22622, 63521, 63522, 63523, 63525**
- Black anodized billet aluminum housing stands 2-5/16" tall, which locates filler neck at highest point to bleed off air on cars with low-mount radiators
- No need to worry about gaskets because on the top and bottom of the housing are machined O-ring grooves with included O-rings
- Includes a 1/2" NPT port for installing a water temperature sending unit and two 1/4" NPT ports to plumb return lines on popular aftermarket cylinder heads
- The unit can be flipped 180 Deg. 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

63422 Filler Neck Manifold Housing, Billet Aluminum, -16AN Female Port



No. 63422

FILLER NECK MANIFOLD HOUSING

Billet Aluminum Housing with 1" NPT Port, Chevy Pattern, Adaptable Outlet

- 1" NPT port is designed to be used with **Nos. 63541, 63542, 63543 and 63544**
- Black anodized billet aluminum housing stands 2-5/16" tall, which locates filler neck at highest point to bleed off air on cars with low-mount radiators
- Has to be mounted with conventional gaskets or Moroso **No. 63469** Filler Neck O-Ring Gasket
- Includes a 1/2" NPT port for installing a water temperature sending unit and two 1/4" NPT 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 Manifold Housing, Billet Aluminum, 1" NPT



No. 63421



COOLING SYSTEM

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 1-½" hose outlet can face right or left
- Features a ½" NPT rear port for temperature senders and two ¼" NPT ports for plumbing return lines to cylinder heads
- Includes filler neck housing with 1-½" hose outlet, bleeder, bleeder plate, hardware and gaskets
- Can be used with Moroso Expansion Tank Part Nos. 63650, 63651, 63655 and 63656

PART # DESCRIPTION
63430 Water Neck Bleeder Kit, Cast Aluminum



No. 63430

WATER NECK BLEEDER KIT

Billet Aluminum Fits: Chevrolet

- A quick and easy way to remove air from cooling system
- Allows the use of steel reinforced hose or lightweight hose to be used in 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

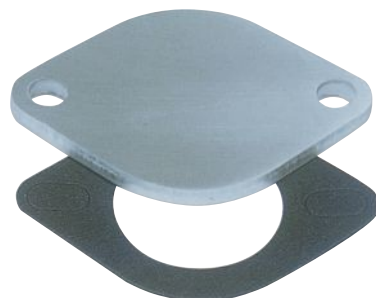


No. 63432

WATER NECK BLOCK-OFF PLATE

- ¼" aluminum plate provides an ideal base to weld-your-own radiator hose fitting to the intake manifold
- Untreated aluminum makes it easy to drill opening and weld any size fitting of your choice
- Perfect for racing and custom applications
- Gasket included

PART # DESCRIPTION
63471 Water Neck Block-Off Plate, Chevrolet V8 & 90° V6



No. 63471



FILLER NECK

O-Ring Gasket/Spacer

- Mounts between filler necks and filler neck manifolds to create a reusable O-ring seal, no need to use gaskets or sealants
- Can also be used as a 1/4" thick spacer when clearance is needed
- Manufactured from billet aluminum with machined O-ring grooves in the top and bottom, anodized finish
- Includes O-rings

PART #	DESCRIPTION
63469	Filler Neck, O-Ring Gasket/Spacer



No. 63469

REMOTE THERMOSTAT HOUSINGS

Allow the street, race or marine enthusiast to have a thermostat in their cooling system away from the engine itself. This could be if the engine has a blower manifold that does not allow the thermostat to be on the engine itself or if Moroso Part Nos. 63615, 63616 or 63566 water pump adapters for the GM LS series of engines are being used.

- 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 OPTIONS
63427	Mounting Bracket for Remote Thermostat Housings Nos. 63425 and 63426
97641	Fitting, -12AN



No. 63425



No. 63426

MOUNTING BRACKET

- Mounts Moroso No. 63425 and 63426 Remote Thermostat Housings to the front passenger side GM LS Series cylinder heads
- Manufactured from 1/4" 6061 T-6 Aluminum

PART #	DESCRIPTION
63427	Mounting Bracket for Remote Thermostat Housings



No. 63427



COOLING SYSTEM

THROTTLE CABLE MOUNTING KIT

Fits: 4500 Series Holley® 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 brackets and accessories



No. 65047

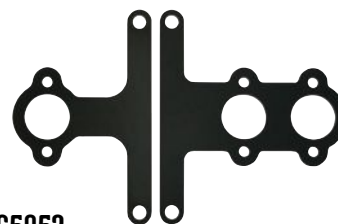
PART #	DESCRIPTION
65047	Throttle Cable Mounting Kit
PART #	REPLACEMENT PARTS
64917	Throttle Return Springs

PART NO. 65047 AVAILABLE OPTIONS

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

PART #	DESCRIPTION
65052	Fuel Regulator Mounting Bracket for Holley®
65062	Fuel Regulator Mounting Bracket for MagnaFuel® & Barry Grant®



No. 65052

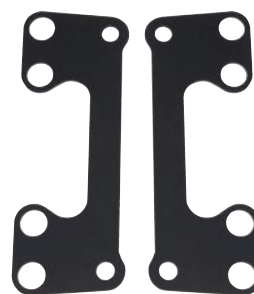


No. 65062

SPARK PLUG RACK

- Easy to mount
- Lightweight, laser cut steel bracket
- Ensures spark plugs are installed in the same cylinder

PART #	DESCRIPTION
65064	Spark Plug Rack



No. 65064



THROTTLE CABLE MOUNTING KIT

Holley® 4150/4160 series Carbs - Morse® Cables

- 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 quick-release cable mount, and all required hardware
- Throttle Return Spring Kit **Nos. 64925, 64926 or 64927** recommended

PART # DESCRIPTION

65045* Throttle Cable Mounting Kit, for Holley® Carbs with Morse® accelerator cables



No. 65045

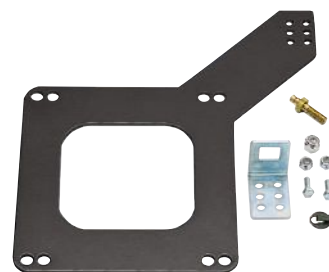
THROTTLE CABLE MOUNTING KIT

Holley® 4150/4160 series Carbs - Late Model GM

- Includes all necessary hardware to mount a Holley® carburetor on a late model GM vehicle
- Comes with a 1/8" anodized aluminum mounting plate and required clips, pivot, nuts and bolts to complete the job
- Throttle Return Spring Kit **Nos. 64925, 64926 or 64927** recommended

PART # DESCRIPTION

65050* Throttle Cable Mounting Kit, for Holley® on late model GM cars and trucks



No. 65050

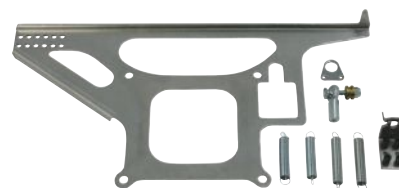
THROTTLE CABLE MOUNT KIT WITH RETURN SPRING

- Designed to less likely bind and hold the throttle open
- Solid rod linkage designs have and will keep the throttle open in certain crash parameters
- Built to take the punishment of Circle Track or Road Racing yet lightweight enough to satisfy the weight conscious Drag Racer
- Manufactured out of thick 12 ga. laser cut steel with a durable E-coat finish
- Provides throttle cable mount and return spring in one under-carburetor plate
- Complete with quick release cable bracket, light and heavy return springs and mounting hardware
- Comes with 1/4" rod end with 10-32 threads for Morse style cables

PART # DESCRIPTION

65070 Throttle Cable Mount Kit with Return Spring, R4412 Style 2BBL Carburetors

65075 Throttle Cable Mount Kit with Return Spring, 4150 Style 4BBL Carburetors



No. 65075

THROTTLE CABLE 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

PART # DESCRIPTION

64922 Throttle Return Spring Kit, 18° SBC Cylinder Heads, 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

PART # AVAILABLE OPTION

64929 Throttle Return Springs



No. 64922



**Not legal for sale or use on pollution-controlled vehicles.*

THROTTLE RETURN SPACING KIT, 4500 HOLLEY® SERIES

- Clears most air cleaner combinations and can be used with dual carbs
- Made from sturdy 14-gauge steel and finished in hand-polished 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

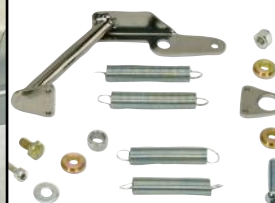
PART # REPLACEMENT PARTS

64917 Throttle Return Springs

No. 64923

THROTTLE RETURN SPACING KIT, 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 two-barrel 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



PART # DESCRIPTION

64927 Throttle Return Spring Kit, 2300/4100 Holley® Series, Road, Speed, Race Demon™ Series Carb Mounts

PART # REPLACEMENT PARTS

64917 Throttle Return Springs

No. 64927

THROTTLE RETURN SPACING KIT, 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



PART # DESCRIPTION

64918 Throttle Return Spring Kit, 4500 Dominator and King Demon Carb Mounts

PART # REPLACEMENT PARTS

64917 Throttle Return Springs

No. 64918

THROTTLE RETURN SPACING KIT, 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

PART # REPLACEMENT PARTS

64917 Throttle Return Springs

No. 64919



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**

PART #	DESCRIPTION
64929	Throttle Return Springs



No. 64929

THROTTLE RETURN SPRING

REPLACEMENT KIT

- Replacements for Moroso Throttle Return Spring Kit **Nos. 64918, 64919, 64923, 64927, 65047, 65070 and 65075**
- Kit includes Two 2.5" long and Two 2.75" long springs

PART #	DESCRIPTION
64917	Throttle Return Springs, Replacement

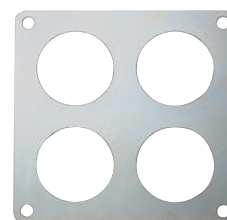


No. 64917

CARBURETOR SAFETY PLATE

- Fits Holley® Dominator 4500-series Carbs
- Prevents linkage that may become loose from carburetor from falling into intake
- Steel, plated clear zinc

PART #	DESCRIPTION
64935	Carburetor Safety Plate, Dominator



No. 64935

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
- Clear zinc finish

PART #	DESCRIPTION
64920	Carburetor Linkage Bushing Kit, Holley® 4 bbl carbs



No. 64920

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



No. 65042



Carburetor Tools
on pgs.232-233

**Not legal for sale or use on pollution-controlled vehicles.*

CARBURETOR SPACERS

Billet Aluminum



No. 64951

No. 64981



No. 64985

No. 64991



No. 64996

- Extends length of intake mixture column to improve air/fuel distribution
- CNC machined from 6061-T6 billet aluminum to extremely accurate specifications
- Billet aluminum eliminates porosity and improves engine appearance
- Available with 4150/4160 and 4500 Series Holley® bolt patterns to fit a variety of carburetors
- 4150/4160 Series Spacers available in ½", 1" and 2" thicknesses with open plenum and 4-hole designs to suit tuning requirements; 4500 Series (Dominator) Spacer is 1" thick with open plenum
- As a general rule, open designs increase plenum volume for improved high rpm power, while 4-hole designs increase mixture velocity for improved low-speed and mid-range torque
- Gaskets are not included

PART #	CARBURETOR	THICKNESS	PLENUM
64951*	4500	1"	Open Plenum Design
64981*	4150/4160	1"	Open Plenum Design
64985*	4150/4160	½"	Open Plenum Design
64991*	4150/4160	1"	4-Hole Plenum Design w/ 1.696" dia. bores
64996*	4150/4160	1"	4-Hole Plenum Design w/ 1.750" dia. bores

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
- Gaskets are not included

PART #	DESCRIPTION	THICKNESS	PLENUM
64950*	4500	1"	Open Plenum Design
64970*	4150/4160	2"	Open Plenum Design
64980*	4150/4160	1"	Open Plenum Design



No. 64950

No. 64970

CARBURETOR ADAPTERS

Aluminum

- Gaskets are not included

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, ¾" 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, ¾" 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



No. 64960

No. 65000



No. 64964



No. 64965



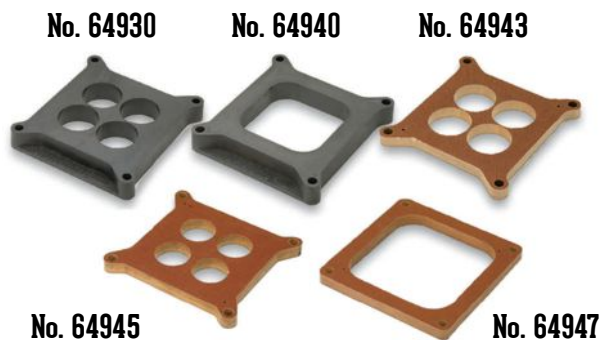
No. 64966

*Not legal for sale or use on pollution-controlled vehicles.

CARBURETOR SPACERS

Insulating Plastic & Phenolic

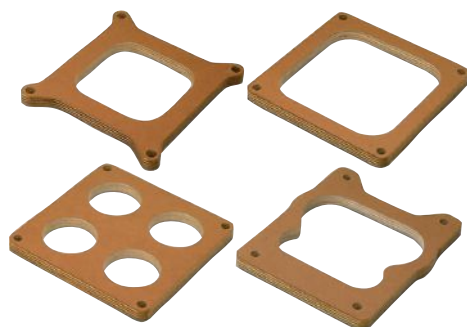
- Advanced plastic and phenolic compounds are specially formulated to reduce heat conductivity 10 times greater than aluminum
- Reducing fuel temperature inside the carburetor results in a denser, more powerful fuel charge to the manifold
- Insulating phenolic spacers come pre-drilled for alignment pins. Moroso **Nos. 64930** and **64940** include all mounting hardware
- Gaskets are not included



PART #	DESCRIPTION	THICKNESS	PLENUM
64930*	4150/4160	1"	4-Hole Plenum Design with 1.75" dia. bores, Plastic
64940*	4150/4160	1"	Open Plenum Design, Plastic
64943*	4150/4160	1/2"	4-Hole Plenum Design with 1.75" dia. bores, Phenolic
64945*	4150/4160	1/2"	4-Hole Plenum Design with 1.467" dia. bores, Phenolic
64947*	4500	1/2"	Open Plenum Design, Phenolic
64941*	Quadrajets	1/2"	4-Hole, Phenolic

No. 65015

No. 65016



No. 65017

No. 65018



CARBURETOR SPACERS

Wood Design

- Unique 1/2" spacers are precision machined on state-of-the-art 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
- Gaskets are not included

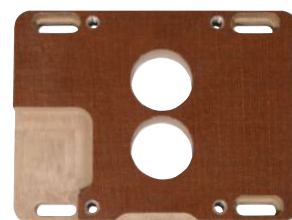
PART #	DESCRIPTION	THICKNESS	PLENUM
65015*	4150/4160	1/2"	Open
65016*	4500	1/2"	Open
65017*	4500	1/2"	4-Hole
65018*	Quadrajets	1/2"	Open

CARBURETOR ADAPTER

Insulating Phenolic

- Gaskets are not included

PART #	DESCRIPTION
64952*	Carburetor Adapter, 1" Insulating Phenolic. Adapts Holley® No. 4412, 500 cfm, 2 bbl. Carbs to standard Holley 4661 bolt pattern intake manifold



No. 64952

*Not legal for sale or use on pollution-controlled vehicles.

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
- Dual bolt pattern
- Gaskets are not included

PART # DESCRIPTION

65030* Carburetor Wedge Plate, fits standard Holley® Bolt Pattern, Carb AFB/Edelbrock



No. 65030



Carburetor Tools
on pgs.232-233

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 O-rings
- After setting float bowl level, replace clear sight screws with original bung plugs

PART # DESCRIPTION

65226 Clear-View Sight Plugs for Holley® Carbs, Two per pack



No. 65226

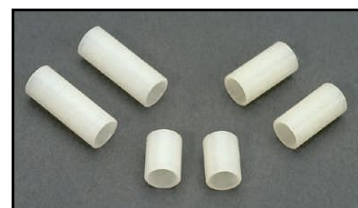
CARBURETOR JET EXTENSION KIT

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

PART # DESCRIPTION

65227 Carburetor Jet Extension Kit, fits Holley® 2bbl. & 4bbl. carbs



No. 65227

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, 3/16"-32, HP Holley® Jets



No. 65440

No. 65441

***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. 65225



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 2-½" long

PART # DESCRIPTION

65414 Hex Head Fuel Bowl Screws for Holley® Carbs., four per package



No. 65414

HOLLEY® HIGH FLOW SQUIRTER 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. 65442

No. 65443

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

65531 Holley® Accelerator Pump Cam Kit



No. 65531

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

65425* Holley® Vacuum Secondary Spring Kit



No. 65425

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



No. 65444

*Not legal for sale or use on pollution-controlled vehicles.

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



No. 65426

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

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



No. 65228

HOLLEY® ACCELERATOR PUMP DIAPHRAGMS

- One per package

PART #	DESCRIPTION
65532	Holley® Standard 30cc Accelerator Pump Diaphragm
65534	Holley® 50cc Accelerator Pump Diaphragm



No. 65532

*Not legal for sale or use on pollution-controlled vehicles.



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.



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

PART # DESCRIPTION

65413* Holley® Needle and Seat Hardware Kit



No. 65413

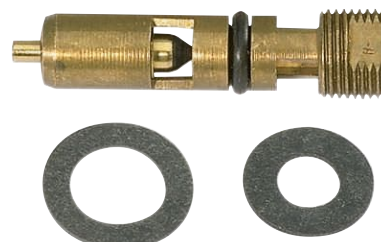
HOLLEY® NEEDLES AND SEATS

- 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, benzene, 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



No. 65411

HOLLEY® POWER VALVE PLUG & GASKET

- Used with Holley® carburetors where fuel enrichment via the power valve is not desired. Full-throttle fuel enrichment is achieved by jetting up the carburetor by approximately 10 jet sizes
- Kit includes ½"-28 threaded plug with gasket

PART # DESCRIPTION

65408* Holley® Power Valve Plug and Gasket



No. 65408

HOLLEY® POWER VALVE

- One valve and gasket per package

PART # DESCRIPTION

65401 Holley® Power Valve, opens at 3.5" of vacuum



No. 65401

REUSABLE BUNA-N HOLLEY® GASKETS

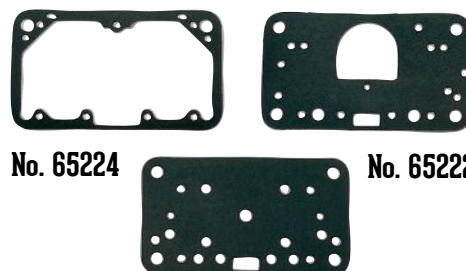
- Moroso replacement gaskets for Holley® 4150-4160 series carbs are made from high grade Buna-N compound with an anti-wicking nylon backing and for use with alcohol or racing gasoline
- Reuse them over and over
- Also fits other Holley® carburetors (see the Holley® application guide for a complete listing)

PART # DESCRIPTION

65222 Reusable Buna-N Holley® Metering Plate Gasket, Replaces Holley® Part No. 108-89-2, Pack of 2

65223 Reusable Buna-N Holley® Metering Plate Gasket, 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. 65224

No. 65222

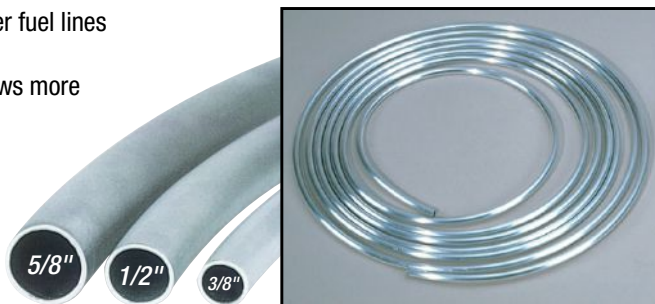
No. 65223

*Not legal for sale or use on pollution-controlled vehicles.

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

PART #	DESCRIPTION
65330	Aluminum Fuel Line, 25' Coil, 3/8" O.D.
65340	Aluminum Fuel Line, 25' Coil, 1/2" O.D.
65345	Aluminum Fuel Line, 25' Coil, 5/8" O.D.



No. 65330

STREAMLINE FUEL LINE FITTINGS

- 90° streamline fuel line fittings are manufactured of brass and provide a quick, 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
65131	Streamline Fuel Line Fitting, 3/8" To 1/2" Hose, 90 Deg., black
65140	Streamline Fuel Line Fitting, 90°, 3/8" NPT to 3/8" hose



No. 65130

No. 65140



No. 65131

FUEL HOSE FITTINGS

- Handy brass fittings can be used on electric fuel pumps and regulators

PART #	DESCRIPTION
65375	Fuel Line Fittings, 1/4" NPT to 3/8" Hose, one per package
65380	Fuel Line Fittings, 3/8" NPT to 3/8" Hose, two per package
65381	Fuel Line Fitting, 3/8" To 3/8" Hose, Straight, black
65382	Fuel Line Fitting, 3/8" To 3/8" Hose, 90 Deg., black
65388	Fuel Line Fitting, 3/8" To 1/2" Hose 90 Deg., black
65389	Fuel Line Fitting, 3/8" To 1/2" Hose, Straight, black
65390	Fuel Line Fittings, 3/8" NPT to 1/2" Hose, two per package



No. 65390



No. 65381



No. 65382



No. 65388



No. 65389

FUEL INLET FITTINGS

For Holley® Carbs

- These Fuel Inlet Fittings adapt -6AN or -8AN fuel lines to all Holley® single and dual-feed carburetors with 7/8" -20 UNF inlets
- For No. 65144, extended wrench flat location allows for easier installation
- Each aluminum fitting has a black anodized finish for protection
- Two per package, includes washers

PART #	DESCRIPTION
65141	Fuel Inlet Fittings, Holley® Fuel Bowl to -6AN
65144	Fuel Inlet Fittings, Holley® Fuel Bowl to -8AN



No. 65144

No. 65141

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



No. 65160

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 quick 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



No. 65300

No. 65310



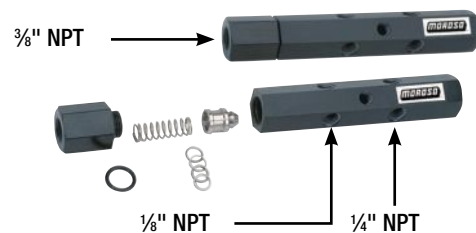
No. 65315

No. 65360

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

IN-LINE FUEL FILTERS

- Removes dirt and debris from fuel systems with minimum restriction
- The aluminum housing is black anodized with O-ringed removable end caps
- Filter Element itself is constructed out of a Stainless Steel fine screen that filters down to 40 Microns and is washable for re-use

PART #	DESCRIPTION
65230*	In-Line Fuel Filter, -8AN Fittings, 6-1/2" overall length
65231*	In-Line Fuel Filter, accepts 3/8" NPT Fittings, 5-1/8" overall length
65234	In-Line Fuel Filter, -10AN Male Fittings

PART #	REPLACEMENT PARTS
97062	40 Micron Filter Element



No. 65230



No. 65234



***NOTE:** Not recommended for high-pressure fuel injection systems.

EFI FUEL RETURN LINE KIT

- Allows EFI conversion without welding a return line fitting to the fuel tank
- Simply cut a 2-3/4" section out of any 2" O.D. fuel tank filler tube and insert the 6061-T6 aluminum adapter; installs on most vehicles without removing the fuel tank
- Includes two Buna-N sleeves and four stainless steel hose clamps to seal the connection on each end of the adapter
- 3/8" aluminum fuel fitting is factory welded to the adapter for a leak free seal
- Fuel fitting has a 90° smooth-contour bend inside the adapter to direct return fuel downward into the tank
- Use with Moroso Aluminum Fuel Line **No. 65330** for a return line from the EFI regulator to the fitting located on the filler tube



No. 65385

PART #	DESCRIPTION
65385*	EFI Fuel Return Line Kit

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



No. 65370



No. 89610



No. 89611

VACUUM GAUGE

1.5" Diameter, 0-30" Hg

- Used to determine vacuum in your engine
- Will fit any 1/8" NPT male fitting
- Excellent vibration and shock resistance

PART #	DESCRIPTION
89610	Vacuum Gauge, 1.5" Diameter, 0-30" Hg

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 male fitting
- Excellent vibration and shock resistance

PART #	DESCRIPTION
89611	Oil Pressure Gauge, 1.5" Diameter, 0-120 PSI

**Not legal for sale or use on pollution-controlled vehicles.*

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
- includes gasket

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

No. 65391

No. 65393



No. 65392

No. 65394



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



No. 65395

No. 65396

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
- Includes Gaskets and Stainless Steel Socket Head Screws

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



No. 65397

No. 65398

NOTE: Installation of this product requires pulling vacuum from a valve cover as well

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



No. 65750

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



No. 65770

INTAKE MANIFOLD SPACER PLATES

- Allows you to bolt on conventional, short deck intake manifolds on GM's Chevy tall deck truck blocks, or any Big Block Chevy-style aftermarket block which is .400" taller than stock
- Precision machined aluminum; mounts between the intake manifold and cylinder head



No. 65090

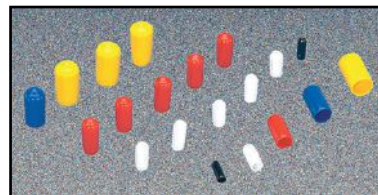
PART # DESCRIPTION

65090* Intake Manifold Spacers, Fits Tall Deck (+.400") Big Block Chevy

**Not legal for sale or use on pollution-controlled vehicles.*

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"



No. 41090

PART # DESCRIPTION

41090 Vacuum Line Cap Kit

VACUUM LINE CAP KIT, BLACK CAPS

- 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 black 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"



No. 41091

PART # DESCRIPTION

41091 Vacuum Line Cap Kit, Black

CARBURETOR TOOLS:

JET TOOL



No. 62293

CARBURETOR WORK STAND



No. 62070

CARBURETOR DRAIN CUP



No. 65805

POWER VALVE TESTER



No. 62295

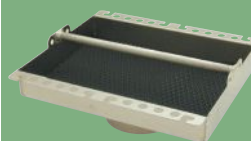
CARB CAPS



No. 65802

No. 65803

CARB-TOP TOOL TRAYS



No. 65800

SEE TOOL SECTION ON PGS. 226 - 240



FUEL SYSTEM EQUIPMENT

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!



No. 65910



No. 65904

Other Colors Available:



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 & MSD® Atomic EFI

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
65910* Racing Air Cleaner, 14" dia. with 3" filter, Chrome plated steel, hand polished, PCV adapter included

PART # REPLACEMENT PARTS

- 97080** 3" x 14" Air Cleaner Element
97081 4" x 14" Air Cleaner Element
97330 5" x 14" Air Cleaner Element (includes stud)

MORE POWER!

- Back to back dyno testing proves a gain of nearly 10 horsepower over running no air cleaner at all

GREAT LOOKS!

- Available accessories including valve covers, breathers and ignition wire sets
- Includes matching wing nut



Air Cleaner Wing Nut
on pg. 277

FIBER DESIGN LOW-PROFILE AIR CLEANER

- Classic Moroso high flow, low stacking height design
- Increased horsepower with great fiber design look
- Includes wing nut and stud
- Fits all Holley®, Carter®, Rochester®, and Edelbrock® carburetors with 5-1/8" diameter necks & MSD® Atomic EFI

PART # DESCRIPTION

- 65915*** Racing Air Cleaner, 14" diameter with 3" filter
Gray/Black Fiber Design

PART # REPLACEMENT PARTS

- 97080** 3" x 14" Air Cleaner Element



No. 65915

**Not legal for sale or use on pollution-controlled vehicles unless originally equipped with an open element air cleaner.*

AIR CLEANER

Raised bottom for 14" x 3"

- This air cleaner bottom section converts Moroso and other 14" x 3" air cleaner assemblies to the Moroso "Raised Bottom design" that clears Edelbrock® 4 BBL Carburetors and Holley Carburetors with tall throttle return spring brackets
- Features a deep retaining lip that locks the air cleaner element in place
- Aluminum with a raw aluminum finish
- Can be polished, painted, powder coated or chrome painted for a custom look

PART # DESCRIPTION

97090 Air Cleaner, Raised bottom section for 14" X 3" assemblies



No. 97090

FLAT BOTTOM 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 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 Air Cleaner, 14" dia. with 3" filter, chrome,

Fits: Holley® 4500 carburetors with 7-5/16" dia. neck

65946* Flat Bottom Air Cleaner, 14" dia. with 5" filter, chrome.

Fits: Holley® 4500 carburetors with 7-5/16" dia. neck



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)

OFFSET AIR CLEANER

- 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 Chrome plated top, clear anodized bottom 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

65928* 14" Offset Air Cleaner with Raised Bottom,
4" element, Chrome Plated Top-Clear, 2- and 4-bbl Holley®

PART # REPLACEMENT PARTS

97081 4" x 14" Air Cleaner Element



No. 65928

**Not legal for sale or use on pollution-controlled vehicles.*



AIR CLEANERS, RAISED BOTTOM

14" X 3", Raised Bottom

- Raised bottom design clears Edelbrock® 4 BBL Carburetors and Holley Carburetors with tall throttle return spring brackets
- Air Cleaner top and bottom accept a 14" diameter air cleaner element
- Kits include a Moroso 3" tall element
- Radiused air inlet design equalizes air pressure past the boosters for uniform air flow
- Includes mounting stud, and matching wing nut
- Available with a black powder coat or chrome finish top



No. 65913

PART # DESCRIPTION

- 65912** Air Cleaner Kit, 14" X 3", Raised bottom, Black Powder Coat
- 65913** Air Cleaner Kit, 14" X 3", Raised bottom, Chrome

AIR CLEANERS

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
- Matching wing nut included
- Fits Holley®, Thermoquad, Quadrajets 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. 66304



No. 66305



No. 66310



No. 66210



No. 66303



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
- Improved filter element retaining lip on base

PART # DESCRIPTION

65920 16" Low Profile Air Cleaner with dropped bottom, 4" element, for 4500 Series, Dominator, King Demon Carbs

PART # REPLACEMENT PARTS

97085 4" x 16" Air Cleaner Element



No. 65920

AIR CLEANER BASE GASKET, CHANNELED

11-1/2" and 8-1/2" Diameters

- Fits carburetors with 5-1/8" 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



No. 97331

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



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



No. 65820

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



No. 65950

No. 65960

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



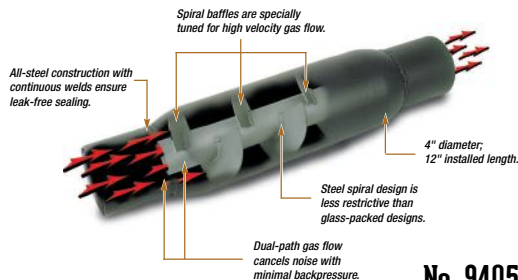
No. 66390

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

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



No. 94055

OXYGEN SENSOR BUNGS

- Weld-in bung needed when replacing stock exhaust with aftermarket pipes, headers, etc., not equipped for sensor
- M-18 by 1.5 Thread Size

PART #	DESCRIPTION
22730	Oxygen Sensor Bung, Mild Steel, Single
22731	Oxygen Sensor Bung, Mild Steel, 10 per pack



No. 22730



No. 22732

PART #	DESCRIPTION
22732	Oxygen Sensor Bung, Stainless Steel, Single
22733	Oxygen Sensor Bung, Stainless Steel, 10 per pack

PLUG, O2 SENSOR

- Used to plug Oxygen Sensor Bung
- M-18 by 1.5 Thread Size
- Trivalent chromium plated steel to match stainless headers

PART #	DESCRIPTION
22734	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

No. 22734



PART #	ACCESSORIES
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 $\frac{3}{8}$ " thick to save weight
- Includes six plates, enough for one engine

PART # DESCRIPTION
67650 Header Flange Kit, Small Block Chevy



No. 67650

HEAT BARRIER BLANKET

- $\frac{1}{2}$ " 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
- Made from a silica-based formula that contains no asbestos

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 $\frac{1}{16}$ " x 100' Roll
80808 Insulating Header Wrap, 2" x $\frac{1}{16}$ " x 50' Roll
80809 Insulating Header Wrap, 1" x $\frac{1}{16}$ " x 50' Roll



No. 80807

EXHAUST WRAP BAND CLAMP KIT

Stainless Steel, 24 Pack

- Insulating header wrap has proven itself to increase exhaust cycle efficiency, protect crew members from burns, prevent starter, plug wires from coming in contact with hot header pipes and reduces engine compartment temperature
- Installing header wrap and making sure that it stays where it needs to is more problematic. Using a Exhaust Wrap Band Clamp on the beginning and throughout the wrapping process keeps the wrap locked in place for better heat retention and a neater appearance
- The low profile, pull through clamps are easier to use than hose clamps and plastic tie wraps can't hold up to heat like these clamps can
- Manufactured out of high grade 304 stainless steel, with a tensile strength of 200 lbs and a temperature rating of over 2500 Degrees
- Kit comes with 18 pieces of 14" long clamps for the primary tubes and 6 pieces of 20" long clamps for the collectors, more than enough for a V-8 engine
- For ease of installation, use optional Part No. 62284 Band Clamp Tightening Tool (sold separately)



PART # AVAILABLE OPTIONS
62284 Band Clamp Tightening Tool for MOROSO PART NO. 80810 band clamps, or other types of band or boot clamps.

PART # DESCRIPTION
80810 Exhaust Wrap Band Clamp Kit, Stainless steel, 24 pack

SINGLE BAR STUD GIRDLE FOR CHEVY V8

- Includes all nuts and hardware

PART # DESCRIPTION

67250 Stud Girdle, use with $\frac{7}{16}$ " studs and roller rocker arms. **Fits:** BBC, also fits aftermarket BBC heads with standard rocker arm stud location

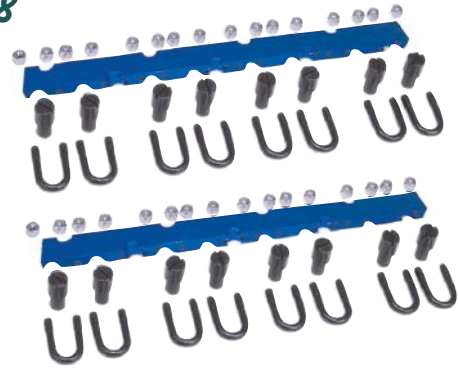
PART # REPLACEMENT PARTS - FOUR PER PACK

67100 U-Bolts, For Stud Girdle, SBC use **No. 67050, 67070**

67300 U-Bolt Assembly, Use with **No. 67250**

67320 Slotted Head Adjusting Nuts, Use with **No. 67250** on exhaust studs

NOTE: All Stud Girdles require the use of tall valve covers

**No. 67250****HEX HEAD MOROSO STUD GIRDLE 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 $\frac{3}{8}$ " Rocker Studs Use with **Nos. 67040 and 67205**

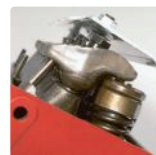
67160 Hex Head Adjusting Nuts, fits $\frac{7}{16}$ " Rocker Studs Use with **Nos. 67045 and 67205**, also fits **No. 67295** (Exhaust only)

67170* Hex Head Adjusting Nuts, fits BBC Intakes, Use with **No. 67295**

***NOTE:** Use SBC Hex Head Adjusting Nuts **No. 67160** for BBC exhausts

**No. 67150****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
- Includes mounting hardware
- Can be easily adapted to many other applications

**No. 67700****PART # DESCRIPTION**

67700 Valvetrain Oil Deflector, must use with tall Valve Covers. Polylocks not included

Fits: all SBC and Ford 289-302 engines with stamped rocker arms



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

Fits: SBC

3-1/2" Tall Design

- Includes two breather/filler cap grommets and one baffled and one non-baffled PCV grommet

PART #	DESCRIPTION
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68102*	Valve Covers, Stamped Steel, Chrome Plated, Tall Design, without Baffles
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PART #	REPLACEMENT PARTS
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68770	PCV Grommet
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68772	PCV Grommet with Baffle
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93020	Perm Align V/C Gasket
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97340	Breather/Filler Cap Grommets
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No. 68102

CHROME PLATED STEEL

Fits: SBC

3-1/2" Tall Design with Baffle

- Includes two breather/filler cap grommets and one baffled and one non-baffled PCV grommet

PART #	DESCRIPTION
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68103*	Valve Covers, Stamped Steel, 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
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PART #	REPLACEMENT PARTS
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68770	PCV Grommet
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68772	PCV Grommet with Baffle
-------	-------------------------

93020	Perm Align V/C Gasket
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97340	Breather/Filler Cap Grommets
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No. 68103

CHROME PLATED STEEL

Fits: SBC

Stock Height with Baffle

- Includes two breather grommets and one non-baffled PCV grommet

PART #	DESCRIPTION
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68392*	Valve Covers, Stamped Steel, Chrome Plated, Stock Height, baffle in the oil fill hole, with logo
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PART #	REPLACEMENT PARTS
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68770	PCV Grommet
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68772	PCV Grommet with Baffle
-------	-------------------------

93020	Perm Align V/C Gasket
-------	-----------------------

97340	Breather/Filler Cap Grommets
-------	------------------------------



No. 68392

NOTE: These covers will not clear stud girdles or shaft rocker assemblies.

**Not legal for sale or use on pollution-controlled vehicles.*

STAMPED VALVE COVERS**Fits: SBC****Powder Coated, 3-1/2" Tall Design**

- Includes two breather/filler cap grommets and one baffled and one non-baffled PCV grommet

PART # DESCRIPTION**68003*** Valve Covers, Stamped, Powder Coated-Black, Tall Design**68005*** Valve Covers, Stamped, Powder Coated-Blue, Tall Design**68006*** Valve Covers, Stamped, Powder Coated-Red, Tall Design**PART # REPLACEMENT PARTS****68770** PCV Grommet**68772** PCV Grommet with Baffle**93020** Perm Align V/C Gasket**97340** Breather/Filler Cap Grommets**No. 68005***Other Colors Available:***DIE-CAST ALUMINUM****Fits: SBC****3-1/2" Tall Design**

- 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*** Valve Covers, Die-Cast Aluminum, Polished Finish with Moroso logo, Tall Design**68405*** Valve Covers, Die-Cast Aluminum, Polished Finish without Moroso logo, Tall Design**68411*** Valve Covers, Die-Cast Aluminum, Black Epoxy Finish with Moroso logo, 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**93020** Perm Align V/C Gasket**PART # REPLACEMENT PARTS****68770** PCV Grommet**68772** PCV Grommet with Baffle**97021** Wing Nut Studs, 1-3/4"**97340** Breather/Filler Cap Grommets**No. 68401****No. 68411****No. 68405****VALVE COVERS****Not legal for sale or use on pollution-controlled vehicles.*

DIE-CAST ALUMINUM

Fits: SBC With Welded Breather Tubes

3.5" Tall without Breather

- Hooded breathers and studs included

PART #	DESCRIPTION
68365*	Valve Covers, Filtered Breather Set, Polished Die-Cast Aluminum with Moroso logo, Tall Design, two breather tubes, 2-3/8" apart, welded to the radiator end of the driver's side valve cover
68370*	Valve Covers, Filtered Breather Set, Polished Die-Cast Aluminum with Moroso logo, Tall Design, two breather tubes welded to one cover
68371*	Valve Covers, Filtered Breather Set, Black Epoxy finish with Moroso logo, Die-Cast Aluminum, Tall Design, two breather tubes welded to one cover
68374*	Valve Covers, Filtered Breather Set, Polished Die-Cast Aluminum without Moroso logo, Tall Design, two breather tubes welded to one cover
68380*	Valve Covers, Filtered Breather Set, Polished Die-Cast Aluminum with Moroso logo, Tall Design, two breather tubes welded to each cover
68381*	Valve Covers, Filtered Breather Set, Black Epoxy finish with Moroso logo, Die-Cast Aluminum, Tall Design, two breather tubes welded to each cover

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

PART #	REPLACEMENT PARTS
68811	Filtered Breathers 180°
68812	Hood Filtered Breathers (for early No. 68370 with 1-1/2" O.D. tubes)
93021	Perm Align V/C Gasket
97020	Studs - 1-3/4" long

No. 68365



No. 68370



No. 68374



No. 68380



No. 68381



DIE-CAST ALUMINUM

Fits: SBC With Crossover Breather Tube

3.5" Tall without Breather

- 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*	Valve Covers, Die-Cast Aluminum with Crossover Breather Tube, Polished Finish with Moroso logo, Tall Design

PART # REPLACEMENT PARTS

68811	Filtered Breathers
93021	Perm Align V/C Gasket
97020	Studs, 1-3/4" long

No. 68385



**Not legal for sale or use on pollution-controlled vehicles.*

FABRICATED ALUMINUM, RIGID RAIL*Fits: SBC cylinder heads including 18°, 23°***4" Tall at peak**

- 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
- Mounting fasteners included

**No. 68335****PART # DESCRIPTION**

68335* Valve Covers, Fabricated Aluminum, Rigid Rail, fits all SBC cylinder heads

PART # ACCESSORIES

68771 PCV Grommet, .095"
68773 PCV Grommet/Baffle, .095"
68776 Breather Grommet/Baffle, .095"
93020 Or **93021** Perm Align V/C Gasket
97341 Filler Cap Breather Grommet, .095"

PART # REPLACEMENT PARTS

97346 .47" x 19", Washers, Aluminum with Neoprene Seal

FABRICATED ALUMINUM, BILLET RAIL, POCKETS*Fits: SBC cylinder heads including 18°, 23°***3.38" Tall**

- Fabricated 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
- Notched at each mounting location with socket-sized clearances for quick installation and removal
- Mounting fasteners included

**No. 68328****PART # DESCRIPTION**

68326* Valve Covers, Fabricated Aluminum, Logo
68328* Valve Covers, Fabricated Aluminum, No Logo
93020 Or **93021** Perm Align V/C Gasket

PART # REPLACEMENT PARTS

97035 Nuts, 12 Pt.

**Not legal for sale or use on pollution-controlled vehicles.*

**VALVE COVERS**

FABRICATED ALUMINUM, BILLET RAIL, POCKETS*With Valve Spring Oilers**Fits: SBC cylinder heads including 18°, 23°**4" Tall*

- 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
- Mounting hardware included

**No. 68329****PART # DESCRIPTION**

68329* Valve Covers, Fabricated Aluminum, With Valve Spring Oilers, Billet Rail.
Use Fel-Pro Gasket No. 1644 or Moroso Part **No. 93021**

PART # REPLACEMENT PARTS

97035 Nuts, 12 Pt.

ALL SPRINT CAR STYLE, BILLET ALUMINUM*Fits: SBC, 13 To 23° Cylinder Heads*

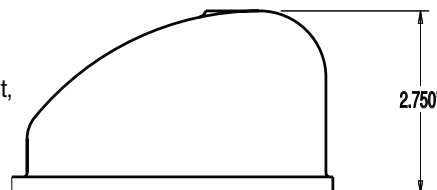
- Fits Small Block Chevy with 13 to 23 Degree cylinder heads with the valves in the conventional location
- Each valve cover is CNC machined from a billet aluminum bar
- The end result is that each valve cover weighs 1.69 lbs without sacrificing strength
- Airtight sealing allows the engine to pull greater vacuum for improved ring seal and power
- Black anodized finish
- Designed for Sprint Cars but works in other applications that require strong lightweight valve covers

**No. 68050****PART # DESCRIPTION**

68050* Valve Covers, Billet Aluminum, SBC Fits 13 To 23 Deg. Cylinder Heads, Billet, Black Anodized Finish

PART # REPLACEMENT PARTS

93020 Or 93021 Perm Align V/C Gasket

**VALVE COVERS**

**Not legal for sale or use on pollution-controlled vehicles.*

FABRICATED ALUMINUM, BILLET RAIL*Fits: SBC center bolt cylinder heads***4" Tall**

- 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
- One-piece billet aluminum rail is CNC machined to ensure a precision flat surface for superior sealing
- Mounting fasteners included
- Use OEM or aftermarket gaskets

PART # DESCRIPTION**68025*** Valve Covers, Fabricated Aluminum, Logo**68028*** Valve Covers, Fabricated Aluminum, No Logo**68026*** Valve Covers, Fabricated Aluminum, Logo, two breather tubes welded to driver side cover with Filtered Breather**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****68811** Filtered Breathers 180° Hood**97345** .62 " x .19", Washers, Aluminum with Neoprene Seal**No. 68025****No. 68028****No. 68026****FABRICATED ALUMINUM, BILLET RAIL***For F, B, & Y Body**Fits: SBC center bolt cylinder heads***2.5" Tall**

- Fits Camaro/Firebird '93-'97, Caprice/Impala SS '94-'96 and Corvette '92-'96
- Valve covers are notched to clear factory alternators and brackets
- One-piece billet aluminum 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
- Use OEM or aftermarket gaskets
- Features oil fill hole with billet aluminum cap, port for PCV
- Mounting hardware included

PART # DESCRIPTION**68027*** Valve Covers, GM Center bolt Aluminum for F, B & Y Body**PART # REPLACEMENT PARTS****97345** .62 " x .19", Washers, Aluminum with Neoprene Seal**No. 68027****Not legal for sale or use on pollution-controlled vehicles.***VALVE COVERS**

GM LT1/LT4/L86 BILLET ALUMINUM VALVE COVERS WITHOUT COIL MOUNTS

Fits: GM LT1/LT4/L86 6.2L cylinder heads

- 1-1/2" tall to clear most engine accessories and aftermarket valve train assemblies
- Valve covers are designed for the coils to be mounted remotely
- Each valve cover is CNC machined from a solid billet aluminum bar
- Cylinder head mounting area has an o-ring groove that accepts GM#12619787 Valve Cover O-Ring Gasket
- Even though these valve covers are light in weight, they are thick enough for the engine builder to be able to add fittings at the top and ends
- The covers can be polished, chromed, powder coated or left as-is for a race look



No. 68480

PART # DESCRIPTION

68480* Valve Covers, Billet Aluminum, GM LT1/LT4/L86 without coil mounts

GM LS SERIES, ALL BILLET ALUMINUM VALVE COVERS

Fits: GM LS Series Stock and Aftermarket Cylinder Heads

- Each valve cover is CNC machined from a solid billet aluminum bar
- Available in 4 different versions
 - 2.5" tall to clear most aftermarket valvetrains without coil mounts
 - 2.5" tall to clear most aftermarket valvetrains with integral coil pack mounts that accept LS2, LS3, LS7 & L98 style coils
 - 1.5" tall to clear most engine accessories without coil mounts
 - 1.5" tall to clear most engine accessories with integral coil pack mounts that accept LS2, LS3, LS7 & L98 style coils
- Cylinder head mounting area has an O-Ring groove that accepts Moroso **No. 93025** or GM Gasket
- One cover features a oil fill with a CNC machined cap with O-ring
- Even though these valve covers are light in weight, they are thick enough for the engine builder to be able to add fittings at the top and ends
- The covers can be polished, chromed, powder coated or left as-is for a race look



No. 68471



No. 68472

PART # DESCRIPTION

68470* Valve Covers, Billet Alum., GM LS Series, 2.5" tall with coil mounts

68471* Valve Covers, Billet Alum., GM LS Series, 2.5" tall w.o. coil mounts

68472* Valve Covers, Billet Alum., GM LS Series, 1.5" tall with coil mounts

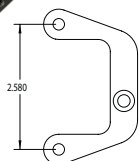
68473* Valve Covers, Billet Alum., GM LS Series, 1.5" tall w.o. coil mounts

PART # ACCESSORIES

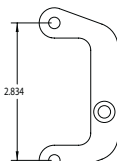
93025 Valve Cover Gasket, GM LS Series 



No. 72398



No. 72397



No. 72398



No. 73845-73846



**Not legal for sale or use on pollution-controlled vehicles.*

MOROSO ULTRA 40 IGNITION WIRE SETS FOR MOROSO GM LS SERIES BILLET ALUMINUM VALVE COVERS

You have the Moroso all billet aluminum GM LS valve covers, why use any other spark plug wire than the Moroso Ultra 40 Sleeved sets that were designed to be used with these valve covers?



- Part **No. 73845** is for the Moroso Part **Nos. 68471** and **68473** All Billet Aluminum Valve Covers that use the Moroso Part **Nos. 72397 & 72398** Coil Mount Brackets
- Part **No. 73846** is for the Moroso Part **Nos. 68470** and **68472** All Billet Aluminum Valve Covers that have the integral coil pack mounts that accept LS2, LS3, LS7, & L98 style coils
- Wire Sets are constructed out of Moroso ULTRA 40, 7 mm Dia. Ignition Wire with 40 ohms of resistance per foot
- The black wire sets are sleeved which extends spark plug life and protects against exhaust header heat, chaffing and contaminants
- Sleeving also adds extra dielectric strength which is wire's ability to not to be affected by outside electrical pulses
- Each wire is terminated with heavy duty, high temperature, easy-pull/positive engagement spark plug boots and on the other end with matching coil boots
- Complete, ready to install



No. 73845-73846



PART # DESCRIPTION

73845 Wire Set, Ultra 40, Sleeved in Black, for Moroso Part **Nos. 68471** and **68473**

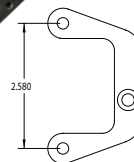
73846 Wire Set, Ultra 40, Sleeved in Black, for Moroso Part **Nos. 68470** and **68472**

COIL MOUNT BRACKET KIT, GM LS SERIES FOR MOROSO 68471/68473 VALVE COVERS

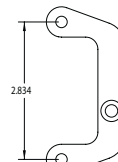
- These Coil Brackets can be used to relocate LS Coils between the top of the valve cover and the intake
- Designed to be used with Moroso valve covers but can be drilled to be used with other valve covers or to remote mount coils in a different location
- Two versions available; One for LS1/LS6 Coils & the Second for LS2, LS3, LS7, L92, L99 Coils
- When used with Moroso valve covers, the valve cover can be removed and installed without disturbing the coils or brackets
- Kit includes black anodized aluminum brackets and metric hardware, one kit does one LS engine



No. 72398



No. 72397



No. 72398

PART # DESCRIPTION

72397 Coil Mount Bracket, GM LS Series for 68471/68473, LS1, LS6 Coils

72398 Coil Mount Bracket, GM LS Series for 68471/68473, LS2, LS3, LS7, L92, L99 Coils

**Not legal for sale or use on pollution-controlled vehicles.*

CHROME PLATED STEEL*Tall Design, Without & With Baffle**Fits: BBC**3.5" Tall*

- Includes two breather/filler cap grommets and one baffled and one non-baffled PCV grommet

PART # DESCRIPTION**68112*** Valve Covers, Stamped Steel, Chrome Plated, Tall Design without Baffle**68113*** Valve Covers, Stamped Steel, Chrome Plated, Tall Design with built-in Baffle**PART # ACCESSORIES****68770** PCV Grommet**68772** PCV Grommet with Baffle**93040** Perm Align V/C Gasket**97340** Breather/Filler Cap Grommets***NOTE:** No. 68113 will not clear stud girdles or shaft rocker arm assemblies.***No. 68112****No. 68113****CAST ALUMINUM***Fits: BBC**3.5" Tall*

- Includes two breather/filler cap grommets and one baffled and one non-baffled PCV grommet
- Mounting fasteners included

**No. 68425****PART # DESCRIPTION****68425*** Valve Covers, Die-Cast Aluminum Polished Finish without Moroso logo, Tall Design**68429*** Valve Covers, Cast Aluminum, Big Block Chevy black wrinkle finish**PART # ACCESSORIES****68771** PCV Grommet, .095"**68773** PCV Grommet/Baffle, .095"**68776** Breather Grommet/Baffle, .095"**68562** Valve Cover, Acorn Nuts for BBC**93040** Perm Align V/C Gasket**97341** Filler Cap Breather Grommet, .095"**PART # REPLACEMENT PARTS****68770** PCV Grommet**68772** PCV Grommet with Baffle**97340** Breather/Filler Cap Grommets**No. 68429****CAST ALUMINUM VALVE COVERS - FIBER DESIGN***Fits: BBC**3.5" Tall*

- 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**68426*** Cast Aluminum Valve Covers, Gray/Black Fiber Design**PART # ACCESSORIES****68562** Valve Covers, Acorn Nuts for BBC**93040** Perm Align V/C Gasket**No. 68426****Not legal for sale or use on pollution-controlled vehicles.*

CAST ALUMINUM RIBBED VALVE COVERS*Fits: BBC**3.5" Tall*

- Constructed out of cast aluminum with a MOROSO Logo.
- Includes two breather/filler cap grommets and one baffled and one non-baffled PCV grommet
- Includes mounting hardware

PART # DESCRIPTION

68420* Valve Covers, Ribbed, Cast Aluminum, Big Block Chevy with a polished finish

68432* Valve Covers, Ribbed, Cast Aluminum, Big Block Chevy with a black powder coat finish

PART # ACCESSORIES

68771 PCV Grommet, .095"

68773 PCV Grommet/Baffle, .095"

68776 Breather Grommet/Baffle, .095"

68562 Valve Cover, Acorn Nuts for BBC

93040 Perm Align V/C Gasket

97341 Filler Cap Breather Grommet, .095"

PART # REPLACEMENT PARTS

68770 PCV Grommet

68772 PCV Grommet with Baffle

97340 Breather/Filler Cap Grommets

**No. 68420****No. 68432****FABRICATED ALUMINUM, RIGID RAIL**

Fits: BBC cylinder heads including Bowtie heads Part No. 10051128
3.385" Tall

- 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* Valve Covers, Fabricated Aluminum, 3.5" Tall, Rigid Rail, Weight: 3.5 lbs. each

**No. 68333****PART # ACCESSORIES**

68771 PCV Grommet, .095"

68773 PCV Grommet/Baffle, .095"

68776 Breather Grommet/Baffle, .095"

93040 Perm Align V/C Gasket

97341 Filler Cap Breather Grommet, .095"

PART # REPLACEMENT PARTS

97345 .62" x .19", Washers, Aluminum with Neoprene Seal

**Not legal for sale or use on pollution-controlled vehicles.*

SEE MORE

**PUT OUR
EXPERIENCE
TO WORK
FOR YOU!**

CUSTOM MANUFACTURING

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

SEE PAGE 102 FOR MORE DETAILS



VALVE COVERS

FABRICATED ALUMINUM, BILLET RAIL

Fits: BBC & aftermarket cylinder heads with stock BBC bolt pattern, clears Jesel, T&D Rocker Shaft Assemblies

3" Tall, clears Jesel style rockers & allows for greater hood clearance

- $\frac{3}{8}$ " 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

PART # DESCRIPTION

- 68345*** Valve Covers, Fabricated Aluminum, 3" Tall, Logo
- 68353*** Valve Covers, Fabricated Aluminum, 3" Tall, No Logo
- 68356*** Valve Covers, Fabricated Aluminum
Installed with Part **No. 22635** -12AN Pos Seal Fitting (included)

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
- 93040** Perm Align V/C Gasket
- 97341** Filler Cap Breather Grommet, .095"



No. 68345



No. 68353



No. 68356

FABRICATED ALUMINUM, MARINE, DIRT LATE MODEL

Fits: BBC, symmetrical-port Bowtie cylinder heads and Stock BBC heads, clears Jesel, T&D Rocker Shaft Assembly

3.5" Tall, clears Jesel style rockers & allows for greater hood clearance

- $\frac{3}{8}$ " 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

PART # DESCRIPTION

- 68350*** Valve Covers, Fabricated Aluminum, Billet Rail, swept back design engineered to clear most marine wet mainfolds, Dirt Late Chassis



No. 68350

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
- 93040** Perm Align V/C Gasket
- 97341** Filler Cap Breather Grommet, .095"

**Not legal for sale or use on pollution-controlled vehicles.*

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

3" TALL, FOR GREATER HOOD CLEARANCE**PART # DESCRIPTION**

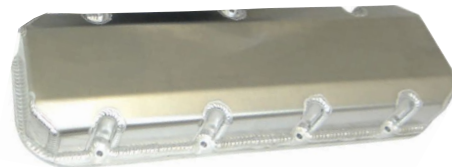
- 68457*** Valve Covers, Fabricated Aluminum, pockets on both exhaust and intake sides, Logo
- 68479*** Valve Covers, Fabricated Aluminum, pockets on both exhaust and intake sides, No Logo
- 68458*** Valve Covers, Fabricated Aluminum, tubes on intake side and pockets on exhaust side, Logo
- 68481*** Valve Covers, Fabricated Aluminum, tubes on intake side and pockets on exhaust side, No Logo

3.875" TALL**PART # DESCRIPTION**

- 68459*** Valve Covers, Fabricated Aluminum, pockets on both exhaust and intake side, Logo
- 68482*** Valve Covers, Fabricated Aluminum, pockets on both exhaust and intake side, No Logo
- 68460*** Valve Covers, Fabricated Aluminum, tubes on intake side and pockets on exhaust side, Logo
- 68486*** Valve Covers, Fabricated Aluminum, tubes on intake side and pockets on exhaust side, No Logo

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
- 93040** Perm Align V/C Gasket
- 97035** Nuts, 12 Pt
- 97341** Filler Cap Breather Grommet, .095"

**No. 68457****No. 68479****No. 68458****No. 68481****No. 68459****No. 68482****No. 68460****No. 68486**

**Not legal for sale or use on pollution-controlled vehicles.*



VALVE COVERS

ALL BILLET ALUMINUM

Fits: BBC, symmetrical-port Bowtie cylinder heads and Stock BBC heads, clears Jesel, T&D Rocker Shaft Assembly
3" Tall

- Each valve cover is CNC machined from a solid billet aluminum bar
- The end result is that each valve cover weighs 3.9 lbs with out sacrificing strength
- Airtight sealing allows the engine to pull greater vacuum for improved ring seal and power
- 3" Tall, clears Jesel style rockers & allows for greater hood clearance
- Designed with a broad, flat surface for engine builder engraving, the covers can be polished, chromed, powder coated or left as-is for a race look

**No. 68469****PART # DESCRIPTION**

68469* Valve Covers, , BBC Fits symmetrical-port Bowtie and Stock BBC heads

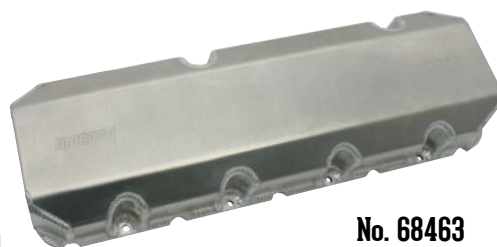
PART # ACCESSORIES

68831 Stud Kit, V/C, Bullet Nose, 12 Pt. Nut
93040 Perm Align V/C Gasket

AFTERMARKET HEADS**FABRICATED ALUMINUM. BILLET RAIL**

Fits: Dart Big Chief II, 11 Degree and 14 Degree Style Cylinder Heads
3" Tall

- 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

**No. 68463****PART # DESCRIPTION**

68463* Valve Covers, Fabricated Aluminum, Dart Big Chief II, 11 Degree and 14 Degree Style Cylinder Heads

PART # ACCESSORIES

68831 Stud Kit, V/C, Bullet Nose, 12 Pt. Nut
93045 Perm Align V/C Gasket

FABRICATED ALUMINUM. BILLET RAIL

Fits: BBC with Brodix PB2005, Brodix PB1200, Brodix 1202 and Sonny 14.5 cylinder heads
3" Tall

- 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

**No. 68455****PART # DESCRIPTION**

68455* Valve Covers, Fabricated Aluminum, Billet Rail

PART # ACCESSORIES

68831 Stud Kit, V/C, Bullet Nose, 12 Pt. Nut

FABRICATED ALUMINUM. 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

3" Tall

- 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

**No. 68456****PART # DESCRIPTION**

68456* Valve Covers, Fabricated Aluminum, pockets on intake and exhaust side

PART # ACCESSORIES

68831 Stud Kit, V/C, Bullet Nose, 12 Pt. Nut
93045 Perm Align V/C Gasket

**Not legal for sale or use on pollution-controlled vehicles.*

BRODIX SR20/DART PRO1 20 DEG. FAB. ALUM. BILLET RAIL VALVE COVERS

Fits: Brodix SR20/Dart Pro1 20 Deg. Cylinder Heads
3" Tall

- 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
- Designed with a broad, flat surface for engine builder engraving, the covers can be polished, chromed, powder coated or left as-is for a race look

PART # DESCRIPTION

- 68483*** Valve Cover, Fab. Alum., Billet Rail for Brodix SR20/Dart Pro1 Cylinder Heads, tubes on intake side and pockets on exhaust side
- 68484*** Valve Cover, Fab. Alum., Billet Rail for Brodix SR20/Dart Pro1 Cylinder Heads, tapered on exhaust side to clear Dirt Late chassis
- 68487*** Valve Cover, Fab. Alum., Billet Rail for Brodix SR20/Dart Pro1 Cylinder Heads, pockets on both intake and exhaust side

PART # ACCESSORIES

- 68831** Stud Kit, V/C Bullet Nose, 12 Pt. Nut



No. 68483



No. 68484



No. 68487

CHRYSLER 273-360

CHROME PLATED STEEL

Fits: S.B. Chrysler, 273, 318, 340, 360 and W2 heads
3.375" Tall

- Includes two breather/filler cap grommets

PART # DESCRIPTION

- 68161*** Valve Covers, Stamped Steel, Chrome Plated, Tall Design with Baffles

PART # ACCESSORIES

- 93050** Perm Align V/C Gasket

PART # REPLACEMENT PARTS

- 97340** Breather/Filler Cap Grommets



No. 68161

FABRICATED ALUMINUM. BILLET RAIL

Fits: S.B. Chrysler, 273, 318, 340, 360 and W2 heads
3.750" Tall

- 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*** Valve Covers, Fabricated Aluminum, Billet Rail,



No. 68310

PART # ACCESSORIES

- 68771** PCV Grommet, .095"
- 68773** PCV Grommet/Baffle, .095"
- 68776** Breather Grommet/Baffle, .095"
- 93050** Perm Align V/C Gasket
- 97341** Filler Cap Breather Grommet, .095"

PART # REPLACEMENT PART

- 97035** Nuts, 12 Pt.

**Not legal for sale or use on pollution-controlled vehicles.*



ALL BILLET ALUMINUM

Fits: Chrysler 5.7/6.1/6.4 Hemi

2.05" Tall

- Make your Hemi engine look like it deserves the Hemi name
- Each 4 lb. valve cover is CNC machined from a 34 lb. solid billet aluminum bar
- Fits both early and late 5.7, 6.1 and 6.4 heads
- Must use 2006-up 5.7, 6.1 or 6.4 coil packs
- 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



No. 68467



No. 68468

PART # DESCRIPTION

68467* Valve Covers, Billet Aluminum, Raw Machined Billet Finish

68468* Valve Covers, Billet Aluminum, Anodized Black with machined ribs

CHRYSLER 361 - 440

CHROME PLATED STEEL

Fits: B.B. Chrysler, 361, 383, 400, 413, 426 wedge and 440

3.375" Tall with Baffle

- Includes two breather/filler cap grommets



No. 68181

PART # DESCRIPTION

68181* Valve Covers, Stamped Steel, Chrome Plated, Tall Design with Baffles

PART # ACCESSORIES

93055 Perm Align V/C Gasket

PART # REPLACEMENT PARTS

97340 Breather/Filler Cap Grommets

MBE HEMI. ALL BILLET ALUMINUM

Fits: MBE Hemi With Manton Rockers

5" Tall

- Each 6.8 lb valve cover is CNC machined from a 112 lb Solid Billet Aluminum Bar
- Designed to work with Manton Rockers
- Designed to be used with Large Plug, 8" Long, Spark Plug Tube Manton Part No. RA0255
- Even though these valve covers are light in weight, they are thick enough for the engine builder to be able to add fittings at the top and ends
- The covers can be polished, chromed, powder coated or left as-is for a race look



No. 68490

PART # DESCRIPTION

68490* Valve Covers, Billet Aluminum, BME Hemi w/Manton Rockers

**Not legal for sale or use on pollution-controlled vehicles.*

CHROME PLATED STEEL*Fits: Ford 221-302 & 351W**3.5" Tall*

- Includes two breather/filler cap grommets and one non-baffled PCV grommet

PART # DESCRIPTION

68201* Valve Covers, Stamped Steel, Chrome Plated, Tall Design Baffles under openings

68202* Stamped Steel Valve Covers, Chrome Plated, Tall Design without Baffles

PART # ACCESSORIES

93060 Perm Align V/C Gasket

**No. 68201****No. 68202****CHROME PLATED STEEL***Fits: Ford 260-302 & 351W**3.5" Tall*

- Includes two breather/filler cap grommets and one non-baffled PCV grommet

PART # DESCRIPTION

68210* Valve Covers, Stamped Steel, Chrome Plated, Tall Design, without logo, with Baffles

PART # REPLACEMENT PARTS FOR Nos. 68201, 68202, 68210

68770 PCV Grommet

97340 Breather/Filler Cap Grommets

**No. 68210****PART # ACCESSORIES**

93060 Perm Align V/C Gasket

POLISHED CAST ALUMINUM*Fits: 260-351W Engines**3.5" Tall*

- 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

PART # DESCRIPTION

68450* Valve Covers, Die-Cast Aluminum
Ford 221, 260, 289, 302 (5.0L) & 351W

**No. 68450****PART # ACCESSORIES**

68771 PCV Grommet, .095"

68773 PCV Grommet/Baffle, .095"

68776 Breather Grommet/Baffle, .095"

93060 Perm Align V/C Gasket

97341 Filler Cap Breather Grommet, .095"

POLISHED CAST ALUMINUM*Fits: 260-351W Engines**3.5" Tall*

- 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

PART # DESCRIPTION

68444* Valve Covers, Polished Aluminum, SBF

**No. 68444****PART # ACCESSORIES**

93060 Perm Align V/C Gasket

**VALVE COVERS**

**Not legal for sale or use on pollution-controlled vehicles.*

FABRICATED ALUMINUM, BILLET RAIL*Fits: Ford 302/351W stock and aftermarket cylinder heads**2.75" Tall to clear most popular rocker combinations including Jesel & T&D Shaft rockers*

- Replaces Moroso **No. 68325**
- 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
- Notched at each mounting location with socket-sized clearances for quick removal and installation
- Fasteners included

PART #	DESCRIPTION
68475*	Valve Covers, Fabricated Aluminum, Ford 302/351W with Billet Rail

**No. 68475**

PART #	ACCESSORIES
93060	Perm Align V/C Gasket

ALL BILLET ALUMINUM*Fits: Ford 302/351W stock and aftermarket cylinder heads**2.875" tall to clear most popular rocker combinations including Jesel & T&D Shaft rockers*

- Each valve cover is CNC machined from a solid billet aluminum bar
- Precision flat mounting rail surface for airtight sealing allowing the engine to pull greater vacuum for ring seal and power
- Even though these valve covers are light in weight, they are thick enough for the engine builder to be able to add fittings at the top and ends
- The covers can be polished, chromed, powder coated or left as-is for a race look

PART #	DESCRIPTION
68474*	Valve Covers, Billet Aluminum, Ford 302/351W

**No. 68474**

PART #	ACCESSORIES
68831	Stud Kit, V/C, Bullet Nose, 12 Pt. Nut
93060	Perm Align V/C Gasket

**VALVE COVERS****Not legal for sale or use on pollution-controlled vehicles.*

FABRICATED ALUMINUM, BILLET RAIL**Fits: Ford 4.6 & 5.4 Three Valve Engines****3.971" Tall at Cam Cover, 3.674" Tall at the main body**

- Fabricated entirely from superior quality 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 - 2010 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 to accept OEM gasket
- Includes mounting hardware, PCV and fitting

PART # DESCRIPTION**68388*** Valve Covers, Fabricated Aluminum, Ford 4.6 & 5.4, Three Valve**No. 68388****FABRICATED ALUMINUM, BILLET RAIL****Fits: Ford 4.6/5.4L 11 Bolt cylinder heads****4.225" Tall at Cam Cover, 3.110" Tall main body**

- 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

**No. 68389****PART # DESCRIPTION****68389*** Valve Covers, Fabricated Aluminum, SBF Modular**PART # ACCESSORIES****68771** PCV Grommet, .095"**68773** PCV Grommet/Baffle, .095"**68776** Breather Grommet/Baffle, .095"**97341** Filler Cap Breather Grommet, .095"**VALVE COVERS**

FABRICATED ALUMINUM, BILLET RAIL

Fits: Ford FE
3.5" Tall

- 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* Valve Covers, Fabricated Aluminum, Billet Rail, 3.5' Tall



No. 68461

PART # ACCESSORIES
68771 PCV Grommet, .095"
68773 PCV Grommet/Baffle, .095"
68776 Breather Grommet/Baffle, .095"
97341 Filler Cap Breather Grommet, .095"

FORD 429-460

FABRICATED ALUMINUM, BILLET RAIL

Fits: Ford 429-460

PART # DESCRIPTION
68348* Valve Covers, Fabricated Aluminum, Billet Rail, 2.5" Tall
68349* Valve Covers, Fabricated Aluminum, Billet Rail, 3.5" Tall
PART # ACCESSORIES
68771 PCV Grommet, .095"
68773 PCV Grommet/Baffle, .095"
68776 Breather Grommet/Baffle, .095"
93065 Perm Align V/C Gasket
97341 Filler Cap Breather Grommet, .095"



No. 68348

PONTIAC V8

CHROME PLATED STEEL

Fits: Pontiac 301-455
3.5" Tall Design with Baffle

- Includes two breather/filler cap grommets and one baffled and one non-baffled PCV grommet

PART # DESCRIPTION
68281* Valve Covers, Stamped Steel, Chrome Plated, Tall Design with Baffle

PART # REPLACEMENT PARTS
68770 PCV Grommet
68772 PCV Grommet with Baffle
97340 Breather/Filler Cap Grommets



No. 68281

**Not legal for sale or use on pollution-controlled vehicles.*

PERM-ALIGN VALVE COVER GASKETS

- Specially designed gaskets are manufactured from 40 durometer silicone, 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
- Full $\frac{3}{16}$ "-thick
- Two per package

PART # DESCRIPTION

93020	Perm-Align Valve Cover Gasket <i>Fits: SBC, Moroso Valve Covers and others of similar design</i>
93021	Perm-Align Valve Cover Gasket <i>Fits: 18, 16, 15, 13.5 & 12° Dart, Brodix, Edelbrock and All Pro cylinder heads</i>
93040	Perm-Align Valve Cover Gasket <i>Fits: BBC, Moroso Valve Covers and others of similar design</i>
93045	Perm-Align Valve Cover Gasket <i>Fits: Big Chief (does not fit Dart Big Chief II, 11° Cylinder heads)</i>
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: Ford 221, 260, 289, 302 and 351W, Moroso Valve Covers and others of similar design</i>
93065	Perm-Align Valve Cover Gasket. <i>Fits: BB Ford</i>

NOTE: Modifications required for Moroso Valve Cover Nos. 68329 and 68417



No. 93021



No. 93045



No. 93050



No. 93055



No. 93065

VALVE COVER GASKETS, GM LS SERIES

Fits: Both Moroso GM LS Series and O.E.M. Valve Covers

- Manufactured out of heavy duty molded rubber
- Quality design and manufacturing meets or exceeds O.E.M. quality
- Two per package

PART # DESCRIPTION

93025	Valve Cover Gasket, GM LS Series
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No. 93025

VALVE COVER HOLD DOWN TABS

Big Block Chevrolet

Fits: BBC

- Set fits one valve cover, includes four 3" tabs and three 4" tabs with $\frac{5}{16}$ " diameter holes

PART # DESCRIPTION

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



No. 68516

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, Chrome Plated



No. 68501

Other Colors Available:



NOTE: Set fits one valve cover, includes four 5" hold down tabs with $\frac{5}{16}$ " diameter holes



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



No. 68561

PART # DESCRIPTION

- 68561** Valve Cover Acorn Nuts for SBC, Chrome
68562 Valve Cover, Acorn Nuts for BBC

PART # REPLACEMENT PARTS

- 97030** Studs 1/4"-20 x 1-3/8"

VALVE COVER STUD KIT

Fits: SBC or any valve cover using 1/4"-20 hold downs

- 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



No. 68820

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



Other Colors Available:

PART # DESCRIPTION

- 68603** 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.

VALVE COVER HOLD DOWN TABS*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**No. 68512****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

PART # DESCRIPTION**68519** Valve Cover Hold Down Tabs, Steel, Chrome Plated**No. 68519****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**68530** Valve Cover Hold Down Tabs, Steel, Chrome Plated**No. 68530****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 Steel**PART # REPLACEMENT PARTS****97030** Studs 1/4"-20 x 1-3/8"**No. 68550****BULLET NOSE VALVE COVER STUD KIT**

- Bullet nose tip makes it easy to start mounting nuts
- Prevents Small Block Chevy, Big Block Chevy & Small Block Chrysler 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**PART # REPLACEMENT PARTS****97035** Nuts, 12pt.**97040** Studs, 1/4-20 & 28 Bullet Nose**No. 68830****No. 68831****NOTE:** Will not work with Stamped Aluminum Valve Covers**VALVE COVERS**

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**

PART # DESCRIPTION

- 68717*** One Piece Push-In Valve Cover Breathers, Aluminum, Powder Coated-Blue,
- 68718*** One Piece Push-In Valve Cover Breathers, 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. 68717

Other Colors Available:



No. 68718

BREATHER/OIL SEPARATOR

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, 5/8" 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. 68781



No. 68780



VALVE COVERS

POSITIVE LOCKING BREATHER

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

No. 68785



PART # DESCRIPTION

68785* Positive Locking Breather, with Tube for 3/4" hose

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

ACCESSORIES

68788 Breather

PART # REPLACEMENT PARTS

68780 Oil Separator/Breathers

97800 Check Valve for Header Collector

97810 Weld-in Nipple for Header Collector



No. 25900

***NOTE:** Cannot be used on cars with mufflers

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 OPTIONS

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.**No. 68791****WELD-IN FILTERED BREATHER KIT**

- Kit contains two aluminum 1- $\frac{3}{8}$ " O.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- $\frac{1}{2}$ " tube, half hood**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**No. 68810****VALVE COVERS**

*Not legal for sale or use on pollution-controlled vehicles.

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
- Available in two types; Push-In or Clamp-On (for existing stacks; includes clamp)
- Cleanable and re-usable; oil before use
- One per pack

PART # DESCRIPTION

- 68811*** Valve Cover Filtered Breather, half-hood, clamp-on type.
For Moroso Covers with welded-in stacks, 1- $\frac{3}{8}$ " I.D.
- 68812*** Valve Cover Filtered Breather, half-hood, clamp-on type.
For Moroso Covers with welded-in stacks, 1- $\frac{1}{2}$ " I.D.
- 68813*** Valve Cover Filtered Breather, half-hood, push-In type.
For Moroso Covers with 1.22" punched holes
- 68815*** Valve Cover Filtered Breather, non-hooded style, clamp-on type. For Moroso Covers with welded-in stacks, 1- $\frac{3}{8}$ " I.D.
- 68816*** Valve Cover Filtered Breather, non-hooded style, clamp-on type. For Moroso Covers with welded-in stacks, 1- $\frac{1}{2}$ " I.D.
- 68817*** Valve Cover Filtered Breather, non-hooded style, push-in type.
For Moroso Covers with 1.22" punched holes
- 68818*** Filtered Breather, non-hooded style, clamp-on type.
For Moroso Breather Tanks, 2" O.D.



No. 68811



No. 68813



No. 68817



No. 68815

BREATHER KIT

For Moroso GM LS Valve Covers or any 1- $\frac{1}{4}$ " -12 Female Threaded Bung/Opening

- Provides an easy way of adding a breather to Moroso LS valve cover with an oil fill bung
- Remove knurled cap on valve cover and screw in the Part **No. 68841** Breather Kit
- Features a billet aluminum baffled screw in adapter with a 1" breather
- Cleanable and re-usable filter

PART # DESCRIPTION

- 68841*** Breather Kit for Moroso GM LS Valve Cover

PART# REPLACEMENT PARTS

- 68791** Clamp on breather, 1" I.D.



No. 68841

**Not legal for sale or use on pollution-controlled vehicles.*



BREATHER KIT

FOR SPRINT CAR ENGINES

- Attaches to the valley pan on a sprint car engine
- Kit includes 1 3/4" dia. tubing with 8 .5" long legs and a black anodized finish
- Includes a billet aluminum clamp with mounting holes
- Cleanable and re-usable filter

PART # DESCRIPTION

68850* Breather Kit for Sprint Car Engines

BULK PART # REPLACEMENT PARTS

68850-004 Breather



SPRINT CAR BREATHER TUBE KITS

- 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. 303

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)



No. 68770

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)



No. 97340

*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)**No. 68776****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, 1 per package**68773** PCV Grommet/Baffle, 1 per package (Designed for .090 - .100" material thickness)**No. 68772****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**No. 68790****VALVE COVER WELD-IN BUNGS**

- 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**No. 68900**

FILLER CAP KITS, UNIVERSAL

- Cap Kit **No. 85280** and **No. 85282** are knurled
- Cap Kit **No. 85283** is designed with contoured grip
- 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 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**



No. 85280



No. 85283

FILLER CAP KITS, UNIVERSAL, NON-WELD, WELD

- Provides an easy way of adding an oil fill to a valve cover, tank, rear end and other locations
- Available in two versions,
 - Non-Weld, for aluminum or steel, since no welding is required then there is not the possibility of heat damage to chrome or powder coat
 - Weld On, for steel, Steel Bung
- Finger Grip cap manufactured from 6061-T6 billet aluminum with a black anodized finish, Moroso logo, includes O-Ring for leak free sealing

PART # DESCRIPTION

68485	Fill Cap Kit, Non-Weld, 1-1/4"-12UNF Threads, 1.5" O.D.
85284	Fill Cap Kit, Weld, Steel, 1-1/4"-12UNF Threads, 1.5" O.D.



No. 68485



No. 85284

-10AN MALE FITTING

Non-Weld

- Non-weld kit, makes it easy to add a leak proof fitting to oil pans for oil returns, valve covers etc., without having to actually weld the fitting
- Perfect for adding a fitting to steel or aluminum with up to a 1/8" max. wall thickness
- O-ring seal to prevent leaks

PART # DESCRIPTION

22753	-10AN Male Fitting, Non-Weld
--------------	------------------------------



No. 22753

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
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No. 68660



VALVE COVERS

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, 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. 326



IGNITION WIRE



The wire travels 250 feet through these long tubes on the right in order to cure and cool the wire after manufacturing.



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.



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 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.



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.



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.



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.



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.



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.



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 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



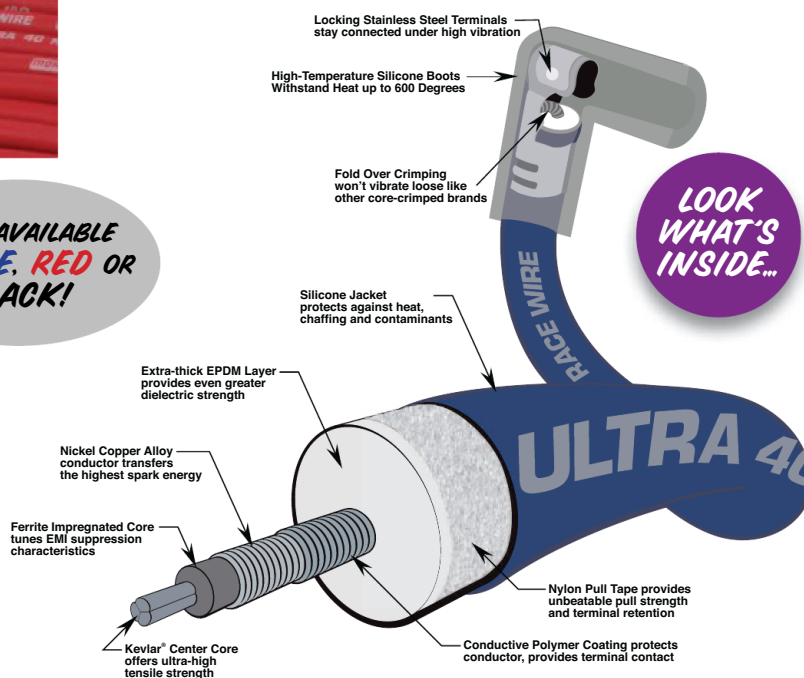
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BUYER'S GUIDE FOR ULTRA 40 UNIVERSAL WIRE SETS, UNSLEEVED

APPLICATION/ DISTRIBUTOR CAP STYLE	WIRE COLOR			WIRE DIA. (mm)	SPARK PLUG WIRE LENGTHS CYLINDER # (INCHES)								PLUG BOOT	COIL WIRE LENGTH (inches)
	BLUE	RED	BLACK		1	2	3	4	5	6	7	8		
	PART #													
UNIVERSAL FIT														
90° 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
135° Universal	73802	73836	73816	8.65	35	35	39	39	46	50	53	53	135°	36
HEMI														
Mopar/Chrysler	73840	N/A	73841	8.65	30	32	34	36	36	38	42	49	Hemi	30
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 Pro Stock, Brodix PB201, CFE, Ford, Yates/ 5" Long Straight Pro Boot	73813	N/A	73839	8.65	41	41	46	46	56	56	66	66	STR.	38
GM LS SERIES														
Coil-on Plug	73811	N/A	73828	7	48	48	48	48	48	48	48	48	STR.	N/A



**NOW AVAILABLE
IN BLUE, RED OR
BLACK!**



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	WIRE COLOR			WIRE DIA. (MM)	SPARK PLUG WIRE LENGTHS (INCHES) CYLINDER #								PLUG BOOT	COIL WIRE LENGTH (INCH- ES)
	BLUE	RED	BLACK		1	2	3	4	5	6	7	8		
	PART #													
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, Med.	N/A	N/A	73727	7	9.75	9.75	9.75	9.75	9.75	9.75	9.75	9.75	135°	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
Over V/C, HEI	N/A	N/A	73725	8.65	29	33	35	27	25	27	25	24	135°	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
Under Header, HEI	N/A	N/A	73726	8.65	45	45	40	40	27.75	28	27	26.75	135°	36
Sprint Car, HEI, Rear Drive	73677	73699	73722	8.65	39	38	36	34	28.00	27	25	24.00	90°	18
Sprint Car Front Magneto Drive Kit, Non-Raised Cam	N/A	N/A	73723	8.65	26.25	20.25	28	25.50	33	30	30.50	33.50	90°	48
Sprint Car Front Magneto Drive Kit, Raised Cam	N/A	N/A	73724	8.65	26.75	20.75	28.50	26	33.50	30.50	31	34	90°	48
BBC														
Over VC/Non-HEI Style Cap	73667	73687	73710	8.65	31	39	35	30	29	28	26	27	STR.	36
Over VC/HEI Style Cap	73668	73688	73711	8.65	28.75	34.75	34.25	28.75	27.25	28.50	26	25	STR.	36
Over VC/HEI Style Cap	N/A	N/A	73728	8.65	28.75	34.75	34.25	28.75	27.25	28.50	26	25	135°	36
Under Header/Non-HEI Style Cap	73670	73690	73713	8.65	39	42	37	25	29.5	31	22	29	90°	36
Under Header/HEI Style Cap	73669	73689	73712	8.65	41.5	44.5	37.5	37	31	31	26.5	31	90°	36
Under Header/HEI Style Cap	N/A	N/A	73729	8.65	41.5	44.5	37.5	37	31	31	26.5	31	135°	36
Under Header/ Non-HEI Crab	73671	73691	73714	8.65	38	43	35	33	29.5	30	26	29	90°	36
Under Header, HEI Crab	73672	73692	73715	8.65	38	43	35	33	29.5	30	26	29	90°	36
Jesel Front Drive Distributor	N/A	N/A	73743	8.65	27	26	31.75	31.75	36	34	38	43	90°	48
FORD 289-302														
Non-HEI	73676	73696	73719	8.65	27.75	28	26.5	29	24.5	25	28	28.5	135°	38
HEI	73675	73695	73718	8.65	27.75	28	26.5	29	24.5	25	28	28.5	135°	36
FORD 351W														
HEI	73673	73693	73716	8.65	29	29	32	32	28	26	34	36	135°	36
FORD 429-460														
HEI	73674	73694	73717	8.65	27	27	29	29.5	24	32.5	27	32.25	135°	36
DODGE/CHRYSLER														
Hemi Truck 2003-2005	73657	N/A	N/A	7	34.5	36.5	36.5	37.75	35.5	34.5	37.75	35.25	STR.	N/A
5.7 Hemi 2005 Magnum, 300, Jeep	73658	N/A	N/A	7	44	36.5	37.5	35	39	44	35	40	STR.	N/A

ULTRA 40 CUSTOM FIT WIRE SETS, SLEEVED

Exterior sleeving offers improved dielectric strength for added resistance to outside pulses while 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
- Sleeving extends spark plug wire life and protects against exhaust header heat, chafing 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 COLOR		WIRE DIA. (MM)	SPARK PLUG WIRE LENGTHS CYLINDER # (INCHES)								PLUG BOOT	COIL WIRE LENGTH (inches)
	BLUE	BLACK		1	2	3	4	5	6	7	8		
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
Jesel Front Drive Distributor	N/A	73842	8.65	23	23	24	24.50	36	29.50	33	37.50	90°	48
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
Coil-On Plug, Remote coils	N/A	73845	7	15	15	15	15	15	15	15	15	115°	N/A
Coil-on Plug, Coils on Valve Covers	N/A	73846	7	9.25	9.25	9.25	9.25	9.25	9.25	9.25	9.25	115°	N/A
BBC													
Over VC, Non HEI	73614	N/A	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	28.5	26	25	STR.	36
Under Header, Non HEI	73617	73821	8.65	39	42	37	25	29.5	31	22	29	90°	36
Under Header, HEI	73616	73820	8.65	41.5	44.5	37.5	37	31	31	26.5	31	90°	36
Under Header, HEI Crab	73622	73832	8.65	38	43	35	33	29.5	30	26	29	90°	36
Jesel Front Drive Distributor	N/A	73843	8.65	27	26	31.75	31.75	36	34	38	43	90°	48
FORD													
289-302													
HEI	73630	73833	8.65	27.75	28	26.5	29	24.5	25	28	28.5	135°	36
Non HEI	73631	73834	8.65	27.75	28	26.5	29	24.5	25	28	28.5	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	29.5	24	32.5	27	32.25	135°	36

NOW AVAILABLE IN
BLUE, OR BLACK!



ULTRA 40 WIRE - SPOOL

- 100 ft. of 8.65mm Ultra 40 wire on a spool

PART # DESCRIPTION

73830	Ultra 40 Wire Spool, 100 ft, Blue
73838	Ultra 40 Wire Spool, 100 ft, Black

No. 73830



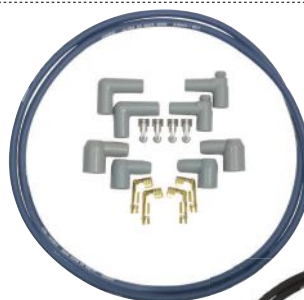
COIL WIRE OR REPLACEMENT WIRE KIT, UNSLEEVED, ULTRA 40 WIRE KIT

Ultra 40

- Allows installation of an ignition coil in a remote location or can be used as replacement wire in a wire set
- Kit includes:
 - 72" wire
 - 2-HEI 90 Deg. distributor 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, Replacement Wire Kit, Ultra 40, Blue
73238	Coil, Replacement Wire Kit, Ultra 40, Black



No. 73237



No. 73238

COIL WIRE OR REPLACEMENT WIRE KIT, SLEEVED, ULTRA 40 WIRE

Ultra 40

- Allows installation of an ignition coil in a remote location or can be used as a replacement wire in a wire set
- 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 heat, chaffing and contaminants
- Kit includes:
 - 48" wire
 - 48" high temp sleeving
 - 2-HEI 90 Deg. distributor 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

73240	Coil, Replacement Wire Kit, Sleeved, Ultra 40, Blue
73241	Coil, Replacement Wire Kit, Sleeved, Ultra 40, Black



No. 73240



No. 73241

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



No. 72081

RACE PROVEN PERFORMANCE... FOR STREET OR STRIP!

The superiority of Blue Max 8mm 800 ohm Spiral Core Wire comes from over 35 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.

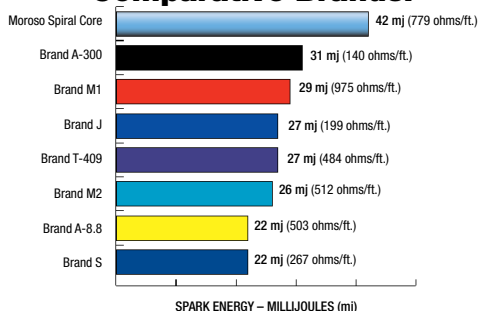
WHETHER YOU HAVE A FULL-TIME STREET MACHINE, HOT ROD, OR RACE CAR, MOROSO BLUE MAX 800 OHM SPIRAL CORE WIRE IS THE RIGHT CHOICE FOR YOU!



- Available in popular 8mm and extra-thick Super Max™ 11mm
- 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!

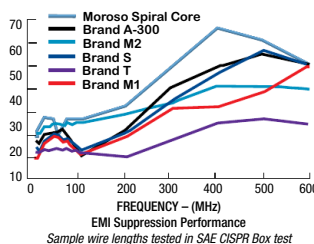
More Spark Energy vs. Comparative Brands!



Note: No correlation between Resistance and Spark Energy

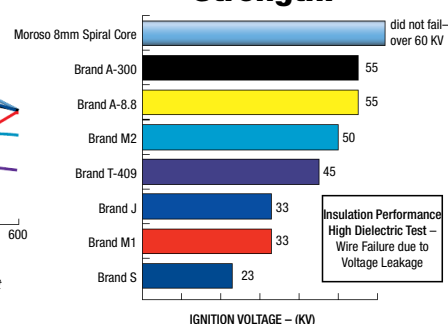
Elite Electronics Laboratories, a leading automotive electronics test facility, tested Moroso Blue Max™ against 14 other brands. Their results confirm that Blue Max™ transmitted more spark energy than any of the others.

Greater EMI/RF Suppression!



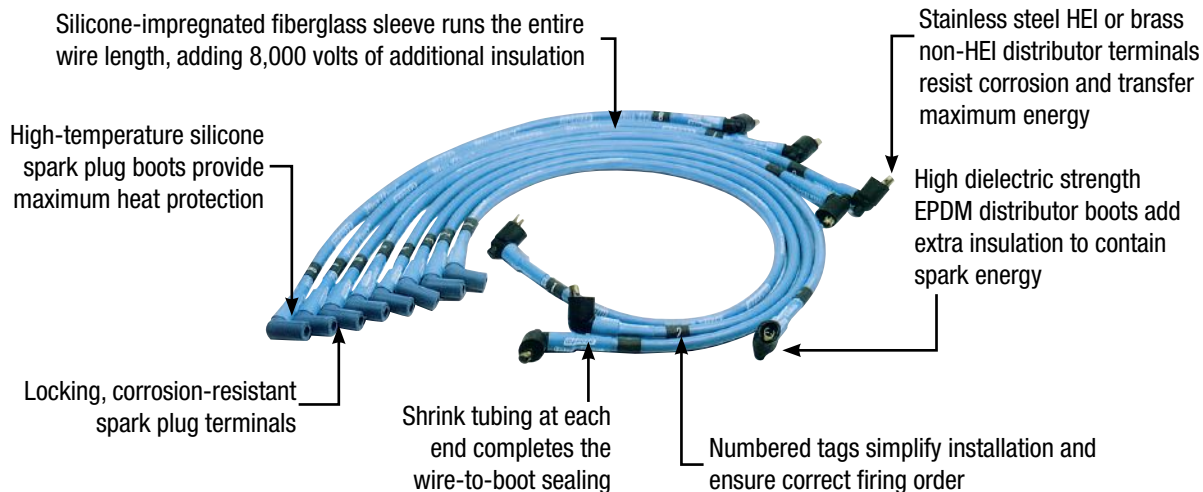
Elite Electronic Laboratories confirms, using SAE's CISPR test, that Blue Max™ suppresses more electro-magnetic interference than any other brand of "high-performance" spiral core wire.

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 Max™ does not break down or arc through.

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

PART #	APPLICATION	DISTRIBUTOR CAP STYLE	WIRE DIA. (mm)	SPARK PLUG WIRE LENGTHS (INCHES) CYLINDER #								SPARK PLUG BOOT	COIL WIRE LENGTH (inches)
				1	2	3	4	5	6	7	8		
SMALL BLOCK CHEVY													
72402	Over Valve Covers	HEI Style	8	29	33	35	27	25	27	25	24	90°	36
72405	Under Headers	Non-HEI	8	45	45	40	40	27.75	28	27	26.75	90°	36
72407	Under Headers	HEI Style	8	45	45	40	40	27.75	28	27	26.75	90°	36
BIG BLOCK CHEVY													
72415	Over Valve Covers	HEI Style	8	28.75	34.75	34.25	28.75	27.25	28.5	26	25	STR.	36
72416	Under Headers	HEI Style	8	41.5	44.5	37.5	37	31	31	26.5	31	90°	36
FORD													
351W, V-8													
72426	Over Valve Covers	HEI Style	8	29	33	32	32	28	26	34	36	135°	36
289-302													
72430	Over Valve Covers	HEI Style	8	27.75	28	26.6	29	24.5	25	28	28.5	135°	36

SUPER MAX™ 11MM

The Thickest Spiral Core Around!

- Two layers 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

PART #	PLUG BOOT	HEI CAP STYLE	WIRE COLOR
8 CYLINDER ENGINES			
73700	90°	HEI & Non-HEI	BLUE
73701	Straight	HEI & Non-HEI	BLUE
73702	135°	HEI & Non-HEI	BLUE



Super Max 11MM
Spiral Core Wire

Typical 8mm Wire

BLUE MAX™ SPIRAL CORE WIRE SPOOL



No. 73230

PART # DESCRIPTION

73230 Spiral Core 8mm, 800 ohm Wire Spool, 100 ft.

BLUE MAX™ SPIRAL CORE COIL REPLACEMENT WIRE KIT

- 36" Long
- All the parts necessary to make a coil wire to fit virtually all popular coils and distributor cap combinations
- 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 Wire Kit, Blue

73236 Spiral Core 8mm, 800 ohm Coil Wire Kit, Black NEW!



No. 73235

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



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 valvecover 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

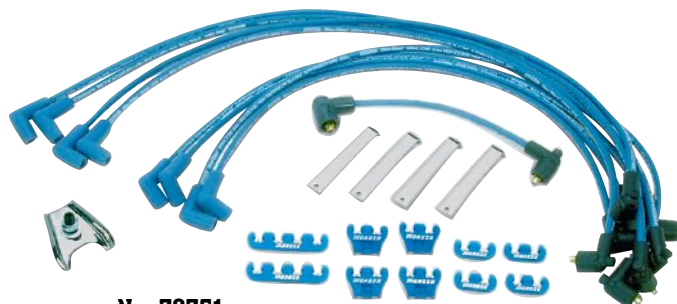
Fits: BBC, pre-H.E.I. Distributor

72754 Ignition Wire Dress-up Kit

Fits: BBC, H.E.I. Distributor

72792 Ignition Wire Dress-up Kit

Fits: Big Block Chrysler



No. 72751



IGNITION WIRE

Terminals and boots are factory-installed on the spark plug end of the wire with straight, 90°, or 135° ends

Wires are long enough so they can be cut to fit any engine



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.

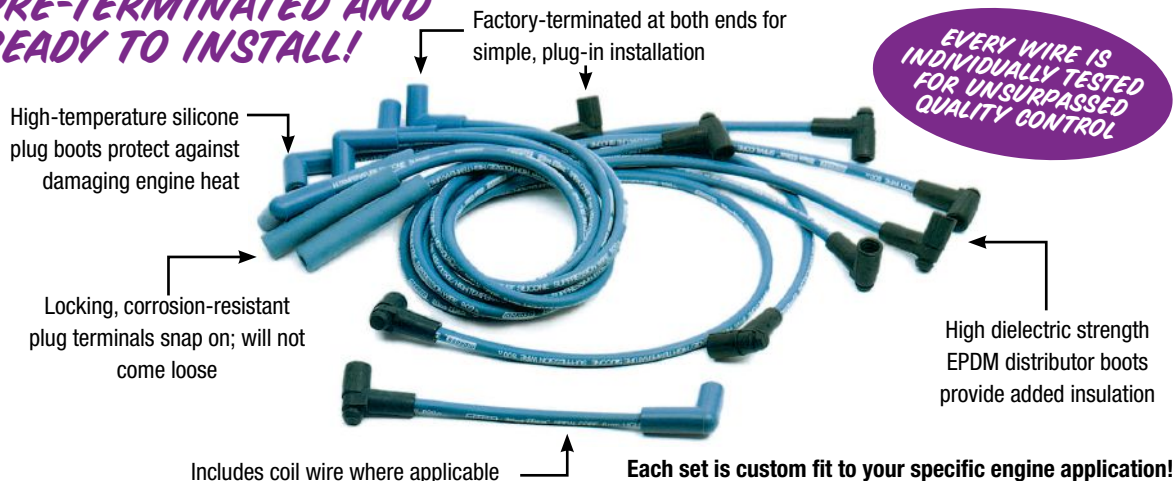
- Comes complete with everything you need
- Available in 8mm, 800 ohm or our extra-thick 11mm 800 ohm
- Includes Moroso Wire Stripping Tool for quick and easy installation

BUYER'S GUIDE FOR BLUE MAX™ SPIRAL CORE UNIVERSAL FIT WIRE SETS

PART #	DISTRIBUTOR CAP STYLE	WIRE COLOR	WIRE DIA. (mm)	SPARK PLUG WIRE LENGTHS (INCHES) CYLINDER #								SPARK PLUG BOOT	COIL WIRE LENGTH (inches)
				1	2	3	4	5	6	7	8		
4 CYLINDER ENGINES													
73229	HEI & Non-HEI	Blue	8	32	32	44	44					STR.	18
8 CYLINDER ENGINES													
73210	LT-1	Blue	8	40	40	40	40	40	40	40	40	90°	18
73214	HEI & Non-HEI	Red	8	35	35	39	39	46	50	53	53	135°	36
73215	HEI & Non-HEI	Yellow	8	35	35	39	39	46	50	53	53	135°	36
73216	HEI & Non-HEI	Yellow	8	35	35	39	39	46	50	53	53	STR.	36
73217	HEI & Non-HEI	Yellow	8	35	35	39	39	46	50	53	53	90°	36
73218	HEI & Non-HEI	Red	8	35	35	39	39	46	50	53	53	STR.	36
73219	HEI & Non-HEI	Red	8	35	35	39	39	46	50	53	53	90°	36
73220	HEI & Non-HEI	Blue	8	35	35	39	39	46	50	53	53	135°	36
73225	HEI & Non-HEI	Blue	8	35	35	39	39	46	50	53	53	90°	36
73226	HEI & Non-HEI	Blue	8	35	35	39	39	46	50	53	53	STR.	36
73231	HEI & Non-HEI	Black	8	35	35	39	39	46	50	53	53	90°	36
73232	HEI & Non-HEI	Black	8	35	35	39	39	46	50	53	53	STR.	36
73233	HEI & Non-HEI	Black	8	35	35	39	39	46	50	53	53	135°	36
73700	HEI & Non-HEI	Blue	11	35	35	39	39	46	50	53	53	90°	36
73701	HEI & Non-HEI	Blue	11	35	35	39	39	46	50	53	53	STR.	36
73702	HEI & Non-HEI	Blue	11	35	35	39	39	46	50	53	53	135°	36

We've taken our race-proven Blue Max™ 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.

PRE-TERMINATED AND READY TO INSTALL!



AMERICAN MOTORS

All Models - V8 Engines

YEAR	ENGINE	PART #
1984-67	All 8 Cylinders	72550
1984-67	All 8 Cylinders	72550

BUICK

All Models - V8 Engines

YEAR	ENGINE	PART #
1982	4.4L 267 (E)	72520
1981	4.4L 267, 5.0L 305	72560
1980-78	350 (X)	72520
1977	305, 350 (L)	72521
	350 (H) (J)	72560
1976-74	350, 400 with HEI	72560
1992-83	5.0L 307 (Y) (E) (7)	72565
1982	5.0L 307	72565
1981-77	260, 307, 350 (R), 403	72565
1976-74	260	72565

CENTURY REGAL

V8 Engines

YEAR	ENGINE	PART #
1978	305	72523

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 307 (Y)	72565

CHEVROLET, CONTINUED

All Models - V8 Engines

YEAR	ENGINE	PART #
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
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



CHEVROLET, CONTINUED

Camaro Z28 - V8 Engines

YEAR	ENGINE	PART #
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
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

Chevelle/El Camino, Monte Carlo/Malibu - V8 Engines

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

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

2000-97	5.7L 350 LS-1	72535
1996-92	5.7L 350 LT-1, LT-4	72524
1991-85	5.7L 350	72525
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

All Series - V8 Engines

YEAR	ENGINE	PART #
	7.4L 454 (N) C/K	72542
1989	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
1988-87	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
	7.4L 454 (N) C/K, R/V, G	72542
1986	5.0L 305, 5.7L 350 C/K	72523
	5.7L 350 (K) G/P	72522
	7.4L 454 (N) C/K, P	72530
1985-83	5.0L 305, 5.7L 350 C/K	72520
	5.0L 305, 5.7L 350 G/P	
	excludes Motor Home	72522
	7.4L 454 (N) C/K, P	72530
1982	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
1981	4.3L 265	72565

CHEVROLET/GMC TRUCK, CONTINUED

All Series - V8 Engines

YEAR	ENGINE	PART #
	5.0L 305, 5.7L 350 G/P	72522
	7.4L 454 (N) C/K, P	72530
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

All Models - V8 Engines

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

FORD, CONTINUED

YEAR	ENGINE	PART #
	All 8 Cylinder excludes	
	221, 260, 289, 292	72600
1960-58	All 8 Cylinder excludes 292	72600
Fairlane - V8 Engines		
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		
1994-91	5.0L 302	72645
	5.8L 351	72635
1990	5.0L 302	72645
	5.8L 351	72635
1989-88	5.0L 302 with EEC IV	72645
	5.8L 351	72635
1987	5.8L 351 with EEC IV	72645
1986	5.8L 351 with EEC IV	72645
1985	5.8L 351 with EEC IV	72645
1984	5.8L 351 with EEC IV	72645
1982	5.8L 351 with EEC IV	72645
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

FORD TRUCK, CONTINUED

YEAR	ENGINE	PART #
1984-83	5.8L 351	72645
1982	5.8L 351	72645
1973	360, 390 Engs	72600
F Series - V8 Engines		
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

Continental - V8 Engines		
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		
1988-86	302	72645

MERCURY

Full Size Grand Marquis, Monterey/Etc. - V8 Engines		
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
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		
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



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
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OLDSMOBILE

Full Size Delta 88/98/Toronado - V8 Engines

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

PONTIAC, CONTINUED

YEAR	ENGINE	PART #
	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

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
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

1982-81	4.4L 267, 5.0L 305	72520
1977	301, 350 (P), 400	72570
	350 (R), 403	72565
1976-74	350, 400, 455 with HEI	72570
1974-62	All 8 Cylinder without HEI	72550

Phoenix - V8 Engines

1979-77	305, 350 (L)	72522
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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



IGNITION WIRE

BUYER'S GUIDE FOR BLUE MAX™ SPIRAL CORE CUSTOM FIT WIRE SETS

PART #	SPARK PLUG WIRE LENGTHS (INCHES)								SPARK PLUG BOOTS	HEI OR NON-HEI	COIL WIRE LENGTH (INCHES)
	CYLINDER #										
	1	2	3	4	5	6	7	8			
72535	8	8	8	8	8	8	8	8	STR.	NA	N/A
72500	28	28	32	32	45	49	49	49	90°	Non-HEI	10
72510	26	26	28	30	34	34	38	38	90°	HEI	15
72520	20	28	36	36	40	40	40	44	90°	HEI	N/A
72521	22	22	22	26	32	32	32	40	90°	HEI	10
72522	22	22	22	22	26	32	32	40	90°	HEI	N/A
72523	20	32	36	36	40	40	40	44	90° & STR.	HEI	N/A
72524	25	23	25	23	33	34	33	34	90°	HEI	16
72525	26	26	26	28	32	40	44	44	90° & STR.	HEI	N/A
72526	15	19	18	21	23	27	38	32	90°	HEI	12
72527	16	18	18	21	23	28	36	32	90°	HEI	10
72528	22	22	28	28	36	36	36	36	STR.	HEI	N/A
72529	13	15	15	17	19	23	25	35	90°	HEI	9, 11
72530	26	28	28	28	28	32	36	40	STR.	HEI	N/A
72538	22	28	32	32	32	32	36	40	90° & STR.	HEI	8
72540	26	26	26	32	32	36	40	40	90°	HEI	10
72542	26	28	32	32	32	36	40	40	STR.	HEI	10
72550	26	26	28	28	32	32	34	38	STR.	Non-HEI	12
72560	26	27	29	30	30	32	35	37	STR.	HEI	N/A
72561	22	26	28	28	44	48	56	56	90°	HEI	N/A
72565	22	22	24	24	28	36	40	40	STR.	HEI	N/A
72570	18	20	22	26	28	28	36	40	135° & STR.	HEI	N/A
72600	28	28	28	28	28	31	31	34	STR.	Non-HEI	17-1/2
72605	28	28	28	28	31	31	31	34	STR.	Non-HEI	18
72635	18	19	22	22	24	29	30	30	135°	Non-HEI	17
72645	20	20	21	25	28	31	32	32	135°	Non-HEI	18, 23
72650	22	24	24	28	28	28	30	34	STR.	Non-HEI	12
72655	19	26	32	38	44	48	52	55	90°	Non-HEI	9
72656	16	26	32	32	32	36	38	52	90°	Non-HEI	10
72660	22	27	33	46	56	41	51	56	90° & STR.	Non-HEI	15

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 #	SPARK PLUG WIRE LENGTHS						SPARK PLUG BOOT	COIL WIRE LENGTH (inches)
	CYLINDER #							
	1	2	3	4	5	6		
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

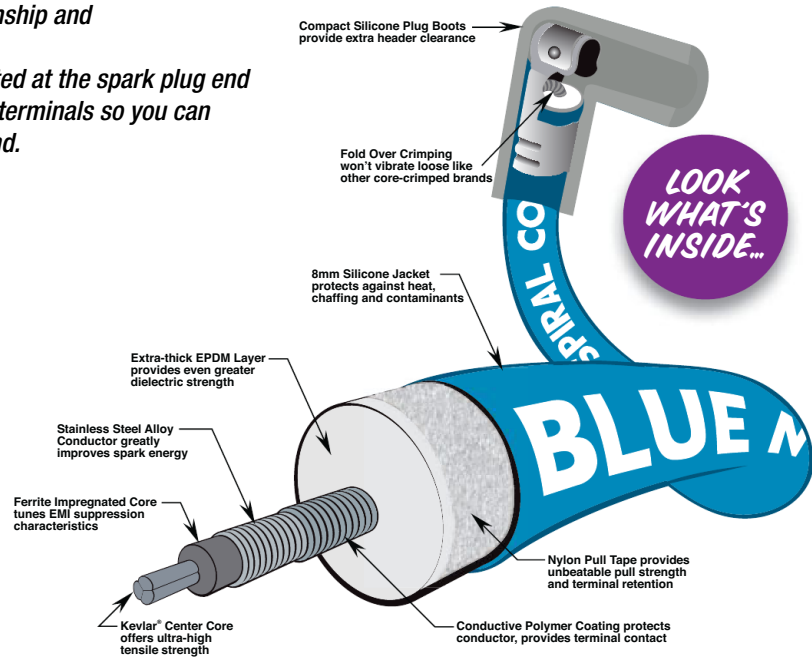


IGNITION WIRE

SOLID CORE PERFORMANCE!

Blue Max™ Solid Core combines state-of-the-art engineering with the finest workmanship and quality control available!

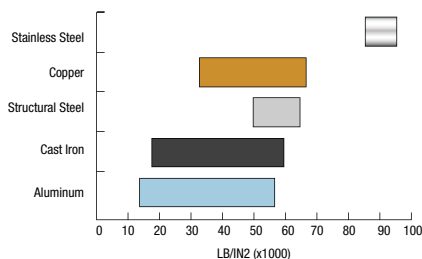
Our Solid Core Sets are pre-terminated at the spark plug end and include enough wire, boots and terminals so you can complete the distributor/magneto end.



- Super High-Performance Wire for Racing Only
- Engineered for magneto and other ignitions that do not require electro-magnetic interference (EMI) suppression
- Combination silver-plated copper and stainless steel "solid core" provides maximum conductivity and strength
- Each wire individually tested for continuity after termination to ensure race-ready performance

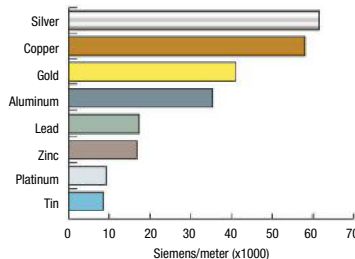
ENGINEERED FOR MAXIMUM SPARK ENERGY!

High Tensile Strength!



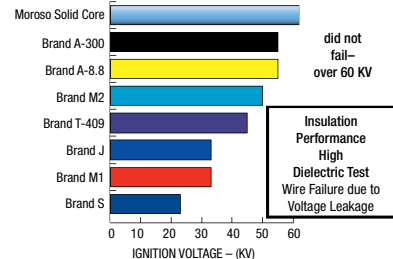
Central core of corrosion-resistant stainless steel provides high strength to eliminate wire breakage.

Highest Conductivity!



Silver plated, low-oxygen copper provides maximum conductivity for peak spark energy.

Highest Dielectric Strength!



Premium silicone jacket over special EPDM (Ethylene Propylene Diene Monomer) for best insulation performance.

BLUE MAX™ SOLID CORE UNIVERSAL FIT WIRE SETS

- 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 looms and wire separators



No. 72820

BUYER'S GUIDE FOR BLUE MAX™ SOLID CORE UNIVERSAL WIRE SETS

SPARK PLUG WIRE LENGTHS CYLINDER #									SPARK PLUG BOOT	COIL WIRE LENGTH (inches)	8 CYLINDER APPLICATIONS			
PART #	1	2	3	4	5	6	7	8			PART #	PLUG TERM'S/BOOTS	DIST. TERM'S/BOOTS	WIRE 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

- 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 Wire Looms and Wire Separators



No. 72855

BLUE MAX™ SOLID CORE WIRE SPOOL

8mm

PART # DESCRIPTION

72830* Solid Core Wire Spool, 8mm, 100 ft



No. 72830

*Not legal for sale or use on Street vehicles per F.C.C. regulations

LOOKING FOR CUSTOM IGNITION WIRE?

Moroso can custom manufacture ignition wire to your unique specifications and imprint sleeve with your company logo! A Technical Representative is available to discuss options, colors and pricing for your custom wire. Please contact the Moroso Tech Department at (203) 458-0542.

Visit us online @ www.moroso.com to register for New Product Email Alerts!

BLUE MAX™ SPARK PLUG BOOT & TERMINAL KITS

- Manufactured from high temperature silicone
- Blue Max™ 8mm boots are available in straight, 90° and 135° ends
- Comes in sets of 8 with positive, locking spark plug terminals

PART #	DESCRIPTION
72060	Spark Plug Wire Boot & Terminal Kit, Straight Ends
72070	Spark Plug Wire Boot & Terminal Kit, 90° Ends
72075	Spark Plug Wire Boot & Terminal Kit, 135° Ends



BLUE MAX™ DISTRIBUTOR BOOT & TERMINAL KIT

Fits: Moroso, Ford, MSD Distributors and others

- High dielectric strength EPDM provides excellent insulation
- Stainless HEI terminals provide maximum corrosion resistance, high conductivity
- Positive, locking HEI terminals won't fall off under racing conditions

PART #	DESCRIPTION
72040	HEI Distributor Boot Kit, 8mm. Includes 9 Boots & Terminals



UNIVERSAL WIRE ACCESSORIES

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 the harmful 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



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 standard wire crimping jaws for electrical insulated terminals.



No. 62260



No. 62268

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



No. 62272



PART # DESCRIPTION

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

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



No. 62271

PART # DESCRIPTION

- 62271** Adjustable Wire Stripping Tool

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



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;
Nos. 72011, 72012, 72013 fits 8.65mm Ultra 40 Wire
- Packaged in 25' lengths

PART # DESCRIPTION

72000	Insulated Spark Plug Wire Sleeve, Blue
72002	Insulated Spark Plug Wire Sleeve, Red
72004	Insulated Spark Plug Wire Sleeve, Black
72011	Ultra 40 Insulated Spark Plug Wire Sleeve, Blue
72012	Ultra 40 Insulated Spark Plug Wire Sleeve, Black
72013	Ultra 40 Insulated Spark Plug Wire Sleeve, Red



No. 72000 **No. 72002** **No. 72004**



No. 72011 **No. 72012** **No. 72013**



Shown installed with **No. 72030** Moroso Shrink Sleeve (blue), sold below.

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

PART # DESCRIPTION

72020	Numbered Shrink Sleeves
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No. 72020

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. 72031

HIGH-TEMPERATURE BOOT SLEEVES

- Have "Dual Wall" construction, which assures protection from spark plug and ignition wire burnout
- Protects up to 1200 Deg. F.
- Wires and Boots stay cooler in exhaust area
- Porous/breathable to reduce "Oven Effect"
- Non-flammable, will not react with petroleum based products
- 1" I.D., 5-1/2" Long
- Expands and stretches over regular surfaces, will work with 135 Deg. and 90 Deg. Spark Plug Boots
- 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



UNIVERSAL LOOM KITS

- Includes four 2-hole looms, two 3-hole looms, and four chrome plated brackets which secure to valve cover bolts
- One kit per engine

PART # DESCRIPTION

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



No. 72152



SHOW CAR LOOM KITS

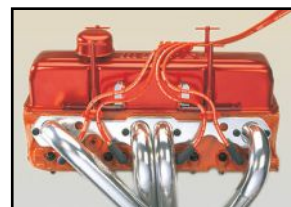
- Includes eight 2-hole looms, two 4-hole separators, and four chrome plated brackets which secure to valve cover bolts
- One kit per engine

PART # DESCRIPTION

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



No. 72168

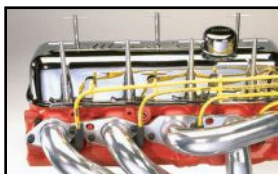


BIG BLOCK CHEVY LOOM KITS

- 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
- One kit per engine

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



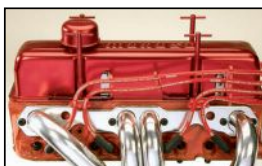
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SUPER LOOM KITS

- 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.
- One kit per engine

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



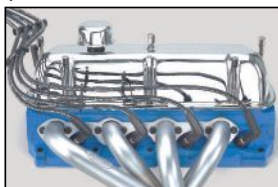
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SMALL BLOCK FORD LOOM KITS

- 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
- One kit per engine

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

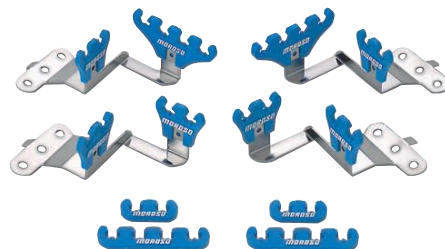


No. 72133

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
- One kit per engine

PART #	DESCRIPTION
72140	Small Block Chevy Centerbolt Loom Kit, Blue, 7-9mm
72141	Small Block Chevy Centerbolt Loom Kit, Red, 7-9mm
72142	Small Block Chevy Centerbolt Loom Kit, Yellow, 7-9mm
72143	Small Block Chevy Centerbolt Loom Kit, Black, 7-9mm

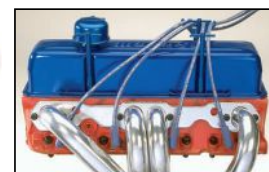


No. 72140

FOUR HOLE SPARK PLUG WIRE LOOM KITS

- Includes two chrome plated brackets and two 4-hole looms
- One kit per engine

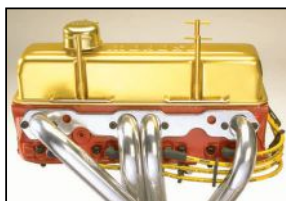
PART #	DESCRIPTION
72180	Four Hole Loom Kit, Blue, 7-9mm
72181	Four Hole Loom Kit, Red, 7-9mm
72182	Four Hole Loom Kit, Yellow, 7-9mm
72183	Four Hole Loom Kit, Black, 7-9mm



No. 72180

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
- One kit per engine



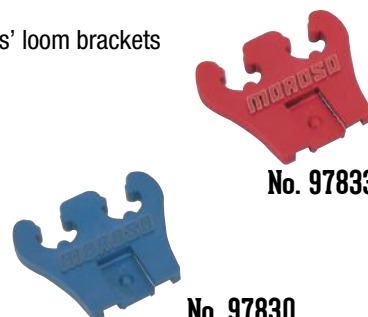
No. 72195

PART #	DESCRIPTION
72195	Under Header Loom Kit, Black, 7-9mm

REPLACEMENT WIRE LOOMS

- Direct replacement looms 7-9mm used in Moroso Loom Kits, also fits other brands' loom brackets
- High-temperature injection molded polyester for extended durability
- 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



No. 97833

No. 97830



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.

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



No. 72163

PART # DESCRIPTION

72160	Spark Plug Wire Separators, Blue, 7-9mm
72161	Spark Plug Wire Separators, Red, 7-9mm
72162	Spark Plug Wire Separators, Yellow, 7-9mm
72163	Spark Plug Wire Separators, Black, 7-9mm
73160	Spark Plug Wire Separators, Blue, 11mm or sleeved wire
73163	Spark Plug Wire Separators, Black, 11mm or sleeved wire



IGNITION WIRE

WIRE SEPARATOR KIT, 2 EACH OF 2, 3 & 4 SEPARATORS, BLACK

Fits: up to 8.65mm Non-Sleeved Ignition Wire

- Separators are constructed out of plastic and are a split design with center retaining hardware
- Kit includes an Allen Wrench
- Two kits would be needed for a typical SBC V-8 engine

PART # DESCRIPTION

72166	Wire Separator Kit, 2 each of 2, 3, & 4 hole separators including allen wrench
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No. 72166

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 extraordinarily 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.

DISTRIBUTOR REPLACEMENT PARTS

Refer to chart below for specific replacement parts for your distributor model.

DESCRIPTION	MODEL OF DISTRIBUTOR				
	MOROSO MULTIPHASE	MOROSO PREMIER BLUE BELL	MOROSO DURABILLET ONE-PIECE BLACK HOUSING	JESEL® FRONT DRIVES	CRANE PRO SERIES
Cap	97852	97852	97855	97855	97855
Cap, Non Wire Retainer	97850	97850	97856	97856	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

DURAFIRE DISTRIBUTORS



No. 72231

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 **DuraFire Distributor** come equipped with everything needed to customize the ignition timing curve for your particular street/strip application. They feature several high-output 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

- Improved weight and advance cam pin retention by TIG welding the pin backside to prevent them from coming loose
- Upgraded strength of the plastic wire harness plug so that the two lock tabs do not break off when unplugging the harness from the distributor cap.

PART # DESCRIPTION

72231 DuraFire Distributor, GM HEI, V8, w/out Vacuum Advance

PART # REPLACEMENT PARTS

97857, 97858, 97859 Distributor Repl, Parts (see pg.335-336)
72355 ProCoil Ignition Coils (see pg. 340)

CHECK OUT THE FEATURES

- One-piece aluminum housing is cleanly machined for neat appearance; steel shaft and gear provide concentric operation
- HEI Distributor Cap and Rotor are precision molded from advanced polymers with solid brass contacts and low-resistance center coil brush
- 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
- 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
- High-Output Module delivers high spark output and extended reliability



IGNITION SYSTEM



DURAFIRE DISTRIBUTOR, PASS. CAR, TRUCK, '87-'95

Moroso's DuraFire Distributors are now available for GM '87-'95 Pass. cars, trucks with GM "H" and "K" code engines 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.

PART # REPLACEMENT PARTS

27043 Ignition Module

97866 Cap

97867 Rotor

No. 72251

DURAFIRE DISTRIBUTOR, GM VORTEC, '95-'01

Moroso's DuraFire Distributors are now available for GM '95-'01, "R" and "M" code

V-8 Vortec, "LT" Engines

- Heavy duty aluminum body is stronger than O.E.M. plastic housing
- Hardened steel shaft and gear provide concentric operation
- Caged needle roller bearings for smooth operation
- Flat cap like O.E.M.
- Cap and rotor are precision molded from advanced polymers with solid brass contacts and inserts on the cap and rotor
- This distributor does not use a module (it only has a HAL Effect Sensor)

PART # DESCRIPTION

72252 DuraFire Distributor



No. 72252

SUPER HEI IGNITION KIT

8mm

- 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)



IGNITION SYSTEM

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



No. 97857

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 spark advance 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



No. 72315

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 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. 72230 and 72231** and any GM HEI Distributor

PART # DESCRIPTION
97859 Distributor Cap, Rotor & Brush Kit, GM HEI V8



ROTOR, DISTRIBUTOR**Short Drive Lug***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

**No. 97849****PART # DESCRIPTION****97849** Rotor, Distributor, Short Drive Lug. *Fits: Crane***97860** Rotor, Distributor, Short Drive Lug. *Fits: Jesel, Mallory***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

**No. 26140****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. 26150****PART # DESCRIPTION****26150** Distributor Housing Shim Kit, 1.290 I.D. & 1.830 O.D**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

**No. 71900****PART # DESCRIPTION****71900** Spark Plug Indexing Washers, Tapered Seat, .010", .021", .032"**71910** Spark Plug Indexing Washers, Flat Seat, .040", .050", .064"

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



No. 26200



No. 26210



No. 26211

PART #	DESCRIPTION
26200	Distributor Hold Down Clamp. Fits: All V8 and 90° V6 Chevrolet engines, Clear-Zinc Steel
26210	Distributor Hold Down Clamp. Fits: All V8 and 90° V6 Chevrolet engines, Chromed Steel
26211	Distributor Hold Down Clamp. Fits: All Small Block Ford engines, Chromed 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



No. 26217

PART #	DESCRIPTION
26217	Adjustable Distributor Collar

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



No. 26215

PART #	DESCRIPTION
26215	Billet Distributor Hold Down. Fits: Small Block, Big Block, and 90° V6 Chevrolet

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

PART # DESCRIPTION

72350* High Output Ignition Coil, Chrome-Plated, Points-triggered Ignitions

**Not legal for sale or use on pollution-controlled vehicles.*

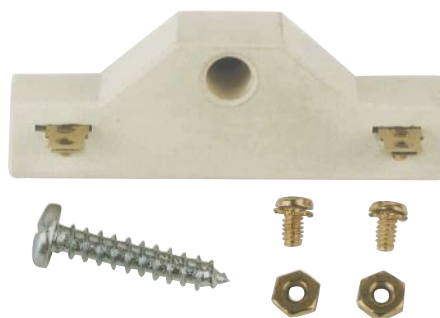
No. 72350

**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, 1.82 ohms



No. 72390

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

PART # DESCRIPTION

62348 Magnifying Flashlight



**POWERFUL
"LED"
Light Source**

No. 62348



IGNITION SYSTEM

REMOTE COIL MOUNTING BRACKET KIT

Fits: LS Series

- Relocates ignition coils from valve cover
- Fits O.E.M. and larger aftermarket coils with 2- $\frac{9}{16}$ " bolt spacing
- Use with Moroso Ultra 40 Wire Sets **Nos. 73811 & 73828**
- Two Mounting Brackets per kit (for 8 coils)

PART #	DESCRIPTION
72395	Remote Coil Mounting Bracket with Spacers



No. 72395

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 O.E.M. and larger aftermarket coils with 2- $\frac{9}{16}$ " bolt spacing
- Use with Moroso Ultra 40 Wire Sets **Nos. 73661, 73681 or 73704**

PART #	DESCRIPTION
72396	Coil Mounting Bracket, Hinged, Removable



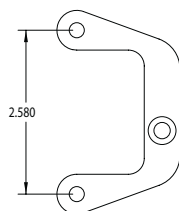
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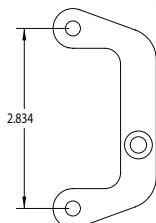
COIL MOUNT BRACKET KIT, GM LS SERIES FOR MOROSO 68471/68473 VALVE COVERS

- These Coil Brackets can be used to relocate LS Coils between the top of the valve cover and the intake
- Designed to be used with Moroso valve covers but can be drilled to be used with other valve covers or to remote mount coils in a different location.
- Two versions available; One for LS1/LS6 Coils & the Second for LS2, LS3, LS7, L92, L98, L99 Coils
- When used with Moroso valve covers, the valve cover can be removed and installed without disturbing the coils or brackets
- Kit includes black anodized aluminum brackets and metric hardware, one kit does one LS engine

PART #	DESCRIPTION
72397	Coil Mount Bracket, GM LS Series for Moroso Nos. 68471/68473 , LS1, LS6 Coils
72398	Coil Mount Bracket, GM LS Series for Moroso Nos. 68471/68473 , LS2, LS3, LS7, L92, L98, L99 Coils



No. 72397



No. 72398



No. 72398



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 Plasma Pulse 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, Plasma Pulse Coils are loaded with durability features that include double-layer insulation, corrosion-resistant connectors and a durable alkyd case.

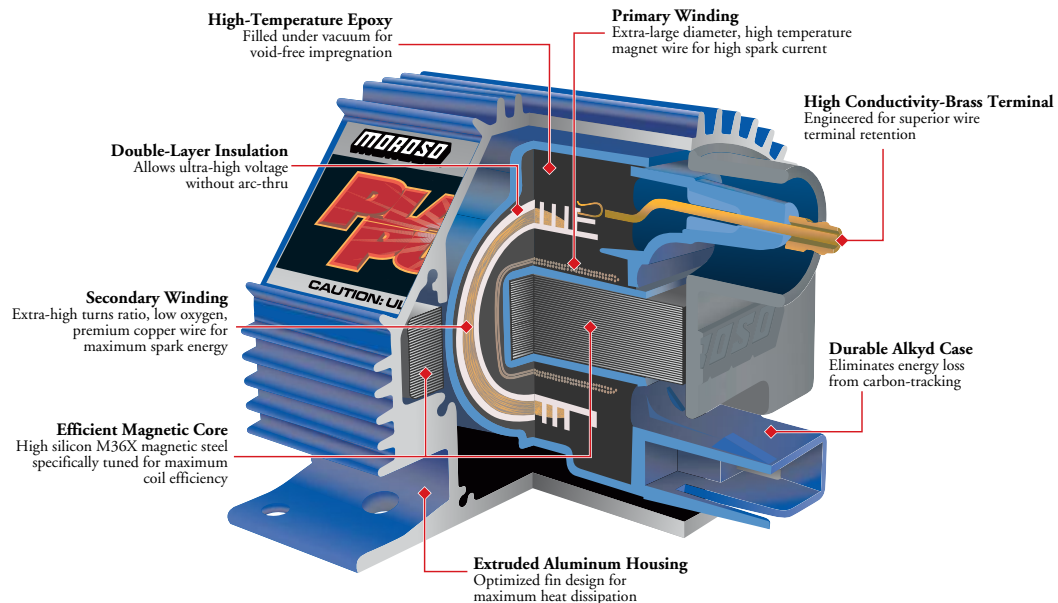
The blue anodized extruded aluminum housing not only gives the coil a distinctive appearance, but cooling fins dissipate damaging heat quickly. In fact, the entire coil can withstand continuous operation without overheating! A high-temperature epoxy filling allows you to mount the coil in any direction.



No. 72380

PART #	DESCRIPTION
72380	Plasma Pulse Ignition Coil, Inductive Discharge. For use with Chevy HEI and Ford DuraSpark ignitions
72381	Plasma Pulse Ignition Coil, Capacitive Discharge. For use with MSD and other CD type ignitions

ENGINEERED FOR MAXIMUM POWER AND DURABILITY!



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.



No. 72355

REFER TO FOLLOWING PAGES FOR PROCOIL APPLICATION CHARTS:

PART #	DESCRIPTION	PAGE NUMBERS
72355	ProCoil HEI, 1975-93 GM	pgs. 341-344
72358	ProCoil F, 1985-96 GM	pg. 344
72360	ProCoil H.O., 1982-97 Ford	pg. 343

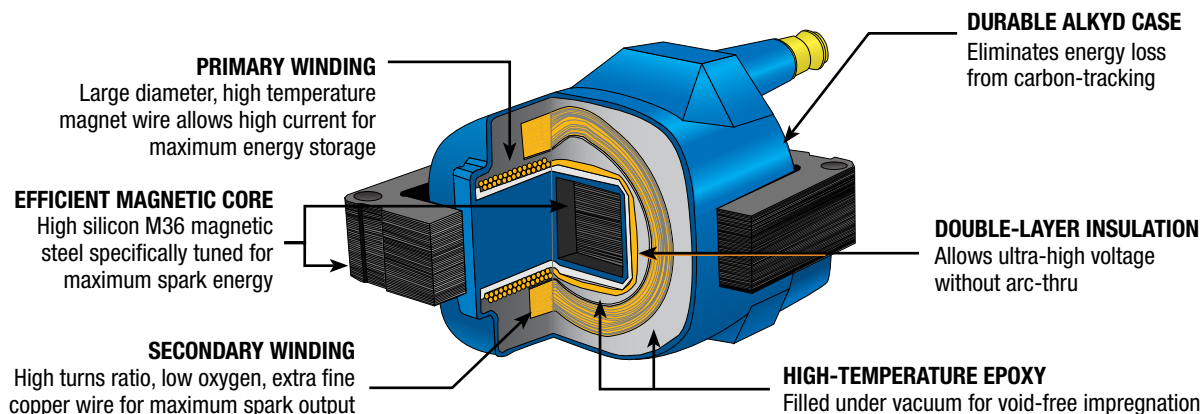
No. 72358

No. 72360



IGNITION SYSTEM

CHECK OUT THE FEATURES THAT MAKE MOROSO'S PROCOIL SUPERIOR TO ALL OTHER BRANDS!



HEI PROCOIL APPLICATION CHART

BUICK

YEAR	ENGINE	PART#
1988-87	122 2.0K, 2.0M, 4 cyl. Skyhawk (with Dist. 1103710)	72358
1986	112 1.8-0, 1.8J, 4 cyl. Skyhawk	72358
1986	121 2.0P, 4 cyl. Skyhawk	72358
1986	151 2.5R, 4 cyl. Century (with Dist. 1103634)	72358
1986	151 2.5U, 4 cyl. Somerset	72358
1985	121 2.0P, 4 cyl. Skyhawk	72358
1985	151 2.5R, 4 cyl. Century, Skylark	72358
1985	151 2.5U, 4 cyl. Somerset, Regal	72358
1981-80	151 2.5L, 4 cyl. Skylark (Can. Only)	72355
1986	173 2.8X, 6 cyl. Century	72358
1985	173 2.8W, 6 cyl. Skylark	72358
1985	173 2.8X, 6 cyl. Century, Skylark	72358
1985	173 2.8X, 6 cyl. Century, Skylark (Can., Export with Dist. 1103619, 1103704)	72358
1982	173 2.8L, 6 cyl.	72355
1981-80	173 2.8L, 6 cyl. Skylark	72355
1981-80	252 4.1L, 6 cyl.	72355
1995-94	350 5.7P, 8 cyl. Roadmaster	72358
1993-92	350 5.7, 8 cyl. Roadmaster	72358
1992-91	305 5.0E, 8 cyl. Roadmaster	72358
1987-84	305 5.0L, 8 cyl. (Can. Only)	72355
1980-83	267 4.4L, 305 5.0L, 8 cyl.	72355
1979-77	305 5.0L, 350 (L) 5.7L, 8 cyl.	72355

CADILLAC

YEAR	ENGINE	PART#
1986-85	121 2.0P, 4 cyl. Cimarron	72358
1986-85	173 2.8W, 6 cyl. Cimarron	72358
1995-94	350 5.7P, 8 cyl. Brougham, Com. Chassis, (MFI Dist. 1103916)	72358
1993	350 5.7, 8 cyl. Fleetwood Brougham (with Dist. 1103953)	72358

CADILLAC. CONTINUED

YEAR	ENGINE	PART #
1992	350 5.7, 8 cyl. Brougham	72358
1991-92	305 5.0E, 8 cyl. Brougham, Fleetwood	72358
1991	350 5.7, 8 cyl. Brougham, Fleetwood (with Dist. 1103880)	72358
1990	350 5.7, 8 cyl. Fleetwood (with Dist. 1103749, 827)	72358
1988-90	273 (5) 4.5L, 8 cyl. Allante, Fleetwood, DeVille	72355
1987	250 (7) 4.1L, 8 cyl. Allante with Dist. 1103747	72355
1986-87	252 4.1L, 8 cyl. Fleetwood, DeVille FWD	72355
1984-85	252 4.1L, 8 cyl. Eldorado, Seville	72355
1983-82	252 4.1L, 8 cyl. Eldorado, Seville	72355
1980-85	368 6.0L, 8 cyl. DeVille, Eldorado, Fleetwood, Seville	72355
1980-85	368 6.0L, 8 cyl. Comm. Chassis, Limousine	72355
1978-79	425 7.0L, 8 cyl. Comm. Chassis, Limousine	72355
1978-79	425 7.0L, 8 cyl. DeVille, Fleetwood	72355
1977-74	500 8.2L, 8 cyl. with HEI	72355
1977-74	425 7.0L, 8 cyl. with HEI	72355

CHEVROLET

YEAR	ENGINE	PART#
1987-88	92 1.5-9, 4 cyl. Spectrum (with Dist. 1103674) Turbo	72358
1985-87	98 1.6C, 4 cyl. Chevette	72358
1985-86	121 2.0P, 4 cyl. Cavalier	72358
1985-1986	151 2.5-2, 2.5R, 4 cyl. Camaro, Celebrity	72358
1981	151 2.5L, 4 cyl. Citation (Can. Only)	72355

CHEVROLET, CONTINUED

YEAR	ENGINE	PART #
1980	151 2.5L, 4 cyl. Citation, Monza	72355
1979-78	151 2.5L, 4 cyl. Monza	72355
1993-94	189 3.1D, 6 cyl. Lumina APV	72358
1993	262 4.3Z, 6 cyl. Caprice	72358
1992-93	262 (Z) 4.3L, 6 cyl. Caprice	72355
1992	189 3.1D, 6 cyl. Lumina APV	72358
1992	189 3.1T, 6 cyl. Camaro	72358
1992	262 4.3Z, 6 cyl. Caprice	72358
1991	189 3.1D, 6 cyl. Lumina APV-A.T. (with Dist. 1103864)	72358
1991	189 3.1T, 6 cyl. Camaro (with Dist. 1103704, 1103900)	72358
1991	262 4.3Z, 6 cyl. Caprice	72358
1990	189 3.1D, 6 cyl. Lumina APV (with Dist. 1103644)	72358
1990	189 3.1T, 6 cyl. Camaro (with Dist. 1103704)	72358
1990	262 4.3Z, 6 cyl. Caprice	72358
1987-89	173 2.8S, 6 cyl. Camaro (with Dist. 1103704)	72358
1987-89	262 4.3Z, 6 cyl.	72358
1986	173 2.8X, 6 cyl. Celebrity A.T.	72358
1986	173 2.8S, 6 cyl. Camaro	72358
1986	173 2.8W, 6 cyl. Cavalier, Celebrity	72358
1986	262 4.3Z, 6 cyl.	72358
1985	173 2.8W, 6 cyl. Cavalier, Celebrity, Citation	72358
1985	173 2.8X, 6 cyl. Celebrity, Citation-Can., Export, Fed.	72358
1985	173 2.8S, 6 cyl. Camaro	72358
1985	262 4.3Z Eng, 6 cyl.	72358
1984-82	229 3.8L, 6 cyl.	72355
1981	173 2.8L, cyl.	72355
1981	229 3.8L, 6 cyl.	72355
1980	173 2.8L, 6 cyl.	72355
1979	200 3.3L, 6 cyl.	72355
1978	200 3.3L, 6 cyl.	72355
1995	265 4.3W, 8 cyl.	72358
1995	350 5.7P, 8 cyl. Camaro, Caprice, Corvette	72358
1994	265 4.3L, 8 cyl.	72358
1994	350 5.7P, 8 cyl. Camaro, Caprice, Corvette	72358
1993	305 5.0E, 8 cyl.	72358
1993	350 5.7, 8 cyl.	72358
1993	350 5.7P, 8 cyl. Camaro, Corvette	72358
1992	305 5.0E, 8 cyl. Caprice, Camaro	72358
1992	305 5.0F, 8 cyl. Camaro	72358
1992	350 5.7, 8 cyl. Camaro	72358
1992	350 5.7, 8 cyl. Caprice	72358
1992	350 5.7P, 8 cyl. Corvette	72358
1991	305 5.0F, 8 cyl. Caprice, Camaro	72358
1991	305 5.0E, 8 cyl. Camaro, Caprice	72358
1991	350 5.7, 8 cyl. Caprice	72358
1991	350 5.7, 8 cyl. Camaro	72358

CHEVROLET, CONTINUED

YEAR	ENGINE	PART #
1990	305 5.0E, 5.0F, 8 cyl. Camaro	72358
1990	350 5.7L, 8 cyl. Caprice (w/ Dist. 1103749) Police Car	72358
1990	350 5.7, 8 cyl. Camaro (with Dist. 1103838, 880)	72358
1989	305 5.0E, 8 cyl. Camaro	72358
1989	350 5.7, 8 cyl. Caprice (w/ Dist. 1103749) Police Car	72358
1989	350 5.7, 8 cyl. Camaro	72358
1988	305 5.0E, 5.0F, 5.0G, 5.0H, 8 cyl.	72358
1988	350 5.7, 8 cyl. Camaro.	72358
1988	350 5.7L, 8 cyl. Caprice (w/ Dist. 1103749) Police Car	72358
1987	305 5.0F, 5.0G, 5.0H, 8 cyl (with Dist. 1103698, 749)	72358
1987	350 5.7L, 8 cyl. Caprice Fed. (with Dist 1103698, 749) Police Car	72358
1987	350 5.7 8 cyl. Camaro	72358
1987	305 (H) 5.0L, 8 cyl. (Can. Only)	72355
1986	350 5.7L, 8 cyl. Caprice Fed. (with Dist 1103698, 749) Police Car	72358
1986	350 5.7L, 8 cyl. Caprice, Police Car (Can. Only)	72355
1986	305 (F), (G), (H) 5.0L, 8 cyl.	72355
1986	350 5.7L, 8 cyl. (Exc. Corvette)	72355
1985	305 (F), (G), (H) 5.0L, 8 cyl.	72355
1985	350 5.7L, 8 cyl. Caprice, Impala, Police Car	72355
1984	305 5.0L, 8 cyl.	72355
1984	350 5.7L 8 cyl. (Exc. Corvette)	72355
1983	305 5.0L, 8 cyl. (Can. Only)	72355
1983	350 5.7, 8 cyl. Caprice, Impala, Police Car	72355
1982-81	267 4.4L, 8 cyl.	72355
1982-81	305 5.0L, 8 cyl. (Can. Only)	72355
1982-81	350 5.7L, 8 cyl. (Exc. Corvette)	72355
1980-77	All 8 Cyl. Engs.	72355
1976	350 5.7L, 8 cyl. with 4 Bbl. Carb. (Cal. Only)	72355
1976	350 5.7L, 8 cyl. with 2 Bbl. Carb.	72355
1976	262 4.3L, 305 5.0L, 400 6.6L, 454 7.4L, 8 cyl.	72355
1975	350 5.7L, 8 cyl. Camaro with 4 Bbl. Carb.	72355
1975	Exc. Z-28, 8 cyl. (Cal. Only)	72355
1975	350 5.7L, 8 cyl. Camaro Z-28	72355
1975	350 5.7L, 8 cyl. with 2 Bbl. Carb.	72355
1975	262 4.3L, 305 5.0L, 400 6.6L, 454 7.4L, 8 cyl.	72355
1974	All 8 cyl. Engs. with HEI	72355



WALDEN
IGNITION SYSTEM

CHEVROLET/GMC TRUCK

YEAR	ENGINE	PART#
1985-89	151 2.5E, 4 cyl. S10, S15, Astro, Safari	72358
1996	262 4.3Z, 6 cyl. G-1, 2, 3	72358
1995	262 4.3W, 6 cyl. Pick-up -A.T. with out Module Powertrain Control	72358
1994-95	262 4.3 B, W, Z, 6 cyl.	72358
1992-93	173 2.8 R, 6 cyl. Sonoma, S10, S15	72358
1992-93	262 4.3 B, W, Z, 6 cyl.	72358
1991	262 4.3 B, W, 6 cyl. Astro, Safari, S10, S15	72358
1991	262 4.3Z, 6 cyl.	72358
1986-90	292 4.8L, 6 cyl.	72355
1986-90	262 4.3Z, 6 cyl. All incl. Safari (with Dist. 1103655)	72358
1985-86	262 4.3L, 6 cyl. C-10/K-10 Pickup, Suburban, Blazer, Jimmy	72355
1985-86	262 4.3L, 6 cyl. G-10, -20, -30 Van	72355
1985-91	173 2.8B, 6 cyl. S10, S15	72358
1984	250 4.1L, 292 4.8L, 6 cyl. Caballero	72355
1980-84	229 3.8L, 6 cyl. El Camino, Caballero	72355
1979-78	200 3.3L, 6 cyl. El Camino, Caballero	72355
1978-84	250 4.1L, 6 cyl.	72355
1987-95	305 5.0H, 8 cyl.	72358
1987-95	350 5.7K, 8 cyl.	72358
1987-95	454 7.4N, 8 cyl.	72358
1989	454 (W) 7.4L, 8 cyl. P-30, R-30, V-30	72355
1989	350 (K) 5.7L, 8 cyl. P-30, R-30, V-30	72355
1988	350 (M) 5.7L, 8 cyl. G-30, P-20, P-30, R-30, V-30	72355
1987	305 (H), 8 cyl. El Camino (Can. Only)	72355
1987	350 (M) 5.7L, 8 cyl. G-30, P-20, P-30, R-30, V-30	72355
1987	454 (W) 7.4L, 8 cyl. with 4 Bbl. Carb.	72355
1975-86	All 8 Cyl. Engs. (Exc. 1978 403 cid G-30)	72355

FORD

YEAR	ENGINE	PART#
1993-95	122 2.0L, 4 cyl. Probe	72360
1986-91	153 2.5L, 4 cyl. Taurus	72360
1985-90	116 1.9L, 4 cyl. Escort, EXP	72360
1984-94	140 2.3L, 4 cyl. Tempo, Exc. LPG	72360
1984-90	140 2.3L, 4 cyl. EFI, Mustang	72360
1983-85	98 1.6L, 4 cyl. Escort with EFI	72360
1983-84	140 2.3L (Turbo), 4 cyl. EFI, Mustang, Thunderbird	72360
1982	98 1.6L, 4 cyl. Escort with Distr. Mounted Module	72360
1992-94	183 3.0L, 6 cyl. Tempo	72360

FORD, CONTINUED

YEAR	ENGINE	PART #
1987-93	232 3.8L, 6 cyl. Thunderbird Exc. S/C	72360
1986-95	183 3.0L, 232 3.8L, 6 cyl. Taurus Exc. FFV, SHO	72360
1990-92	183 3.0L, 6 cyl. Probe	72360
1984-91	302 5.0L, 351W 5.8L, 8 cyl. Crown Victoria, LTD	72360
1984-95	302 5.0L, 8 cyl. Mustang	72360
1984-93	302 5.0L, 8 cyl. Thunderbird	72360

FORD TRUCKS

YEAR	ENGINE	PART#
1988	122 2.0L, 4 cyl. Ranger	72360
1987-89	140 2.3L, 4 cyl. Aerostar, Ranger with Dist. Mounted Module	72360
1985-86	140 2.3L, 4 cyl. Aerostar, Bronco II, Ranger	72360
1986-96	171 2.8L, 183 3.0L, 6 cyl. Aerostar	72360
1986-95	177 2.9L, 183 3.0L, 6 cyl. Bronco II, Ranger	72360
1984-96	300 4.9L, 6 cyl. E, F Series, Module on Distributor	72360
1990-96	302 5.0L, 8 cyl. Bronco	72360
1990-96	302 5.0L, 8 cyl. E-150/E-250	72360
1990-96	302 5.0L, 8 cyl. F-150/F-250	72360
1990-96	351 5.8L, 8 cyl. Bronco (Exc. Calif. Remote Mtd Module) Module #E8PF-12A199-AB	72360
1990-96	351 5.8L, 8 cyl. E-150/E-250/350	72360
1990-96	351 5.8L, 8 cyl. F-150/F-250/350	72360
1990-96	460 7.5L, 8 cyl. E-250/350 Super-Duty, F-250/350 Super-Duty Module #E8PF-12A199-AB	72360
1984-89	302 5.0L, 8 cyl. EEC-IV with Bolt-On Rotor	72360
1984-89	351 5.8L, 8 cyl. EEC-IV with Bolt-On Rotor	72360
1984-89	460 7.5L, 8 cyl. EEC-IV with Bolt-On Rotor	72360

GEO

YEAR	ENGINE	PART#
1992-93	144 1.8-8, 4 cyl. Storm	72358
1990-93	98 1.6-6, 4 cyl. Storm	72358

LINCOLN

YEAR	ENGINE	PART#
1988-94	232 3.8L, 6 cyl. Continental	72360
1992	302 5.0L, 8 cyl. Mark VIII	72360
1991	302 5.0L, 8 cyl. Mark VII, Town Car	72360
1990	302 5.0L, 8 cyl. Town Car	72360
1985-89	302 5.0L, 8 cyl. All	72360
1984	302 5.0L, 8 cyl. Continental EEC-IV, Mark VII, TownCar	72360

MERCURY

YEAR	ENGINE	PART#
1986-91	153 2.5L, 4 cyl. Sable	72360
1985-87	116 1.9L, 4 cyl. LN7, Lynx	72360
1984-94	140 2.3L, 4 cyl. Topaz	72360
1984-86	140 2.3L, 4 cyl. EFI, Capri	72360
1983-85	98 1.6L, 4 cyl. LN7, Lynx with EFI	72360
1983-84	140 2.3L (Turbo), 4 cyl. EFI, Capri, Cougar	72360
1982	98 1.6L, 4 cyl. Lynx with Distr. Mounted Module	72360
1992-94	183 3.0L, 6 cyl. Topaz	72360
1987-93	232 3.8L, 6 cyl. Cougar Exc. S/C	72360
1986-95	183 3.0L, 232 3.8L, 6 cyl. Sable	72360
1984-91	302 5.0L, 351W 5.8L, 8 cyl. Grand Marquis	72360
1984-86	302 5.0L, 8 cyl. Capri	72360
1984-93	302 5.0L, 8 cyl. Cougar	72360

MERKUR

YEAR	ENGINE	PART#
1985-89	140 2.3L (Turbo), 4 cyl. XR4TI	72360
1988-89	177 2.9L, 6 cyl. Scorpio	72360

OLDSMOBILE

YEAR	ENGINE	PART#
1985-88	112 1.8, 121 2.0, 122 2.0, 4 cyl. Firenza	72358
1985-86	151 2.5R, 2.5U, 4 cyl. Calais, Ciera	72358
1981	151 2.5L, 4 cyl. Omega (Can. Only)	72355
1978-80	151 2.5L, 4 cyl. Starfire	72355
1990-95	189 3.1D, 6 cyl. Silhouette (with Dist. 1103644 or 1103864)	72358
1991-93	262 4.3Z, 6 cyl. Bravada	72358
1985-86	173 2.8W, 6 cyl. Ciera, Firenza	72358
1986	173 2.8X, 6 cyl. Ciera (with Dist. 1103643, 619)	72358
1985	173 2.8X, 6 cyl. Ciera Can., Export	72358
1980-82	173 2.8L, 181 3.0L, 6 cyl.	72355
1992	350 5.7, 8 cyl. Custom Cruiser	72358
1991	305 5.0E, 8 cyl. Custom Cruiser (with Dist. 1103852)	72358
1983-87	305 (H) 5.0L, 8 cyl.	72355
1983-86	267 4.4L, 8 cyl. (Can. Only)	72355
1983-86	305 (H) 5.0L, 8 cyl.	72355
1981	267 4.4L, 305 5.0L, 8 cyl.	72355
1977-80	305 5.0L, 350 (L) 5.7L, 8 cyl.	72355
1977-78	403 6.6L, 8 cyl. Toronado	72355
1975-76	455 7.5L, 8 cyl. Toronado	72355

PONTIAC

YEAR	ENGINE	PART#
1988-93	98 1.6, 4 cyl. LeMans (with Dist. 1103766)	72358

PONTIAC, CONTINUED

YEAR	ENGINE	PART#
1990	122 2.0K, 4 cyl. Sunbird, LeMans	72358
1989	122 2.0K, 4 cyl. LeMans (with Dist. 1103774)	72358
1988-91	122 2.0K, M, 4 cyl., Grand AM, Sunbird	72358
1987	122 2.0K, 4 cyl. J2000	72358
1987	122 2.0M, 4 cyl. Grand AM, J2000	72358
1985-86	112 1.8-0, 1.8J, 4 cyl. J2000	72358
1985-86	121 2.0P, 4 cyl. J2000	72358
1985-86	151 2.5U, 2.5-2, 4 cyl. Firebird, Grand AM	72358
1985-86	151 2.5R, 4 cyl.	72358
1985-87	98 1.6C, 4 cyl. T1000	72358
1985	151 2.5U, 4 cyl.	72358
1981	151 2.5L, 4 cyl. Phoenix (Can. Only)	72355
1977-80	151 2.5L, 4 cyl. Starfire with HEI	72355
1991-95	189 3.1D, 6 cyl. Trans Sport	72358
1990-92	189 3.1T, 6 cyl. Firebird	72358
1990	189 3.1D, 6 cyl. Trans Sport (with Dist. 1103644)	72358
1987-89	173 2.8S, 6 cyl. Firebird (with Dist. 1103704)	72358
1987-88	173 2.8-9, 6 cyl. Fiero	72358
1986	173 2.8S, 2.8W, 6 cyl.	72358
1986	173 2.8X, 6 cyl. Can., Export, Fed	72358
1985-86	173 2.8-9, 6 cyl. Fiero	72358
1985-87	262 4.3Z, 6 cyl.	72358
1985	173 2.8S, 2.8W, 6 cyl. U.S.	72358
1985	173 2.8X, 6 cyl. 6000	72358
1985	262 4.3Z, 6 cyl.	72358
1983	229 (9) 3.8L, 6 cyl. Parisienne	72355
1982	173 2.8L, 6 cyl. 6000, Phoenix	72355
1980-81	229 3.8L, 6 cyl.	72355
1980	173 2.8L, 6 cyl.	72355
1993-95	350 5.7P (H.O.) Eng. Firebird	72358
1988-92	305 5.0E, 5.0F	72358
1988-92	350 5.7-8 Eng. Firebird	72358
1987	305 5.0F, 5.0H Eng. Firebird, exc. Canada	72358
1987	305 5.0H Eng. Grand Prix, exc. Canada	72358
1987	350 5.7-8 Eng. Firebird (with Dist. 1103698)	72358
1987	305 (H) 5.0L, 8 cyl. Firebird, Grand Prix (Can. Only)	72355
1986	305 (F), (G), (H) 5.0L, 8 cyl.	72355
1983-85	305 (F), (G), (H) 5.0L, 8 cyl.	72355
1977-83	267 4.4L, 305 5.0L, 350 (L) 5.7L, 403 6.6L, 8 cyl.	72355
1975-76	350 5.7L, 400 6.6L Chevrolet, 8 cyl.	72355



WALDEN
IGNITION SYSTEM

CRANK TRIGGER ULTRA SERIES KIT

Big Block Chevrolet

Fits: O.E.M., Fluidampr, ATI, Fischer, JEGS and other BBC 8.0" or smaller diameter damper cases with 4.749" mounting registers

- Crank Trigger Kit is based on the popular, flying magnet-style kits
- Compact adjuster arm for better fitment with two-piece oil pans and containment devices
- The trigger wheel and arm are constructed out of billet aluminum with black anodized finish for long lasting good looks
- Moroso has designed the trigger wheel and adjuster arm to allow for infinite timing settings, while still giving you the ability to position the sensor for the greatest range of adjustment for your combination. No more having the sensor run out of adjustment before you even start the engine up.
- The sensor mounting block is designed so that it will not stick out of the back of the arm and interfere with the oil pan or a diaper
- Moroso Crank trigger sensor comes with the most common plug to easily hook to any popular ignition box with no modifications
- Has two sensor locations for non-motorplate applications
- Includes all necessary hardware

PART # DESCRIPTION

- 60008*** Crank Trigger Ultra Series Kit for Big Block Chevrolet, passenger
- 60012*** Crank Trigger Ultra Series Kit for Big Block Chevrolet, Mounts to driver's side of block for mechanical fuel pumps, Procharger clearance **NEW!**



CRANK TRIGGER ULTRA SERIES KIT

Small Block Chevrolet

Fits: O.E.M., Fluidampr, ATI, Fischer, JEGS and other SBC 7.0" or smaller diameter damper cases with 4.749" mounting registers

- Crank trigger kit is based on the popular flying magnet style kit
- Compact adjuster arm for better fitment with chassis restrictions pans and containment devices
- The trigger wheel and arm are constructed out of billet aluminum with black anodized finish for long lasting good looks
- Moroso has designed the trigger wheel and adjuster arm to allow for infinite timing settings while still giving you the ability to position the sensor for the greatest range of adjustment for your combination. No more having the sensor run out of adjustment before you even start the engine up
- The sensor mounting block is designed so that it will not stick out of the back of the arm and interfere with the oil pan
- Moroso Crank trigger sensor comes with the most common plug to easily hook to any popular ignition box with no modifications
- Kit mounts to passenger side of block only, and has two sensor locations for non-motorplate applications
- Includes all necessary hardware

PART # DESCRIPTION

- 60009*** Crank Trigger Ultra Series Kit, Small Block Chevy



*Not legal for sale or use on Pollution-controlled vehicles.

CRANK TRIGGER ULTRA SERIES WITH ADJUSTABLE TIMING POINTER KIT

Small Block Ford, 302 - 351W

Fits: O.E.M., Fluidampr, ATI, Jegs and other S.B.F. 7.0" or smaller diameter by 3.35" long 4-bolt dampers

- Crank trigger kit is based on the popular flying magnet style kit
- Compact adjuster arm for better fitment with chassis restrictions pans and containment devices
- The trigger wheel and arm are constructed out of billet aluminum with black anodized finish for long lasting good looks
- Built-in adjustable timing pointer
- The trigger wheel and arm are constructed out of billet aluminum with black anodized finish for long lasting good looks
- Moroso has designed the trigger wheel and adjuster arm to allow for infinite timing settings while still giving you the ability to position the sensor for the greatest range of adjustment for your combination. No more having the sensor run out of adjustment before you even start the engine up
- The sensor mounting block is designed so that it will not stick out of the back of the arm and interfere with the oil pan
- Moroso Crank trigger sensor comes with the most common plug to easily hook to any popular ignition box with no modifications
- Kit mounts to passenger side of block or on motorplate applications
- Includes all necessary hardware



No. 60010



PART # DESCRIPTION

60010 Crank Trigger Ultra Series Kit, Small Block Ford

PART # AVAILABLE OPTION

63853 Oil Pump and Vacuum Pump Drive Kit with pulleys, 4-Bolt

63885 Oil Pump and Vacuum Pump Drive Kit without pulleys, 4-Bolt



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

Older "Lug Type" Style

**Not legal for sale or use on Pollution-controlled vehicles.*

No. 60355



- 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



DRIVE MANDREL SPACER KIT

SBC

- For use with Moroso **Nos. 63857 & 63859** drive mandrels
- Maintains register of mandrel when using a 1/4" thick crank trigger
- Comes with a 1/4" longer crankshaft bolt
- Constructed out of stress-proof steel with a black oxide finish

PART #	DESCRIPTION
63861	Drive Mandrel Spacer Kit, SBC, for 1/4" Thick Crank Trigger Wheels



No. 63861

TIMING POINTERS

For SBC and BBC

- Designed to hug the damper so it is easier to line up the damper and the pointer for more accurate timing
- Up to 4 degrees of adjustment are possible
- Constructed of billet aluminum with a black anodized finish
- Stainless steel mounting hardware included

PART #	DESCRIPTION
60100	Timing Pointer, SBC, 6.250"
60105	Timing Pointer, SBC, 6.375"
60110	Timing Pointer, SBC, 6.750"
60115	Timing Pointer, SBC, 7"
60120	Timing Pointer, SBC, 7.250"
60125	Timing Pointer, SBC, 8"
60130	Timing Pointer, BBC, 6.250"
60135	Timing Pointer, BBC, 7"
60140	Timing Pointer, BBC, 7.250"
60145	Timing Pointer, BBC, 8"



No. 60110

No. 60145

TIMING POINTERS FOR FORD 289/302/351W

- Designed to hug the damper so it is easier to line up the damper and the pointer for more accurate timing
- Up to 4 degrees of adjustment are possible
- Fits 6.125" to 6.250" balancers
- Constructed out of billet aluminum with a black anodized finish
- Stainless steel mounting hardware included

PART #	DESCRIPTION
60150	Timing Pointer, Ford 289/302/351W, 11 O'clock TDC
60155	Timing Pointer, Ford 289/302/351W, 10 O'clock TDC



No. 60150

No. 60155



No. 74016



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 #	DESCRIPTION
74016	Moroso Power Charger, 12/16 Volts at 30 Amps



ELECTRICAL SYSTEM

SEALED BATTERY BOX

- Ideal for relocating a battery to the rear of any race, street or show vehicle with or without a rear firewall
- Holds a Series 21, 24, 26, 34, 42, 54, 55, 56, 61, 62, 63, 85, 86, 96R battery with either top-post or side-post terminals
- Outside Dimensions: 13-1/8" W, 11-1/8" D, 11-1/8" T
- Fully approved for racing by NHRA, IHRA and SCCA
- Includes grommets and all mounting hardware
- Does not include battery cable; use with Moroso Battery Cable Kit No. 74055

PART #	DESCRIPTION
74051	Sealed Battery Box, Black



Competition Engineering
Battery/Weight Box on pg. 443

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. 74051**.

No. 74055

**Terminated at both ends. Cut in two to desired length.*

BATTERY CABLE TERMINAL KITS

- Compression-style fittings with tin plated brass for added conductivity and corrosion resistance provide solid electrical connection
- Two per pack

PART # DESCRIPTION

74170 Battery Cable Remote Fitting End Kit, Compression-style, 3/8" opening

74172 Battery Cable Remote Fitting End Kit, Compression-style, 1/2" opening

74173 Battery Cable Terminal, Copper, Solder, 3/8" diameter stud

74174 Battery Cable Terminal, Copper, Solder, 1/2" diameter stud

74175 Battery Post Terminal End Kit



No. 74170

No. 74175



No. 74173

No. 74174



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. 74103



BATTERY POST BOOTS

Meets sanctioning body requirement that terminals be covered on the battery

- Insulated Battery Post Boots meet sanctioning bodies requirement that battery posts be covered, and are a tidier looking solution than tape
- Molded to fit over most non-disconnect top terminals
- Works with 4-0 gauge and larger battery cables
- Designed to be slipped on cable before terminal is installed, or can be slit and wire-tied over cable
- When the battery needs to be charged or jumped, simply fold back the boot for access to the post; when done, just unfold and recover



No. 74114

PART # DESCRIPTION

74114 Battery Post Boots, one each in black and red per package

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

**No. 74140****PART # DESCRIPTION****74140** Remote Battery Jumper Terminals**PART # REPLACEMENT PART****97545** Terminal Cap Kit one red, one black**PART # AVAILABLE OPTION****74149** Battery Jumper Terminal Mounting Bracket**BATTERY JUMPER TERMINAL BRACKET, FOR MOROSO PART NO. 74140**

- "L" shaped bracket makes mounting and aligning Moroso Part **No. 74140** or similar battery disconnect switches easier than previous methods
- Made out of 1/8" thick steel
- Can be bolted and/or welded into place
- Finish of the bracket can be painted, polished or left as is

**No. 74149****PART # DESCRIPTION****74149** Battery Jumper Terminal Mounting Bracket**QUICK-DISCONNECT FLUSH MOUNT BATTERY CABLE CONNECTORS****Complete Pre-Terminated Kits for Header-Equipped Engines**

- 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, Black**97551** Male End, Red**97552** Female End, Black**97553** Female End, Red**No. 74155****QUICK-DISCONNECT FLUSH MOUNT BATTERY CABLE CONNECTOR KIT**

- Kit contains one black male and female lug, one red male and female lug
- Ideal for heavy-duty battery cable connections through firewalls or body panels
- A quick release taper lock provides easy charger hook-ups
- Features brass connections for full contact
- Accommodates 1 or 2 gauge wire

**PART # DESCRIPTION****74156** Quick-Disconnect Flush Mount Battery Cable Connectors, Red & Black (Male and Female)**No. 74156**

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
- Will connect up to 175 amps using #1/0 AWG wire

**No. 74200****PART # DESCRIPTION****74200** Battery Quick-Connect Plug**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

**No. 74201****PART # DESCRIPTION****74201** Battery Quick Connect, Mini**THRU-PANEL BATTERY CONNECTOR**

- 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**No. 74144****No. 74145**

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**
- 2-3/8" Studs included

PART # DESCRIPTION

- 74100** Battery Disconnect Switch, Twist, Limited-Service, i.e. Drag Race applications 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



No. 74106

Installation instructions available
online at www.moroso.com



No. 74100

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



No. 74102

BATTERY & ALTERNATOR DISCONNECT SWITCH

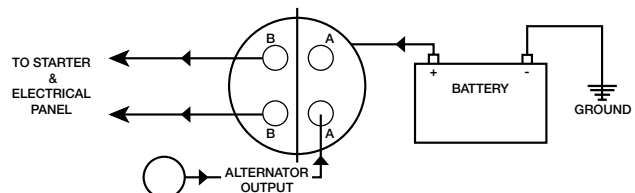
- As race cars have gotten more complicated so has sanctioning bodies rules in making sure that a racecar's electrical power can be completely shut off
- This 4-Pole switch makes installing a "Master Disconnect" switch much simpler. A 4-Pole switch is used to disconnect both the battery and the alternator feed simultaneously without the need for relays.
- Can be mounted in the same locations as traditional On/Off switches with the added security of being able to interrupt the alternator circuit
- Four 3/8" -24 Terminals, rated at 125A continuous/ 750A intermittent, up to 36V DC max., Two Terminals marked "Terminal A" for the battery circuit and Two Terminals marked "Terminal B" for the alternator circuit
- Indexing pin aligns switch with mounting panel and prevents rotation: fits mounting panels up to 1/4" thick
- Includes switch position decal and switch location decal for the exterior of the car
- Use with Moroso Push/Pull Kit **No. 74105** for remote installations and Moroso Battery Cable Fitting End Kit with 3/8" opening **No. 74170**

PART # DESCRIPTION

- 74108** Battery & Alternator Disconnect Switch



No. 74108



ALTERNATOR SHUTDOWN RELAY KIT

- Designed to stop engine run-on when electrical master disconnect is turned off by stopping electrical feedback in malfunctioning or high amperage alternators
- More and more racing sanctioning bodies are recommending that this type of device be used.
- Compliments Battery Disconnect switches such as MOROSO part numbers **74100, 74101, 74102** and **74106**
- Kit includes; Heavy Duty Solenoid rated at 225 Amps, mounting hardware, wiring harness and terminal

PART #	DESCRIPTION
74107	Alternator Shutdown Relay Kit

**No. 74107****BOOTS FOR BATTERY DISCONNECT SWITCHES**

Meets sanctioning body requirement that terminals on the master electrical cut-off switch be covered

- Perfect compliment to Moroso Part **Nos. 74100, 74101, 74102** and **74106**
- Prevents the shorting out of exposed terminals
- When installed, creates a finished "clean look" to disconnect switch wiring
- Constructed out of high quality, pliable, race environment friendly rubber
- Accommodate 2 to 4 gauge wire and 1/2" to 3/8" terminal studs
- Can be installed before or after termination of remote fitting ends

PART #	DESCRIPTION
74110	Boots for Battery Disconnect Switches, Two per pack (1 ea. Black/Red)

**No. 74110****BATTERY DISCONNECT SWITCH BRACKET**

- "L" shaped bracket makes mounting and aligning Moroso Part **Nos. 74100, 74101 & 74108** or similar battery disconnect switches easier than previous methods
- Made out of 1/8" thick steel
- Can be bolted and/or welded into place

PART #	DESCRIPTION
74116	Battery & Alternator Disconnect Switch Bracket

**No. 74116**

ELECTRICAL SYSTEM

REMOTE PUSH/PULL BATTERY DISCONNECT SWITCH KIT

- “Push/Pull” Style of remote battery disconnect switch allows you to mount the Battery Disconnect Switch a roll cage tube with a weld-on bracket, then actuate it with this T-handle kit protruding through the rear panel
- Included switch Moroso Part **No. 74100** is for applications without alternators, Rating: 125 amps @ 6-36 volts DC
- Includes switch, brackets, swing arm linkage, 18" long aluminum tube actuator link, all necessary bushings, fasteners, switch position decal and switch location decal for the exterior of the car

**PART # DESCRIPTION**

74109 Remote Push/Pull Battery Disconnect Switch Kit

No. 74109

**REMOTE PUSH/PULL BATTERY & ALTERNATOR DISCONNECT SWITCH KIT**

- “Push/Pull” Style of remote battery disconnect switch allows you to mount the Battery Disconnect Switch a roll cage tube with a weld-on bracket, then actuate it with this T-handle kit protruding through the rear panel
- Included is Moroso Part **No. 74108** “Master Disconnect” 4-Pole switch. A 4-Pole switch is used to disconnect both the battery and the alternator feed simultaneously without the need for relays
- Includes switch, brackets, swing arm linkage, 18" long aluminum tube actuator link, all necessary bushings, fasteners, switch position decal and switch location decal for the exterior of the car



No. 74111

**PART # DESCRIPTION**

74111 Battery & Alternator Disconnect Switch Kit

PUSH/PULL BATTERY DISCONNECT MOUNTING KIT

- Allows you to mount a Battery Disconnect Switch **Nos. 74100, 74101 74102 or 74108** (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

No. 74105



REMOTE BATTERY DISCONNECT SWITCH KIT, MORSE CABLE ACTUATED

- This kit allows for greater flexibility of mounting a remote battery disconnect lever
- Using a morse cable to actuate the battery disconnect switch allows more flexibility and greater distances between the switch itself and the lever that the driver, crew, or safety workers operate
- Included is Moroso Part **No. 74100** Battery Disconnect switch for applications without alternators, Rating: 125 amps @ 6-36 volts DC
- Kit includes brackets, fasteners, handle, switch position decal and switch location decal for the exterior of the car



No. 74118



PART #	DESCRIPTION
74118	Remote Battery Disconnect Switch Kit, Morse Cable Actuated

REMOTE BATTERY & ALTERNATOR DISCONNECT SWITCH KIT, MORSE CABLE ACTUATED

- This kit allows for greater flexibility of mounting a remote battery disconnect lever
- Using a morse cable to actuate the battery disconnect switch allows more flexibility and greater distances between the switch itself and the lever that the driver, crew, or safety workers operate
- Included is Moroso Part **No. 74108** "Master Disconnect" 4-Pole switch. A 4-Pole switch is used to disconnect both the battery and the alternator feed simultaneously without the need for relays
- Kit also includes brackets, fasteners, switch position decal and switch location decal for the exterior of the car



No. 74119



PART #	DESCRIPTION
74119	Remote Battery & Alternator Disconnect Switch Kit, Morse Cable Actuated

REMOTE BATTERY DISCONNECT SWITCH MOUNTING KIT, MORSE CABLE ACTUATED

- This kit allows for greater flexibility of mounting a remote battery disconnect lever
- Using a morse cable to actuate the battery disconnect switch allows more flexibility and greater distances between the switch itself and the lever that the driver, crew, or safety workers operate
- Kit also includes brackets, fasteners, switch position decal and switch location decal for the exterior of the car
- Use with Moroso Part Nos. **74100, 74101, 74106 & 74108** Battery Disconnect Switches or other similar switches



No. 74117

PART #	DESCRIPTION
74117	Remote Battery Disconnect Switch Mounting Kit, Morse Cable



PUSH BUTTON STARTER SWITCH

- Waterproof and dustproof with neoprene cap for in-car or under hood mounting
- 35 amp rated @ 12 volts

PART # DESCRIPTION
74120 Push Button Starter Switch

**No. 74120****UNIVERSAL MOMENTARY SWITCH CABLE**

- Heavy-duty spiral cable has 15 amp rating
- Ideal for transbrakes, brake line locks and nitrous systems
- The cable features two 16-gauge wires enclosed in a protective PVC outer layer
- Spiral cable stretches to 4 feet and "springs" back when relaxed
- Use with 15 amp Momentary Push Button Switch **No. 74123**

PART # DESCRIPTION
74115 Heavy-Duty Universal Cable, 15 amp DC

**No. 74115****UNIVERSAL MOMENTARY SWITCH & CABLE**

- Precision high-quality momentary switch with a coiled flex cable
- Used on roll control devices, nitrous oxide systems, as a push-to-talk button on radios, or in any other application where an instant on/off switch is needed
- The normally open, snap action, short throw switch mounts in a 1/4" dia. hole
- Rated at 6 amps @ 28 volts DC or 125 volts AC

PART # DESCRIPTION
74122 Universal Momentary Switch and Cable

**No. 74122****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**

PART # DESCRIPTION
74123 Adjustable Universal Momentary Switch, 15 amp DC

**No. 74123**

TOGGLE SWITCHES

- Momentary Switches ideal for starting engines
- On-Off Single Throw Switches control accessories such as lights, pump, fan, etc.
- Rated at 20 amps lamp load
- ON/OFF faceplate included

PART # DESCRIPTION

74124	Toggle Switch Momentary On, Long Handle, 1-½"
74125	Toggle Switch On/Off, Long Handle, 1-½"
74126	Toggle Switch On/Off, Short Handle, ⅞"



No. 74124



No. 74126

TOGGLE SWITCH COVER

- Fits over Moroso **No. 74126** and other short handle ⅞" shaft-mounted toggle switches
- Features flip up lid that prevents switch from accidentally being turned on
- Protects switch from dirt
- Helps denote different toggle switches from each other

PART # DESCRIPTION

74129	Toggle Switch Cover
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No. 74129

QUICK 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, <i>Fits: Tilton-style starters</i>
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No. 74245

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 (Non-Asbestos) sandwiched between two sheets of aluminum

PART # DESCRIPTION

74299	Starter Heat Shield. <i>Fits: Most passenger-side small Tilton-style starters</i>
74300	Starter Heat Shield. <i>Fits: SBC and BBC engines with Delco starters</i>



No. 74299



No. 74300

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 (**No. 74193**) 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 ¼" spade terminals to simplify wire connections
- Five resettable 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



No. 74180



No. 74181



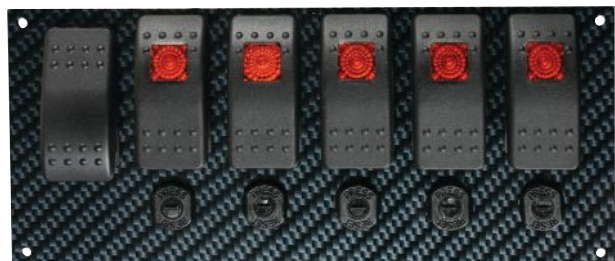
No. 74183



No. 74186



No. 74190



No. 74193

- PART # REPLACEMENT PARTS**
- 97535** Replacement Circuit Breaker
- 97542** Switch Panel Replacement Label Sheets
- 97543** ON/OFF Switch



ELECTRICAL SYSTEM

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



No. 74130



No. 74131



No. 74132



No. 74135



No. 74134



No. 74133



No. 74136



No. 74143



No. 74139

PART # REPLACEMENT PARTS

- 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"
- 74126** Toggle Switch, On/Off, Short Handle, 1 1/16"
- 97542** Switch Panel Replacement Label Sheets



No. 74148

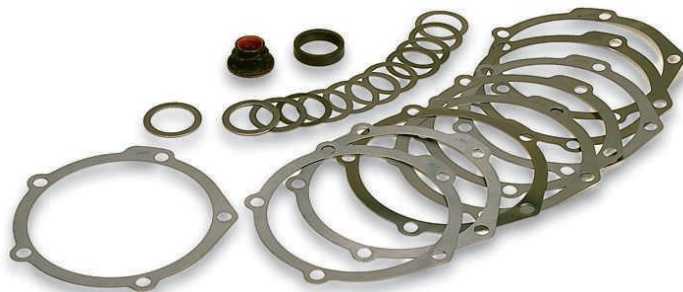
FORD 9" DIFFERENTIAL SHIM & REPLACEMENT PARTS KITS

- 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 O-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



No. 84751

REAR AXLE SPRING PERCHES, 2-1/2" WIDE

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 pg. 392



No. 85090

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

GM 12 BOLT REAR END COVERS

- Heavy duty steel stamping
- Hand polished chrome plated finish
- Includes chrome fasteners and gasket

PART # DESCRIPTION

85330 Rear End Cover, Chevy 12-bolt, Chrome-Plated Steel



No. 85330

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
- Comes complete with fasteners
- One set per package

PART #	DESCRIPTION
85800	Use with 1-1/6" dia. cap and 1.415" bolt centers, gold anodized <i>Fits: 1955-82 Chevy with U-Bolts; Dana 60 with U-Bolts</i>
85810	Use with 1-1/6" dia. cap and 1.595" bolt centers, red anodized <i>Fits: 1965-82 GM 12-Bolt with straps</i>
85820	Use with 1-1/8" dia. cap and 1.540" bolt centers, dark blue anodized <i>Fits: Dana 60 with straps. Also fits Chrysler 8-3/4" ring gear with large yoke (Type 7290 driveshaft)</i>
85830	Use with 1-3/16" dia. cap and 1.668" bolt centers, black anodized <i>Fits: 1350 Series race yokes including Mark Williams Ford 8.8, 9" Ford Series with 9" ring gear</i>
85850	Use with 1-1/16" dia. cap & 1.505" bolt centers, silver anodized <i>Fits: Chrysler 8-3/4" ring gear w/ small yoke (Type 7260 driveshaft)</i>
85860	Use with 1-1/8" dia. cap and 1.575" bolt centers, light blue anodized <i>Fits: Ford 9"</i>



No. 85800

FILLER CAP KIT, STEEL APPLICATIONS, UNIVERSAL

- This kit comes with a 1-1/4" steel female bung that can be welded to steel; rear ends, tanks, valve covers, filler neck plates and other locations to replenish fluid or serve as an inspection port
- The included filler cap is knurled for easy grip removal and replacement
- Filler cap is machined from 6061-T6 aluminum and includes an O-ring for leak free sealing



No. 85280

PART #	DESCRIPTION
85280	Filler Cap Kit, Universal, Steel Bung, 1-1/4"-12UNF Threads, 1.5" O.D.

FILLER CAP KITS, ALUMINUM APPLICATIONS, UNIVERSAL

- These kits come with an aluminum female bung that can be welded to aluminum, tanks, valve covers, filler neck plates and other locations to replenish fluid or serve as an inspection port
- Three kits are available, Knurled Filler Cap with 1.5" OD Female weld bung Contoured grip for easy removal and installation with either Moroso or Competition Engineering logo, 2.6" OD weld bung
- Filler caps are machined from 6061-T6 aluminum and include an O-ring for leak free sealing

PART #	DESCRIPTION
85282	Filler Cap Kit, Universal, Aluminum Bung, Black Anodized with Moroso logo 1-1/4"-12UNF Threads, 1.5" O.D.
85284	Fill Cap Kit, Universal, Steel Bung, Black Anodized with Moroso logo, 1-1/4"-12UNF Threads, 1.5" O.D.
85283	Filler Cap Kit, Universal, Aluminum Bung, Black Anodized with Moroso logo, 1-3/8"-12UNF Threads, 2.6" O.D.



C9085	Filler Cap Kit, Universal, Steel Bung, Black Anodized with Competition Engineering logo, 1-3/8"-12UNF Threads, 2.6" O.D.
-------	--

No. 85283



No. 85284



No. C9085



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



No. 78740

PART #	DESCRIPTION
78740	Universal Rear Spoiler Kit

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

No. 85700



PART #	DESCRIPTION
85700	Access Door



BUILDING BLOCKS of a HIGH PERFORMANCE CAMARO

ENGINE & CHASSIS PRODUCTS FOR YOUR '10 AND UP CAMARO FROM



1 No. 74248
ABS Pump Cover
Camaro Hardtop

2 No. 85487
Air/Oil Separator
Camaro SS

3 No. 73662
Ultra 40 Ignition
Blue, Camaro

4 No. 74246
Brake Booster Cove

5 No. 78000/C3065
Floor Pan Brace

6 No. 78010/C3180
Frame Connectors, Bolt On

7 No. 62640/C3174
Drive Shaft
Loop,

8 No. 62641/C3175
Drive Shaft Loop
Camaro Auto. Trans.

9 No. 74247
Fuse Box Cover

MOROSO PERFORMANCE PRODUCTS, Inc. • It's Our Passion for Racing that Drives Us.

80 Carter Drive / Guilford, CT 06437-2116 • Phone: (203) 453-6571 • Tech Line: (203) 458-0542

View our complete line of engine & chassis products for Camaro® online @ www.moroso.com / www.competitionengineering.com

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
99430 Hood Scoop Plug, fits 3-1/2" x 12-1/2" to 13-3/4" openings

No. 99430

FLOOR PAN BRACE

Bolt-On Design

Fits: Camaro 2010-2015

- Like all high performance Pony Cars, 2010-'15 Camaros suffer from having a flexible chassis; which affects acceleration, handling, long term rattles and traction
- The first step in fortifying a Camaro 2010-'15 chassis is to use this Floor Pan Brace, which replaces the factory stamped steel piece
- Brace stiffens the floor pan and drive shaft tunnel area
- Constructed out of 1-1/2" x 2-1/2" x .120 wall rectangular tubing
- Easy to install bolt-on design that uses the existing mounting points
- Use with optional Part **No. 78010**, Frame Connectors for the ultimate in tying the front and rear subframes together and triangulating the chassis side to side
- Durable gloss, black powder coat finish



No. 78000

PART # DESCRIPTION

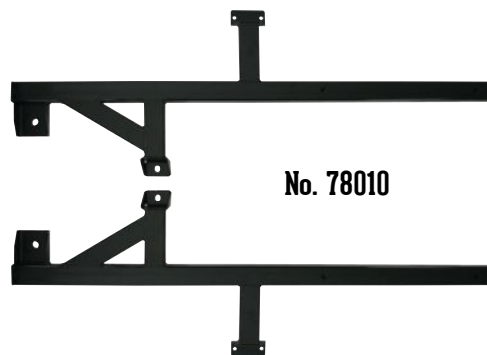
78000 Floor Pan Brace, Bolt-on, for Camaro, 2010-2015

FRAME CONNECTORS

Bolt-On Design

Fits: Camaro 2010-2015

- Like all high performance Pony Cars, 2010-'15 Camaros suffer from having a flexible chassis; which affects acceleration, handling, long term rattles and traction
- These are true subframe connectors that form a solid foundation for better horsepower transfer and handling
- This design ties the independent rear suspension into the body of the car, while still allowing it to work like it was designed to
- Race-proven, improved 60 foot times
- Constructed out of 2-1/2" x 1-1/2" x .120 wall rectangular tubing
- Easy to install bolt-on design that uses the existing floor pan and subframe mounting points
- Once installed, you will immediately notice diminished chassis shake, improved handling and reduced wheel hop
- Use with optional Part **No. 78000**, Floor Pan Brace (see above) to tie the front and rear subframes together and triangulate the chassis side to side
- Legal for all classes of Drag Racing
- Durable gloss, black powder coat finish



No. 78010

PART # DESCRIPTION

78010 Frame Connectors, Bolt-on for Camaro 2010-2015

STEERING JOINTS, DRAG RACE

- Available in splined & unsplined configurations to fit a variety of steering shafts
- Drag Race Applications only

PART # DESCRIPTION

- 80110** Steering Universal Joint Unsplined. **Fits:** steering columns with $\frac{3}{4}$ " O.D. shafts, $1\frac{1}{4}$ " O.D.
- 80120** Steering Universal Joint Unsplined. **Fits:** steering columns with $\frac{5}{8}$ " O.D. shafts, $1\frac{1}{4}$ " O.D.
- 80130** Steering Universal Joint Unsplined. Specially designed to adapt Pinto rack & pinion manual steering box to $\frac{5}{8}$ " O.D. steering shafts, $1\frac{1}{4}$ " O.D. with $\frac{9}{16}$ " -26 spline
- 80131** Steering Universal Joint, $\frac{3}{4}$ -36 spline to $\frac{3}{4}$ " O.D. shafts, $1\frac{1}{4}$ " O.D.
Fits: Ford power rack and GM manual, 1976 and up



QUICK RELEASE HUB & ADAPTER

SFI APPROVED QUICK RELEASE STEERING WHEEL HUB AND ADAPTER

- Meets NHRA, IHRA, SCCA, NASA and other sanctioning body criteria for SFI (Safety Foundation Inc.) requirement #42.1 concerning steering wheel attachment and release
- Hub manufactured from lightweight billet aluminum with anodized finish
- $\frac{5}{16}$ " -18 threaded bolt holes for mounting
- Spring loaded quick 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



PART # DESCRIPTION

- 80160** SFI Approved Quick Release Steering Wheel Hub and Adapter.
Fits: $\frac{3}{4}$ " O.D. steering shafts and steering wheels with a 3 hole, $1\frac{3}{4}$ " diameter bolt pattern

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. C5078



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 225 MPH with 1,000 lb. load
- Bias ply style tires



No. 17040

SPECIFICATIONS: DS-2

PART #	SIZE (INCHES)	APPROX. WEIGHT	DIA.	TREAD WIDTH	RECOMMENDED RIM WIDTH	OPERATING PRESSURE	SECTION WIDTH	CIRCUMFERENCE
17023	23.0 x 5.0 x 15	11 lbs.	23"	5"	3-1/2"-6-1/2"	30 psi.	6.2" on 5" Rim	72-7/16"
17040	24.0 x 5.0 x 15	11 lbs.	24"	5"	3-1/2"-6-1/2"	30 psi.	6.8" on 5" Rim	76-7/16"
17025	25.0 x 4.5 x 15	12 lbs.	25"	4.5"	3-1/2"-5"	30 psi.	6.4" on 5" Rim	78-1/4"
17026	26.0 x 4.5 x 15	12 lbs.	26"	4.5"	3-1/2"-5"	30 psi.	7.1" on 5" Rim	81"
17028	28.0 x 4.5 x 15	13 lbs.	28"	4.5"	3-1/2"-5"	30 psi.	7.7" on 5" Rim	86-3/8"
17029	26.2 x 5 x 17	13.5 lbs.	26.2"	5"	4-1/2"-5-1/2"	30 psi.	6.12" on 4-1/2" Rim	82-5/16"

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
- Bias ply style tires



No. 17050

SPECIFICATION: DRAG SPECIAL

PART #	SIZE (INCHES)	APPROX. WEIGHT	DIA.	TREAD WIDTH	RECOMMENDED RIM WIDTH	OPERATING PRESSURE	SECTION WIDTH	CIRCUMFERENCE
17050	5.50 x 15	10 lbs.	25-1/4"	3-1/2"	3-1/2"-4"	30-35 psi.	5.7" on 4" Rim	78"
17100	7.10 x 15	11 lbs.	27-3/4"	4-1/8"	3-1/2"-5"	30-35 psi.	7.4" on 5" Rim	87-3/4"
17600	7.60 x 15	13 lbs.	29-1/4"	4-5/8"	3-1/2"-5"	30-35 psi.	8.0" on 5" Rim	90-3/4"

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"



No. 99410



No. 99421

DIGITAL DUROMETER

Includes Case

In racing where thousandth of a second can count, a durometer is used to check on; whether a tire has gotten too hard as it has aged, compare different tires hardness and softness against each other or how a tire responded to a chemical tire softener.

- Calibrated on a Shore type A scale, the scale used to measure the hardness of race and ultra high performance tires.
- Easy to read Digital readout with 1/2" tall numbers
- Reads to .5
- Has a hold button to capture the reading on the readout
- Comes with a foam lined plastic case for storage of the unit when not in use

PART # DESCRIPTION

89585 Digital Durometer with Case



No. 89585



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.

MOROSO JACKET

- Moroso arrow logo embroidered on chest and "original" Moroso logo patch on back
- 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
99601	MOROSO FLEX HAT Moroso logo
C9020	COMPETITION ENGINEERING LOGO 1st Generation CE logo in yellow

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	Medium
		99552	Large
		99553	X-Large
		99554	XX-Large
		99555	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	Medium
		99547	Large
		99548	X-Large
		99549	XX-Large
		99550	XXX-Large
		99557	4X-Large
C. MOROSO FAMILY OF COMPANIES Moroso arrow logo in black, red & grey on front and back with family corporate logos	White	99541	Medium
		99542	Large
		99543	X-Large
		99544	XX-Large
		99545	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	Medium
		99535	Large
		99536	X-Large
		99537	XX-Large
		99538	XXX-Large



(FRONT)

(BACK)

Detail of Competition Engineering logo on arm



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 rib		99582	Large
knit panels and angled		99583	X-Large
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 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
DICK'S DRIVE-IN	Off-White	99610	Medium
		99611	Large
		99612	X-Large
		99613	XX-Large
		99614	XXX-Large

DESCRIPTION	COLOR	PART #	SIZE
GRUMPY'S TOYS	Off-White	99615	Medium
		99616	Large
		99617	X-Large
		99618	XX-Large
		99619	XXX-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 SWEATSHIRTS, HOODIE

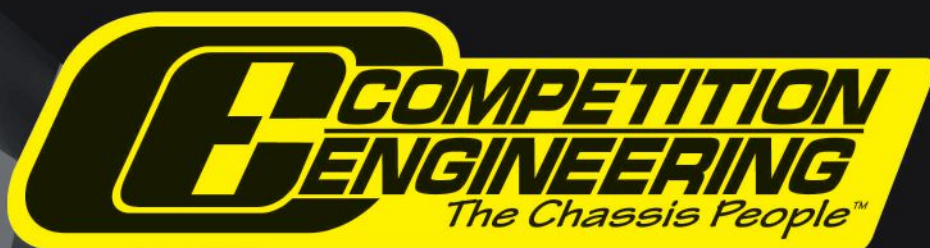
- Thick cotton blend, preshrunk pullover hoodie
- Black with Moroso logo, front and rear
- Front “Through” pockets



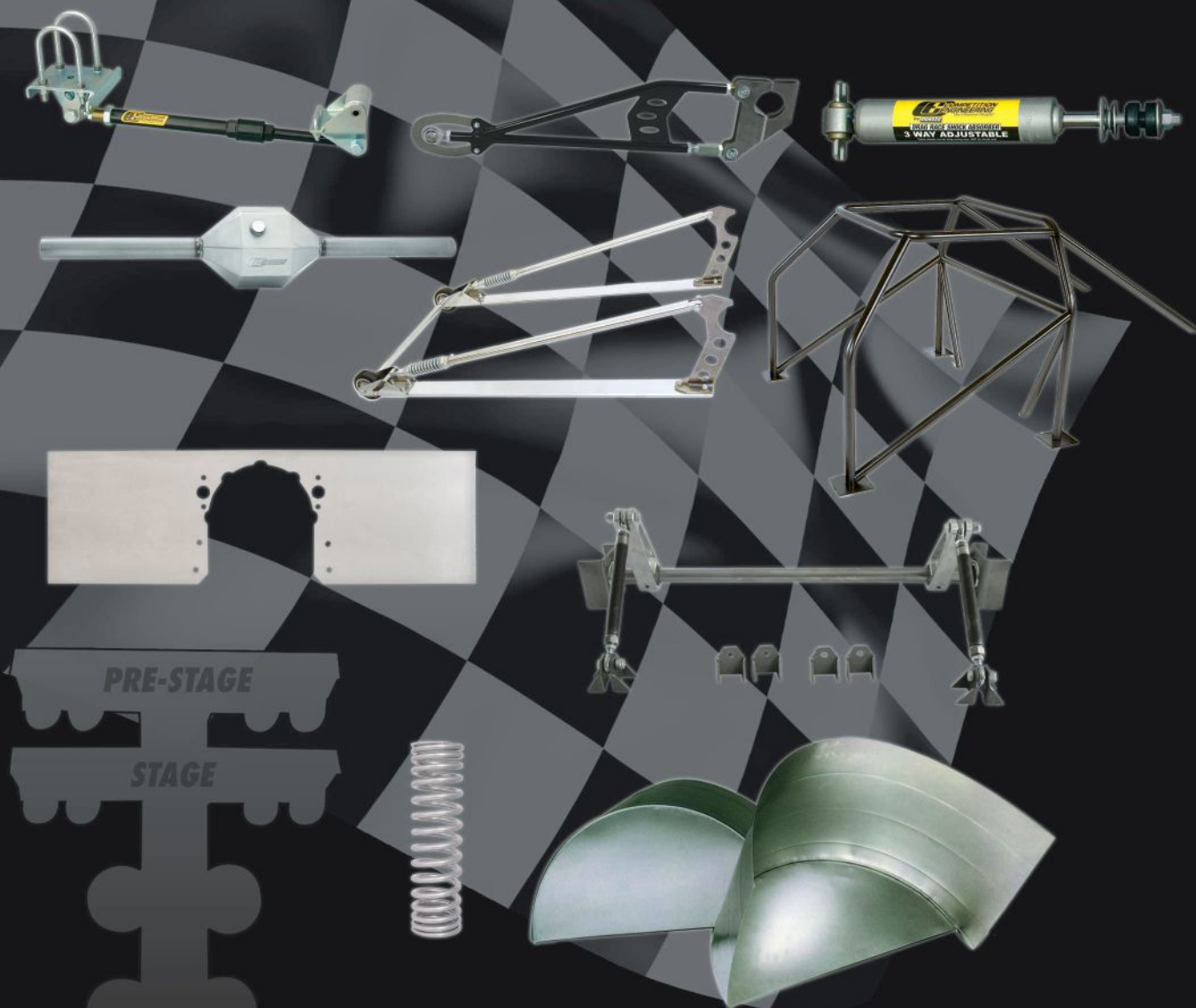
DESCRIPTION	COLOR	PART #	SIZE
SWEATSHIRT	Black	99625	Medium
		99626	Large
		99627	X-Large
		99628	XX-Large



APPAREL



BY MOROSO



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The Chassis People



COMPETITION ENGINEERING

FRONT MOTOR PLATE, PROFILED, FORD 289-302, 351W, 1979-'93

Make sure your motor stays in place!



No. C4015

- This Motor Plate comes already profiled which eases installation
- Provides a solid connection between the engine and the chassis
- Improves reaction and 60-foot times
- Eliminates twisting of the chassis caused by engine torque and ensures that the power gets to the rear wheels
- Computer designed and machined for accuracy
- Used by leading Chassis builders as a positive method of locating the engine in the chassis
- Perfect for performing engine swaps or setting a motor back in the chassis for increased weight transfer
- Includes mounting spacers

PART #	DESCRIPTION
C4015	Front Motor Plate, Profiled, Ford 289-302, 351W Engines, 1979-'93



NEW PRODUCT

Getting more power from an engine is something all racers are familiar with. Getting that power to the ground, however, is a science that few racers really understand. For those of you just starting out in drag racing, we've put together a basic overview of how chassis and suspension systems are affected by sudden acceleration. The Chassis People™ at Competition Engineering want you to understand the relationship between engine power and the chassis, suspension and driveline systems of your car. By doing so, you will be in a better position to select equipment that allows you to hook up and lower ET's!

Without the right chassis and suspension setup, all the horsepower in the world will only go up in tire smoke!

As you're trying to understand how modifications to the chassis and suspension systems improve traction, it helps to keep one thing in mind. Power produced by your engine must take a direct path to "planting" the tires and "launching" your car forward. Any power that gets absorbed by the chassis and suspension is power that can't be used to get you to the finish line as quickly as possible.

There's a basic law of physics that states "for every action there is an equal and opposite reaction." Relating this principle to a game of billiards is relatively easy. But

applying it to chassis and suspension systems on a drag race car is more complex. When trying to understand how chassis and suspension setups affect traction, keep the "action/reaction" concept in mind. It will make things much easier to understand.

While race cars are designed for racing, street cars are designed primarily for carrying passengers safely and comfortably. From the factory, passenger cars are not equipped to handle high rpm launches from a standing start. This instant release of power places great strain on stock suspension systems and usually results in unwanted wheel hop, tire spin and parts breakage. Controlling this unwanted reaction is the job of a traction device, which limits the rotation of the rear axle housing and transfers forces to the track surface.

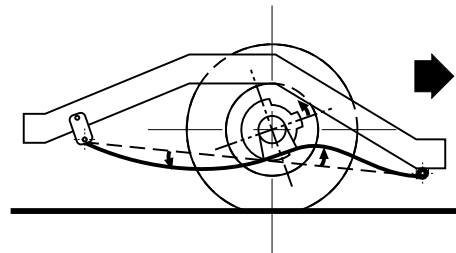
For example, the installation of traction bars is a popular way of limiting rotation of the rear axle housing. Traction bars mount directly to each side of the axle housing and extend forward like long arms or levers. When the housing begins to rotate during initial launch, the traction bars stop this action, holding the housing in place and converting some of the applied torque to a force which pushes the rear tires into the track surface. By stabilizing the axle housing, wheel hop is virtually eliminated, acceleration is smoother and parts breakage is minimized.



HOW "WHEEL HOP" OCCURS

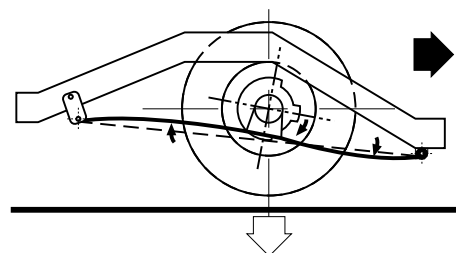
REAR AXLE HOUSING ROTATION WITHOUT TRACTION CONTROL

When horsepower is suddenly delivered to the differential, whether from a clutch or a torque converter, the pinion attempts to "climb" the ring gear. This sudden shock of torque causes the entire rear axle housing to rotate backwards in a counter-clockwise direction. This causes the springs to distort, resulting in severe driveshaft/U-joint misalignment.



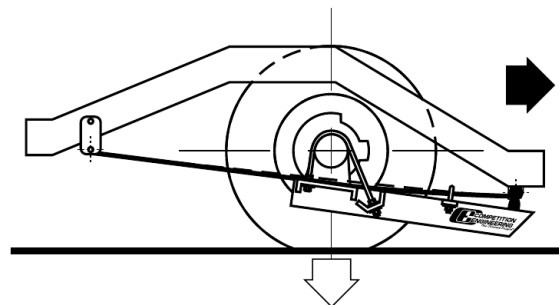
SPRING REACTION UNLOADS SUSPENSION, CAUSING "WHEEL-HOP"

The axle housing is allowed to continue its rotation until it meets resistance from the suspension/springs, which then try to "snap" the housing back to its original position. As power continues to the differential, the housing is once again allowed to rotate back against the springs. This action/reaction of the suspension, commonly known as "wheel hop," continues much like a tug-of-war. Instead of launching your car forward, you sit there bouncing around and spinning your wheels.



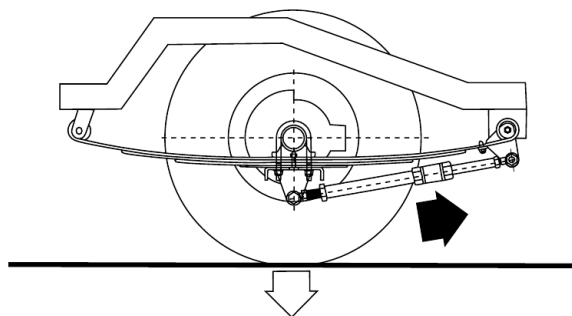
COMPETITION ENGINEERING TRACTION BAR LIMITS AXLE ROTATION

The bolt-on "Slapper Bar" is one of the most basic traction devices available. Originally pioneered by Bill "Grumpy" Jenkins in the mid-sixties, it gets its name from the way it works. One end of the Traction Bar replaces the stock spring pad and is clamped to the rear axle housing. The front end of the bar is suspended just below the spring eye. When the housing begins to rotate during launch, the bar also rotates until it contacts or "slaps" the spring. (Unlike other brands, Competition Engineering Traction Bars make contact directly below the front spring eye, preventing spring damage). When contact occurs, the Slapper Bar becomes a lever trying to push the axle housing down and planting the tires in the process.



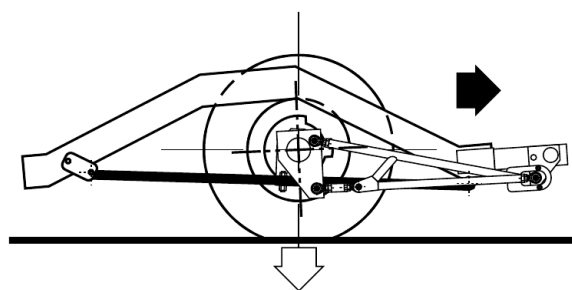
SLIDE-A-LINK™

A revolutionary, patented, completely bolt-on traction device, the Slide-A-Link™, designed for both street and strip use is track tested and competition proven to outperform conventional "Slapper" bars. A solid mounted front plate is installed inside the original front spring pocket and clamps to the leaf spring to provide a positive displacement for the torque that is transmitted from the rear axle through the telescoping bar and special durometer shock pad. These forces, along with improved instant center geometry, provide better weight transfer for increased traction. Free travel and pre-load adjustments are made on the vehicle by adjusting the jack screw at the rear of the bar.



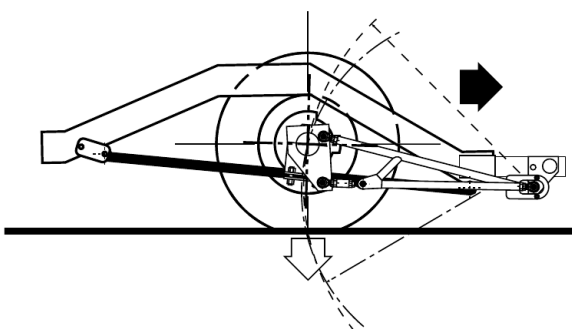
HOW LADDER BARS WORK

The Ladder Bar is a more sophisticated traction device because it serves as an extremely rigid, bridge-type truss that locates the rear axle housing directly to the chassis. With the axle housing held firmly in place, the torque applied to the differential is now transferred immediately through the Ladder Bars and into the chassis. By using the Ladder Bar to carry power to the chassis, the front end reacts by rising. As the front of the car travels upward, rapid weight transfer is created which "plants" the rear tires and propels the car forward.



HOUSING FLOATERS ELIMINATE SUSPENSION BIND

When using Ladder Bars with a leaf spring rear suspension, the axle housing cannot be rigidly attached to the springs. If it were, severe binding of the rear suspension would occur because the Ladder Bar and the leaf spring both travel in separate competing arcs. By allowing the housing to rotate and glide on the leaf spring, the Floating Housing Mount eliminates the bind and allows the Ladder Bars to work the way they were designed.



Traction devices are only half the story. When used properly to transfer the torque action created in the differential into the chassis, other aspects of the car must also be enhanced. Since the chassis is the backbone of the car, the "action" of transferring power into it must not result in the "reaction" of twisting and flexing. Therefore, the chassis must be as rigid as possible. Frame Connectors are used to connect front and rear uni-body subframes, effectively making them one piece. This eliminates unwanted flex in the chassis and prevents it from absorbing the power needed for acceleration. Solid Body Mounts, Solid Motor Mounts, Engine Torque Links and Solid Transmission Mounts contribute to forming a rigid structure and help eliminate unwanted twisting and power loss.

Large-diameter Tubular Control Arms, which are much stronger than stock units, also add rigidity, eliminate flex and help direct power to the ground. Finally, Roll Bars and Roll Cages help make the chassis and body solid while providing an extra measure of safety.

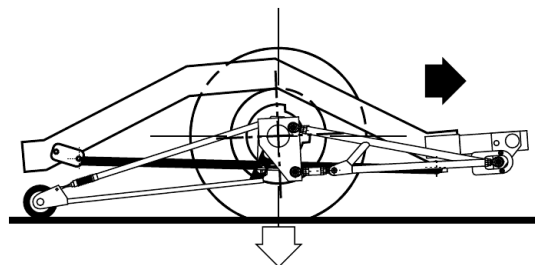
The suspension also contributes to overall performance. It serves as a flexible connection to the track, providing mechanical and hydraulic damping to control unwanted body and chassis movements. The suspension must remain flexible enough to offer a sufficient level of comfort and safety, while contributing to traction when subjected to sudden acceleration. Installation of

Competition Engineering's Adjustable Drag Shocks are one of the first steps taken to help stabilize suspension movement. In race applications, the front shocks play a dual role. When the front end lifts, they extend freely to increase weight transfer. When the front end begins to lower, these same shocks provide resistance to maximize the duration of weight transfer. Complementing the action of the shocks are Front Drag Springs, specially engineered for each application to hold a great amount of stored energy for instantaneous weight transfer. Rear Coil Springs are also available for specific vehicle weights to obtain the correct ride height, and provide full suspension travel for optimum weight transfer and traction. Stabilizer Bars are used in conjunction with both Ladder Bars and 4-Links. They center the rear axle housing within the chassis. This prevents lateral movement between the body and the suspension, which helps to provide high speed stability.

We hope that our introduction to chassis, suspension and traction systems has been helpful. From our simplified explanations you should realize that horsepower, while important, is not the only factor contributing to elapsed time results. A properly tuned chassis and suspension will convert engine power into traction. Our next section will help you to determine the level of equipment needed to obtain that traction.

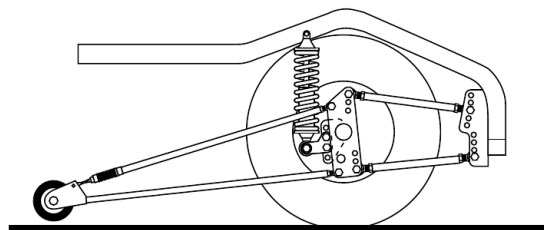
WHEEL-E-BARS™ HELP CONTROL WEIGHT TRANSFER

Although Ladder Bars and 4-Links provide lift to the front end by transferring weight to the rear, too much lift detracts from the forward motion and reduces overall performance. Installation of Wheel-E-Bars™ helps to maintain the correct amount of lift and controls weight transfer to maximize traction.



LADDER BARS vs. 4-LINKS

4-Links offer more adjustment over Ladder Bars and can handle higher torque loads. With two bars per side, one on top and one on the bottom, you basically have an open ended Ladder Bar. You can adjust the suspension for different track conditions by manipulating the mounting positions in the frame and axle housing brackets. This gives you the option of making the intersection point, or point of "instant center," as far forward or rearward to suit your particular needs. The point of instant center is the location where the upper and lower links would intersect if imaginary lines extended from the front of the 4-Link bars. Unlike a Ladder Bar where the point of instant center is always located at the bar's front mounting point, the instant center on a 4-Link changes quickly as the car is launched



CHOOSING THE RIGHT EQUIPMENT

Selecting chassis components is something that should not be taken lightly. It's just as important as choosing the right camshaft or gear ratio. Making the right chassis setup decision wins races. Making the wrong one leaves you with a car that doesn't perform as expected and usually ends up wasting a lot of your hard earned money. Before purchasing a single chassis component, you must first make some very important decisions concerning your car and the level of competition you plan to achieve. First, determine what you want out of your car. Are you looking for better performance from your street machine; do you want a dedicated race car that will never see the street; or do you want a performance street machine that can do occasional track time? If you are going racing, become familiar with all rules and guidelines established by your sanctioning body. Determine the horsepower level you want the engine to make.

Decide if you want to use bolt-on or weld-in components. Once you have addressed all of these important issues, you will be in a better position to choose the chassis components that are correct for your car.

To help both the beginner and seasoned racer select chassis equipment, we've grouped cars in four stages beginning with street performance and mild bracket cars, and ending up with "Outlaw" Pro Street and Pro Modified type race cars. In our **Blueprint for Performance**, we've built each of the four stages around the three most important factors concerning component selection:

- 1) Intended Use
- 2) Horsepower Level
- 3) Installation Complexity

Following along stage by stage will help you select equipment that best suits your performance requirements.

STAGE ONE

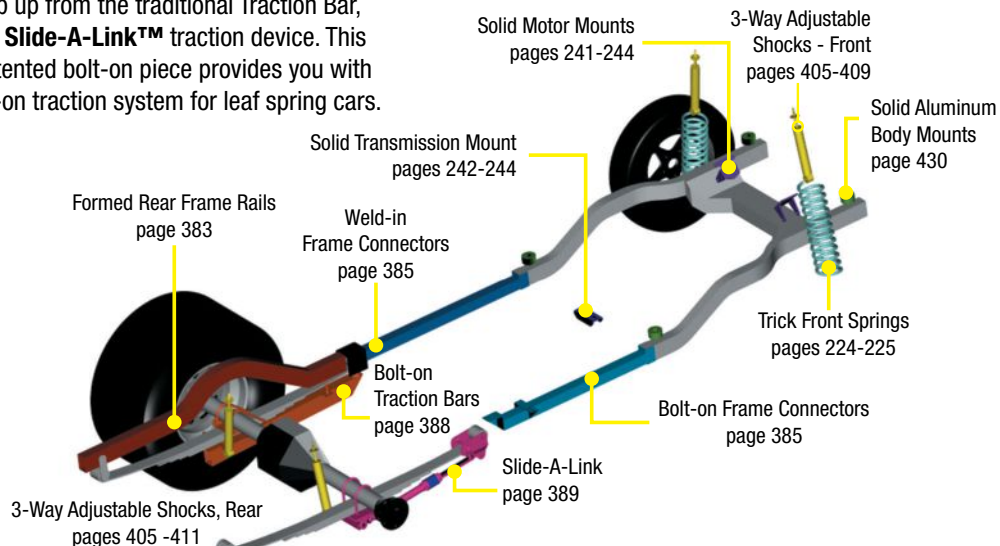
Street Performance & Mild Bracket Cars

Our first stage is our entry level stage intended for those looking to get more performance from their street machine that may see some track time occasionally as a mild bracket racer. In this stage, horsepower levels are stock or slightly modified. All of the equipment can be easily installed with simple hand tools. No welding is required. All of the bolt-on equipment included in Stage One is intended to strengthen the chassis, suspension, body and drivetrain. By making the car more rigid, power is transferred directly to the wheels for improved traction.

To control wheel hop on older cars with leaf or coil springs, Competition Engineering offers **Bolt-On Traction Bars**. These bars limit rear housing rotation, thereby eliminating wheel hop and improving rear wheel traction. As a step up from the traditional Traction Bar, we now offer the **Slide-A-Link™** traction device. This revolutionary, patented bolt-on piece provides you with the ultimate bolt-on traction system for leaf spring cars.

For better handling and improved traction in rear coil spring equipped street cars, we offer **Tubular Rear Control Arms**. These rugged control arms are direct replacements for flimsy stock units, and serve to strengthen the suspension for quick launches and stable cornering.

The Mustang and GM A&G Body versions have three adjust- ment settings to suit changing track conditions. Additional components for this stage include Competition Engineering's **Solid Aluminum Body Mounts** that help eliminate chassis twist, and **Solid Motor Mounts** and **Transmission Mounts** to keep the engine from wasting torque by twisting in the chassis. For uni-body cars, **Bolt-On Subframe Connectors** create a rigid structure for direct transmission of power.



STAGE TWO

Borderline Street Legal & Bracket Racing Cars

As horsepower levels start to increase, so does the need for stronger traction control. The components that make up Stage Two, along with the other stages that follow, will require skills in both welding and fabrication. Installation of this equipment will also cause street driveability to be affected. Stage Two cars may need to be trailered to the track.

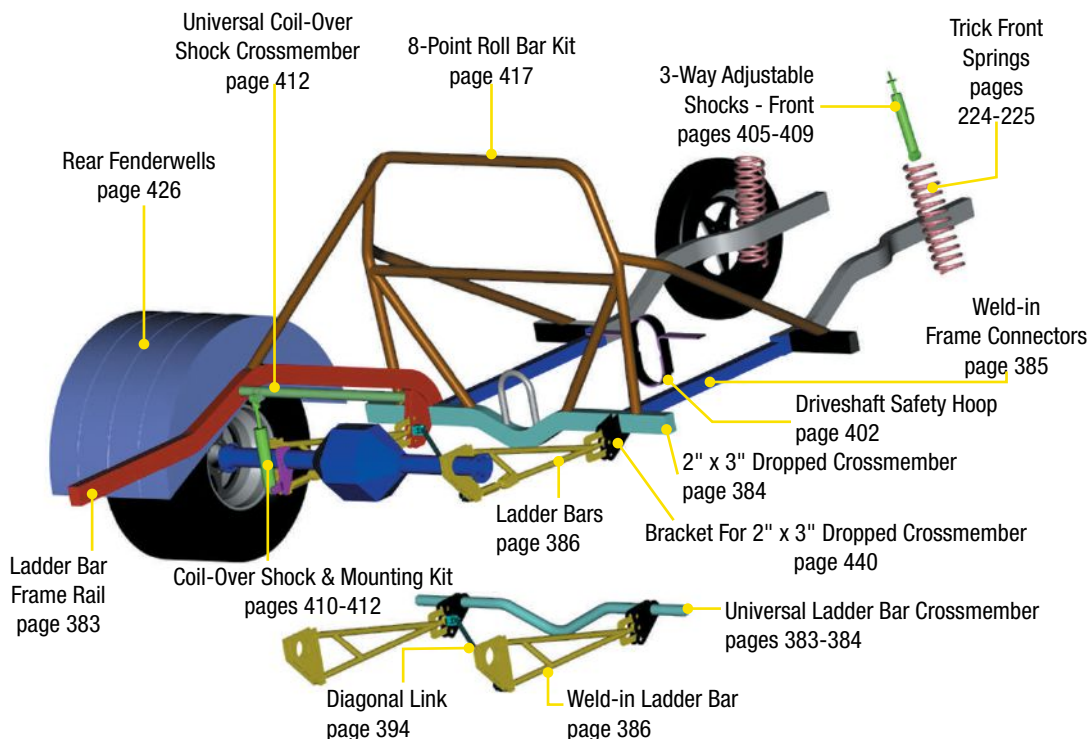
An **8-point Roll Bar** and **Bolt-On Driveshaft Loop** should be among the first components added when deciding to build more horsepower and go faster. A properly installed roll bar not only offers increased protection in the event of a crash, but also adds rigidity to the chassis which results in quicker E.T.'s.

The rear suspension also needs to be reinforced in order to handle the higher torque loads produced by the engine. The installation of **Weld-In Ladder Bars** and a **Tubular Crossmember** will help control the transfer of power to the rear wheels. If you're retaining leaf springs, you'll also need a **Housing Floater** (see page 387) to keep the springs from working against the Ladder Bars. To provide additional suspension adjustment without going through the trouble of installing a **4-Link**, Competition Engineering offers the

Ladder Link™. This popular traction device gives you more adjustability over standard Ladder Bars. Its 33-½" length is ideal for most applications.

More power also requires larger rear tires. To fit larger rear tires into a passenger car body, you'll need to enlarge the wheel housings and move the rear springs inboard. This can be accomplished by installing a set of our **Rear Fenderwells**, available in either steel or aluminum, and using our **Offset Spring Hangers** (see page 413) to relocate the leaf springs. You'll also need **Weld-In Subframe Connectors** to tie the front and rear subframes together in a uni-body car. For maximum strength on uni-body vehicles, our **Formed Rear Frame Rail Kits** provide a solid base for mounting a variety of traction components.

Additional components that make Stage Two complete include computer-designed **Trick Front Springs** for maximum front end lift and weight transfer, **Rear Drag Springs** that provide full suspension travel to take advantage of that weight transfer; **3-Way Adjustable Drag Shocks** to control suspension movement, and **Front End Travel Limiters** to prevent the front end from rising too high.

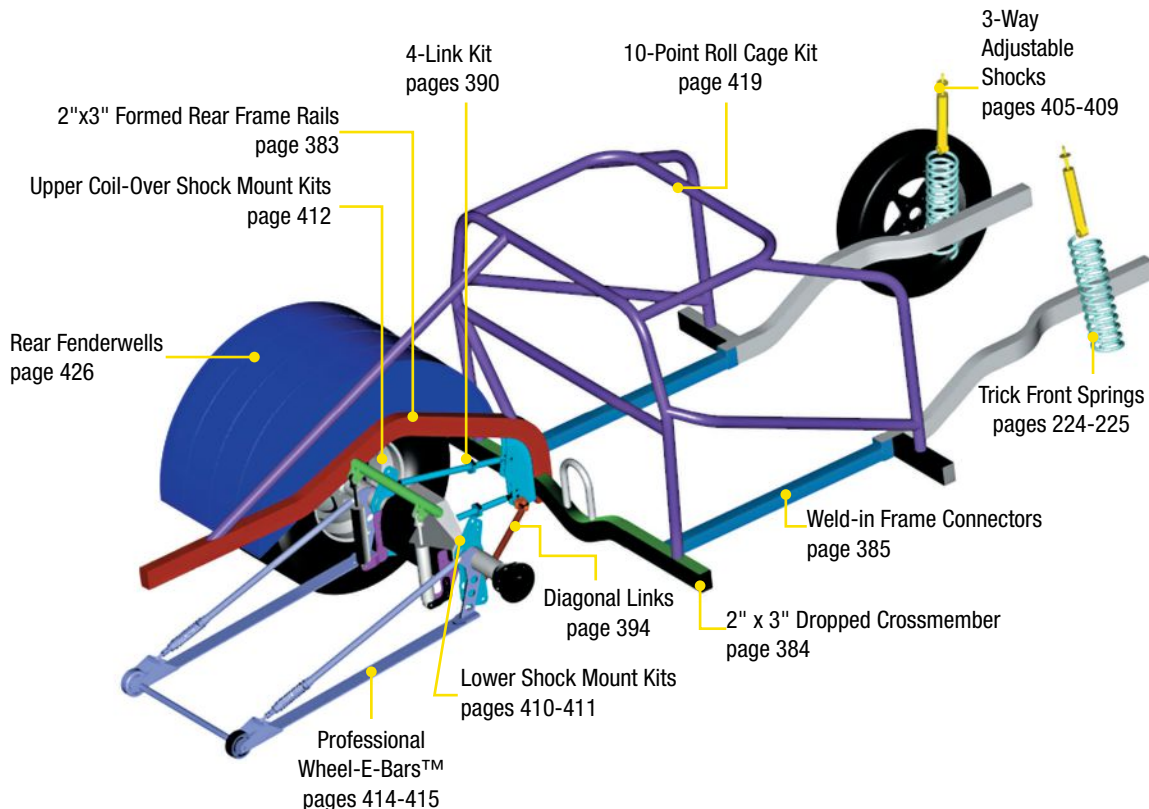


STAGE THREE

Pro-Street & Sportsman Class Cars

Stage Three includes all-out race cars that require fabrication skills to complete. Higher horsepower and larger tires also require that a dedicated racing suspension be installed. Installation of components included in this stage mandates that the car be "back-halved" to accept a fabricated rear frame and 4-Link rear suspension. The backbone of this stage is the 2" x 3" mandrel bent Rear Frame Rails and the 2" x 3" Dropped Crossmember.

This will give you a sturdy base in which to install our 4-Link Kit and Coil-Over Shock Mounts. In addition to this setup, an Axle Locating Device is required to keep the rear housing centered in the chassis. The installation of a 10-Point Roll Cage is mandatory to support the new back half, as well as to help protect the driver at increased speeds.



OTHER COMPONENTS THAT COMPLEMENT STAGE THREE INCLUDE:

PART #	DESCRIPTION	PAGE
C9100	Fabricated 9" Ford Rear End Housing, Chrome Moly	391
C9200	Fabricated 9" Ford Rear End Housing, Mild Steel	391
C4029	Battery/Weight Box	443
C5073/74	Steering Column Kits	427-428



No. C5074



No. C4029



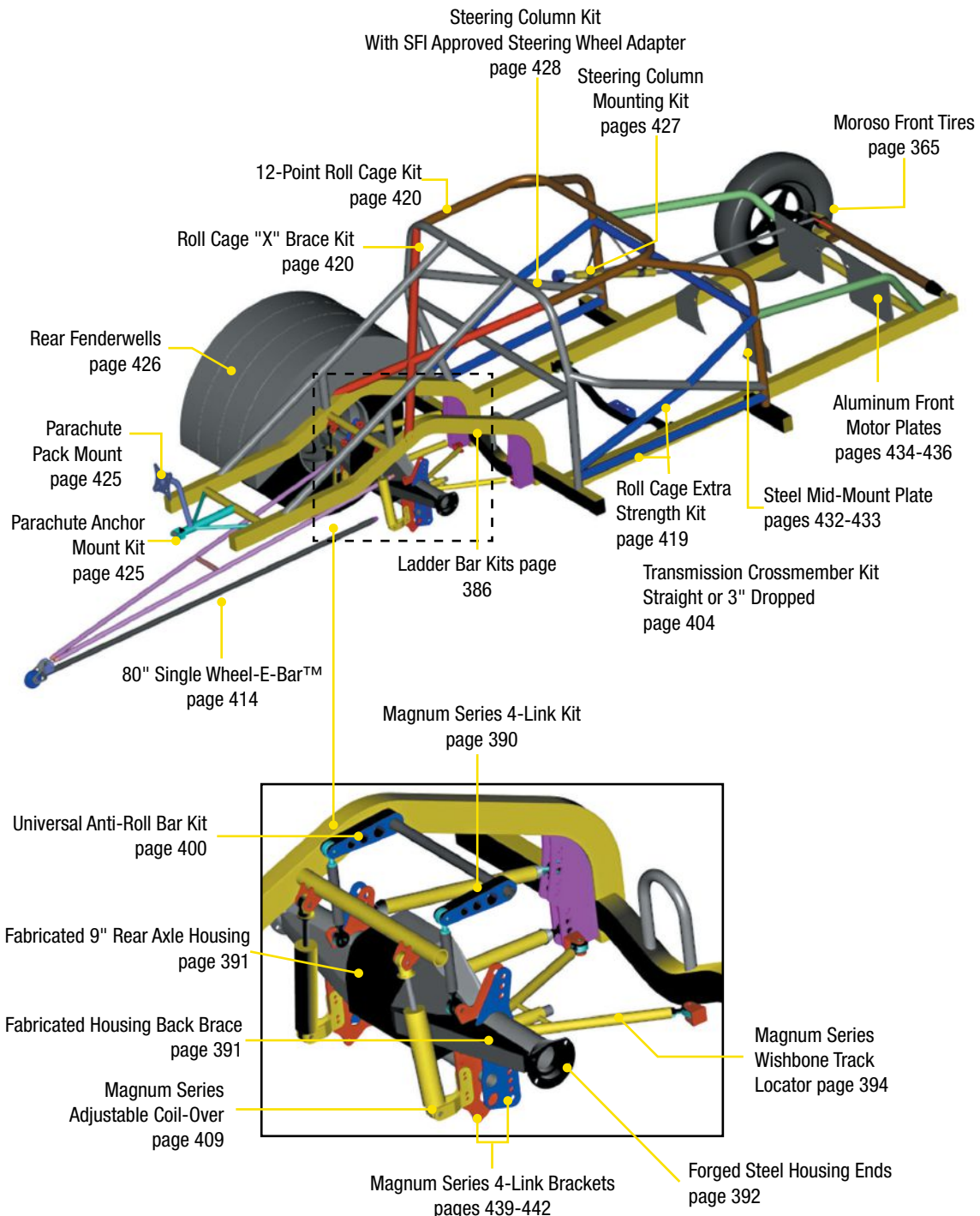
No. C9100

STAGE FOUR

Pro-Street & Pro-Modified Type Race Cars

We have designed this final stage for the **professional racer**. Hard core components for Stage Four include our **12-Point Roll Cage** for maximum protection and chassis rigidity and our **Magnum Series 4-Link** to handle brute force horsepower levels. Our Wishbone Rear Axle Locator improves chassis stability. To locate the engine in tube chassis cars, **Aluminum Motor Plates** and **Steel Mid-Mount Plates** are computer machined for precise

fit and alignment. **Fabricated Rear Axle Housings** and 43" and 46" **Monster Wheel Tubs** are designed exclusively for Funny Car size slicks. To keep everything on a level attitude we strongly suggest our **Universal 60" Wheel-E-Bars™** or **80" Single Wheel-E-Bar™**. Additional components include **Fabricated 9" Ford Housing**, **Steering Column Kit** and **Rack and Pinion Steering Units** for the front end.



REAR FRAME KITS

Competition Engineering complete **Rear Frame Kits** with custom suspension options will save you hours of fabrication time. Each kit is individually welded on precise jigs for unmatched accuracy...getting you hooked up and winning, right out of the box!

When you choose a Competition Engineering **Rear Frame Kit** you know it's built with quality. Each and every component is manufactured with the finest American craftsmanship and materials, ensuring a perfect fit and years of dependable service.

Best of all, our efficient manufacturing processes make these built-to-order **Rear Frame Kits** available at a great price!

We've expanded our line of **Rear Frame Kits** to better meet the needs of our customers. Now, each Frame Kit has its own part number to make it easier to find and order exactly what you are looking for!



Complete Frame Kits Application Chart on pg. 382

DESIGN YOUR OWN REAR CLIP!

Widths - Frame Kits are offered in three widths; 24", 26" and 28".

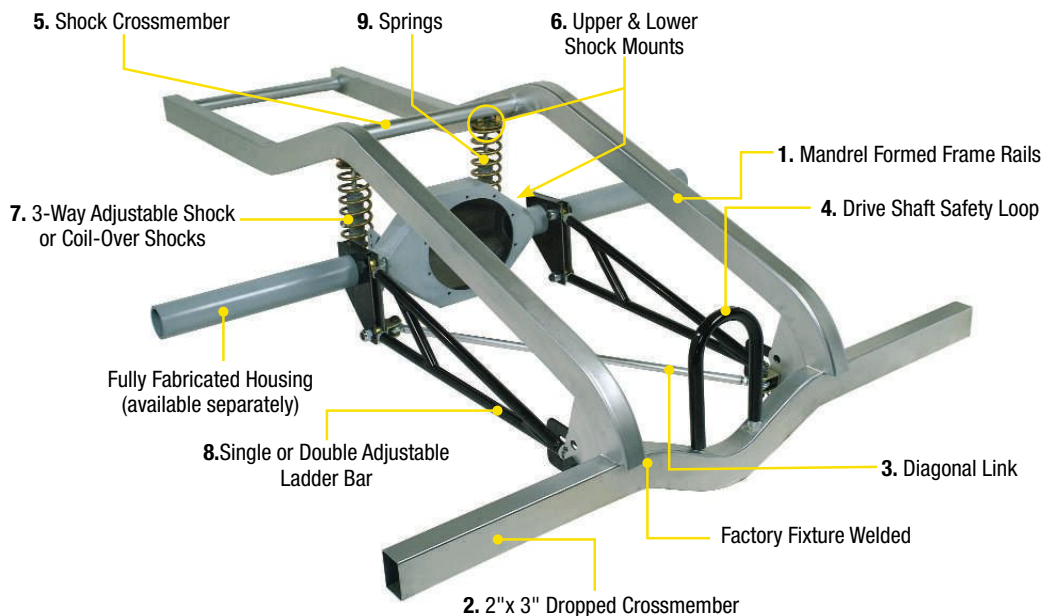
Welded or Unwelded - Frame Kits are available in your choice of welded or unwelded. The unwelded option is available only on the 28" Kit. This allows the chassis builder to cut to their desired width.

Suspension Designs - Four different are available; *Single Adjustable Ladder Bar*, Part No. **C2006**; *Ladder Bar Double Adjustable* Part No. **C2005** (page 386); *Standard 4-Link and Magnum Series 4-Link* (page 390).

Shocks Options - Available with three different shock options; *3-Way Adjustable Drag Shocks* (pages 405-411), *Magnum Series Rear Coil Over Shocks* (page 409).

Spring Rate Options - Seven different spring rates are offered; 85, 100, 125, 150, and 200 lb., plus Progressive Rate Springs are available.

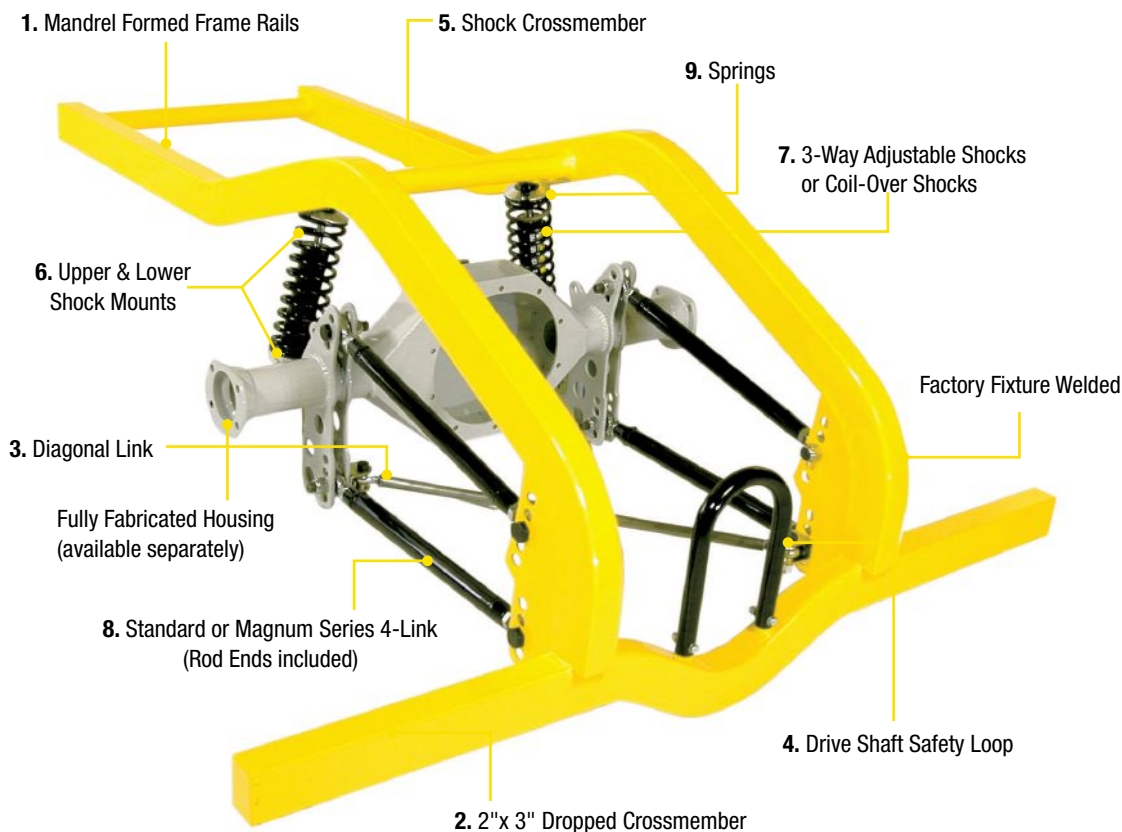
LADDER BAR REAR FRAME KITS



1. **Ladder Bar Frame Rails** - Specially engineered profile clears suspension and axle components, while accommodating low ride height and wide tires.
2. **2" x 3" Crossmember** - Mandrel formed for uniform profile; 3.5" drop center makes it adaptable to virtually any chassis design; 60" wide.
3. **Diagonal Link** - $\frac{3}{4}$ " O.D. DOM steel with $\frac{1}{2}$ " Spherical Rod Ends for easy, in-chassis adjustment.
4. **Driveshaft Loop** - $1\frac{1}{8}$ " O.D. mandrel formed Round Tube contains driveshaft during U-joint failure.
5. **Shock Crossmember** - Tubular design provides high strength with light weight.
6. **Upper & Lower Shock Mounts** - Provides 6" of ride height adjustment.

7. **Choice of 3-Way Adjustable Shocks or Coil-Over Shocks** - Single, externally adjustable Coil-Over Shocks with CNC machined billet aluminum body and 1" wide top/bottom bearings or economical 3-Way Adjustable Shocks with Spring Kit.
8. **Choice of Competition Single Adjustable or Double Adjustable Ladder Bars** (see page 386)
9. **Springs** - Matched to your specific rear vehicle weight. 2.5" I.D. x 12" long, premium-grade chrome silicone steel, powder coated for durability. Progressive Ladder Bar Rate Springs available.





EACH 4-LINK REAR FRAME KIT INCLUDES:

- 1. 4-Link Frame Rails** – Specially engineered profile clears suspension and axle components while accommodating low ride height and wide tires; Rugged 2" x 3" construction makes them strong without adding unnecessary weight.
- 2. 2"x 3" Crossmember** – Mandrel formed for uniform profile; 3.5" drop center makes it adaptable virtually any chassis design; 60" wide.
- 3. Diagonal Link** – 3/4" O.D. DOM steel with 1/2" Spherical Rod Ends for easy, on-chassis adjustment.
- 4. Driveshaft Loop** – 1-1/8" O.D. mandrel formed Round Tube contains driveshaft during U-joint failure.
- 5. Shock Crossmember** – Tubular design provides high strength with light weight.
- 6. Upper & Lower Shock Mounts** – Provides 6" of ride height adjustment.
- 7. Choice of 3-Way Adjustable Shocks or Coil-Over Shocks** – Single, externally adjustable Coil-Over Shocks with CNC machined billet aluminum body and 1" wide top/bottom bearings or economical 3-Way Adjustable Shocks with Spring Kit.
- 8. Choice of Standard or "Magnum" Series 4-Link Kits** – Rod Ends included. (see page 390)
- 9. Springs** – Matched to your specific rear vehicle weight. 2.5" I.D. x 12" long, premium-grade chrome silicone steel, powder coated for durability. Progressive Rate Springs are also available..



Complete Frame Kits Application Chart on pg. 382

LADDER BAR FRAME KITS

24" WIDTH

SPRING RATE

85 LB 100 LB 125 LB 150 LB 200 LB

PROGRESSIVE RATE SPRING

1,900 LBS TO 2,900 LBS 2,901 LBS TO 3,900 LBS

12 WAY ADJ. COIL-OVER SHOCK

C0411 C0412 C0413 C0414 C0415

C0416

C0417

3 WAY ADJ. SHOCK

C0421 C0422 C0423 C0424 C0425

C0426

C0427

26" WIDTH

12 WAY ADJ. COIL-OVER SHOCK

C0611 C0612 C0613 C0614 C0615

C0616

C0617

3 WAY ADJ. SHOCK

C0621 C0622 C0623 C0624 C0625

C0626

C0627

28" WIDTH

12 WAY ADJ. COIL-OVER SHOCK

C0811 C0812 C0813 C0814 C0815

C0816

C0817

3 WAY ADJ. SHOCK

C0821 C0822 C0823 C0824 C0825

C0826

C0827

LADDER LINK FRAME KITS

24" WIDTH

12 WAY ADJ. COIL-OVER SHOCK

C2422 C2423 C2425 C2426 C2427

C2428

C2436

3 WAY ADJ. SHOCK

C2429 C2430 C2431 C2432 C2433

C2434

C2437

26" WIDTH

12 WAY ADJ. COIL-OVER SHOCK

C2611 C2612 C2613 C2614 C2617

C2618

C2619

3 WAY ADJ. SHOCK

C2621 C2622 C2623 C2624 C2625

C2626

C2627

28" WIDTH

12 WAY ADJ. COIL-OVER SHOCK

C2811 C2812 C2813 C2814 C2815

C2816

C2817

3 WAY ADJ. SHOCK

C2821 C2822 C2823 C2824 C2826

C2827

C2828

4-LINK FRAME KITS

24" WIDTH

12 WAY ADJ. COIL-OVER SHOCK

C1411 C1412 C1413 C1414 C1415

C1416

C1417

3 WAY ADJ. SHOCK

C1421 C1422 C1423 C1424 C1425

C1426

C1427

26" WIDTH

12 WAY ADJ. COIL-OVER SHOCK

C1611 C1612 C1613 C1614 C1615

C1616

C1617

3 WAY ADJ. SHOCK

C1621 C1622 C1623 C1624 C1625

C1626

C1627

28" WIDTH

12 WAY ADJ. COIL-OVER SHOCK

C1811 C1812 C1813 C1814 C1815

C1816

C1817

3 WAY ADJ. SHOCK

C1821 C1822 C1823 C1824 C1825

C1826

C1827

MAGNUM SERIES 4-LINK FRAME KITS (1/4" BRACKET WITH 5/8" HOLES)

24" WIDTH

12 WAY ADJ. COIL-OVER SHOCK

C1431 C1432 C1433 C1434 C1435

C1436

C1467

3 WAY ADJ. SHOCK

C1437 C1438 C1439 C1440 C1441

C1442

C1468

26" WIDTH

12 WAY ADJ. COIL-OVER SHOCK

C1443 C1444 C1445 C1446 C1447

C1448

C1469

3 WAY ADJ. SHOCK

C1449 C1450 C1451 C1452 C1453

C1454

C1470

28" WIDTH

12 WAY ADJ. COIL-OVER SHOCK

C1455 C1456 C1457 C1458 C1459

C1460

C1471

3 WAY ADJ. SHOCK

C1461 C1462 C1463 C1464 C1465

C1466

C1473



FORMED REAR FRAME RAIL KITS

- Replaces the stock rear rails in subframe equipped cars
- Engineered to move the leaf springs and frame rails inboard to provide additional tire clearance
- Designed to fit stock floor contours with minor fabrication
- Requires use of a fuel cell, Rear Fenderwells and an Upper Shock Crossmember (see Available Options)
- Eliminates stock sheet metal rear frame rails
- Increases chassis strength for quicker vehicle reaction times
- Manufactured from mandrel formed 2" x 3" x .083" wall mild steel tube
- Two rails and tube sleeves

PART # DESCRIPTION

C3031	Formed Rear Frame Rail Kits, 1967-'69 Camaro, Firebird
C3032	Formed Rear Frame Rail Kits, 1970-'81 Camaro, Firebird
C3034	Formed Rear Frame Rail Kits, 1962-'67 Chevy II, Exc. Wagon
C3035	Formed Rear Frame Rail Kits, 1968-'76 Nova, Ventura II



No. C3031

PART # AVAILABLE OPTIONS

C3002-C3011	Rear Fenderwells
C3012-C3048	Weld-In Subframe Connectors
C2046	Upper Shock Crossmember
C2047	Lower Shock Mount

UNIVERSAL FRAME RAILS KITS

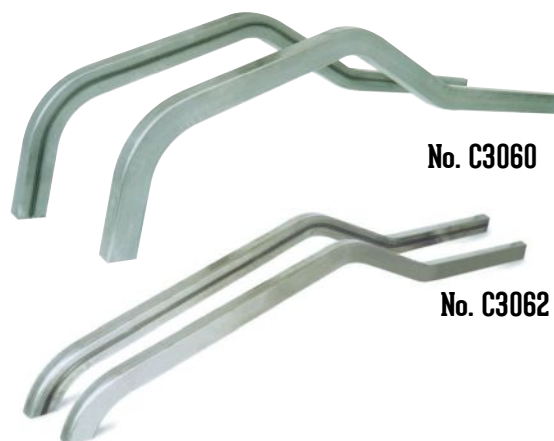
- Available for both 4-Link and Ladder Bar suspensions
- Narrows the rear chassis to accept extra-wide racing tires
- Universal design for any car – Pro Street to Drag Race
- Manufactured from mandrel formed 2" x 3" x .083" rectangular steel
- Use with **No. C3061** 2" x 3" crossmember for a solid mounting point for our suspension components
- Two rails and hardware per kit

PART # DESCRIPTION

C3060*	4-Link Frame Rails, Universal
C3062*	Ladder Bar Frame Rails, Universal

PART # AVAILABLE OPTIONS

C3061	Universal Dropped Crossmember
C3421	Magnum Series 4-Link Bracket
C3408	Standard 4-Link Bracket
C3411	Ladder Bar Bracket



No. C3060

No. C3062

***NOTE:** Installation of this product requires stock rear floor pan be substantially modified or removed. The addition of a full roll cage is also required for proper installation.

CROSSMEMBER KIT

Ladder Bar

- Convenient kit includes components needed to install a Ladder Bar Crossmember on a Pro Street or Drag Race car
- Kit includes: 2" x 3" x 60" Dropped Crossmember, four Ladder Bar Crossmember Brackets and all hardware
- 60" length and full 3.5" drop-center profile makes this sturdy, mandrel bent Crossmember an ideal front attachment point on virtually any chassis design
- The ladder bar mounting holes are stamped on a 33" radius to allow quicker adjustments when used with Competition Engineering's Ladder Bars

PART # DESCRIPTION

C3059	Crossmember Kit - Ladder Bar
--------------	------------------------------



No. C3059

2" X 3" DROPPED CROSSMEMBER

Makes fabricating a rear frame on a Pro Street or Drag Race car easier and more professional

- Sturdy 2" x 3" x .083" steel is mandrel formed on computer-controlled equipment, providing uniform wall thickness and exact profile dimensions
- 60" length and full 3.5" drop-center profile makes this crossmember an ideal front attachment point on virtually any chassis design
- Use with Competition Engineering's Formed Rear Frame Rails **Nos. C3060, C3062** or any other suitable frame rail kit

PART # DESCRIPTION
C3061 Dropped Crossmember, 2" X 3"



No. C3061

PART #	AVAILABLE OPTIONS
C3060	Universal 4-Link Frame Rails
C3062	Universal Ladder Bar Frame Rails
C3409	Ladder Bar Brackets

LADDER BAR CROSSMEMBER

- Designed to provide a sturdy mounting point for the front Ladder Bar rod end
- Manufactured from 1-3/4" x .134" wall mandrel formed steel tubing
- Capable of withstanding the abuse of a racing suspension while adding strength to the chassis
- 54" wide bar serves double duty as both a locating device for the Ladder Bars as well as a rear driveshaft loop
- Kit includes 3/16" stamped steel brackets with 360° thru-mounting holes for increased strength
- Mounting holes stamped on a 33" radius to allow quicker settings without added adjustments
- Includes mounting hardware
- Welding required

PART # DESCRIPTION
C2019 Ladder Bar Crossmember



No. C2019

PART #	AVAILABLE OPTIONS
C2008	"Magnum Series" Double Adjustable Ladder Bar™
C2005	Ladder Link™
C2006	Competition Ladder Bar
PART #	REPLACEMENT PARTS
C3418	Ladder Bar Brackets

FLOOR PAN BRACE

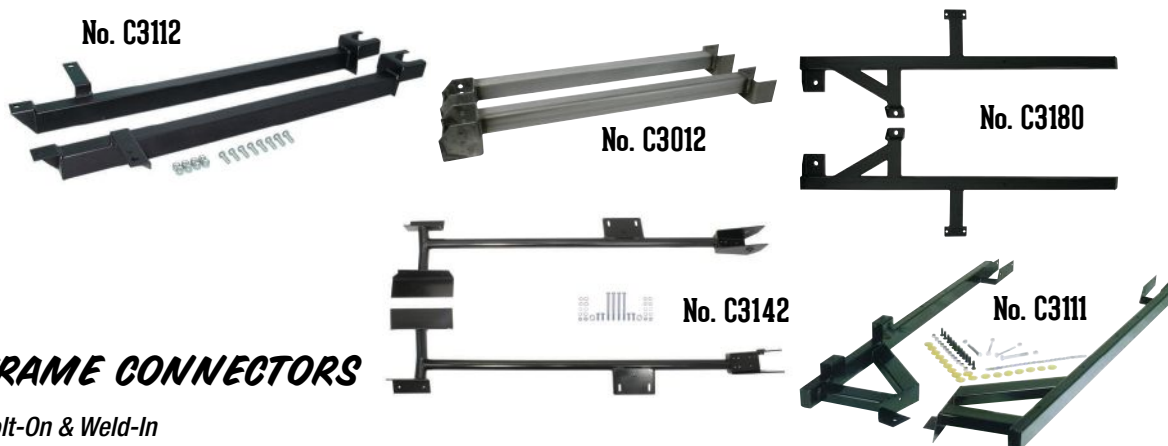
Easy To Install Bolt-On Design Uses Existing Mounting Points
Fits: Camaro 2010-'15

- Even though 2010- '15 Camaros have a stiffer chassis than earlier models, they still suffer from flexibility; which affects acceleration, handling, long term rattles and traction
- Fortify your Camaro 2010- '15 chassis with this Brace, which replaces the factory stamped, steel piece to stiffen the floor pan and drive shaft tunnel area
- Use with optional Part **No. C3180**, Frame Connectors for the ultimate solution to tie the front and rear subframes together and triangulate the chassis side to side
- Durable, gloss black powder-coat finish

PART # DESCRIPTION
C3065 Floor Pan Brace, Bolt-on Design, 1-1/2" x 2-1/2" x .120 wall rectangular tubing



No. C3065



FRAME CONNECTORS

Bolt-On & Weld-In

- Eliminates bending, flexing and cracking of spot-welded sheet metal panels in unibody cars
- Ties the front and rear frames together creating a solid platform for increased performance levels
- Legal for all classes of Drag Racing
- Bolt On Frame Connectors available in black powder coat finish
- Weld-in frame connectors available in Raw Steel

APPLICATION	ATTACH. METHOD	PART NUMBER	STEEL TUBE DIMENSIONS	STOCK FLOOR PAN MODIFICATION REQUIRED	INSTALLATION NOTES
Camaro, Firebird					
1967-1969	Weld-In	C3012	2" x 2" x .083" wall	Yes	Must be used w/ formed frame rails
1967-1969	Bolt-On	C3112	2" x 1-1/2" x .083" wall	Yes	
1970-1981	Weld-In	C3013	2" x 2" x .083" wall	Yes	Must be used w/ formed frame rails
1970-1975	Bolt-On	C3113	2" x 1-1/2" x .083" wall	Yes	
1976-1981	Bolt-On	C3114	2" x 1-1/2" x .083" wall	No	
1982-1992	Weld-In	C3046	2" x 2" x .083" wall	Yes	Without Ladder Bar Crossmember
1982-1992	Bolt-On	C3111	2" x 1-1/2" x .120" wall	No	Factory exhaust/catalytic converter can't be used
1982-1992	Bolt-On	C3120	2" x 1-1/2" x .083" wall	No	Fits factory exhaust/catalytic converter
1993-2002	Bolt-On	C3108	2" x 1-1/2" x .083" wall	No	Fits factory exhaust/catalytic converter
Camaro					
2010-2015	Bolt-On	C3180	2-1/2" x 1-1/2" x .120" wall	No	Use w/ optional No. C3065 Floor Pan Brace
Chevy II/Nova					
1962-1967	Weld-In	C3014	2" x 2" x .083" wall	Yes	Must be used w/ formed frame rails
1962-1967	Bolt-On	C3118	2" x 1-1/2" x .083" wall	No	
Nova, Omega, Ventura, Apollo					
1968-1979	Weld-In	C3016	2" x 2" x .083" wall	Yes	Must be used w/ formed frame rails
1968-1979	Bolt-On	C3116	2" x 1-1/2" x .083" wall	No	
Mustang					
1964-1973	Weld-In	C3040	2" x 2" x .083" wall	Yes	Must be used w/ formed frame rails
1964-1970	Bolt-On	C3140	2" x 1-1/2" x .083" wall	No	
1979-1993	Weld-In	C3048	2" x 2" x .083" wall	No	
1979-1993	Bolt-On	C3141	2" x 1-1/2" x .083" wall	No	
2005-2014	Bolt-On	C3142	2" x 1-1/2" x .083" wall	No	
Chrysler "B" Body					
1966-1974	Weld-In	C3047	2" x 2" x .083" wall	Yes	
1966-1974	Bolt-On	C3117	2" x 1-1/2" x .083" wall	No	
Duster, Demon (108" Wheel Base Only)					
1970-1976	Bolt-On	C3115	2" x 1-1/2" x .083" wall	No	
Barracuda					
1967-1969	Bolt-On	C3115	2" x 1-1/2" x .083" wall	No	
1970-1974	Weld-In	C3043	2" x 2" x .083" wall	Yes	
Challenger					
1970-1974	Weld-In	C3043	2" x 2" x .083" wall	Yes	



TECH TIP Our Weld-In Subframe Connectors require the floor pan in most cars to be channeled and the floor to be welded to the side of the connector. Installing subframe connectors this way utilizes the shear strength of the floor pan, resisting loads in all directions. If you don't wish to cut the floor pan, you can use our bolt-on subframe connectors and weld them in for added strength.



LADDER LINK™ DOUBLE ADJUSTABLE LADDER BAR™

Competition Engineering's Ladder Link™ Double Adjustable Ladder Bar™ is designed so that the user can adjust preload and pinion angle without removal of Part No. C2005. This is accomplished by adjusting the front rod end and/or rear rod ends of the Ladder Bar itself. Includes two unique one-piece brackets which get welded to the rear end housing, cutting down on installation time and errors.

- Comes with two Ladder Bars, NHRA Approved Safety Brackets and hardware
- Adjuster allows quick on-vehicle preload adjustments for changing track conditions
- Contains two one piece 3/16" steel mounting brackets make installation easier
- 33 1/2" overall length
- 1" dia. x .156" wall DOM steel tube construction
- Black powder coat finish
- Rod ends, Front - Chrome Moly Spherical, Rear – Fully Machined Solid
- Welding required

PART #	DESCRIPTION
C2005	Ladder Link™ Double Adjustable Ladder Bar



No. C2005

BEST

**CHROME MOLY
ROD ENDS INCLUDED!
WITH ALL 4-LINKS.
LADDER BARS
AND LADDER LINKS**

PART #	RELATED COMPONENTS
C2019	Ladder Bar Crossmember
C2030	Floating Housing Mount
C6152	Polyurethane Rod End
PART #	REPLACEMENT PARTS
C6011	Front Rod Ends
C6156	Rear Rod Ends-Right Hand Thread
C6157	Rear Rod Ends-Left Hand Thread

SINGLE ADJUSTABLE LADDER BAR

Competition Ladder Bar provides solid connection between rear axle housing and chassis, preventing rear suspension damage from wheel hop

- 33-1/2" overall length
- Contains two, one piece, 3/16" steel mounting brackets
- 1" dia. x .156" wall DOM steel tube construction
- Forged steel rear rod ends
- Welding required
- Rod end safety brackets installed
- Mounting bracket gussets included
- High quality alloy spherical front rod ends
- Black powder coat finish

PART #	DESCRIPTION
C2006	Competition Ladder Bar

PART #	AVAILABLE OPTIONS
C2019	Ladder Bar Crossmember
C2030	Floating Housing Mount
C6152	Polyurethane Rod End



No. C2006

GOOD

PART #	REPLACEMENT PARTS
C6011	Front Rod Ends
C6156	Rear Rod Ends - Right hand thread
C6157	Rear Rod Ends - Left hand thread



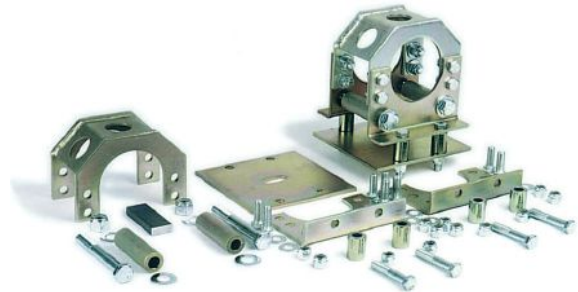
Tabs & Brackets on
pgs. 437-441

***NOTE:** Competition Engineering's Ladder Bars are legal for all sanctioning bodies and include the mandatory front rod end safety brace at no additional charge. Additional gusseting material is also included in the kit to allow the rear brackets to be boxed for added strength.

FLOATING HOUSING MOUNT

Bolt-On

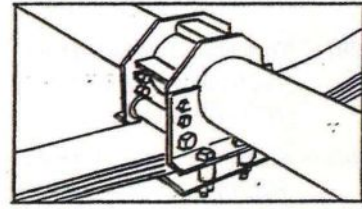
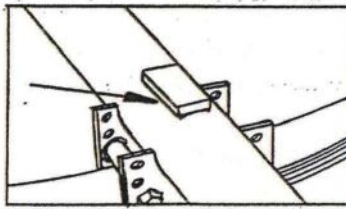
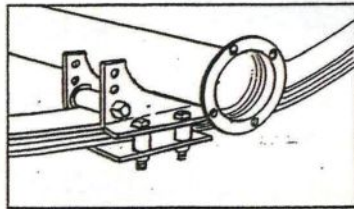
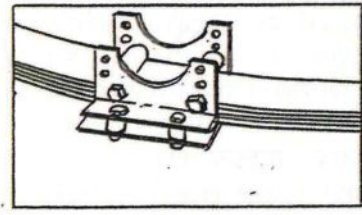
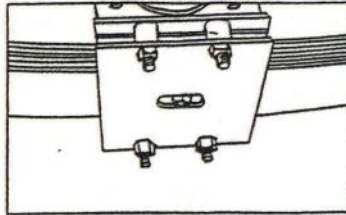
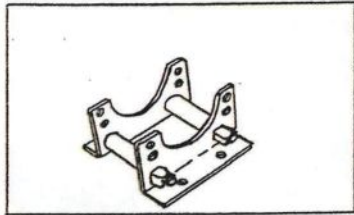
- Eliminates the bind that occurs when Ladder Bars are installed on leaf spring equipped cars
- The Ladder Bars travel in one arc while the leaf springs travel in a separate, opposing arc
- Isolates the leaf springs from Ladder Bar system making it work properly without unwanted bind
- For use with 3" O.D. Axle Tubes



No. C2030

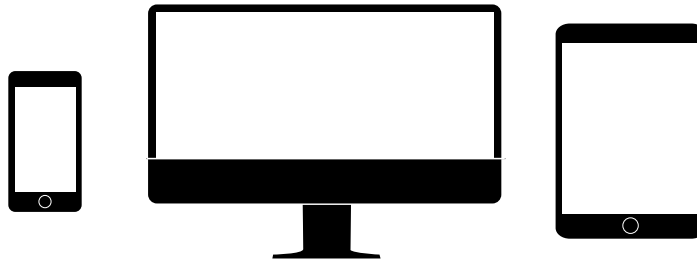
PART #	DESCRIPTION
C2030	Floating Housing Mount, Bolt-On

INSTALLATION IMAGES



Like most Competition Engineering products, instructions are included with the product and are available online at competitionengineering.com

ALWAYS ONLINE



YouTube



NEW PRODUCTS! OLD FAVORITES!
INSTRUCTIONAL VIDEOS!

COMPETITIONENGINEERING.COM

CompetitionEngineering.com



Competition Engineering offers a variety of bolt-on traction devices to meet the needs of both the street enthusiast and the entry level racer. Bolt-on traction devices allow you to handle moderate levels of horsepower without having to weld and fabricate.

Unlike some other brands, our "bolt-on" components fit perfectly for a hassle-free installation. Each part is custom designed for the specific application. Instead of rushing to production, we spend a great deal of engineering time on each product, hand-fitting prototype parts on test cars to ensure proper fit and alignment.

In addition, our bolt-on products are manufactured on sophisticated computer controlled equipment to insure that all parts are made to extremely close tolerances. The result is a bolt-on traction device that fits perfectly out of the box. This eliminates the additional fabrication and struggling often required when installing so-called "bolt-on" products offered by others.

COMPETITION LEAF SPRING TRACTION BARS

Fits: 1967-69 Camaro, Firebird; 1962-79 Chevy II, Nova; 1973-76 Buick Apollo; 1973-79 Olds Omega; 1971-79 Pontiac Ventura II

- Designed especially for Stock Eliminator and Bracket Race Cars with leaf springs
- Eliminates wheel hop and improves traction by directing force downward where the tire meets the pavement
- Sturdy 2.5" x 1.5" x .120" wall steel tubing handles horsepower levels up to 450 hp
- Fixture welded to ensure a perfect fit for each application
- Bar length designed so that snubber locates under spring eye for maximum traction
- Complete installation hardware included, nothing else to buy
- ½" J-Bolts included in kits where required, ½" U-Bolts supplied to replace stock hardware
- Square U-Bolt bracket on front designed to keep from rotating downward during hard braking
- Available in black powder coat or triple process chrome finishes
- Legal in all sanctioning bodies

PART # DESCRIPTION

C2101 Competition Leaf Spring Bars, Black Powder-Coated. **Fits:** 1967-'69 Camaro, Firebird; 1962-'79 Chevy II, Nova; 1973-'76 Buick Apollo; 1973-'79 Olds Omega; 1971-'79 Pontiac Ventura II

C2201 Competition Leaf Spring Bars, Chrome. **Fits:** 1967-'69 Camaro, Firebird; 1962-'79 Chevy II, Nova; 1973-'76 Buick Apollo; 1973-'79 Olds Omega; 1971-'79 Pontiac Ventura II

C2103 Competition Leaf Spring Bars, Black Powder-Coated
Fits: 1970-'81 Camaro, Firebird

C2109* Competition Leaf Spring Bars, Black Powder-Coated.
Fits: 1965-'73 Mustang

PART # AVAILABLE OPTION

C7025 Two Degree Wedge Plates

***NOTE:** U-bolts instead of J-bolts

PART # REPLACEMENT PARTS

C7024 Rubber Bumpers. 2" diameter base. Two/card

C7030 U-bolts, 3" Radius w/ washers & lock nuts. Two/card

C7031 U-bolts, Square w/ washers & lock nuts. Two/card

C7032 J-bolt Kit. Incl. 2-½" J-bolts w/ all necessary standard lock nuts & washers. Two/card



No. C2101



No. C2201

BOLT-ON TRACTION DEVICES

COMPETITION COIL SPRING TRACTION BARS

Effectively eliminates wheel hop and associated parts breakdown

- Designed to provide a high performance alternative to stock factory 4-link suspensions
- Rugged 2" x 2" x .120" wall steel tubing construction withstands power levels found in racing and eliminates flex found in other bars
- Computer-controlled stamping and mandrel-formed brackets ensure a perfect fit
- Adjustable threaded link design allows for fine tuning and infinite adjustability
- Includes all hardware and brackets necessary to complete the installation
- Engineered specifically for each application

PART # DESCRIPTION

C2111 Competition Coil Spring Traction Bars, Black Powder-Coated
Fits: 1968-'77 GM Intermediate: Chevelle, GTO, Cutlass, 442, Skylark, Gran Sport, 1970 Tempest, LeMans, etc.,

PART # AVAILABLE OPTION

C7025 Two Degree Wedge Plates

PART # REPLACEMENT PART

C7024 Rubber Bumpers. 2" diameter base. Two/card



No. C2111





No. C2096



No. C2097



No. C2099



No. C2100

SLIDE-A-LINK™

- Patented (No. 6,386, 565) design for both street and strip' outperforms conventional "Slapper" bars
- Solid mounted front plate installed inside original front spring pocket and clamps to the leaf spring
- Provides a positive displacement for the torque from the rear axle through telescoping bar and special durometer shock pad
- Includes replacement lower axle mount pads, 1/2" U-bolts, aluminum front spring eye bushings, hardware and instructions
- Offers the adjustability of a 4-link, allowing you to tune for better 60-foot time
- Unlike rigid bars, adjustable link makes on-car pinion angle and preload changes quick and easy
- Mounts to factory locations with no welding required
- Special durometer urethane bushing stores energy for more consistent E.T.'s
- Sold in pairs

PART # DESCRIPTION

C2093 Slide-A-Link™. **Fits:** 1967-'71 Chrysler B-Body

C2096 Slide-A-Link™. **Fits:** 1970-'81 Camaro, Firebird

C2100 Slide-A-Link™
Fits: 1967-'69 Camaro, Firebird, 1968-'79 Nova

C2099 Slide-A-Link™
Fits: 1962-'67 Chevy II w/ monoleaf rear springs

C2091 Slide-A-Link™. **Fits:** 1964-'76 Dodge Duster, Demon, Scamp & Valiant

PART # DESCRIPTION

C2090 Slide-A-Link™ **Fits:** 1982-'00 Chevrolet S-10, GMC Sonoma Pickup Truck

C2094 Slide-A-Link™. **Fits:** 1964-'83 AMC, 1965-73 Ford Mustang, 1968-'74 Javelin

C2097 Slide-A-Link™. **Fits:** 1982-'00 Chevrolet S10/ S15 Lowered

SLIDE-A-LINK™ WRENCHES

- Two wrenches of correct size to fit Competition Engineering Slide-A-Link™ adjustment nuts
- Can fit under vehicle for easy adjustments in staging lanes
- Manufactured from billet aluminum with large grip handle
- Black anodized for corrosion resistance

PART # DESCRIPTION

C2199 Slide-A-Link™ Wrenches



No. C2199

SLIDE-A-LINK™ REPLACEMENT BUSHING

For Use With Slide-A-Link™ Traction Devices

- Sturdy Polyurethane
- Two per package

PART # DESCRIPTION

C9700 Bushing, Replacement for Slide-A-Link™



No. C9700

**GOOD**

No. C2017

STANDARD SERIES 4-LINK KIT

Offers enhanced adjustability over a ladder bar suspension for increased performance

By locating the bars with the various mounting holes in the brackets, you can create an instant center that is correct for your application.

Kit Includes:

- 17- $\frac{1}{4}$ " long, 1" dia. x .156" direct threaded links
- Adjusting nuts for quick tuning
- $\frac{3}{16}$ " thick mounting brackets stamped from cold rolled steel
- Includes 4 left and 4 right hand chrome moly spherical rod ends
- $\frac{3}{4}$ " Grade 8, Fasteners and Jam Nuts Included
- Includes complete hardware and instructions
- Welding required
- For 3" Axle Tubes
- Sold in pairs

PART # DESCRIPTION

C2017 Standard Series 4-Link Kit

PART # AVAILABLE OPTIONS

C3408 4-Link Chassis Bracket

C2052 Diagonal Link

**CHROME MOLY
ROD ENDS INCLUDED!**
*WITH ALL 4-LINKS,
LADDER BARS
AND LADDER LINKS*



No. C2028

BETTER**MAGNUM SERIES 4-LINK KIT**

Designed for ultra-high horsepower race cars

Includes $\frac{1}{4}$ " thick housing & frame brackets (most competitors kits have $\frac{3}{16}$ " brackets) with $\frac{5}{8}$ " mounting holes on a 21" radius, with mounting holes for Wheel-E-Bars™, sway bar and shock mounting as well as 1- $\frac{1}{4}$ " holes for additional tube gusseting. We use 1- $\frac{1}{4}$ " O.D. x .095" wall top tube and a 1- $\frac{3}{8}$ " O.D. x .095" wall bottom tube to handle the shock loads without flexing.

Kit Includes:

- All hardware and mounting instructions to ensure an effortless installation
- $\frac{1}{4}$ " thick Axle Bracket w/ integral shock mounting holes saves fabrication time by eliminating separate shock brackets
- Heavy Duty chrome moly steel link tubes and threaded tube inserts for added strength
- 21" mounting radius
- Computer machined threaded tube ends
- 1- $\frac{1}{4}$ " holes provided in brackets for additional gusseting
- For 3" Axle Tubes
- Includes 4 left & 4 right-hand chrome moly spherical rod ends
- Welding required
- Sold in pairs

PART # DESCRIPTION

C2028 Magnum Series 4-Link Kit

PART # AVAILABLE OPTIONS

C3421 Magnum Series Front Bracket

C2031 Magnum Series Diagonal Link

C2024 Magnum Series Wishbone

ULTRA MAGNUM 4-LINK KIT

Design offers additional adjustment over standard or traditional style 4-Link Kits for ultra-high horsepower race cars

This innovative Ultra-Magnum 4-Link Suspension Kit provides increased adjustability by incorporating a system of multi-hole brackets that weld to the chassis and bolt-on chassis brackets. Substantial gains in chassis tuning can be obtained with this Ultra Magnum 4-Link Kit.

Kit Includes:

- $\frac{3}{4}$ " x $\frac{1}{2}$ " Chrome Moly rod ends
- 4130 Chrome Moly tubes (.095" wall thickness)
- $\frac{1}{2}$ " NAS quality, flare head bolts & nuts
- Housing brackets with integral anti-roll bar mounts ($\frac{1}{4}$ " plate)
- For 3" Axle Tubes
- Sold in pairs



No. C2029

BEST**PART # DESCRIPTION**

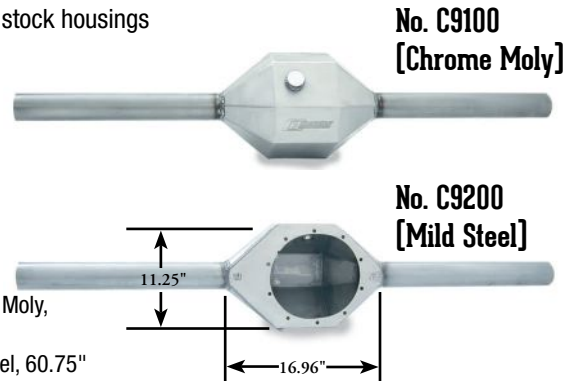
C2029 Ultra Magnum 4-Link Kit

FABRICATED REAR AXLE HOUSINGS

- Triangulated design offers increased strength over three piece stock housings
- CAD designed and CNC manufactured in-house
- Offered in 4130 Chrome Moly or Mild Steel
- Exterior welds ground smooth to eliminate stress risers
- 1/4" face plate for added strength
- Face plates accepts 3/8" press-in studs
- Includes drain plug and filler plug
- Carrier Stud Kit **No. C9006** available separately

PART # DESCRIPTION

- C9100** Full bodied car with cut-to length 3" dia. axle tubes, Chrome Moly, 60.75" overall length (Mild Steel tubes)
- C9200** Full bodied car with cut-to length 3" dia. axle tubes, Mild Steel, 60.75" overall length



DRAGSTER REAR AXLE HOUSINGS

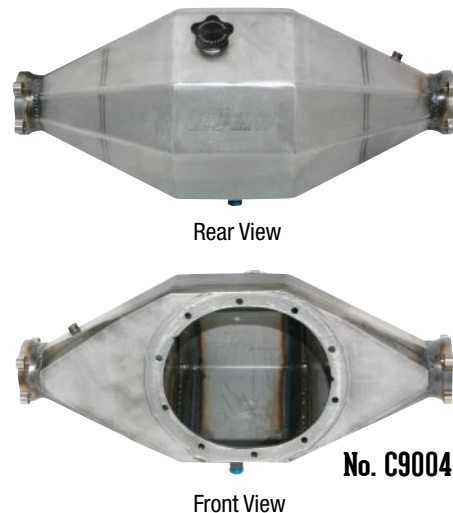
- Stronger .125" thick sheet metal shell is more accurately produced than any other rear end housings on the market
- Designed with overlapping joints that provide two weld seams to greatly improve strength compared to butt-welded housing shells
- Housing comes in standard 26.00" flange to flange width
- Withstands advanced E.T. applications: internal bulkheads stiffen the shell to the face plates preventing movement and adding strength around the housing mounting brackets
- 3/8" thick face plate is CNC machined after the housing is welded to ensure proper axle alignment to center section
- Includes a -6 AN drain plug, 1/8" NPT fitting for a vent, and an aluminum o-ring filler cap
- All housings have machined symmetrical housing ends
- Carrier Stud Kit **No. C9006** available separately

PART # DESCRIPTION

- C9004** Dragster Housing, Drag, Mild Steel

PART # REPLACEMENT PARTS

- C9085** Rear End Cap, Black Anodized with Logo



9" FORD AXLE HOUSING BRACES

Fits: 9" Ford Heavy-Duty Housings and Competition Engineering Fabricated Housings

9" Ford rear axles are very popular in drag racing because of their light weight and the ability to change gears easily. The only disadvantage to this design is the tendency to flex and bow under hard acceleration. As the pinion rotates, it tries to climb the ring gear. This force tends to flex the rear housing out of shape. To combat this flex, Competition Engineering has designed the 9" Ford Axle Housing Brace. This two piece brace welds directly to the rear housing, triangulating the main housing with the axle tubes to eliminate any flex. By eliminating the flex, you increase the amount of power applied to the tires and improve your ET's as well.

- Eliminates housing flex
- Two piece design makes it easier to install
- CAD designed, CNC manufactured
- Contoured to fit for easier welding
- Made from 1/8" material
- Welding required

PART # DESCRIPTION

- C3405** 9" Ford Axle Housing Brace, Mild Steel
- C9105** Competition Engineering Fabricated Housing Brace, Chrome Moly
- C9205** Competition Engineering Fabricated Housing Brace, Mild Steel



REAR AXLE SPRING PERCHES

When installing a spring perch in a leaf spring car or moving the leaf springs inboard, these Moroso Axle Spring Perches are a necessity.

- Precision stamped for easy weld-on installation
- Fits Ford 9", Dana 60 and other 3" diameter axle housings
- Two per package

PART #	DESCRIPTION
85090	Rear Axle Spring Perches

MOROSO



AXLE HOUSING, HEAVY DUTY

Whether narrowing a rear axle housing for bigger tires or just building a new housing for your race or street car, you will need housing ends to complete the project. You could re-use the old housing ends but most of the time they are either too rusty or damaged from removal process.

Axle Housing Ends feature:

- Extra thick flange
- For 3" Axle Tubes
- Sold in pairs
- Welding required
- Forged
- Fully CNC machined



PART #	DESCRIPTION
C9505	Axle Housing Ends, Big Ford w/ .515 dia. bolt holes, Nominal 3.15" Bearing Bore
C9507	Axle Housing Ends, Ford 9" large 3.150" dia. bearing, 3/8" -24 Threaded, Spaced 3.557" W x 2.750"
C9510	Axle Housing Ends, Dana 60 Mopar 8-3/4", 3/8" -24 Threaded, Nominal 2.875" Bearing Bore

NOTE: For use with aftermarket axles and bearings.

REAR END FILL CAP KIT

- Comes with steel weld bung and O-ring
- Manufactured from 6061-T6 Aluminum, with contoured grip
- Universal kit can be used on rear end housings and steel tanks to replenish fluids

PART # DESCRIPTION

C9085 Rear End Fill Cap Kit, Black Anodized, 1-3/8" -12UNF Threads, 2.6" OD



No. C9085



Rear End Fill Cap on
Moroso page 361

AXLE BEARING CONVERSION KIT

Fits: Dana 60 and Chrysler 8-3/4"

- Converts original tapered roller axle bearings to precision ball bearings
- Improves reliability and eliminates the stock load adjuster
- Includes retaining ring and gasket
- One per package

PART # DESCRIPTION

C8008 Axle Bearing Conversion Kit



No. C8008

CARRIER STUD KIT FOR REAR AXLE HOUSINGS

- Designed for our Rear Axle Housings (pg. 391), similar sheet metal housings, or stock-style Ford 9" housings
- Heat treated, Grade 8 steel studs provide solid mounting points for the center section differential
- Manufactured with splined ends, the press-in studs are pulled through from inside the housing
- Includes nuts and copper sealing washers—far superior than steel to prevent seepage and leakage
- Packaged in sets of 10 studs, nuts, and washers



No. C9006

PART # DESCRIPTION
C9006 Carrier Stud Kit

REAR AXLE HOUSING VENT

- Reduces internal housing pressure while preventing dirt from entering housing
- Superior quality vent features 1/8" NPT Nickel Plated Steel threads and sintered bronze element for years of dependable service
- Protected low-profile element is recessed, preventing it from being knocked out like stock plastic designs
- Can be used as a replacement for stock vents or adapted to any rear axle housing; ideal for use on narrowed or fabricated housings



No. C3406

PART # DESCRIPTION
C3406 Rear Axle Housing Vent

2 DEGREE WEDGE PLATES

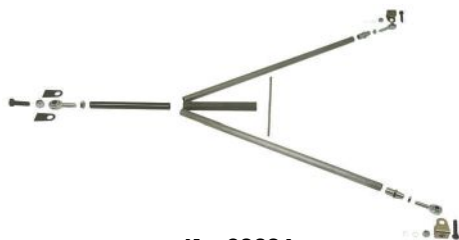
- Used to adjust pinion angle or change traction bar angle on leaf spring equipped cars and trucks
- Allows pinion angle change in 2° increments
- Made from 6063-T5 aluminum, they won't crack like cast zinc
- Interlocking ribs allow plates to be stacked without sliding and eliminate unwanted pinion angle change
- Two per package

PART # DESCRIPTION

C7025 2° Wedge Plates



No. C7025



No. C2024



No. C2035

WISHBONE REAR AXLE HOUSING LOCATORS

Eliminates sway in Ladder Bar and 4-Link suspension systems

- Positively locates rear axle housing for super straight launches without binding
- Offered in two different styles: Un-welded (**No. C2035**) or Magnum Series Chrome Moly (**No. C2024**)
- Un-welded version manufactured from 1" O.D. x .156" wall DOM steel tubing with 3/4" forged solid steel rod ends
- Magnum Series version has overall mounting width of 25" and an overall length of 31-7/16" making it perfect for most Sportsman and Pro Street applications
- Designed with the pro chassis builder in mind, Magnum Series Kit coordinates with our **No. C2028** Magnum Series 4-Link
- Magnum Series features chrome moly tubing, precision machined 4130 tube inserts, 5/8" bolt mounting brackets and a centerless ground sliding link with machined wrench flats to ensure a precise fit
- Magnum Kit also includes a high strength 3/4" spherical rod end for the front pivot and high mis-alignment rod ends for the side pivots. The sliding link is black oxide plated to eliminate corrosion and binding.
- Universal design offers you the ability to tailor the overall width and length for your specific application
- Kits include all hardware and all bracketry to complete installation
- Welding required for all kits

PART # DESCRIPTION

- C2024** Wishbone Rear Axle Housing Locator Kit, Unwelded, Magnum Series, Chrome Moly, 5/8" hole (use **No. C3423** for 3/4" mounting)
- C2035** Wishbone Rear Axle Housing Locator Kit, Unwelded, Universal, 3/4" hole

DIAGONAL LINKS

Eliminates side-to-side housing movement

- Superior to the Panhard Bar for eliminating sway in Ladder Bar and 4-Link suspensions
- Are available in 4 different versions
 - Bolt-On Diagonal Link, Part **No. C2045** is constructed from 3/4" x .156" wall, 36.5" overall length, mild steel tubing with 1/2" hole mounting brackets
 - Bolt-On Diagonal Link, Part **No. C2052** is constructed from 3/4" x .156" wall, 36.5" overall length, mild steel tubing with 3/4" hole mounting brackets
 - Weld-On Diagonal Link, Part **No. C2031** is constructed from 1" x .065" wall 36" overall length, chrome-moly tubing with weld-in tube adapters and 5/8" hole mounting brackets
 - Weld-On Diagonal Link, Part **No. C2053** is constructed from 1" x .065" wall 36" overall length, chrome-moly tubing with weld-in tube adapters and 1/2" hole mounting brackets
- Length can be shortened to accommodate a narrow chassis
- Left and right hand rod ends allow for on-car adjustments
- Kits include all rod ends and mounting hardware



No. C2031

PART # DESCRIPTION

- C2031** Diagonal link, for 5/8" rod ends, weld-on
- C2045** Diagonal link, for 1/2" rod ends, bolt-on. Works with current style **C2005** & **C2006**
- C2052** Diagonal link, for 3/4" rod ends, bolt-on
- C2053** Diagonal link, for 1/2" rod ends, weld-on. Works with current style **C2005** & **C2006**

PART # REPLACEMENT PARTS

- C3422** 5/8" Clevis Bracket for **No. C2031**
- C3423** 3/4" Clevis Bracket for **No. C2052**
- C3431** 1/2" Clevis Bracket for **No. C2045, No. C2053**

PANHARD BAR KIT

- Eliminates side-to-side housing movement of the rear axle housing within chassis
- Keeps your tires from rubbing the wheel openings, making sure you get down the track in a straight line
- Perfect for street driven vehicles
- Includes gusseted mounting brackets and spherical rod ends
- 30" tube length can be trimmed to fit
- Hardware and instructions included to ensure a trouble-free installation
- Welding required



No. C2037

PART #	DESCRIPTION
C2037	Panhard Bar Kit
PART #	AVAILABLE OPTIONS
C2017	4-Link
C2006	Ladder Bar



No. C2138

ADJUSTABLE PANHARD BAR

Strength and adjustability far superior to factory-installed, steel bars

Fits: Mustang, 2005 - 2014

- Eliminates housing movement within the chassis on Drag and Road Race cars
- Spherical rod ends on both sides allow for adjusting the alignment of the rear end
- Chrome Moly rod ends provide less deflection than stock rubber bushings
- Constructed from chrome moly for light weight, strength and stability during hard acceleration and cornering
- Black powder coat finish for long-lasting looks

PART #	DESCRIPTION
C2138	Panhard Bar, Adjustable, Spherical Rod Ends on both sides



No. C2139

PANHARD BAR, STREET/STRIP

Fits: Mustang, 2005 - 2014

- Bolt-in Panhard Bar perfect for Street/Strip vehicles
- Constructed from tubular steel for light weight and strength
- Polyurethane ends provide less deflection than stock rubber bushings
- Black powder coat finish for long-lasting looks

PART #	DESCRIPTION
C2139	Panhard Bar, Street/Strip



No. C2137

PANHARD BAR FRAME BRACE

Fits: Mustang, 2005 - 2014

- Much stiffer than stock stamped piece
- Constructed of 1.25" dia. steel tubing for strength
- Black powder coat finish for long-lasting looks

PART #	DESCRIPTION
C2137	Panhard Bar Frame Brace

LOWER CONTROL ARMS

For Drag/Road Racing

Fits: Mustang, 2005 - 2014

- Constructed from 4130 (.120" wall) chrome moly tubing
- Adjustability for pre-load, squaring chassis and wheel base
- Eliminates the flex of the factory control arms
- 3/4" Chrome moly rod ends on both ends to increase strength and adjustability
- Comes with high grade 12.9 hardware
- Helps reduce wheel hop, improve traction, cornering and E.T. times
- Durable, glossy, black powder-coated finish
- Instructions included

PART # DESCRIPTION

C8010 Lower Control Arms, Drag/Road Racing, Adjustable



BEST

No. C8010

LOWER CONTROL ARMS

For Street or Racing

Fits: Mustang, 2005 - 2014

- Constructed from 4130 (.120" wall) chrome moly tubing
- Eliminates the flex of the factory control arms
- 3/4" Chrome moly rod ends on one end
- Retains stock rear offset bushings
- Greased fittings in rear to eliminate squeaks
- Adjustability for pre-load, squaring chassis and wheel base
- Can be adjusted on the car
- Helps reduce wheel hop, improve traction, cornering and E.T. times
- Durable, glossy, black powder-coated finish
- Instructions included

PART # DESCRIPTION

C8009 Lower Control Arms, Street/Racing, Adjustable



GOOD

No. C8009

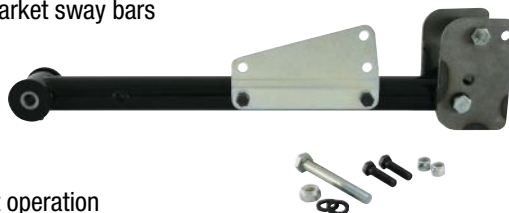
LOWER CONTROL ARMS. REAR

Fits: 1978-'88 G Body GM Intermediates incl. Cutlass, El Camino, Grand National, Grand Prix, Malibu, Monte Carlo, Regal

- Mounting brackets for additional strength and easy install
- Brackets included are for mounting OEM sway bar and most aftermarket sway bars
- Direct bolt-on replacement for stock units
- Controls wheel hop and improves handling
- Improves 60 foot times
- 3-Way adjustable for changing track conditions
- Computer designed and CNC stamped 3/16" thick axle brackets
- High durometer polyurethane bushings with grease fittings for quiet operation
- Finished in black powder-coat
- Sway bar brackets are zinc plated for durability
- Includes all mounting hardware
- Legal for Stock Eliminator Racing
- Welding required

PART # DESCRIPTION

C8003 Lower Control Arms, Rear



No. C8003

UPPER CONTROL ARM MOUNTING PLATE

For Drag/Road Racing

Fits: Mustang, 2005-'14

- Mounting Plate Bolts in place of factory upper control arm mounting plate
- Plates are constructed from 1/4" thick steel, so does not flex like factory mounting plate
- Has two upper control arm mounting positions on each plate for instant center adjustment and pinion angle adjustment
- Durable, glossy, black powder-coated finish

PART # DESCRIPTION

C8016 Upper Control Arm Mounting Plate



No. C8016

COMPETITION ENGINEERING PRODUCT DEVELOPED AT:

THE DRAG STRIP



AND ON THE ROAD COURSE



UPPER CONTROL ARM, NON-ADJUSTABLE

For Street Use

Fits: Mustang, 2005-2014

- Constructed from 4130 .120" wall chrome moly tubing
- Polyurethane bushings on both ends
- Grease fittings to eliminate squeaks
- Much stronger than stock components to eliminate flex
- Helps reduce wheel hop, improve traction and E.T. times
- Durable glossy black powder coated finish
- Instructions included



No. C8019

PART #	DESCRIPTION
C8019	Upper Control Arm

UPPER CONTROL ARM BUSHING KIT

Fits: Mustang, 2005-2014

- 88 Durometer Polyurethane bushing and steel sleeves for single upper control arm
- Improves attachment of the upper control arm to the rear end
- Less energy loss by reduced distortion compared to factory soft rubber bushing
- Use with Competition Engineering Upper Upper Control Arm Kit, Street/Strip, Non-Adjustable **No. C8019**



No. C8017

PART #	DESCRIPTION
C8017	Upper Control Arm Bushing Kit

TORQUE BOX REINFORCEMENT PLATES, LOWER

Fits: Mustang, 1979-2004

- Designed to tie lower torque boxes together for increased strength and durability
- Kit includes two stamped steel lower torque box reinforcement plates
- Welding required

PART #	DESCRIPTION
C8015	Torque Box Reinforcement Plates, Lower



No. C8015

REAR UPPER CONTROL ARM SPHERICAL BEARING-BUSHING KIT

Fits: Mustang, 1979-2004

- Constructed from billet aluminum
- Fits Ford 8.8 axle housing
- Eliminates flex and binding, improves handling
- Provides positive location of rear axle housing

PART # DESCRIPTION
C3168 Arm Bearing-Bushing Kit, Spherical, Rear Upper Control



No. C3168

ADJUSTABLE PINION SNUBBER

Fits: Mustang, 1979-2004

- Controls wheel hop in mildly modified 1979-'04 Mustangs and similar Fox bodied cars
- Replaces stock pinion snubber, can be adapted to earlier models without factory snubber
- Easily adjustable in 1/4" increments for different driving situations
- Zinc and yellow chromate plated for extended durability

PART # DESCRIPTION
C2112 Adjustable Pinion Snubber



No. C2112

MUSTANG LOWER CONTROL ARMS

Fits: Mustang 1979-04, Drag Race/Road Race

- Reduced weight with increased strength
- Adjustable length for squaring axle to chassis
- Spherical rod ends for precise axle control while eliminating suspension bind
- Perfect for drag racing or road racing
- Rear end brackets allow 3-way adjustment for improved performance
- Bolt in installation, includes all hardware



No. C8007

PART # DESCRIPTION
C8007 Mustang Lower Control Arms

"MAGNUM SERIES"™ ANTI-ROLL BAR

Universal Application



Fits: Tube Frame, Purpose Built and Modified Chassis Drag Race Cars

- Includes a formed, heavy gauge frame mounts, enabling you to install the torsion tube through the frame rails for increased strength
- Billet aluminum arms incorporate special splines to prevent arms from slipping on torsion tube
- Can be adapted to fit any type of race or street application
- Makes it possible to preload the chassis, elimination body roll during hard launches
- Allows the Drag Race car to drive straighter off the starting line, helping to improve 60-foot times
- Features ball bearing pivot point, which makes for smoother functioning and the unit can be disassembled for maintenance
- **Kit includes:** 1-4130 Chrome Moly torsion tube, 2-Adjustable splined billet aluminum arms, 2-Mounting brackets, 2-Adjustable links, 4-Rod Ends, 4-Weld in threaded adjusters, 2-Bearings flange mounted & hardware
- Welding required

PART # DESCRIPTION

C2027 "Magnum Series" Anti-Roll Bars, Universal Application, Rebuildable

MUSTANG ANTI-ROLL BAR

ANTI-ROLL BAR



Fits: Mustang, 1979-2004, Drag Race

- Includes a tubular style mount enabling you to install the torsion tube through the frame rails for increased strength
- Can be adapted to fit any type of race or street application
- Makes it possible to preload the chassis, eliminating body roll during hard launches
- Allows the car to drive straighter off the starting line, helping to improve 60-foot times
- **Kit includes:** 4130 Chrome Moly torsion tube, 6061-T6 Billet Aluminum arms, threaded adjuster links, mounting tabs and hardware
- Welding required

PART # DESCRIPTION

C2021 "Magnum Series" Anti-Roll Bars, Ford Mustang, Spherical Bearings - Rebuildable

ROD ENDS

- A complete assortment of high quality rod ends to meet your specific application ranging from throttle linkages to suspension arms
- Includes one rod end and one jam nut
- Available in a number of sizes and in both right or left hand threads
- All-steel bodies are available in either carbon steel or chrome moly
- Chrome Moly is highly recommend for use exclusively in our 4-Link and Ladder Bar Suspension Kits; Polyurethane Rod Ends for street applications using Ladder Bars

No. C6011



No. C6009



No. C6150



PART #	MATERIAL DESCRIPTION	THREAD	SHANK & HOLE	STATIC RADIAL LOAD CAPACITY
C6003	Low Carbon Steel	1/4" Right Hand	1/4" x 1/4"	2,225 lbs.
C6004	Low Carbon Steel	3/8" Right Hand	3/8" x 3/8"	5,100 lbs.
C6007	Low Carbon Steel	1/2" Right Hand	1/2" x 1/2"	8,386 lbs.
C6009	Low Carbon Steel	5/8" Right Hand	5/8" x 5/8"	9,813 lbs.
C6010	Low Carbon Steel	5/8" Left Hand	5/8" x 5/8"	9,813 lbs.
C6011	Low Carbon Steel	3/4" Right Hand	3/4" x 3/4"	14,290 lbs.
C6012	Low Carbon Steel	3/4" Left Hand	3/4" x 3/4"	14,290 lbs.
C6130	Chrome Moly Steel	3/4" Right Hand	3/4" x 3/4"	28,090 lbs.
C6131	Chrome Moly Steel	3/4" Left Hand	3/4" x 3/4"	28,090 lbs.
C6160	Extra-Heavy-Duty Chrome Moly	3/4" Right Hand	3/4" x 5/8"	40,590 lbs.
C6161	Extra-Heavy-Duty Chrome Moly	3/4" Left Hand	3/4" x 5/8"	40,590 lbs.
C6150*	Forged Steel	3/4" Right Hand Solid	3/4" x 3/4"	26,000 lbs.
C6151*	Forged Steel	3/4" Left Hand Solid	3/4" x 3/4"	26,000 lbs.
C6152	Polyurethane Bushing	3/4" Poly	3/4" x 3/4"	18,500 lbs.
C6156*	Forged Steel	3/4" Right Hand	3/4" x 1/2"	18,500 lbs.
C6157*	Forged Steel	3/4" Left Hand	3/4" x 1/2"	18,500 lbs.

*Part Nos. C6150, C6151, C6156 and C6157 are not recommended for the front point of 3-Link, 4-Link or Ladder Bar suspensio



Clevis Brackets
on page 437

ROD ENDS

"MAGNUM SERIES" CHROME MOLY ROD ENDS

The Best Choice for Ladder Bar and 4-Link Applications

- Self-lubricating, self-sealing Rod Ends have increased thickness for greater tensile strength
- Perfect for demanding Motorsports applications
- When loaded, creates metal to metal contact for unsurpassed strength yet when unloaded, the Rilsan® AZM30 injected liner will not rattle or squeak like standard two or three piece rod ends
- Jam nut included

PART #	DESCRIPTION	THREAD	SHANK & HOLE	LOAD CAPACITY
C6014	Chrome Moly Rod Ends	3/8" R/H	3/8" x 3/8"	9,500 lbs.
C6017	Chrome Moly Rod Ends	3/8" L/H	3/8" x 3/8"	9,500 lbs.
C6019	Chrome Moly Rod Ends	1/2" R/H	1/2" x 1/2"	12,696 lbs.
C6020	Chrome Moly Rod Ends	1/2" L/H	1/2" x 1/2"	12,696 lbs.
C6021	Chrome Moly Rod Ends	5/8" R/H	5/8" x 5/8"	14,480 lbs.
C6132	Chrome Moly Rod Ends	5/8" L/H	5/8" x 5/8"	14,480 lbs.
C6133	Chrome Moly Rod Ends	3/4" R/H	3/4" x 1/2"	23,256 lbs.
C6153	Chrome Moly Rod Ends	3/4" L/H	3/4" x 1/2"	23,256 lbs.
C6154	Chrome Moly Rod Ends	3/4" R/H	3/4" x 5/8"	23,256 lbs.
C6155	Chrome Moly Rod Ends	3/4" L/H	3/4" x 5/8"	23,256 lbs.
C6162	Chrome Moly Rod Ends	3/4" R/H	3/4" x 3/4"	23,192 lbs.
C6163	Chrome Moly Rod Ends	3/4" L/H	3/4" x 3/4"	23,192 lbs.



No. C6014



No. C6019



No. C6021



No. C6154



No. C6162



IS THERE A MAINTENANCE PROCEDURE FOR ROD ENDS?

Yes. Before each race, rod ends should be examined for excessive play by moving the bar back and forth and noting any excessive ball movement. Visually inspect the rod ends for any signs of wear, cracks or metal filings. Replace any rod end that exhibits any one of these characteristics.

SHOULD ROD ENDS BE CLEANED PERIODICALLY?

Yes. Routine rod end maintenance should include cleaning and re-oiling. This can be accomplished by removing the rod ends, cleaning them with a solvent (for example, mineral spirits), and allowing them to air dry. Once dry, lubricate the rod ends with good quality 30-weight motor oil. For High Heat Applications, use Synthetic Grease.

BOLT-ON DRIVESHAFT SAFETY LOOP

Universal

- Meets the requirements of all sanctioning bodies of racing
- Safety Loops helps contain the driveshaft and prevents flipping the vehicle in the event of a front U-joint failure
- Simple bolt-together design allows easier installation
- Mounts to the floor pan with four fasteners per side offering increased strength over competitor's loops
- Manufactured from CNC formed 1/4" thick, 2" wide mild steel
- Finished in durable clear zinc plating



No. C3028

PART #	DESCRIPTION
C3028	Bolt-on Driveshaft Safety Loop, Universal



No. C3029

TUBULAR DRIVESHAFT LOOP KIT

- Offers a lightweight, weld-in alternative to the bolt-on driveshaft safety loop
- Can be used in two locations on your vehicle to contain both the front and rear of the driveshaft—highly recommended in vehicles with fabricated sheet metal interiors
- Tubing is mandrel formed from 1.25" O.D. x .083" wall mild steel tubing that is 54" long with a 4" drop center profile
- Kit features a bolt-on loop for easier driveshaft access in cars with removable transmission tunnels
- Removable loop for easy driveshaft removal
- Welding required

PART #	DESCRIPTION
C3029	Driveshaft Loop Kit, Tubular

DRIVESHAFT LOOP KIT

Fits: 1997-'04 Ford Lightning & F-150 Trucks

- Bolt-on design allows easy installation with no modification
- Removable loop for easy driveshaft removal
- Meets the requirements of all sanctioning bodies of racing
- Fits 2-wheel drive trucks w/ steel or aluminum driveshafts
- Helps contain the driveshaft in the event of a U-joint failure
- Made from 1.25" O.D. x .083" wall DOM mild steel tubing
- Finished in durable gloss black powder coating



No. C3090

PART #	DESCRIPTION
C3090	Driveshaft Loop Kit, includes all hardware

DRIVESHAFT LOOPS

Camaro LS, LT, SS, ZL1 2010-'14

- Bolt-on design allows easy installation with no modifications required
- Removable loop for easy driveshaft removal
- Meets the requirements of all racing sanctioning bodies
- Will help contain the driveshaft in the event of a front U-joint failure, keeping it from digging into the ground and possibly overturning the vehicle
- Manufactured from heavy-gauge fabricated steel
- Durable gloss black powder finish
- All hardware included

PART #	DESCRIPTION
C3174	Driveshaft Loop, Standard Transmission
C3175	Driveshaft Loop, Automatic Transmission



No. C3174



No. C3175

DRIVESHAFT LOOPS

Fits: Mustang 2005-'14

- Bolt-on design allows easy installation, driveshaft removal unnecessary
- For large diameter aftermarket and O.E.M. driveshafts
- Meets the requirements of all sanctioning bodies of racing
- Includes quality hardware for loop halves
- Manufactured from mild steel with a long-lasting black powdercoat finish

PART # DESCRIPTION

C3160 Driveshaft Loop, Bolt-on, Fits: Mustang 2005-'14



No. C3160

DRIVESHAFT LOOP

Fits: Chrysler LX, Automatic Transmission Only, 2005-'17

- For Chrysler chassis cars—Challenger, Charger, Magnum and 300C
- Bolt-on design allows easy installation with no modifications required
- Removable loop for easy driveshaft removal
- Meets the requirements of all sanctioning bodies of racing
- Will help contain the driveshaft in the event of a front U-joint failure, keeping it from digging into the ground and possibly overturning the vehicle
- Manufactured from 1.25" O.D. x .083" wall DOM mild steel tubing
- Finished in durable gloss black powder coating
- All hardware included

PART # DESCRIPTION

C3161 Driveshaft Loop. **Fits:** Chrysler LX, Automatic Transmission Only



No. C3161

DRIVESHAFT LOOP

Fits: Dodge Challenger SRT8®, 2009-'11, Standard Transmission

- Bolt-on design allows easy installation with no modifications required
- Removable loop for easy driveshaft removal
- Meets the requirements of all racing sanctioning bodies
- Will help contain the driveshaft in the event of a front U-joint failure, keeping it from digging into the ground and possibly overturning the vehicle
- Manufactured from heavy-gauge fabricated steel
- Durable, gloss black powder finish
- All hardware included

PART # DESCRIPTION

C3162 Driveshaft Loop



No. C3162



DRIVESHAFT LOOPS

TRANSMISSION CROSSMEMBERS

- Allows quick and easy transmission installation and removal
- Includes 42" x 1-5/8" x .134 wall EWT tube, four mounting tabs (flat) and four mounting tabs (concave) with all hardware



No. C3601

PART # DESCRIPTION**C3600** Transmission Crossmember, Universal, Un-welded**C3601** Transmission Crossmember, Universal, Un-welded with 3-1/2" offset**TRANSMISSION CROSSMEMBER BUSHINGS***Fits: Mustangs, 1979 - 1993*

- The solid aluminum bushings act as a chassis stiffening device, helping to increase E.T. consistency
- They replace rubber bushings in factory crossmember
- No modifications or welding required



No. C3610

PART # DESCRIPTION**C3610** Transmission Crossmember Bushings

Competition Engineering by Moroso has developed 2005-up Mustang bolt-in components both racers and enthusiasts deserve. These direct replacement products **eliminate weakness and improve performance.**

So, what are you waiting for?

PANHARD BARS
 SOLID & ADJUSTABLE

LOWER CONTROL ARMS
 CHROME MOLY - SOLID & ADJUSTABLE

DRIVESHAFT LOOP
 DRIVESHAFT REMOVAL
 UNNECESSARY!

COMPETITIONENGINEERING.COM

80 Carter Drive, Guilford, CT 06437 • 203.453.5200

RACE PROVEN PERFORMANCE MADE IN U.S.A.

SHOCKS AND COMPONENTS

Competition Engineering's 3-Way **Adjustable Drag Shocks** are designed to allow the racer to dial-in the race car to meet changing track conditions. Shock valving plays a very important role in the way your car will perform both during initial launch and throughout the quarter mile.

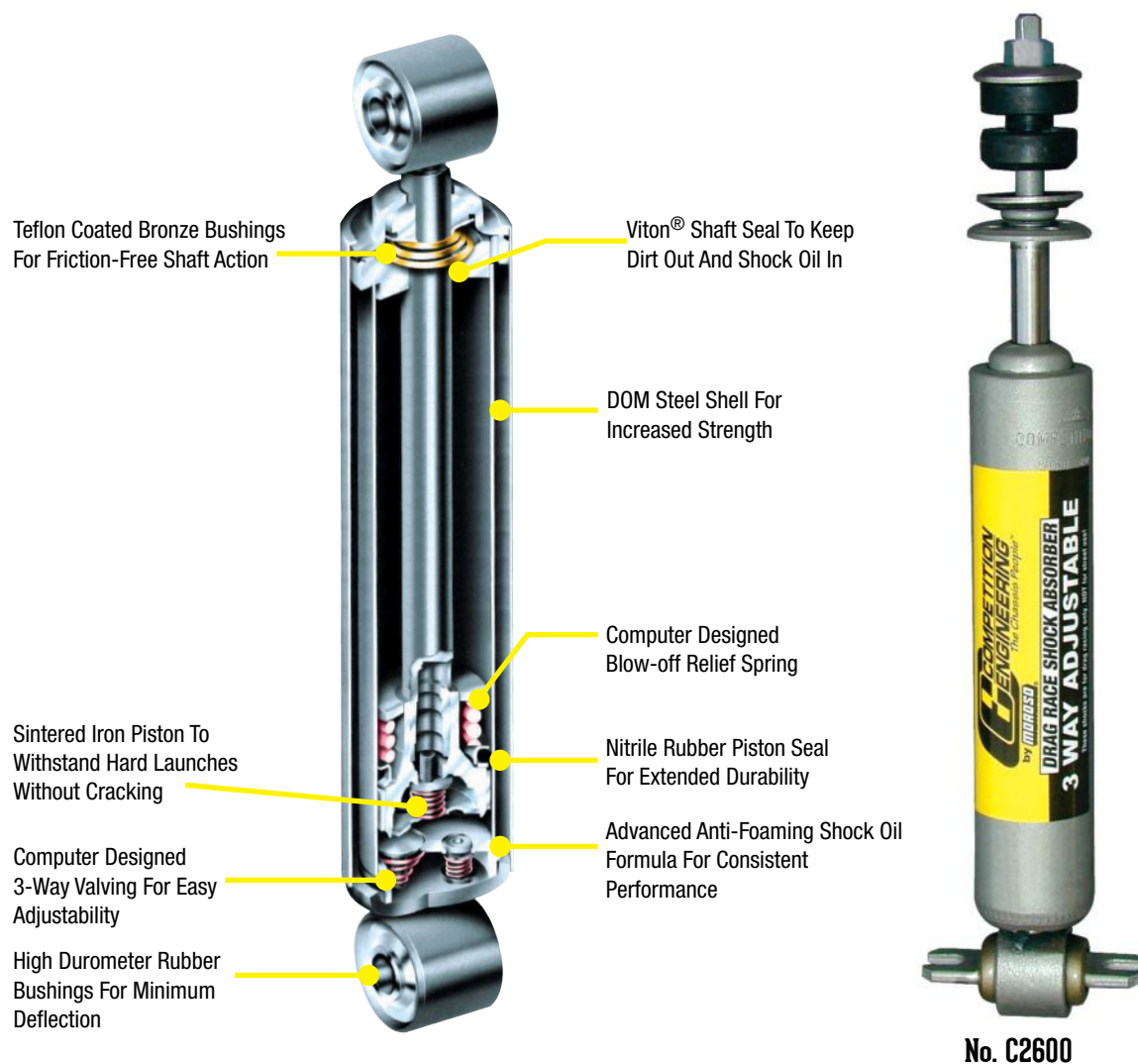
The principle behind our shock absorber design is to allow the front end of the race car to rise rapidly upon initial launch, creating greater weight transfer and better traction to the rear tires. As the car travels down the track, the front end will gradually descend to its ride height without unloading the rear tires which is a major cause of wheel spin. Our rear shocks work in conjunction with our front shocks making the transition from initial launch to top end charge as smooth as possible.

Competition Engineering's **Rear Drag Shocks** can be adjusted for changing track conditions by simple compressing and turning the shock. For slick tracks, set to the 50/50 adjustment; on good tracks, set to the 70/30 for better weight transfer.

Competition Engineering's **Front Drag Shocks** are adjustable in three ratios: 90/10, 80/20 and 60/40. These ratios reflect the percentage of force required to extend and compress the shock absorber. You can quickly change the valve setting by simply compressing the shock fully and rotating the shaft until the indexing notch mates with the desired setting on the body.

It's as simple as twist and click.

Our **Rear Drag Shocks** are also adjustable in three ratios: 70/30, 60/40 and 50/50. These ratios also represent the percentage of force required to compress and extend the shock unit. Only this time, the first number is compression and the second extension. These shocks also adjust by compressing them fully and rotating to the desired setting on the body.



NOTE: These shocks are designed for DRAG RACE use only! Not for street use.

SHOCK APPLICATION CHART

MAKE & MODEL	YEAR	FRONT SHOCKS	REAR SHOCKS	MAKE & MODEL	YEAR	FRONT SHOCKS	REAR SHOCKS
AMERICAN MOTORS				FORD			
Ambassador, Classic, Matador, Rebel	1978-70 1969-62	C2640	C2700 C2700	Mustang II / Pinto	1978-74	C2639	
American, Rambler	1969-64		C2700	Ranchero	1979-72 1971-60	C2610 C2640	C2700 C2740
AMX	1980-78	C2640		Ranger	2005-99 1998-90 1989-83	C2647 C2646 C2645	
AMX, Javelin	1974-70 1969-68	C2640	C2700 C2700	Thunderbird	1988-87 1979-67	C2806* C2610	C2700
Concord, Gremlin, Hornet, Spirit	1983-70	C2640		MERCURY			
Eagle	1988-80	C2640	C2700	Capri	1986-79	C2806*	C2750
CHRYSLER/DODGE				Comet	1977-71 1969-60	C2630 C2640	C2740
Challenger	1974-70	C2620	C2730	Cougar	1982-80 1979-74 1973-71 1970-67	C2806* C2610 C2640 C2630	C2750 C2700 C2740 C2740
Charger, Coronet	1978-73 1972-65	C2620 C2620	C2730	Full Size	1986-65	C2610	C2700
Cordoba	1976-75		C2730	Montego	1976-72 1971-68	C2610 C2640	C2700 C2740
Dakota	1992-87	C2600		GENERAL MOTORS			
Dart, Demon, Swinger	1976-64	C2620	C2735	BUICK			
Dodge Truck, Ram 50	1992-79	C2600		Apollo without H.D. Suspension	1980-74 1973	C2600 C2600	C2720 C2720
Full Size	1978-74 1964-57		C2730 C2730	with H.D. Suspension	1973 1972-68	C2600 C2600	C2720
Lancer, Monaco	1978-62 1962-61	C2620	C2730 C2730	Century	1981-73	C2600	C2720
Magnum XE	1979-77	C2620	C2730	Full Size	1984-71	C2610	
PLYMOUTH				Full Size Wagon	1986 1985-71	C2610	C2700 C2700
Barracuda	1974-70 1969-64	C2620 C2620	C2730 C2735	Regal	1987-73	C2600	C2720
Belvedere, Fury, Savoy	1970-62	C2620	C2730	Riviera	1978-71	C2600	C2720
Belvedere, Satellite	1974-73 1972-65		C2730 C2730	Skyhawk	1980-75	C2600	
Valiant, Duster, Sport Scamp	1976-64	C2620	C2735	Skylark, Special	1979-68 1967-64	C2600 C2610	C2720 C2720
GTX	1970-67	C2620	C2730	CHEVROLET			
Road Runner	1975-68	C2620	C2730	S-10 Blazer 2WD, S-10 Pickup	2004-82	C2600	C2720
FORD				Caballero, El Camino	1987-68 1967-64	C2600 C2610	C2720 C2720
Elite, Fairlane, LTD II, Torino	1979-72 1971-65	C2610 C2640	C2700 C2740	Camaro	2002-93 1992-82 1981-70 1969-67		C2700 C2700 C2610 C2700
Falcon	1970-66	C2640	C2700	Chevelle, Malibu	1983-68 1967-64	C2600 C2610	C2720 C2720
Full Size	1986-65 1959-57	C2610 C2610	C2700 C2740	Chevette	1987-76		C2700
Granada	1982-81 1980-75	C2806* C2640	C2750				
Maverick	1977-70	C2630					
Mustang, Fairmont	2004-79 1973-71 1970-65	C2806 * C2640 C2630	C2750 C2740 C2740				

**90/10 Drag Strut - Not Adjustable*



HAVE YOU BEEN EXPERIENCING BAD WHEEL HOP WITH YOUR LEAF SPRING OR COIL OVER STREET/STRIP VEHICLE?

While there are many factors in determining why your car may be experiencing excessive wheel hop, we have found that weak springs and old, worn out shocks play a key role. Check your springs and shocks at least once a year for excessive wear. Worn out springs and bad shocks do not supply enough dampening to counter act the effects of spring wind up or weight transfer upon initial launch to effectively plant your tires. In turn they will cause wheel hop.

SHOCK APPLICATION CHART, continued

Make & Model	Year	Front Shocks	Rear Shocks	Make & Model	Year	Front Shocks	Rear Shocks
CHEVROLET (CON'T)				PONTIAC			
Chevy II, Nova without H.D. Suspension with H.D. Suspension with Monoleaf Rear Springs with Multileaf Rear Springs	1979-74	C2600	C2720	Astre	1977-75	C2600	
	1973	C2600		Bonneville	1986-82	C2600	C2700
	1973	C2600		Firebird	2002-93		C2700
	1972-68	C2600					C2700
	1972-68	C2600				C2610	C2710
	1967-62	C2605	C2705			C2600	C2700
Corvette	1982-63	C2610	C2700	Full Size	1986-63	C2610	C2720
	1962-53			Grand Am	1981-68	C2600	C2700
Full Size	1986-65	C2610	C2720	Grand Prix	1987-69	C2600	C2720
	1957-55	C2610			1968-62	C2610	C2700
Monte Carlo	1988-70	C2600	C2720	GTO	1973-67	C2600	C2720
Monza	1980-75	C2600		LeMans, Tempest-1970	1981-67	C2600	C2720
Truck, Full Size	2007-88	C2616		Sunbird	1992-76	C2600	
	1987-73	C2615					
Vega	1977-72	C2600					
OLDSMOBILE				Ventura II	1977-71	C2600	C2720
Cutlass, F85 without H.D. Suspension with H.D. Suspension	1988-68	C2600	C2700	with H.D. Suspension	1973		C2720
	1967-64		C2720	with Multileaf Rear Springs	1972-71		C2720
	1967-64		C2700	ISUZU			
Full Size	1986-71	C2610	C2720	Impulse	1989-83		C2700
Full Size Wagon	1992-77	C2610	C2720	TOYOTA			
	1990-65	C2610		Corolla	1983-77		C2700
Omega	1979-73	C2600	C2720	Corona Mark II	1976-72	C2600	C2700
Starfire	1980-75	C2600		Corona	1978-74	C2600	C2700
Toronado	1978-71		C2720		1973-65		
					1964-61		C2720
				Celica	1977-73		C2700

***90/10 Drag Strut - Not Adjustable**



HOW TO ADJUST COMPETITION ENGINEERING DRAG RACING SHOCKS

PLEASE NOTE: Before installation Competition Engineering Shocks need to have their shock ratio adjustment set.

The Shock Ratio represents the percentage of force required to compress the shock compared to the force required to extend it.

BEFORE INSTALLATION FOR THE FIRST TIME OR BEFORE ADJUSTMENT THE FOLLOWING PROCEDURE SHOULD BE FOLLOWED:

1. Upon removal of the shock from its packaging, it is important to "purge" the shock of any air that may be trapped inside during shipment. Skipping this step can make the shock feel as if it is not functioning properly. To purge the shock, simply hold it so that it points up and down and completely cycle it 12-15 times.
2. To begin making adjustment changes once the shock has been purged, you must compress the shock **completely**. On the inside of the shock, at the bottom of the adjuster is a small pawl. This pawl must make contact with the bottom of the shock body or it will not turn, and in doing so not change the settings of the shock. Keep in mind that you must have the shock pointed straight up while making adjustments to avoid aerating it.
3. With the shock still compressed and in the upright position, begin turning the shaft in the **clockwise** direction. This is where you will notice a series of clicks. Pay attention to these clicks and you will notice that one is more pronounced than the others. This is the key to properly setting the shock adjustment. This louder, more pronounced click is the beginning of the settings and should be considered the "R" or regular setting. The following series of softer clicks will be the "F" or firm setting, and finally the "XF" or extra firm setting. When turning the shaft to make adjustments, remember that you can only go clockwise. If you feel like you have missed the setting you were looking for do not worry, just keep turning the shaft until you hear the loudest click and you will be back to the default setting and can begin making shock adjustments.

As an example:

If you wanted to find the XF setting, you would go through all the steps mentioned and while listening for the clicks, you would hear a loud click and then two softer clicks.

This would be similar for the F setting, the loudest click and then one soft click.

Something else to keep in mind when making adjustments:

Trying to gauge the setting of the shock by compressing it in your hand and feeling the difference in Compression is not advised. Though you can compress the shock, you will not be able to simulate the weight of a vehicle or the speed at which it can cycle the shock. If you continually try to check adjustment by hand, it can cause the shock to aerate and feel inconsistent.

The only true way to verify adjustment of the settings is to record the vehicle at the track or to test the piece on a shock dynamometer


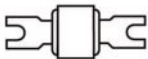



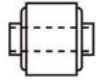
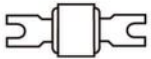
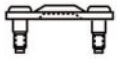


Adjustment Chart - Shock Ratio

SETTINGS	FRONT SHOCKS	REAR SHOCKS
R	60/40	50/50
F	80/20	40/60
XF	90/10	30/70



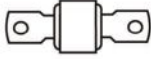

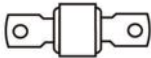











SHOCKS

FRONT SHOCKS SPECIFICATIONS CHART

PART NUMBER	EXTENDED LENGTH	COLLAPSED LENGTH	DIAMETER	UPPER MOUNT	LOWER MOUNT
C2600	14.10"	9.00"	1.63"		
C2610	15.34"	9.62"	1.63"		
C2616	17.31"	12.56"	2.0"		
C2647	20.7"	15.9"	2.0"		
C2605	16.50"	11.00"	1.63"		
C2640	14.34"	9.24"	1.63"		
C2620	16.84"	10.37"	1.63"		
C2639	13.86"	10.56"	1.53"		
C2645	17.22"	12.22"	2.0"		
C2646	16.96"	12.21"	2.0"		
C2630	15.02"	9.80"	1.63"		
C2615	14.73"	9.63"	2.0"		

REAR SHOCKS SPECIFICATIONS CHART

Part Number	Extended Length	Collapsed Length	Diameter	Upper Mount	Lower Mount
C2700	21.69"	12.84"	1.63"		
C2705	19.50"	12.35"	1.63"		
C2710	22.43"	13.21"	1.63"		
C2720	22.87"	13.65"	1.63"		
C2730	23.62"	14.15"	1.63"		
C2755	16.41"	10.44"	1.63"		
C2735	24.50"	14.50"	1.63"		
C2740	20.16"	11.81"	1.63"		
C2750	21.65"	13.29"	1.63"		



SHOCKS



No. C2806

90/10 DRAG STRUTS

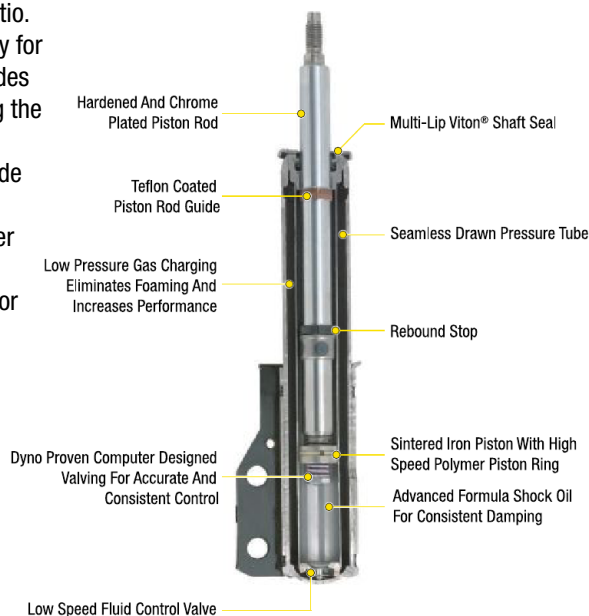
Unlike so-called "racing" struts that use stock dampening valving, Competition Engineering's Drag Struts feature a true 90/10 ratio. This race-proven dampening allows the front end to lift quickly for instant weight transfer to the rear tires. Plus, the design provides increased resistance when the front end descends, preventing the rear tires from unloading and maximizing traction.

- Gas charging reacts faster, eliminates foaming and won't fade like hydraulic designs
- Computer designed valving for consistent performance under severe racing conditions
- Micro-polished $\frac{7}{8}$ " dia. hard-chrome shaft reduces friction for faster reaction
- Bolt-In replacement for easy installation
- One per package

PART # DESCRIPTION

C2806 90/10 Drag Struts

Fits: 1979-'93 Mustang, 1987-'88 Thunderbird, 1979-'86 Capri, 1980-82 Cougar, 1978-'83 Fairmont



SHOCKS

MAGNUM SERIES REAR COIL-OVER SHOCK

"MAGNUM SERIES" REAR COIL-OVER SHOCK ABSORBER

Competition Engineering's Rear Coil-Over Shocks are a part of our Magnum Series, a line of professional-grade products engineered for maximum performance and durability. They feature 12 settings, allowing you to tune the suspension from soft to firm with a simple turn of the knob.

- All-aluminum billet housing is CNC machined with a black anodized body
- Spring seats are adjustable for preload and accept 2- $\frac{1}{2}$ " I.D. springs
- $\frac{5}{8}$ " hardened chrome piston rod provides superior strength
- Advanced sealing reduces drag for faster reaction
- Includes two 1" wide spherical mounting bearings with locking snap rings
- 17" extended height; 13- $\frac{3}{4}$ " to 14- $\frac{5}{8}$ " recommended ride height; 11- $\frac{3}{4}$ " compressed height
- One per package
- Springs not included

PART # DESCRIPTION

C2770 "Magnum Series" Rear Coil-Over Shock Absorber



For Spring Choices
on page 413



No. C2770

COIL-OVER SHOCK KIT**Adjustable**

- Kit includes: 3-Way Adjustable Shocks, Upper Mounts, Adjustable Lower Mounts, Threaded Sleeve, Spring Cap, Seat and Hardware
- Universal design allows installation on a variety of chassis
- 3-Way Adjustable shocks provide controlled squat at the rear for improved weight transfer and traction
- Lower shock mounts have 6" of adjustment in one-half inch increments to suit ride height requirements
- Lower shock mounts are finished with zinc and yellow chromate plating and the threaded sleeve, spring cap and seat are anodized for corrosion resistance
- Fits housings with 3" O.D. axle tubes
- Springs not included
- Adjustable spring seat with locking set screw allow the spring rate to be finely tuned
- Use with Competition Engineering Rear Coil-Over Springs depending on specific rear-end weight, accepts 2.5" I.D. Spring
- Sold in pairs



For Spring Choices
on page 413

PART #	DESCRIPTION
C2765	Coil-Over Shock Kit, Adjustable

**No. C2765****UNIVERSAL LOWER SHOCK MOUNTS**

- Created for relocating non coil-over shocks when the rear frame rails have been moved inboard
- Manufactured from .25" mild steel
- Fits housings with 3" O.D. axle tubes
- 1/2" bolt hole
- Four per package
- Accepts "eye" shock mount
- Welding required
- Fits all axle tube diameters

**No. C3170**

PART #	DESCRIPTION
C3170	Universal Lower Shock Mounts

**GREG ZOEMULDER WITH COMPETITION ENGINEERING SHOCKS**

REAR COIL-OVER SHOCK KIT

- Universal design allows installation on a variety of chassis
- Complete kit includes 3-Way Adjustable Shocks, Upper Mounts and Adjustable Lower Mounts
- 3-Way Adjustable Shocks provide controlled squat at the rear for improved weight transfer and traction
- Lower Shock Mounts have 6" of adjustment in $\frac{1}{2}$ " increments to suit ride height requirements
- Lower Spring Perches and Shock Mounts are finished with a zinc and yellow chromate plating for corrosion resistance
- Fits housings with 3" O.D. axle tubes
- Use with Competition Engineering Rear Coil-Over Springs depending on specific rear-end weight, accepts 2.5" I.D. Spring
- Sold in pairs; replacement shocks sold separately

PART # DESCRIPTION

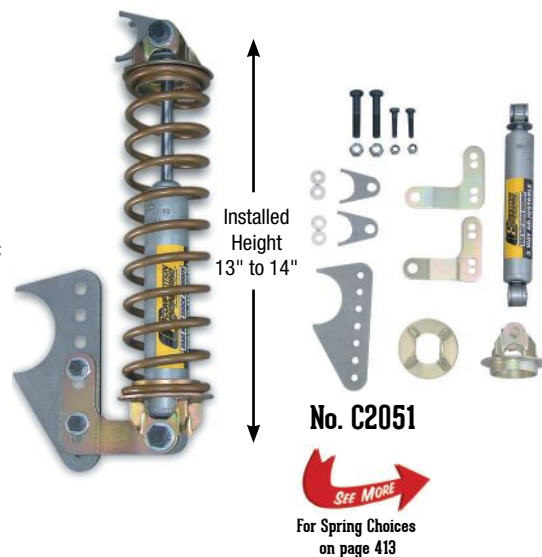
C2051 Rear Coil-Over Shock Kit

PART # REPLACEMENT PARTS

C2755 Replacement Shock Absorber, each

C3420 Replacement Shock Mounts

NOTE: Coil Springs not included



LOWER COIL-OVER SHOCK MOUNT KIT

- Designed to be used either by itself or in conjunction with our Upper Coil-Over Shock Mount Kit
- Provides a solid, adjustable mounting point for racing coil-over shocks
- Fits housings with 3" O.D. axle tubes
- Allows 6" of height adjustment in $\frac{1}{2}$ " increments
- $\frac{1}{4}$ " thick housing brackets, $\frac{3}{16}$ " thick shock brackets
- Fits most popular coil-over shocks
- Includes Grade 8 hardware and spacers for mounting two shocks
- Welding required

PART # DESCRIPTION

C2047 Lower Coil-Over Shock Mount Kit

PART # REPLACEMENT PARTS

C3417 Coil-Over Shock Bracket, Right

C3419 Coil-Over Shock Bracket, Left

C3414 Coil-Over Housing Bracket



No. C2047

COIL-OVER SHOCK ADJUSTING TOOL

- Makes adjusting coil-over shocks much easier than the commonly used hammer and screwdriver method
- Works with Moroso, Avo, Hal, Koni, Bilstein, Carrera, Monroe and most other coil-over shocks with adjusting nuts up to 3- $\frac{1}{4}$ " diameter
- Manufactured of cast steel with finger indents for sure grip operation

PART # DESCRIPTION

62030 Coil-Over Shock Adjusting Tool



No. 62030



SHOCKS

REAR COIL-OVER MOUNT KIT

Fits: 1979-'04 Mustang, Without Shocks & Springs

- Designed specifically to improve traction and handling
- Upper and lower shock mounts to fit stock rear locations
- Bolt-in design with no welding or fabricating needed
- Includes all hardware and spacers

PART # DESCRIPTION
C2056 Rear Coil-Over Mount Kit



No. C2056

REAR SHOCK CROSSMEMBER

Fits: 1967-'69 Camaro, Firebird

- Required with **No. C2032** Offset Spring Hanger installation
- Ties rear subframe together for increased strength
- Relocates shocks inboard of frame
- Provides solid mounting point for rear shocks
- Welding required

PART # DESCRIPTION
C3019 Rear Shock Crossmember



No. C3019

NOTE: Crossmember may be shortened 1" to fit 1968-72 Nova, 1971-72 Ventura and 1970-81 Camaro, Firebird.

UPPER COIL-OVER SHOCK MOUNT KIT

- Works in conjunction with our Lower Coil-Over ShockMount Kit **No. C2047** to provide a solid mounting point
- Designed to mount between the rear frame rails on any Drag Race, Pro Street or Street Rod application
- Lightweight, tubular design makes it perfect for mounting shocks when "back-halving" a vehicle
- Includes one 40" long x 1.625" dia. mounting tube, 1/4" thick mounting brackets, 4 shock mount tabs, 4 shock spacers for older style coil-over shocks and all mounting hardware
- Fits most popular coil-over shocks
- Welding required

PART # DESCRIPTION
C2046 Upper Coil-Over Shock Mount Kit



No. C2046

REAR COIL-OVER SPRINGS

- Each spring is computer designed for specific rear end weights to establish the correct ride height and to allow the full range of suspension travel
- Maximizing the full potential of the springs based on vehicle weight provides optimum weight transfer, rear axle control and traction
- Manufactured on precise CNC equipment for superior accuracy and uniform spring rate from one spring to another
- Premium grade chrome silicon steel extends durability and maintains correct spring rate and ride height after repeated hard launches
- Powder coating provides an attractive finish and helps extend spring life
- Spring dimensions: 2.5" I.D. x 12" long
- Sold in pairs

REAR COIL-OVER SPRINGS APPLICATION CHART

PART NUMBER	SPRING RATE LBS./INCH	TOTAL WEIGHT ON REAR WHEELS
C2550	85	Under - 1050 lbs.
C2555	100	1050 - 1150 lbs.
C2560	125	1150 - 1250 lbs.
C2565	150	1250 - 1450 lbs.
C2570	200	1450 - 1800 lbs.



No. C2550

PROGRESSIVE WOUND REAR SPRINGS. 12", 100-200 LBS.

An excellent choice for multiple applications

- For vehicles of unspecified weight (under 3,400 lbs. total)
- Progressive design reduces rate of compression, making it less likely for vehicle to "drive up" on the tire during violent wheel stands — as the vehicle pitch rotates the weight to the rear wheels, this compresses the spring making it more conducive to lifting the front end
- Progressive springs compensate for added rear weight in Street Rods and Pro-street Cars using a back seat
- Sold in pairs

PART # DESCRIPTION

C2575 Progressive Wound Rear Springs, 12", 100-200 Lb.



No. C2575

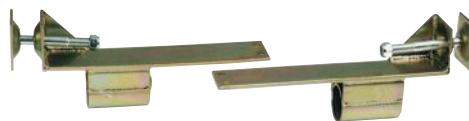
OFFSET SPRING HANGERS

Fits: 1967-'69 Camaro, Firebird; 1962-'67 Chevy II; 1968-'74 Nova; 1971-'72 Ventura

- Created for Super Stock classes, designed to relocate the rear of the leaf springs inboard 4" for additional tire clearance
- An additional 2-½" of tire clearance can be had by relocating the front of the leaf springs inboard and modifying both the axle mounting pads and the inner fenderwell
- Allows you to accommodate a 13"-14" racing slick
- OEM gas tank needs to be narrowed 2", or use a fuel cell

PART # DESCRIPTION

C2032 Offset Spring Hangers, Two per package



No. C2032

NOTE: Some welding required.
Not for use with weld-in frame connectors.



No. C2148

UNIVERSAL 80" SINGLE WHEEL-E-BAR™ KIT

Competition Engineering has designed a single wheel Wheel-E-Bar™ kit that is perfect for both the professional and amateur chassis builder. The lower tube and wheel pocket are fixture welded in house for perfect alignment while still allowing the builder to trim it to any desired length. The 1" O.D. x .065" wall chrome moly tube is strong yet lightweight, while the two hi-misalignment rod ends allow the bar to adjust to any rear axle housing without the need for a tubing bender. Each kit comes with all the necessary hardware and a detailed set of instructions.

- Extra Long Bar Improves Chassis Reaction Times
- Designed to Fit Any Application
- Includes All Necessary Hardware

- Strong, Lightweight Chrome Moly Construction
- Hard Plastic Wheel with Steel Bearings for Long Life
- Welding Required

PART # DESCRIPTION

C2148 Universal 80" Single Wheel-E-Bar™ Kit

PART # REPLACEMENT PART

C7060 Replacement Wheel

UNIVERSAL 60" WHEEL-E-BAR™ KITS

These Universal Wheel-E-Bar™ Kits allow the professional chassis builder to fabricate bars to fit a specific vehicle. Each kit is available in mild steel with a choice of sprung or unsprung versions. The 60" long tubes can be cut to the desired length to suit individual needs. As an added feature, each kit includes the necessary material to install an upper crossbrace for increased strength. Wheel-E-Bars™ are designed to mount to existing 4-Link or Weld-On Housing Brackets.

- Longer bar improves chassis reaction times
- Mild steel tubing
- Designed for 28" housing mounting width
- Hard plastic wheels with steel bearings for long life
- Material included for x-brace installation
- Welding required
- Housing Brackets sold separately **No. C7048**

PART # DESCRIPTION

C2140 Universal 60" Wheel-E-Bar™ Kit, Unsprung, Seamless Steel Tubes

C2145 Universal 60" Wheel-E-Bar™ Kit, Sprung, Seamless Steel Tubes

PART # AVAILABLE OPTIONS

C7048 Axle Housing Mounting Bracket, qty.1

PART # REPLACEMENT PARTS

C7060 Replacement Wheel

C7051 Replacement Spring

90430 Wheel-E-Bar™ Quick Release Pins



No. C2145

REPLACEMENT PARTS FOR DISCONTINUED WHEEL-E-BARS™

PART #	DESCRIPTION	FITS DISCONTINUED WHEEL-E-BAR™
C7051	Wheel-E-Bar™ Professional Springs. One per package	C2015, C2038
C7052	Wheel-E-Bar™ Professional Spring Adjusting Mechanism. One per package	C2015, C2038, C2039, C2155
C7058	Wheel-E-Bar™ Replacement Wheel. Natural rubber w/ ball bearing center, 1/2" hole. One per package	C2015, C2038, C2039
C7060	Wheel-E-Bar™ Replacement Wheel. Synthetic rubber w/ ball bearing center, 3/8" hole. One per package	C2042, C2130, C2140, C2150, C2155
C7066	Strut, Lower. Polished and Buffed Aluminum. One per package	C2015, C2045
90430	Wheel-E-Bar™ Quick Release Pin. Two per package	C2015, C2038, C2039



Wheelstands may look spectacular but they can actually hurt performance. Although some front end lift is beneficial to weight transfer, excessive lift can hurt. When a car wheelstands upon initial launch, it uses up power that could propel the vehicle forward. This results in slower ET's. As tire technology and horsepower levels progressed over the years, racers experimented with different ways to combat the wheelstanding problem. Most of the original designs consisted of merely bars or leaf springs that were welded directly to the rear end housing, hoping that they would prevent the front of the car from rising too high. One of the major problems with these early designs is that they caused the rear tires to unload resulting in a loss of traction.

Competition Engineering recognized this problem long ago and developed a series of Wheel-E-Bars™ designed to limit and control big wheelstands without unloading the rear tires. We accomplish this by utilizing an axle housing mounted bracket that allows the Wheel-E-Bar™ to react instantaneously with rear housing movement. As the rear housing rotates, the natural rubber wheels come in contact with the track. The shock of this contact is absorbed by both the lower aluminum struts and the coil spring upper struts which keep the tires from unloading. As the housing continues to rotate more and the front end begins to lift, the coil springs on the upper struts start to compress. The more that the springs are compressed, the more force they exert against the housing rotation, eventually overcoming the rising force of the front end and gently pushing it back down. This converts the rotational energy into forward motion, resulting in quicker ET's.

No. C2039



No. C2036



No. C2040



No. C2016



Designed to withstand the abuse of drag racing, the Competition Engineering Professional Wheel-E-Bar™ Series is the choice of more racers than any other design when quality and premium materials count.

Each bar features lower spring adjusters made from 7075-T6 aluminum to allow for ease in preload adjustment. The lower struts are made from high strength 6061-T6 aluminum, enabling them to handle the forces applied to them without fatiguing. Each kit includes all the required fasteners as well as quick release pins to allow access to the rear end housing for jacking. 44" overall length, 22-11/16" center to center mounting bracket distance.

- Fits 3" Axle Tube

PART # DESCRIPTION

C2016	Professional Wheel-E-Bars™, Chrome plated with natural finish aluminum components
C2036	Professional Wheel-E-Bars™, Chrome plated with black anodized aluminum components
C2039	Professional Wheel-E-Bars™, Chrome plated with blue anodized aluminum components
C2040	Professional Wheel-E-Bars™, Chrome plated with red anodized aluminum components

PART # REPLACEMENT PARTS

C7046	Conversion Kit, Bolt-on. Converts weld-in Wheel-E-Bars™ to bolt-on style
C7047	Conversion Kit, Weld-In. Converts bolt-on Wheel-E-Bars™ to weld-in style
C7048	Axle Mounting Bracket, quantity One
C7051	Replacement Springs
C7052	Professional. Spring Adjusting Mechanism. One per package
C7058	Replacement Wheel. Natural rubber w/ ball bearing center, 1/2" hole
C7060	Replacement Wheel. Synthetic rubber w/ ball bearing center, 3/8" hole
C7066	Replacement Lower Strut, Aluminum with natural finish
90430	Quick Release Pins. Two per package

Competition Engineering has designed a bolt-on version of our famous Wheel-E-Bars™ specifically for street enthusiasts. Utilizing similar components as our Professional Wheel-E-Bars™ we were able to adapt them for street use by replacing the weld-in mounting brackets with bolt-on brackets.

BOLT-ON CHROME ROUND TUBE WHEEL-E-BAR™

- Bolt-On design, no welding required
- Round tube design, for 3" Axle Tubes
- Triple process, show quality, chrome plated finish
- Available in sprung and unsprung versions
- 44" overall length
- 18-5/8" center to center mounting bracket distance
- Includes all hardware and mounting instructions
- Synthetic Rubber Wheels



No. C2043

PART # DESCRIPTION
C2043 Bolt-On Chrome Round Tube Wheel-E-Bar™, Sprung

PART # AVAILABLE OPTIONS
C7058 Natural Rubber Replacement Wheel

PART # REPLACEMENT PARTS
C7051 Professional Springs. One per package
C7052 Professional Spring Adjusting Mechanism. One per package
C7060 Replacement Wheel. Synthetic rubber w/ ball bearing center, 3/8" hole

INSTALLATION ON REAR AXLE HOUSING

With car on level surface, locate Bolt-on Wheel-E-Bar™ under the car with the brackets up against the housing and prop up the Wheel-E-Bar™ wheels to a height of about 6" off the ground for street use (3-1/2" for strip use). In this position, fasten the Housing Saddle Brackets over the rear end housing and attach to Rear Housing Brackets using the hardware provided. If the Rear Housing Brackets are too big for your particular housing so that they cannot be bolted securely, The Housing Bracket Saddle can be welded to the housing and the Rear Housing Bracket bolted to it, thereby allowing the Wheel-E-Bars™ to be removed.

STATE AND LOCAL ORDINANCES

May prohibit the Bolt-on Wheel-E-Bars™ from extending beyond the rear bumper. If this situation exists and you wish to shorten the Wheel-E-Bars™, the upper and lower struts can each be shortened and re-drilled. Care must be taken to insure that the Bolt-on Wheel-E-Bars™ will clear driveways, etc., without being severely loaded. If the bars are to be used for street use, it is recommended that they be loosely bolted to the housing while backing out of and pulling into a driveway (for example) until the bars "adjust" to the required height. Once this height is determined, the bars can be secured to the housing.

CAN I USE A BOLT-ON STYLE WHEEL-E-BAR™ FOR RACING?

Although our Bolt-On Wheel-E-Bars™ are intended for a Pro Street look, they contain many of the same components used in our Weld-On Wheel-E-Bars™ for racing. In fact, the only difference is the bracketry which in its bolt-on configuration is not strong enough to control the vehicle in a wheelstand. By removing the clamp bracket and welding the axle bracket directly to the housing, you have a Wheel-E-Bar™ suitable for both street and strip use.



8-POINT ROLL BARS

Competition Engineering offers a variety of Roll Bars and Roll Cages to meet the different requirements of most racers. Countless hours were spent developing and perfecting these kits to offer the utmost in strength and fit without adding unnecessary weight. All tubing used in our kits exceeds the requirements of racing sanctioning bodies and is mandrel formed on computer controlled equipment for uniform wall thickness. Every Competition Engineering Kit has been designed to fit the specific application with only minor modifications necessary for installation.

- Manufactured from 1-3/4" O.D. x .134" wall mild steel or 1-3/4" O.D. x .083" wall aircraft-quality AMS-T-6736 chrome moly tubing
- Increases chassis strength
- Provides added safety
- Mandrel formed, model-specific main hoop
- NHRA and IHRA approved
- Tube ends notched for better fit and easier installation
- Strut Kits include two rear struts, two front door bars, main hoop crossbrace, two diagonal hoop supports, six weld joint gussets and eight 6" x 6" x 1/8" thick steel mounting plates
- Complete instructions are included to ensure a hassle-free installation
- Welding required



8-Point Roll Bar
(Actual product may vary from image shown)

TWO PART NUMBERS are required to get a complete 8-Point Roll Bar Kit!

You must order both **A)** the appropriate 8-Point Main Hoop Kit and

B) Strut Kit No. **C3000** for Mild Steel OR Strut Kit No. **C3100** for Chrome Moly (unless otherwise noted)*

B) STRUT KITS

PART #	DESCRIPTION
C3000	8-Point Strut Kit, Mild Steel
C3100	8-Point Strut Kit, Chrome Moly
PART #	ADDITIONAL OPTIONS
C3181	Roll Cage X-Brace Kit, Mild Steel
C3191	Roll Cage X-Brace Kit, Chrome Moly

8-POINT ROLL BARS APPLICATION CHART

A) MAIN HOOP

PART #	APPLICATION
MILD STEEL	CHROME MOLY
AMC	
C3039	C3151 1970-'83 Hornet, Concord, Sprint
CHRYSLER/DODGE	
C3129	C3159 1970-'74 Barracuda, Challenger
C3123	C3158 1970-'76 Duster, Demon, Sport, Scamp, 1968-'69 Dart, Barracuda, Valiant
C3128	C3157 1968-'74 Roadrunner, GTX, R/T, Satellite, Super Bee, Coronet, Belvedere
C3135*	C3150* 2008 - '15 Challenger, Custom Fit
FORD	
C3025	C3154 1979-'93 Capri, Mustang
C3124	C3152 1968-'72 Fairlane, Torino, Montego
C3039	C3151 1967-'73 Mustang, 1971-'77 Maverick, 1977-'81 Fairmont
C3126	C3153 1974-'78 Mustang II, 1971-'80 Pinto, Bobcat
C3125	C3155 1994-'04 Mustang Hardtop
C3132*	C3156* 2005 - '14 Mustang, Custom Fit
GENERAL MOTORS	
C3021	C3138 1967-'69 Camaro, Firebird
C3121	C3145 1970-'81 Camaro, Firebird
C3130	C3147 1982-'92 Camaro, Firebird
C3131	C3148 1993-'02 Camaro, Firebird

A) MAIN HOOP

PART #	APPLICATION
MILD STEEL	CHROME MOLY
GENERAL MOTORS, continued	
C3124	C3152 1964-'72 Chevelle, GTO, Tempest, Cutlass, Skylark, LeMans
C3127	C3139 1955-'57 Chevrolet
C3023	C3137 1966-'67 Chevy II, Sedan/Wagon
C3122	C3149 1978-'87 Malibu, Monte Carlo, Grand Prix, Regal, Grand National, Cutlass, 442
C3024	C3136 1962-'65 Nova
C3022	C3144 1968-'79 Nova, Apollo, Omega, Ventura
C3026	C3146 1971-'77 Vega, 1975-'80 Monza, Astro, Skyhawk, Starfire
SPORT COMPACT	
HONDA	
C9402	C9412 1992-'00 Honda Civic Coupe, Hatchback
C9401	C9410 1988-'91 Honda CRX
MAZDA	
C9408	C9418 1979-'85 Mazda RX-7
MITSUBISHI	
C9405	C9415 1990-'94 Mitsubishi Eclipse
TRUCKS (See footnote below for appropriate Strut Kit)	
C3134**	C3133** 1982-'00 GM S-10, S-15

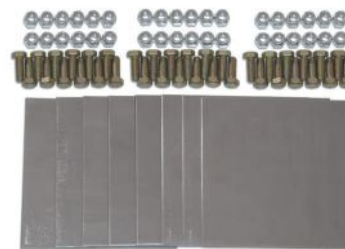
*NOTE: These part numbers ONLY come complete, Strut Kit included.

NOTE: Strut Kits for Trucks include 2" x 3" box tubing to connect rocker panel to the frame. Order No. **C3001 Mild Steel or No. **C3101** Chrome Moly

ROLL BAR BOLT-IN CONVERSION KIT

Fits: Any Uni-Body Race Vehicle, Domestic or Import, using an 8-Point Roll Bar

- Universal application allows installation of 8-Point Roll bar (mild steel or chrome moly) to meet sanctioning body rules without welding base plates to the floor
- 6" x 6" x 1/8" steel plates get positioned under the floor and are used with the existing roll bar plates to "sandwich" the floor pan
- Includes 3/8"-16 x 1" Grade 8 bolts and Nylock nuts for mounting
- Requires drilling floor pan and forming mounting plates to match under-floor contours



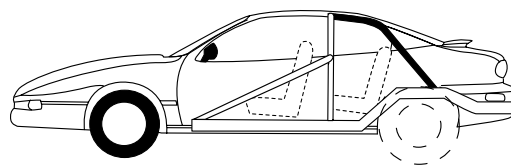
No. C3020

PART #	DESCRIPTION
C3020	Roll Bar Bolt-In Conversion Kit

FORMED REAR STRUTS

8-Point Roll Bar

- Designed to allow roll bar installation in most vehicles without permanently removing or modifying the rear seat
- Manufactured from 1-3/4" O.D. x .134" wall mild steel or 1-3/4" O.D. x .083" wall aircraft-quality AMS T-6736 chrome moly tubing with 50° bend
- NHRA and IHRA approved
- Welding and fabrication required
- Two per kit



No. C3185

PART #	DESCRIPTION
C3185	Formed Rear Struts, Mild Steel
C3195	Formed Rear Struts, Chrome Moly

10-POINT CONVERSION KITS

- Eliminates the hassle of replacing your existing bar with a new cage
- Designed to convert a legal 8-point roll bar into a legal 10-point roll cage
- Kit includes top hoop and two forward downstruts that tie into your existing 8-point roll bar
- Manufactured from 1-5/8" O.D. x .134" wall mild steel or 1-5/8" O.D. x .083" wall aircraft-quality AMS T-6736 chrome moly tubing
- Mandrel formed on computer controlled equipment
- Meets NHRA requirements for cars running 10.99 or quicker
- Custom fit applications
- Welding required



No. C3325

(Actual product may vary from image shown)

10-POINT CONVERSION KIT APPLICATION CHART

MILD STEEL PART #	CHROME MOLY PART #	DESCRIPTION
FORD		
C3325	C3345	10-Point Conversion Kit, 1979-'93 Mustang, Capri
C3328	C3348	10-Point Conversion Kit, 1994-'04 Mustang
GENERAL MOTORS		
C3320	C3340	10-Point Conversion Kit, 1967-'69 Camaro, Firebird
C3323	C3343	10-Point Conversion Kit, 1970-'81 Camaro, Firebird
C3324	C3344	10-Point Conversion Kit, 1968-'72 GTO Chevelle, Cutlass, LeMans, Tempest
C3321	C3341	10-Point Conversion Kit, 1968-'79 Nova, Ventura, Omega, Apollo
C3322	C3342	10-Point Conversion Kit, 1962-'67 Nova, Chevy II



10-POINT ROLL CAGES

- Bridges the gap between an 8-Point Roll Bar and a 12-Point Roll Cage
- Meets NHRA & IHRA requirements for cars running 10.99 or quicker with modified firewalls and/or floorboards
- Provides increased driver protection in rollover
- Increases chassis rigidity for better reaction times
- Main Hoop Kit consists of one mandrel formed main hoop, one top hoop, two front downstruts, one main hoop crossbrace and two diagonal hoop supports designed specifically for your application
- Strut Kit consists of two door bars, two rear struts, ten 6" x 6" x 1/8" steel mounting pads and twelve weld joint gussets
- Manufactured from 1 5/8" O.D. x .134" wall mild steel or 1 5/8" O.D. x .083" wall aircraft-quality AMS-T-6736 chrome moly tubing
- All bends mandrel formed on CNC equipment
- Tube ends notched for better fit and easier installation
- Complete instructions included to ensure a hassle-free installation
- Welding required



10-Point Roll Cage
(Actual product may vary from image shown)

Two Part Numbers are required to get a complete 10-Point Roll Bar Kit!

You must order both **A)** the appropriate 10-Point Main Hoop Kit and

B) Strut Kit No. **C3310** for Mild Steel OR Strut Kit No. **C3250** for Chrome Moly (unless otherwise noted)

10-POINT ROLL CAGES APPLICATION CHART

A) MAIN HOOP

PART # APPLICATION

MILD STEEL CHROME MOLY

CHRYSLER/DODGE

C3227	C3287	1968-'69 Barracuda, 1970-'76 Duster
C3235*	C3285*	2008 -'15 Challenger, Custom Fit

FORD

C3225	C3275	1979-'93 Capri, Mustang
C3229	C3279	1994-'04 Mustang
C3240*	C3270*	2005 -'14 Mustang, Custom Fit

***NOTE:** These part numbers **ONLY** come complete, Strut Kit included.

A) MAIN HOOP

PART # APPLICATION

MILD STEEL CHROME MOLY

GENERAL MOTORS

C3220	C3260	1967-'69 Camaro, Firebird
C3222	C3262	1970-'81 Camaro, Firebird
C3226	C3266	1982-'92 Camaro, Firebird
C3231	C3267	1993-'02 Camaro, Firebird
C3223	C3263	1968-'72 Chevelle, GTO, Tempest, Cutlass, Skylark, LeMans
C3221	C3261	1966-'67 Chevy II, Nova
C3224	C3264	1968-'79 Nova, Apollo, Ventura, Omega
C3233	C3265	1978-'87 Malibu, Monte Carlo, Grand Prix, Regal, Grand National, Cutlass, 442

TRUCKS

C3234	C3268	1982-'00 GM S-10, S-15
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B) STRUT KITS

PART # DESCRIPTION

C3310	10-Point Strut Kit, Mild Steel
C3250	10-Point Strut Kit, Chrome Moly

PART # ADDITIONAL OPTIONS

C3181	Roll Cage X-Brace Kit, Mild Steel
C3191	Roll Cage X-Brace Kit, Chrome Moly
C3184	Roll Cage Upgrade Kit
C3194	Roll Cage Upgrade Kit, Chrome Moly

ROLL CAGE UPGRADE KIT

- Designed to upgrade your existing roll cage to meet NHRA requirements when the firewall, floor pan, or rocker panels have been modified or replaced with aluminum panels
- Manufactured from 1-5/8" O.D. x .134" wall mild steel or 1-5/8" O.D. x .083" wall aircraft-quality AMS-T-6736 chrome moly tubing
- Comes complete with one dash bar, two door diagonals, two rocker bars and six gussets
- Welding and fabrication required

PART # DESCRIPTION

C3184	Roll Cage Upgrade Kit
C3194	Roll Cage Upgrade Kit, Chrome Moly



No. C3184

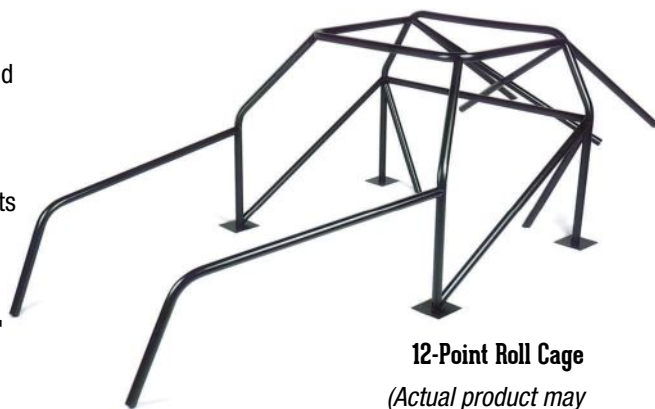
12-POINT ROLL CAGES

- Designed to provide the utmost in chassis strength and superior 360° driver protection with proper installation
- Design ties the front frame to the roll cage making it one solid unit, eliminating chassis flex and decreasing vehicle reaction time
- Hoop Kit includes one main hoop, one top hoop, two front downstruts, one main hoop crossbrace and two forward struts
- Strut Kit consists of two door struts, two rear struts, two diagonal hoop supports, one rear X-brace, ten 6" x 6" x 1/8" steel mounting pads and twelve weld joint gussets
- Manufactured from 1 5/8" O.D. x .134" wall mild steel or 1 5/8" O.D. x .083" wall aircraft-quality AMS-T-6736 chrome moly tubing
- Pre-notched tube ends provide for a better installation
- Meets NHRA and IHRA requirements
- All tubes mandrel formed in-house on CNC equipment
- Complete instructions are included to ensure a hassle-free installation
- Welding required

Two Part Numbers are required to get a complete 12-Point Roll Bar Kit!

You must order both **A)** the appropriate 12-Point Main Hoop Kit and

B) Strut Kit **No. C3300** for Mild Steel **OR** Strut Kit **No. C3350** for Chrome Moly (unless otherwise noted)*



12-Point Roll Cage

(Actual product may vary from image shown)

B) Strut Kits

PART #	DESCRIPTION
C3300	12-Point Strut Kit, Mild Steel
C3350	12-Point Strut Kit, Chrome Moly
PART #	ADDITIONAL OPTIONS
C3184	Roll Cage Upgrade Kit
C3194	Roll Cage Upgrade Kit, Chrome Moly

12-POINT ROLL BARS APPLICATION CHART

A) MAIN HOOP

PART #	APPLICATION
MILD STEEL	CHROME MOLY
CHRYSLER/DODGE	
C3309	C3361 1968-'69 Barracuda 1970-'76 Duster
C3308*	C3373* 2008 -'15 Challenger, Custom Fit
FORD	
C3303	C3370 1979-'93 Mustang, Capri
GENERAL MOTORS	
C3305	C3380 1967-'69 Camaro, Firebird
C3307	C3381 1970-'81 Camaro, Firebird
C3302	C3382 1982-'92 Camaro, Firebird

*NOTE: These part numbers ONLY come complete, Strut Kit included.

A) MAIN HOOP

PART #	APPLICATION
MILD STEEL	CHROME MOLY
GENERAL MOTORS, continued	
C3311	C3383 1968-'72 Chevelle, GTO, Tempest, Cutlass, Skylark, LeMans
C3312	C3371 1978-'87 Malibu, Monte Carlo, Grand Prix, Regal, Grand National, Cutlass, 442
C3306	C3384 1975-'80 Monza 1971-'77 Vega, Starfire, Skyhawk
C3313	C3385 1968-'79 Nova, Apollo, Omega, Ventura
TRUCKS	
C3314	C3372 1982-'00 GM S-10, S-15

ROLL BARS, CAGES & CHASSIS ACCESSORIES

ROLL CAGE X-BRACE KIT

Available In Mild Steel or Chrome Moly Finish

- Designed to increase the strength of your chassis by eliminating side to side twist and uneven suspension loading
- Use in conjunction with the rear struts found in our Roll Bar and Roll Cage Kits to create a solid racing chassis
- Kit includes one 60" long tube and two 30" long tubes; manufactured from 1-5/8" O.D. x .134" wall mild steel or 1-5/8" O.D. x .083" wall aircraft-quality AMS-T-6736 chrome moly tubing
- Welding required



No. C3181

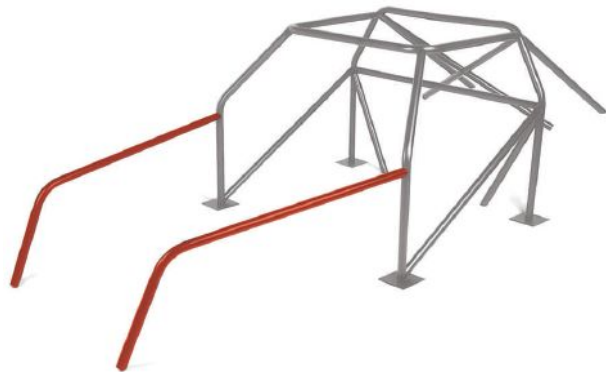
PART #	DESCRIPTION
C3181	Roll Cage X-Brace Kit, Mild Steel
C3191	Roll Cage X-Brace Kit, Chrome Moly

FRONT DOWN STRUT UPGRADE KIT

- Tie the front frame to the roll cage making it one solid unit, eliminating chassis flex and decreasing vehicle reaction time
- Front Down Struts have the same specifications as the Front Struts that are included in Competition Engineering 12-Point Roll Cage Kits
- Combine with Competition Engineering **Nos. C3181** or **C3191** to convert 10-Point Roll Cages to 12-Point Roll Cages
- Pre-notched tube ends provide for better installation
- Meets NHRA and IHRA requirements
- All tubes mandrel formed in-house on CNC equipment
- Welding required
- Sold as a pair

PART # DESCRIPTION

C3186	Front Down Strut Kit, Mild Steel
C3196	Front Down Strut Kit, Chrome Moly



No. C3186

FUNNY CAR CAGE KITS

Note: Funny Car Cage Kit is the tubing highlighted in red on the image

- Available in 1-5/8" O.D. x .134" wall mild steel or 1-3/4" O.D. x .083" wall aircraft-quality AMS-T-6736 chrome moly tubing
- Upgrades 10 point or more point cage kit to have Funny Car cage protection
- Kits contain 10 pieces of pre-bent 1-5/8" O.D. x .134" wall or 1-3/4" O.D. x .083" wall tubing and 2 pieces of 1" O.D. x .118" wall mild steel or 1" O.D. x .058" wall chrome moly head/helmet guards
- Tubing is left long and un-notched so kit can be custom fitted to the application
- Meets NHRA and IHRA requirements
- All tubes mandrel formed in-house on CNC equipment
- All Welding required

PART # DESCRIPTION

C3187	Funny Car Cage Kit, Mild Steel
C3197	Funny Car Cage Kit, Chrome Moly



No. C3197

SEAT BACK BRACES

- Designed to meet different sanctioning body rules on bracing non-FIA rated seats
- Non-FIA seats can be attached to the brace's 3" x 6" plate, 18 square inches
- On FIA approved seats this brace can be used as an additional support
- Adjustable back and forth with a locking collar
- No welding is required for installation
- Available for 3 different diameters of roll bar tubing

PART # DESCRIPTION

C4905	Seat Back Brace, Adjustable for 1 3/4" Dia. Tubing
C4906	Seat Back Brace, Adjustable for 1 5/8" Dia. Tubing
C4907	Seat Back Brace, Adjustable for 1 1/2" Dia. Tubing



No. C4905

OFFSET ROLL BAR PADDING

- Our popular Roll Bar Padding is now packaged in single 3-foot lengths for improved convenience and pricing
- 3" O.D. padding is extruded from high-density foam for maximum safety and protection
- 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



No. 80944



PART # DESCRIPTION

80944	Roll Bar Padding, SFI 45.1 Approved, Black
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ROLL BAR GUSSETS

These lightweight, stamped plate gussets provide additional strength to welded tube joints

- Available in mild steel or chrome moly
- Measures 1-1/4" x 2-1/4"
- 25 per package
- Welding required

PART # DESCRIPTION

C3172	Roll Bar Gussets, 1/8" Mild Steel
C3173	Roll Bar Gussets, 4130 Chrome Moly



No. C3172



No. C3173

SWING OUT DOOR BAR KITS

For 6, 8, 10 or 12 Point

- Meets NHRA Sanctioning rule for OEM full body cars 7.50 E.T. and slower
- **No. C3182** is manufactured for 1-3/4" steel tubing and **No. C3183** is manufactured for 1-5/8" steel tubing
- One kit does one door bar
- Includes release pin and hinge bracket
- Welding required

PART # DESCRIPTION

C3182	8-Point Swing Out Door Bar Kit, 1-3/4" tube
C3183	10 & 12-Point Swing Out Door Bar Kit, 1-5/8" tube



No. C3182

UNIVERSAL DOOR WINDOW FRAME KIT

- Use on drag racing vehicles running a plastic/lexan type window
- Will complete two doors
- Includes $\frac{3}{8}$ " steel tubing (2-84" long, 2-48" long), bend to fit with supplied bending fixture, tabs and hardware
- Packaged in a tube with instructions
- Welding required



No. C4900

PART # DESCRIPTION

C4900 Universal Door Window Frame Kit

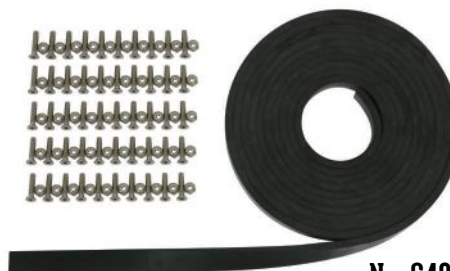
WINDSHIELD INSTALL KITS

- Kit includes rubber seal and (50) stainless steel flathead screws and lock nuts
- Can be used on rear windows

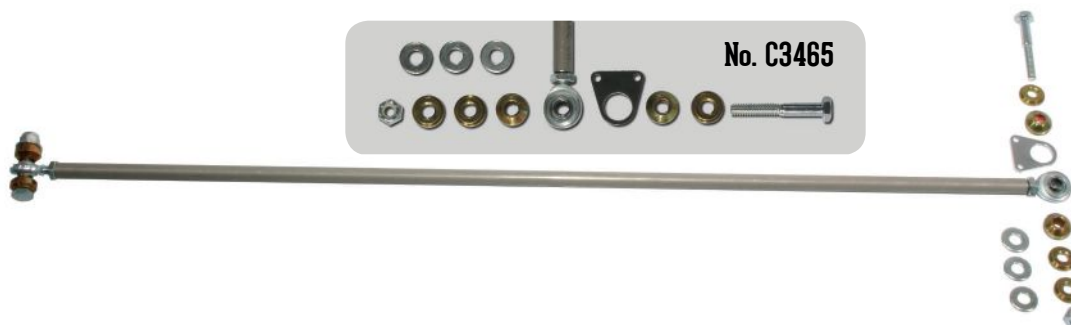
PART # DESCRIPTION

C4901 Windshield Install Kit, $\frac{1}{4}$ " Thick

C4902 Windshield Install Kit, $\frac{3}{8}$ " Thick



No. C4901



No. C3465

THROTTLE LINKAGE ROD KIT

- Universal for vehicles with carburetors
- Kit includes a 23" aluminum rod, two spherical rod ends, throttle return spring tab and hardware
- Aluminum linkage rod is easy to install, bendable to simplify alignment issues and the length is easily adjusted by turning the rod ends in or out
- The rod ends will help to overcome misalignment problems
- This linkage is the preferred linkage for Oval Track claimeer racing
- Will not be affected by dirt as some cable linkages can be

PART # DESCRIPTION

C3465 Throttle Linkage Rod Kit

PART # AVAILABLE OPTIONS

C3461 Accelerator Pedal Kit

DOOR HINGE KIT

- For Race vehicles with fiberglass doors
- Longer hinge pins on bottom mounts facilitates quick removal and installation of doors
- Kit includes two door hinges and mounts (enough for 1 car)
- Lightweight design
- Welding required

PART # DESCRIPTION

C4930 Door Hinge Kit



No. C4930

DOOR HANDLE LINKAGE KIT

- Kit includes two lightweight door handles with enough tubing, nuts, bolts and rod ends for two doors
- Easy to install in any door

PART # DESCRIPTION
C4935 Door Handle Linkage Kit

**DOOR LIMITER STRAP**

- Kit is complete with (2) Door Limiter Straps and all hardware necessary to complete one car
- Installation instructions included

PART # DESCRIPTION
C4931 Door Limiter Strap



No. C4931

RADIATOR MOUNTING KIT

- Radiator Mount for Scirocco style radiators
- For race cars with tube front ends
- Facilitates quick removal and installation of radiator
- Includes radiator mounting bracket, frame mount and hardware
- Welding required

PART # DESCRIPTION
C4925 Radiator Mounting Kit



No. C4925

ACCELERATOR PEDAL KIT

- Steel Accelerator Pedal with Steel Mounting Brackets and Hardware to mount where desired
- Installation instructions included

PART # DESCRIPTION
C3461 Accelerator Pedal Kit

PART # AVAILABLE OPTION
C3465 Throttle Linkage Rod Kit



No. C3461



PARACHUTE ANCHOR MOUNT

For attaching parachute anchor strap to chassis

- Accepted by NHRA and IHRA
- Manufactured from 1-5/8" dia. DOM tubing
- Includes mount and support tubes, anchor strap bracket and aluminum bushing
- For use with Competition Engineering's Parachute Pack Mount **No. C3451**
- Welding and fabrication required

PART #	DESCRIPTION
C3450	Parachute Anchor Mount



No. C3450

PARACHUTE PACK MOUNT

Mounts Parachute Pack to Parachute Anchor Mount

- Includes pack mounting plate, mounting tube, weld bung and quick release pin
- Quick release mount for removal when working on car
- Manufactured from mild steel for extra strength
- For use with Competition Engineering's **No. C3450** or similar kits
- Welding and fabrication required

PART #	DESCRIPTION
C3451	Parachute Pack Mount



No. C3451

PARACHUTE RELEASE CABLE KIT

- Kit consists of 18' of Teflon lined Felsted cable
- Mounting Bracket and Rod End on one end of the cable
- Full handle

PART #	DESCRIPTION
C3452	Parachute Release Cable Kit



No. C3452

PARACHUTE RELEASE CABLE CLAMP

- Complies with NHRA General Regulations requiring the cable clamp to be attached within 12" of the parachute pack edge
- Works with Competition Engineering Parachute Mount **Nos. C3451, C3452** and can be used with other mounts
- Manufactured from 1/8" thick aluminum bracket with steel clamp and mounting hardware

PART #	DESCRIPTION
C3453	Parachute Release Cable Clamp



No. C3453



FUEL TANK SUMP KITS

Ensure positive fuel flow to your engine to help win the race

- Factory gas tank pickups located in the front of tanks allow fuel pumps to ingest air during acceleration causing a momentary loss of fuel pressure
- Installed in the lowest portion of the rear of the fuel tank, to guarantee consistent fuel pressure under the hardest acceleration
- Designed to fit stock steel fuel tanks
- Manufactured from 18-gauge cold rolled steel for easy welding with two pre-welded $\frac{3}{8}$ " or $\frac{1}{2}$ " NPT bungs to ensure adequate fuel flow
- I.D. 7- $\frac{3}{8}$ " wide x 11" long x 3" tall
- Installation instructions include a template for baffling the tank, fittings not included
- Welding required

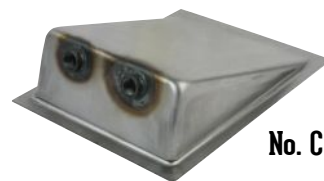
PART # DESCRIPTION

C4040 Fuel Tank Sump Kit, Two $\frac{3}{8}$ " NPT weld bungs

C4041 Fuel Tank Sump Kit, Two $\frac{1}{2}$ " NPT weld bungs



Moroso Aluminum
Fuel Line on pg. 268



No. C4040



No. C4041

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- $\frac{1}{8}$ " x 8- $\frac{1}{8}$ " overall

PART # DESCRIPTION

85700 Access Door

No. 85700

MOROSO



ALUMINUM & STEEL REAR FENDERWELLS

- 24-gauge steel or .032" aluminum
- Pittsburgh locking seam for easy assembly
- Different widths to accommodate a variety of tire sizes
- Available in six diameters
- Bead rolled reinforcing ribs for strength
- Two Fenderwell/Wheel Tubs per Kit

DESCRIPTION	PART #	
DIMENSIONS	STEEL	ALUMINUM
LENGTH X HEIGHT X WIDTH		
30" (L) x 15" (H) x 23.25" (W)	C2998	C2999
36" (L) x 18" (H) x 23.25" (W)	C3006	C3007
38" (L) x 19" (H) x 23.25" (W)	C3008	C3009
40" (L) x 20" (H) x 23.25" (W)	C3010	C3011
43" (L) x 21.5" (H) x 23.25" (W)	C3002	C3004
46" (L) x 23" (H) x 23.25" (W)	N/A	C3005



No. C3006

REAR FIREWALL KIT, CUSTOM FIT FOR 2005-'10 MUSTANG

Makes it easy to install a firewall between the passenger compartment and trunk mounted fuel cell and/or battery

Fits: 2005-'10 Mustang

- Pre-cut and bent, only a small amount of trimming may be necessary
- Constructed out of .032" thick aluminum, which meets NMRA and other sanction bodies requirements
- Can be used with or without the factory rear seat

PART # DESCRIPTION

C4990 Rear Firewall Kit, 2005-'10 Mustang

No. C4990



STEERING COLUMN KITS, UNIVERSAL DESIGN

Two versions available; Drag Race Only which has a strong yet light weight $\frac{3}{4}$ " x .058" wall chrome moly shaft and the NEW Circle Track, Road Race and Street version that has a $\frac{3}{4}$ " x .156" wall mild steel shaft which is stronger and heavier for the rigors of Circle Track, Road Racing and the Street.

- Can be used in new car construction or used to replace a heavy bulky OEM steering column
- Kit contains a stop collar to prevent the steering shaft from entering the driver's compartment in the event of an impact.
- Inner shaft rides in two flanged polymer bushings that mount to the column tube
- Features unique grease fittings to keep the bushings lubricated
- 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 and Fabrication required

PART # DESCRIPTION

C5073 Steering Column Kit, Circle Track, Road Race, Street

C5074 Steering Column Kit, Drag Race Only

PART # AVAILABLE OPTIONS

C5076 Steering Column Mount Kit

C9609 Steering Shaft Support Rod End

**No. C5074****STEERING COLUMN MOUNTING KIT**

- Mounts Steering Column Kit **Nos. C5073 or 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- $\frac{1}{2}$ " O.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- $\frac{1}{2}$ " dia. column tube
- Kit includes complete installation instructions
- Welding & fabrication required

PART # DESCRIPTION

C5076 Steering Column Mounting Kit

**No. C5076****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
- $\frac{3}{4}$ "-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

PART # DESCRIPTION

C9609 Steering Shaft Support Rod End

**No. C9609**

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. 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 quick 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

PART #	DESCRIPTION
80160	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



No. 80160

MOROSO

POWER STEERING TANKS

POWER STEERING TANKS

Fits: Universal Panel Mount

- Fabricated of aluminum for strength – can be polished, chromed, powder coated or left as-is for a race look
- Built in bracket allows convenient mounting on a panel
- -6 AN inlet and -10AN outlet with an internal baffle
- Includes a heavy duty vented screw on cap

PART #	DESCRIPTION
63506	Power Steering Tank, Universal Panel Mount, Inlet left side
63507	Power Steering Tank, Universal Panel Mount, Inlet right side



No. 63506

No. 63507

MOROSO



Power Steering Tanks
on Moroso pg. 190

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 quicker ET's.



No. C2025

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

PART # DESCRIPTION

C2025 Front End Travel Limited

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
- Threaded design allows you to quickly dial-in the right amount of front end lift without wasting power on high wheelstands
- Replaces rubber snubber in factory control arms
- Bolt-On, no welding requires
- Increases weight transfer

PART # DESCRIPTION

C2026 Front End Travel Limiter

PART # REPLACEMENT PART

C7024 Rubber Bumpers. 2" diameter base. Two/card



No. C2026

MUSTANG BUMPSTEER ADJUSTER KITS

- Corrects "Bumpsteer" that occurs when the Mustang's front end is lowered or raised from stock
- Fully adjustable kit replaces non-adjustable stock components with precision, aircraft-quality components that bolt into place with common hand tools
- Does not require the front spindles to be modified or drilled out
- Can also be used for easy, on-car toe adjustments
- Includes 6061-T6 billet aluminum adjuster tubes with anodized finish to resist corrosion, 5/8" rod ends and an assortment of adjustment shims

PART # DESCRIPTION

C2408 Bumpsteer Adjuster Kit, Mustang '79-'93

C2409 Bumpsteer Adjuster Kit, Mustang '94-'04



No. C2409

SOLID REPLACEMENT BUSHINGS

Competition Engineering offers solid aluminum replacement bushings for stock factory bushings that improve chassis/suspension control. By swapping solid bushings for the stock pieces, you increase vehicle reaction in both acceleration and cornering, as well as improve overall feel. Ride quality will be sacrificed due to the elimination of the factory bushing deflection.

SOLID ALUMINUM BODY MOUNTS

Fits: 1967-'81 Camaro, Firebird, 1968-'79 Nova; 1971-'77 Ventura, Apollo, Omega

- Replacement for the factory subframe bushings
- Eliminates deflection and twisting commonly found on GM unibody equipped vehicles
- CNC machined from 6061-T6 aluminum for a perfect fit and black anodized to eliminate corrosion
- Complete set of six for one car with complete instructions

PART #	DESCRIPTION
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C3027	Body Mounts, Solid Aluminum
-------	-----------------------------



No. C3027

GM A&G BODY REAR CONTROL ARM BUSHINGS

Fits: 1982-'02 Camaro, Firebird; 1964-'88 Chevelle, Malibu; 1964-'77 Skylark, Gran Sport; 1964-'77 LeMans, GTO, Tempest; 1966-'77 Cutlass 442; 1966-'70 Pontiac full-size; 1964-'70 Olds full-size

- Eliminates the twist and play found in the factory rear control arms
- CNC machined from 6061-T6 aluminum and black anodized for corrosion resistance
- Designed to replace the stock bushings on the lower control arms only
- Four to a package

PART #	DESCRIPTION
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C3165	Arm Bushings, GM A&G Body Rear Control
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No. C3165

ALUMINUM SPRING EYE BUSHINGS

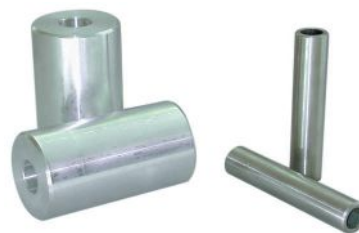
Fits: 1967-'81 Camaro, 1968-'79 Nova

- Solid Aluminum Bushings replace stock bushings and provide positive housing positioning, eliminating wheel-hop and excessive pinion angle
- Eliminates the deflection of stock bushings
- Packaged in pairs

PART #	DESCRIPTION
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C2022	Spring Eye Bushings, Aluminum, Front, 2" O.D. x 3-5/8" long for 1/2" bolt
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C2023	Spring Eye Bushings, Aluminum, Rear, 1-5/8" O.D. x 3-1/4" long for 9/16" bolt
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No. C2022

UPPER A-ARM BUSHINGS

Fits: 1965-'70 Chevrolet Full Size, 1967-'69 Camaro, Firebird; 1968-'79 Nova; 1963-'82 Corvette; 1964-'72 Chevelle, Tempest, LeMans, GTO; 1973-'74 Omega, Apollo, Skylark; 1971-'74 Ventura; 1971-'72 Monte Carlo; 1965-'72 F-85, Cutlass, 442

The stock upper control arm bushings found on most cars have a rubber bushing material that is bonded to the inner sleeve and the outer housing. Bonding the rubber bushings makes them resistant to rotation and suppresses front end lift and hinders weight transfer.

Competition Engineering's **Upper A-Arm Bushings** are a non-bonded design, which lets the bushing material rotate. This allows the A-Arm to pivot freely on the cross shaft, resulting in rapid front end lift and increased weight transfer. The superior polyurethane material comprising our Bushings doesn't flex or break down like stock conventional rubber bushings with exposure to oils, chemicals and ozone.

- Quicker front end rise produces quicker ETs
- Superior polyurethane bushing material is better performing and last longer

PART #	DESCRIPTION
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C3166	Upper A-Arm Bushings
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No. C3166

PART #	AVAILABLE OPTIONS
C2026	Front End Travel Limiter



MID-MOUNT PLATE REPLACEMENT MOUNTING KIT

- Recommended when more than one mounting kit is required
- Manufactured from 1/8" mild steel with four triangular gussets
- Includes mounting hardware
- Welding required

PART # DESCRIPTION

C4032 Mid-Mount Plate Replacement Mounting Kit



No. C4032

SHIM KITS, FLYWHEEL

- Replacement flywheel shims for Moroso and other mid-mount motor plates
- Can be used anytime that the spacing of the torque converter to the transmission pump needs adjustment
- Manufactured from .090" Steel
- 3 per pack

PART # DESCRIPTION

C4047 Shim Kit. **Fits:** GM LS Series

C4048 Shim Kit. **Fits:** Chevy V-8, 2 piece seal & 90 Deg. V-6

C4049 Shim Kit. **Fits:** Ford 289-302

C4050 Shim Kit. **Fits:** Ford 351M, 400, 429, 460

C4051 Shim Kit. **Fits:** Mopar 426 or others with an 8 bolt aftermarket crankshaft

C4052 Shim Kit. **Fits:** Mopar 273-440 with a 6 bolt crankshaft



No. C4047



No. C4048



No. C4049



No. C4050



No. C4051



No. C4052

ENGINE LIMITER KIT

- Mounts diagonally between the engine block and the frame rail preventing the forward and rearward movement of the engine/transmission assembly during launch and braking conditions
- Without this kit, the movement of the engine within the chassis would cause the front and rear motor plates to flex and eventually crack
- The use of two kits positioned on either side of the engine is highly recommend for high horsepower race cars
- Includes a 3/4" dia. DOM steel tube, two chassis tabs, a 1/2" high misalignment rod end, an engine mounting tube and complete instructions
- Improves reaction times
- Fabrication & welding required

PART # DESCRIPTION

C4034 Engine Limiter Kit



No. C4034

ENGINE TORQUE LINK, MUSTANG

- The benefits of a solid motor mount for racing with the comfortable ride of a stock motor mount for street use
- Removable Torque Link is installed with supplied pins and clips, limiting engine movement for racing use
- Torque Link can then be removed for street use
- Includes two zinc plated brackets, all hardware and complete installation instructions

PART # DESCRIPTION

C4010 Engine Torque Link. **Fits:** Mustang 1979-'95 5.0L



No. C4010

MID MOUNT PLATES

Available In Steel and Aluminum

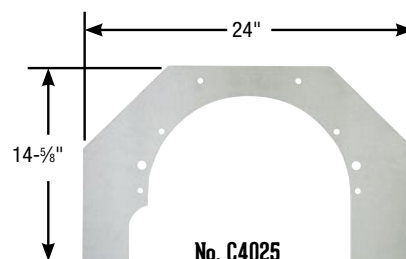
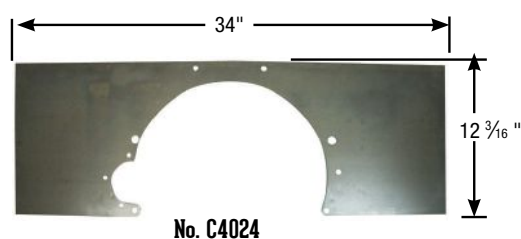
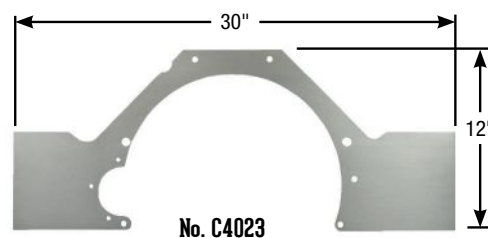
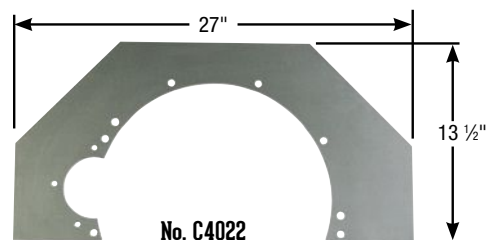
- Provides a solid connection between the transmission and the chassis
- Eliminates torsional chassis stress, block twisting and broken transmission cases
- Steel versions include flywheel shims to ensure accurate torque converter to front pump engagement, (except **No. C4024**)
- Allows easier transmission swaps and aids clutch operation
- Universal frame mounts included
- Designed on CAD equipment for a precise fit and easy installation
- CNC laser cut to eliminate warpage from metal stamping
- Universal Frame Mounts Included, welding required



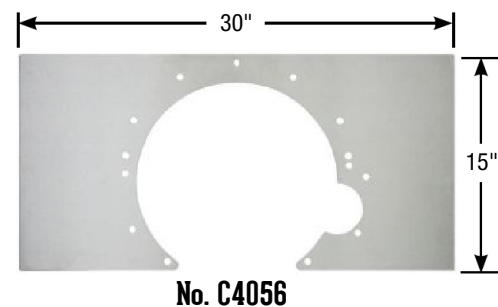
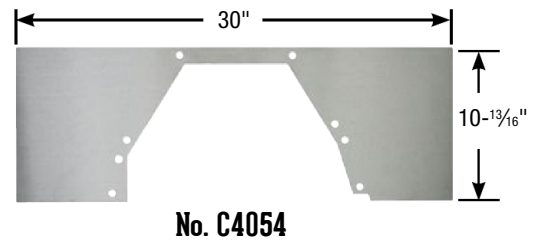
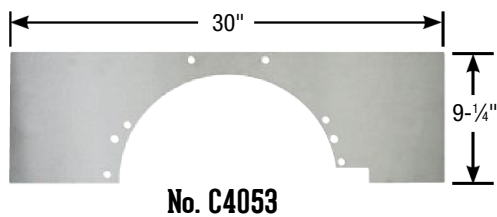
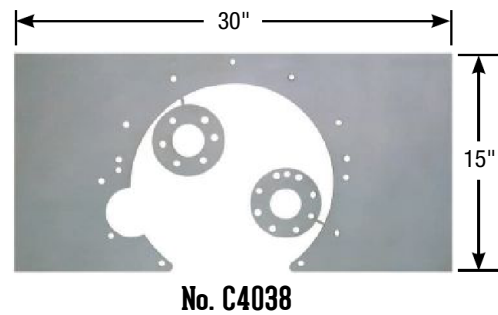
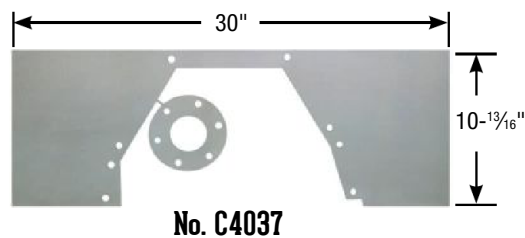
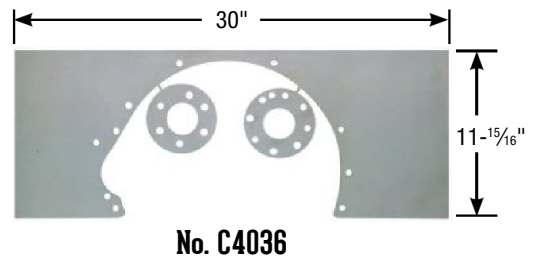
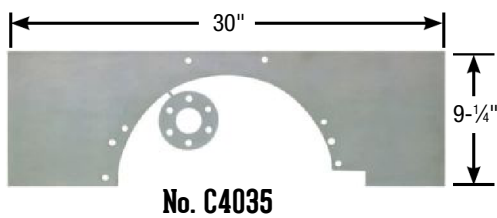
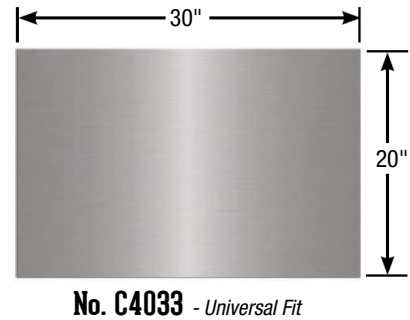
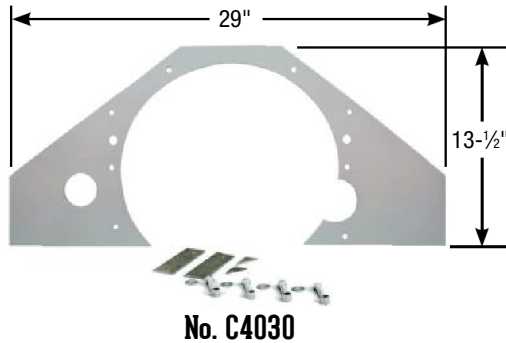
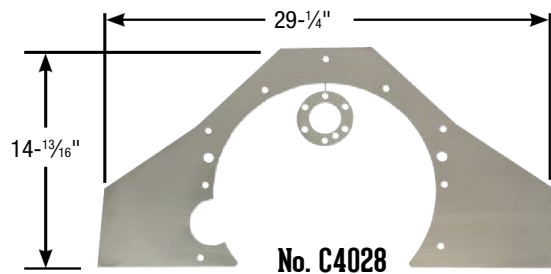
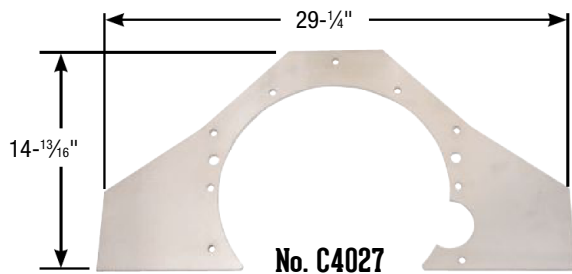
Flywheel Shims
on pg. 431

MID MOUNT PLATES APPLICATION CHART

PART #	APPLICATION	MATERIAL DESCRIPTION	DIMENSIONS
UNIVERSAL FIT			
C4033	Universal Fit	6061-T6 Aluminum	30" x 20" x .188" thick
GENERAL MOTORS			
OLDSMOBILE/PONTIAC			
C4025	301-345 Engines	6061-T6 Aluminum	24" x 14-5/8" x .188" thick
CHEVROLET			
C4027	LS Series	6061-T6 Aluminum	29-1/4" x 14-13/16" x .188" thick
C4028	LS Series	Steel	29-1/4" x 14-13/16" x .090" thick
C4030	SBC, BBC, V8 & 90° V6 Engines	6061-T6 Aluminum	29-1/4" x 13-1/2" x .188" thick
C4031	SBC, BBC, V8 & 90° V6 Engines	Steel	29-1/4" x 13-1/2" x .090" thick
FORD			
C4022	Ford FE 352 - 428	6061-T6 Aluminum	27" x 13 1/2" x .188" thick
C4023	Modular 4.6, 5.4 & 6.8L	6061-T6 Aluminum	30" x 12" x .188" thick
C4024	Modular 4.6, 5.4 & 6.8L	Steel	34" x 12 3/16" x .090" thick
C4035	289-302, 351C, 351W Engines	Steel	30" x 9-1/4" x .090" thick
C4053	289-302, 351C, 351W Engines	6061-T6 Aluminum	30" x 9-1/4" x .188" thick
C4037	351M, 400, 429, 460 Engines	Steel	30" x 10-13/16" x .090" thick
C4054	351M, 400, 429, 460 Engines	6061-T6 Aluminum	30" x 10-13/16" x .188" thick
CHRYSLER			
C4036	383-440 Engines	Steel	30" x 11-15/16" x .090" thick
C4055	383-440 Engines	6061-T6 Aluminum	30" x 11-15/16" x .188" thick
C4038	273-360 Engines with 727 & A904 Transmissions	Steel	30" x 15" x .090" thick
C4056	273-360 Engines with 727 & A904 Transmissions	6061-T6 Aluminum	30" x 15" x .188" thick



MID MOUNT PLATES



ENGINE MOUNTING

FRONT MOTOR PLATES

Make sure your motor stays in place!

- Provides a solid connection between the engine and the chassis
- Improves reaction and 60-foot times
- Eliminates twisting of the chassis caused by engine torque and ensures that the power gets to the rear wheels
- Computer designed and machined for accuracy
- Used by leading chassis builders as a positive method of locating the engine in the chassis
- Perfect for performing engine swaps or setting motor back in chassis for increased weight transfer

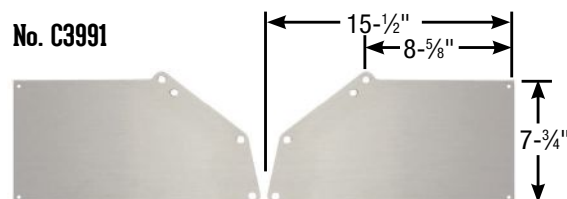
FRONT MOTOR PLATES APPLICATION CHART

PART #	APPLICATION	MATERIAL DESCRIPTION	DIMENSIONS
UNIVERSAL FIT			
C4014	Universal Fit	6061-T6 Aluminum	36" x 12" x .25" thick
GENERAL MOTORS			
SMALL BLOCK CHEVROLET			
C3995	LS Series, 2-piece	6061-T6 Aluminum	15" x 12" x .25" thick
C4003	SBC and 90°, V6 2 Piece Seal Engines, Pre-trimmed	6061-T6 Aluminum	27-½" x 13" x .25" thick
C4004	SBC and 90°, V6 2 Piece Seal Engines	6061-T6 Aluminum	36" x 10-½" x .25" thick
C4006	SBC and 90°, V6 Piece Seal Engines, 2-piece	6061-T6 Aluminum	10-½" x 8-½" x .25" thick
BIG BLOCK CHEVROLET			
C3997*	Gen. V & Gen. VI Engines	6061-T6 Aluminum	36" x 11" x .25" thick
C4005	BBC, 1-piece	6061-T6 Aluminum	36" x 10- ¹⁵ / ₁₆ " x .25" thick
C4007	BBC, 2-piece	6061-T6 Aluminum	9" x 8-¼" x .25" thick
FORD			
C3990	351C Engines	6061-T6 Aluminum	36" x 11" x .25" thick
C3991	2 & 3-Valve Modular, 4.6L Engines, 2-piece	6061-T6 Aluminum	15-½" x 7-¾" x .25" thick
C3992	4-Valve Modular, V8, 4.6L Engines, 2-piece	6061-T6 Aluminum	15-½" x 7-¾" x .25" thick
C3993	4-Valve Modular, V8, 5.4L Engines, 2-piece	6061-T6 Aluminum	15-½" x 7-¾" x .25" thick
C4001	289-302, 351W Engines, 1970-93	6061-T6 Aluminum	36" x 10-½" x .25" thick
C4002	429-460 Engines	6061-T6 Aluminum	36-½" x 9-½" x .25" thick
C4011	Ford, FE 352-428	6061-T6 Aluminum	See diagram on pg. 436 x .25" thick
NEW! C4015	Ford, 289-302, 351W Engines, 1979-93	6061-T6 Aluminum	See diagram on pg. 436 x .25" thick
CHRYSLER			
C4000	318-360 Engines	6061-T6 Aluminum	36" x 9-½" x .25" thick
C4008	383-440, 426 Hemi Engines, 2-piece	6061-T6 Aluminum	11-¾" x 13-¾" x .25" thick
C4009	383-440, 426 Hemi Engines	6061-T6 Aluminum	36" x 10" x .25" thick
C4012	5.7 / 6.1/6.4 Engines	6061-T6 Aluminum	See diagram on pg. 436 x .25" thick
PONTIAC			
C4013	V-8	6061-T6 Aluminum	See diagram on pg. 436 x .25" thick

* **NOTE:** Chevrolet Gen. V & Gen VI will need modifications.



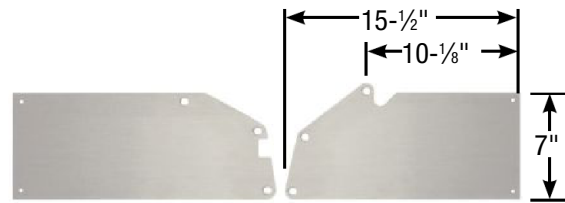
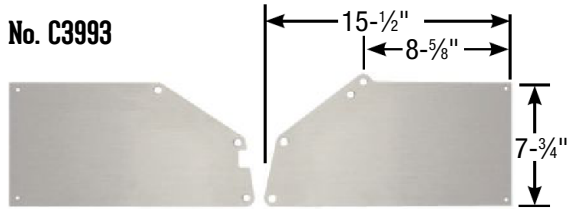
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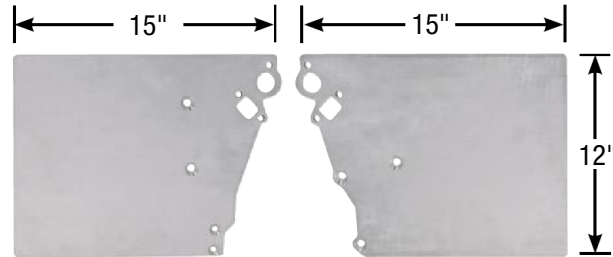
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FRONT MOTOR PLATES

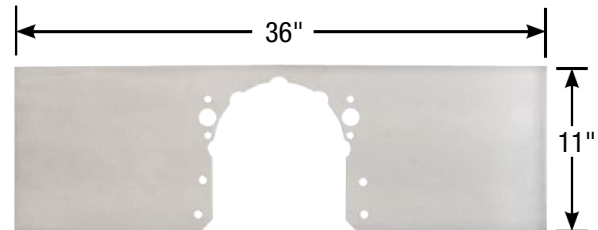
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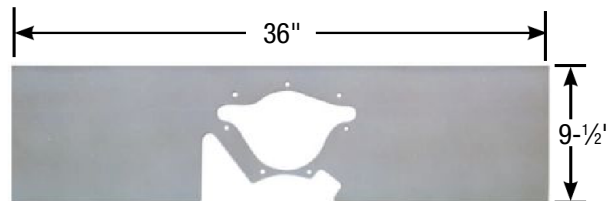
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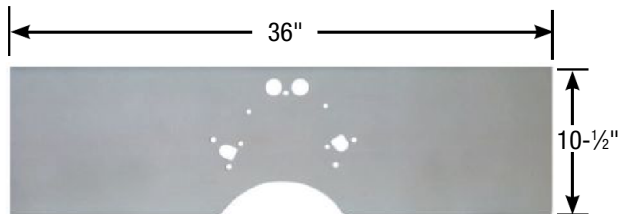
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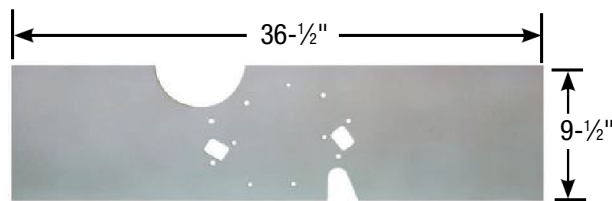
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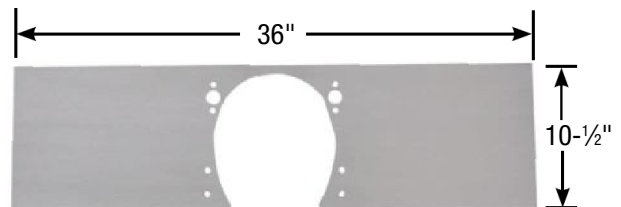
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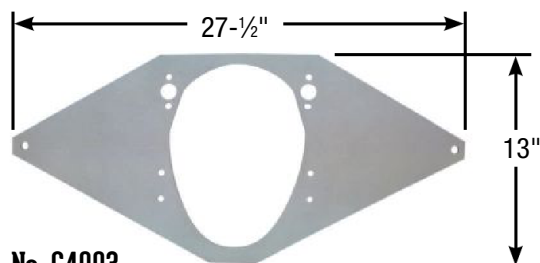
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No. C4002



No. C4004



No. C4003

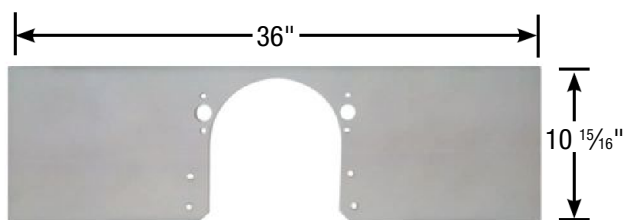


ENGINE MOUNTING

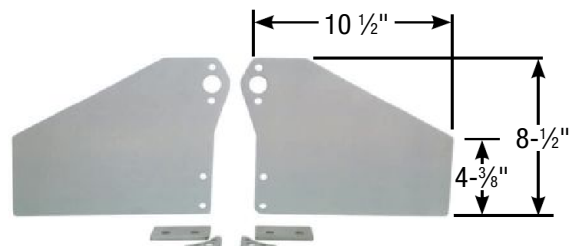
FRONT MOTOR PLATES



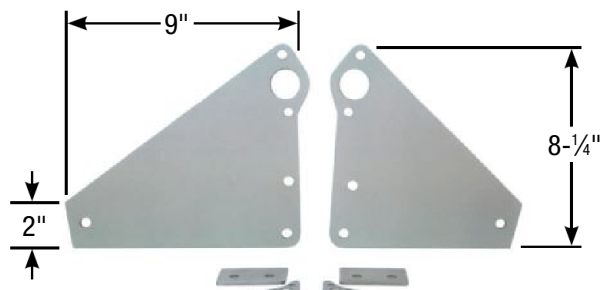
ENGINE MOUNTING



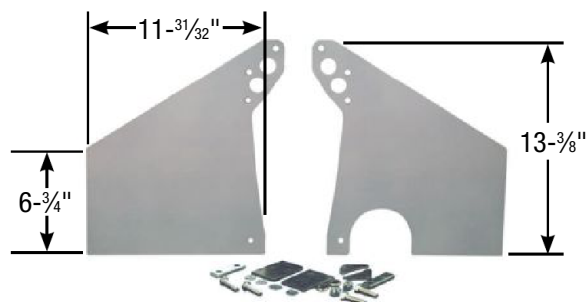
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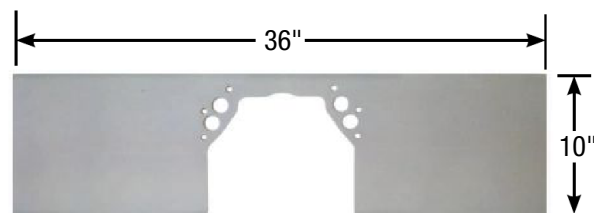
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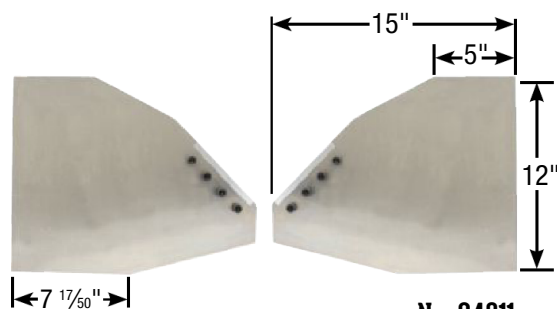
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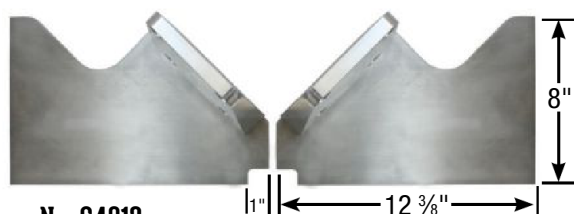
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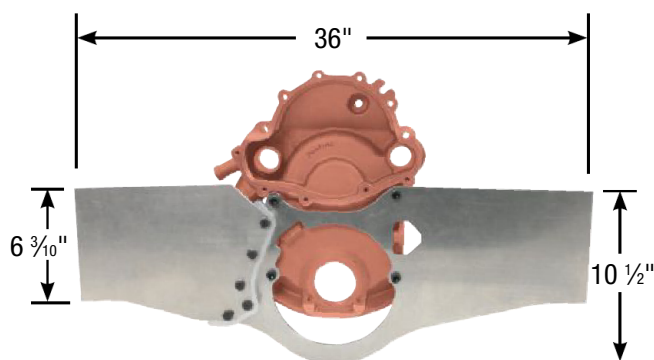
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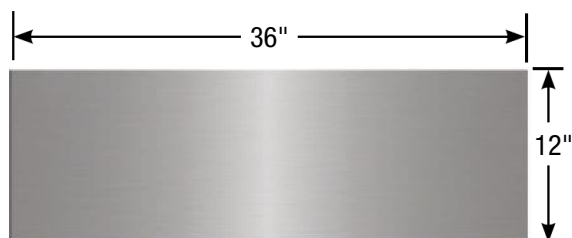
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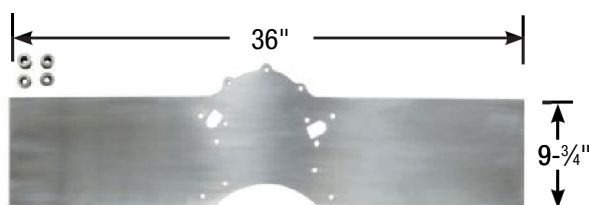
No. C4012



No. C4013



No. C4014 - Universal Fit



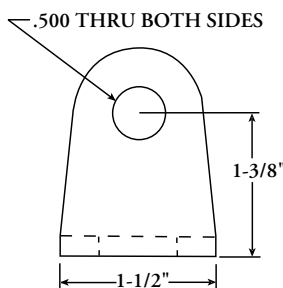
No. C4015

Competition Engineering offers several different types of brackets and tabs to help make it easier for you to mount and install accessories to your chassis. We also offer mounting brackets for our Ladder Bars and 4-Links that enable you to replace bent and damaged brackets or when updating your rear end housing.

REPLACEMENT CLEVIS BRACKETS

- Replaces Clevis Brackets found in **No. C2031, C2045, C2052 & C2053** Diagonal Links
- Also allows **No. C2024** Magnum Series Wishbone Locator or other locating devices to be converted to $\frac{3}{4}$ " mounting as needed
- Stamped from $\frac{3}{16}$ " mild steel
- $\frac{1}{2}$ " rod end mounting holes
- Inside dimension 1.160"
- One per package

PART #	DESCRIPTION
C3422	Replacement Clevis Bracket, $\frac{5}{8}$ "
C3423	Replacement Clevis Bracket, $\frac{3}{4}$ "
C3431	Replacement Clevis Bracket, $\frac{1}{2}$ "



No. C3422

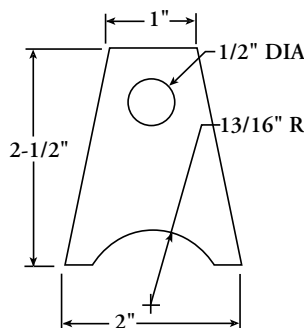


No. C3423

UNIVERSAL LARGE CHASSIS BRACKETS

- $\frac{13}{16}$ " radius accepts 1- $\frac{5}{8}$ " tube
- $\frac{1}{2}$ " mounting hole
- Stamped from $\frac{1}{8}$ " cold rolled steel
- Four per package

PART #	DESCRIPTION
C3424	Universal Large Chassis Bracket

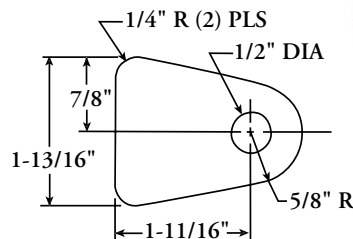


No. C3424

SEAT BELT HARNESS TABS

- Provides a professional and simple way of installing a 5-Point Safety Harness
- Rugged $\frac{1}{4}$ "-thick steel mounting tabs can be welded to roll bars, seat anchors or other locations to provide secure attachment points
- Includes $\frac{1}{2}$ " center holes for attaching harness
- Five tabs per package; enough to install a complete harness
- Welding required

PART #	DESCRIPTION
C3425	Seat Belt Harness Tabs

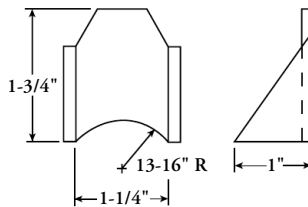


No. C3425

UNIVERSAL FRAME BRACKETS

- Can be drilled for any size hole
- $\frac{13}{16}$ " radius accepts 1- $\frac{5}{8}$ " tube
- Gusseted for strength
- Stamped from $\frac{1}{8}$ " cold rolled steel
- Four per package

PART # DESCRIPTION
C3428 Universal Frame Brackets

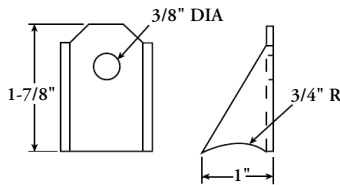


No. C3428

UNIVERSAL BELLCRANK TABS

- Provides convenient mount for linkages
- Gusseted for strength
- Stamped from $\frac{1}{8}$ " cold rolled steel
- $\frac{3}{8}$ " mounting hole
- Four per package

PART # DESCRIPTION
C3430 Universal Bellcrank Tabs

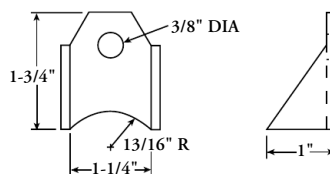


No. C3430

UNIVERSAL GUSSETED CHASSIS TABS

- $\frac{13}{16}$ " radius accepts 1- $\frac{5}{8}$ " tube
- Gusseted for strength
- $\frac{3}{8}$ " mounting hole
- Stamped from $\frac{1}{8}$ " hot rolled steel
- Two per package

PART # DESCRIPTION
C3432 Universal Gusseted Chassis Tabs

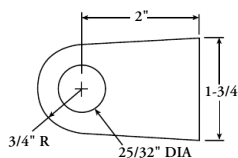


No. C3432

HEAVY-DUTY FLAT CHASSIS BRACKETS

- Great for mounting suspension components
- Stamped from $\frac{3}{16}$ " cold rolled steel
- $\frac{3}{4}$ " mounting hole
- Available with straight or radiused bottom
- Four per package

PART # DESCRIPTION
C3434 Heavy-Duty Flat Chassis Brackets, Straight

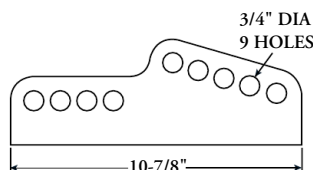


No. C3434

UNIVERSAL 4-LINK CHASSIS BRACKETS

- Replaces chassis brackets found in **No. C2017** 4-Link Kit
- Stamped from $\frac{3}{16}$ " cold rolled steel
- $\frac{3}{4}$ " rod end mounting holes
- Two per package; four Brackets required per car

PART # DESCRIPTION
C3410 Universal 4-Link Chassis Brackets

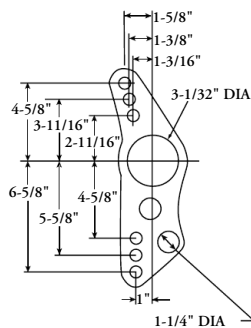


No. C3410

4-LINK REAR END BRACKETS

- Replaces chassis brackets found in **No. C2017** 4-Link Kit
- Stamped from $\frac{1}{4}$ " cold rolled steel
- 3" dia axle mounting hole
- $\frac{3}{4}$ " rod end mounting holes
- Two per package; four Brackets required per car

PART # DESCRIPTION
C3412 4-Link Rear End Brackets



No. C3412

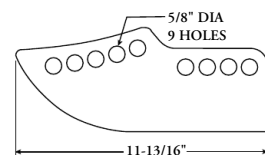
MAGNUM SERIES 4-LINK BRACKET

- Radiused bracket replaces the universal, square-end brackets found in our Magnum Series 4-Link to mate perfectly with our 4-Link Frame Rails
- Radiused profile simplifies welding and saves hours of fabrication time
- Rugged $\frac{1}{4}$ "-thick steel construction eliminates bending in ultra high horsepower cars
- Entire profile is stamped from hot rolled steel in one operation to eliminate distortion and to ensure exact dimensions
- Nine mounting holes provide a wide range of chassis adjustments; accepts $\frac{5}{8}$ " hole, $\frac{3}{4}$ " shank rod ends
- One per package; four brackets required per car

PART # DESCRIPTION
C3421 Heavy-Duty Flat Chassis Brackets, Straight



No. C3421



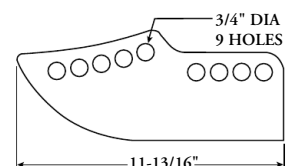
4-LINK CHASSIS BRACKET

- Bracket radius is shaped to provide an exact fit when welding to our 4-Link Formed Frame Rails
- Entire profile, including the nine rod end mounting holes, is stamped from $\frac{3}{16}$ " hot rolled steel in one operation to eliminate distortion and to ensure exact dimensions
- $\frac{3}{4}$ " rod end mounting holes
- Can also be used as replacements for the chassis brackets found in our 4-Link Rear Frame Kits
- One per package; four brackets required per car

PART # DESCRIPTION
C3408 4-Link Chassis Bracket



No. C3408

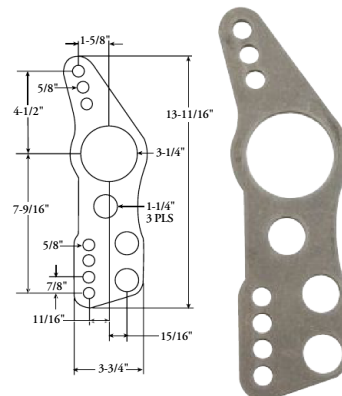


MAGNUM SERIES 4-LINK BRACKET

Without Integral Shock Mounting Holes

- Designed for use on 3" dia. Axle Tubes
- Radiused profile simplifies welding and saves hours of fabrication time
- $\frac{5}{8}$ " dia. rod end holes
- Rugged $\frac{1}{4}$ "-thick steel construction eliminates bending in ultra high horsepower cars
- Entire profile is stamped from hot rolled steel in one operation to eliminate distortion and to ensure exact dimensions
- One per package; four brackets required per car
- Use with two Competition Engineering Magnum Series 4-Link Brackets **No. C3427**

PART # DESCRIPTION
C3429 Magnum Series 4-Link Bracket



No. C3429

"MAGNUM SERIES" 4-LINK BRACKET

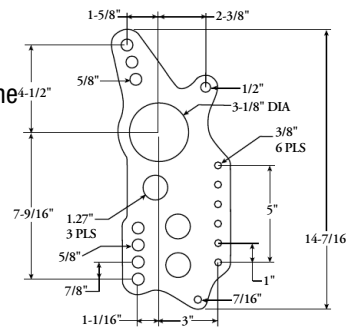
With Integral Shock Mounting Holes

- Designed for 3" diameter Axle Tubes
- Radiused profile simplifies welding and saves hours of fabrication time
- Rugged 1/4" thick steel construction eliminates bending in ultra high horsepower cars
- 5/8" dia. rod end holes
- Mounting holes for Wheel-E-Bars™, Sway Bar and Shock Mounting
- Entire profile is stamped from hot rolled steel in one operation to eliminate distortion and to ensure exact dimensions
- One per package; four brackets required per car
- Use with two Competition Engineering Magnum Series 4-Link

Brackets **No. C3429**

PART # DESCRIPTION

C3427 "Magnum Series" 4-Link Bracket



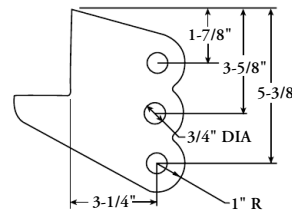
No. C3427

LADDER BAR 2" X 3" CROSSMEMBER BRACKET

- Pre-notched to simplify welding and provide a neat installation
- Stamped from 3/16" mild steel
- Three 3/4" mounting holes in a 33.5" radius for chassis adjustments
- One per package; four Brackets required per car

PART # DESCRIPTION

C3409 Ladder Bar 2" X 3" Crossmember Bracket



No. C3409

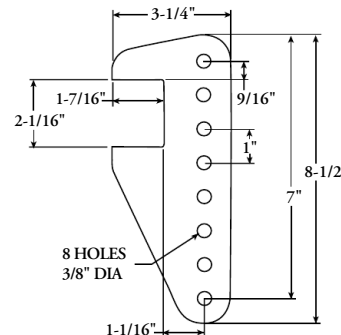
SHOCK MOUNTING BRACKET

For Use With Housing Back Brace

- Designed to work with Housing Brace **Nos. C3405, C9105, C9205** and other 2" tall back braces
- Stamped from 1/4" steel
- Eight 3/8" dia. mounting holes, spaced 1" apart
- Welding required
- One per package; two brackets required per car
- Designed for use with Shock Bracket **Nos. C3417 and C3419**

PART # DESCRIPTION

C3413 Shock Mounting Bracket



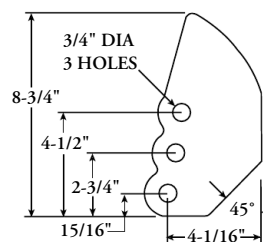
No. C3413

LADDER BAR CHASSIS BRACKET

- Bracket is radiused to mate perfectly with our Ladder Bar Frame Rails to simplify welding
- Provides a front mounting location for Ladder Bars with 3/4" rod ends
- Entire profile, including the three rod end mounting holes, is stamped from 3/16" hot rolled steel in one operation to eliminate distortion and to ensure exact dimensions
- Can also be used as replacement for the brackets found in our Ladder Bar Rear Frame Kits
- One per package; four brackets required per car

PART # DESCRIPTION

C3411 Ladder Bar Chassis Bracket



No. C3411

COIL-OVER HOUSING BRACKET

- Replaces weld-in axle brackets found in **Nos. C2047 & C2051**
Lower Coil-Over Shock Mount Kit
- 1-1/2" radius accepts 3" dia axle tube
- 3/8" shock bracket mounting holes
- Stamped from 1/4" hot rolled steel
- One per package; two brackets required per car

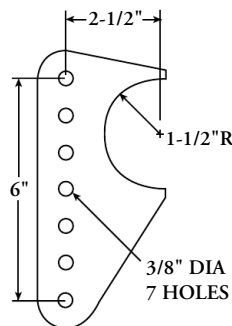
PART # DESCRIPTION

C3414 Coil-Over Housing Bracket

PART # AVAILABLE OPTIONS

C3417 Lower Coil-Over Shock Mounting Bracket, Right

C3419 Lower Coil-Over Shock Mounting Bracket, Left



No. C3414

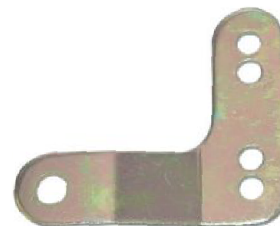
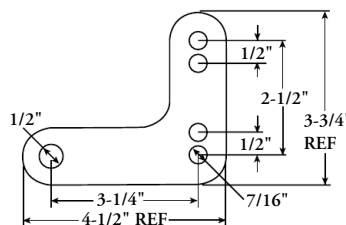
LOWER COIL-OVER SHOCK MOUNTING BRACKETS

- Replacement bracket, also used in **Nos. C2047 & C2051**
Lower Coil-Over Shock Mount Kit
- Stamped from 3/16" cold rolled steel
- 3/8" bracket mounting holes
- 1/2" shock mounting hole
- One per package; two of each bracket required per car

PART # DESCRIPTION

C3417 Lower Coil-Over Shock Mounting Bracket, Right

C3419 Lower Coil-Over Shock Mounting Bracket, Left



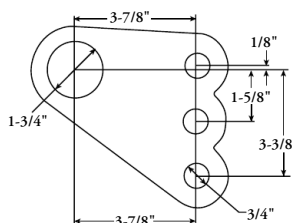
No. C3417

LADDER BAR CROSSMEMBER BRACKETS

- Replaces brackets found in **No. C2019** Ladder Bar Crossmember
- Stamped from 3/16" hot rolled steel
- 1-25/32" bar mounting hole
- 25/32" rod end mounting holes
- Two per package; four brackets required per car

PART # DESCRIPTION

C3418 Ladder Bar Crossmember Brackets



No. C3418



WELDING TABS AND BRACKETS

Before welding any tabs and brackets permanently, tack weld them in place first to check the final alignment. It's much easier to realign a tab or bracket with a temporary tack weld.

"MAGNUM SERIES" LADDER BAR HOUSING BRACKET KIT

Universal

- Innovative, four-piece housing bracket design allows for easy axle upgrades
- Creates a 360° housing bracket that can be tack welded in half the time of older systems – no more safety straps and individual plates!
- Kit allows you to adjust preload and pinion angle without bind
- Complete with two large, formed 180° housing brackets; two small, formed 180° housing brackets and four gussets
- Can be used as a replacement



No. C7212

PART # DESCRIPTION

C7212 "Magnum Series" Ladder Bar Housing Bracket Kit

U-BEND UNIVERSAL MOUNT

- This kit can be used in different applications; battery mount, shifter mount, drive shaft loop, etc.
- Comes complete with weld tube for mounting and safety pins to make removing it a snap



No. C3030

PART # DESCRIPTION

C3030 U-Bend Universal Mount

TOW HOOK, UNIVERSAL

- Steel, zinc plated
- 3/16" Universal with 2" opening
- Bolt-on or weld-on
- Can be used for trailer tie-down points

No. C3440



PART # DESCRIPTION

C3440 Tow Hook, Universal

ALIGNMENT & LEVEL TOOL

PROFESSIONAL ANGLE FINDER & LEVEL

- Handy, easy-to-read gauge face
- Perfect for setting pinion angle or determining level
- Accurate to 1/2 of 1°
- Angle and grade chart on back of gauge
- Made from ABS plastic with convenient grooved base to sit flat

PART # DESCRIPTION

C5020 Professional Angle Finder & Level



No. C5020

SEALED BATTERY BOX

- Ideal for relocating a battery to the rear of any race, street or show vehicle with or without a rear firewall
- Holds a Series 21, 24, 26, 34, 42, 54, 55, 56, 61, 62, 63, 85, 86, 96R batteries with either top-post or side-post terminals
- Outside Dimensions: 13-1/8" W, 11-1/8" D, 11-1/8" T
- Fully approved for racing by NHRA, IHRA and SCCA
- Includes grommets and all mounting hardware
- Does not include battery cable; use with Moroso Battery Cable Kit No. 74055, below

PART #	DESCRIPTION
74051	Sealed Battery Box, Black



No. 74051

MOROSO**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.



No. 74055

MOROSO**BATTERY/WEIGHT BOX**

- Bolts together for easy installation
- Bottom flange for secure attachment
- Holes provided for battery cables
- Constructed from 1/8" thick mild steel
- Includes 3/8" hold down rod and grommets
- Fits "Series 24" batteries
- Meets sanctioning body requirements for weight box and battery containment in cars with rear firewall
- Inside dimensions: 12-3/8" long x 9-3/4" wide x 10" high
- Weighs approximately 28 pounds

PART #	DESCRIPTION
C4029*	Battery/Weight Box



No. C4029

***NOTE:** Check your rule book for specific mounting requirements



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For a list and descriptions of replacement parts for discontinued Wheel-E-Bars™, please refer to page 399

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