MOROSO®

PERFORMANCE PRODUCTS

2021 DIGITAL CATALOG



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COMPETITION ENGINEERING
The Chassis People™

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Thank you to the loyal Moroso and Competition Engineering customers that have been using our products for years and to the newcomers that are just picking up our catalog for the first time and are reading this. Rest assured that Dick Moroso's spirit lives on today in every product that we produce... and we wouldn't have it any other way.

Rick Moroso
President & Owner

Rick Moroso



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DART LS NEXT GEN 3 SKIRTED BLOCK, EARLY F-BODY, REAR SUMP, RACE BAFFLED, OIL PAN

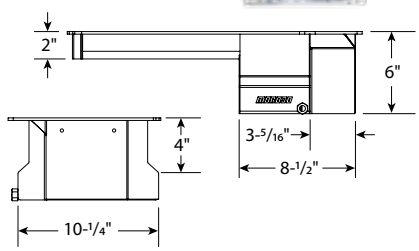


Steel, Wet Sump, 7 Quart Capacity
Early F-Body/Swap
Engine Application: Dart LS Next Gen 3 Skirted Block
Fits: '67-'92, '10-'15 Camaro, '68-'78 Nova, '65-'72 Chevelle, '53-'96 Corvette, '78-'88 G-Body, and GM S10/S15 Two Wheel Blazer/Truck, can also be used in additional applications; check dimensions for clearance



No. 20152

- Oil pan has a thick precision laser cut steel rail specifically designed for the LS Next Gen 3 Skirted Engine Block, fabricated steel sump with a clear zinc finish
- Clears a 4.25" stroke and has a 7 Quart Capacity
- Features a race proven three trap door assembly and anti-slosh baffle that keeps oil contained in oil pump pickup area during road racing and drag racing
- Has a removable windage tray for horsepower savings and oil control, please note that engine block mounted windage trays are not needed and will interfere
- Includes a Billet Aluminum Spin-on Oil Filter Adapter that accepts a 22mm thread Moroso **No. 22463** or O.E.M. oil filter
- Designed to be used with GM F-Body 98-02 dipstick tube GM Part No. 12628771 and dipstick GM Part No. 12551581



PART #	DESCRIPTION
20152	Oil Pan, Steel, Dart LS Next Gen 3 Skirted Block, Early/Swap F-Body Race Baffled

PART #	RECOMMENDED PICKUP
24152	***Fits:*** *Stock Oil Pumps or Moroso GM LS Series Oil Pumps* ***Nos. 22119, 22120, 22121, 22122***

DART/ROCKET, SPREAD RAIL, DIRT LATE MODEL, OIL PAN

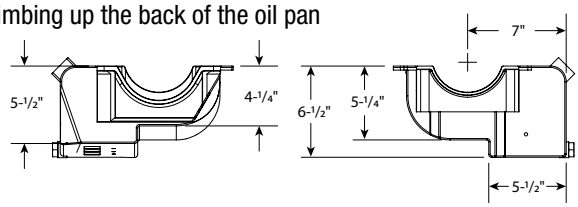
Aluminum, Dry Sump, Slopes 5-½" in front to 6-½" at the rear of the oil pan
Fits: Dirt Late Model and others, check measurements for fit



No. 21564



- Fully fabricated aluminum with billet end seals to ensure a consistent sealing surface
- Large kick-out design for maximum horsepower and oil temperature reduction
- Two -12AN and one -16AN female pickups
- Oil collection trough with 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
21564	Oil Pan, Aluminum, Dart/Rocket, Dirt Late Model 3 Pickup Dry Sump

AJPE TFX 96, TFX2000 & TFX 2002, OIL PAN

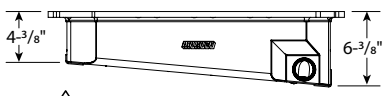
AJPE TFX 96, TFX2000 & TFX 2002
Aluminum, Wet Sump, 4-¼" Deep to 6-¼" Deep in the back
Engine Application: AJPE TFX 96, TFX2000 & TFX 2002, (does not fit TFX 92 blocks) used in Funny Cars

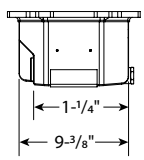


No. 20056



- Features "L" shaped billet aluminum, o-ringed oil pan rail for strength on the track and in the pits during repeated installation and removal
- -20AN pickup
- Internal baffling keeps oil contained in pickup area during hard acceleration and de-acceleration
- Baffling also increases pan's lower-end strength to prevent "ballooning" during engine failures
- Removable windage tray built into oil pan





PART #	DESCRIPTION
20056‹›	Oil Pan, Aluminum, AJPE TFX 96, TFX2000 & TFX 2002, Funny Car, Wet Sump

‹› WARNING Prop. 65
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-www.P65Warnings.ca.gov

DODGE 5.9, 6.7 CUMMINS, OIL PANS

Fits: 2500 P/U '94-'02, '03-'12; 3500 P/U '94-'02, '03-'12

- Heavy Duty 16 gauge steel stamping
- Has a durable black epoxy powder coat finish
- Cost effective alternative to an O.E.M. oil pan

PART #	DESCRIPTION
20855	Oil Pan, Steel, Dodge 5.9 Cummins '94-'02
20856	Oil Pan, Steel, Dodge 5.9, 6.7 Cummins '03-'12



No. 20855



No. 20856

FORD 351W, DIRT LATE MODEL, OIL PAN

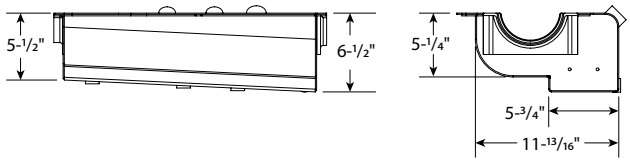
Aluminum, Dry Sump, slopes 5-¼" in front to 6-½" at the deepest section at the rear of the oil pan
Fits: Dirt Late Model and others, check measurements for fit

- Fully fabricated aluminum with billet end seals to ensure a consistent sealing surface
- Clears all 4-bolt main caps including 4-bolt rear
- Large kick-out design for maximum horsepower and oil temperature reduction
- Two -12AN and one -16AN female pickups, included male removable filter fittings
- Oil collection trough with 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
21621	Oil Pan, Aluminum, Ford 351W Dirt Late Model, 3 Pickup Dry Sump



No. 21621



FORD 5.0 "COYOTE" / 5.2 "VOODOO", COBRA REPLICA, OIL PAN

Wet Sump, 9.5 Quart Capacity
Engine Application: Ford 5.0 "Coyote"/5.2 "Voodoo" Engines
Fits: Cobra Kit Cars that require a rear sump oil pan

- Designed for Cobra Replicas that require a shallow, rear sump oil pan
- Fully fabricated steel with a black powder coat finish
- Oil pan has a thick steel rail with a 4-⅜" deep, 10-¾" long by 14-½" wide rear sump
- Designed to be used with the 5.0 "Coyote"/5.2 "Voodoo" Gen 1 or 2 factory windage tray and dipstick
- Features a race proven four trap door assembly and anti-slosh baffle that keeps oil contained in the oil pump pickup area during road racing and drag racing
- Extra capacity; holds 1.5 more quarts that the Mustang O.E.M. oil pan
- ½" N.P.T. fitting for supercharger drain back
- ½" N.P.T. fitting for oil temperature sender
- 20 mm fitting for the factory oil level sensor*



No. 20568

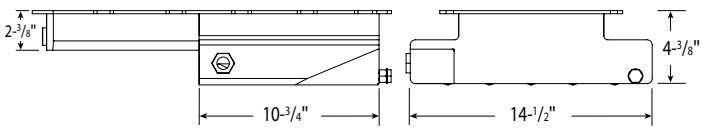


** If the factory low oil warning sensor is not going to be used, Part **No. 22738** 20 mm Plug with copper washer is available*

PART #	DESCRIPTION
20568	Oil Pan, Fabricated Steel, Black Powder Coat

PART #	REQUIRED PICKUPS
24570	***Fits:*** *Moroso **No. 22203** or Factory 5.0/5.2 Gen 1 & 2 Oil Pumps*
24577	***Fits:*** *Factory 5.0/5.2 Gen 3 Oil Pumps*

PART #	AVAILABLE OPTIONS
22738	Factory Low Oil Warning Sensor Plug, 20mm
22936	Windage Tray & Oil Pan Gasket, Ford 5.0 "Coyote", Ford 5.2 "Voodoo"



FORD 6.0, 6.4, 6.7 POWERSTROKE, OIL PANS

Fits: Excursion '03-'05; F-250 '04-'10, '11-'21; F-350 '04-'10; F-450 '04-'10, '11-'21; F-550 '04-'10, '11-'21

- Heavy Duty 16 gauge steel stamping
- Has a durable black epoxy powder coat finish
- Cost effective alternative to an O.E.M. oil pan

PART #	DESCRIPTION
20850	Oil Pan, Steel, Ford 6.0, 6.4 Powerstroke
20851	Oil Pan, Steel, Ford 6.7 Powerstroke



No. 20850







No. 20851

TOYOTA 2JZ-GE, 2JZ-GTE, OIL PANS

Aluminum, Dry Sump
Engine Applications: Toyota 2JZ-GE, 2JZ-GTE
Fits: Supra '93-'98 and other applications (Check Measurements)



No. 20938

- Aluminum with thick billet aluminum pan rail
- -12AN female pickups
- Oil collection trough to maximize horsepower and oil control
- Removable windage tray built into oil pan
- -12AN fitting for supercharger or turbo drain back
- Includes mounting hardware

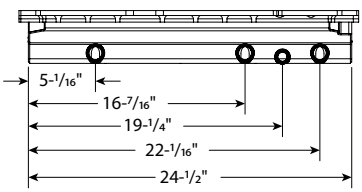


No. 20939

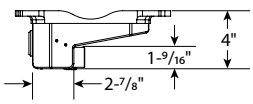
PART #	DESCRIPTION
20938	Oil Pan, Aluminum, Three -12AN P/U, Toyota 2JZ-GE, 2JZ-GTE
20939	Oil Pan, Aluminum, Four -12AN P/U, Toyota 2JZ-GE, 2JZ-GTE



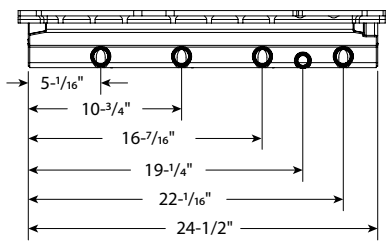




No. 20938



Nos. 20938, 20939



No. 20939

REPLACEMENT WINDAGE TRAYS FOR MOROSO PART NOS. 20385, 20485, 21047, 21048, 21049

- Constructed and mounted the same way that the original windage tray is that came with the oil pan

PART #	DESCRIPTION
23138	Windage Tray, Replacement for Moroso **No. 21048**
23139	Windage Tray, Replacement for Moroso **No. 20385** Old Style (Stamped with **20385** or not stamped at all)
23140	Windage Tray, Replacement for Moroso **Nos. 20485**, **20385** New Style (Stamped **20485**, **20385**)
23141	Windage Tray, Replacement for Moroso **No. 21047**
23142	Windage Tray, Replacement for Moroso **No. 21049**



No. 23139

OIL PUMPS, GM LS SERIES

Fits: Gen III and Gen IV; 4.8L, 5.3L, 6.0L, 6.2L

- Great upgrade, replacement over factory GM oil pumps
- High Volume Pump will increase volume by 33% over stock oil pumps
- High Pressure Pumps include 10% higher pressure bypass springs which is beneficial over factory pumps in vehicles equipped with Accumulators, oil coolers and/or remote oil filters
- Will fit with stock timing cover
- Great upgrade for engines with Moroso or aftermarket oil pans and those engines that feature Active Fuel Management (AFM)*
- Made in the U.S.A.



No. 22121

PART #	DESCRIPTION
22119	GM LS Standard Volume/Standard Pressure, Oil Pump
22121*	GM LS High Volume/High Pressure, Oil Pump
22122	GM LS Standard Volume/High Pressure, Oil Pump

OIL PUMP, CHRYSLER GEN 3 HEMI '09-UP, STD VOL, HIGH PRESSURE

- Upgraded replacement for O.E.M. pump
- The relief valve has a pressure threaded plug instead of a cup plug
- 75 psi pressure relief spring installed in pump and 65 psi stock pressure relief spring provided
- The pump has an anodized hard coated aluminum body and cast iron phosphate coated cover for improved pump performance and durability
- Made in the U.S.A.



No. 22180

PART #	DESCRIPTION
22180	Chrysler Gen 3 Hemi, '09-Up, Std. Vol., High Pressure Oil Pump

FORD HEAVY DUTY RACING OIL PUMPS

These series of engines were originally designed to have front sump oil pans. As Ford changed the chassis over the years these engines were used in rear sump applications (except FE). Moroso recommends that any time one of these engines has a rear sump oil pan or a front sump oil pan is used in a spirited driving that a High Volume oil pump be installed.

- Approximately 25% more volume
- Benefits of a stronger casting with the features and price that the racer is looking for
- Made in the U.S.A.

PART #	DESCRIPTION
22201	Ford 289-302 High Volume, Oil Pump, 25% volume over stock
22202	Ford 351W High Volume, Oil Pump, 25% volume over stock
22204	Ford 429-460 High Volume, Oil Pump, 25% volume over stock
22205	Ford FE High Volume, Oil Pump, 25% volume over stock



No. 22201



No. 22202



No. 22204



No. 22205

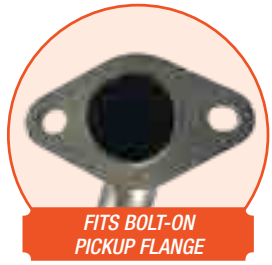
OIL PUMP, FORD 5.0 "COYOTE" / 5.2 "VOODOO", STANDARD VOLUME

For use with Gen. 1 & Gen. 2 Bolt-on Oil Pump Pickups

- Replacement for O.E.M. Gen 1 and Gen 2 engine oil pumps, or to convert Gen. 3 engines to a bolt on oil pump pickup
- Comes with a high pressure spring installed and an uninstalled standard pressure spring
- Housing and cover are CNC machined and hard coat anodized for wear protection
- Made in the USA

PART #	DESCRIPTION
22203	Ford 5.0 "Coyote"/5.2 "VooDoo" Standard Volume Oil Pump





No. 22203

OIL PUMP, HONDA, ACURA B-SERIES

- High quality replacement oil pump
- Includes oil pump pickup gasket

PART #	DESCRIPTION
22206	Honda, Acura B-Series Oil Pump

No. 22206



OIL PUMP PICKUP, BBC OIL PUMP IN MOROSO 8" DEEP OIL PAN

Fits: Moroso Part Nos. 22149, 22150, 22159, 22160, 22162, Stock BBC Std., High Vol. and Melling M77/M77HV Oil Pumps

- To be used when a BBC oil pump is being used in a Moroso 8" Deep Oil Pan, such as Part **Nos. 20376, 20380, 20385, 20401, 20403, 20405, 20406, 20408, 20409, 20411, 20412, 20413, 20416, 20420, 20421, 20485, 21047, 21048, 21049, 21600, 21602** and **21604**
- This offset pickup is designed for more consistent oil pressure under de-acceleration on the Drag Strip
- Pickup box features perforated screen

PART #	DESCRIPTION
24445	***Fits:*** *Moroso Part* ***Nos. 22149, 22150, 22159, 22160 & 22162*** *or 77/77HV style oil pumps*



No. 24445

OIL PUMP DRIVESHAFT, BBC 1.00" RAISED CAM

- High-quality steel for extended reliability with a steel sleeve
- Steel sleeve is pinned to maintain correct alignment between oil pump and shaft
- Can't be used with Moroso Part **No. 22167**

PART #	DESCRIPTION
22078	Oil Pump Driveshaft, BBC 1.00" Raised Cam



No. 22078

EXTERNAL OIL PUMP, SINGLE STAGE, GM LS BRACKET

Fits: GM LS Engines, uses factory A/C bracket holes on the right side of the engine block and a front motor plate

- 1.200 spur gear pressure section
- Light weight and efficient
- Includes replaceable fittings; -16AN inlet, -12AN outlet
- External oil pumps run cooler than internal pumps and features an external bypass for ease of adjustment
- Must be used with ATI balancer hub with integral HTD pulley

‹› ⚠ WARNING Prop. 65
This product contains a chemical known to the state of California to cause cancer, birth defects, or reproductive harm.
-www.P65Warnings.ca.gov

PART #	DESCRIPTION
22301‹›	External Oil Pump, Standard Rotation, Right Side GM LS Bracket, 1.200 Pressure



No. 22301

EXTERNAL OIL PUMP, TWO STAGE, GM LS BRACKET

Fits: GM LS Engines, uses factory A/C bracket holes on the right side of the engine block and a front motor plate

- 1.200 spur gear pressure section
- Light weight and efficient
- Includes replaceable fittings; -16AN inlet, -12AN inlet, -12AN outlets
- External oil pumps run cooler than internal pumps and features an external bypass for ease of adjustment
- Must be used with ATI balancer hub with integral HTD pulley

‹› ⚠ WARNING Prop. 65
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PART #	DESCRIPTION
22302‹›	External Two Stage Oil Pump, Standard Rotation, Right Side GM LS Bracket, 1.200 Pressure



No. 22302

DRY SUMP PUMPS, TRI-LOBE, GM LS BRACKET

Fits: GM LS Engines, uses factory A/C bracket holes on the right side of the engine block and a front motor plate

- We took our best performing dry sump pump line and re-engineered the bracket so now Moroso has a line of dry sump pumps for applications that require the pump to be on the right side of the engine
- Tri-lobe aluminum scavenge sections featuring individual timing gears to ensure proper clearance at the highest of RPM's
- 1.200 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
- Includes replaceable fittings
- Must be used with ATI balancer hub with integral HTD pulley

PART #	DESCRIPTION
22303‹›	Dry Sump Pump Three Stage, Right Side GM LS Bracket, 1.200 Pressure/1.700 Scavenge
22304‹›	Dry Sump Pump Four Stage, Right Side GM LS Bracket,1.200 Pressure/1.700 Scavenge



No. 22303

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No. 22304

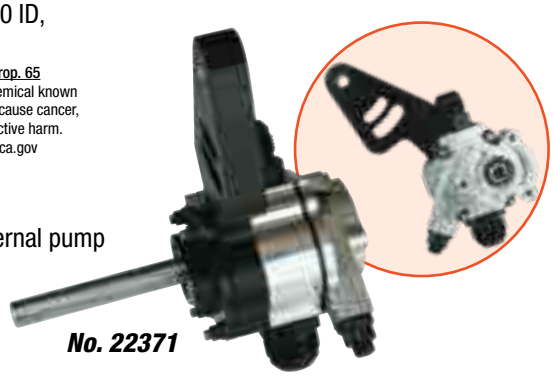
EXTERNAL OIL PUMP, SINGLE STAGE, FUEL PUMP DRIVE

Passenger/Right Side Motorplate Mount

- 3/8" hex fuel pump drive with 1:1 ratio that accepts the popular 1.450 ID, 3 bolt, fuel pump swivel clamps
- 1.200 spur gear 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
- External pumps eliminate the camshaft loads that come with an internal pump

WARNING Prop. 65
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-www.P65Warnings.ca.gov

PART #	DESCRIPTION
22371	External Oil Pump, Passenger/Right Side Motorplate Mount, Fuel Pump Drive, 1.200 Pressure



No. 22371

EXTERNAL OIL PUMP, TWO STAGE, FUEL PUMP DRIVE

Passenger/Right Side Motorplate Mount

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 areas that require oil to be scavenged

- 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 pressure section
- Light weight and efficient
- Includes replaceable fittings, -16AN inlet, -12AN inlet, -12AN outlets
- External oil pumps run cooler than internal pumps and features an external bypass for ease of adjustment
- External pumps eliminate the spark scatter and camshaft loads that come with an internal pump



No. 22372

WARNING Prop. 65
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-www.P65Warnings.ca.gov

PART #	DESCRIPTION
22372	External Oil Pump, Two Stage, Passenger/Right Side Motorplate Mount, Fuel Pump Drive, 1.200 Pressure



DRY SUMP PUMPS, TRI-LOBE, FUEL PUMP DRIVE

Passenger/Right Side Motorplate Mount

- 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
- 1.200 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
- Pump weighs almost half of gerotor pumps, and takes up to 40% less power to drive but still makes big crankcase vacuum
- Includes replaceable fittings; Pressure Section -12AN Inlet, -12AN Outlet, Scavenge Inlets -12AN, Return -16AN

WARNING Prop. 65
This product contains a chemical known to the state of California to cause cancer, birth defects, or reproductive harm.
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PART #	DESCRIPTION
22373	Dry Sump Pump Three Stage, Fuel Pump Drive, 1.200 Pressure/1.700 Scavenge
22374	Dry Sump Pump Four Stage, Fuel Pump Drive, 1.200 Pressure/1.700 Scavenge
22375	Dry Sump Pump Five Stage, Fuel Pump Drive, 1.200 Pressure/1.700 Scavenge
22376	Dry Sump Pump Six Stage, Fuel Pump Drive, 1.200 Pressure/1.700 Scavenge



No. 22373



No. 22374



No. 22375



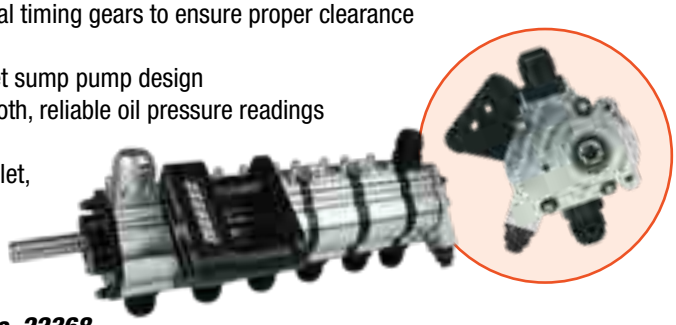
No. 22376

DRY SUMP PUMP, TRI-LOBE, SIX STAGE FUEL PUMP DRIVE

Brinn/Bert Bellhousing Bracket

- ⅜" 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 makes big crankcase vacuum
- Includes replaceable fittings: Pressure Section -12AN Inlet, -12AN Outlet, Scavenge Inlets -12AN Return -16AN

PART #	DESCRIPTION
22368‹›	Dry Sump Pump Six Stage, Fuel Pump Drive, 1.200 Pressure/1.700 Scavenge



No. 22368

‹› ⚠ WARNING Prop. 65
This product contains a chemical known to the state of California to cause cancer, birth defects, or reproductive harm.
-www.P65Warnings.ca.gov

EXTERNAL OIL PUMPS, SINGLE STAGE, REVERSE ROTATION, FUEL PUMP DRIVE

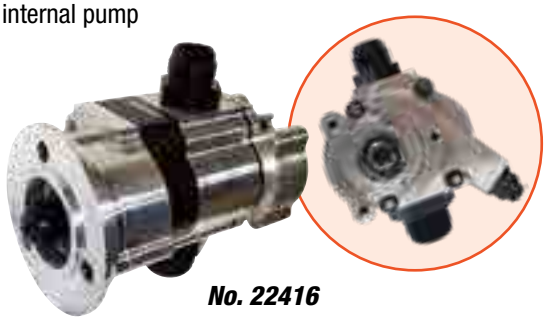
V-Band mounting flange included

- ⅜" hex fuel pump drive with 1:1 ratio that accepts the popular 1.450 ID, 3 bolt, fuel pump swivel clamps
- Available with either 1.500 or 1.800 spur gear pressure sections
- Light weight and efficient
- Includes replacable fittings, -16AN & -12AN
- External oil pumps run cooler than internal pumps and features an external bypass for ease of adjustment
- External pumps eliminate the camshaft loads that come with an internal pump



No. 22316

PART #	DESCRIPTION
22316‹›	External Oil Pump, Reverse Rotation, Fuel Pump Drive, ProCharger V-Band Mounting Flange, 1.500 Pressure
22317‹›	External Oil Pump, Reverse Rotation, Fuel Pump Drive, ProCharger V-Band Mounting Flange, 1.800 Pressure
22416‹›	External Oil Pump, Reverse Rotation, Fuel Pump Drive, Alston V-Band Mounting Flange, 1.500 Pressure
22417‹›	External Oil Pump, Reverse Rotation, Fuel Pump Drive, Alston V-Band Mounting Flange, 1.800 Pressure



No. 22416

TRI-LOBE OIL PUMPS

STAGE	DESCRIPTION OF T3 SERIES	STYLE OF BRACKET & ORIENTATION	PUMP ROTATION	PRESSURE SECTION	SCAVENGE SECTION	FUEL PUMP DRIVE	VACUUM PUMP INCLUDED	PART #
Single	External Pump	Door Car, Driver's/Left Side	Standard	1.200	None	No	No	22341
Single	External Pump	Door Car, Driver's/Left Side	Standard	1.200	None	Yes	No	22361
Single	External Pump	Door Car, Driver's/Left Side	Reverse	1.200	None	Yes	No	22322*
Single	External Pump	Motorplate Mount, Passenger/Right Side	Standard	1.200	None	No	No	22321
Single	External Pump	Dragster, Left Side	Standard	1.200	None	No	No	22441
Single	External Pump	Motorplate Mount, Passenger/Right Side	Standard	1.200	None	Yes	No	22371*
Single	External Pump	GM LS, Passenger/Right Side	Standard	1.200	None	No	No	22301*
Single	External Pump	V-Band Alston Front Drive	Standard	1.200	None	No	No	22411
Single	External Pump	V-Band Alston Front Drive	Reverse	1.200	None	No	No	22412
Single	External Pump	V-Band Alston Front Drive	Standard	1.800	None	No	No	22413
Single	External Pump	V-Band Alston Front Drive	Reverse	1.500	None	Yes	No	22416*
Single	External Pump	V-Band Alston Front Drive	Reverse	1.800	None	Yes	No	22417*
Single	External Pump	V-Band ProCharger Front Drive	Standard	1.200	None	No	No	22311

** INDICATES A NEW PRODUCT!*

TRI-LOBE OIL PUMPS CONT'D

Single	External Pump	V-Band ProCharger Front Drive	Reverse	1.200	None	No	No	**22312**
Single	External Pump	V-Band ProCharger Front Drive	Standard	1.800	None	No	No	**22313**
Single	External Pump	V-Band ProCharger Front Drive	Reverse	1.500	None	Yes	No	**22316***
Single	External Pump	V-Band ProCharger Front Drive	Reverse	1.800	None	Yes	No	**22317***
Single	External Pump	SBC, Left Side, Vacuum Pump Mnt.	Standard	1.200	None	No	Yes	**22652**
Single	External Pump	BBC, Left Side, Vacuum Pump Mnt.	Standard	1.200	None	No	Yes	**22654**
Two	External Pump	Door Car, Driver's/Left Side	Standard	1.200	1.700	Yes	No	**22362**
Two	External Pump	Door Car, Driver's/Left Side	Standard	1.800	1.700	Yes	No	**22342**
Two	External Pump	Motorplate Mount, Passenger/Right Side	Standard	1.200	1.700	Yes	No	**22372***
Two	External Pump	GM LS, Passenger/Right Side	Standard	1.200	1.700	No	No	**22302***
Three	Dry Sump Pump	Door Car, Driver's/Left Side	Standard	1.200	1.700	No	No	**22343**
Three	Dry Sump Pump	Door Car, Driver's/Left Side	Standard	1.200	1.700	Yes	No	**22363**
Three	Dry Sump Pump	Motorplate Mount, Passenger/Right Side	Standard	1.200	1.700	No	No	**22323**
Three	Dry Sump Pump	Dragster, Left Side	Standard	1.200	1.700	No	No	**22443**
Three	Dry Sump Pump	Motorplate Mount, Passenger/Right Side	Standard	1.200	1.700	Yes	No	**22373***
Three	Dry Sump Pump	GM LS, Passenger/Right Side	Standard	1.200	1.700	No	No	**22303***
Four	Dry Sump Pump	Door Car, Driver's/Left Side	Standard	1.200	1.700	No	No	**22344**
Four	Dry Sump Pump	Door Car, Driver's/Left Side	Standard	1.200	1.700	Yes	No	**22364**
Four	Dry Sump Pump	Motorplate Mount, Passenger/Right Side	Standard	1.200	1.700	No	No	**22324**
Four	Dry Sump Pump	Dragster, Left Side	Standard	1.200	1.700	No	No	**22444**
Four	Dry Sump Pump	Motorplate Mount, Passenger/Right Side	Standard	1.200	1.700	Yes	No	**22374***
Four	Dry Sump Pump	GM LS, Passenger/Right Side	Standard	1.200	1.700	No	No	**22304***
Four	Dry Sump Pump	Dual Mounts, Driver's/Left Side	Standard	1.200	1.700	No	No	**22414**
Five	Dry Sump Pump	Door Car, Driver's/Left Side	Standard	0.900	1.700	No	No	**22335**
Five	Dry Sump Pump	Door Car, Driver's/Left Side	Standard	1.200	1.700	No	No	**22345**
Five	Dry Sump Pump	Door Car, Driver's/Left Side	Standard	1.200	1.700	Yes	No	**22365**
Five	Dry Sump Pump	Motorplate Mount, Passenger/Right Side	Standard	1.200	1.700	No	No	**22325**
Five	Dry Sump Pump	Dragster, Left Side	Standard	0.900	1.700	No	No	**22435**
Five	Dry Sump Pump	Dragster, Left Side	Standard	1.200	1.700	No	No	**22445**
Five	Dry Sump Pump	Motorplate Mount, Passenger/Right Side	Standard	1.200	1.700	Yes	No	**22375***
Five	Dry Sump Pump	Bert or Brinn Bellhousing	Standard	1.200	1.700	No	No	**22405**
Five	Dry Sump Pump	Bert or Brinn Bellhousing	Standard	1.200	1.700	Yes	No	**22367**
Five	Dry Sump Pump	Dual Mounts, Driver's/Left Side	Standard	1.200	1.700	No	No	**22415**
Five	Dry Sump Pump	V-Band Alston Front Drive	Standard	1.200	1.700	No	No	**22515**
Five	Dry Sump Pump	V-Band Alston Front Drive	Reverse	1.200	1.700	No	No	**22517**
Five	Dry Sump Pump	V-Band ProCharger Front Drive	Standard	1.200	1.700	No	No	**22315**
Five	Dry Sump Pump	V-Band ProCharger Front Drive	Reverse	1.200	1.700	No	No	**22518**
Six	Dry Sump Pump	Door Car, Driver's/Left Side	Standard	1.200	1.700	No	No	**22346**
Six	Dry Sump Pump	Door Car, Driver's/Left Side	Standard	1.200	1.700	Yes	No	**22366**
Six	Dry Sump Pump	Motorplate Mount, Passenger/Right Side	Standard	1.200	1.700	No	No	**22326**
Six	Dry Sump Pump	Dragster, Left Side	Standard	1.200	1.700	No	No	**22446**
Six	Dry Sump Pump	Motorplate Mount, Passenger/Right Side	Standard	1.200	1.700	Yes	No	**22376***
Six	Dry Sump Pump	Bert or Brinn Bellhousing	Standard	1.200	1.700	Yes	No	**22368***

** INDICATES A NEW PRODUCT!*

GM LS 90 DEGREE REMOTE OIL FILTER ADAPTER

- Ideal when chassis restrictions don't allow the use of a block mounted filter or when a larger external filter is desired
- Gives the installer the option of not having to use 90 Degree fittings
- Billet aluminum construction
- -10AN "IN" and "OUT" ports
- Includes mounting hardware and engine block sealing O-rings



No. 23707

PART #	DESCRIPTION
23707‹›	Filter Adapter, GM LS, 90 Degree Remote

‹› ⚠ WARNING Prop. 65
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GM LS SERIES SPIN-ON OIL FILTER ADAPTER

- Fits Moroso Part **Nos. 20142, 20143, 20145, 21149, 21151, 21153, 21157 & 21158** oil pans
- Billet aluminum construction
- Has a ¼" N.P.T. oil temperature port
- Accepts 22mm thread Moroso **No. 22463** or O.E.M. oil filter
- Includes mounting hardware and engine block sealing O-rings



No. 23713

PART #	DESCRIPTION
23713‹›	GM LS Series Spin-On Oil Filter Adapter for Moroso Out bound LS Oil Pan Rails

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PRO-MOD STYLE VACUUM PUMP, V-BAND MOUNTING FLANGE

Fits: ProCharger Front Accessory Drives

- V-Band mounting flange to mount Vacuum Pump to ProCharger supercharger front drives
- Since ProCharger supercharger front drives will spin the vacuum pump at 50%, a higher flow vacuum pump is needed
- Includes -16AN fittings
- Utilizes sealed maintenance free bearings

PART #	DESCRIPTION
22655	Vacuum Pump, Pro Mod Style, ProCharger V-Band Mounting Flange



No. 22655

REMOTE OIL FILTER MOUNT FOR 7" DIAMETER DRY SUMP TANKS

- Strong billet aluminum base has a provision so that Moroso Part **Nos. 23763, 23764** Remote Oil Filter Mounts or other Remote Oil Filter Mounts with a 2-⅝" bolt spacing can be installed directly to the base
- For the installation on a 7" diameter dry sump tank
- A stainless steel band clamp with interlocking rubber for cushioning

PART #	DESCRIPTION
22761	Remote Oil Filter Mount for 7" Diameter Dry Sump Tanks



No. 22761



Above image shows Part No. 22761 installed, only highlighted components are included in the mount

CRANKSHAFT PULLEY, 5 INCH DIAMETER, BILLET ALUMINUM

V-Belt Design

- Ideal for driving alternators and/or vacuum pumps at optimum rpm
- Fits any 1" Dia. crank-driven mandrel with ⅛" keyway
- CNC machined from billet aluminum with hard-coat anodized finish
- May be used with Moroso Vacuum Pump **Nos. 22640, 22641, 22642, 22644, 22840, 22842, 22843** and Vacuum Pump Pulley **Nos. 64885** & **64887**

PART #	DESCRIPTION
23525	Crankshaft Pulley, 5 In. Dia., V-Belt Billet Aluminum

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No. 23525

TIMING BELT, 560-8M

Radius Tooth Belt 22" x 1" (559 x 25.4) 70 Teeth

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

PART #	DESCRIPTION
97115	Timing Belt, 560-8M

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No. 97115

PRO-MOD, 6 QUART DRY SUMP TANK

- Tank body is 15" Tall and 7" Diameter with a 6 quart capacity
- (2) -16AN Inlets
- (1) -12AN Supply (Outlet)
- Integral Breather Tank
- Tank comes apart for ease of cleaning or inspection
- Removable top is machined out of billet aluminum with O-ringed sealing flanges
- Large diameter, billet aluminum, screw-on cap with O-ring for positive sealing
- O-ring drain bung

PART #	DESCRIPTION
22617	Pro-Mod. 6 Quart, Removable Top Dry Sump Tank



No. 22617

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MULTI-INLET BREATHER TANKS, COMPACT, BILLET ALUMINUM

Available with a polished or black anodized finish

- Tanks have an overall height of 7" tall with the breather installed and are 2-¼" dia., so they are able to be mounted in areas where a normal size breather tank wouldn't fit or be desired
- Compact Breather Tanks are machined out of billet aluminum and are two pieces, so that the body of the compact breather tanks unscrews for cleaning and draining
- They feature internal baffling with mesh media for superior air-oil separation
- Top of the breather tank has two -8AN Female bungs 180 Degrees apart from each other, included are two -8AN Male fittings, customer can adapt other sized fittings if desired
- Each tank includes a non-hooded, clamp–on style, filtered breather and a billet aluminum mounting bracket
- Exterior of the tanks are available with a polished or black anodized finish

PART #	DESCRIPTION
85396	Breather Tank, Compact, Polished Finish
85397	Breather Tank, Compact, Black Anodized Finish



No. 85396



No. 85397

BREATHER TANK, -12AN MALE FITTING, BLACK WRINKLE POWDER COAT FINISH

Dry Sump, Vacuum Pump Systems, Air-Oil Separation

- Remote breather tank is a perfect companion for Moroso Vacuum Pumps or dry sump tanks
- -12AN Male Fitting
- All aluminum, lightweight tank features internal baffling with mesh media for air-oil separation
- Includes non-hooded, clamp–on filtered breather, bottom petcock drain and a mounting bracket
- Dimensions: 3-⅛" diameter, 6-½" tank height (without filter or drain), 11-½" overall height
- Has a durable black wrinkle powder coat finish
- Petcock facilitates tank draining
- Includes mounting bracket

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PART #	DESCRIPTION
85751	Breather Tank. -12AN Male Fitting, Black Wrinkle Powder Coat Finish



No. 85751

BREATHER TANKS, MULTI-INLET, BLACK WRINKLE POWDER COAT FINISH

Dry Sump, Vacuum Pump Systems, Air-Oil Separation

- -10AN or -12AN Male fitting, multi-inlet tank can collect from different sources to save on weight and plumbing complexity, fitting locations are 180 degrees apart
- All aluminum, lightweight tank features internal baffling with mesh media for air-oil separation
- Includes non-hooded, clamp–on filtered breather, bottom petcock drain and a mounting bracket
- Dimensions: 3-⅛" diameter, 6-½" tank height (without filter or drain),11-½" overall height
- Has a durable black wrinkle powder coat finish
- Petcock facilitates tank draining
- Includes mounting bracket

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PART #	DESCRIPTION
85752	Breather Tank. Two -10AN Male Fittings, Black Wrinkle Finish
85753	Breather Tank. Two -12AN Male Fittings, Black Wrinkle Finish



No. 85752

BREATHER TANKS, TWO BREATHERS & TWO -16AN INLETS

Dry Sump, Vacuum Pump Systems, Air-Oil Separation

- Bigger than your typical breather tank for capturing large amounts of vapor expelled by big cube, high boosted, big shot of nitrous, loose tolerances, high stressed types of engines
- Aluminum, lightweight tanks feature internal baffling with mesh media for air-oil separation
- Includes two non-hooded, clamp–on filtered breathers, built-in mounting bracket and an easy to drain ball valve drain
- Includes Two -16AN Female Inlets:
  - **No. 85391**- On the "Face" of the tank, next to each other
  - **No. 85392**- On the right side of the tank, one above the other one
  - **No. 85393**- On each side of the tank, 180 Deg. apart
- Dimensions: 7" wide (without mount), 4" deep, 11" tank height (without filter or drain), 15" overall height
- Petcock facilitates tank draining
- Includes mounting bracket

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PART #	DESCRIPTION
85391	Breather Tank, 2 Breathers, -16AN Inlets, "Face" of the tank
85392	Breather Tank, 2 Breathers, -16AN Inlets, Right Side
85393	Breather Tank, 2 Breathers, -16AN Inlets, Each Side



No. 85391



No. 85392



No. 85393

POWER STEERING TANK, UNIVERSAL, BLACK WRINKLE POWDER COAT FINISH

- Fabricated from aluminum for strength, has a durable black wrinkle powder coat finish
- Built in mounting bracket
- -6AN left side inlet and -10AN outlet with an internal baffle
- Includes a heavy duty vented screw on cap

PART #	DESCRIPTION
63951	Power Steering Tank, Universal, Black Wrinkle Powder Coat Finish



No. 63951

UNIVERSAL COOLANT EXPANSION TANK, BLACK WRINKLE POWDER COAT FINISH

- Designed for applications where a remote tank is necessary
- Fabricated of aluminum for strength with an integral mounting bracket
- 1-¼" quart capacity
- One ½" N.P.T. female fitting on bottom of tank and one ⅜" N.P.T. female on side of tank
- Has a durable black wrinkle powder coat finish

PART #	DESCRIPTION
63952	Universal, Coolant Expansion Tank, Black Wrinkle Powder Coat Finish



No. 63952

SUPERCHARGER TANK, CAMARO ZL1 '17-UP

From the factory the Camaro ZL1 is a super capable car whether at the Drag Strip or Road Course but why didn't GM include a factory installed Supercharger coolant tank? Even to bleed the factory Supercharger coolant system requires the purchase of an expensive tool from GM. After purchasing this tool the process of bleeding is still difficult for the novice and DIY'er.

- Adds almost a gallon of fluid to the system to help combat heat soak at those days at the track, on the Dyno or in stop and go traffic
- Adding tank requires no special tool needed for bleeding or checking the fluid level in the system
- The tank bolts into factory mounting points and attaches to factory hose connections making for an easy and clean installation
- 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 a billet aluminum cap and two hoses with fitting

PART #	DESCRIPTION
63873◊	Supercharger Tank, Camaro ZL1 '17-Up

No. 63873



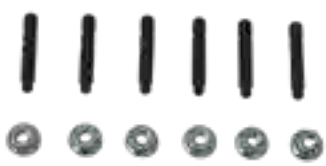
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SBC, DART SPREAD RAIL OIL PAN STUD KIT

Fits: Moroso Part Nos. 21234, 21240, 21247 and 21248 Oil Pans

- Steel studs allow repeated removal and installation of pan without stripping blocks
- Studs are made of heat treated Grade 8 steel with black oxide finish
- Kit includes Studs, 12 Point Flange Nuts and Lock Nuts

PART #	DESCRIPTION
38388◊	Oil Pan Stud Kit, SBC, Dart Spread Rail



No. 38388



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SBC 4.5 ROX BILLET ALUMINUM VALVE COVERS, 2-3/4 INCH TALL

Fits: SBC 4.5 Bore Space ROX cylinder heads, clears Jesel, T&D Rocker Shaft Assemblies

- 2-¾" Tall, clears Jesel style rockers
- Each valve cover is CNC machined from a billet aluminum bar
- 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
- Designed with a broad, flat surface for engine builder engraving
- Can be polished, chromed, powder coated or left as-is for a race look



No. 68337

PART #	DESCRIPTION
68337	Valve Covers, SBC 4.5 ROX, Billet Aluminum

GM LS BILLET ALUMINUM VALVE COVERS, 2.5 INCH TALL, WITH AEM/HOLLEY/SMART COIL MOUNTS

Fits: GM LS Series stock and aftermarket cylinder heads

- 2-½" tall to clear most aftermarket valvetrains
- Each cover features a port that a Moroso Part **No. 68857** breather or COPO breather snaps into, can then be unsnapped to use an oil fill
- The integral coil pack mounts accept AEM, Holley and other "Smart" style coils
- Each valve cover is CNC machined from a billet aluminum bar
- Cylinder head mounting area has an o-ring groove that accepts Moroso Part **No. 93025** or GM#12612045 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
- Can be polished, chromed, powder coated or left as-is for a race look
- Includes mounting hardware



No. 68476

PART #	DESCRIPTION
68476	Valve Covers, Billet Aluminum, AEM, Holley and other Smart coil mounts, GM LS Series

BRODIX PB-5000 CYLINDER HEAD VALVE COVERS, FABRICATED ALUMINUM WITH A BILLET RAIL

Fits: Brodix PB-5000 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
- Can be polished, chromed, powder coated or left as-is for a race look



No. 68462

PART #	DESCRIPTION
68462	Valve Cover, Fab. Alum., Billet Rail for Brodix PB-5000 Cylinder Heads

BRODIX DN9 CYLINDER HEAD VALVE COVERS, FABRICATED ALUMINUM WITH BILLET RAIL

Fits: Brodix DN9 Cylinder Heads

- 3" Tall
- Pockets on the exhaust side, tubes on the intake 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
- Can be polished, chromed, powder coated or left as-is for a race look



No. 68454

PART #	DESCRIPTION
68454	Valve Cover, Fab. Alum., Billet Rail for Brodix DN9 Cylinder Heads, pockets on the exhaust side

AN FEMALE FITTING KITS, NON-WELD

- Available in -8AN, -10AN & -12AN Female fittings
- Provides an easy way of adding a Female AN fitting to steel or aluminum valve covers without welding
- Since no welding is required then there is not the possibility of heat damage to the chrome or powder coat
- Includes hardware and O-ring

PART #	DESCRIPTION
22755	-8AN Female Fitting Kit, Non-Weld
22756	-10AN Female Fitting Kit, Non-Weld
22757	-12AN Female Fitting Kit, Non-Weld



No. 22755 *No. 22756* *No. 22757*

AN FITTING KITS, GM COPO, LS VALVE COVERS

- Provides an easy way of adding -10AN or -12AN Male fittings to Moroso **No. 68493** or GM COPO LS valve covers with an oil fill bung
- Remove oil fill bung on valve cover and snap in -10AN or -12AN fitting kit
- 2 Pack

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PART #	DESCRIPTION
68858‹›	Fitting Kit, -10AN for Moroso or GM COPO LS Valve Covers
68859‹›	Fitting Kit, -12AN for Moroso or GM COPO LS Valve Covers



No. 68858

FILLER CAP KIT, UNIVERSAL, ALUMINUM

- Filler Cap Kit's bung can be welded on aluminum valve covers, aluminum tanks and other aluminum products that need a fill feature
- The aluminum bung has 1-¼"-12UNF Threads, 1.5" O.D.
- The included Finger Grip cap has a black anodized finish with a Moroso logo, is manufactured from 6061-T6 billet aluminum and includes O-Ring for leak free sealing

PART #	DESCRIPTION
85286	Filler Cap Kit, Aluminum Bung, Finger Grip Cap



No. 85286

MOROSO ULTRA 40 IGNITION WIRE SETS FOR MOROSO GM LS SERIES BILLET ALUMINUM VALVE COVERS, HOLLEY/SMART COILS ONLY

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

- Designed to be used with Moroso Part **No. 68476** All Billet Aluminum Valve Covers with integral coil mounts that accept Holley/Smart Coils
- Constructed out of Moroso Ultra 40, 8.65 mm Diameter Ignition Wire with 40 ohms of resistance per foot
- Available in an Unsleeved and a Sleeved version which extends spark plug life and protects against exhaust header heat, chaffing and contaminants. The sleeving adds extra dielectric strength which is the 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

PART #	DESCRIPTION
73732‹›	Wire Set, Ultra 40, Unsleeved in Black, for Moroso Part **No. 68476** Valve Covers
73849‹›	Wire Set, Ultra 40, Sleeved In Black, for Moroso Part **No. 68476** Valve Covers

PART #	AVAILABLE OPTION
72953	Heat Shields for GM LS Wire Sets, 8 Pack

No. 73732

‹› ⚠ WARNING Prop. 65
This product contains a chemical known to the state of California to cause cancer, birth defects, or reproductive harm.
-www.P65Warnings.ca.gov



-INTRODUCING-

ULTRA SPARK PLUG WIRE

*Who said high quality/high performance can't be cost effective? With Moroso **Ultra Spark Plug Wires** you can have all three. These Made in the USA spark plug wires are equal to or exceed Auto Manufacturers specifications depending on the application, without the dealer prices. Moroso has 50 plus years of experience from supplying spark plug wires to the top teams of NASCAR, NHRA and Auto Manufacturers!*

NO. 51025



Black Unsleeved

NO. 52025



Red Unsleeved

Available in subtle BLACK or eye catching RED, high temperature sleeved versions are also available on some applications!

NO. 51525



Black High Temp Sleeving

NO. 52525



Red High Temp Sleeving

ULTRA SPARK PLUG IGNITION WIRES

SPARK PLUG WIRE APPLICATIONS	DISTRIBUTOR BOOT TYPE(S)	SPARK PLUG BOOT TYPE	BLACK UNSLEEVED WIRE PART #	RED UNSLEEVED WIRE PART #	BLACK SLEEVED WIRE PART #	RED SLEEVED WIRE PART #
Universal V8	HEI & Non-HEI	Straight	51000	52000		
Universal V8	HEI & Non-HEI	90 Degree	51005	52005		
Universal V8	HEI & Non-HEI	135 Degree	51008	52008		
Universal V8	HEI	Straight	51001	52001		
Universal V8	HEI	90 Degree	51006	52006		
Universal V8	HEI	135 Degree	51009	52009		
Universal V8	Non-HEI	Straight	51002	52002		
Universal V8	Non-HEI	90 Degree	51007	52007		
Universal V8	Non-HEI	135 Degree	51010	52010		
Universal GM LS, Coil On Plug	Coil-On-Plug	135 Degree	51011	52011		
Universal 6 Cylinder	Non-HEI	Straight	51003	52003		
Universal 4 Cylinder	Non-HEI	Straight	51004	52004		
Small Block Chevy Over V/C	HEI	90 Degree	51025	52025	51525	52525
Small Block Chevy Over V/C	Non-HEI	90 Degree	51026	52026	51526	52526
Small Block Chevy Over V/C	HEI	135 Degree	51027	52027	51527	52527
Small Block Chevy Under Header	HEI	90 Degree	51028	52028	51528	52528
Small Block Chevy Under Header	Non-HEI	90 Degree	51029	52029	51529	52529
Small Block Chevy Under Header	HEI	135 Degree	51030	52030	51530	52530
GM LS 9.75" Long	Coil-On-Plug	90 Degree	51032	52032	51532	52532
GM LS 11" Long	Coil-On-Plug	90 Degree	51034	52034	51534	52534
Big Block Chevy Over V/C	HEI	Straight	51040	52040	51540	52540
Big Block Chevy Over V/C	Non-HEI	Straight	51041	52041	51541	52541
Big Block Chevy Over V/C	HEI	135 Degree	51042	52042	51542	52542
Big Block Chevy Under Header	HEI	90 Degree	51043	52043	51543	52543
Big Block Chevy Under Header	Non-HEI	90 Degree	51044	52044	51544	52544
Big Block Chevy Under Header	HEI	135 Degree	51045	52045	51545	52545
Small Block Chrysler, Mopar 273, 318, 340, 360	HEI	Straight	51055	52055	51555	52555
Small Block Chrysler, Mopar 273, 318, 340, 360	Non-HEI	Straight	51056	52056	51556	52556
Big Block Chrysler, Mopar 361, 383, 400, 440	HEI	Straight	51060	52060	51560	52560
Big Block Chrysler, Mopar 361, 383, 400, 440	Non-HEI	Straight	51061	52061	51561	52561
Small Block Ford 260, 289, 302	HEI	135 Degree	51070	52070	51570	52570
Small Block Ford 260, 289, 302	Non-HEI	135 Degree	51071	52071	51571	52571
Small Block Ford 351W	HEI	135 Degree	51072	52072	51572	52572
Small Block Ford 351W	Non-HEI	135 Degree	51073	52073	51573	52573
Big Block Ford 351C, 390, 429, 460	HEI	135 Degree	51074	52074	51574	52574
Big Block Ford 351C, 390, 429, 460	Non-HEI	135 Degree	51075	52075	51575	52575

WARNING Prop. 65
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-www.P65Warnings.ca.gov

GM LS/LT SPARK PLUG WIRE HEAT SHIELDS, 8 PACK

Fits: Moroso and O.E.M. GM LS/LT Wire sets with straight spark plug boots

- Shields protect spark plug boots from excessive heat for a longer life
- They can be used on a new build or as cost effective replacement to freshen up an older engine with broken or missing shields
- O.E.M. quality similar to ACDelco Part No. 8006

PART #	DESCRIPTION
72953	Shields, GM LS/LT Wire Sets, 8 Pack



No. 72953

CRANK TRIGGER, ULTRA SERIES, BRACKET

For ½" Thick Motorplates or Supercharger Front Drives

- Designed to be used when a Moroso **No. 60008, 60009, 60010,** or **60016** Ultra Series Crank Trigger Kit is having alignment issues because of a ½" thick Motorplate and/or Super Charger Front Drive is being used
- Constructed out of billet aluminum with a black anodized finish

PART #	DESCRIPTION
60015	Crank Trigger Ultra Series, Bracket



No. 60015

TIMING POINTER BBC .400 TO .600 RAISED CAM 7.25" BALANCER

- Designed to hug the damper so it is easier to line up the damper and the pointer
- Up to 4 degrees of adjustment is possible
- Constructed out of Billet Aluminum with a black anodized finish
- Stainless Steel mounting hardware included

PART #	DESCRIPTION
60146‹›	Timing Pointer, BBC .400 to .600 Raised Cam 7.25" Balancer

‹› ⚠ WARNING Prop. 65
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-www.P65Warnings.ca.gov



No. 60146

REMOTE, SINGLE BATTERY CABLE KIT, SCREW TOGETHER TERMINALS

Heavy Duty/High Voltage 1 Gauge Cable and easy to use, no crimping required
Screw Together Battery Terminals and Ring Terminals

Kit Includes:

- 15' of Positive 1 Gauge Cable with red insulation, 3' of Negative 1 Gauge Cable with black insulation, insulation resists most car fuels, oils and cleaners
- 1 Positive and 1 Negative Screw Together Battery Post Terminals with one compression nut each
- 2 Screw Together 1 Gauge ⅜" Ring Terminals with one compression nut each
- 4 Shrink Sleeves

PART #	DESCRIPTION
74020‹›	Battery Cable Kit, Remote, Single Battery Cable Kit, Screw Together Terminals

‹› ⚠ WARNING Prop. 65
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-www.P65Warnings.ca.gov



No. 74020

REMOTE, DUAL BATTERY CABLE KIT, SCREW TOGETHER TERMINALS

Heavy Duty/High Voltage 1 Gauge Cable and easy to use, no crimping required
Screw Together Battery Terminals and Ring Terminals

Kit Includes:

- 25' of Positive 1 Gauge Cable with red insulation, 8' of Negative 1 Gauge Cable with black insulation, insulation resists most car fuels, oils and cleaners
- 2 Positive and 2 Negative Screw Together Battery Post Terminals with one compression nut each
- 12 Screw Together 1 Gauge ⅜" Ring Terminals with one compression nut each
- 16 Shrink Sleeves

PART #	DESCRIPTION
74057‹›	Battery Cable Kit, Remote, Dual Battery Cable Kit, Screw Together Terminals

‹› ⚠ WARNING Prop. 65
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-www.P65Warnings.ca.gov



No. 74057

REMOTE, DUAL BATTERY CABLE KIT, CRIMP-ON TERMINALS

Heavy Duty/High Voltage 1 Gauge Cable

Kit Includes:

- 25' of Positive 1 Gauge Cable with red insulation, 8' of Negative 1 Gauge Cable with black insulation, insulation resists most car fuels, oils and cleaners
- 2 Positive and 2 Negative Crimp-On Battery Post Terminals
- 10 Crimp-On 1 Gauge ⅜" Copper Ring Terminals
- 14 Shrink Sleeves
- Requires Moroso Part **No. 62262** Wire Crimp Tool or similar Impact Wire Crimp Tool



PART #	DESCRIPTION
74056‹›	Battery Cable Kit, Remote, Dual Battery Cable Kit, Crimp-On Terminals

‹› ⚠ WARNING Prop. 65
This product contains a chemical known to the state of California to cause cancer, birth defects, or reproductive harm.
-www.P65Warnings.ca.gov

BATTERY CABLE, 1 GAUGE, 50 FOOT ROLLS

- Heavy Duty/High Voltage 1 Gauge Cable
- Available with either red insulation to signify a Positive cable or black insulation to signify a Negative cable, insulation resists most car fuels, oils and cleaners



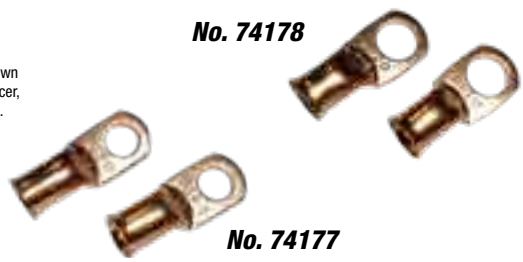
PART #	DESCRIPTION
74070‹›	Battery Cable Kit, 1 Gauge, 50' Roll, Red Insulation
74071‹›	Battery Cable Kit, 1 Gauge, 50' Roll, Black Insulation

‹› ⚠ WARNING Prop. 65
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-www.P65Warnings.ca.gov

BATTERY CABLE 3/8" & 1/2" RING TERMINALS

- Copper fittings can be crimped or soldered on
- Ring terminals will fit 1 Gauge wire
- Two per pack

‹› ⚠ WARNING Prop. 65
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-www.P65Warnings.ca.gov



PART #	DESCRIPTION
74177‹›	Battery Cable ⅜" Copper Ring Terminal, 2 per pack
74178‹›	Battery Cable ½" Copper Ring Terminal, 2 per pack

WIRE & CABLE IMPACT CRIMP TOOL

- Crimps 8 gauge thru 4/0 AWG gauge terminals and lugs to battery cables, and other thicker power cables such as starters
- Takes the guess work out of creating secure, neat crimps
- Spring loaded pin locks in “up” position for loading connector and cable; when released pin holds connector securely during crimping
- Dead blow hammer is recommended over a claw hammer for best results or can be used in a vise

‹› ⚠ WARNING Prop. 65
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-www.P65Warnings.ca.gov



PART #	DESCRIPTION
62262‹›	Wire Crimp Tool, Impact

DRAIN PLUG, 3/4" -16 DEEP THREAD WITH O-RING

- Features a large 1" hex head
- Aluminum with a clear anodized finish
- Includes O-ring

‹› ⚠ WARNING Prop. 65
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-www.P65Warnings.ca.gov



PART #	DESCRIPTION
97007‹›	Drain Plug, Oil Pan, Hex, ¾" -16 Deep O-Ring

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.*



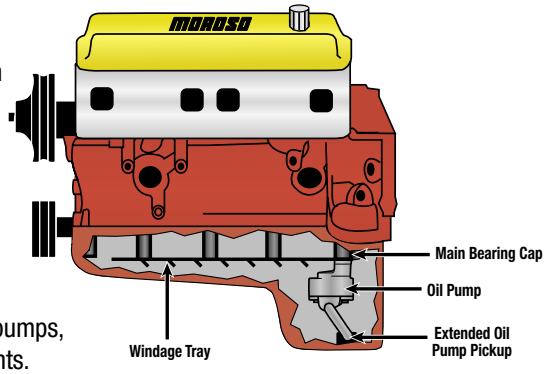
With all surfaces carefully welded, the completed pan is fitment checked on a real engine block. Moroso performs high-pressure leak tests on all machined Oil Pans.



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 4-¾" 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



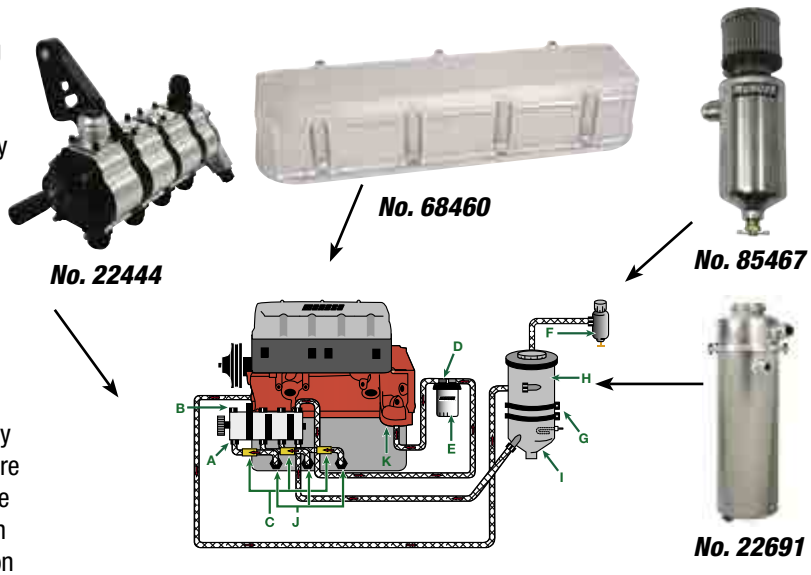
In a typical Wet Sump system, oil is stored in the bottom of the pan and distributed throughout the engine by an internally-mounted pump. An oil pump pickup, mounted to the pump, extends to within a quarter inch of the pan's bottom to "pickup" the oil. Although a Wet Sump system is essentially the same 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, 7-½" Deep
Fits: Stock Replacement

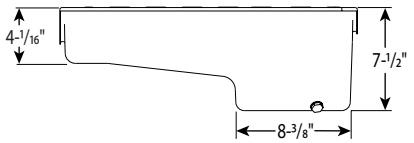


- Clears 4.125" stroke with most steel rods
- Fits 4 bolt Dart, GM and Merlin main caps
- Trap door baffle for improved oil control

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*

No. 20171





PART #	RECOMMENDED PICKUPS
24185	***Fits:*** *Moroso SBC, 3/4" Inlet, M10552/M10555 style pumps*
24212	***Fits:*** *Moroso SBC Race Pump* ***Nos. 22099, 22101*** *or M55 style pump*
24213	***Fits:*** *Moroso SBC HV Race Pump* ***Nos. 22109, 22111*** *or M55HV style pump*
24813	***Fits:*** *Moroso SBC, 3/4" Inlet, M155HV style pump*

PART #	OIL PUMP/PICKUP PACKAGE
22144	Moroso High Volume Package

PART #	AVAILABLE OPTIONS	PART #	AVAILABLE OPTIONS
23020	Windage Tray	38551	Oil Pan Flange Head Bolts, SBC
23000	Oil Pan Baffle	93150	Oil Pan Gasket, Pre-'85 block with a 2 piece rear main seal
25800	Crank Scraper	93151	Oil Pan Gasket, '86-up block with a 1 piece rear main seal

CHEVROLET SMALL BLOCK

Steel, Deep Sump, 6 Quart Capacity, 8-¼" Deep
Fits: Most chassis (except '62-67 Chevy II, V8 Vega and Monza)

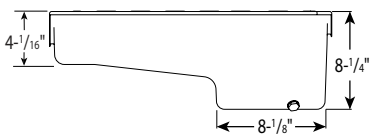


- Clears 4.125" stroke with most steel rods
- Fits 4 bolt Dart, GM and Merlin main caps
- Trap door baffle for improved oil control

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*

No. 20180





PART #	RECOMMENDED PICKUPS
24170	***Fits:*** *Moroso SBC Race Pump* ***Nos. 22099, 22101*** *or M55 style pump*
24181	***Fits:*** *Moroso SBC, ¾" Inlet, M10552/M10555 style pumps*
24350	***Fits:*** *Moroso SBC HV Race Pump* ***Nos. 22109, 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/ ¾" 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
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

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, 9-½" Deep
Fits: Most Chassis (except '62-'67 Chevy II, V8 Vega and Monza)



No. 20165

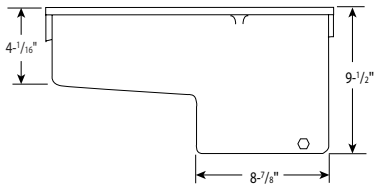
- Accepts up to 4.125" stroke with steel rods
- Fits 4 bolt Dart, GM and Merlin main caps
- Trap door baffle for improved oil control
- Increases capacity which reduces oil temperature
- Compatible with most starter/flywheel combinations

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* ***Nos. 22099, 22101*** *or M55 style pump*
24340	***Fits:*** *Moroso SBC HV Race Pump* ***Nos. 22109, 22111*** *or M55HV style pump*

PART #	AVAILABLE OPTIONS
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



CHEVROLET SMALL BLOCK

Steel, Wet Sump, 7 Quart Capacity, 8-¼" deep
Fits: Most Chassis (except '62-'67 Chevy II, V8 Vega and Monza)



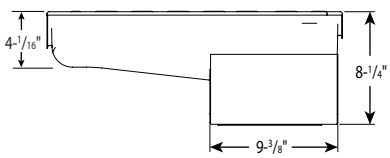
No. 20190

- 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* ***Nos. 22099, 22101*** *or M55 style pump*
24181	***Fits:*** *Moroso SBC, 3/4" Inlet, M10552/M10555 style pumps*
24350	***Fits:*** *Moroso SBC HV Race Pump* ***Nos. 22109, 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/ ¾" 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
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

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, 8-¼" deep
Fits: Most Chassis (except '62-'67 Chevy II, V8 Vega and Monza)

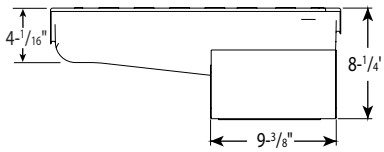


No. 20191

- 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* ***Nos. 22099, 22101*** *or M55 style pump*
24181	***Fits:*** *Moroso SBC, 3/4" Inlet, M10552/M10555 style pumps*
24350	***Fits:*** *Moroso SBC HV Race Pump* ***Nos. 22109, 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/ ¾" dia. inlet
22139	Moroso High Volume with Anti-Cavitation Grooves Package
22171	Moroso Billet Aluminum Oil Pump

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, 8-¼" Deep
Engine Application: Pre-1985 with 2 piece rear main seal
Fits: Most chassis (may require cross-member modification)



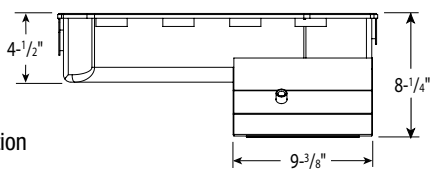
No. 20195

- Accepts strokes up to 4.125" with steel rods
- Fits 4 bolt Dart, GM and Merlin main caps
- Kicked-out sump
- Provision for Universal Dipstick Kits **Nos. 25970, 25971** or **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* ***Nos. 22099, 22101*** *or M55 style pump*
24181	***Fits:*** *Moroso SBC, 3/4" Inlet, M10552/M10555 style pumps*
24350	***Fits:*** *Moroso SBC HV Race Pump* ***Nos. 22109, 22111*** *or M55HV style pump*
24320	***Fits:*** *Moroso BBC Race Pump* ***No. 22150*** *or M77HV style pump, with baffle modification*
24360	***Fits:*** *M155HV/M10551 style pump, with baffle modification*



PART #	OIL PUMP/PICKUP PACKAGE
22124	Moroso Standard Volume Package
22134	Moroso High Volume Package
22146	Moroso High Volume Package w/ ¾" dia. inlet, with baffle modification
22139	Moroso High Volume with Anti-Cavitation Grooves Package, with baffle modification
22171	Moroso Billet Aluminum Oil Pump

PART #	AVAILABLE OPTIONS
23020	Windage Tray
23000	Oil Pan Baffle
25800	Crank Scraper
25970	Universal Dipstick Kit

PART #	AVAILABLE OPTIONS
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, 7 Quart Capacity, 8-¼" Deep
Engine Application: Pre-1985 with 2 piece rear seal
Fits: Most chassis (may require cross-member modification)



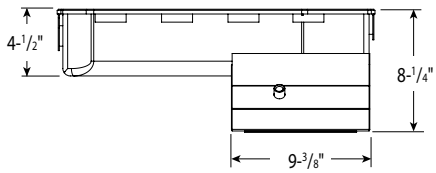
No. 20196

- Accepts up to 4.125" stroke with steel rods
- Fits 4 bolt Dart, GM and Merlin main caps
- Kicked-out sump
- Louvered windage tray
- Compatible with most starter/flywheel combinations
- Provision for Universal Dipstick Kits **Nos. 25970, 25971** or **25973**



PART #	DESCRIPTION
20196	Oil Pan, Steel, Clear Zinc, Deep Sump

PART #	RECOMMENDED PICKUPS
24170	***Fits:*** *Moroso SBC Race Pump* ***Nos. 22099 , 22101*** *or M55 style pump*
24181	***Fits:*** *Moroso SBC, 3/4" Inlet, M10552/M10555 style pumps*
24350	***Fits:*** *Moroso SBC HV Race Pump* ***Nos. 22109, 22111*** *or M55HV style pump*
24320	***Fits:*** *Moroso BBC Race Pump* ***No. 22150*** *or M77HV style pump, with baffle modification*
24360	***Fits:*** *M155HV/M10551 style pump, with baffle modification*



PART #	OIL PUMP/PICKUP PACKAGE
22124	Moroso Standard Volume Package
22134	Moroso High Volume Package
22146*	Moroso High Volume Package w/ ¾" 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
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: '62-'67 Chevy II (without power steering)



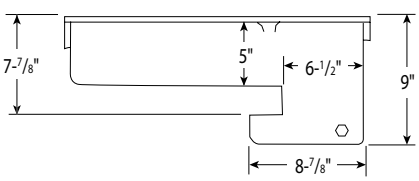
No. 20211

- 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* ***Nos. 22099, 22101*** *or M55 style pump*
24122	***Fits:*** *Moroso SBC HV Race Pump* ***Nos. 22109, 22111*** *or M55HV style 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
93151	Oil Pan Gasket, '86-up block with a 1 piece rear main seal

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, 8-¼" Deep
Engine Application: Up to '85 with driver-side dipstick
Fits: V8 Vega/Monza chassis



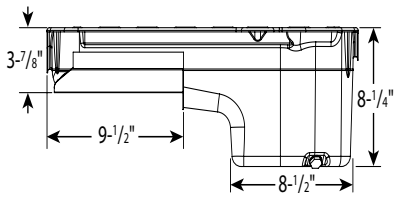
No. 20230

- 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* ***Nos. 22099, 22101*** *or M55 style pump*
24181	***Fits:*** *Moroso SBC, 3/4" Inlet, M10552/M10555 style pumps*
24350	***Fits:*** *Moroso SBC HV Race Pump* ***Nos. 22109, 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/ ¾" 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

CHEVROLET SMALL BLOCK

Steel, Wet Sump, 7 Quart Capacity, 8-¼" Deep
Fits: Super Stock/Bracket Cars, Dragsters, Roadsters or Body Cars



No. 21015

- Accepts 4" strokes with steel rods
- 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



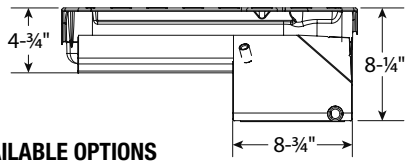
No. 21017



No. 21015

PART #	DESCRIPTION
21015	Oil Pan, Steel, Clear Zinc ***Engine Application:*** *Pre-1980 engine blocks with driver-side dipstick and fits Dart 4, GM and Merlin main caps*
21017	Oil Pan, Steel, Clear Zinc ***Engine Application:*** *Up to '85 and aftermarket engine blocks with stock width oil pan rails*

PART #	RECOMMENDED PICKUPS
24170	***Fits:*** *Moroso SBC Race Pump* ***Nos. 22099, 22101*** *or M55 style pump*
24181	***Fits:*** *Moroso SBC, 3/4" Inlet, M10552/M10555 style pumps*
24350	***Fits:*** *Moroso SBC HV Race Pump* ***Nos. 22109, 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/ ¾" dia. inlet
22139	Moroso High Volume with Anti-Cavitation Grooves 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
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, 8-¼" Deep
Engine Application: Up to 1985 Engine Blocks including Dart and Merlin
Fits: Super Stock/Bracket Cars, Dragsters, Roadsters or Body Cars



No. 21234

- Aluminum, fully fabricated oil pan accepts 4.25" stroke with steel or aluminum 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
- Louvered windage tray with main cap partitions for maximum power and oil control
- Features O-ring magnetic drain plug, two -8AN drain backs and dipstick bung

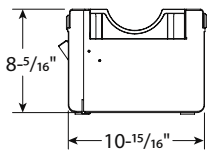


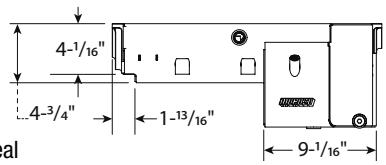
PART #	DESCRIPTION
21234	Oil Pan, SBC, Two Piece Rear Main Seal Engine Blocks

PART #	RECOMMENDED PICKUPS
24170	***Fits:*** *Moroso SBC Race Pump* ***Nos. 22099, 22101*** *or M55 style pump*
24181	***Fits:*** *Moroso SBC, 3/4" Inlet, M10552/M10555 & 10551M style pumps*
24350	***Fits:*** *Moroso SBC HV Race Pump, 5/8" Inlet,* ***Nos. 22109, 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
38385	Bullet Nose Oil Pan Stud Kit
62256	Wrench, Oil Pan T-Handle, 7/16", 6 PT
93150	Oil Pan Gasket, Pre-'85 block with a 2 piece rear main seal

CHEVROLET SMALL BLOCK

Aluminum Wet Sump/External P/U, 8 Quart Capacity, 8-¼" Deep
Engine Application: SBC up to 1985 Engine Blocks including Dart and Merlin
Fits: Super Stock/Bracket Cars, Dragsters, Roadsters or Body Cars

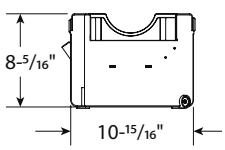
- Aluminum, fully fabricated oil pan accepts 4.25" stroke with steel or aluminum rods
- Double kick-out design ensures large stroke clearance, wide main cap clearance and maximum horsepower
- Billet end seals ensure consistent sealing surface to billet front covers and rear main caps
- For use with 168-tooth flywheel combination
- Full length solid louvered windage tray with main cap partitions for maximum power and oil control
- Features -16AN External Pickup
- Includes O-ring magnetic drain plug, two -8AN drain backs and dipstick bung

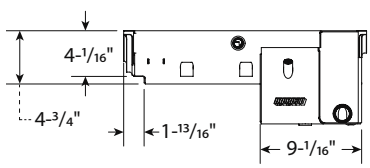


No. 21240

PART #	DESCRIPTION
21240	Oil Pan, SBC, Power Kickouts, Aluminum, Divided Tray, -16AN External Pickup







PART #	AVAILABLE OPTIONS
23962	Filter Fitting, -16AN Male to -16AN Male, with External Screen
23963	Filter Fitting, -12AN Male to -16AN Male with External Screen
25970	Universal Dipstick Kit
25971	Universal Dipstick Kit, Braided Stainless Flex Tube
25973	Universal Dipstick Kit, Twist Lock
38385	Bullet Nose Oil Pan Stud Kit
62256	Wrench, Oil Pan T-Handle, 7/16", 6 PT
93150	Oil Pan Gasket, Pre-'85 block with a 2 piece rear main seal

CHEVROLET SMALL BLOCK

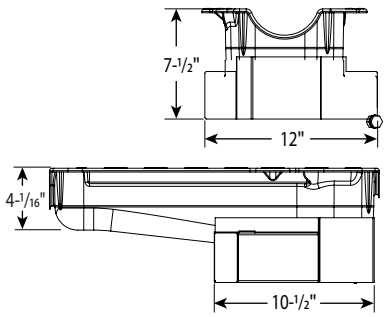
Steel, Wet Sump, 7 Quart Capacity, 7-½" Deep, Road Race Baffled
Fits: Most GM chassis
(except '62-'67 Chevy II, '67-'69 F-Body, V-8 Vega and Monza)



No. 21813

- 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
- Compatible with most starter/flywheel combinations
- Has a built in crank scraper, removable screen windage tray and anti-slosh baffle to free up horsepower





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
24185	***Fits:*** *Moroso SBC, 3/4" Inlet, M10552/M10555 style pumps*
24212	***Fits:*** *Moroso SBC Race Pump* ***Nos. 22099, 22101*** *or M55 style pump*
24213	***Fits:*** *Moroso SBC HV Race Pump* ***Nos. 22109, 22111*** *or M55HV style pump*
24813	***Fits:*** *Moroso SBC, 3/4" Inlet, M155 HV 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

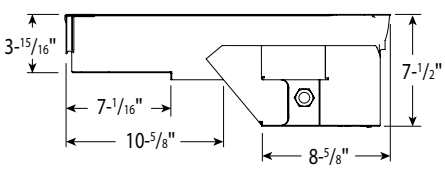
CHEVROLET SMALL BLOCK

Steel, Wet Sump, 5.5 Quart Capacity
Fits: '93-'97 F-Body, Impala



No. 20185

- Clears 4.125" stroke with most steel rods
- Kicked-out sump and trap door baffling for improved oil control in drag racing, road racing and street applications
- Windage screen
- 20mm fitting for the factory oil level sensor*
- Clears stock exhaust and Hedman®, Hooker®, Borla® and similar-type headers
- Part **No. 20179** has a ¼" N.P.T. fitting for Moroso Univ. Dipsticks **Nos. 25970, 25971 & 25973,** Part **No. 20185** uses stock dipstick





PART #	DESCRIPTION
20179	Oil Pan, Steel Clear Zinc, Road Race Baffled ***Engine Application:*** *SBC, Pre-'85 Block with a 2 piece rear main seal and Dart SHP engine blocks*
20185	Oil Pan, Steel, Clear Zinc, Road Race Baffled ***Engine Application:*** *SBC 1986 & newer engine blocks with a 1 piece seal and passenger side dipstick*

PART #	RECOMMENDED PICKUPS
24185	***Fits:*** *Moroso SBC, 3/4" Inlet, M10552/M10555 style pumps*
24212	***Fits:*** *Moroso SBC Race Pump* ***Nos. 22099, 22101*** *or M55 style pump*
24213	***Fits:*** *Moroso SBC HV Race Pump* ***Nos. 22109, 22111*** *or M55HV style pump*
24813	***Fits:*** *Moroso SBC, 3/4" Inlet, M155HV style pump*

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

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

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

DRAG / ROAD RACE

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



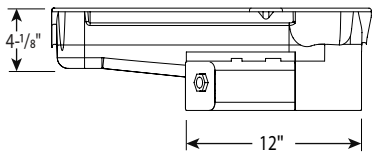
No. 21811

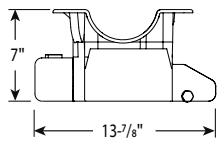
- Clears 4.125" stroke with most steel rods
- Fits 4 bolt Dart, GM and Merlin main caps
- 5 trap door baffles for oil control in Road Racing, also Drag Racing
- Use stock dipstick; also has a ¼" NPT fitting for Moroso Universal Dipsticks **Nos. 25970, 25971 & 25973**
- Has a built-in crank scraper, removable louvered windage tray for horsepower
- 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
- Steel with a clear zinc finish
- Compatible with most starter/flywheel combinations



PART #	DESCRIPTION
21811	Oil Pan, Steel, Clear Zinc, 7" Deep, Road Race Baffled ***Engine Application:*** *SBC '86 & up engine blocks with 1 piece seal and passenger side dipstick*
21816	Oil Pan, Steel, Clear Zinc, 7" Deep, Road Race Baffled ***Engine Application:*** *SBC '80-85 engine blocks with 2 piece seal/passenger side dipstick & Dart SHP blocks*
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*
24814	***Fits:*** *M55HV style High Volume Oil Pump*
24817	***Fits:*** *M155HV style pumps*
24819	***Fits:*** *3/4" Inlet, M10552/M10555 style pumps*





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

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

CIRCLE TRACK

CHEVROLET SMALL BLOCK

Steel, Wet Sump, 7 Quart Capacity, 8" Deep
Engine Application: Pre-1980 with two-piece rear main seal or '80-'85 with passenger-side dipstick
Fits: GM Metric Chassis, Hobby Stock/Super Stock



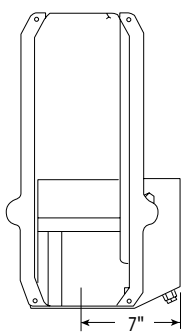
No. 21308

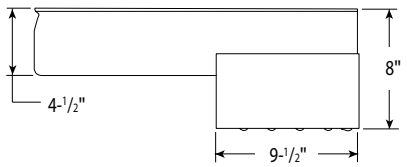
- Accepts 3.80" stroke with steel rods
- Three trap door baffles for oil control
- Built-in crank scraper
- Oil level sight plug
- Accepts most starter and flywheel combinations



PART #	DESCRIPTION
21308	Oil Pan, Steel, Clear Zinc, Kicked-Out Sump

PART #	RECOMMENDED PICKUPS
24308	***Fits:*** *Moroso SBC HV Race Pump* ***Nos. 22109, 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

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, 7-½" Deep
Fits: GM 1978-'87 Metric Chassis, aftermarket and Camaro front ends



No. 21316

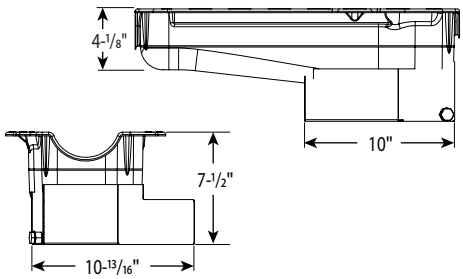
- Accepts 4.125" stroke with steel rods
- Fits 4 bolt Dart, GM and Merlin main caps
- Cost-effective Circle Track oil pan with Moroso quality and performance
- Trap door baffles for oil control
- Removable louvered windage tray
- Built–in crank scraper
- Accepts most starter and flywheel combinations



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 & Dart SHP Block*
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



CHEVROLET SMALL BLOCK

Steel, Wet Sump, 7 Quart Capacity, 7-½" Deep
With 1" Inspection Bung to meet 2011 - Up IMCA Rules
Fits: GM '78-'87 Metric Chassis, aftermarket and Camaro front ends



No. 21322

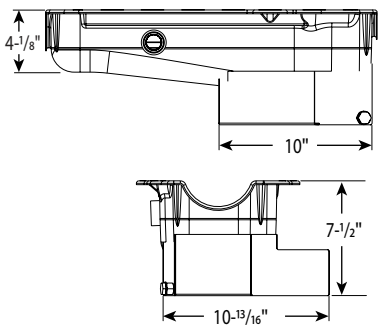
- Accepts 4.125" stroke with steel rods, accepts most starter and flywheel combinations
- Fits 4 bolt Dart, GM and Merlin main caps
- Integrated 1" inspection bung with plug, no need for extra welding
- A cost-effective Circle Track Oil Pan with Moroso quality & performance was unavailable until now
- Trap doors for oil control, removable louvered windage tray and built-in crank scraper



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 & Dart SHP Blocks*
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



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

CHEVROLET SMALL BLOCK

Steel, Wet Sump, 8 Quart Capacity, 6-½" Deep
With 1" Inspection Bung to meet 2011-Up IMCA Rules
Fits: Limited Sprints and other low ground clearance chassis without cross members



No. 21325

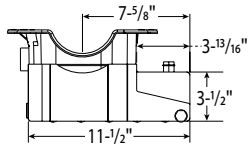


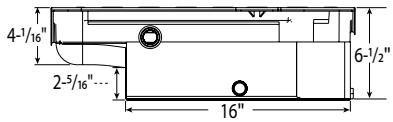


- Clears 4.125" stroke with most steel rods
- Fits 4 bolt Dart, GM and Merlin main caps
- Offset sump contains 5 trap door baffles for superior oil control in Circle Track Racing
- Has a built in crank scraper, removable louvered windage tray for horsepower
- ½" NPT oil temperature bung and oil level check

PART #	DESCRIPTION
21325	Oil Pan, Steel, Clear Zinc, 6-½" Deep, Offset Circle Track Sump ***Engine Application:*** *SBC Pre-1980 engine blocks with two-piece seal and driver-side dipstick*
21326	Oil Pan, Steel, Clear Zinc, 6-½" Deep, Offset Circle Track Sump ***Engine Application:*** *SBC 1980-85 engine blocks with two piece seal/passenger side dipstick & Dart SHP blocks*
21327	Oil Pan, Steel, Clear Zinc, 6-½" Deep, Offset Circle Track Sump ***Engine Application:*** *SBC 1986 & Newer engine blocks with one-piece seal/passenger side dipstick*

PART #	RECOMMENDED PICKUPS
24314	***Fits:*** *Moroso SBC Race Pumps* ***Nos. 22099, 22101*** *or M55 Style Standard Volume Oil Pump*
24315	***Fits:*** *Melling M55HV style pump, pump housing may require slight clearancing to clear bottom of the oil pan*





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

CHEVROLET SMALL BLOCK

Steel, Wet Sump, 7 Quart Capacity, 7-⅛" Deep
Fits: GM Metric G-Body chassis, Street Stock and Late Model



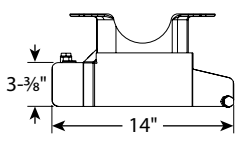
- Accepts 3.80" stroke with steel rods
- Five trap door baffles for oil control
- Engineered louvered tray system
- Oil level sight plug
- Accepts most starter and flywheel combinations

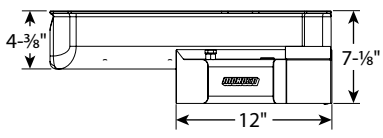
No. 21318



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* **Nos. 22099, 22101** *or M55 style pump*
24104	***Fits:*** *Moroso SBC HV Race Pump* **Nos. 22109, 22111** *or M55HV style pump*
24318	***Fits:*** *Moroso SBC HV Blueprinted Pump with ¾" dia. inlet, Melling M155HV/M10551 style pump*
22147	***Fits:*** *Moroso High Volume Package with ¾" 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

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, 6-½" Deep
Fits: Fabricated tube chassis cars with lower engines

- Accepts 3.80" stroke with steel rods
- 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

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*

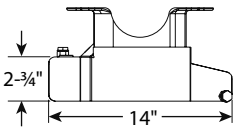
PART #	RECOMMENDED PICKUPS
24314	***Fits:*** *Moroso SBC Race Pump* ***Nos. 22099, 22101*** *or M55 style pump*
24315	***Fits:*** *Melling M55HV style pump, pump housing may require slight modification to clear bottom of the oil pan*

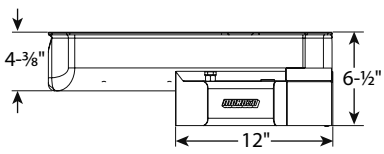
PART #	AVAILABLE OPTIONS
38551	Oil Pan Flange Head Bolts, SBC
93150	Oil Pan Gasket, Pre-'85 block with a 2 piece rear main seal
93151	Oil Pan Gasket, '86-up block with a 1 piece rear main seal



No. 21314







CHEVROLET SMALL BLOCK

Steel, Wet Sump, 7 Quart Capacity, 7-⅛" Deep
Fits: GM Metric G-Body chassis, Street Stock and Late Model

- Accepts 3.80" stroke with steel rods
- 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

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*

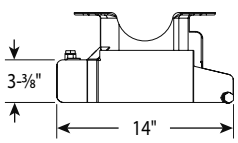
PART #	RECOMMENDED PICKUPS
24101	***Fits:*** *Flange Type Melling SBC Oil Pump M10555*
24103	***Fits:*** *Moroso SBC Race Pump* ***Nos. 22099, 22101*** *or M55 style pump*
24104	***Fits:*** *Moroso SBC HV Race Pump* ***Nos. 22109, 22111*** *or M55HV style pump*
24318	***Fits:*** *Moroso SBC HV Blueprinted Pump with ¾" dia. inlet, Melling M155HV/M10551 style pump*
22147	***Fits:*** *Moroso High Volume Package with ¾" dia. inlet*

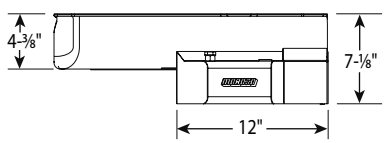
PART #	AVAILABLE OPTIONS
38551	Oil Pan Flange Head Bolts, SBC
93150	Oil Pan Gasket, Pre-'85 block with a 2 piece rear main seal



No. 21312







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

CHEVROLET SMALL BLOCK

Aluminum, Wet Sump, 9.5 Quart Capacity, 7-¼" 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

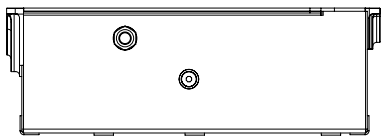


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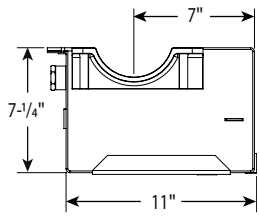


PART #	DESCRIPTION
21330	SBC Oil Pan Fully Fabricated Aluminum with billet end seals, Wet Sump, Sprint Car

PART #	RECOMMENDED PICKUPS
24101	***Fits:*** *Flange Type Melling SBC Oil Pump M10555*
24103	***Fits:*** *Moroso SBC Race Pump* ***Nos. 22099, 22101*** *or M55 style pump*
24104	***Fits:*** *Moroso SBC HV Race Pump* ***Nos. 22109, 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	Bullet Nose Oil Pan Stud Kit
93150	Oil Pan Gasket, Pre-'85 block with a 2 piece rear main seal



360/410 SPRINT CAR

Aluminum, Dry Sump, 6-½" 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



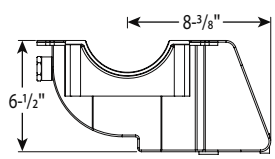
No. 21555





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	Bullet Nose Oil Pan Stud Kit
62256	Wrench, Oil Pan T-Handle, 7/16", 6 PT



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

DART/ROCKET SMALL BLOCK

Steel, Wet Sump, 7 Quart Capacity, 8-¼" Deep
Engine Application: Small Block Style Dart Iron Eagle/Rocket
Fits: Most chassis with Dart/Rocket Blocks
(may require cross-member modification)



No. 20193



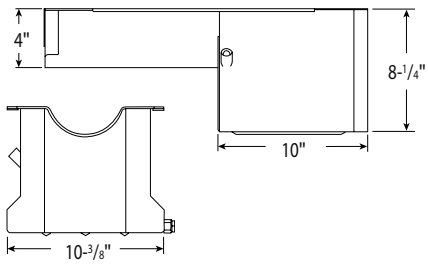
- Kicked-out sump
- Trap door baffle for improved oil control
- Crank scraper welded to pan
- Uni-directional screen windage tray
- Compatible with most starter/flywheel combinations
- Requires BBC standard height oil pump shaft, Moroso **No. 22080**
- Recommended oil pan gasket Fel-Pro Part No. 1839

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

PART #	RECOMMENDED PICKUPS
24171	***Fits:*** *Moroso SBC Race Pump* ***Nos. 22099 , 22101*** *or M55 style pump*
24351	***Fits:*** *Moroso SBC HV Race Pump* ***Nos. 22109, 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



DART ROCKET SMALL BLOCK

Steel, Wet Sump, 7 Quart Capacity, 8-¼" Deep
Engine Application: Small Block Style Dart Iron Eagle/Rocket
Fits: Most chassis (may require cross-member modification)



No. 21019



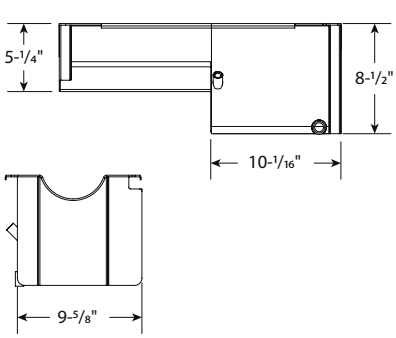
- Accepts 4.25" strokes with steel rods
- For use with 168-tooth flywheel combination
- Partition-louvered windage tray
- Cross-member modifications may be required
- Requires BBC standard height oil pump shaft, Moroso **No. 22080**
- Recommended oil pan gasket Fel-Pro Part No. 1839

PART #	DESCRIPTION
21019	Oil Pan, Steel, Clear Zinc, Fully Fabricated

PART #	RECOMMENDED PICKUPS
24171	***Fits:*** *Moroso SBC Race Pump* ***Nos. 22099, 22101*** *or M55 style pump*
24351	***Fits:*** *Moroso SBC HV Race Pump* ***Nos. 22109, 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



DRAG RACE

DART/ROCKET SMALL BLOCK

Aluminum, Wet Sump, 8 Quart Capacity, 8-½" Deep
Engine Application: Small Block Style Dart Iron Eagle/Rocket
Fits: Super Stock/Bracket Cars, Dragsters, Roadsters or Body Cars



No. 21247



- Aluminum, fully fabricated oil pan accepts 4.25" strokes with steel or alum. rods
- Double kickout design ensures large stroke clearance, wide main cap clearance and maximum horsepower
- Billet end seals to ensure consistent sealing surface to billet front covers and rear main caps
- For use with 168-tooth flywheel combination
- Louvered windage tray with main cap partitions for maximum power and oil control
- Features O-ring magnetic drain plug, two –8AN drain backs and dipstick bung
- Recommended oil pan gasket Fel-Pro Part No. 1839



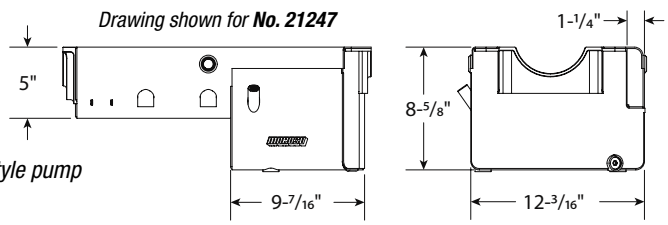
No. 21248



PART #	DESCRIPTION
21247	Oil Pan, Dart/Rocket, Alum. with Divided Tray
21248	Oil Pan, Dart/Rocket Small Block, Power Kickouts, Aluminum, Windage Tray, -16AN Ext. P/U

PART #	RECOMMENDED PICKUPS FOR PART NO. 21247
24170	***Fits:*** *Moroso SBC Race Pump* ***Nos. 22099, 22101*** *or M55 style pump*
24181	***Fits:*** *Moroso SBC, 3/4" Inlet, M10552/M10555 style pumps*
24350	***Fits:*** *Moroso SBC HV Race Pump* ***Nos. 22109, 22111*** *or M55HV style pump*
24320	***Fits:*** *Moroso BBC Race Pump* ***No. 22150*** *or M77HV style pump*

Drawing shown for ***No. 21247***



PART #	OIL PUMP/PICKUP PACKAGE PART NO. 21247
22124	Moroso Standard Volume Package
22134	Moroso High Volume Package
22146	Moroso High Volume Package w/ ¾" dia. inlet
22139	Moroso High Volume with Anti-Cavitation Grooves Package
22171	Moroso Billet Aluminum Oil Pump

PART #	AVAILABLE OPTIONS
23962	Fitting, -16AN Male to -16AN Male, External Screen
23963	Fitting, -12AN Male to -16AN Male External Screen
25970	Universal Dipstick Kit
25971	Universal Dipstick Kit, Braided Stainless Flex Tube
25973	Universal Dipstick Kit, Twist Lock
38388	Bullet Nose Oil Pan Stud Kit

CIRCLE TRACK

DART/BRODIX/ROCKET SMALL BLOCK

Aluminum, Spread Rail
Fits: Sprint Car and any chassis with no cross-member under the engine



No. 21551

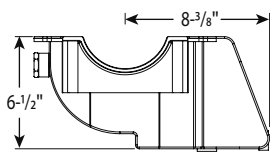




- Fully fabricated aluminum with billet end seals to ensure a consistent sealing surface
- Fits 4 bolt main caps
- Large kick out design for maximum horsepower and oil temperature reduction
- Forward facing –12AN female pickups
- Inspection plug
- Internal runners to direct oil to the pickups
- Internal rear baffle that prevents oil from climbing up the back of the oil pan
- Recommended oil pan gasket Fel-Pro Part No. 1839

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



DART/ROCKET, SPREAD RAIL, DIRT LATE MODEL

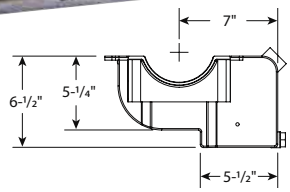
NEW!

Aluminum, Dry Sump, Slopes 5-½" in front to 6-½"at the rear of the oil pan
Fits: Dirt Late Model and others, check measurements for fit



- Fully fabricated aluminum with billet end seals to ensure a consistent sealing surface
- Large kick-out design for maximum horsepower and oil temperature reduction
- Two -12AN and one -16AN female pickups
- Oil collection trough with internal runners to direct oil to the pickups
- Internal rear baffle that prevents oil from climbing up the back of the oil pan

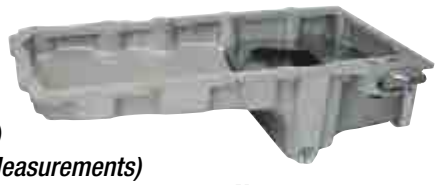
No. 21564



PART #	DESCRIPTION
21564	Oil Pan, Aluminum, Dart/Rocket, Dirt Late Model 3 Pickup Dry Sump

GM LS, CAST ALUMINUM, SWAP, OIL PAN KIT WITH SPIN-ON OIL FILTER PROVISION

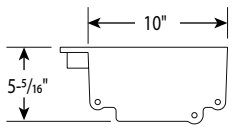
Aluminum, Wet Sump, 6 Quart Capacity, 5-¾" Deep
Engine Application: GM LS Series
Fits: LS Engine Conversions such as '55-'87 GM Cars & Trucks (except G-Body) that require a Rear Sump Oil Pan with a Spin-On Filter provision (Check Measurements)



No. 20105









- Based on customer inquires, this product is for the individual who prefers the O.E.M. look of a cast aluminum oil pan
- The oil pan is cast, then machined from aluminum
- Clears 4.25" stroke with most steel rods
- Includes a removable, heavy duty, stainless steel anti-slosh baffle
- Features a heavy duty, high flow oil pump pickup
- Integral spin-on oil filter provision with a O.E.M. oil cooler port that accepts a 22mm-1.5 thread Moroso Part **No. 22463** or O.E.M. spin-on oil filter
- Includes oil pan gasket, mounting bolts and nuts
- Use stock dipstick

⚠ WARNING Prop. 65
This product contains a chemical known to the state of California to cause cancer, birth defects, or reproductive harm.
www.P65Warnings.ca.gov

PART #	DESCRIPTION
20105‹›	Oil Pan, Cast Aluminum, GM LS, Rear Sump Swap Kit, Spin-On Oil Filter

PART #	AVAILABLE OPTIONS
22120	Oil Pump, GM LS, High Volume
24890	Oil Pump Flange Reinforcement

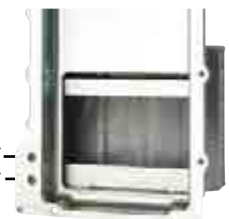
GM LS SERIES

Steel, Wet Sump, 7 Quart Capacity, 6" Deep, Baffled
Engine Application: GM LS Series
Fits: '68-'72 Nova, '65-'72 Chevelle, '67-'69 Camaro, can also be used in additional applications; check dimensions for clearance



No. 20140

- Trap door baffling for improved oil control
- Clears 4.25" stroke with most steel rods and can be used with Moroso **Nos. 22941 & 22943** Windage Tray
- Two -10AN fittings for remote filter installation
- Use stock dipstick

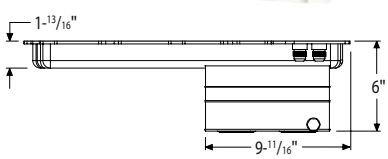


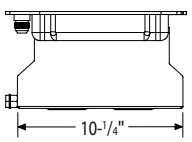
PART #	DESCRIPTION
20140	Oil Pan, Steel, Clear Zinc

PART #	RECOMMENDED PICKUP
24050	***Fits:*** *Stock Oil Pumps or Moroso GM LS Series High Volume Race Pump* ***No. 22120***

PART #	AVAILABLE OPTIONS
22120	Oil Pump GM LS, Race
22941	Windage Tray, GM Studs
22943	Windage Tray, ARP Studs
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

PART #	AVAILABLE OPTIONS
24890	GM LS Oil Pump Flange Reinforcement
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.*

GM LS SERIES

Steel, Wet Sump, 7 Quart Capacity, 6" Deep, Angled Sump
Engine Application: GM LS Series
Fits: '67-'92 Camaro, '68-'78 Nova, '65-'72 Chevelle, '53-'96 Corvette, '78-'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.



No. 20141

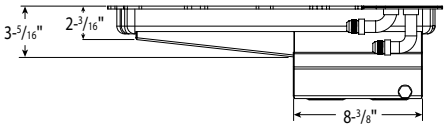
- Designed with a deeper front sump allowing the installation of Windage Trays (**Nos. 22941 & 22943** sold separately, see pg. 115)
- Trap-door baffling for improved oil control
- Clears 4.25" stroke with most steel rods
- Two -10AN fittings for remote filter installation
- Use stock dipstick

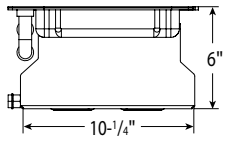


PART #	DESCRIPTION
20141	Oil Pan, Steel, Clear Zinc Plated, GM LS Series

PART #	RECOMPENSED PICKUP
24050	***Fits:*** *Stock Oil Pumps or Moroso GM LS Series High Volume Race Pump* ***No. 22120***

PART #	AVAILABLE OPTIONS
22120	Oil Pump GM LS, Race
22941	Windage Tray, GM Studs
22943	Windage Tray, ARP Studs
24890	GM LS Oil Pump Flange Reinforcement
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.*

GM LS SERIES, REAR SUMP SWAP

Steel, Wet Sump, 5 Quart Capacity, 6" Deep
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 4.25" stroke with most steel rods
- Anti-climb baffle; magnetic drain plug and uses a stock dipstick
- Features a billet aluminum adapter that allows a 22mm thread Moroso **No. 22463** or O.E.M. oil filter to be mounted in the stock location, no need to run a remote oil filter
- Included billet aluminum oil filter adapter has a ¼" N.P.T. sensor port



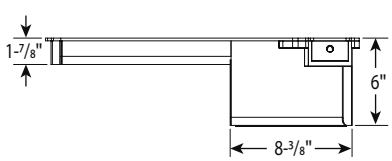
No. 20145

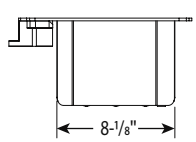


PART #	DESCRIPTION
20145	Oil Pan, Steel, Clear Zinc, Rear Sump

PART #	RECOMPENSED PICKUP
24050	***Fits:*** *Stock Oil Pumps or Moroso GM LS Series High Volume Race Pump* ***No. 22120***

PART #	AVAILABLE OPTIONS
22120	Oil Pump GM LS, Race
22463	Racing Oil Filter
23707‹›	Spin-On Oil Filter Adapter, 90 Degree Remote NEW!
23711	Spin-On Oil Filter Adapter, Sideways Mount
23712	Spin-On Oil Filter Adapter
23713‹›	Spin-On Oil Filter Adapter, External Input Inlet, Outbound Rail NEW!
24890	GM LS Oil Pump Flange Reinforcement
38541	Oil Pan Mounting Stud Kit
71162	Dust Shield for Moroso & Aftermarket Oil Pans
93152	Oil Pan Gasket, GM LS





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GM LS SERIES, REAR SUMP SWAP, NARROW SUMP

Steel, Wet Sump, 5 Quart Capacity
Engine Application: GM LS Series
Fits: LS Engine Conversions that require a narrower Rear Sump (Check Measurements) for "Block Hugger" headers

AVAILABLE IN SPIN ON AND REMOTE OIL FILTER VERSIONS

- Oil pans both feature 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
- Anti-climb baffle; magnetic drain plug and uses a stock dipstick



No. 20147
For remote filter



No. 20150
For spin-on filter

PART #	DESCRIPTION
20147	Oil Pan, Steel, Clear Zinc, Narrow Rear Sump Swap With Billet Aluminum Remote Oil Filter Adapter With -10AN Female Ports
20150	Oil Pan, Steel, Clear Zinc, Narrow Rear Sump Swap with Billet Aluminum Spin-On Oil Filter Adapter that accepts 22mm thread Moroso **No. 22463** or O.E.M. oil filter

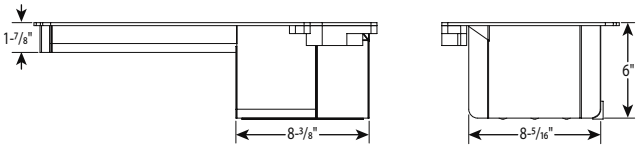
PART #	RECOMMENDED PICKUP
24050	***Fits:*** *Stock Oil Pumps or Moroso GM LS Series High Volume Race Pump* ***No. 22120***

PART #	AVAILABLE OPTIONS
22120	Oil Pump GM LS, Race
22463	Oil Filter, Racing, For Part **No. 20150**
22605	-10AN to -10AN Fittings, For Part **No. 20147**
22941	Windage Tray, GM Studs
22943	Windage Tray, ARP Studs
23707	Spin-On Oil Filter Adapter, 90 Degree Remote NEW!
23711	Spin-On Oil Filter Adapter, Sideways Mount
23712	Spin-On Oil Filter Adapter
24890	GM LS Oil Pump Flange Reinforcement
38541	Oil Pan Mounting Stud Kit
71162	Dust Shield for Moroso & Aftermarket Oil Pans
93152	Oil Pan Gasket, GM LS

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





DRAG RACE

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 '93 - '02

- Includes tray and pickup
- Trap door baffle for improved oil control
- Clears 4.25" stroke with most steel rods
- Louvered windage tray
- -10AN fitting for remote oil filter
- Uses stock dipstick

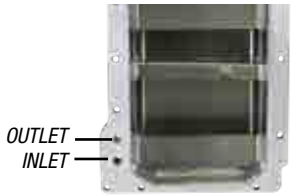


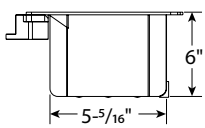
No. 21150

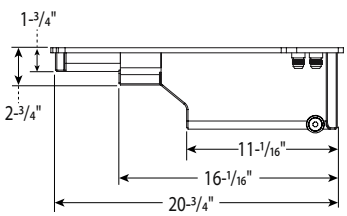
PART #	DESCRIPTION
21150	Oil Pan, Aluminum, Fully Fabricated with Billet Rail, Deep Sump, Tray and Pickup

PART #	REPLACEMENT PART
24050	Pickup, ***Fits:*** *Stock Oil Pumps or Moroso GM LS Series High Volume Race Pump* ***No. 22120***

PART #	AVAILABLE OPTIONS
22120	Oil Pump GM LS, Race
24890	GM LS Oil Pump Flange Reinforcement
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)
22941	Windage Tray, Louvered, LS Engine







GM LS SERIES

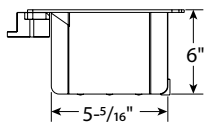
Steel, Wet Sump, 7 Quart Capacity, 6" Deep
Fits: Camaro and Firebird '98-02 with GM LS Engines, Camaro and Firebird '93-'02 with LS Swap



No. 20139

- Features a drag race proven trap door assembly and anti-slosh baffle that keeps oil contained in oil pump pick up area
- Oil pan has a thick precision laser cut steel rail with a clear zinc finish
- Clears 4.25" stroke with most steel rods
- The 7 Quart Capacity moves the oil away from the rotating assembly for oil control and horsepower saving
- Features a billet aluminum adapter that allows a 22mm thread Moroso **No. 22463** or O.E.M. oil filter to be mounted in the stock location, no need to run a remote oil filter
- Included billet aluminum oil filter adapter has a ¼" N.P.T. sensor port
- Uses stock dipstick



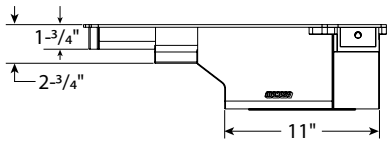


PART #	DESCRIPTION
20139	Oil Pan, Steel, Clear Zinc, Drag Race Baffled

PART #	RECOMMENDED PICKUP
24050	***Fits:*** *Stock Oil Pumps or Moroso GM LS Series High Volume Race Pump* ***No. 22120***

PART #	AVAILABLE OPTIONS
22120	Oil Pump GM LS, Race
22463	Oil Filter, Moroso Racing
22941	Windage Tray, GM Studs
22943	Windage Tray, ARP Studs

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PART #	AVAILABLE OPTIONS
23707‹›	Spin-On Oil Filter Adapter, 90 Degree Remote NEW!
23711	Spin-On Oil Filter Adapter, Sideways Mount
93152	Oil Pan Gasket, GM LS Series (Except LS7 & LS9)
38541	Oil Pan Stud Kit
24890	GM LS Oil Pump Flange Reinforcement
71162	Dust Shield for Moroso & Aftermarket Oil Pans

GM LS SERIES

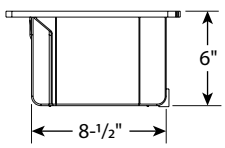
Aluminum, Wet Sump, 7 Quart Capacity, 6" Deep
Fits: Camaro and Firebird '98-02 with GM LS Engines, Camaro and Firebird '93-'02 with LS Swap

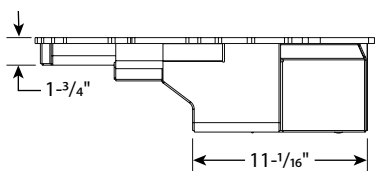


No. 21149

- Features a drag race proven trap door assembly and anti-slosh baffle that keeps oil contained in oil pump pickup area
- Oil pan has a thick CNC machined aluminum rail
- Clears 4.25" stroke with most steel rods
- The 7 Quart Capacity moves the oil away from the rotating assembly for oil control and horsepower saving
- Features a billet aluminum adapter that allows a 22mm thread Moroso **No. 22463** or O.E.M. oil filter to be mounted in the stock location, no need to run a remote oil filter
- Included billet aluminum oil filter adapter has a ¼" N.P.T. sensor port
- Uses stock dipstick







PART #	DESCRIPTION
21149	Oil Pan, Aluminum, Drag Race Baffled

PART #	RECOMMENDED PICKUP
24050	***Fits:*** *Stock Oil Pumps or Moroso GM LS Series High Volume Race Pump* ***No. 22120***

PART #	AVAILABLE OPTIONS
22120	Oil Pump GM LS, Race
22463	Oil Filter, Moroso Racing
22941	Windage Tray, GM Studs
22943	Windage Tray, ARP Studs

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PART #	AVAILABLE OPTIONS
23707‹›	Spin-On Oil Filter Adapter, 90 Degree Remote NEW!
23711	Spin-On Oil Filter Adapter, Sideways Mount
23713‹›	Spin-On Oil Filter Adapter, External Input Inlet, Outbound Rail NEW!
93152	Oil Pan Gasket, GM LS Series (Except LS7 & LS9)
38541	Oil Pan Stud Kit
24890	GM LS Oil Pump Flange Reinforcement
71162	Dust Shield for Moroso & Aftermarket Oil Pans

Phone: 203.453.6571 • Fax: 203.453.6906 • Tech Support: 203.458.0542 • 203.458.0546

GM LS SERIES, CAMARO COPO

Aluminum, Wet Sump, 7 Quart Capacity, 7-½" Deep
Engine Application: GM LS Series
Fits: '12-'15 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 ¼" N.P.T. sensor port that accepts a 22mm thread Moroso Part **No. 22463** or O.E.M. spin-on oil filter
- NHRA legal for stock eliminator & factory showdown

No. 21151

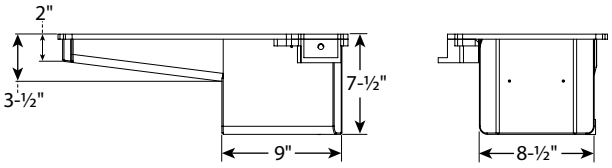


PART #	DESCRIPTION
21151	Oil Pan, Aluminum, Fully Fabricated

REQUIRES THESE GM PARTS FOR INSTALLATION

GM PART#	DESCRIPTION
12608579	Oil Pump Pick Up
12570788	Dipstick
12570787	Dipstick Tube
12611129	Windage Tray*

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PART #	AVAILABLE OPTIONS
23707‹›	Spin-On Oil Filter Adapter, 90 Degree Remote NEW!
23711	Spin-On Oil Filter Adapter, Sideways Mount
23712	Spin-On Oil Filter Adapter
23713‹›	Spin-On Oil Filter Adapter, External Input Inlet, Outbound Rail NEW!

**A.R.P. Part #200-8587 is required to space Windage Tray on 427 engine*

PART #	AVAILABLE OPTIONS
22120	Oil Pump GM LS, Race
24890	GM LS Oil Pump Flange Reinforcement
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

GM LS DRAG RACE/ CAMARO '10-'15, COPO '12-'15

Aluminum, Wet Sump, 7 Quart Capacity, 7-½" Deep
Engine Application: GM LS Series
Fits: Camaro '10-'15, COPO Camaro '12-'15 & rear sump applications (check measurements)



- Features trap door baffle assembly, anti-climb baffle and anti-slosh baffle to keep oil contained in the oil pump pickup area during Drag Racing
- Oil pan has a thick aluminum rail with a fabricated aluminum sump
- Clears 4.25" stroke with most steel rods and can be used with Moroso Part **Nos. 22941, 22943** or O.E.M. windage trays Part Nos. 12611129, 19244049, 19202609 - check clearances first
- Features a billet aluminum spin-on oil filter adapter with a ¼" N.P.T. sensor port that accepts a 22mm thread Moroso Part **No. 22463** or O.E.M. spin-on oil filter
- NHRA legal for stock eliminator & factory showdown

No. 21158

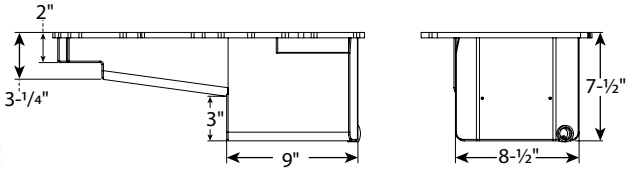


PART #	DESCRIPTION
21158	Oil Pan, GM LS, Drag Race, Camaro '10-'15, COPO '12-'15

PART #	RECOMMENDED PICKUP
24153	***Fits:*** *Stock Oil Pumps or Moroso GM LS Series High Volume Race Pump* ***No. 22120***

PART #	AVAILABLE OPTIONS
22120	Oil Pump GM LS, Race
22941	Windage Tray, GM Studs
22943	Windage Tray, ARP Studs
23707‹›	Spin-On Oil Filter Adapter, 90 Degree Remote NEW!
23711	Spin-On Oil Filter Adapter, Sideways Mount
23712	Spin-On Oil Filter Adapter
23713‹›	Spin-On Oil Filter Adapter, External Input Inlet, Outbound Rail NEW!
24890	GM LS Oil Pump Flange Reinforcement
38542	Oil Pan Stud Kit

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REQUIRES THESE GM PARTS FOR INSTALLATION

GM PART#	DESCRIPTION
12570788	Dipstick
12570787	Dipstick Tube

PART #	AVAILABLE OPTIONS
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 COPO CAMARO '16-UP

Aluminum Wet Sump, 7 Quart Capacity, 7-½" Deep
Engine Application: GM LS Series
Fits: COPO Camaro '16-Up and rear sump applications (check measurements)



- Features trap door baffle assembly, anti-climb baffle and anti-slosh baffle to keep oil contained in the oil pump pickup area during Drag Racing.
- Oil pan has a thick aluminum rail with a fabricated aluminum sump
- Clears 4.25" stroke with most steel rods and can be used with Moroso Part **Nos. 22941, 22943** or O.E.M. windage trays Part Nos. 12611129, 19244049, 19202609 - check clearances first
- Features a billet aluminum spin-on oil filter adapter with a ¼" N.P.T. sensor port that accepts a 22mm thread Moroso Part **No. 22463** or O.E.M. spin-on oil filter
- NHRA legal for stock eliminator & factory showdown

No. 21153



PART #	DESCRIPTION
21153	Oil Pan, GM LS, Drag Race, COPO Camaro '16-up

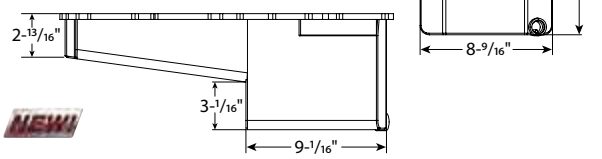
PART #	AVAILABLE OPTIONS
22120	Oil Pump GM LS, Race
93152	Oil Pan Gasket, GM LS Series (Except LS7 & LS9)
38541	Oil Pan Stud Kit
22463	Racing Oil Filter
24890	GM LS Oil Pump Flange Reinforcement
71162	Dust Shield for Moroso & Aftermarket Oil Pans
22941	Windage Tray, GM Studs
22943	Windage Tray, ARP Studs
23707	Spin-On Oil Filter Adapter, 90 Degree Remote NEW!
23711	Spin-On Oil Filter Adapter, Sideways Mount
23713	Spin-On Oil Filter Adapter, External Input Inlet, Outbound Rail NEW!

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PART #	RECOMMENDED PICKUPS
24153	***Fits:*** *Stock Oil Pumps or Moroso GM LS Series High Volume Race Pump* ***No. 22120***
24154	***Fits:*** *Stock Oil Pumps or Moroso GM LS Series High Volume Race Pump* ***No. 22120,*** *requires GM Part No. 19202609 windage tray and GM main cap mounting hardware*

REQUIRES THESE GM PARTS FOR INSTALLATION

GM PART#	DESCRIPTION
12570788	Dipstick
12570787	Dipstick Tube



GM LS COPO CAMARO '16-UP, -16AN EXT. P/U

Aluminum Wet Sump, 7 Quart Capacity, 7-½" Deep
Engine Application: GM LS Series
Fits: COPO Camaro '16-up and rear sump applications (check measurements)



- Features trap door baffle assembly, anti-climb baffle and anti-slosh baffle to keep oil contained in the oil pump pickup area during Drag Racing
- Oil pan has a thick aluminum rail with a fabricated aluminum sump
- Clears 4.25" stroke with most steel rods and can be used with Moroso Part **Nos. 22941, 22943** or O.E.M. windage trays Part Nos. 12611129, 19244049, 19202609 - check clearances first
- Features a billet aluminum adapter that allows a 22mm thread Moroso **No. 22463** or O.E.M. oil filter to be mounted in the stock location, no need to run a remote oil filter
- Features a billet aluminum spin-on oil filter adapter with a ¼" N.P.T. sensor port that accepts a 22mm thread Moroso Part **No. 22463** or O.E.M. spin-on oil filter

No. 21157





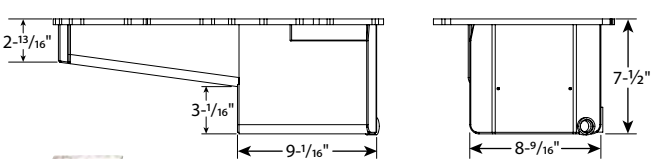
PART #	DESCRIPTION
21157	Oil Pan, GM LS, Drag Race, COPO Camaro '16-up, -16AN Ext. P/U

PART #	AVAILABLE OPTIONS
23962	Fitting, -16AN Male to -16AN Male, External Screen
23963	Fitting, -12AN Male to -16AN Male External Screen
93152	Oil Pan Gasket, One Piece Design, Steel Reinforced GM LS Series (Except LS7 & LS9)
38541	Oil Pan Stud Kit
22463	Racing Oil Filter
71162	Dust Shield for Moroso & Aftermarket Oil Pans
22941	Windage Tray, GM Studs
22943	Windage Tray, ARP Studs
23707	Spin-On Oil Filter Adapter, 90 Degree Remote NEW!
23711	Spin-On Oil Filter Adapter, Sideways Mount
23713	Spin-On Oil Filter Adapter, External Input Inlet, Outbound Rail NEW!

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REQUIRES THESE GM PARTS FOR INSTALLATION

GM PART#	DESCRIPTION
12570788	Dipstick
12570787	Dipstick Tube



GM LS SERIES, FRONT SUMP SWAP

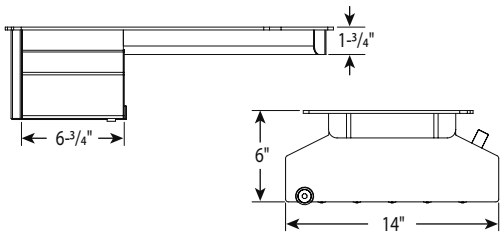
Steel, Wet Sump, 6.5 Quart Capacity, 6" Deep, Baffled
Engine Application: GM LS Series
Fits: LS Engine Conversions that require a Front Sump (Check Measurements)





No. 20146

- Oil pan has a thick precision laser cut steel rail with a clear zinc finish
- Clears 4.25" stroke with most steel rods
- 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
- Two straight –10AN ports for remote filter installation
- Dipstick Fitting for required oil pan mounted dipstick
- Magnetic Drain Plug

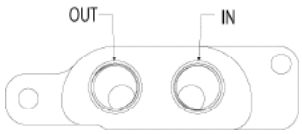


PART #	DESCRIPTION
20146	Oil Pan, GM LS, Front Sump Swap, Race Baffled, Fully Fabricated, Steel

PART #	AVAILABLE OPTIONS
22120	Oil Pump GM LS, Race
22605	-10AN to -10AN Fittings
23707‹›	Spin-On Oil Filter Adapter, 90 Degree Remote NEW!
23711	Spin-On Oil filter Adapter, Sideways Mount
23712	Spin-on Oil Filter Adapter
24890	GM LS Oil Pump Flange Reinforcement
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 for Moroso & Aftermarket Oil Pans
93152	Oil Pan Gasket, One Piece Design, Steel Reinforced, GM LS Series (Except LS7 & LS9)

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PART #	RECOMMENDED PICKUP
24052	***Fits:*** *Stock Oil Pumps Or Moroso GM LS Series High Volume Race Pump* ***No. 22120***



No. 23688

Remote Oil Filter Adapter, GM LS Series, Included with **No. 20146**

GM LS SERIES, FRONT SUMP SWAP, SPIN-ON OIL FILTER ADAPTER

Steel, Wet Sump, 6.5 Quart Capacity, 6" Deep, Baffled
Engine Application: GM LS Series
Fits: LS Engine Conversions that require a Front Sump Oil Pan with a Spin-On Filter provision (Check Measurements)



No. 20138





- Oil pan has a thick precision laser cut steel rail with a clear zinc finish
- Clears 4.25" stroke with most steel rods
- 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
- Features a billet aluminum adapter that allows a 22mm thread Moroso **No. 22463** or O.E.M. oil filter to be mounted in the stock location, no need to run a remote oil filter
- Included billet aluminum oil filter adapter has a ¼" N.P.T. sensor port
- Dipstick Fitting for required oil pan mounted dipstick

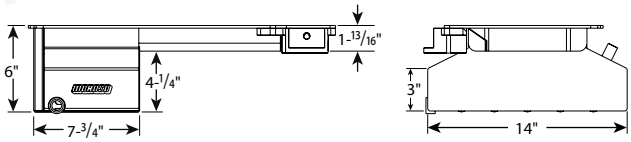
PART#	DESCRIPTION
20138	Oil Pan, Steel, GM LS, Front Sump Swap, Race Baffled, Fully Fabricated, Spin-On Oil Filter Adapter

PART #	RECOMMENDED PICKUP
24052	***Fits:*** *Front Sump For Stock Oil Pumps or Moroso LS Series High Volume Race Pump* ***No. 22120***

⚠ WARNING Prop. 65
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PART#	AVAILABLE OPTIONS
22120	Oil Pump GM LS, Race
22463	Oil Filter, Moroso Racing
23707‹›	Spin-On Oil Filter Adapter, 90 Degree Remote NEW!
23711	Spin-On Oil Filter Adapter, Sideways Mount
23712	Spin-On Oil Filter Adapter
24890	GM LS Oil Pump Flange Reinforcement

PART#	AVAILABLE OPTIONS
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 for Moroso & Aftermarket Oil Pans
93152	Oil Pan Gasket, One Piece Design, Steel Reinforced, GM LS Series (Except LS7 & LS9)



GM LS, EARLY F-BODY, ROAD RACE BAFFLED

Steel, Wet Sump, 7 Quart Capacity
Early F-Body/Swap
Engine Application: GM LS Series
Fits: '67-'15 Camaro/Firebird, '68-'78 Nova,'65-'72 Chevelle, '53-'96 Corvette, '78-'88 G-Body and GM S10/S15 Two Wheel Drive Blazer/Truck. Can also be used in additional applications; check dimensions for clearance

AVAILABLE IN SPIN ON AND REMOTE OIL FILTER VERSIONS



No. 20142





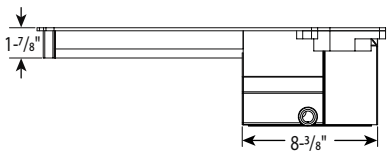


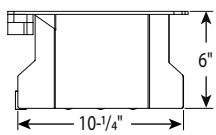
No. 20148

- *Two versions available:*
  No. 20142 has a Billet Aluminum Spin-on Oil Filter Adapter that accepts a 22mm thread. Moroso **No. 22463** or O.E.M. oil filter to be mounted in the stock location, clears 4.25" stroke
  No. 20148 has a Billet Aluminum Remote Oil Filter Adapter that has two straight -10AN ports for remote filter installation, clears 4.25 stroke
- Oil pan has a thick precision laser cut steel rail and a clear zinc finish
- 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
20142	Oil Pan, GM LS, Early/Swap F-Body Race Baffled, Spin-on Oil Filter Adapter that accepts 22mm thread Moroso **No. 22463** or O.E.M. oil filter
20148	Oil Pan GM LS Early/Swap F-Body Race Baffled, Remote Oil Filter Adapter that accepts -10AN to -10AN Fittings

PART #	RECOMMENDED PICKUP
24050	***Fits:*** *Stock Oil Pumps or Moroso GM LS Series High Volume Race Pump* ***No. 22120***





PART #	AVAILABLE OPTIONS
22120	Oil Pump GM LS, Race
22463	Oil Filter for Part **No. 20142** Only
22941	Windage Tray, GM Studs
22943	Windage Tray, ARP Studs
22605	-10AN to -10AN Fittings, For Part **No. 20148** Only
23707	Spin-On Oil Filter Adapter, 90 Degree Remote NEW!
23711	Spin-On Oil Filter Adapter, Sideways Mount
23713	Spin-On Oil Filter Adapter, External Input Inlet, Outbound Rail NEW! For **Part No. 20142** Only
24890	GM LS Oil Pump Flange Reinforcement
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)

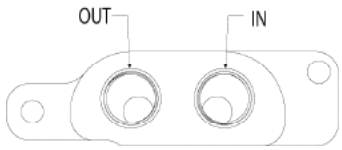
WARNING Prop. 65
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No. 20142
Spin-on Oil Filter Adapter



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, SWAP, ROAD RACE BAFFLED

Steel, Wet Sump, 7 Quart Capacity
Engine Conversion Race Baffled, Angled Sump, Fully Fabricated Steel Oil Pan
Engine Application: GM LS Series
Fits: '67-'15 Camaro/Firebird, '68-'78 Nova, '65-'72 Chevelle, '53-'96 Corvette, '78-'88 G-Body and GM S10/S15 Two Wheel Drive Blazer/Truck. Can also be used in additional applications; check dimensions for clearance

AVAILABLE IN SPIN ON AND REMOTE OIL FILTER VERSIONS



No. 20143



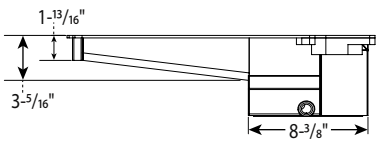
- *Two versions available:*
  No. 20143 has a Billet Aluminum Spin-On Oil Filter Adapter that accepts a 22mm thread. Moroso **No. 22463** or O.E.M. oil filter to be mounted in the stock location, clears 4.25" stroke
  No. 20149 has a Billet Aluminum Remote Oil Filter Adapter that has two straight -10AN ports for remote filter installation, clears 4.25 stroke
- Oil pan has a thick precision laser cut steel rail and a clear zinc finish
- Features a race proven diamond shape four trap door assembly and anti-slosh baffle that keeps oil contained in oil pump pickup 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

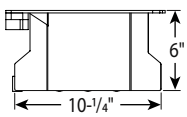


No. 20149

PART #	DESCRIPTION
20143	Oil Pan, GM LS, Engine Conv. Race Baffled, Angled Sump, Spin-on Oil Filter Adapter that accepts 22mm thread Moroso **No. 22463** or O.E.M. oil filter
20149	Oil Pan, GM LS, Engine Conv. Race Baffled, Angled Sump, Remote Oil Filter Adapter that accepts -10AN to -10AN Fittings

PART #	RECOMMENDED PICKUP
24050	***Fits:*** *Stock Oil Pumps or Moroso GM LS Series High Volume Race Pump* ***No. 22120***





Part #	AVAILABLE OPTIONS
22120	Oil Pump GM LS, Race
22463	Oil Filter for Part **No. 20143** Only
22941	Windage Tray, GM Studs
22943	Windage Tray, ARP Studs
22605	-10AN to -10AN Fittings, For Part **No. 20149** Only
23707	Spin-On Oil Filter Adapter, 90 Degree Remote NEW!
23711	Spin-On Oil Filter Adapter, Sideways Mount
23713	Spin-On Oil Filter Adapter, External Input Inlet, Outbound Rail NEW!
24890	GM LS Oil Pump Flange Reinforcement
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)

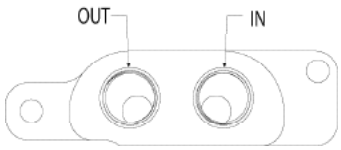
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No. 20143
Spin-on Oil Filter Adapter



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.*

GM LS EARLY F-BODY ROAD RACED BAFFLED

Aluminum, Wet Sump, 7 Quart Capacity, 6" Deep Sump
Fits: '67-'15 Camaro/Firebird, '68-'78 Nova, '65-'72 Chevelle, '53-'96 Corvette, '78-'88 G-Body and GM S10/S15 Two Wheel Drive Blazer/Truck. Can also be used in additional applications; check dimensions for clearance



No. 21152

- Features a race proven diamond shape four trap door assembly and anti-slosh baffle that keeps oil contained in oil pump pickup area during road racing and drag racing
- Oil pan has a thick aluminum rail with a fabricated aluminum sump
- Clears 4.25" stroke with most steel rods and can be used with Moroso Part **Nos. 22941** and **22943** Windage Tray
- Features a billet aluminum adapter that allows a 22mm thread Moroso **No. 22463** or O.E.M. oil filter to be mounted in the stock location, no need to run a remote oil filter
- Included billet aluminum oil filter adapter has a ¼" N.P.T. sensor port
- Uses stock dipstick



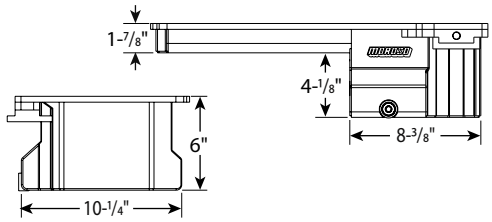
PART #	DESCRIPTION
21152	Oil Pan, Aluminum, GM LS, EARLY F-BODY Race Baffled

PART #	RECOMMENDED PICKUP
24050	***Fits:*** *Stock Oil Pumps or Moroso GM LS Series High Volume Race Pump* ***No. 22120***



PART #	AVAILABLE OPTIONS
22120	Oil Pump GM LS, Race
23688	Remote Oil Filter Adapter, GM LS
23707‹›	Spin-On Oil Filter Adapter, 90 Degree Remote NEW!
23711	Spin-On Oil filter Adapter, Sideways Mount
93152	Oil Pan Gasket, GM LS Series (Except LS7 & LS9)
38541	Oil Pan Stud Kit
22463	Racing Oil Filter
24890	GM LS Oil Pump Flange Reinforcement
71162	Dust Shield for Moroso & Aftermarket Oil Pans
22941	Windage Tray, GM Studs, Louvered, LS Engine
22943	Windage Tray, ARP Studs, Louvered, LS Engine

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GM LS, SWAP, ROAD RACE BAFFLED

Aluminum, Wet Sump, 7 Quart Capacity, 6" Deep
Engine Application: GM LS Series
Fits: '67-'15 Camaro/Firebird, '68-'78 Nova, '65-'72 Chevelle, '53-'96 Corvette, '78-'88 G-Body and GM S10/S15 Two Wheel Drive Blazer/Truck Can also be used in additional applications; check dimensions for clearance

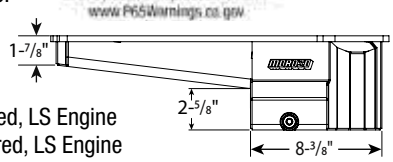


No. 21159

- Oil pan has a thick aluminum rail with a fabricated aluminum sump
- Clears 4.25" stroke with most steel rods and can be used with Moroso **Nos. 22941** and **22943** Windage Tray
- Features a race proven diamond shape four trap door assembly and anti-slosh baffle that keeps oil contained in oil pump pickup 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
- Features a billet aluminum adapter that allows a 22mm thread Moroso **No. 22463** or O.E.M. oil filter to be mounted in the stock location, no need to run a remote oil filter
- Included billet aluminum oil filter adapter has a ¼" N.P.T. sensor port
- Uses stock dipstick



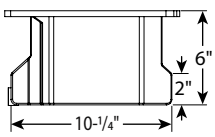
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PART #	DESCRIPTION
21159	Oil Pan, GM LS, Engine Conversion, Race Baffled, Aluminum Angled Sump

PART #	RECOMMENDED PICKUP
24050	***Fits:*** *Stock Oil Pumps or Moroso GM LS Series High Volume Race Pump* ***No. 22120***

PART #	AVAILABLE OIL PAN OPTIONS
22941	Windage Tray, GM Studs, Louvered, LS Engine
22943	Windage Tray, ARP Studs, Louvered, LS Engine
23688	Remote Oil Filter Adapter, GM LS
23707‹›	Spin-On Oil Filter Adapter, 90 Degree Remote NEW!
23711	Spin-On Oil filter Adapter, Sideways Mount
38541	Oil Pan Stud Kit
93152	Oil Pan Gasket, GM LS Series (Except LS7 & LS9)



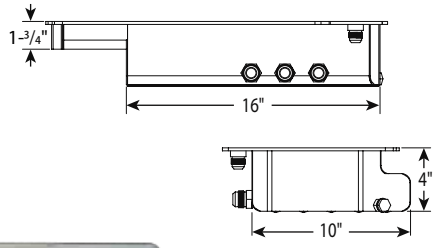
GM LS SERIES

Steel, Dry Sump, Fully Fabricated Steel



No. 21155





- For GM LS Series Engine Blocks
- Has versatile 3 scavenge –12AN 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 3⁄16" thick precision laser cut steel rail with a 14 gauge steel sump to stand up to the toughest racing conditions
- Clears 4.25" stroke with most steel rods
- Wrap around Anti-Slosh Baffle
- Has a –10AN male fitting for a oil return

PART #	DESCRIPTION
21155	Oil Pan, Fully Fabricated Steel left side pickups
21156	Oil Pan, Fully Fabricated Steel right side pickups

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)



No. 21156

GM LS OIL PAN & PICKUP ACCESORIES

GM LS OIL PUMP FLANGE REINFORCEMENT

- Based on customer inquiries, this product is for the individual who would like their O.E.M. or aftermarket oil pump pick up to be secured in two locations
- Flange reinforcement is installed by screwing in the supplied hardware into the unused screw hole in the Moroso, GM or Melling LS oil pump
- Can be installed without removing an already installed oil pump pickup

PART #	DESCRIPTION
24890	GM LS Oil Pump Flange Reinforcement





No. 24890

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

DART LS NEXT, NON SKIRTED

Steel, Wet Sump, 7 Quart Capacity, Baffled
Engine Application: Dart LS Next Engine Blocks
Fits: '67-'92 Camaro, '68-'78 Nova, '65-'72 Chevelle, '53-'96 Corvette, '78-'88 G-Body, and GM S10/S15 Two Wheel Drive Blazer/Truck

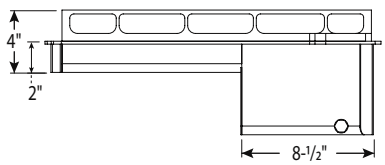


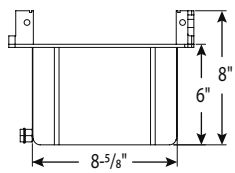
No. 20144





- Kit includes Dart LS Next oil pan and Moroso **No. 22934**, Billet Aluminum Spacers with mounting hardware
- Oil pan has a 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
- Clears 4.25" 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	***Fits:*** *Moroso Dart Next LS Oil Pump* ***No. 22118***

PART #	AVAILABLE OPTIONS
22118	Dart LS Next, LS SHP Oil Pump NEW!
24890	GM LS Oil Pump Flange Reinforcement
93152	Oil Pan Gasket, One Piece Design, Steel Reinforced, GM LS Series (Except LS7 & LS9)

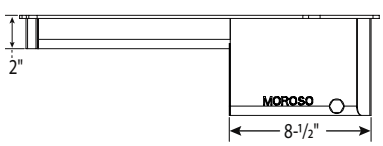
DART LS NEXT, NON SKIRTED

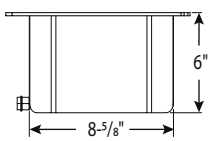
Steel, Wet Sump, 7 Quart Capacity, 6" Deep, Baffled
Engine Application: Dart LS Next Non-skirted Engine Blocks with Moroso Billet Aluminum Spacer Kit
Fits: '67-'92 Camaro, '68-'78 Nova, '65-'72 Chevelle,'53-'96 Corvette, '78-'88 G-Body, and GM S10/S15 Two Wheel Drive Blazer/Truck



No. 20151









- Pan does not include Moroso Oil Pan Spacer Kit **No. 22934**
- Oil pan has a 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
- Clears 4.25" stroke with most steel rods

PART #	DESCRIPTION
20151	Oil Pan, DART LS NEXT, Fully Fabricated Steel

PART #	RECOMMENDED PICKUP
24144	***Fits:*** *Moroso Dart Next LS Oil Pump* ***No. 22118***

PART #	AVAILABLE OPTIONS
22118	Dart LS Next, LS SHP Oil Pump NEW!
22934	Oil Pan Spacer Kit
24890	GM LS Oil Pump Flange Reinforcement
93152	Oil Pan Gasket, One Piece Design, Steel Reinforced, GM LS Series (Except LS7 & LS9)

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

DART LS NEXT GEN 3 SKIRTED BLOCK, EARLY F-BODY, REAR SUMP, RACE BAFFLED

NEW!

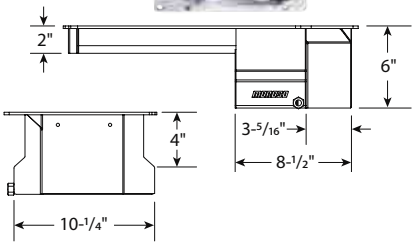
Steel, Wet Sump, 7 Quart Capacity
Early F-Body/Swap
Engine Application: Dart LS Next Gen 3 Skirted Block
Fits: '67-'92, '10-'15 Camaro, '68-'78 Nova, '65-'72 Chevelle, '53-'96 Corvette, '78-'88 G-Body, and GM S10/S15 Two Wheel Blazer/Truck, can also be used in additional applications; check dimensions for clearance



No. 20152

- Oil pan has a thick precision laser cut steel rail specifically designed for the LS Next Gen 3 Skirted Engine Block, fabricated steel sump with a clear zinc finish
- Clears a 4.25" stroke and has a 7 Quart Capacity
- Features a race proven three trap door assembly and anti-slosh baffle that keeps oil contained in oil pump pickup area during road racing and drag racing
- Has a removable windage tray for horsepower savings and oil control, please note that engine block mounted windage trays are not needed and will interfere
- Includes a Billet Aluminum Spin-On Oil Filter Adapter that accepts a 22mm thread Moroso **No. 22463** or O.E.M. oil filter
- Designed to be used with GM F-Body 98-02 dipstick tube GM Part No. 12628771 and dipstick GM Part No. 12551581





PART #	DESCRIPTION
20152	Oil Pan, Steel, Dart LS Next Gen 3 Skirted Block, Early/Swap F-Body Race Baffled

PART #	RECOMMENDED PICKUP
24152	*Fits: Moroso Dart Next LS Oil Pump* **No. 22118** NEW!

PART #	AVAILABLE OPTIONS
22118	Dart LS Next, LS SHP Oil Pump NEW!
24890	GM LS Oil Pump Flange Reinforcement

GM LT SERIES, REAR SUMP SWAP

Aluminum, Wet Sump, 5 Quart Capacity, 5-7/8" Deep
Engine Application: GM LT Series
Fits: LT Engine Conversions that require a Rear Sump (Check Measurements)

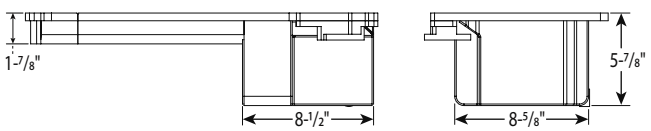


No. 20155





- Due to the O.E.M. GM LT oil pans having the oil pump pickup built into the oil pan, our LT oil pan has a thick billet aluminum O-ringed rail incorporates a removable pickup, 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
- Features a trap door baffle and a removable windage tray that wraps around the oil pump pickup 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
- The included dip stick bung is designed to be used with GM Part # 12652951 Dipstick Tube and 12643278 Dipstick



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

PART#	AVAILABLE OPTIONS
22463	Oil Filter, Moroso Racing

DRAG RACE

GM LT COPO CAMARO '16-UP

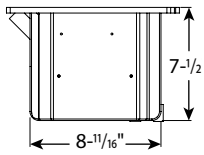
Aluminum Wet Sump, 7 Quart Capacity, 7-½" Deep
Engine Application: GM LT Series
Fits: COPO Camaro '16-Up and rear sump applications (check measurements)

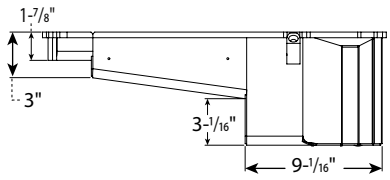


No. 21154



- Due to the O.E.M. GM LT oil pans having the oil pump pickup built into the oil pan, our LT oil pan has a thick billet aluminum O-ringed rail that incorporates a removable pickup, 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
- Trap door baffle assembly, anti-climb baffle and anti-slosh baffle to keep oil contained in the oil pump pickup area during Drag Racing
- Removable windage tray that wraps around the oil pump pickup for horsepower savings and to keep oil contained in the oil pump pickup area during Drag Racing
- Billet aluminum adapter allows a 22mm thread Moroso **No. 22463** or O.E.M. oil filter to be mounted in the stock location, no need to run a remote oil filter
- Included billet aluminum oil filter adapter has a ¼" N.P.T. sensor port
- The included dip stick bung is designed to be used with GM Part # 12652951 Dipstick Tube and 12643278 Dipstick





PART #	DESCRIPTION
21154	Oil Pan, GM LT, Drag Race, COPO Camaro '16-up

STREET / STRIP

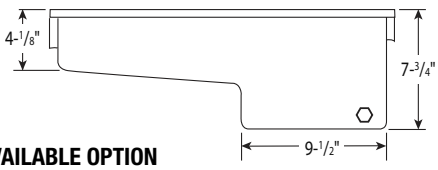
CHEVROLET BIG BLOCK

Steel, Wet Sump, 5 Quart Capacity, 7-¾" Deep
Engine Application: Stock Replacement for GM Stock 2 or 4-Bolt Main Blocks
Fits: Most Chassis w/Mark IV Engines

No. 20449







- Can be used with GM 2-bolt and 4-bolt blocks
- Anti-slosh internal baffling
- Accepts up to a 4.0" 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
23030	Windage Tray (may require some modification)
23010	Oil Pan Baffle
25830	Crank Scraper
38361	Oil Pan Fastener Kit, BBC Race Pans
93153	Oil Pan Gasket, One Piece Design, Steel Reinforced, BBC Mark IV, notched for stroker cranks

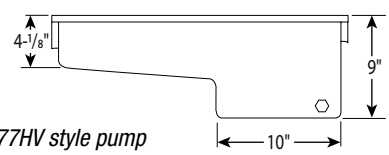
CHEVROLET BIG BLOCK

Steel, Wet Sump, 7 Quart Capacity, 9" Deep
Engine Application: Mark IV style (except Gen V and Gen VI)
Fits: Most chassis except '62-'67 Chevy II, V8 Vega/Monza and '55-'57 Chevy

No. 20451



- Stock style baffle
- Accepts up to a 4.25" stroke with steel rods and a 4.090" stroke with 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



PART #	AVAILABLE OPTIONS
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, 8 Quart Capacity, 9-¾" Deep
Engine Application: Mark IV style (except Gen V and Gen VI)
Fits: Most chassis except '62-'67 Chevy II, V8 Vega/Monza and '55-'57 Chevy



No. 20460

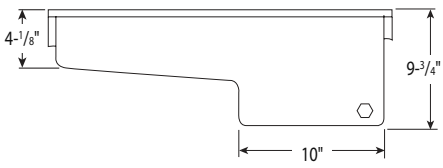
- Stock style baffle
- Accepts up to a 4.25" stroke with steel rods and a 4.090" stroke with aluminum rods
- Compatible with most starter/flywheel combinations



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



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 '62-'67 Chevy II, V-8 Vega/Monza, and '55-'57 Chevy)



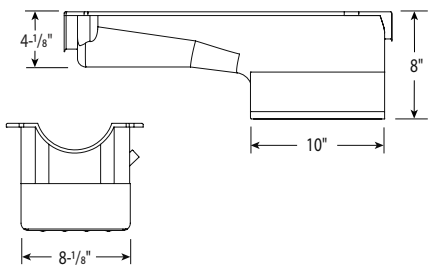
No. 20408

- 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
- Accepts up to a 4.25" stroke with steel rods and a 4.090" stroke with 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. 22149, 22150, 22159, 22160, 22162*** *or M77/M77HV style pump*
24445	***Fits:*** *Stock Oil Pumps, Moroso BBC Race Pump* NEW! ***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
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
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*

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 '62-'67 Chevy II, V8 Vega/Monza and '55-'57 Chevy



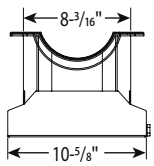
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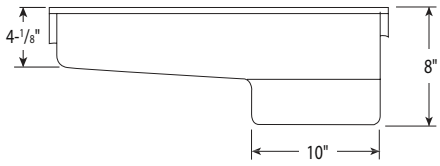
- Kicked-out sump
- Trap door baffling for improved oil control
- Accepts up to a 4.25" stroke with steel rods and a 4.090" stroke with aluminum rods
- Compatible with most starter/flywheel combinations

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*
24445	***Fits:*** *Stock Oil Pumps, Moroso BBC Race Pump* NEW! ***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

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

PART #	AVAILABLE OPTIONS
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

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 '62-'67 Chevy II, V8 Vega/Monza and '55-'57 Chevy



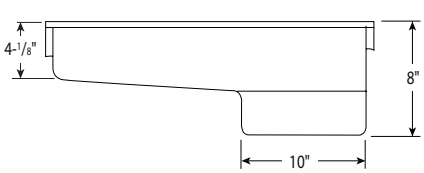
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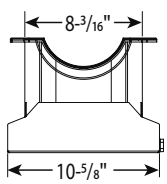
- Kicked-out sump and crank scraper
- Uni-directional windage screen
- Rear anti-climb baffle
- Trap door baffling for improved oil control
- Accepts up to a 4.25" stroke with steel rods and a 4.090" stroke with aluminum rods
- Compatible with most starter/flywheel combinations

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*
24445	***Fits:*** *Stock Oil Pumps, Moroso BBC Race Pump* NEW! ***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
23010	Oil Pan Baffle
25970	Universal Dipstick Kit
25971	Universal Dipstick Kit, Braided Stainless Flex Tube
25973	Universal Dipstick Kit, Twist Lock

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

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

CHEVROLET BIG BLOCK

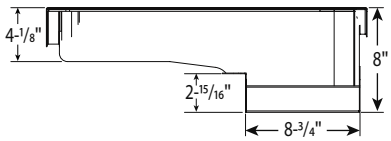
Steel, Wet Sump, 6 Quart Capacity, 8" Deep
Engine Application: Mark IV style (except Gen V and Gen VI)
Fits: Most chassis including '65-'72 Chevelle, Cutlass, Skylark, Tempest and GTO, except '62-'67 Chevy II, V8 Vega/Monza and '55-'57 Chevy



No. 20412

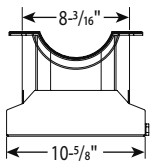


- Clears rear steer center links in GM A-Body cars
- Rear sump has been shortened 1-¼" for additional cross-member clearance
- Trap door baffling for improved oil control
- Accepts up to a 4.25" stroke with steel rods and a 4.090" stroke with aluminum rods
- Compatible with most starter/flywheel combinations



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*
24445	***Fits:*** *Stock Oil Pumps, Moroso BBC Race Pump* ***Nos. 22149, 22150, 22159, 22160, 22162*** *or M77/M77HV style pump* NEW!



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*

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

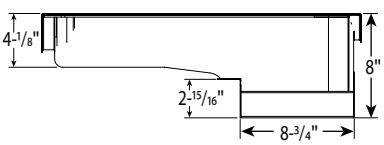
Steel, Wet Sump, 6 Quart Capacity, 8" Deep
Engine Application: Mark IV style (except Gen V and Gen VI)
Fits: Most chassis including '65-'72 Chevelle, Cutlass, Skylark, Tempest and GTO, except '62-'67 Chevy II, V8 Vega/Monza and '55-'57 Chevy



No. 20416

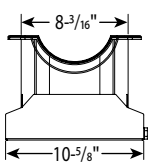


- Clears rear steer center links in GM A-Body cars
- Trap door baffling and an anti-climb baffle for oil control under hard acceleration and de-acceleration
- Accepts up to a 4.25" stroke with steel rods and a 4.090" stroke with aluminum rods
- Features a crank scraper and uni-directional windage tray for horsepower
- Compatible with most starter/flywheel combinations



PART #	DESCRIPTION
20416	Oil Pan, Steel, Clear Zinc, Rear Sump, Windage 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*
24445	***Fits:*** *Stock Oil Pumps, Moroso BBC Race Pump* ***Nos. 22149, 22150, 22159, 22160, 22162*** *or M77/M77HV style pump* NEW!



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*

PART #	AVAILABLE OPTIONS
25970	Universal Dipstick Kit
25971	Universal Dipstick Kit, Braided Stainless
25973	Universal Dipstick Kit, Twist Lock
93153	Oil Pan Gasket, One Piece Design, Steel Reinforced, BBC Mark IV, notched for stroker cranks

STREET / STRIP

CHEVROLET BIG BLOCK

Steel, Wet Sump, 7 Quart Capacity, 9" Deep
Engine Application: Mark IV style (except Gen V and Gen VI)
Fits: '62-'67 Chevy II (without power steering) and
'55-'57 Chevys; transmission must be in stock location



- Notched rear sump clears steering linkage
- Accepts up to a 4.25" stroke with steel rods and a 4.090" stroke with aluminum rods
- Compatible with most starter/flywheel combinations

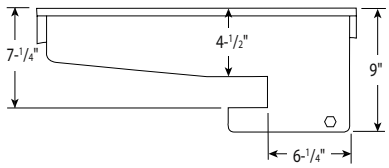
No. 20431



PART #	DESCRIPTION
20431	Oil Pan, Steel, Clear Zinc, Street Performance, Deep Sump, Core Based

PART #	RECOMMENDED PICKUP
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



DRAG RACE

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 up to a 4.75" stroke with steel rods and a 4.5" stroke with aluminum rods
- Anti-slosh baffling
- Compatible most starter/flywheel combinations



No. 20406

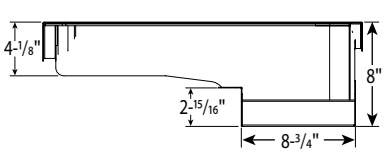
PART #	DESCRIPTION
20406	Oil Pan, Steel, Clear Zinc, Deep Sump, Core Based

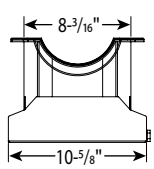
PART #	RECOMMENDED PICKUPS
24440	***Fits:*** *Moroso BBC Race Pump* ***Nos. 22149, 22150, 22159, 22160, 22162*** *or M77/M77HV style pump*
24441*	***Fits:*** *Moroso BBC Race Pump* ***Nos. 22149, 22150, 22159, 22160, 22162*** *or M77/M77HV style pump*
24445	***Fits:*** *Stock Oil Pumps, Moroso BBC Race Pump* NEW! ***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





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

Phone: 203.453.6571 • Fax: 203.453.6906 • Tech Support: 203.458.0542 • 203.458.0546

CHEVROLET BIG BLOCK

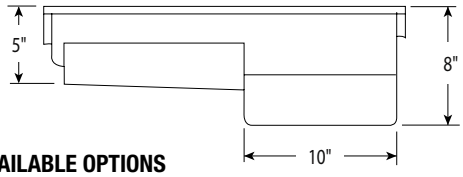
Steel, Wet Sump, 6 Quart Capacity, 8" Deep
Engine Application: Mark IV style (except Gen V and Gen VI)
Fits: Most chassis (may require cross-member modification)



No. 20405



- Kicked-out sump
- Trap door baffling for improved oil control
- Modified front sump to accept larger stroke
- Accepts up to a 4.75" stroke with steel rods and a 4.5" stroke 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*	***Fits:*** *Moroso BBC Race Pump* ***Nos. 22149, 22150, 22159, 22160, 22162*** *or M77/M77HV style pump*
24445	***Fits:*** *Stock Oil Pumps, Moroso BBC Race Pump* NEW! ***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

PART #	AVAILABLE OPTIONS
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

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

CHEVROLET BIG BLOCK

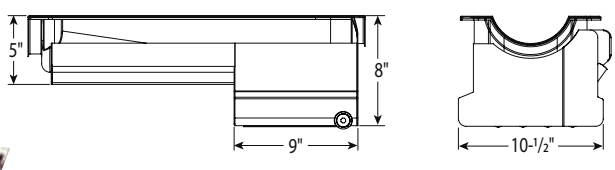
Steel, Wet Sump, 6 Quart Capacity w/ Standard Volume Pump,
7 Quart Capacity w/ High Volume Pump, 8" Deep
Engine Application: Mark IV style (except Gen V and Gen VI)
Fits: Bracket Race cars and Budget Super Stock cars;
Some modifications necessary to fit cross-membered cars



No. 21047



- 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 up to a 4.75" stroke with steel rods and a 4.5" stroke with 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*
24445	***Fits:*** *Stock Oil Pumps, Moroso BBC Race Pump* NEW! ***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

PART #	AVAILABLE OPTIONS
23141	Windage Tray NEW!
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

**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.*

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.



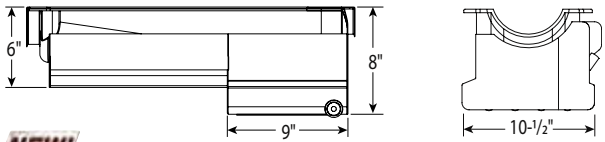
No. 21048

- Core based oil pan
- Kick-out for horsepower savings
- Accepts up to a 4.75" stroke with steel rods and a 4.5" stroke with 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*
24445	***Fits:*** *Stock Oil Pumps, Moroso BBC Race Pump* ***Nos. 22149, 22150, 22159, 22160, 22162*** *or M77/M77HV style pump* NEW!



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*

PART #	AVAILABLE OPTIONS
23138	Windage Tray NEW!
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 4, 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



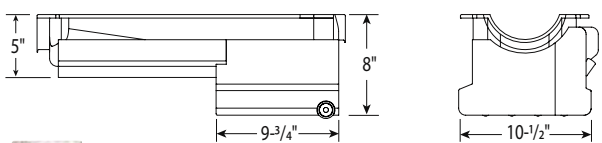
No. 21049

- 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 up to a 4.75" stroke with steel rods and a 4.5" stroke with 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*
24445	***Fits:*** *Stock Oil Pumps, Moroso BBC Race Pump* ***Nos. 22149, 22150, 22159, 22160, 22162*** *or M77/M77HV style pump* NEW!



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*

PART #	AVAILABLE OPTIONS
23142	Windage Tray NEW!
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 4, notched for stroker cranks

CHEVROLET BIG BLOCK

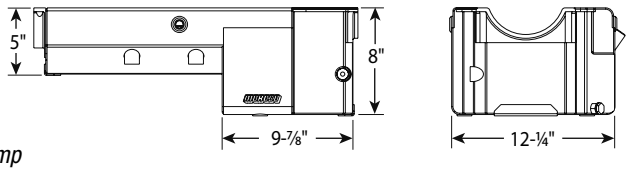
Aluminum, Wet Sump, 6 Quart Capacity w/ Standard Volume Pump, 7 Quart Capacity w/ High Volume Pump, 8" Deep
Engine Application: Mark IV style (except Gen V and Gen VI)
Fits: Competition Eliminator, Super Gas, Super Comp and Bracket cars. Installation may require modifications to cross-member; check dimensions 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
- 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
- Features one O-ring magnetic drain plug and two -8AN drain backs
- Accepts 4.75" stroke with aluminum rods



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*
24445	***Fits:*** *Stock Oil Pumps, Moroso BBC Race Pump* ***Nos. 22149, 22150, 22159, 22160, 22162*** *or M77/M77HV style pump* NEW!

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
23139	Windage Tray, Old Style NEW!
23140	Windage Tray, New Style NEW!
25970	Universal Dipstick Kit
25971	Universal Dipstick Kit, Braided Stainless Flex Tube
25973	Universal Dipstick Kit, Twist Lock
62255	Wrench, Oil Pan T-Handle, ½", 6 PT
38361	Oil Pan Fastener Kit, BBC Race Pans
93156	Oil Pan Gasket, 4 Piece Design, BBC IV, w/ Race Bolt Pattern

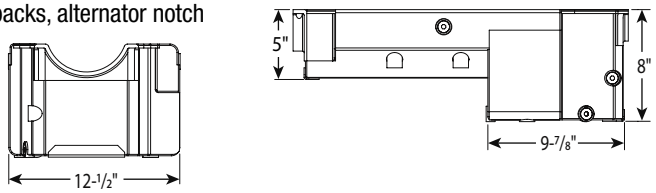
CHEVROLET BIG BLOCK

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
- 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 one O-ring magnetic drain plug, 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 #	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

PART #	AVAILABLE OPTIONS
23140	Windage Tray, New Style NEW!
62255	Wrench, Oil Pan T-Handle, ½", 6 PT
38361	Oil Pan Fastener Kit, BBC Race Pans
93156	Oil Pan Gasket, 4 Piece Design, BBC IV, With Race Bolt Pattern

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*
24445	***Fits:*** *Stock Oil Pumps, Moroso BBC Race Pump* NEW! ***Nos. 22149, 22150, 22159, 22160, 22162*** *or M77/M77HV style pump*

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

BBC MARK IV, -16 AN EXTERNAL PICKUP

Aluminum, Wet Sump, 7 Quart Capacity, 8" Deep
Engine Application: BBC 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



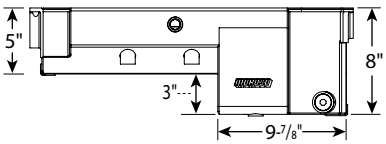
No. 20486

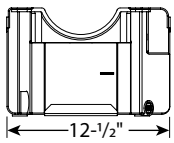




- Designed to be used with an External Oil Pump, oil pan has a sump mounted billet aluminum pickup that accepts a -16AN Male Fitting
- Fully fabricated aluminum with billet end seals to ensure consistent sealing surface to billet front covers and rear main caps
- Utilizes "race" pan rail bolt pattern, recommended oil pan gasket, Moroso **No. 93156**
- Double kick-out design ensures up to 4.75" stroke with aluminum rods, wide main cap clearance and maximum horsepower
- Full length solid louvered windage tray with main cap partitions for maximum power and oil control
- Features one O-ring magnetic drain plug, two –8AN drain backs, alternator notch
- For use with 168-tooth flywheel combination

PART #	DESCRIPTION
20486	Oil Pan, BBC Mark IV, Aluminum Divided Tray, External –16 AN Pickup





PART #	AVAILABLE OPTIONS
23140	Windage Tray, New Style NEW!
62255	Wrench, Oil Pan T-Handle, ½", 6 PT
38361	Oil Pan Fastener Kit, BBC Race Pans
93156	Oil Pan Gasket, 4 Piece Design, BBC IV, With Race Bolt Pattern

CHEVROLET BIG BLOCK

Steel, Wet Sump, 7 Quart Capacity, 7-¾" Deep
Engine Application: Mark IV style (except Gen V and Gen VI)
Fits: Alcohol Funny Car, Dragster, Tractor Pull, Racing Boats and 4x4s



No. 20032

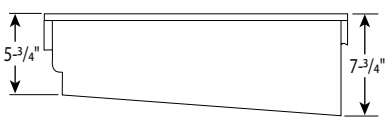


- Core based oil pan, utilizing stock pan rail bolt pattern
- Box design sump for high capacity applications
- Accepts up to a 4.5" stroke with steel rods and a 4.25" stroke with aluminum rods
- Solid louvered tray for increased oil control
- For use with 168 and 153-tooth flywheel combinations

PART #	DESCRIPTION
20032	Oil Pan, Steel, Clear Zinc

PART #	RECOMMENDED PICKUP
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 4, notched for stroker cranks



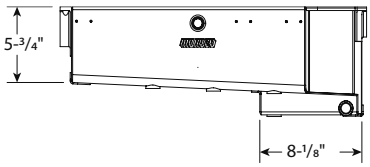
NOTE: *Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.*

CHEVROLET BIG BLOCK

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



No. 21600



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



PART #	DESCRIPTION
21600	Oil Pan, Aluminum, Internal Oil Pump

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*
24445	***Fits:*** *Stock Oil Pumps, Moroso BBC Race Pump* ***Nos. 22149, 22150, 22159, 22160, 22162*** *or M77/M77HV style pump* NEW!

PART #	OIL PUMP/PICKUP PACKAGE
22167	Moroso Billet Aluminum High Volume Oil Pump
22175	Moroso Standard Volume Package
22185	Moroso High Volume Package

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, ½", 6 PT
38361	Oil Pan Fastener Kit, BBC Race Pans
93156	Oil Pan Gasket, 4 Piece Design, BBC IV, With Race Bolt Pattern

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

CHEVROLET BIG BLOCK

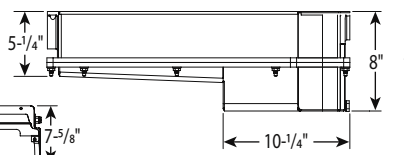
Aluminum, Wet Sump, 6 Quart Capacity w/ Standard Volume Pump, 7 Quart Capacity w/ High Volume Pump, 8" Deep
Engine Application: Mark IV style (except Gen V and Gen VI)
Fits: Top Sportsman, Top Dragster, Pro Mods, needing wet sump and ability for frequent lower-end inspection

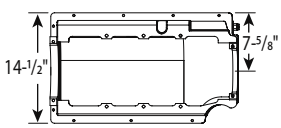


No. 20376



- Fully fabricated, aluminum; utilizes "race" pan rail bolt pattern
- Removable bottom with O-ringed 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





PART #	DESCRIPTION
20376	Oil Pan, Two-piece, Gen IV Block, Mark IV Style

PART #	RECOMMENDED PICKUPS
24440	***Fits:*** *Moroso BBC Race Pump* ***Nos. 22149, 22159*** *or M77/M77HV style pump*
24441*	***Fits:*** *Moroso BBC Race Pump* ***Nos. 22149, 22159*** *or M77/M77HV style pump*
24445	***Fits:*** *Stock Oil Pumps, Moroso BBC Race Pump* ***Nos. 22149, 22150, 22159, 22160, 22162*** *or M77/M77HV style pump* NEW!

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

PART #	REPLACEMENT PART
97319	Square O-Ring
97326	Round O-Ring

PART #	AVAILABLE OPTIONS
38361	Oil Pan Fastener Kit, BBC Race Pans
93156	Oil Pan Gasket, 4 Piece Design, BBC IV, With Race Bolt Pattern

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

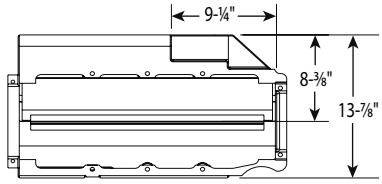
CHEVROLET BIG BLOCK

Aluminum, Dry Sump, 7-½" 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



No. 21581

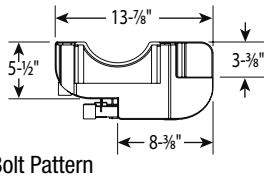
- 7-½" deep for diaper clearance
- Fully fabricated, aluminum
- (4) -12AN female billet aluminum pickups
- Power kick-out design for maximum horsepower
- For use with 153 and 168-tooth flywheel combination
- Billet end seals ensure consistent sealing surface to billet front covers and rear main caps
- Accepts 5.00" stroke with aluminum rods

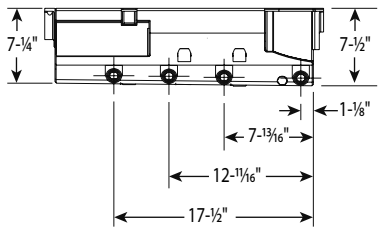




PART #	DESCRIPTION
21581	Oil Pan, Aluminum, 4-Stage

PART #	AVAILABLE OPTIONS
23961	-12AN Filter Pickup Fittings
23963	-16AN Filter Pickup Fittings
38361	Oil Pan Fastener Kit, BBC Race Pans
62255	Wrench, Oil Pan T-Handle, ½", 6 PT
93156	Oil Pan Gasket, 4 Piece Design, BBC IV, With Race Bolt Pattern





NOTE: *Always check dimensions for chassis clearance*

SEE MORE
DRY SUMP PUMP SECTION ON PGS. 132-140

CHEVROLET BIG BLOCK

Steel, Wet Sump, 6.5 Quart Capacity, 8" Deep
Engine Application: Mark IV style (except Gen V and Gen VI)
Fits: Most chassis except '62-'67 Chevy II, V-8 Vega/Monza & '55-'57 Chevy



No. 20420

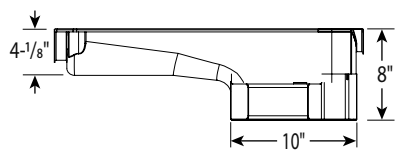
- 3 trap door baffles, 2 runners for oil control in Road Racing, also an excellent Drag Race oil pan
- Accepts up to a 4.25" stroke with steel rods and a 4.090" stroke with aluminum rods
- Has a built in crank scraper, removable screen windage tray, anti-slosh and anti-climb baffles to free up horsepower
- Compatible with most starter/flywheel combinations



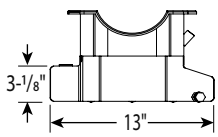
PART #	DESCRIPTION
20420	Oil Pan, Steel, Clear Zinc, Rear Sump, Road Race Baffling, Windage Tray

PART #	RECOMMENDED PICKUP
24440	***Fits:*** *Moroso BBC Race Pump* ***Nos. 22149, 22150, 22159, 22160, 22162*** *or M77/M77HV style pump*
24445	***Fits:*** *Stock Oil Pumps, Moroso BBC Race Pump* ***Nos. 22149, 22150, 22159, 22160, 22162*** *or M77/M77HV style pump* NEW!

PART #	OIL PUMP/PICKUP PACKAGE
22175	Moroso Standard Volume Package or M77 style pump
22185	Moroso High Volume Package or M77HV style pump
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
93153	Oil Pan Gasket, One Piece Design, Steel Reinforced, BBC Mark IV, notched for stroker cranks



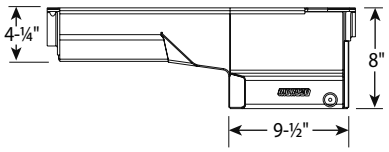
NOTE: *Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.*

CHEVROLET BIG BLOCK

Steel, Wet Sump, 6.25 Quart Capacity, 8" Deep, 10" Long Sump
Engine Application: Gen V/Gen VI
Fits: Most GM Chassis, front steering; including '65-'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 up to a 4.25" stroke with steel rods and a 4.090" stroke with aluminum 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*
24445	***Fits:*** *Stock Oil Pumps, Moroso BBC Race Pump* ***Nos. 22149, 22150, 22159, 22160, 22162*** *or M77/M77HV style pump* NEW!

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*

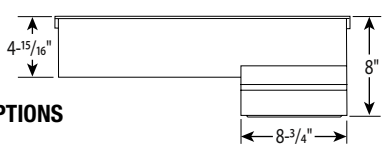
CHEVROLET BIG BLOCK

Steel, Wet Sump, 6 Quart Capacity, 8" Deep
Engine Application: Gen V/Gen VI
Fits: Most GM Chassis, most rear steering; including '64-'72 Chevelle, Cutlass, Skylark, Tempest/GTO



No. 20413





- Kicked-out sump
- Accommodates the stock GM main cap mounted windage tray
- Accepts up to a 4.625" stroke with steel rods and a 4.25" stroke 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*
24445	***Fits:*** *Stock Oil Pumps, Moroso BBC Race Pump* ***Nos. 22149, 22150, 22159, 22160, 22162*** *or M77/M77HV style pump* NEW!

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
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*

CHEVROLET BIG BLOCK

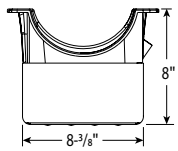
Steel, Wet Sump, 6.5 Quart Capacity, 8" Deep, 10" Long Sump
Engine Application: Gen V and Gen VI
Fits: Most Chassis (except '62-'67 Chevy II, V-8 Vega/Monza, and '55-'57 Chevy)

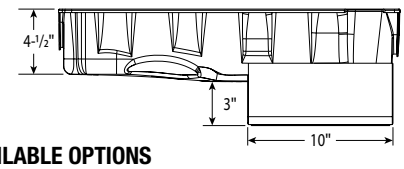
- Designed with a sump that has flat sides to alleviate header clearance problems with some exhaust header brands
- Flat sides eliminate the need to change headers or perform fabrication work to the kicked-out sump of the oil pan
- Accepts up to a 4.25" stroke with steel rods and a 4.090" stroke with 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



No. 20409







PART #	DESCRIPTION
20409	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. 22149, 22150, 22159, 22160, 22162*** *or M77/M77HV style pump*
24445	***Fits:*** *Stock Oil Pumps, Moroso BBC Race Pump* ***Nos. 22149, 22150, 22159, 22160, 22162*** *or M77/M77HV style pump* NEW!

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*

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 V and VI

CHEVROLET BIG BLOCK

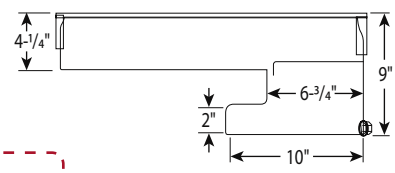
Steel, Wet Sump, 7 Quart Capacity, 9" Deep
Engine Application: Gen V and Gen VI
Fits: '62-'67 Chevy II (without power steering) and '55-'57 Chevys; transmission must be in stock location

- Notched rear sump
- Accepts up to a 4.25" stroke with steel rods and a 4.090" stroke with aluminum rods
- Compatible with most starter/flywheel combinations



No. 20433





PART #	DESCRIPTION
20433	Oil Pan, Steel, Fully Fabricated, Clear Zinc, Street Performance, Deep Sump

PART #	RECOMMENDED PICKUP
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

SEE MORE
WET SUMP PUMP SECTION ON PGS. 119-131

CHEVROLET BIG BLOCK, ROAD RACE BAFFLED

Steel, Wet Sump, 6.5 Quart Capacity, 8" Deep
Engine Application: Gen V/Gen VI
Fits: Most chassis except '62-'67 Chevy II, V-8 Vega/Monza and '55-'57 Chevy



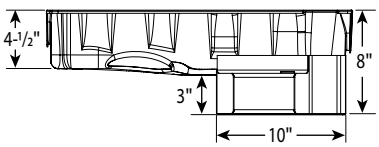
No. 20421

- 3 trap door baffles, 2 runners for oil control in Road Racing, also an excellent Drag Race oil pan
- Accepts up to a 4.25" stroke with steel rods and a 4.090" stroke with aluminum rods
- Has a built in crank scraper, removable screen windage tray, anti-slosh and anti-climb baffles to free up horsepower
- Compatible with most starter/flywheel combinations

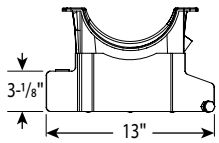


PART #	DESCRIPTION
20421	Oil Pan, Steel, Clear Zinc, Rear Sump, Road Race Baffling, Windage Tray

PART #	RECOMMENDED PICKUPS
24440	***Fits:*** *Moroso BBC Race Pump* ***Nos. 22149, 22150, 22159, 22160, 22162*** *or M77/M77HV style pump*
24445	***Fits:*** *Stock Oil Pumps, Moroso BBC Race Pump* ***Nos. 22149, 22150, 22159, 22160, 22162*** *or M77/M77HV style pump* NEW!



PART #	OIL PUMP/PICKUP PACKAGE
22175	Moroso Standard Volume Package or M77 style pump
22185	Moroso High Volume Package or M77HV style pump
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 V & VI

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



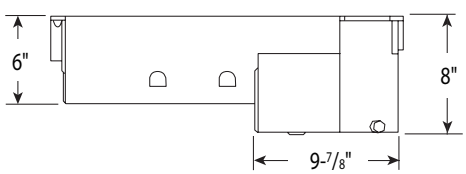
No. 20372

- 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*
24445	***Fits:*** *Stock Oil Pumps, Moroso BBC Race Pump* ***Nos. 22149, 22150, 22159, 22160, 22162*** *or M77/M77HV style pump* NEW!



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

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, ½", 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
Engine Application: Donovan 700, DRC2, Donovan Style blocks with 10" and 10-3/8" wide pan rails and 2-piece rear main seal
Fits: Competition Eliminator, Super Gas, Super Comp and Bracket cars with no cross-member under engine

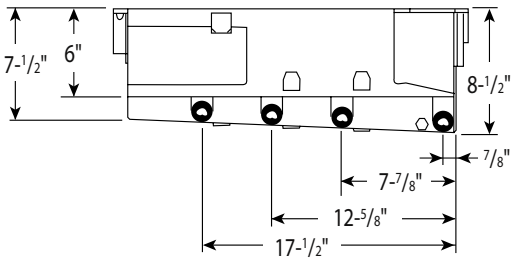


No. 21592



- 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

SEE MORE
OIL PUMP SECTION ON PGS. 119-141



PART #	DESCRIPTION
21592	Oil Pan, Aluminum, 5-Stage, Passenger-Side Starter

PART #	AVAILABLE OPTIONS
23961	-12AN Filter Pickup Fittings
23963	-16AN Filter Pickup Fittings
62255	Wrench, Oil Pan T-Handle, ½", 6 PT
38361	Oil Pan Fastener Kit, BBC Race Pans

DONOVAN, DRC2, MERLIN

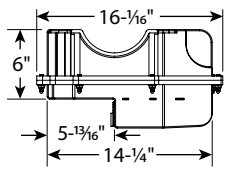
Aluminum, Dry Sump
Engine Application: Donovan 700, DRC2, Donovan Style blocks with 10" and 10-3/8" wide pan rails and 2-piece rear main seal



No. 21598



- Fully fabricated, aluminum
- Removable bottom with o-ring billet flange
- Available with either (3) or (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

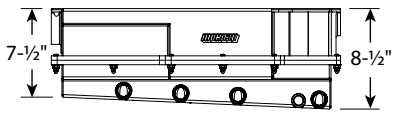


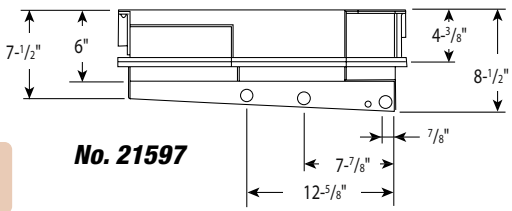
PART #	DESCRIPTION
21597	Oil Pan, Donovan, DRC2, Merlin Big Block, Two Piece, 3 Pickups, Drag Race, Dry Sump
21598	Oil Pan, Donovan, DRC2, Merlin Big Block, Two Piece, 4 Pickups, Drag Race, Dry Sump

PART #	AVAILABLE OPTIONS
23961	-12AN Filter Pickup Fittings
23963	-16AN Filter Pickup Fittings
38361	Oil Pan Fastener Kit, BBC Race Pans

No. 21598

PART #	REPLACEMENT PART
97319	Square O-Ring
97326	Round 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.*

CHRYSLER SMALL BLOCK

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

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

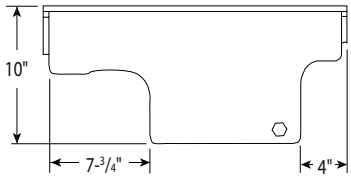
PART #	DESCRIPTION
20710	Oil Pan, Steel, Clear Zinc, Street Performance, Deep Sump, Stock Core Based

PART #	RECOMMENDED PICKUP
24700	***Fits:*** *Stock Oil Pumps or Chrysler 2468489 Pump*



No. 20710





CHRYSLER SMALL BLOCK

Steel, 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

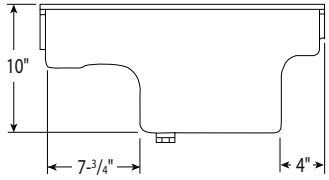
PART #	DESCRIPTION
20730	Oil Pan, Steel, Clear Zinc, Street Performance, Deep Sump, Stock Core Based

PART #	RECOMMENDED PICKUP
24700	***Fits:*** *Stock Oil Pumps or Chrysler 2468489 Pump*



No. 20730





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

GEN III HEMI OIL PAN ACCESSORY

DUST SHIELD

- Fits Dodge auto and maual transmissions when using Moroso Oil Pan **No. 21161**
- Manufactured from stainless steel

PART #	DESCRIPTION
71161	Dust Shield



No. 71161

WARNING Prop. 65
This product contains a chemical known to the state of California to cause cancer, birth defects, or reproductive harm-
www.P65Warnings.ca.gov

DRAG / ROAD RACE

CHRYSLER GEN III HEMI

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



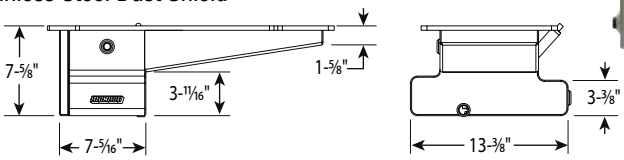
No. 21161

- 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:*** *5.7/6.1 Stock Oil Pumps*
24162	Oil Pump Pickup. ***Fits:*** *Moroso Part* ***No. 22180****, Chrysler 6.2/6.4 Part Nos. 68195993AC, 5038398AE, Oil Pumps*



DRAG RACE

CHRYSLER GEN III HEMI

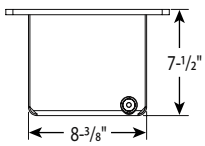
Aluminum, Wet Sump, 10 Quart Capacity
Engine Application: Chrysler 5.7/6.1/6.4
Fits: Chrysler LX Chassis with Drag Pack or modified cross member, also can be used in other rear sump applications, check measurements for fit



No. 27601

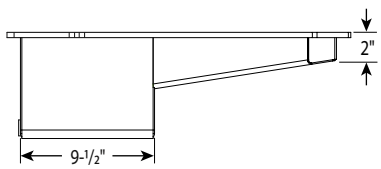
- Robust billet aluminum oil pan rail with a fabricated aluminum straight sided sump
- Front of the oil pan is 2" Deep sloping down to 4" Deep where it meets the 7-½" Deep, 8-⅜" Wide, and 9-½" Long sump
- Features factory "Drag Pack Race Proven" trap door baffle and anti-climb baffle
- To be used with Moroso **No. 71161**, Stainless Steel Dust Shield





PART #	DESCRIPTION
27601	Oil Pan, Aluminum, Rear Sump

PART #	RECOMMENDED PICKUPS
24601	***Fits:*** *Moroso Part* ***No. 22180****, 5.7/6.1 Stock Oil Pumps*



CHRYSLER HELLCAT, DRAG RACE, OIL PAN

Aluminum, Wet Sump, 7-1/2" Deep, 10 Quart Capacity
Engine Application: Chrysler 6.2 & Gen. 3 Hemi with the Hellcat front timing cover
Fits: Chrysler Hellcat with Drag Pack or modified cross member, also can be used in other rear sump applications, check measurements for fit



BILLET FRONT SEAL

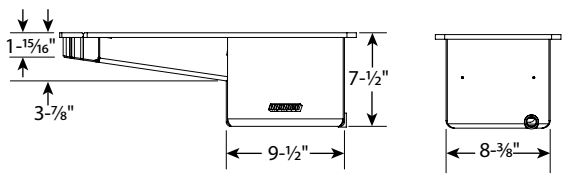
No. 21166



- Robust billet aluminum oil pan rail with billet front seal area and a fabricated aluminum straight sided sump
- Features factory "Drag Pack Race Proven" internals
- To be used with Moroso Part **No. 71161**, Stainless Steel Dust Shield *(see page 71)*

PART #	DESCRIPTION
21166	Oil Pan, Aluminum, Chrysler Hellcat, Rear Sump

PART #	RECOMMENDED PICKUP
24166	Pickup, Oil Pump, Hellcat Rear Sump ***Fits:*** *Moroso Part* ***No. 22180****, Chrysler Part Nos. 68195993AC, 5038398AE Oil Pumps*



CHRYSLER 361-440, 426 HEMI

Steel, Wet Sump, 5 Quart Capacity, 5" Deep
Engine Application: 361-440 and 426 Street Hemi
Fits: Works well in chassis with extra-low front suspensions. Will not fit '62-'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

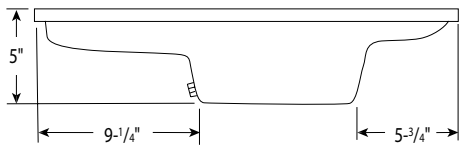
PART#	RECOMMENDED PICKUP
24766	***Fits:*** *Stock R/RB Pumps*

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



No. 20766





CHRYSLER BIG BLOCK

Steel, Wet Sump, 7 Quart Capacity, 7" Deep
Engine Application: 361-440 and 426 Street Hemi
Fits: Most '66-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

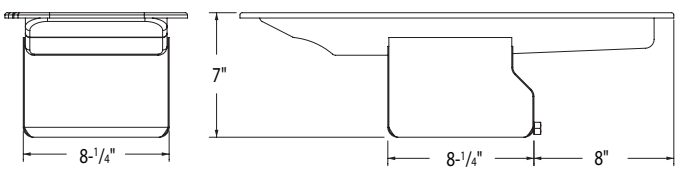
PART #	RECOMMENDED PICKUPS
24750	***Fits:*** *Stock B/RB Pumps (⅞ N.P.T.-18 thread)*
24800	***Fits:*** *Stock Hemi Pumps (½ N.P.T.-14 thread)*

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



No. 20043

- 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 de-acceleration
- Baffling also increases pan's lower-end strength to prevent “ballooning“ during engine failures
- Removable windage tray built into oil pan
- Built-in crank scraper removes excess oil to reduce windage and increase power



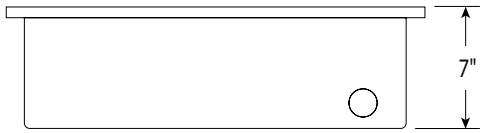
PART #	DESCRIPTION
20043‹›	Oil Pan, Aluminum, BAE, KB Pan Rail, Dragster, Single -20AN built-in pickup, Camlock Fasteners

PART #	REPLACEMENT PART
23143‹›	Louvered 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

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CHRYSLER

Aluminum, Wet Sump
Engine Application: Chrysler and most aftermarket Hemi blocks including Keith Black, BAE and JP-1 used in Funny Cars



No. 20045

- Billet rail with steel inserts
- Removable windage tray built into oil pan baffling
- Commonly used for wet sump applications

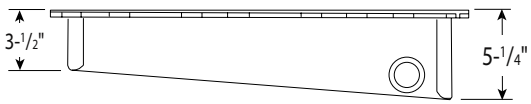
PART #	DESCRIPTION
20045‹›	Oil Pan, Aluminum, BAE, KB Pan Rail, Pro-Modified/Funny Car, single -20AN built-in pickup, camlock fasteners

PART #	REPLACEMENT PART
23145‹›	Louvered 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

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CHRYSLER

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



No. 20044

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

PART #	DESCRIPTION
20044‹›	Oil Pan, Aluminum, BAE, KB Pan Rail, Single -16AN built-in pickup, Camlock Fasteners

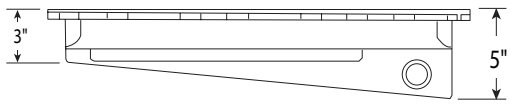
PART #	REPLACEMENT PART
23144‹›	Windage Tray

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

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CHRYSLER, KEITH BLACK, BAE AND JP-1

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

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

PART #	DESCRIPTION
20049‹›	Oil Pan, Aluminum, BAE, KB Pan Rail, Single -16AN built-in pickup, Camlock Fasteners

PART #	REPLACEMENT PART
23144‹›	Windage Tray

PART #	RECOMMENDED FITTING
22622	-16AN to -16AN Fitting

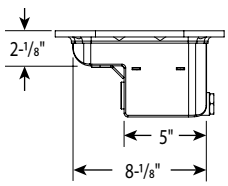
PART #	AVAILABLE OPTION
93174	Oil Pan Gasket, One Piece Design, Steel Reinforced, Chrysler 361-440, Hemi, KB, BAE & Wedge

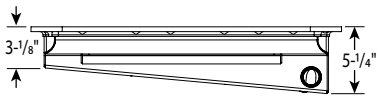


No. 20049









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AJPE TFX 96, TFX2000 & TFX 2002

Aluminum, Wet Sump
Engine Application: AJPE TFX 96, TFX2000 & TFX 2002 (does not fit TFX 92 blocks), Dragster

- Features “L” shaped billet aluminum, o-ringed oil pan rail for strength on the track and in the pits during repeated installation and removal
- -20AN pickup, recessed pickup area
- Internal baffling keeps oil contained in pickup area during hard acceleration and de-acceleration
- Baffling also increases pan's lower-end strength to prevent “ballooning” during engine failures
- Removable windage tray built into oil pan

PART #	DESCRIPTION
20055‹›	Oil Pan, AJPE TFX 96, TFX2000 & TFX 2002, Dragster

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

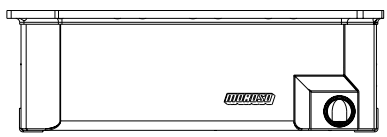


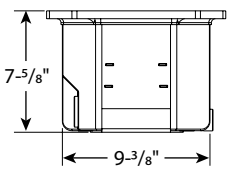
No. 20055





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AJPE TFX 96, TFX2000 & TFX 2002

AJPE TFX 96, TFX2000 & TFX 2002
Aluminum, Wet Sump, 4-¼" Deep to 6-¼" Deep in the back
Engine Application: AJPE TFX 96, TFX2000 & TFX 2002,
(does not fit TFX 92 blocks), Funny Car



No. 20056

- Features "L" shaped billet aluminum, o-ringed oil pan rail for strength on the track and in the pits during repeated installation and removal
- -20 AN pickup
- Internal baffling keeps oil contained in pickup area during hard acceleration and de-acceleration
- Baffling also increases pan's lower-end strength to prevent "ballooning" during engine failures
- Removable windage tray built into oil pan

NEW!

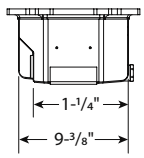




PART #	DESCRIPTION
20056‹›	Oil Pan, Aluminum, AJPE TFX 96, TFX2000 & TFX 2002, Funny Car, Wet Sump

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





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AJPE TFX 96, TFX2000 & TFX 2002

Aluminum, Dry Sump
Engine Application: AJPE TFX 96, TFX2000 & TFX 2002
(does not fit TFX 92 blocks), Funny Car



No. 20054

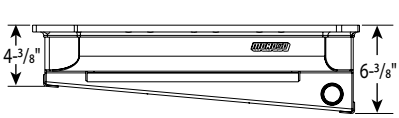
- Features "L" shaped billet aluminum, o-ringed oil pan rail for strength on the track and in the pits during repeated installation and removal
- -16AN pickup
- Internal baffling keeps oil contained in pickup area during hard acceleration and de-acceleration
- Baffling also increases pan's lower-end strength to prevent "ballooning" during engine failures
- Removable windage tray built into oil pan

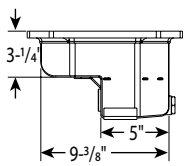




PART #	DESCRIPTION
20054‹›	Oil Pan, AJPE TFX 96, TFX2000 & TFX 2002, Funny Car

PART #	RECOMMENDED FITTING
22622	-16AN to -16AN Fitting





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

DODGE 5.9, 6.7 CUMMINS

Fits: 2500 P/U '94-'02, '03-'12; 3500 P/U '94-'02, '03-'12

- Heavy Duty 16 gauge steel stamping
- Has a durable black epoxy powder coat finish
- Cost effective alternative to an O.E.M oil pan

PART #	DESCRIPTION
20855	Oil Pan, Steel, Dodge 5.9 Cummins '94-'02
20856	Oil Pan, Steel, Dodge 5.9, 6.7 Cummins '03-'12



No. 20855

NEW!







No. 20856

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 pickup 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 work 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

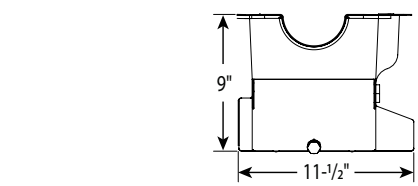
PART #	DESCRIPTION
27862	Oil Pan, Steel, Clear Zinc, Jeep 4.0 Multi-Baffled

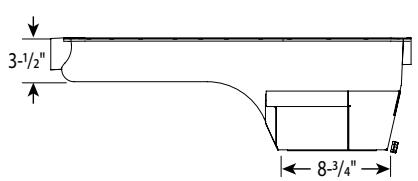
PART #	AVAILABLE OPTION
93175	Oil Pan Gasket



No. 27862







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

STREET / STRIP

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)



No. 20502

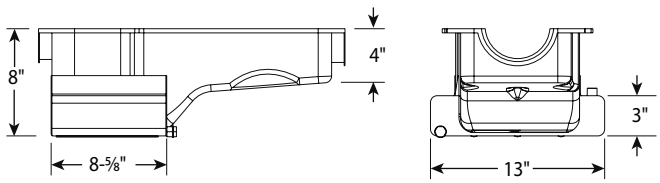


- Kicked-out sump
- Oil retention baffle
- Will clear 302 4-bolt center mains only
- Will not clear 302 4-bolt front and rear main caps without modification to pan or main caps
- Compatible with most starter/flywheel combinations

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

PART #	RECOMMENDED PICKUP
24520	***Fits:*** *Moroso Part* ***No. 22201****, 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
93161	Oil Pan Gasket, Ford 302, Early, Dimpled Rail
22201	High Volume, Oil Pump NEW!



DRAG / ROAD RACE

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)



No. 20503

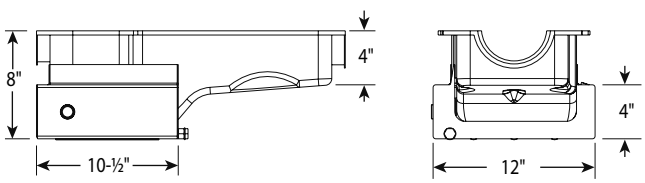


- Kicked-out sump increases capacity to 9 quarts, which reduces oil temperature and ensures adequate supply to pickup area
- Baffling designed for street/strip & road racing
- Will clear 302 with 4-bolt center mains only; will NOT clear 302 with 4-bolt front and rear main caps
- Compatible with most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

PART #	DESCRIPTION
20503	Oil Pan, Steel, Clear Zinc, Kicked-Out Front Sump ***Engine Application:*** *289-302 Engines*

PART #	RECOMMENDED PICKUP
24523	***Fits:*** *Moroso Part* ***No. 22201****, Stock or M68 or M68HV style pumps*

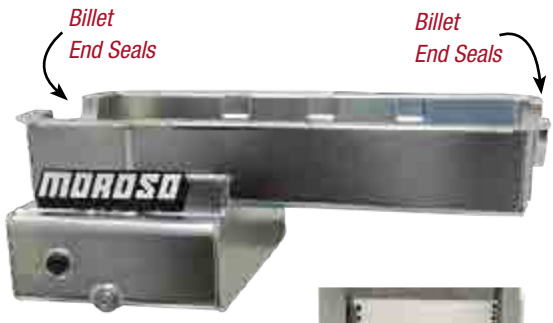
PART #	AVAILABLE OPTIONS
22928	Main Cap Girdle for 289-302
22930	Louvered Windage Tray, 289-302
25970	Universal Dipstick Kit
25971	Universal Dipstick Kit, Braided Stainless
25973	Universal Dipstick Kit, Twist Lock
38191	Windage Tray, Mounting Studs, 289-302
38390	Oil Pan Mounting Stud Kit, Bullet Nose
93161	Oil Pan Gasket, Ford 302, Early, Dimpled Rail
22201	High Volume, Oil Pump NEW!



Phone: 203.453.6571 • Fax: 203.453.6906 • Tech Support: 203.458.0542 • 203.458.0546

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



No. 20535

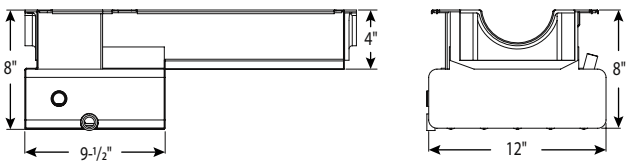


- Billet end seals for greater sealing
- Clears all 4-bolt main caps including 4-bolt rear
- Accepts 3.40 stroke with most steel rods
- Four Trap Doors keep oil contained in oil pump pickup area
- Anti-slosh baffle keeps oil from leaving the sump
- Features oil temperature fitting and drain plug
- Compatible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

PART #	DESCRIPTION
20535	Ford 302 Front Sump Oil Pan, Road Race, clears 4-Bolt Blocks

PART#	RECOMMENDED PICKUP
24523	***Fits:*** *Moroso Part* ***No. 22201,*** *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
22201	High Volume, Oil Pump NEW!



STREET / STRIP

FORD SMALL BLOCK

Steel, Wet Sump, Rear Sump, 7 Quart Capacity, 7-½" Deep
Engine Application: 289-302
Fits: '79-Up Mustang, '81-'88 Thunderbird, Cougar, '79-'86 Capri and other Ford Rear Sump applications



No. 20506



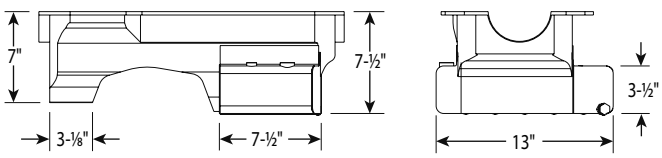
- Will clear 4-bolt center mains only
- Will not clear 4-bolt front and rear main caps
- Oil retaining baffle
- Engineered to supply oil to sump at all times
- Compatible with most starter/flywheel combinations

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:*** *Moroso Part* ***No. 22201,*** *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
22201	High Volume, Oil Pump NEW!



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: 289-302
Fits: '79-Up Mustang, '81-'88 Thunderbird, Cougar, '79-'86 Capri and other Ford Rear Sump applications



No. 20521

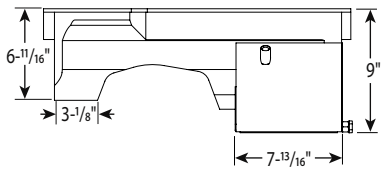
- Will clear 4-bolt center mains only
- Clears 3.40" stroke with most steel rods
- Will not clear 4-bolt front and rear main caps without modification to pan or main caps
- Oil sump retaining system
- Engineered to supply oil to sump at all times
- Compatible with most starter/flywheel combinations



PART #	DESCRIPTION
20521	Oil Pan, Steel, Clear Zinc, Deep Sump Rear

PART #	RECOMMENDED PICKUP
24516*	***Fits:*** *Moroso Part* ***No. 22201****, Stock or M68, M68HV or M10688 Style Oil Pumps*

**Fits with or without main support girdle*



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
22201	High Volume, Oil Pump NEW!

FORD SMALL BLOCK

Steel, Wet Sump, Rear Sump, 7 Quart Capacity, 9" Deep
Engine Application: 289-302
Fits: '79-Up Mustang, '81-'88 Thunderbird & Cougar, '79-'86 Capri and other Ford rear sump applications



No. 20511

Now with Billet End Seals for greater sealing!

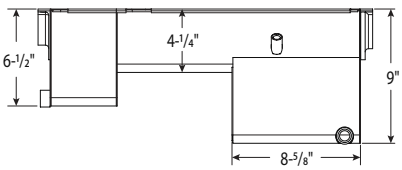
- 9" deep rear sump
- Clears all 4-bolt main caps including 4-bolt rear
- Accepts 3.40" stroke with most steel rods
- Oil sump retaining system
- Compatible with most starter/flywheel combinations
- Includes O-ring drain plugs



PART #	DESCRIPTION
20511	Oil Pan, Steel, Fully Fabricated, Clear Zinc, Rear Sump

PART #	RECOMMENDED PICKUP
24516*	***Fits:*** *Moroso Part* ***No. 22201****, Stock or M68, M68HV or M10688 Style Oil Pumps*

**Fits with or without main support girdle*



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
22201	High Volume, Oil Pump NEW!

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 Applications: Ford 289-302
Fits: '79-Up Mustang, '81-'88 Thunderbird & Cougar,
'79-'86 Capri and other Ford rear sump applications



No. 20528

- 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 Moroso **No. 93160**

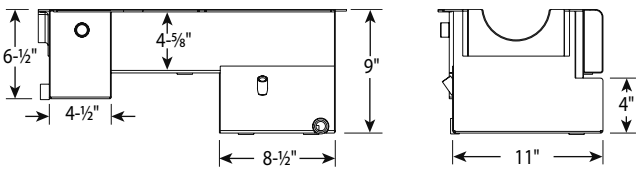


PART #	DESCRIPTION
20528	Oil Pan, Steel, Clear Zinc

PART #	RECOMMENDED PICKUP
24516*	***Fits:*** *Moroso Part* ***No. 22201****, Stock or M68, M68HV or M10688 Style Oil Pumps*

**Fits with or without main support girdle*

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
22201	High Volume, Oil Pump NEW!



DRAG / ROAD RACE

FORD SMALL BLOCK

Steel, Wet Sump, Rear Sump, 7 Quart Capacity, 7-½" Deep
Engine Application: 289-302
Fits: '79-Up Mustang, '81-'88 Thunderbird, Cougar,
'79-'86 Capri and other Ford Rear Sump applications



No. 20527

- 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 ½" NPT oil temperature bung
- Compatible with most starter/flywheel combinations

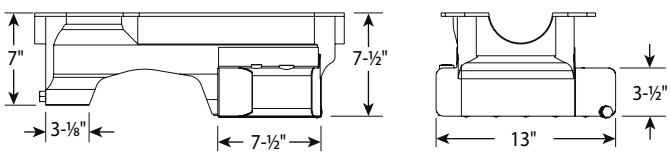


PART #	DESCRIPTION
20527	Oil Pan, Steel, Clear Zinc, Kicked-out Sump, Road Race Baffled

PART #	RECOMMENDED PICKUPS
24527	***Fits:*** *Stock or M68, M68HV or M10688 Style Oil Pumps*
24528*	***Fits:*** *Moroso Part* ***No. 22201****, 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
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
22201	High Volume, Oil Pump NEW!



DRAG / ROAD RACE

FORD SMALL BLOCK

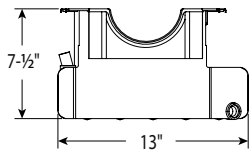
Steel, Wet Sump, Rear Sump, 7 Quart Capacity, 7-½" Deep
Engine Applications: Ford 289-302
Fits: '79-up Mustang, '81-'88 Thunderbird & Cougar,'79-'86 Capri and other Ford rear sump applications

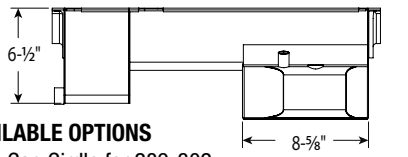
- Oil pans have thick precision laser cut steel rails with a clear zinc finish
- Billet end seals for greater sealing than a core based oil pan
- Clears all 4-bolt main caps including 4-bolt rear
- Accepts 3.40" stroke with most steel rods
- Feature a race proven diamond shape four trap door assembly and anti-slosh baffle that keeps oil contained in the oil pump pickup 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 ½" 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



No. 20533







PART #	DESCRIPTION
20533	Oil Pan , Ford 302, Clear Zinc

PART #	RECOMMENDED PICKUPS
24527	For 302, ***Fits:*** *Stock or M68, M68HV or M10688 Style Oil Pumps*
24528*	For 302, ***Fits:*** *Moroso Part* ***No. 22201****, Stock or M68, M68HV or M10688 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
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
22201	High Volume, Oil Pump NEW!

STREET / STRIP

FORD SMALL BLOCK

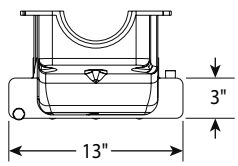
Steel, Wet Sump, Front Sump, 7 Quart Capacity, 8" Deep
Engine Application: 351W
Fits: Ford and Mercury cars and trucks originally equipped with front sump pans (except Mustang II)

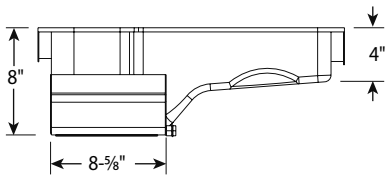
- Kicked-out sump
- Oil retention baffle
- Will clear 351W 4-bolt center mains only
- Will not clear 351W 4-bolt front and rear main caps without modification to pan or main caps
- Compatible with most starter/flywheel combinations



No. 20507







PART #	DESCRIPTION
20507	Oil Pan, Steel, Clear Zinc, Front Sump ***Engine Application:*** *351W Engines*

PART #	RECOMMENDED PICKUP
24507	***Fits:*** *Moroso Part* ***No. 22202****, Stock or M83, M83HV or M10833 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
38194	Oil Pump Pickup Stud. 351W
38390	Oil Pan Mounting Stud Kit, Bullet Nose
93163	Oil Pan Gasket, Ford 351 W, Early, Dimpled Rail
22202	High Volume, Oil Pump NEW!

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

Phone: 203.453.6571 • Fax: 203.453.6906 • Tech Support: 203.458.0542 • 203.458.0546

FORD SMALL BLOCK

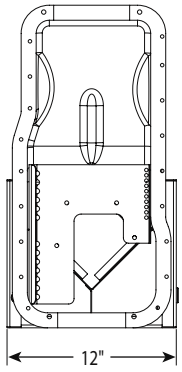
Steel, Street/Strip & Road Race, Front Sump, 9 Quart Capacity, 8" Deep
Engine Application: 351W
Fits: Ford, Mercury and Cobra Kit Car Front Sump applications (except Mustang II)



No. 20501

- 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

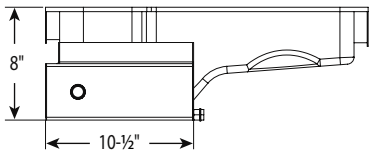




PART #	DESCRIPTION
20501	Oil Pan, Steel, Clear Zinc, Kicked-Out Front Sump ***Engine Application:*** *351W engines*

PART #	RECOMMENDED PICKUP
24507	***Fits:*** *Moroso Part* ***No. 22202****, Stock or M83, M83HV or M10833 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
38194	Oil Pump Pickup Stud. 351W
38390	Oil Pan Mounting Stud Kit, Bullet Nose
93163	Oil Pan Gasket, Ford 351W, Early, Dimpled Rail
22202	High Volume, Oil Pump NEW!



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



No. 20536

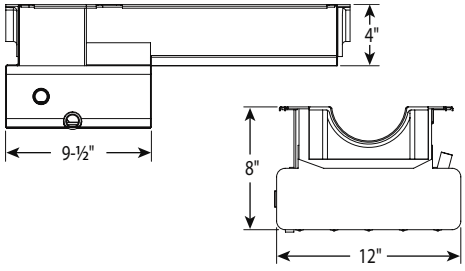
- Fully Fabricated steel with a clear zinc finish
- Billet end seals for greater sealing
- Clears all 4-bolt main caps including 4-bolt rear
- Accepts 4.0 stroke with most steel rods
- Four Trap Doors keep oil contained in oil pump pick up area
- Anti-slosh baffle keeps oil from leaving the sump
- Features 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



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

PART#	RECOMMENDED PICKUP
24507	***Fits:*** *Moroso Part* ***No. 22202****, 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
38194	Oil Pump Pickup Stud. 351W
38390	Oil Pan Mounting Stud Kit, Bullet Nose
93162	Oil Pan Gasket, Ford 351W, Late, Smooth Rail
22202	High Volume, Oil Pump NEW!



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: '79-Up Mustang, '81-'88 Thunderbird, Cougar, '79-'86 Capri and other Ford Rear Sump applications



No. 20523

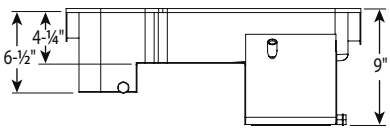
- Rear sump design
- Will clear 351W 4-bolt center mains only
- Will not clear 351W 4-bolt front and rear main caps
- Oil sump retaining system and anti-slosh baffle
- Reduced oil temperature



PART #	DESCRIPTION
20523	Oil Pan, Steel, Clear Zinc, Deep Rear Sump

PART #	RECOMMENDED PICKUP
24532	***Fits:*** *Moroso Part* ***No. 22202****, Stock or M83, M83HV or M10833 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
38194	Oil Pump Pickup Stud. 351W
38390	Oil Pan Mounting Stud Kit, Bullet Nose
93163	Oil Pan Gasket, Ford 351W, Early, Dimpled Rail
22202	High Volume, Oil Pump NEW!



FORD SMALL BLOCK

Steel, Wet Sump, Rear Sump, 7 Quart Capacity, 9" Deep
Engine Application: 351W
Fits: '79-Up Mustang, '81-'88 Thunderbird & Cougar, '79-'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



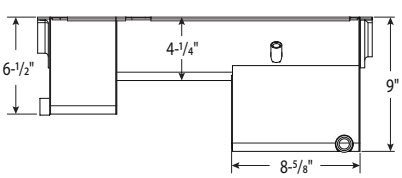
No. 20520



PART #	DESCRIPTION
20520	Oil Pan, Steel, Fully Fabricated, Clear Zinc, Deep Sump

PART #	RECOMMENDED PICKUP
24532	***Fits:*** *Moroso Part* ***No. 22202****, Stock or M83, M83HV or M10833 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
38194	Oil Pump Pickup Stud. 351W
38390	Oil Pan Mounting Stud Kit, Bullet Nose
93162	Oil Pan Gasket, Ford 351W, Late, Smooth Rail
22202	High Volume, Oil Pump NEW!



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

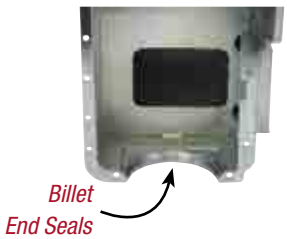
FORD SMALL BLOCK

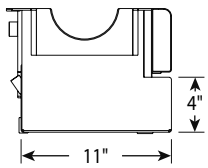
Steel, Wet Sump, Rear Sump, Kick Out, 7 Quart Capacity, 9" Deep
Engine Application: 351W
Fits: '79-Up Mustang, '81-'88 Thunderbird & Cougar, '79-'86 Capri and other Ford rear sump applications

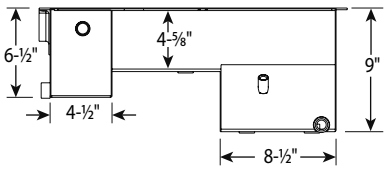


No. 20529

- 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:*** *Moroso Part* ***No. 22202****, Stock or M83, M83HV or M10833 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
38194	Oil Pump Pickup Stud, 351W
22202	High Volume, Oil Pump NEW!

DRAG / ROAD RACE

FORD SMALL BLOCK

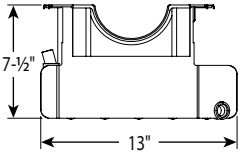
Steel, Wet Sump, Rear Sump, 7 Quart Capacity, 7-½" Deep
Engine Applications: Ford 351W
Fits: '79-Up Mustang, '81-'88 Thunderbird & Cougar, '79-'86 Capri and other Ford rear sump applications

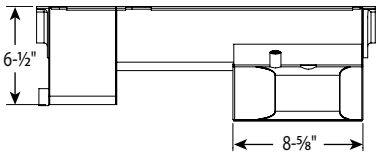


No. 20534

- 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 ½" 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:*** *Moroso Part* ***No. 22202****, Stock or M83, M83HV or M10833 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
38194	Oil Pump Pickup Stud, 351W
38390	Oil Pan Mounting Stud Kit, Bullet Nose
93162	Oil Pan Gasket, Ford 351W, Late, Smooth Rail
22202	High Volume, Oil Pump NEW!

CIRCLE TRACK

FORD SMALL BLOCK

Steel, Wet Sump, Front Sump, 9 Quart Capacity, 7-½" 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



No. 20522

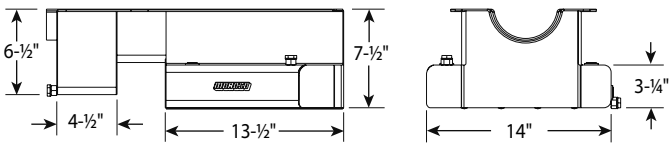
- Five trap door baffling for oil control
- Built-in scraper on passenger-side
- Built-in dipstick
- Clears all 4-bolt main caps including 4-bolt rear
- Accepts 4.250" stroke with steel rods with scraper modification
- Accepts most starter and flywheel combinations



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

PART #	RECOMMENDED PICKUP
24515	*Fits: Moroso Part **No. 22202**, Stock or M83, M83HV or M10833 Style Oil 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
38194	Oil Pump Pickup Stud, 351W
38390	Oil Pan Mounting Stud Kit, Bullet Nose
93162	Oil Pan Gasket, Ford 351W, Late, Smooth Rail
22202	High Volume, Oil Pump NEW!



FORD 351W, DIRT LATE MODEL

Aluminum, Dry Sump, slopes 5-¼" in front to 6-½" at the deepest section at the rear of the oil pan
Fits: Dirt Late Model and others, check measurements for fit

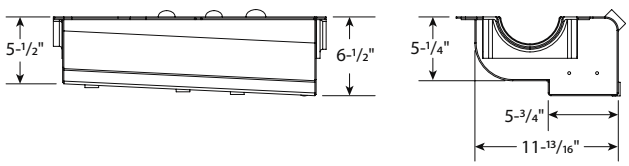
NEW!



No. 21621

- Fully fabricated aluminum with billet end seals to ensure a consistent sealing surface
- Clears all 4-bolt main caps including 4-bolt rear
- Large kick-out design for maximum horsepower and oil temperature reduction
- Two -12 AN and one -16 AN female pickups, included male removable filter fittings
- Oil collection trough with 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
21621	Oil Pan, Aluminum, Ford 351W Dirt Late Model, 3 Pickup Dry Sump



STREET / STRIP

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)



No. 20558

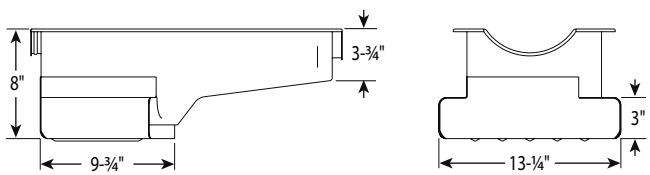


- Oil sump retaining system
- Reduces oil temperature
- Compatible with most starter/flywheel combinations
- Magnetic drain plug

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
38194	Oil Pump Pickup Stud, 351W



FORD SMALL BLOCK

Steel, Wet Sump, 6 Quart Capacity, 8-¼" Deep
Engine Application: 351C and 351M
Fits: Most Front Sump Production Chassis

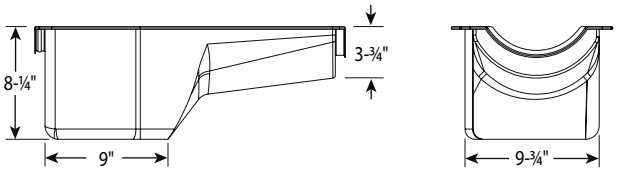


No. 20557

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

PART #	DESCRIPTION
20557	Oil Pan, Unplated Steel, Stock Configuration, Front Sump

PART #	AVAILABLE OPTIONS
38192	Tray Mounting Studs
38194	Oil Pump Pickup Stud



STREET / STRIP

FORD SMALL BLOCK

Steel, Wet Sump, 8 Quart Capacity, 9" Deep
Engine Application: Ford 351C, 351M, and 400 block
Fits: '79-Up Mustang, '81-'88 Thunderbird, Cougar, '79-'86 Capri and other Ford Rear Sump applications (except Mustang II)





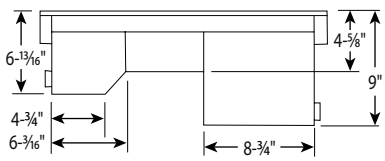
No. 20530

- 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
38194	Oil Pump Pickup Stud, 351W



DRAG / ROAD RACE

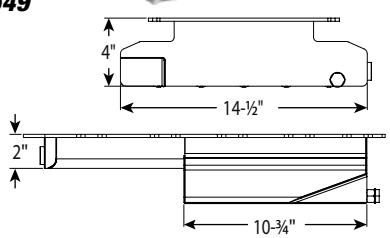
FORD 4.6/5.4L, COBRA REPLICA

Steel, Wet Sump, 7 Quart Capacity
Engine Application: 4.6/5.4L SOHC/DOHC
Fits: Cobra Kit Cars that require a rear sump oil pan



No. 20549





- 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 pickup area during road racing and drag racing
- Steel with a clear zinc finish
- Designed to be used with the Moroso **No. 22933** windage tray
- Uses the factory Mustang Dipstick
- Extra capacity; holds 1 more quart that the Mustang O.E.M. oil pan
- ½" N.P.T. fitting for supercharger drain back
- ½" N.P.T. fitting for oil temperature sender

PART #	DESCRIPTION
20549	**Oil Pan, Steel,** Ford 4.6/5.4 Modular, Cobra Replica Race Baffled

PART #	RECOMMENDED PICKUPS
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 OPTIONS
22933	Louvered Windage Tray 4.6/5.4
93164	Oil Pan Gasket, Ford 4.6/5.4

TRUCK

FORD 4.6/5.4L

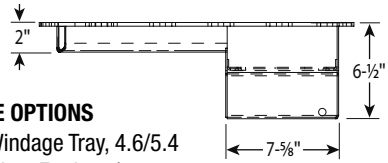
Aluminum, Wet Sump, 7 Quart Capacity
Engine Application: 4.6/5.4L SOHC/DOHC
Fits: '99-'04 Lightning, '97-'04 F-150 (2-Wheel Drive)





No. 20554

- 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 Ford Pickup No. F65Z-6622-CA and Ford Pickup Spacer No. N806180S2
- Uses factory dipstick
- Includes magnetic drain plug



PART #	DESCRIPTION
20554	Oil Pan, Aluminum

PART #	AVAILABLE OPTIONS
22933	Louvered Windage Tray, 4.6/5.4
93164	Oil Pan Gasket, Ford 4.6/5.4

STREET / STRIP

FORD 4.6/5.4L

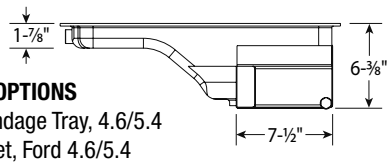
Steel, Wet Sump, 8 Quart Capacity, 6-⅜" Deep
Engine Application: 4.6/5.4L SOHC/DOHC
Fits: Rear Sump Mustang

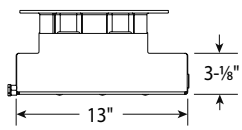




No. 20546

- Increased oil capacity
- Oil sump retaining system
- Designed to work with factory 2v, 3v and 4v oil pump pickup
- Included ½" N.P.T. 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

DRAG RACE

FORD 4.6/5.4L

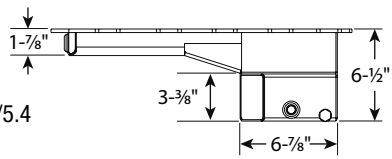
Aluminum, Wet Sump, 7 Quart Capacity, 6-½" Deep
Engine Application: 4.6/5.4L SOHC/DOHC
Fits: Rear Sump Mustang





No. 20555

- 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 ½" N.P.T. 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

DRAG / ROAD RACE

FORD 4.6/5.4L

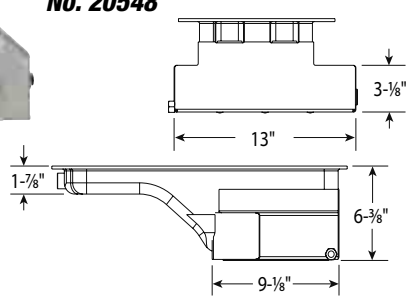
Steel, Wet Sump, 8 Quart Capacity, 6-⅜" Deep
Engine Application: 4.6/5.4 Liter
Fits: '79-Up, including '05-Up Mustang





No. 20548

- 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
- ½" N.P.T. fitting for supercharger drain back
- ½" N.P.T. 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

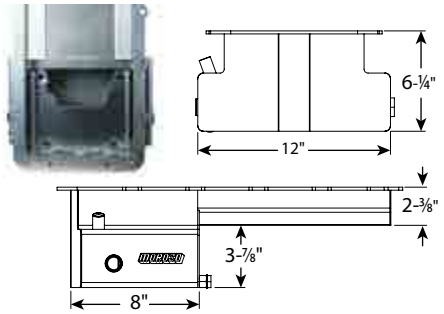
FORD 5.0 "COYOTE" / 5.2 "VOODOO", FRONT SUMP

Steel, Wet Sump, 7 Quart Capacity
Engine Application: Ford 5.0 Modular "Coyote" Engines
Fits: Early Ford Chassis that require a front sump oil pan (check measurements)



No. 20573

- For Ford 5.0 "Coyote" Engine Blocks
- Designed to install Ford 5.0 "Coyote" Engines into early Ford chassis that require a front sump oil pan
- Oil pan has a thick steel rail with a fabricated steel sump
- Designed to be used with the 5.0 "Coyote" factory windage tray 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
- ½" N.P.T. fitting for oil temperature sender and dipstick provision
- 20 mm fitting for the factory oil level sensor*



PART #	DESCRIPTION
20573	Ford 5.0 "Coyote", Front Sump Race Baffled Fabricated Steel Oil Pan

PART #	REQUIRED PICKUPS
24573	***Fits:*** *Moroso Part* ***No. 22203****, Factory 5.0/5.2 Gen 1 & 2 Oil Pumps*
24576	***Fits:*** *Factory 5.0/5.2 Gen 3 Oil Pumps*

PART #	AVAILABLE OPTIONS
22936	Windage Tray & Oil Pan Gasket, Ford 5.0 "Coyote", Ford 5.2 "Voodoo", with modification
22738	Factory Low Oil Warning Sensor Plug, 20mm
25970	Universal Dipstick Kit
25971	Universal Dipstick Kit, Braided Stainless Flex Tube
25973	Universal Dipstick Kit, Twist Lock
22203	Standard Volume, Oil Pump NEW!

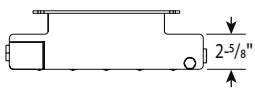
FORD 5.0 "COYOTE" / 5.2 "VOODOO", COBRA REPLICA

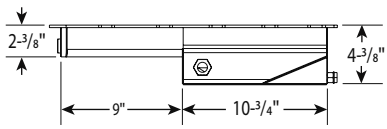
Wet Sump, 9-½ Quart Capacity
Engine Application: Ford 5.0 "Coyote"/5.2 "Voodoo" Engines
Fits: Cobra Kit Cars that require a rear sump oil pan



No. 20570







- Designed for Cobra Replicas that require a shallow, rear sump oil pan
- Available in either fully fabricated steel with a clear zinc finish or fabricated alumium sump with a thick rail
- Designed to be used with the 5.0 "Coyote"/5.2 "Voodoo" Gen 1 or 2 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
- ½" N.P.T. fitting for supercharger drain back
- ½" N.P.T. fitting for oil temperature sender
- 20 mm fitting for the factory oil level sensor*

PART #	DESCRIPTION
20568	Oil Pan, Fabricated Steel, Black Powder Coat NEW!
20569	Oil Pan, Fabricated Aluminum, Race Baffled
20570	Oil Pan, Fabricated Steel, Clear Zinc, Race Baffled

No. 20568



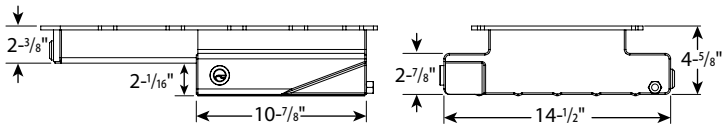
PART #	REQUIRED PICKUPS
24570	***Fits:*** *Moroso Part* ***No. 22203****, Factory 5.0/5.2 Gen 1 & 2 Oil Pumps*
24577	***Fits:*** *Factory 5.0/5.2 Gen 3 Oil Pumps*

PART #	AVAILABLE OPTIONS
22738	Factory Low Oil Warning Sensor Plug, 20mm
22936	Windage Tray & Oil Pan Gasket, Ford 5.0 "Coyote", Ford 5.2 "Voodoo"
22203	Standard Volume, Oil Pump NEW!



No. 20569





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

FORD 5.0 "COYOTE" / 5.2 "VOODOO" MUSTANG AND REAR SUMP APPLICATIONS

Steel/Aluminum,Wet Sump
Engine Application: Ford 5.0 Modular "Coyote" Engines
Fits: Mustang, '11-Up; Mustang, '79-Up & other Ford Rear Sump conversions with Ford "Coyote" or "Voodoo" Engines, (check measurements)



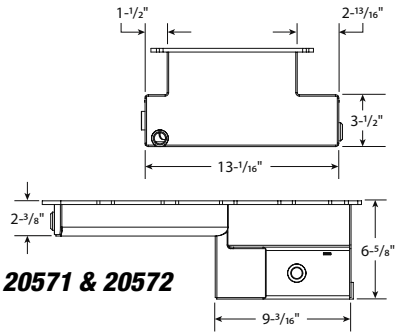
No. 20571



No. 20572

- Available in either fully fabricated steel with a clear zinc finish or fabricated alumium sump with a thick rail
- Pans have a thick steel or billet aluminum rail
- Designed to be used with the 5.0 "Coyote"/ 5.2 "Voodoo" Gen 1 or 2 factory windage tray 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
- ½" N.P.T. fitting for supercharger drain back
- ½" N.P.T. fitting for oil temperature sender
- 20mm fitting for the factory oil level sensor*
- On Gen 1 & 2 "Coyote/Voodoo" engines use factory oil pump pickup and on Gen 3 "Coyote/Voodoo" engines use Part **No. 24578**





Nos. 20571 & 20572

PART #	DESCRIPTION
20571	Oil Pan, Steel, Clear Zinc, Fully Fabricated, 9 Qt. Capacity ***Fits:*** *'11-Up Mustang & Rear Sump Conversions*
20572	Oil Pan, Aluminum, Fully Fabricated, 9 Qt. Capacity ***Fits:*** *'11-Up Mustang & Rear Sump Conversions*
20575	Oil Pan, Steel, Clear Zinc, Fully Fabricated, 7.5 Qt. Capacity ***Fits:*** *'79-'93 Mustang with 5.0 "Coyote" / 5.2 "Voodoo" Swaps using BBK or American Racing Headers*
20576	Oil Pan, Aluminum, Fully Fabricated, 7.5 Qt. Capacity ***Fits:*** *'79-'93 Mustang with 5.0 "Coyote" / 5.2 "Voodoo" Swaps using BBK or American Racing Headers*

PART #	RECOMMENDED PICKUP
24578	***Fits:*** *Factory 5.0/5.2 Gen 3 Oil Pumps*

PART #	AVAILABLE OPTIONS
22738	Factory Low Oil Warning Sensor Plug, 20mm
22936	Windage Tray & Oil Pan Gasket, Ford 5.0 "Coyote", Ford 5.2 "Voodoo"
22203	Standard Volume, Oil Pump NEW!



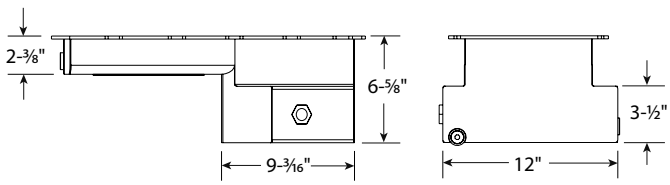


No. 20575





No. 20576



Nos. 20575 & 20576

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

OIL PUMP PICKUP KITS, FORD "COYOTE" GEN 3, GT 350 ENGINES WITH GEN 3 OIL PUMPS

- Pickup's machined steel bung inserts into a Gen. 3 oil pump, is retained by the bung's machined steps, O-ring and it's integral bracket, kit includes pickup tube, O-ring, main cap bolt, standoff and 8mm flange head screw
- Pickup has a large 1-1/4" diameter tube so that there is no restriction of flow during continuous high RPM track events
- Must use with Moroso Part **No. 22936** or Ford Part No. BR3Z-6710-A windage tray/gasket

PART #	DESCRIPTION
24576	Oil Pump Pickup Kit, FORD "Coyote" Gen 3, GT 350 Engines ***Fits:*** *Moroso Part **No. 20573** Oil Pan*
24577	Oil Pump Pickup Kit, FORD "Coyote" Gen 3, GT 350 Engines ***Fits:*** *Moroso Part **Nos. 20569** and **20570** Oil Pans*
24578	Oil Pump Pickup Kit, FORD "Coyote" Gen 3, GT 350 Engines ***Fits:*** *Moroso Part **Nos. 20571, 20572, 20575** and **20576***
24579	Oil Pump Pickup Kit, FORD "Coyote" Gen 3, GT 350 Engines ***Fits:*** *Moroso Part **Nos. 20574** and **20577** Oil Pans*



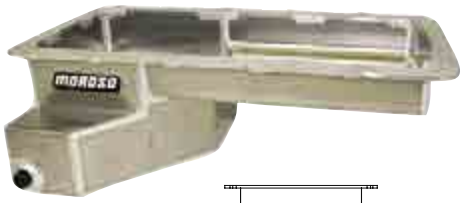
FORD 5.0 "COYOTE" / 5.2 "VOODOO" MUSTANG AND REAR SUMP APPLICATIONS

Aluminum,Wet Sump, 9 Quart Capacity
Engine Application: Ford 5.0 Modular "Coyote" Engines
Fits: Mustang, '11-Up; Mustang, '79-Up & other Ford Rear Sump conversions with Ford "Coyote" or "Voodoo" Engines, (check measurements)



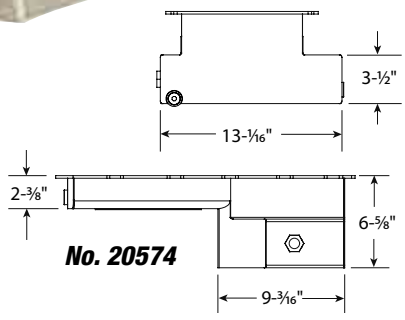
No. 20574

- Oil pan has a thick aluminum rail with a fabricated aluminum sump
- Designed to be used with the 5.0 "Coyote"/ 5.2 "Voodoo" Gen 1 or 2 factory windage tray and dipstick
- Features a Drag Race proven trap door assembly and anti-slosh baffle that keeps oil contained in oil pump pickup area during launches and deceleration
- ½" N.P.T. fitting for supercharger drain back
- ½" N.P.T. fitting for oil temperature sender
- 20 mm fitting for the factory oil level sensor*



PART #	DESCRIPTION
20574	Oil Pan, Aluminum, Fully Fabricated ***Fits:*** *'11-Up Mustang & Rear Sump Conversions*
20577	Oil Pan, Aluminum, Fully Fabricated ***Fits:*** *'79-'93 Mustang with 5.0 "Coyote"/5.2 "Voodoo" Swaps using BBK or American Racing Headers*





No. 20574

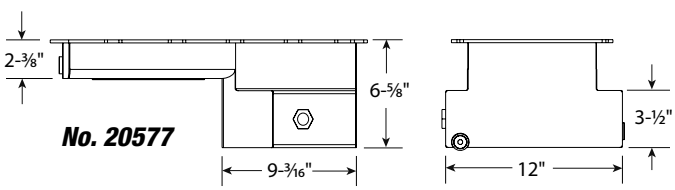
PART #	REQUIRED PICKUPS
24574	***Fits:*** *Moroso Part* ***No. 22203****, Factory 5.0 "Coyote"/5.2 "Voodoo" Gen1 & Gen 2 Oil Pumps*
24579	***Fits:*** *Factory 5.0/5.2 Gen 3 Oil Pumps*

PART #	AVAILABLE OPTIONS
22738	Factory Low Oil Warning Sensor Plug, 20mm
22936	Windage Tray & Oil Pan Gasket, Ford 5.0 "Coyote", 5.2 "Voodoo"
22203	Standard Volume, Oil Pump NEW!

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



No. 20577



No. 20577



WINDAGE TRAY AND OIL PAN GASKET

Fits: Ford 5.0 "Coyote", 5.2 "Voodoo"

- Required when installing a Moroso oil pan and oil pump pickup on a Gen. 3 engine or is a replacement windage tray/oil pan gasket on a Gen. 1 or Gen. 2 engine
- Goes between the engine block and oil pan

PART #	DESCRIPTION
22936	Windage Tray & Oil Pan Gasket, Ford 5.0 "Coyote", 5.2 "Voodoo"



No. 22936

FORD BIG BLOCK

Steel, Wet Sump, 5 Quart Capacity, 5" Deep
Engine Application: 352-428 FE
Fits: Most Production Chassis

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

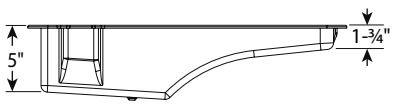
PART #	DESCRIPTION
20606	Oil Pan, Steel, Clear Zinc, Stock Configuration

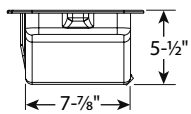
PART #	AVAILABLE OPTION
22940	Louvered Windage Tray
22205	High Volume, Oil Pump NEW!



No. 20606







FORD BIG BLOCK

Steel, Wet Sump, 7 Quart Capacity, 7-½" Deep
Engine Application: 352-428 FE
Fits: Most 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

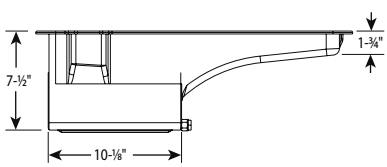
PART #	RECOMMENDED PICKUP
24609	***Fits:*** *Moroso Part* ***No. 22205****, Melling M57HV*

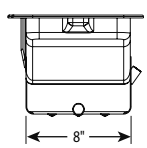
PART #	AVAILABLE OPTIONS
22940	Louvered Windage Tray
25970	Universal Dipstick Kit
25971	Universal Dipstick Kit, Braided Stainless Flex Tube
25973	Universal Dipstick Kit, Twist Lock
22205	High Volume, Oil Pump NEW!



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



No. 20607

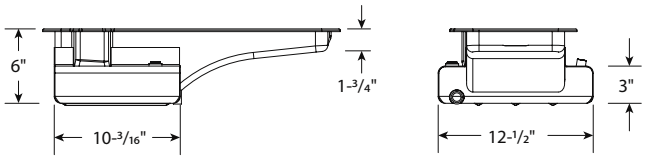
- Anti-slosh baffle
- Oil temperature bung
- Reduces oil temperature
- Magnetic drain plug

PART #	DESCRIPTION
20607	Oil Pan, Steel, Clear Zinc, Kicked-out Front Sump

PART #	RECOMMENDED PICKUP
24608	***Fits:*** *Moroso Part* ***No. 22205****, 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
22205	High Volume, Oil Pump NEW!





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



No. 20608

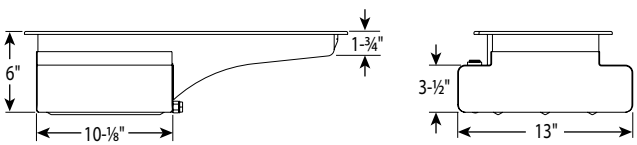
- Kicked-out front sump increases oil capacity to 8 quarts which reduces oil temperature and insures adequate supply to the oil pump pickup
- Includes 6 trap doors, 2 baffles and a removable sump tray that keeps the oil contained in the pickup area during hard acceleration, cornering and braking
- Features 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:*** *Moroso Part* ***No. 22205****, 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
22205	High Volume, Oil Pump NEW!





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

STREET / STRIP

FORD BIG BLOCK

Steel, Wet Sump, 8 Quart Capacity, 9" Deep
Engine Application: 429-460
Fits: '79-Up Mustang, '81-'88 Thunderbird, Cougar, '79-'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:*** *Moroso Part* ***No. 22204****, Ford SVO M-6600-A460 or M84D or M84DHV Style Pumps*

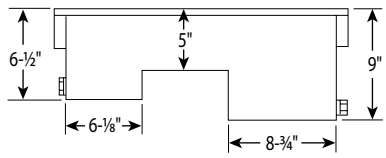
PART #	AVAILABLE OPTIONS
25970	Universal Dipstick Kit
25971	Universal Dipstick Kit, Braided Stainless Flex Tube
25973	Universal Dipstick Kit, Twist Lock
93166	Oil Pan Gasket, 460 Late, Smooth Rail
22204	High Volume, Oil Pump NEW!

**Fits only 4-bolt mains (SVO Block)*



No. 20620





DRAG RACE

FORD BIG BLOCK

Steel, Wet Sump, 7 Quart Capacity, 9" Deep
Engine Application: 429-460
Fits: '79-Up Mustang, '81-'88 Thunderbird, Cougar, '79-'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
- Stock starter with 184-tooth flywheel

PART #	DESCRIPTION
20625	Oil Pan, Steel, Clear Zinc

PART #	RECOMMENDED PICKUP
24508*	***Fits:*** *Moroso Part* ***No. 22204****, Ford SVO M-6600-A460 or M84D or M84DHV Style Pumps*

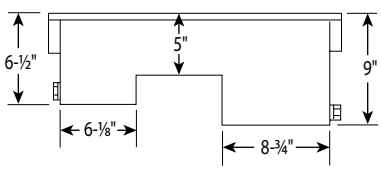
PART #	AVAILABLE OPTIONS
25970	Universal Dipstick Kit
25971	Universal Dipstick Kit, Braided Stainless Flex Tube
25973	Universal Dipstick Kit, Twist Lock
93166	Oil Pan Gasket, 460 Late, Smooth Rail
22204	High Volume, Oil Pump NEW!

**Fits only 4-bolt mains (SVO Block)*



No. 20625





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

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FORD BIG BLOCK

Steel, Wet Sump, 7 Quart Capacity, 8-½" Deep
Engine Application: 429-460
Fits: Tube-chassis Bracket and Super Classes including dragsters, roadsters, door slammers, etc.



No. 20614

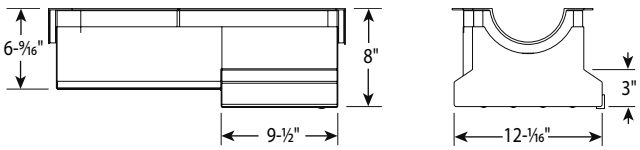
- Core based oil pan, utilizing stock pan rail bolt pattern
- Increased sump capacity, and trap door baffling
- Stock starter with 184-tooth flywheel

PART #	DESCRIPTION
20614	Oil Pan, Steel, Clear Zinc

PART #	RECOMMENDED PICKUP
24511	***Fits:*** *Moroso Part* ***No. 22204****, 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
22204	High Volume, Oil Pump NEW!





FORD BIG BLOCK

Steel, Wet Sump, 9 Quart Capacity, 7-⅞" Deep
Engine Application: 429-460
Fits: Tube-chassis Bracket and Super Classes including dragsters, roadsters, door slammers, etc.



No. 20616

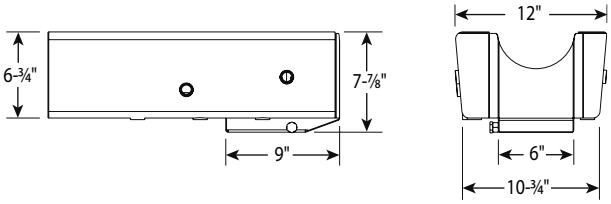
- Steel fully fabricated oil pan, utilizing "race" pan rail bolt pattern
- Power kick-out for increased horsepower
- Increased sump capacity, solid louvered tray
- Clears all 4-bolt main caps
- Accepts 4.75" stroke with aluminum rods
- Compatible with Tilton starter and 184-tooth flywheel

PART #	DESCRIPTION
20616	Oil Pan, Steel, Clear Zinc

PART #	RECOMMENDED PICKUPS
24505	***Fits:*** *Moroso Part* ***No. 22204****, Ford SVO M-6600-A460 or M84D or M84DHV Style Pumps with 4-bolt Main Blocks*
24522	***Fits:*** *Moroso Part* ***No. 22204****, 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, ½", 6 PT
62256	Wrench, Oil Pan T-Handle, 7⁄16", 6 PT
93166	Oil Pan Gasket, 460 Late, Smooth Rail
22204	High Volume, Oil Pump NEW!





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, 10-¾" 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
- Accepts 3.85" stroke with most steel rods
- Works with most starter/flywheel combinations
- Use **Nos. 25970, 25971 or 25973** for dipstick provision - welding required

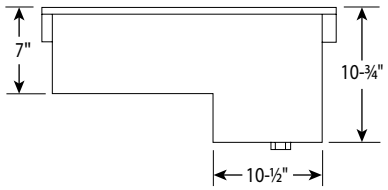
No. 20612



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

PART #	RECOMMENDED PICKUP
24504	***Fits:*** *Only 4 bolt main caps. 2 bolt pickups require a custom product, please inquire*

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
22204	High Volume, Oil Pump NEW!



FORD 7.3 POWERSTROKE, '94-'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



**Shown with Optional Gasket*

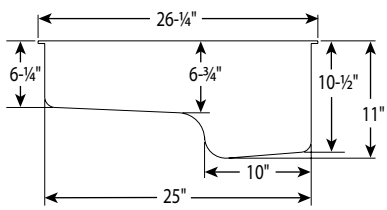
No. 27336

- 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, '94-'03*

PART #	AVAILABLE OPTIONS
27293	Oil Pan Gasket, Ford 7.3 Powerstroke '94-'03 and International T444E, Patent Pending
97003	Oil Pan Drain Plug, Zinc Finish



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

INTERNATIONAL T444E

Steel

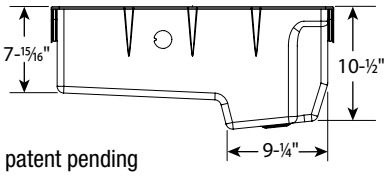
Fits: International T444E engines (replacement for IH Part # 1830838C91) International 3600/3700/3800 and other chassis. (Doesn't fit in Ford Excursions, Pickups or Vans)



- 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, the second coat is a black 1-mil thick electrocoat and the last coat is a gloss black epoxy powdercoat
- Features an internal O.E.M. style anti-slosh baffle to keep oil contained in the oil pickup area, 18 Quart Capacity, dipstick provision on passenger side and notch in front oil pan for clearance

No. 27264





PART #	DESCRIPTION
27264	Oil Pan, International T444E

PART #	AVAILABLE OPTION
27293	Oil Pan Gasket, One Piece Design, Steel Reinforced Ford 7.3 Powerstroke '94-'03 and International T444E, patent pending

FORD 6.0, 6.4, 6.7 POWERSTROKE

Fits: Excursion '03-'05; F-250 '04-'10, '11-'21; F-350 '04-'10; F-450 '04-'10, '11-'21; F-550 '04-'10, '11-'21



- Heavy Duty 16 gauge steel stamping
- Has a durable black epoxy powder coat finish
- Cost effective alternative to an O.E.M oil pan

No. 20850







PART #	DESCRIPTION
20850	Oil Pan, Steel, Ford 6.0, 6.4 Powerstroke
20851	Oil Pan, Steel, Ford 6.7 Powerstroke



No. 20851

OLDSMOBILE

Steel, Wet Sump, 7 Quart Capacity, 8-½" Deep
Engine Application: 330-455
Fits: All '65-later V8's in most stock GM chassis without modifications

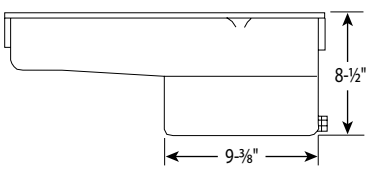


- Reduces oil temperature
- Anti-slosh baffle
- Compatible with most starter/flywheel combinations

No. 20480

PART #	DESCRIPTION
20480	Oil Pan, Steel, Clear Zinc, Deep Sump

PART #	RECOMMENDED PICKUP
24460	***Fits:*** *For Moroso* ***No. 20480*** *Oil Pan, Melling M22F or Stock or Sealed Power No.224-41203*



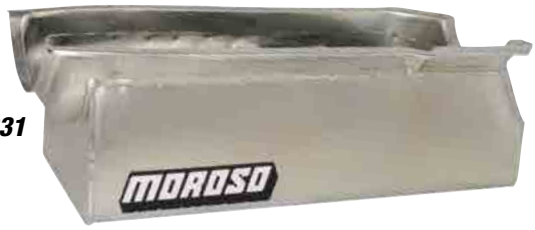


DRAG / MARINE / TRUCK

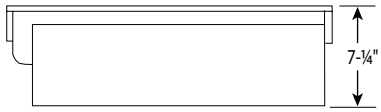
OLDSMOBILE

Steel, Flat Bottom Pan
10 Quart Capacity, 7-¼" Deep
Engine Application: 330-455
Fits: Hulls with flywheel aft and 4-point mounting

No. 21631



- 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*

STREET / COMPETITION

PONTIAC

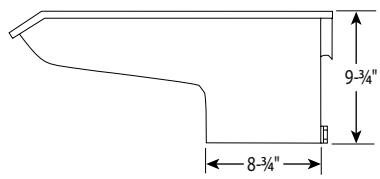
Steel, Wet Sump, 8 Quart Capacity, 9-¾" Deep
Engine Application: 301-455
Fits: 1967-'81 Firebird and 1964-'87 mid and full-sized chassis



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



No. 20490



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

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

PONTIAC

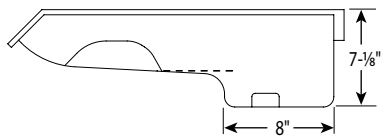
Steel, Wet Sump, 7-⅛" Deep
Engine Application: 301-455
Fits: 1967-'81 Firebird and 1964-'87 mid and full-sized chassis



- Oil sump retaining system
- Magnetic drain plug



No. 20492



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

PART #	RECOMMENDED PICKUP
	Use Stock Oil Pump & Pickup

PONTIAC

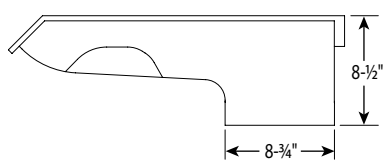
Steel, Wet Sump, 7 Quart Capacity, 8-½" Deep
Engine Application: 301-455
Fits: 1967-'81 Firebird and 1964-'87 mid and full-sized chassis



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



No. 20500



PART #	DESCRIPTION
20500	Oil Pan, Steel, Clear Zinc, Deep Sump

PART #	RECOMMENDED PICKUP
24482	***Fits:*** *M54DS or M10541 Style Pumps*

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

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ACURA/HONDA B SERIES

Steel, Wet Sump, 4 Quart Capacity, 6" Deep
Engine Application: Acura VTEC, Non-VTEC and Honda 1.6L B16A3



No. 20911

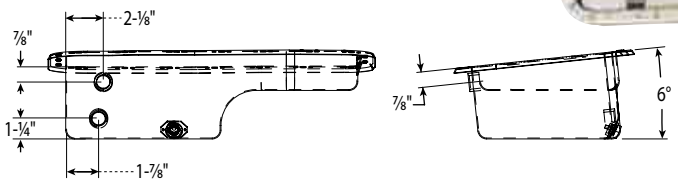


- Sump baffle that fully surrounds oil pump pickup
- Turbo/Supercharger oil drain back
- Features a magnetic drain plug and temperature sensor bung
- Works with O.E.M. exhaust manifold and most aftermarket exhaust/header combinations

PART #	DESCRIPTION
20911	Oil Pan, Steel, Clear Zinc, Stock Configuration

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

PART #	AVAILABLE OPTIONS
38366	Oil Pan Stud Kit
93200	Oil Pan Gasket, One Piece Design, Acura/Honda B Series
22206	B Series, Oil Pump NEW!



ACURA/HONDA B SERIES

Steel, Wet Sump, 5.5 Quart Capacity, 6" Deep
Engine Application: Acura VTEC, Non-VTEC and Honda 1.6L B16A3



No. 20910

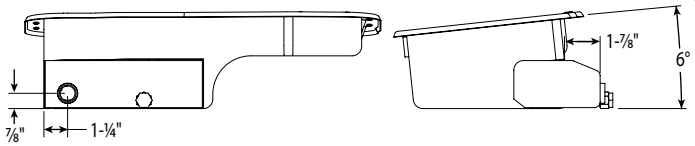


- Kicked-out sump
- Includes 6 trap doors, 2 baffles and a removable anti-slosh baffle for oil control in Road Racing, also an excellent Drag Race oil pan
- Turbo/Supercharger oil drain back and temperature sensor bung
- Magnetic drain plug
- Works with O.E.M. exhaust manifold and most aftermarket exhaust/header combinations

PART #	DESCRIPTION
20910	Oil Pan, Steel, Clear Zinc

PART #	RECOMMENDED PICKUP
	Use Stock Oil Pump & Pickup

PART #	AVAILABLE OPTIONS
38366	Oil Pan Stud Kit
93200	Oil Pan Gasket, One Piece Design, Acura/Honda B Series
22206	B Series, Oil Pump NEW!



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



No. 20901

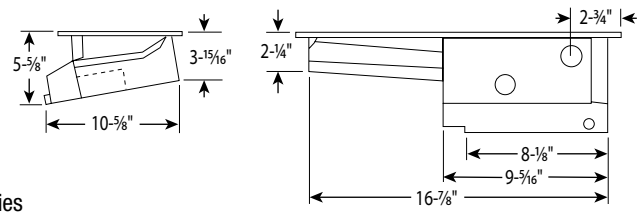


- Dynamic trap door baffling for Drag Race & Street
- Aluminum with ¼" thick pan rail
- Includes ½" N.P.T. bung for plumbing turbo oil return line, ½" N.P.T. bung for installing oil temperature sender and magnetic drain plug with extra washer
- Includes mounting kit with hex-drive studs and serrated-face flare nuts
- Works with O.E.M. 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 OPTIONS
38366	Oil Pan Stud Kit
93200	Oil Pan Gasket, One Piece Design, Acura/Honda B Series
22206	B Series, Oil Pump NEW!



STREET / COMPETITION

HONDA H-SERIES, OIL PAN

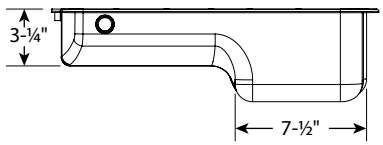
Steel, Wet Sump, 4 Quart Capacity, 5-1/4" Deep
Engine Application: Honda H Series 2.2L/2.3L

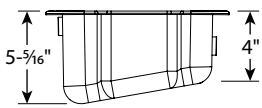




No. 20916

- Sump baffle that fully surrounds the oil pump pickup
- ½" N.P.T. fitting for turbo or supercharger drain back
- Features a magnetic drain plug and a ½" N.P.T. fitting for a temperature sender
- Works with O.E.M. exhaust manifold and most aftermarket exhaust/header combinations





PART #	DESCRIPTION
20916	Oil Pan, Steel, Clear Zinc, Stock Configuration

DRAG RACE

HONDA H-SERIES

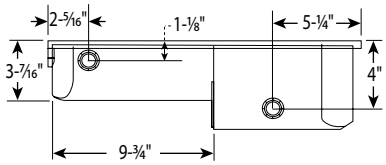
Aluminum, Wet Sump, 5.5 Quart Capacity, Race Baffled
Engine Application: Honda H-Series 2.2L/2.3L
**For engine swaps check dimensions for clearance*
Fits: Accord and Prelude (Except 4ws)

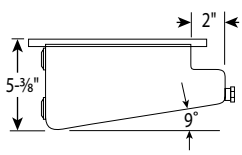


No. 20912

- Integral sump tray and large, 6" trap-door baffle for oil control or Drag Race & Street
- Aluminum with ⅜" thick billet aluminum pan rail provides a rigid flange for leak-free sealing; accommodates stock pan gasket
- Includes ½" N.P.T. bung for plumbing turbo return line, ½" N.P.T. bung for installing oil temperature sender and magnetic drain plug with extra washer (also includes plugs for unused bungs)
- Includes mounting kit with hex-drive studs and serrated-face flare nuts







PART #	DESCRIPTION
20912	Oil Pan, Aluminum, Fully Fabricated
PART #	**RECOMMENDED PICKUP**
24012	*Fits: Stock Oil Pumps*
PART #	**AVAILABLE OPTION**
38366	Oil Pan Stud Kit

ROAD RACE

HONDA H-SERIES

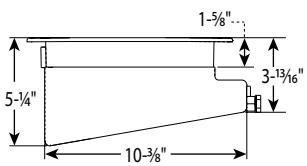
Steel, Wet Sump, 5.5 Quart Capacity, Race Baffled Fabricated Steel
Engine Application: Honda H-Series 2.2L/2.3L
Fits: Accord and Prelude (Except 4ws)

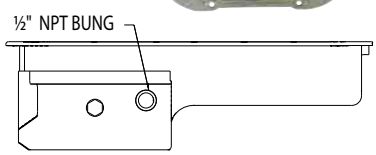


No. 20917

- Features a race proven trap door assembly, anti-slosh baffle and a vertical wall that keep oil contained in oil pump pickup 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 ½" of a quart more than stock
- ½" N.P.T. fitting for supercharger or turbo drain back
- ½" N.P.T. 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

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

Phone: 203.453.6571 • Fax: 203.453.6906 • Tech Support: 203.458.0542 • 203.458.0546

ACURA/HONDA K-SERIES

Steel, Wet Sump, 6.5 Quart Capacity, 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

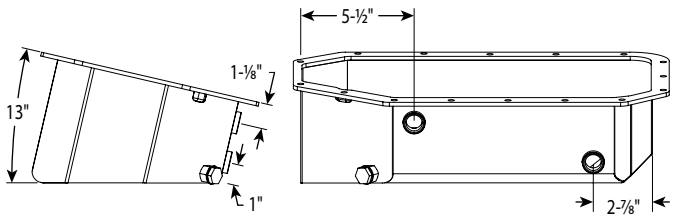
- Doesn't fit DC5 chassis “RSX”, CL9 “TSX”, EP3 “Civic SI”
- Designed to be used with the Acura RSX oil pump assembly* O.E.M. Part #15100-PRB-A01 and Acura RSX Windage Tray O.E.M. Part #11211-PNC-000
- Oil Pan has a thick steel rail with a sump that is 5.5" deep, 16.75" long and 9" wide
- Features a 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
- ½" N.P.T. fitting for supercharger or turbo drain back
- ½" N.P.T. 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* O.E.M. Part #**15100**-PRB-A01

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



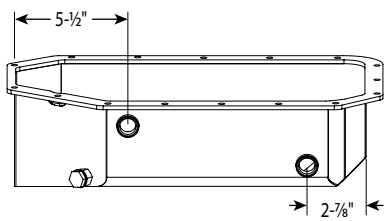
ACURA/HONDA K-SERIES

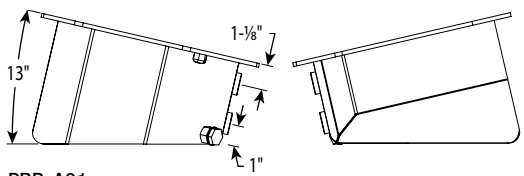
Steel, Wet Sump, 5.5 Quart Capacity, Race Baffled, Notched for Cross member clearance
Engine Application: Acura/Honda K-Series
Fits: Notched to fit in ACURA/HONDA K-SERIES, RSX (DC5)'02-'06, TSX (CL9) '04-'08, Civic SI (EP3) '02-'05, Accord (CG) '98-'02, Accord '03-'07 and also fits K-series Engine Swaps 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* O.E.M. Part # 15100-PRB-A01 and Acura RSX Windage Tray O.E.M. Part # 11211-PNC-000
- Oil pan has a thick steel rail with a sump that is 5-½" deep, 16-¾" 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
- ½" N.P.T. fitting for supercharger or turbo drain back
- ½" N.P.T. 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* O.E.M. 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, 6.25 Quart Capacity (with stock oil cooler installed), 4" Deep
Engine Application: 13B Rotary (Non FD or Renesis)
Fits: Tube chassis cars and other cars without a cross-member located under engine (check dimensions for clearance)



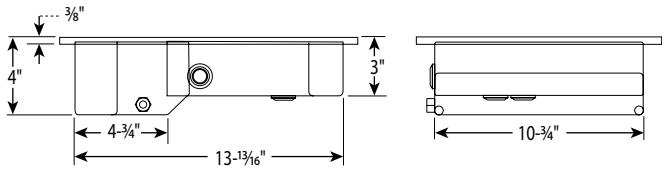
No. 20940



- Fully fabricated
- ⅜" 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



MAZDA

Aluminum, Wet Sump, 6.25 Quart Capacity, 4" Deep
Engine Application: 13B Rotary (Non FD or Renesis)
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



No. 20942

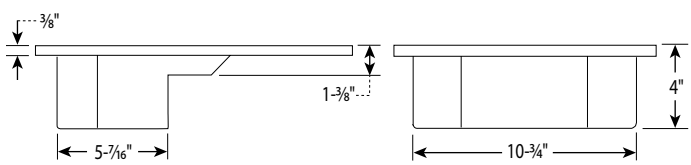


- Rugged ⅜" thick billet aluminum gasket rail with integral cross-brace serves as a girdle to greatly strengthen the entire engine assembly and reduce flexing under hard driving
- Fully fabricated
- Dual trap door baffles for Drag Race & Street
- Enlarged sump increases capacity to 6-¼ quarts (with stock 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



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

MITSUBISHI

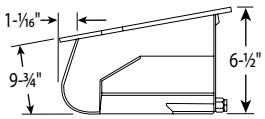
Aluminum, Wet Sump, 6.25 Quart Capacity, 6-½" Deep
Engine Application: 2.0L DOHC Turbo 4G63
Fits: 1989-Mid '92 Eclipse
Can be used with Front and All-Wheel Drive

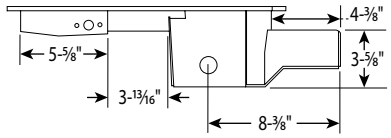




No. 20960

- Aluminum with ⅜" 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
- ½" N.P.T. 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

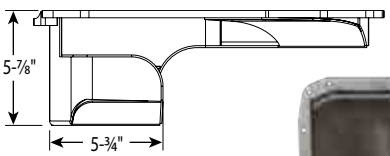
MITSUBISHI EVO 7, 8, 9, ROAD RACE BAFFLED

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



No. 20967

- Has a ⅜" thick billet aluminum oil pan rail with a fabricated aluminum sump that is ¾" 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 pickup 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 pickup
- Magnetic drain plug and a mounting kit comprised of hex drive steel studs and serrated flange nuts are included
- Uses stock dipstick
- ½" N.P.T. fitting for oil temperature sender





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

MITSUBISHI EVO 10

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

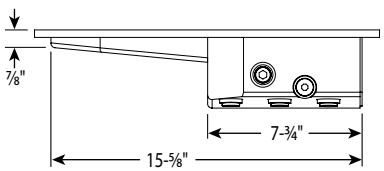


No. 20969

- Has a ⅜" 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
- ½" N.P.T. 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

DATSUN/NISSAN L24, L26, L28

Steel, Wet Sump, 7 Quart Capacity, 6-¼" Deep
Engine Applications: Datsun/Nissan L24, L26, L28
Fits: 240/260/280/280ZX '70-'83



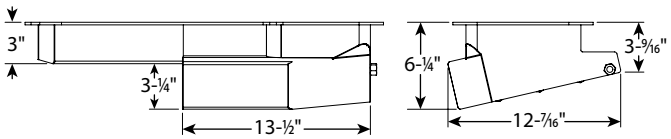
- Oil pan is fully fabricated steel with a thick pan rail and a clear zinc finish
- Features a race proven trap door assembly that keeps oil contained in oil pump pickup area during road racing and track events
- Windage Tray/Anti-Slosh baffle prevents oil from splashing back to the rotating assembly, robbing vital horsepower
- Magnetic drain plug

No. 20976



PART #	DESCRIPTION
20976	Oil Pan, Steel, Road Race Baffled, Datsun/Nissan L24, L26, L28

PART #	RECOMMENDED PICKUP
24976	**Fits:** Stock Oil Pump



NISSAN SR20, RWD

Aluminum, Wet Sump, 4.75 Quart Capacity, Stock Depth
Engine Application: Nissan SR20, RWD



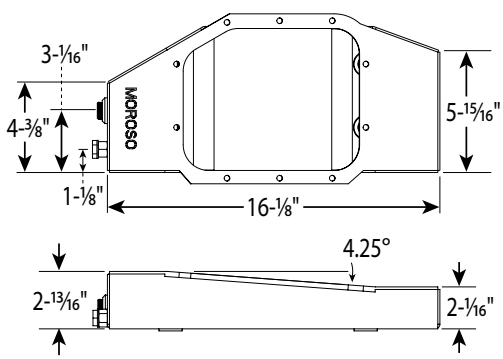
No. 20975

- 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
- ¼" aluminum rail
- Metric studs and nuts included
- Oil temperature provision (½" N.P.T. 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



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

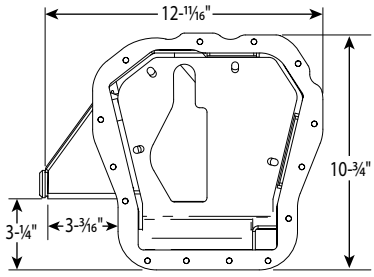
SUBARU EJ20, EJ22 & EJ25

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 & F.F. 818



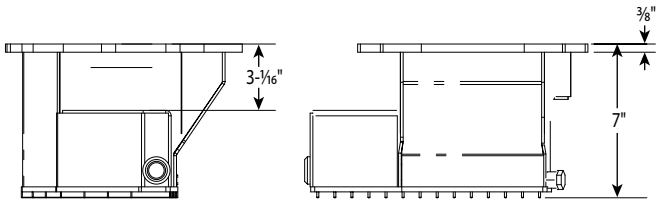
No. 20965

- One-piece ⅜" 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
- ½" N.P.T. fitting that can be used for crank case ventilation or for head drainback
- ½" N.P.T. 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



SUBARU EJ20, EJ22 & EJ25

Steel/Aluminum, Wet Sump, 6 Quart Capacity, 6-15⁄16" Deep
Engine Application: Subaru EJ20/EJ22/EJ25
Fits: Subaru WRX 2002-2014, STI 2004-2019, Legacy 2004-2009, Forester 2004-2008 and Universal Applications such as the F.F. 818 and Sand Rails. On earlier model Subaru(s), check chassis and oil pan dimensions for compatibility



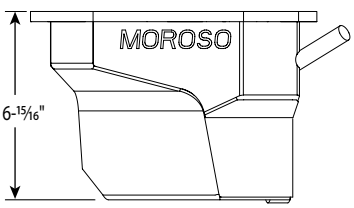
No. 20966



No. 20968

- 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
- ½" N.P.T. 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, Clear Zinc
20968 Oil Pan, Fabricated Aluminum





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, 5-¼" Deep
Engine Application: 3C, 2T and 2C engines
For engine swaps, check dimensions for clearance



No. 20930

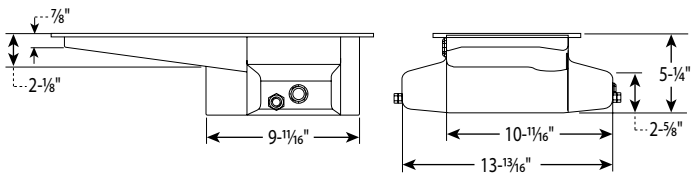
- Aluminum with ¼" thick billet aluminum pan rail
- Trap door baffling for Road & Drag Racing
- Louvered windage tray maximizes horsepower and de-aerates oil
- A separate sump tray helps prevent oil from splashing back and de-aerates oil returning from the turbo
- Includes (2) ½" N.P.T. bungs for turbo oil return line and temperature sender
- Two magnetic drain plugs facilitate oil draining when the engine is canted left or right
- Includes mounting hardware



PART #	DESCRIPTION
20930	Oil Pan, Aluminum, Kicked-Out Sump

PART #	RECOMMENDED PICKUP
	Use Stock Oil Pump & Pickup

PART #	AVAILABLE OPTIONS
23210	Windage Tray
38356	Oil Pan Stud Kit



TOYOTA

Aluminum, Wet Sump, 6.25 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



No. 20935

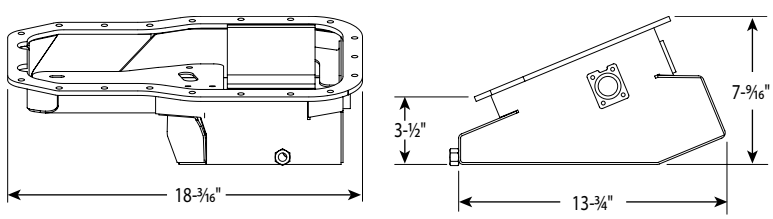
- Aluminum with ¼" thick billet aluminum pan rail
- Trap door baffling ensures oil control in Road & Drag Racing
- Solid windage tray with oil drain & dipstick cut out holes prevents oil from splashing back to the rotating assembly, robbing vital horsepower
- Front of pan has 28mm threaded bung for turbo drain back connection
- 3/8" thick billet receptacle for the factory oil level sensor
- Includes mounting hardware



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



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

TOYOTA 2RZFE, 3RZFE

Aluminum, Wet Sump, 5 Quart Capacity, 5-½" Deep
Engine Applications: Toyota 2RZFE, 3RZFE
For engine swaps, check dimensions for clearance



No. 20936

- Aluminum with ¼" thick billet aluminum pan rail
- Features a race proven trap door assembly and anti-slosh baffle that keeps oil contained in oil pump pickup area during drag racing and road racing
- Windage tray with oil drain & dipstick cut out holes prevents oil from splashing back on to the rotating assembly, robbing vital horsepower
- ½" N.P.T. fitting for supercharger or turbo drain back
- Magnetic drain plug

PART #	DESCRIPTION
20936	Oil Pan, Fabricated Aluminum , Toyota 2RZFE, 3RZFE, Race Baffled
20937	Oil Pan, Fabricated Aluminum, Toyota 2RZFE, 3RZFE, Race Baffled, Ext. -12AN Pickup

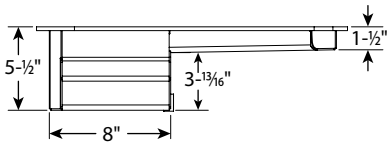
PART #	RECOMMENDED PICKUP
24936	***Fits:*** *Stock Oil Pump & Pickup (for* ***No. 20936*** *only)*

PART #	AVAILABLE OPTIONS
23961	-12AN Filter Pickup Fittings *(for* ***No. 20937*** *only)*
23963	-16AN Filter Pickup Fittings *(for* ***No. 20937*** *only)*

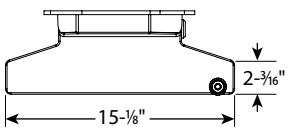




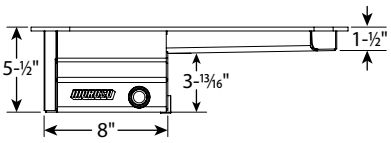
No. 20937



No. 20936



Nos. 20936, 20937



TOYOTA 2JZ-GE, 2JZ-GTE

Aluminum, Dry Sump
Engine Applications: Toyota 2JZ-GE, 2JZ-GTE
Fits: Supra '93-'98 and other applications (Check Measurements)



No. 20938

- Aluminum with thick billet aluminum pan rail
- -12AN female pickups
- Oil collection trough to maximize horsepower and oil control
- Removable windage tray built into oil pan
- -12AN fitting for supercharger or turbo drain back
- Includes mounting hardware



No. 20939

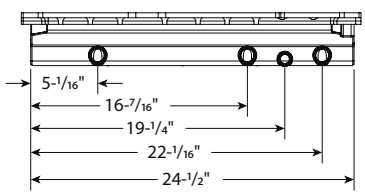


PART #	DESCRIPTION
20938	Oil Pan, Aluminum, Three -12AN P/U, Toyota 2JZ-GE, 2JZ-GTE
20939	Oil Pan, Aluminum, Four -12AN P/U, Toyota 2JZ-GE, 2JZ-GTE

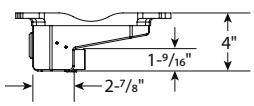
PART #	RECOMMENDED FITTING
23961	-12AN Filter Pickup Fittings



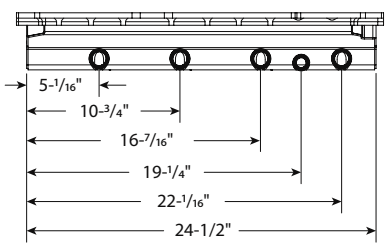




No. 20938



Nos. 20938, 20939



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



No. 20970

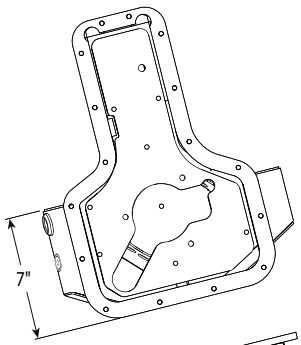
- Manufactured from thick aluminum
- Internal baffling insures oil control not present in a OE oil pan
- Baffled for Road Racing, also an excellent Drag Race oil pan
- Can be used as a bolt-in replacement for the stock pan
- ⅜" Billet Aluminum rail
- Metric studs and nuts included
- Turbo drain, ½" N.P.T. bung for turbo drainback
- ½" N.P.T. bung for oil temperature provision

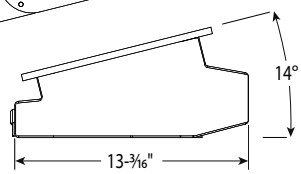
PART #	DESCRIPTION
20970	Oil Pan, Billet Aluminum, Wet Sump, Toyota-Lotus

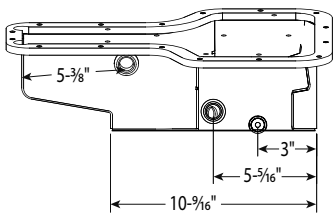
PART #	RECOMMENDED PICKUP
	Use Stock Oil Pump & Pickup

PART #	AVAILABLE OPTION
38366	Oil Pan Stud Kit









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

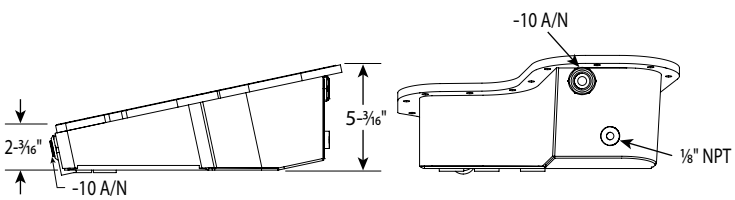


No. 20971

- ⅜" 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 –10AN female fittings with bungs for supercharger or turbo drain back
- ⅛" N.P.T. fitting for oil temperature sender
- O-ringed magnetic drain plug
- Includes 6mm mounting studs and nuts

PART #	DESCRIPTION
20971	Oil Pan, Aluminum, Race Baffled





OIL PANS, VALVE COVERS, OIL TANKS & MORE



Mori J2 Seiki NV5000 Vertical Machining center.

PUT OUR EXPERIENCE TO WORK FOR YOU!



Dry Sump Tanks





Cup Oil Pans



Pro Stock Oil Pans



Fabricated Valve Covers

The **Mori J2 Seiki NV5000 Horizontal Machining Center** (shown above) in our machine department provides significantcycle time reduction and improved surface finishes due to a 12,000 RPM spindle, "through the tool" coolant capability and new chip removal technology.

This state-of-the-art equipment provides Moroso customers with the latest in innovative valve cover and oil pan rails, end seals, water pump bodies and impellers, wet and dry sump oil pump components as well as a myriad of billet adapters and bracketry.

This advanced machining capability goes hand-in-hand with our CNC punch and press brakes to enhance the ability of Moroso Performance to produce state-of-the-art custom and production oil pans, valve covers, oil tanks and **virtually any race part that can be imagined.**

FOR DETAILS, CALL MOROSO'S SALES DEPARTMENT AT (203) 453-6571

SOLD TO

Name _____
Attn: _____
Address: _____
City, State, Zip _____
Phone _____ Fax _____
Email: _____

CONTACT US

Moroso Performance Products
Sales Department
80 Carter Drive
Guilford, CT 06437-2116
T: (203) 453-6906 *E:* Sales@moroso.com
A Moroso Sales Representative will contact you on your Custom Oil Pan Request

All Custom Orders Must be PrePaid in Full
Please contact Sales Department with your Credit Card Info., we accept Visa/MC/Discover

ENGINE SPECIFICATIONS

Block Manufacturer:_____ Block Model No.:_____
Displacement: _____ Rear Main Seal: _____ 1pc. _____ 2pc. _____
Stroke: _____ Rods: Alum. _____ Steel _____
Starter Location: Passenger_____ Driver_____ None _____
Starter Mfr.: _____
Starter Model: _____ Flywheel - Number of Teeth: _____

OIL PAN CONFIGURATION

Oil Pan Application/Type of Racing:_____

Material: Steel _____ Alum._____
Pan Style: Wet Sump _____ Dry Sump _____ External Pump _____
One piece or Two piece Oil Pan:_____
Oil Pan Depth: Front _____ Rear _____
Drain Plug Location: _____
Dip Stick Location: _____
Pump Style/Type Used: _____
Number of Pickups: Male _____ Female _____ Fitting Size _____
Location of Pickups: _____
Windage Tray Louvered or Screen: _____
Other Special Instructions: _____
_____

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

Front of Oil Pan ←

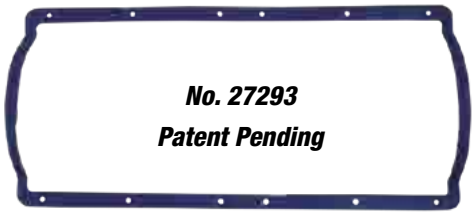
→ **Rear of Oil Pan**

Front View or Rear View, Please specify

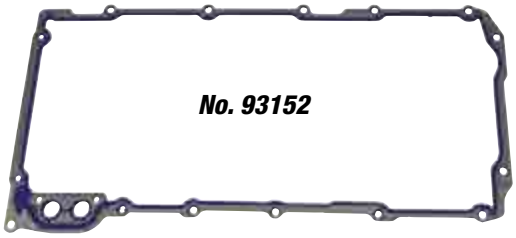
OIL PAN GASKETS

Race Quality

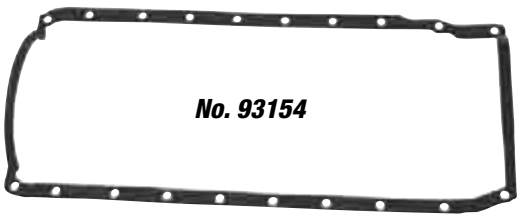
Why go searching for the right oil pan gasket for a Moroso oil pan? Now Moroso offers race quality, reinforced oil pan gaskets that have been verified by Moroso to work with our oil pans



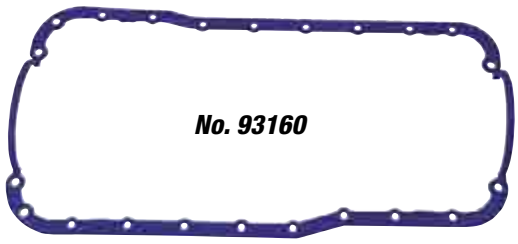
No. 27293
Patent Pending



No. 93152



No. 93154



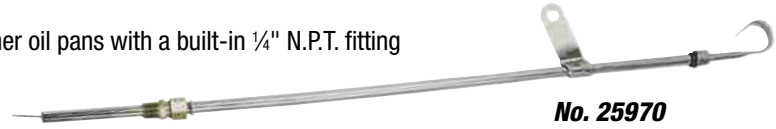
No. 93160

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
93156	Oil Pan Gasket, 4 Piece Design, BBC Mark 4, With Race Bolt Pattern
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
93200	Oil Pan Gasket, One Piece Design, Honda/Acura B-Series Oil Pans

** 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 ¼" N.P.T. fitting
- ¼" N.P.T. 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, ¼" N.P.T. fitting and pan adapter

WARNING Prop. 65
This product contains a chemical known to the state of California to cause cancer, birth defects, or reproductive harm.
www.P65Warnings.ca.gov

OIL PAN DIPSTICK

Flex Tube, Stainless Steel, Universal
Fits: Moroso Oil Pans with ¼" N.P.T. dipstick bung



No. 25971

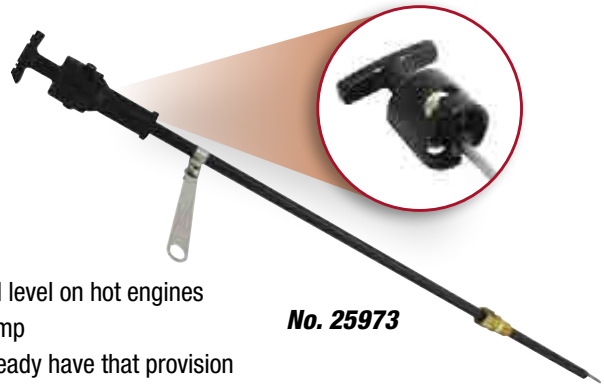
- Oil Pan Dipstick features braided stainless flex tube with ¼" N.P.T. fitting and a machined aluminum handle
- Existing "full" and "fill" dipstick marks can be used as-is, or new marks can be added to indicate desired oil level
- Flexible tube and universal mounting tab can be bent or modified to accommodate 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 20-¾" long

WARNING Prop. 65
This product contains a chemical known to the state of California to cause cancer, birth defects, or reproductive harm.
www.P65Warnings.ca.gov

PART #	DESCRIPTION
25971	Oil Pan Dipstick, Flex Tube, Stainless Steel, Universal

UNIVERSAL DIPSTICK KIT

Twist-Lock



No. 25973

- 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
- ¼" N.P.T. 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"

WARNING Prop. 65
This product contains a chemical known to the state of California to cause cancer, birth defects, or reproductive harm.
www.P65Warnings.ca.gov

PART #	DESCRIPTION
25973	Universal Dipstick Kit, Twist Lock

REPLACEMENT OIL PAN AND TRANSMISSION DRAIN PLUGS

- ¾" hex head with ½" x 20 threads
- Replacement for Moroso Oil and Transmission Pans and others
- Extra strength, rare earth magnetic tip holds metal particles

WARNING Prop. 65
This product contains a chemical known to the state of California to cause cancer, birth defects, or reproductive harm.
www.P65Warnings.ca.gov

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

14MM, 1.5 Thread



No. 97003

- 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

OIL PAN DRAIN PLUG, MAGNETIC



No. 97006

- ¾" 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

Phone: 203.453.6571 • Fax: 203.453.6906 • Tech Support: 203.458.0542 • 203.458.0546

DRAIN PLUG, 3/4" -16 DEEP THREAD WITH O-RING

Fits: Moroso Oil Pan Nos. 21330, 21551, 21552, 21553, 21554, 21555, 21556 and 21654

- Features a large 1" hex head
- Aluminum with a clear anodized finish
- Includes O-ring

NEW!

WARNING Prop. 65
This product contains a chemical known to the state of California to cause cancer, birth defects, or reproductive harm-
www.P65Warnings.ca.gov



No. 97007

PART #	DESCRIPTION
97007‹›	Drain Plug, Oil Pan, Hex, ¾" -16 Deep O-Ring

REPLACEMENT DRAIN PLUG WASHERS

- High quality washers ensure a leak-free seal
- ½" I.D. x ⅞" O.D.
- Fits Moroso Drain Plug **Nos. 97000** and **No. 97001** and others

No. 97011



No. 97010

PART #	DESCRIPTION
97010	Replacement Drain Plug Washers, Copper, Ten per Pack
97011	Replacement Drain Plug Washers, Nylon, Ten per Pack

OIL PAN ACCESS PLUG

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



No. 97005

PART #	DESCRIPTION
97005	Oil Pan Access Plug, Six per pack

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" N.P.T. aluminum inspection plug



No. 23970

PART #	DESCRIPTION
23970	Oil Pan Inspection Plug

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. 20179, 20185, 20569, 20570, 20571, 20572, 20574, 21811, 21812** and **21816** 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



No. 22738

PART #	DESCRIPTION
22738	Plug, 20mm x 1.5, Male with Copper Washer

-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 ⅛" max.wall thickness
- O-ring seal to prevent leaks



No. 22753

PART #	DESCRIPTION
22753	-10AN Male Fitting, Non-Weld

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

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)



No. 38315

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 **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

PART #	DESCRIPTION
22934	Oil Pan Spacer Kit, Dart LS Next, non-skirted engine block

PART #	AVAILABLE OPTION
93152	Oil Pan Gasket, GM LS Series (Except LS7 & LS9)



No. 22934

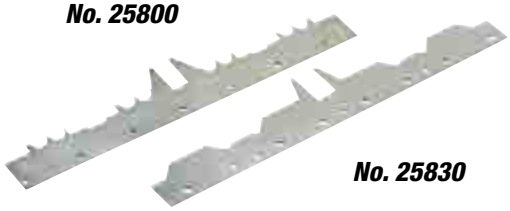
Any oil pan besides Moroso Part **Nos. 20144 or **20155** will require modification to itself or the oiling system*

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

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



No. 23020

No. 23030

PART #	DESCRIPTION
23020	Louvered Windage Tray, SBC and 400 block, with either driver or passenger side dipstick
23030	Louvered Windage Tray, BBC, Mark IV

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



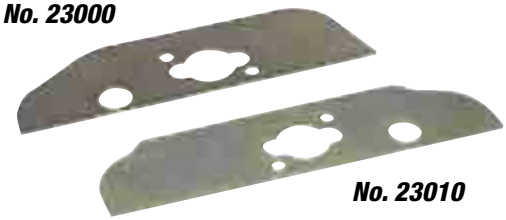
No. 23036

PART #	DESCRIPTION
23035	Oil Control Kit, SBC with either driver or passenger side dipstick
23036	Oil Control Kit, BBC

MAIN CAP BAFFLES

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

No. 23000



No. 23010

PART #	DESCRIPTION
23000	Main Cap Baffle, Small Block and 90˚ V6 Chevy
23010	Main Cap Baffle, Big Block Chevy

NOTE: *Baffles must be trimmed to fit oil pan*

LOUVERED WINDAGE TRAY, GM LS ENGINE

Fits: GM LS Engines with GM Main Cap Studs & Moroso Rear Sump Oil Pans

- 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. 20139, 20140, 20141, 20142, 20143, 20145, 20147, 20148, 20149, 20150, 21150, 21152, 21153, 21157** and **21158**
- Must use Corvette C-6 Dipstick and tube Part Nos. 12570788 & 12570787



No. 22941

PART #	DESCRIPTION
22941	Louvered Windage Tray, LS Engine

Also a replacement part for Moroso Pan ***No. 21150***

LOUVERED WINDAGE TRAY, GM LS

Fits: GM LS Engines with ARP Main Cap Studs and Moroso Rear Sump Oil Pans

- Louvered design allows oil thrown from the rotating assembly to drain into the sump without splashing back, reducing windage, increasing power and cutting down on oil temperature
- Manufactured from 16 gauge steel
- Mounts right to the main caps with the customer supplied ARP Main Stud Kits
- Fits Moroso Oil Pan **Nos. 20139, 20140, 20141, 20142, 20143, 20145, 20147, 20148, 20149, 20150, 21150, 21152, 21153, 21157** and **21158**
- Must use Corvette C-6 Dipstick and tube Part Nos. 12570788 & 12570787



No. 22943

PART #	DESCRIPTION
22943	Louvered Windage Tray, GM LS with ARP Main Cap Studs, for Rear Sump

REPLACEMENT WINDAGE TRAYS FOR MOROSO PART NOS. 20385, 20485, 21047, 21048, 21049

- Constructed and mounted the same way that the original windage tray is that came with the oil pan

NEW!

PART #	DESCRIPTION
23138	Windage Tray, Replacement for Moroso **No. 21048**
23139	Windage Tray, Replacement for Moroso **No. 20385** Old Style (Stamped with **20385** or not stamped at all)
23140	Windage Tray, Replacement for Moroso **Nos. 20485**, **20385** New Style (Stamped **20485**, **20385**)
23141	Windage Tray, Replacement for Moroso **No. 21047**
23142	Windage Tray, Replacement for Moroso **No. 21049**



No. 23139

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

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



No. 22930

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

***NOTE:** Will fit Dart 4 bolt engine blocks by slotting the mounting holes*



No. 22935

SEE MORE

Windage Tray Mounting Stud Kits on pg. 221

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

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

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



No. 22933

PART #	DESCRIPTION
22933	Ford 4.6/5.4 Louvered Windage Tray

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

WINDAGE TRAY AND OIL PAN GASKET

Fits: Ford 5.0 "Coyote", 5.2 "Voodoo"

- Required when installing a Moroso oil pan and oil pump pickup on a Gen. 3 engine or is a replacement windage tray/oil pan gasket on a Gen. 1 or Gen. 2 engine
- Goes between the engine block and oil pan

PART #	DESCRIPTION
22936	Windage Tray & Oil Pan Gasket, Ford 5.0 "Coyote", 5.2 "Voodoo"



No. 22936

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

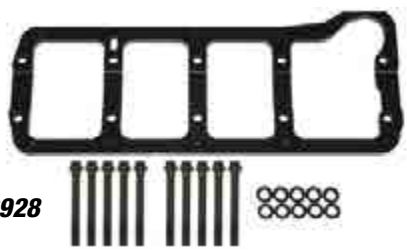


No. 22940

MAIN CAP GIRDLE FOR 289-302 FORDS

- Manufactured from ½" 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



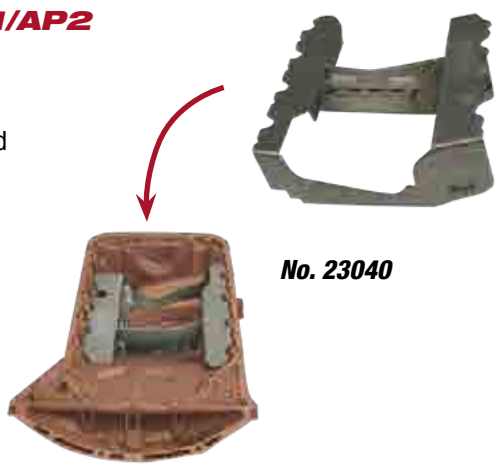
No. 22928

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

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

OIL PAN BAFFLE, SUBARU BRZ / SCION FRS / TOYOTA 86

- 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/Toyota 86, Drop-in



No. 23045



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 Department** 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.



No. 22171



SBC SPUR GEAR 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 4-¼" stroke with most steel rods
- Engineered to fit 8-¼" deep oil pans

PART #	DESCRIPTION
22171	Oil Pump, Billet, SBC, High Volume

SEE MORE
OIL PUMP DRIVE SHAFTS ON PG. 131



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 4-¾" 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

SEE MORE
OIL PUMP DRIVE SHAFTS ON PG. 131





No. 22167

8.736" Length

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 5-¼" stroke with most aluminum rods
- Engineered to fit 8" deep fabricated aluminum oil pans

PART #	DESCRIPTION
22167	Oil Pump, BBC, High Volume

Phone: 203.453.6571 • Fax: 203.453.6906 • Tech Support: 203.458.0542 • 203.458.0546

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

HEAVY DUTY

PART #	DESCRIPTION
22124	Oil Pump and Pickup Package, Small Block Chevy, Moroso Part **No. 22099** Standard Volume Pump. ***Fits:*** *8-¼" Deep Oil Pan*
22134	Oil Pump and Pickup Package, Small Block Chevy, Moroso Part **No. 22109** High Volume Pump. ***Fits:*** *8-¼" Deep Oil Pan*
22144	Oil Pump and Pickup Package, Small Block Chevy, Moroso Part **No. 22109** High Volume Pump. ***Fits:*** *Stock 7-½" 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:*** *7-¾" Deep Oil Pan*



No. 22124



No. 22134



No. 22144



No. 22175



No. 22185



No. 22186



No. 22195

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

- ¾" 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 ¾" diameter inlet area and pickup for 8-¼" deep oil pan
22147	High Volume Small Block Chevy Oil Pump with ¾" diameter inlet area and pickup for 7-⅛" 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 OIL PUMP/PICKUP COMBINATION

- ¾" Diameter inlet area reduces cavitation in high RPM applications
- Pump and pickup are built to fit 8-¼" 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
- 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
- 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

Phone: 203.453.6571 • Fax: 203.453.6906 • Tech Support: 203.458.0542 • 203.458.0546

CHART LISTS THE MOROSO OIL PANS THAT NEED A MOROSO OIL PUMP PICKUP

** Please note that the oil pans that do not require a Moroso Oil Pump Pickup are not listed on this chart and would take a stock oil pump pickup*

CHEVROLET SMALL BLOCK - INC. DART/ROCKET

MOROSO OIL PAN	SBC, STANDARD VOLUME PUMPS MOROSO #22101 MEL. #M55 MEL. #M55A MEL. #M10553	SBC, HIGH VOLUME PUMPS MOROSO #22111 MEL. #M55HV MEL. #M10550 MEL. #10550ST	SBC, HIGH VOLUME PUMP MEL. #M155HV MEL. #M10551 MEL. #10551ST	SBC, HIGH VOLUME FLANGE STYLE PUMP MEL. #M10552 MEL. #M10555 MEL. #10552ST MEL. #10555ST	BBC, STANDARD VOLUME PUMPS MOROSO #22150 MEL. #M77 MEL. #M10774	BBC, HIGH VOLUME PUMPS MOROSO #22160 MEL. #M77HV MEL. #M10774HV
PART #	5/8" DIA. INLET	5/8" DIA. INLET	3/4" DIA. INLET	3/4" DIA. INLET	3/4" DIA. INLET	3/4" DIA. INLET
20110	24100	24330				
20160	24150	24340				
20165	24150	24340				
20170	24212	24213	24813	24185		
20171	24212	24213	24813	24185		
20172	24212	24213	24813	24185		
20179	24212	24213	24813	24185		
20180	24170	24350	24360	24181	24320	24320
20181	24170	24350	24360	24181	24320	24320
20182	24170	24350	24360	24181	24320	24320
20185	24212	24213	24813	24185		
20186	24170	24350	24360	24181	24320	24320
20190	24170	24350	24360	24181	24320	24320
20191	24170	24350	24360	24181	24320	24320
20193	24171	24351				
20195	24170	24350	24360	24181	24320	24320
20196	24170	24350	24360	24181	24320	24320
20200	24170	24350	24360	24181	24320	24320
20201	24170	24350	24360	24181	24320	24320
20205	24170	24350	24360	24181	24320	24320
20206	24170	24350	24360	24181	24320	24320
20210	24100	24330				
20211	24120	24122				
20212	24120	24122				
20230	24170	24350	24360	24181	24320	24320
21015	24170	24350	24360	24181	24320	24320
21017	24170	24350	24360	24181	24320	24320
21019	24171	24351				
21234	24170	24350	24360	24181	24320	24320
21235	24170	24350	24360	24181	24320	24320
21237	24170	24350	24360	24181	24320	24320
21245	24171	24351				
21247	24170	24350	24360	24181	24320	24320
21308		24308				



No. 22146



No. 22139



No. 22171

CHEVROLET SMALL BLOCK - INC. DART/ROCKET, CONTINUED

MOROSO OIL PAN	SBC, STANDARD VOLUME PUMPS MOROSO #22101 MEL. #M55 MEL. #M55A MEL. #M10553	SBC, HIGH VOLUME PUMPS MOROSO #22111 MEL. #M55HV MEL. #M10550 MEL. #10550ST	SBC, HIGH VOLUME PUMP MEL. #M155HV MEL. #M10551 MEL. #10551ST	SBC, HIGH VOLUME FLANGE STYLE PUMP MEL. #M10552 MEL. #M10555 MEL. #10552ST MEL. #10555ST	BBC, STANDARD VOLUME PUMPS MOROSO #22150 MEL. #M77 MEL. #M10774	BBC, HIGH VOLUME PUMPS MOROSO #22160 MEL. #M77HV MEL. #M10774HV
PART #	5/8" DIA. INLET	5/8" DIA. INLET	3/4" DIA. INLET	3/4" DIA. INLET	3/4" DIA. INLET	3/4" DIA. INLET
21312	24103	24104	24318	24101		
21313	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				
21325	24314	24315				
21326	24314	24315				
21327	24314	24315				
21330	24103	24104	24318	24101	24325	24325
21804	24212	24213				
21808	24212	24213				
21811	24811	24814	24817		24819	
21812	24811	24814	24817		24819	
21813	24212	24213	24813	24185		
21814	24212	24213	24813	24185		
21815	24212	24213	24813	24185		
21816	24811	24814	24817		24819	

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

PART #	DESCRIPTION
22099	SBC Standard Volume, Oil Pump, ⅝" Inlet
22109	SBC High Volume, Oil Pump, ⅝" 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

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 engineered 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



No. 22162

GM LS SERIES, OIL PUMPS

Fits: Gen III and Gen IV; 4.8L, 5.3L, 6.0L, 6.2L

NEW!

- Great upgrade, replacement over factory GM oil pumps
- High Volume Pump will increase volume by 33% over stock oil pumps
- High Pressure Pumps include 10% higher pressure bypass springs which is beneficial over factory pumps in vehicles equipped with Accumulators, oil coolers and/or remote oil filters
- Will fit with stock timing cover
- Great upgrade for engines with Moroso or aftermarket oil pans and those engines that feature Active Fuel Management (AFM)*
- Made in the U.S.A.

PART #	DESCRIPTION
22119	GM LS Standard Volume/Standard Pressure, Oil Pump
22121*	GM LS High Volume/High Pressure, Oil Pump
22122	GM LS Standard Volume/High Pressure, Oil Pump



No. 22121

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, GM LS



No. 22120

CHRYSLER GEN 3 HEMI '09-UP, STD VOL, HIGH PRESSURE OIL PUMP

NEW!

- Upgraded replacement for O.E.M. pump
- Relief valve has a pressure threaded plug instead of a cup plug
- 75 psi pressure relief spring installed in pump and 65 psi stock pressure relief spring provided
- The pump has an anodized hard coated aluminum body and cast iron phosphate coated cover for improved pump performance and durability
- Made in the U.S.A.

PART #	DESCRIPTION
22180	Chrysler Gen 3 Hemi, '09-Up, Std. Vol., High Pressure Oil Pump



No. 22180

FORD, HEAVY DUTY RACING OIL PUMPS

These series of engines were originally designed to have front sump oil pans. As Ford changed the chassis over the years these engines were used in rear sump applications (except FE). Moroso recommends that any time one of these engines has a rear sump oil pan or a front sump oil pan is used in a spirited driving that a High Volume oil pump be installed.

- Approximately 25% more volume
- Benefits of a stronger casting with the features and price that the racer is looking for
- Made in the U.S.A.

NEW!

PART #	DESCRIPTION
22201	Ford 289-302 High Volume, Oil Pump, 25% volume over stock
22202	Ford 351W High Volume, Oil Pump, 25% volume over stock
22204	Ford 429-460 High Volume, Oil Pump, 25% volume over stock
22205	Ford FE High Volume, Oil Pump, 25% volume over stock



No. 22201



No. 22202



No. 22204



No. 22205

OIL PUMP, FORD 5.0 "COYOTE"/ 5.2 "VOODOO", STANDARD VOLUME

For use with Gen. 1 & Gen. 2 Bolt-on Oil Pump Pickups

NEW!

- Replacement for O.E.M. Gen 1 and Gen 2 engine oil pumps, or to convert Gen. 3 engines to a bolt on oil pump pickup
- Comes with a high pressure spring installed and an uninstalled standard pressure spring
- Housing and cover are CNC machined and hard coat anodized for wear protection
- Made in the USA

PART #	DESCRIPTION
22203	Ford 5.0 "Coyote"/5.2 "VooDoo" Standard Volume Oil Pump



No. 22203



OIL PUMP, HONDA, ACURA B-SERIES

NEW!

- High quality replacement oil pump
- Includes oil pump pickup gasket

PART #	DESCRIPTION
22206	Honda, Acura B-Series Oil Pump



No. 22206

Phone: 203.453.6571 • Fax: 203.453.6906 • Tech Support: 203.458.0542 • 203.458.0546

GM LS SERIES, DART LS NEXT

MOROSO OIL PAN PART #	STOCK OIL PUMPS	STD VOLUME STD PRESSURE MOROSO #22119	STD VOLUME HIGH PRESSURE MOROSO #22122	HIGH VOLUME HIGH PRESSURE MOROSO #22121	HIGH VOLUME RACE PUMP MOROSO #22120	DART LS NEXT, LS SHP, PUMP MOROSO #22118	COMES WITH PICKUP
20105	KIT	KIT	KIT	KIT	KIT	N/A	YES
20138	24052	24052	24052	24052	24052	N/A	NO
20139	24050	24050	24050	24050	24050	N/A	NO
20140	24050	24050	24050	24050	24050	N/A	NO
20141	24050	24050	24050	24050	24050	N/A	NO
20142	24050	24050	24050	24050	24050	N/A	NO
20143	24050	24050	24050	24050	24050	N/A	NO
20144	N/A	N/A	N/A	N/A	N/A	24144	NO
20145	24050	24050	24050	24050	24050	N/A	NO
20146	24052	24052	24052	24052	24052	N/A	NO
20147	24050	24050	24050	24050	24050	N/A	NO
20148	24050	24050	24050	24050	24050	N/A	NO
20149	24050	24050	24050	24050	24050	N/A	NO
20150	24050	24050	24050	24050	24050	N/A	NO
20151	N/A	N/A	N/A	N/A	N/A	24144	NO
20152	N/A	N/A	N/A	N/A	N/A	24152	NO
21149	24050	24050	24050	24050	24050	N/A	NO
21150	24050	24050	24050	24050	24050	N/A	YES
21151	GM PART# 12608579	GM PART# 12608579	GM PART# 12608579	GM PART# 12608579	GM PART# 12608579	N/A	NO
21152	24050	24050	24050	24050	24050	N/A	NO
21153	24154	24154	24154	24154	24154	N/A	NO
21158	24153	24153	24153	24153	24153	N/A	NO
21159	24050	24050	24050	24050	24050	N/A	NO
21340	24051	24051	24051	24051	24051	N/A	NO

CHEVROLET BIG BLOCK - INC. DONOVAN, DRC2 & MERLIN

	STANDARD PICKUP LOCATION			OFFSET PICKUP LOCATION		
MOROSO OIL PAN	BBC, STANDARD VOLUME PUMPS MOROSO #22150 MEL. #M77 MEL. #M10774	BBC, HIGH VOLUME PUMPS MOROSO #22160 MEL. #M77HV	BBC, HIGH VOL. BLUEPRINTED RACE PUMP MOROSO #22162 MEL. #M10770 MEL. #M10778	BBC, STANDARD VOLUME PUMPS MOROSO #22150 MEL. #M77 MEL. #M10774	BBC, HIGH VOLUME PUMPS MOROSO #22160 MEL. #M77HV	BBC, HIGH VOLUME PUMPS MOROSO #22162 MEL. #M10770 MEL. #M10778
PART #	3/4" DIA. INLET	3/4" DIA. INLET	3/4" DIA. INLET	3/4" DIA. INLET	3/4" DIA. INLET	3/4" DIA. INLET
20032	24446	24446	24446			
20376	24440, 24445	24440, 24445	24440, 24445	24441	24441	24441
20380	24440, 24445	24440, 24445	24440, 24445	24441	24441	24441
20385	24440, 24445	24440, 24445	24440, 24445	24441	24441	24441
20401	24440, 24445	24440, 24445	24440, 24445	24441	24441	24441
20403	24440, 24445	24440, 24445	24440, 24445	24441	24441	24441
20405	24440, 24445	24440, 24445	24440, 24445	24441	24441	24441
20406	24440, 24445	24440, 24445	24440, 24445	24441	24441	24441
20408	24440, 24445	24440, 24445	24440, 24445	24441	24441	24441
20409	24440, 24445	24440, 24445	24440, 24445	24441	24441	24441
20411	24440, 24445	24440, 24445	24440, 24445	24441	24441	24441
20412	24440, 24445	24440, 24445	24440, 24445	24441	24441	24441
20413	24440, 24445	24440, 24445	24440, 24445	24441	24441	24441
20416	24440, 24445	24440, 24445	24440, 24445	24441	24441	24441
20420	24440, 24445	24440, 24445	24440, 24445	24441	24441	24441
20421	24440, 24445	24440, 24445	24440, 24445	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, 24445	24440, 24445	24440, 24445	24441	24441	24441
21047	24440, 24445	24440, 24445	24440, 24445	24441	24441	24441
21048	24440, 24445	24440, 24445	24440, 24445	24441	24441	24441
21049	24440, 24445	24440, 24445	24440, 24445	24441	24441	24441
21600	24440, 24445	24440, 24445	24440, 24445	24441	24441	24441
21602	24440, 24445	24440, 24445	24440, 24445	24441	24441	24441
21604	24440, 24445	24440, 24445	24440, 24445	24441	24441	24441

OLDSMOBILE - 330-455

MOROSO OIL PAN PART #	HIGH VOLUME PUMP MEL. #M22F	HIGH VOLUME PUMP MEL. #M22MHV	MONDELLO HIGH VOLUME PUMP SP755
20480	24460		
20482	24461		
21631		24463	24463

PONTIAC - 301-455

MOROSO OIL PAN PART #	HIGH PRESSURE PUMP MEL. #54DS	HIGH VOLUME PUMP MEL. #10541
20490	24480	24480
20500	24482	24482

CHRYSLER - 273-340, 360 & 360 MAGNUM

MOROSO OIL PAN PART #	STOCK OIL PUMPS	CHRYSLER 2468489 PUMP
20710	24700	24700
20730	24700	24700

CHRYSLER - 5.7-6.4 HEMI

MOROSO OIL PAN PART #	STOCK NON-MDS/VCT (UP TO '08)	MOROSO #22180, 68195993AC, 5038398AE, 53021622BF OIL PUMPS WITH NON-HELLCAT FRONT TIMING COVER	MOROSO #22180, 68195993AC OIL PUMPS WITH HELLCAT FRONT TIMING COVER
21161	24161	24162	
21165			24165
21166			24166
27601	24601	24603	

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 - 289-302

MOROSO OIL PAN PART #	STOCK OIL PUMPS	STOCK OIL PUMPS WITH MAIN SUPPORT	FORD MOTORSPORTS PUMP #M-6600-D2	MOROSO #22201, MELLING PUMPS #M68 #M68HV #M10688	MOROSO #22201, MELLING PUMPS #M68 #M68HV #M10688 WITH MAIN SUPPORT
20502	24520			24520	
20503	24523				
20506	24517	24518		24517	24518
20511	24516	24516	24506	24516	24516
20521	24516	24516	24521	24516	24516
20527	24527	24528		24527	24528
20528	24516	24516	24506	24516	24516
20533	24527	24528		24527	24528
20535	24523			24523	

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FORD - 351W-SVO

MOROSO OIL PAN PART #	STOCK OIL PUMPS	MOROSO #22202, MELLING PUMPS #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 - 4.6L & 5.4L

MOROSO OIL PAN PART #	OIL PAN USES STOCK 2V, 3V OR 4V OIL PUMP & PICKUP	STOCK OIL PUMP
20546	YES	
20548	YES	
20549	2V	24547
20549	4V	24548
20554	YES	
20555	YES	

FORD - 5.0L & 5.2L

MOROSO OIL PAN PART #	MOROSO #22203 & STOCK OIL PUMPS GEN I & II OIL PUMP PICKUP	GEN III OIL PUMP PICKUP
20568	24570	24577
20569	24570	24577
20570	24570	24577
20571	STOCK	24578
20572	STOCK	24578
20573	24573	24576
20574	24574	24579
20575	STOCK	24578
20576	STOCK	24578
20577	24574	24579

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	MOROSO #22205, MELLING PUMPS #M57, #M57HV
20607	24608	24608
20608	24608	24608
20609	24609	24609

FORD - 429-460

MOROSO OIL PAN PART #	FORD MOTORSPORTS PUMP #M-6600-A460 MELLING #M84D/84DHV	MOROSO #22204
20612	24504	24504
20614	24511	24511
20616	24505/24522	24505/24522
20620	24509	24509
20625	24508	24508

IMPORT

MOROSO OIL PAN PART #	STOCK OIL PUMP 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
20916				YES	NO
20917				YES	NO
20919				YES*	NO
20930				YES	NO
20935				YES	NO
20936			**24936**	YES	NO
20940				NO	YES
20942				YES	NO
20960				YES	NO
20965			**24965**	NO	YES
20966				NO	YES
20967				NO	YES
20968				NO	YES
20969				YES	NO
20970				YES	NO
20975				YES	NO
20976			**24976**	YES	NO

**To be used with Acura RSX oil pump assembly, OEM Part # 15100-PRB-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 10-¾" deep
- Intended for Street/Strip use

PART #	DESCRIPTION
24861	U-Weld-It Extended Oil Pump Pickup, Small Block and 90˚ Chevy V6. Includes: one ⅝" tube, one bracket, one box, two ¼" -20 x ¾" allen head screws, two hex head cap screws and two ¼" lock washers
24862	U-Weld-It Extended Oil Pump Pickup, Big Block Chevy. Includes: one ¾" tube, one bracket, one box



No. 24681



No. 24862

EXTERNAL OIL PUMP PICKUP KIT, STEEL OIL PANS

- 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

EXTERNAL OIL PUMP & DRY SUMP PICKUP KITS, TO ADD PICKUP TO ALUMINUM OIL PANS

- Complete kit includes everything needed to convert an aluminum wet sump oil pan for use with external oil pump
- Includes 7" long billet aluminum slotted pickup tube, mounting foot, and removable/cleanable male AN fitting
- Also makes a convenient way to add extra pickup to an aluminum dry sump oil pan
- Adapts to a variety of oil pans, welding required

PART #	DESCRIPTION
24865‹›	External Oil Pump Pickup Kit, Aluminum Pans, -12AN Male Fitting
24866‹›	External Oil Pump Pickup Kit, Aluminum Pans, -16AN Male Fitting



No. 24865

‹› ⚠ WARNING Prop. 65
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OIL PUMP PICKUPS, SUBARU

- Designed to replace factory oil pump pickups which have had cases of failure
- These Heavy Duty designs have thicker tubing and flanges, plus the pickup box and bracket are constructed out of thicker steel with a zinc plated finish
- Mates to oil pump exactly like the factory pickup and includes an O-ring

PART#	DESCRIPTION
24964	Oil Pump Pickup, Subaru '02-'05 WRX O.E.M. Oil Pans
24965	Oil Pump Pickup, Subaru EJ25 Turbo Applications, '04-'05 STI, '06-Up WRX, STI, Forester, Baja. *Fits: Moroso **No. 20965** & O.E.M. Configuration Oil Pans*



No. 24964



No. 24965



No. 22070



No. 22077



No. 22090



No. 22072



No. 22074

OIL PUMP DRIVE SHAFTS

- High-quality steel for extended reliability, with steel sleeve
- Steel sleeve is pinned to maintain correct alignment between oil pump and shaft

PART #	OVERALL LENGTH	APPLICATION	PUMP DRIVE	USE ON PUMPS
22070*	5.765"	SBC, Chevy V-6 (Stock)	Blade	**22101, 22111, 22124, 22134, 22171,**
22080	6.438"	BBC, Stock Height	Blade	**22150, 22160, 22144, 22175, 22185, 22162, 22163**
22082	6.900"	BBC, .400" raised cam	Blade	**22150, 22160, 22144, 22175, 22185, 22163**
22090*	5.625"	SBC using BBC Pump	Blade	**22150, 22160, 22144, 22175, 22185, 22163**
22072	7.100"	BBC DART Block, .600" raised cam	Blade	**22150, 22160, 22144, 22175, 22185, 22163**
22074	9.136"	BBC, .400" raised cam	Hex	**22167**
22077	6.141"	SBC DART Block, .391" raised cam	Blade	**22101, 22111, 22124, 22134, 22171**
22078 NEW!	7.500"	BBC, 1.00" raised cam	Blade	**22150, 22160, 22144, 22175, 22185, 22163**

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

Below are the different types of Brackets and Drives that Moroso offers on different Part Nos. of its line of Tri-Lobe Dry Sump and External Pumps.

STYLE OF BRACKET: DOOR CAR, DRIVER'S/LEFT SIDE

Mostly used in Production or Silhouette based racecars where the pump is engine block or motorplate mounted



STYLE OF BRACKET: MOTORPLATE MOUNT, PASSENGER/RIGHT SIDE

Mostly used in Production or Silhouette based racecars where the pump is motorplate mounted or in Dragsters





STYLE OF BRACKET: DRAGSTER, LEFT SIDE

Mostly used in Dragsters

STYLE OF BRACKET: GM LS PASSENGER/RIGHT SIDE

GM LS Engines, uses the factory A/C bracket holes on the right side of the engine block and a motorplate. Must be used with an ATI balancer hub with integral HTD pulley





FUEL PUMP DRIVE:

$^{3}/_{8}$" hex fuel pump drive with 1:1 ratio that accepts 1.450 ID, 3 bolt, fuel pump swivel clamps is included depending on the Part No

STYLE OF BRACKET: ALSTON AND PROCHARGER V-BAND MOUNTING FLANGE, MOUNTS TO APPROPRIATE FRONT DRIVE

Used in both Production and Silhouette based racecars or in Dragsters



Note the difference between the two in the length of the shaft



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

- Spur gear pressure sections, Available in 1.200, 1.500 & 1.800 pressure sections depending on the Part No.
- Lightweight and efficient
- Includes replaceable fittings; -16AN inlet, -12AN outlet
- External oil pumps run cooler than internal pumps and feature an external bypass for ease of adjustment
- Available in Standard Rotation or Reverse Rotation (pump is mounted towards the front of the car) depending on the Part No.
- Different pump mounting options are available

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No. 22341

EXTERNAL, ONE STAGE OIL PUMPS

# OF STAGES	DESCRIPTION OF T3 SERIES	STYLE OF BRACKET & ORIENTATION	ROTATION OF PUMP	PRESSURE SECTION	FUEL PUMP DRIVE	PART #
Single	External Pump	Door Car, Driver's/Left Side	Standard	1.200	No	22341
Single	External Pump	Door Car, Driver's/Left Side	Standard	1.200	Yes	22361
Single	External Pump	Door Car, Driver's/Left Side NEW!	Reverse	1.200	Yes	22322
Single	External Pump	Motorplate Mount, Passenger/Right Side	Standard	1.200	No	22321
Single	External Pump	Motorplate Mount, Passenger/Right Side NEW!	Standard	1.200	Yes	22371
Single	External Pump	Dragster, Left Side	Standard	1.200	No	22441
Single	External Pump	GM LS, Passenger/Right Side NEW!	Standard	1.200	No	22301
Single	External Pump	V-Band Alston Front Drive	Standard	1.200	No	22411
Single	External Pump	V-Band Alston Front Drive	Reverse	1.200	No	22412
Single	External Pump	V-Band Alston Front Drive	Standard	1.800	No	22413
Single	External Pump	V-Band Alston Front Drive NEW!	Reverse	1.500	Yes	22416
Single	External Pump	V-Band Alston Front Drive NEW!	Reverse	1.800	Yes	22417
Single	External Pump	V-Band ProCharger Front Drive	Standard	1.200	No	22311
Single	External Pump	V-Band ProCharger Front Drive	Reverse	1.200	No	22312
Single	External Pump	V-Band ProCharger Front Drive	Standard	1.800	No	22313
Single	External Pump	V-Band ProCharger Front Drive NEW!	Reverse	1.500	Yes	22316
Single	External Pump	V-Band ProCharger Front Drive NEW!	Reverse	1.800	Yes	22317

Please see page 132 for Bracket and Drive information



No. 22321



No. 22441



No. 22301



No. 22411



No. 22311

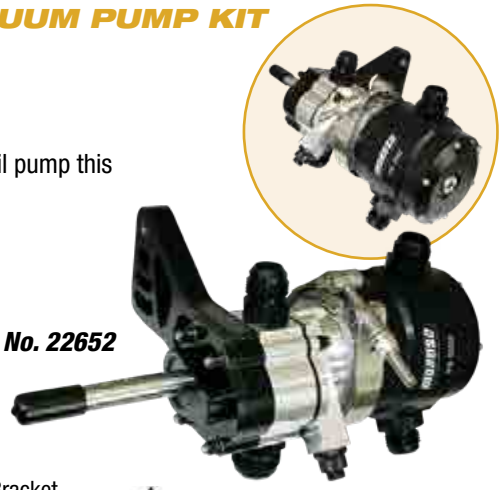


No. 22316

EXTERNAL SINGLE STAGE OIL PUMP/VACUUM PUMP KIT

SBC and BBC, Driver's/Left Bracket

- This kit includes a Moroso Tri-lobe Single Stage Oil Pump with a Moroso Enhanced Design 4-Vane Vacuum Pump driven off the back
- By driving the V-band clamp attached vacuum pump off the back of the oil pump this creates a compact weight saving design with one belt only being utilized
- Single stage external Tri-lobe oil pump is included that has a spur gear 1.200 pressure section, eliminates the camshaft loads that occur with an internal pump. Has replaceable fittings, -16AN inlet, -12AN outlet
- Enhanced Design 4-Vane Vacuum Pump is included that pulls more vacuum and is designed with maintenance-free precision sealed roller bearings. Has replaceable -12AN Inlet and Outlet fittings
- V-band clamp is included



No. 22652

PART #	DESCRIPTION
22652‹›	External Oil Pump, Single Stage, Tri-Lobe, Vacuum Pump, SBC Left Side Bracket
22654‹›	External Oil Pump, Single Stage, Tri-Lobe, Vacuum Pump, BBC Left Side Bracket

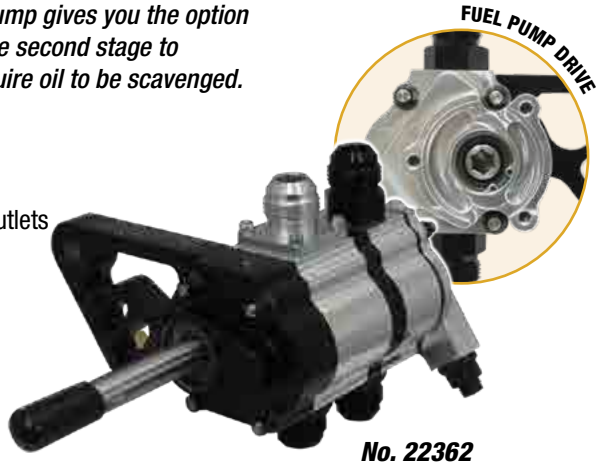
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EXTERNAL PUMPS

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 areas that require oil to be scavenged.

- Spur gear pressure sections, Available in 1.200 & 1.800 pressure sections depending on the Part No.
- Lightweight and efficient
- Includes replaceable fittings; -16AN inlet, -12AN inlet, -12AN outlets
- External oil pumps run cooler than internal pumps and feature an external bypass for ease of adjustment
- External pumps help eliminate the spark scatter and camshaft loads that come with an internal pump

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No. 22362

TWO STAGE EXTERNAL PUMP CHART

STAGE	DESCRIPTION OF T3 SERIES	STYLE OF BRACKET & ORIENTATION	ROTATION OF PUMP	PRESSURE SECTION	SCAVENGE SECTION	FUEL PUMP DRIVE	PART #
Two	External Pump	Door Car, Driver's/Left Side	Standard	1.200	1.700	Yes	22362‹›
Two	External Pump	Door Car, Driver's/Left Side	Standard	1.800	1.700	Yes	22342‹›
Two	External Pump	Motorplate Mount, Passenger/Right Side NEW!	Standard	1.200	1.700	Yes	22372‹›
Two	External Pump	GM LS, Passenger/Right Side NEW!	Standard	1.200	1.700	No	22302‹›

Please see page 132 for Bracket and Drive information



No. 22342



No. 22372



No. 22302

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DRY SUMP PUMPS, TRI-LOBE

- Tri-lobe aluminum scavenge sections featuring individual timing gears to ensure proper clearance at the highest of RPM's
- 1.200 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
- Pump weighs almost half of gerotor pumps, and takes up to 40% less power to drive but still makes big crankcase vacuum
- Includes replaceable fittings; Pressure Section: -12AN Inlet, -12AN Outlet; Scavenge Inlets: -12AN, Return -16AN

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THREE STAGE DRY SUMP PUMP CHART

STAGE	DESCRIPTION OF T3 SERIES	STYLE OF BRACKET & ORIENTATION	ROTATION OF PUMP	PRESSURE SECTION	SCAVENGE SECTION	FUEL PUMP DRIVE	PART #
Three	Dry Sump Pump	Door Car, Driver's/Left Side	Standard	1.200	1.700	No	**22343**
Three	Dry Sump Pump	Door Car, Driver's/Left Side	Standard	1.200	1.700	Yes	**22363**
Three	Dry Sump Pump	Motorplate Mount, Passenger/Right Side	Standard	1.200	1.700	No	**22323**
Three	Dry Sump Pump	Dragster, Left Side	Standard	1.200	1.700	No	**22443**
Three	Dry Sump Pump	Motorplate Mount, Passenger/Right Side NEW!	Standard	1.200	1.700	Yes	**22373**
Three	Dry Sump Pump	GM LS, Passenger/Right Side NEW!	Standard	1.200	1.700	No	**22303**

Please see page 132 for Bracket and Drive information



No. 22343



No. 22363



No. 22323



No. 22443



No. 22373



No. 22303

DRY SUMP PUMPS, TRI-LOBE

- Tri-lobe aluminum scavenge sections featuring individual timing gears to ensure proper clearance at the highest of RPM's
- 1.200 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
- Pump weighs almost half of gerotor pumps, and takes up to 40% less power to drive but still makes big crankcase vacuum
- Includes replaceable fittings;
  Pressure Section: -12AN Inlet, -12AN Outlet;
  Scavenge Inlets: -12AN, Return -16AN

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No. 22344

FOUR STAGE DRY SUMP PUMP CHART

STAGE	DESCRIPTION OF T3 SERIES	STYLE OF BRACKET & ORIENTATION	ROTATION OF PUMP	PRESSURE SECTION	SCAVENGE SECTION	FUEL PUMP DRIVE	PART #
Four	Dry Sump Pump	Door Car, Driver's/Left Side	Standard	1.200	1.700	No	**22344**
Four	Dry Sump Pump	Door Car, Driver's/Left Side	Standard	1.200	1.700	Yes	**22364**
Four	Dry Sump Pump	Motorplate Mount, Passenger/Right Side	Standard	1.200	1.700	No	**22324**
Four	Dry Sump Pump	Dragster, Left Side	Standard	1.200	1.700	No	**22444**
Four	Dry Sump Pump	Motorplate Mount, Passenger/Right Side NEW!	Standard	1.200	1.700	Yes	**22374**
Four	Dry Sump Pump	GM LS, Passenger/Right Side NEW!	Standard	1.200	1.700	No	**22304**
Four	Dry Sump Pump	Dual Mounts, Driver's/Left Side	Standard	1.200	1.700	No	**22414**

Please see page 132 for Bracket and Drive information



No. 22364



No. 22324



No. 22444



No. 22374



No. 22304



No. 22414

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DRY SUMP PUMPS, TRI-LOBE

- Tri-lobe aluminum scavenge sections featuring individual timing gears to ensure proper clearance at the highest of RPM's
- 1.200 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
- Pump weighs almost half of gerotor pumps, and takes up to 40% less power to drive but still makes big crankcase vacuum
- Includes replaceable fittings;
  Pressure Section: -12AN Inlet, -12AN Outlet;
  Scavenge Inlets: -12AN, Return -16AN

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No. 22345

FIVE STAGE DRY SUMP PUMP CHART

STAGE	DESCRIPTION OF T3 SERIES	STYLE OF BRACKET & ORIENTATION	ROTATION OF PUMP	PRESSURE SECTION	SCAVENGE SECTION	FUEL PUMP DRIVE	PART #
Five	Dry Sump Pump	Door Car, Driver's/Left Side	Standard	0.900	1.700	No	22335
Five	Dry Sump Pump	Door Car, Driver's/Left Side	Standard	1.200	1.700	Yes	22345
Five	Dry Sump Pump	Door Car, Driver's/Left Side	Standard	1.200	1.700	No	22365
Five	Dry Sump Pump	Motorplate Mount, Passenger/Right Side	Standard	1.200	1.700	No	22325
Five	Dry Sump Pump	Dragster, Left Side	Standard	0.900	1.700	Yes	22435
Five	Dry Sump Pump	Dragster, Left Side	Standard	1.200	1.700	No	22445
Five	Dry Sump Pump	Motorplate Mount, Passenger/Right Side NEW!	Standard	1.200	1.700	Yes	22375
Five	Dry Sump Pump	Bert or Brinn Bellhousing	Standard	1.200	1.700	No	22405
Five	Dry Sump Pump	Bert or Brinn Bellhousing	Standard	1.200	1.700	Yes	22367
Five	Dry Sump Pump	Dual Mounts, Driver's/Left Side	Standard	1.200	1.700	No	22415
Five	Dry Sump Pump	V-Band Alston Front Drive	Standard	1.200	1.700	No	22515
Five	Dry Sump Pump	V-Band Alston Front Drive	Reverse	1.200	1.700	No	22517
Five	Dry Sump Pump	V-Band ProCharger Front Drive	Standard	1.200	1.700	No	22315
Five	Dry Sump Pump	V-Band ProCharger Front Drive	Reverse	1.200	1.700	No	22518

Please see page 132 for Bracket and Drive information



No. 22365



No. 22325



No. 22445



No. 22405



No. 22415



No. 22518

DRY SUMP PUMPS, TRI-LOBE

- Tri-lobe aluminum scavenge sections featuring individual timing gears to ensure proper clearance at the highest of RPM's
- 1.200 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
- Pump weighs almost half of gerotor pumps, and takes up to 40% less power to drive but still makes big crankcase vacuum
- Includes replaceable fittings;
  Pressure Section: -12AN Inlet, -12AN Outlet;
  Scavenge Inlets: -12AN, Return -16AN



SIX STAGE DRY SUMP PUMP CHART

STAGE	DESCRIPTION OF T3 SERIES	STYLE OF BRACKET & ORIENTATION	ROTATION OF PUMP	PRESSURE SECTION	SCAVENGE SECTION	FUEL PUMP DRIVE	PART #
Six	Dry Sump Pump	Door Car, Driver's/Left Side	Standard	1.200	1.700	No	**22346**
Six	Dry Sump Pump	Door Car, Driver's/Left Side	Standard	1.200	1.700	Yes	**22366**
Six	Dry Sump Pump	Motorplate Mount, Passenger/Right Side	Standard	1.200	1.700	No	**22326**
Six	Dry Sump Pump	Dragster, Left Side	Standard	1.200	1.700	No	**22446**
Six	Dry Sump Pump	Motorplate Mount, Passenger/Right Side NEW!	Standard	1.200	1.700	Yes	**22376**
Six	Dry Sump Pump	Bert or Brinn Bellhousing NEW!	Standard	1.200	1.700	Yes	**22368**

Please see page 132 for Bracket and Drive information



No. 22346



No. 22366



No. 22326



No. 22446

NEW!



No. 22376

NEW!



No. 22368

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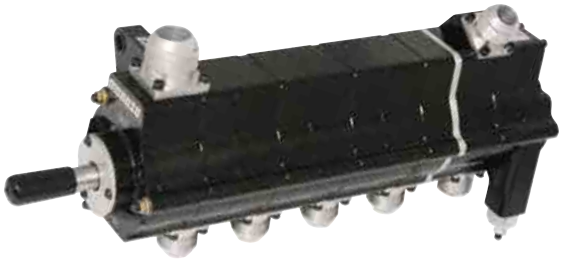
Single Stage
No. 22251 / No. 22241



Three Stage
No. 22253 / No. 22243



Four Stage
No. 22254 / No. 22244



Five Stage
No. 22255 / No. 22245

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

SEE MORE
DRY SUMP TANKS ON PGS. 190-191

.875 Pressure / 1.100 Scavenge

PART #	DESCRIPTION
22251	Single Stage
22253	Three Stage
22254	Four Stage
22255	Five Stage

1.100 Pressure / 1.100 Scavenge

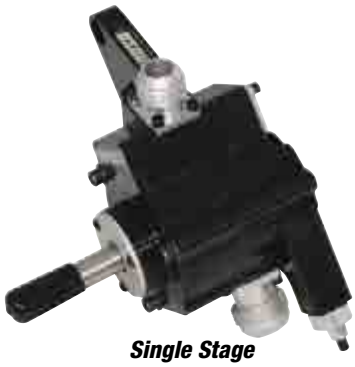
PART #	DESCRIPTION
22241	Single Stage
22243	Three State
22244	Four Stage
22245	Five Stage

PART #	AVAILABLE OPTION
62208	Dry Sump/External Oil Pump Primer For a ⅝" Diameter Shaft

Optional Replacement Fittings available for -10AN through -16AN



PART #	AVAILABLE FITTINGS
22741	Replacement Fitting –10AN
22742	Replacement Fitting –12AN
22743	Replacement Fitting –16AN
22744	Replacement Fitting –16AN with a –12AN



Single Stage
No. 22521 / No. 22421

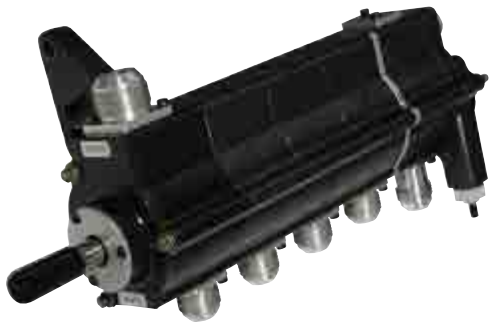
GOOD



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

.875 Pressure / 1.100 Scavenge

PART #	DESCRIPTION
22521	Single Stage
22523	Three Stage
22524	Four Stage
22525	Five Stage

1.100 Pressure / 1.100 Scavenge

PART #	DESCRIPTION
22421	Single Stage
22423	Three State
22424	Four Stage
22425	Five Stage

Optional Replacement Fittings available for -10AN through -16AN





PART #	AVAILABLE FITTINGS
22741	Replacement Fitting –10AN
22742	Replacement Fitting –12AN
22743	Replacement Fitting –16AN
22744	Replacement Fitting –16AN with a –12AN

PART #	AVAILABLE OPTION
62208	Dry Sump/External Oil Pump Primer For a ⅝" Diameter Shaft

DRY SUMP/EXTERNAL OIL PUMP PRIMER FOR A 5/8 INCH DIAMETER SHAFT

- Makes the task of priming a pump quick and easy using this drive
- Attaches to a ⅝" diameter shaft of a Dry Sump or External Oil Pump
- Adapter is machined out of stainless steel for years of use
- Includes Hardware

PART #	DESCRIPTION
62208‹›	Dry Sump/External Oil Pump Primer For a ⅝" Diameter Shaft



No. 62208

⚠ WARNING Prop. 65
This product contains a chemical known to the state of California to cause cancer, birth defects, or reproductive harm.
www.P65Warnings.ca.gov

Phone: 203.453.6571 • Fax: 203.453.6906 • Tech Support: 203.458.0542 • 203.458.0546

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

PART #	DESCRIPTION
60205	Timing Cover Magneto Kit, Sprint Car, SBC, Non-Raised Cam
60206	Timing Cover Magneto Kit, Sprint Car, SBC, .390 Raised Cam



No. 60205

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)

Chrome/Racing Oil Filters on pgs. 151-152



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 ½" N.P.T. 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 o-rings are captured in the plate for a tight seal against block's surface, washers are installed under bolt heads for a 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 OPTION
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" N.P.T. 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*



No. 23820

PART #	REPLACEMENT PART
97321	Square O-Ring (Except **No. 23820**)

PART #	AVAILABLE OPTIONS
22706	Fitting, ½" N.P.T. to -10AN
22708	Fitting, ½" N.P.T. to -12AN
22709	Fitting, -12AN to -10AN, 1 per package



No. 23840

EXTERNAL PUMP, ACCUMULATOR, FILTER SANDWICH ADAPTERS

Fits: Small Block and Big Block Chevy Mark 4 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



No. 23690

PART #	DESCRIPTION
23690	Oil Filter Adapter, SBC, for plumbing Accumulators and External or Dry Sump Oil Pumps. Lowers oil filter by 1-½", has ½" N.P.T. inlet and outlet port
23701	Oil Filter Adapter, BBC Mark 4, for plumbing Accumulators and External or Dry Sump Oil Pumps. Lowers oil filter by 2-½", has -10AN inlet and outlet ports, one before filtration and one after filtration

PART #	AVAILABLE OPTIONS
22459	Racing Oil Filter, Chevy and others, 13⁄16" -16 UNF thread, short design (4-9⁄32" high), burst strength: 350 psi (max.)
22460	Racing Oil Filter, Chevy and others, 13⁄16" -16 UNF thread, long design (5-¼" high), burst strength: 350 psi (max.)



No. 23701

ACCUMULATOR ADAPTERS

- Provides a convenient way to plumb an Accumulator into the oiling system
- The adapter has one -10AN 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, 13⁄16 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 AND FILTER SANDWICH ADAPTERS

Fits: Small Block, Big Block Chevy Mark IV and 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, 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, for plumbing a Remote Oil Cooler for wet sump oiling systems. Lowers oil filter by 1-½", has ½" N.P.T. inlet and outlet ports



No. 23691

OIL COOLER AND FILTER SANDWICH ADAPTER

Fits: Big Block Chevy Gen. 5, Gen. 6

- Mounts in spin-on oil filter pocket, between the oil filter and the engine block to eliminate the need for a remote filter mount
- 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
- Features -10AN female ports, Marked with “IN” and “Out”
- Includes mounting hardware and O-rings

PART #	DESCRIPTION
23705	Oil Cooler & Filter Adapter, Big Block Chevy Gen 5, Gen. 6



No. 23705

OIL COOLER/FILTER SANDWICH ADAPTERS

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 2-⅝" O-ring. ***Fits:*** *Ford, Chrysler and 4 and 6 cylinder applications*
23694	Universal Oil Cooler/Filter Adapter, 13/16"-16 thread and 2-⅝" O-ring. ***Fits:*** *Chevy, LS1 through 2006 Small Block*
23695	Universal Oil Cooler/Filter Adapter, 18mm-1.5 thread and 2-⅝" O-ring. ***Fits:*** *Chevy, LT1 and G.M. 4 and 6 cylinder applications*
23698	Universal Oil Cooler/Filter Adapter, 20mm-1.5 thread and 2-⅝" O-ring. ***Fits:*** *Honda and other 4 and 6 cylinder applications*
23699	Universal Oil Cooler/Filter Adapter, 22mm-1.5 thread and 2-⅝" O-ring. ***Fits:*** *New Ford, GM LS*



No. 23693

PART #	REPLACEMENT PARTS
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 2-⅝" O-ring. ***Fits:*** *Ford, Chrysler and most 4 and 6 cylinder applications*
23683	Universal Remote Oil Filter Adapter, 13/16"-16 thread and 2-⅝" 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 2-⅝" O-ring. ***Fits:*** *GM LTI and GM 4 and 6 cylinder applications*
23685	Universal Remote Oil Filter Adapter, 20mm-1.5 thread and 2-⅝" O-ring. ***Fits:*** *Honda and other 4 and 6 cylinder applications*
23686	Universal Remote Oil Filter Adapter, 22mm-1.5 thread and 2-⅝" O-ring. ***Fits:*** *New Ford Applications, GM LS 2006 Corvette "E" Code 2007 & up*
23703	Universal Remote Oil Filter Adapter, 13/16" thread and 3 ¼" O-ring. ***Fits:*** Small Block and Big Block Chevy Gen. V and Gen. VI including aftermarket engine blocks



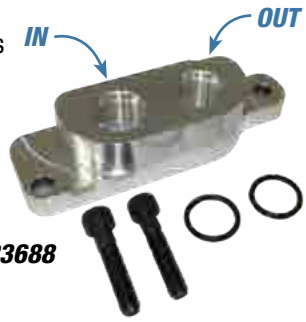
No. 23682

PART #	RECOMMENDED OPTIONS
22605	Fitting, -10AN to -10AN
22606	Fitting, -10AN to -12AN

GM LS SERIES REMOTE OIL FILTER ADAPTER

- Replaces Moroso Spin-On Oil Filter Adapter on Moroso Part **Nos. 20142, 20143, 21151** & **21152** oil pans; comes standard on Moroso Part **Nos. 20146**, **20147, 20148 & 20149** oil pans
- Ideal when chassis restrictions don't allow the use of block mounted filter or when a larger external filter is desired
- Billet aluminum construction
- -10AN "IN" and "OUT" ports
- Includes mounting hardware and engine block sealing O-rings

PART #	DESCRIPTION
23688	Remote Oil Filter Adapter, GM LS Series



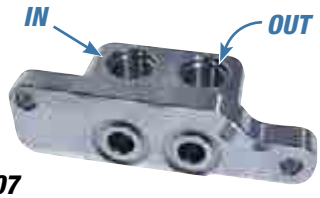
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GM LS 90 DEGREE REMOTE OIL FILTER ADAPTER

- Ideal when chassis restrictions don't allow the use of a block mounted filter or when a larger external filter is desired
- Gives the installer the option of not having to use 90 Degree fittings
- Billet aluminum construction
- -10AN "IN" and "OUT" ports
- Includes mounting hardware and engine block sealing O-rings

PART #	DESCRIPTION
23707‹›	Filter Adapter, GM LS, 90 Degree Remote

NEW!



No. 23707

⚠ WARNING Prop. 65
This product contains a chemical known to the state of California to cause cancer, birth defects, or reproductive harm-
www.P65Warnings.ca.gov



GM LS SERIES SPIN-ON OIL FILTER ADAPTER

- Designed for applications that require a Spin-On Oil Filter but don't have the room for one that mounts north to south
- Fits Moroso Part **Nos. 20138**, **20145**, **21046**, **20147**, **20150**, **21151**, **21157** & **21158** oil pans
- Billet aluminum construction
- Accepts 22mm thread Moroso **No. 22463** or O.E.M. oil filter
- Includes mounting hardware and engine block sealing O-rings

PART #	DESCRIPTION
23712	GM LS Series Spin-On Oil Filter Adapter


No. 23712

GM LS SERIES SPIN-ON OIL FILTER ADAPTER

- Fits Moroso Part **Nos. 20142**, **20143**, **20145**, **21149**, **21151**, **21153**, **21157** & **21158** oil pans
- Billet aluminum construction
- Has a ¼" N.P.T. oil temperature port
- Accepts 22mm thread Moroso **No. 22463** or O.E.M. oil filter
- Includes mounting hardware and engine block sealing O-rings

PART #	DESCRIPTION
23713‹›	GM LS Series Spin-On Oil Filter Adapter for Moroso Out bound LS Oil Pan Rails

NEW!

No. 23713



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www.P65Warnings.ca.gov

GM LS SERIES SPIN-ON OIL FILTER ADAPTER, MOUNTS FILTER SIDEWAYS

- Designed for applications that require a spin-on oil filter but don't have the room for one that mounts north to south
- Fits Moroso Part **Nos. 20138**, **20139**, **20142**, **20143**, **20145**, **21046**, **20147**, **20148**, **20149**, **20150**, **21151**, **21152**, **21153**, **21154**, **21157** & **21158** oil pans
- Allows for a different plumbing option than was provided with the oil pan originally
- Accepts 22mm thread Moroso **No. 22463** or O.E.M. oil filter
- Includes mounting hardware and engine block sealing O-rings
- Billet aluminum construction

PART #	DESCRIPTION
23711	Oil Filter Adapter, Spin-On, GM LS Series, Mounts Filter Sideways


No. 23711

FORD 4.6/5.4 MODULAR, REMOTE OIL FILTER ADAPTER

- 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

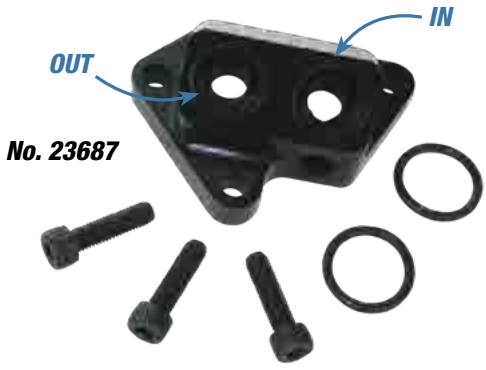


No. 23681

FORD 5.0 "COYOTE" REMOTE OIL FILTER ADAPTER

- 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
- -10AN "IN" and "OUT" ports

PART #	DESCRIPTION
23687	Remote Oil Filter Adapter, Ford 5.0 "Coyote" 2011-'14



No. 23687

FORD 5.0 "COYOTE" GEN 1, GEN 2, GEN 3 REMOTE OIL FILTER ADAPTER

(Except in F-150 with factory alternator bracket)

- 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 a black anodized finish
- Marked -10 AN "IN" and "OUT" ports
- ¼" N.P.T. port for Supercharger/Turbo oil feed or Oil Pressure Sender
- Includes mounting hardware and engine block sealing O-rings

PART #	DESCRIPTION
23689	Ford 5.0 Modular Remote Oil Filter Adapter



No. 23689

REMOTE OIL FILTER, MOUNTS 1/2" N.P.T.

- Excellent choice for dry sump oiling systems or wherever installation limitations require a remote mounted filter
- Cast aluminum design tapped for ½" N.P.T. inlet and outlet pipe adapters, uses spin-on type oil filters
- Center port available for pressure or temp gauge



No. 23750

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, ½" N.P.T. to -10AN
22708	Fitting, ½" N.P.T. to -12AN
22709	Fitting, -12AN to -10AN, 1 per package

REMOTE OIL FILTER MOUNT, TOP PORTS, ACCEPTS 13/16", 3/4 ", 22MM OIL FILTERS

- Excellent choice for dry sump oiling systems or wherever installation limitations require a remote mounted oil filter
- Includes three screw-in center nipples for different types of Spin-On Oil Filters; Chevy (13/16"), Early Chrysler/Fords/Imports (¾"), GM LS and late Ford (22mm)
- Has a black anodized finish for durability/long-lasting looks and features marked -10AN inlet/outlet ports

PART #	DESCRIPTION
23767	Remote Oil Filter Mount, Top Ports, Accepts 13/16", 3/4" & 22mm Oil Filters

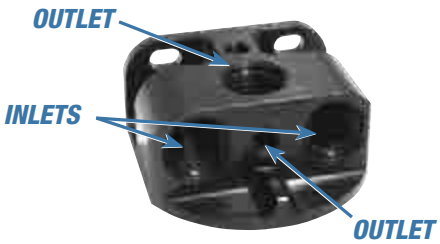


No. 23767

REMOTE OIL FILTER MOUNTS

Revised Design, Now accepts 22mm Filter

- Now accepts Chevy style spin-on filters (13⁄16" -3-1⁄4" O-ring) and others with ¾" -16 thread, 2-5⁄8" O-ring, such as early Ford & imports and 22mm GM LS and Late Ford
- Includes three screw-in center nipples
- Manufactured from billet aluminum for strength
- Black anodized finish to protect against corrosion
- Designed with two -12AN inlets and three outlets, one -12AN and two ¼" N.P.T.
- Includes one -12AN port plug and two ¼" N.P.T. plugs
- Easy plumbing of oil pressure lines to turbos, superchargers, and valve spring oilers



No. 23764

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. 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 (¾" body height) facilitates installation in crowded areas; includes two ⅜"-16 threaded holes on backside for mounting
- Anodized finish
- Includes two screw-in adapters to accept a wide range of large-diameter filters including 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
- Includes ⅛" N.P.T. 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 #	AVAILABLE OPTIONS
22706	Fitting, ½" N.P.T. to -10AN
22708	Fitting, ½" N.P.T. to -12AN



No. 23766



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 ½" N.P.T. 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:

- Plumbed into the return line of an oil cooler and/or remote oil filter
- Run through an **Accumulator Adapter** (page 143 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

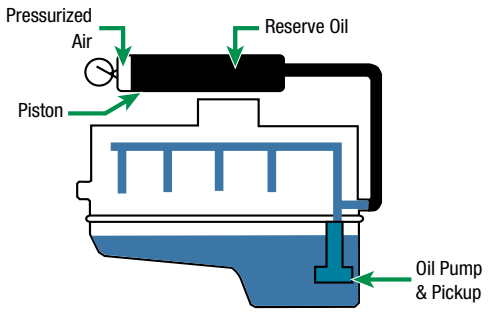
CAN I FREE UP HORSEPOWER WITH AN ACCUMULATOR?

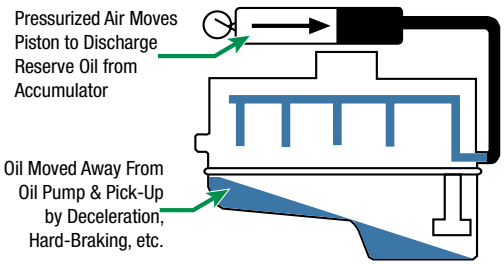
- Drag Racers have successfully used **Moroso Accumulators** to free up horsepower by running less oil in the oil pan

SEE MOROSO PERFORMANCE PRODUCTS IN ACTION AT YOUTUBE.COM/MOROSOPERFORMANCE

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.





ACCUMULATOR

Protects Against Oil Pressure Loss!
Automatic Operation!



No. 23900

- 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" N.P.T. fitting
- Can mount in any position using Moroso Accumulator Mounts (see below)
- Includes a manual ball valve

PART #	DESCRIPTION
23900‹›	Accumulator, 3 quart capacity, 20-⅛" x 4-¼" cylinder
23901‹›	Accumulator, 1.5 quart capacity, 10" x 4-¼" cylinder

⚠ WARNING Prop. 65
This product contains a chemical known to the state of California to cause cancer, birth defects, or reproductive harm. www.P65Warnings.ca.gov

PART #	AVAILABLE OPTIONS
22706	Fitting, ½" N.P.T. to -10AN
22708	Fitting, ½" N.P.T. to -12AN
22709	Fitting, -12AN to -10AN, 1 per package
23920	Accumulator Mount

PART #	REPLACEMENT PART
97530	O-rings, 4 per package

HEAVY DUTY ACCUMULATORS

Protects Against Oil Pressure Loss!
Automatic Operation!



No. 23902

- 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 supplyinstantaneously 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" N.P.T. fitting
- Can mount 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 4-¼" cylinder



No. 23903

⚠ WARNING Prop. 65
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PART #	AVAILABLE OPTION
23921‹›	Accumulator Mount for Heavy Duty Style

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

No. 23920



PART #	DESCRIPTION
23920‹›	Accumulator Mount for **Nos. 23900**, **23901** and **23930**
23921‹›	Accumulator Mount for Heavy Duty Style **Nos. 23902** and **23903**

OIL CHECK VALVE, ONE WAY

- ½" N.P.T. to ½" N.P.T. 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

WARNING Prop. 65
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www.P65Warnings.ca.gov

SOLENOID PRESSURE VALVE KIT

Best for Competition—kit includes Moroso Part No. 23905 Solenoid Valve plus a Pressure Valve

RACE / STREET

- 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

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



No. 23907

CAUTION!
Do not use with fuels.

WARNING Prop. 65
This product contains a chemical known to the state of California to cause cancer, birth defects, or reproductive harm.
www.P65Warnings.ca.gov

SOLENOID VALVE

STREET

- Allows remote control of fluid flow from the driver's seat
- Each side of the solenoid valve contains a ½" N.P.T. female port
- ½" N.P.T. 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 ½" N.P.T. female ports

PART #	AVAILABLE OPTIONS
22706	Fitting, ½" N.P.T. to -10AN, 1 per package
22708	Fitting, ½" N.P.T. to -12AN, 1 per package
22709	Fitting, -12AN to -10AN, 1 per package



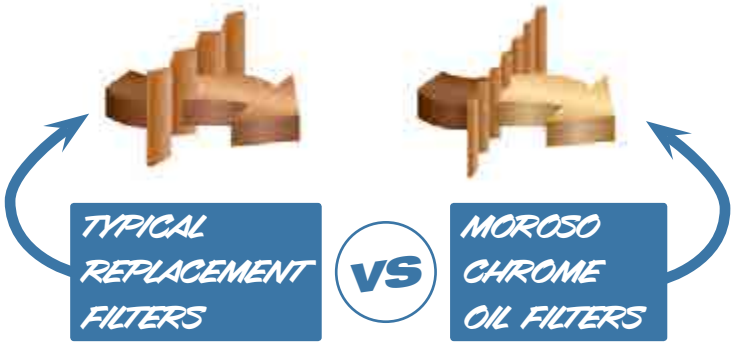
No. 23905

CAUTION!
Do not use with fuels.

WARNING Prop. 65
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www.P65Warnings.ca.gov

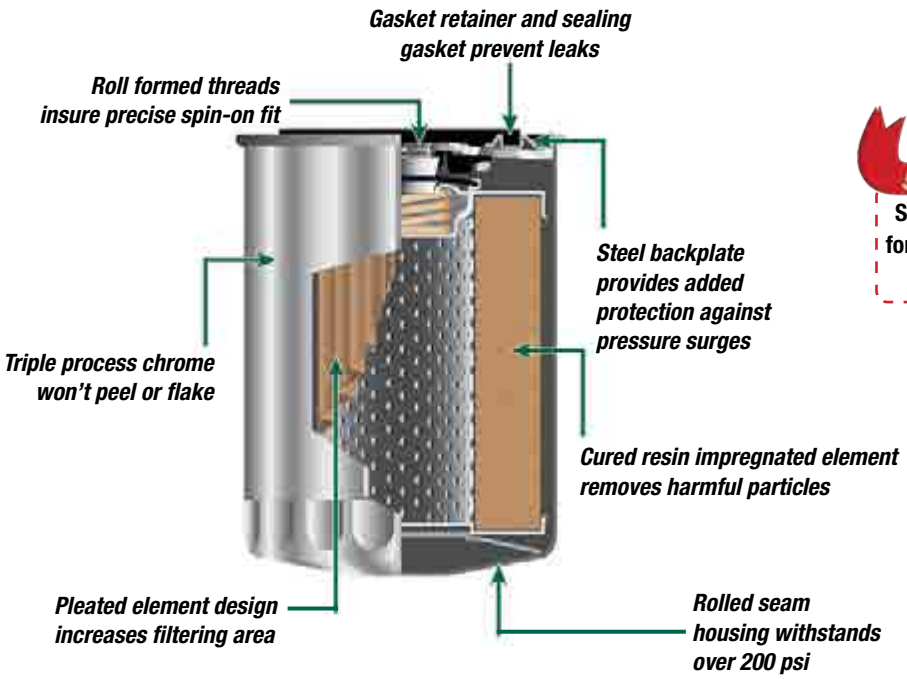
When good looks are important, Moroso Chrome Oil Filters are the way to go! Outside is a triple process chrome plated steel housing that's hand polished and rack nickled before chroming to insure the highest luster possible. Inside is a heat cured, resin impregnated filter element that has been engineered to exceed OEM specifications for filtration efficiency.

ENGINEERED FOR HIGH FILTRATION EFFICIENCY!





With Moroso Chrome Oil Filters, harmful particles are trapped within the high performance filter pleating configuration, resulting in cleaner oil for your engine.



SEE MORE
Specific Vehicle Applications for Chrome & Racing Oil Filters on pg 153

PART #	DESCRIPTION
22300‹›	Chrome Oil Filter, Chevy type, Short Design (4-9/32" high), 13/16" -16UNF thread
22305‹›	Chrome Oil Filter, GM LS Series, 1997-2006, 13/16" -16UNF thread
22320‹›	Chrome Oil Filter, Chevy type, Long Design (5-1/4" high), 13/16" -16UNF thread
22400‹›	Chrome Oil Filter, Ford/Chrysler type, Long Design (5-1/4" high), 3/4" -16UNF thread

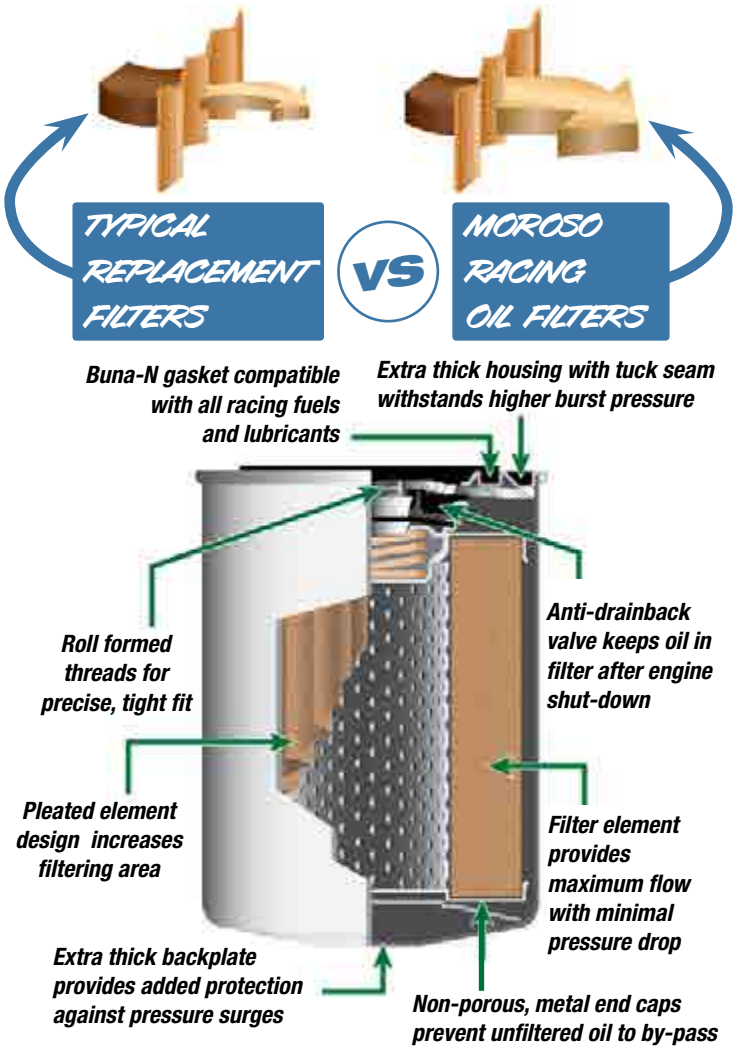
WARNING Prop. 65
This product contains a chemical known to the state of California to cause cancer, birth defects, or reproductive harm.
www.P65Warnings.ca.gov

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, 13/16" -16 UNF thread, short design (4-9/32" high), burst strength: 350 psi (max.)
22460	Racing Oil Filter, Chevy and others, 13/16" -16 UNF thread, long design (5-1/4" high), burst strength: 350 psi (max.)
22461	Racing Oil Filter, Chevy and others where space allows, 2 quart capacity, 13/16" -16 UNF thread, extra long design (8" high), burst strength: 350 psi (max.)
22462	Racing Oil Filter, GM LS Series, 1997-2006 with 13/16" -16 UNF thread, short design (3-1/2" high), burst strength: 300 psi (max.), 140 sq. in. of filter area
22463	Racing Oil Filter, Ford 4.6/5.4, GM LS Series 2007 & up, 22 mm-1.5 thread, short design (3-1/2" high), burst strength: 280 psi (max.) 170 sq. in. of filter area
22470	Racing Oil Filter, Ford and Chrysler, 3/4" -16 UNF thread, long design (5-1/4" high), burst strength: 500 psi (max.)

WARNING Prop. 65
This product contains a chemical known to the state of California to cause cancer-
www.P65Warnings.ca.gov

RACING OIL FILTER CROSS REFERENCE

MOROSO	FRAM	PUROLATOR	MOTORCRAFT	WIX	AC	GM	K&N	HASTINGS	CHRYSLER	FORD	STP
22459	PH30 TG30	L20049	FL10	51069	PF25	6438261	HP-2002	LF225			S-025
22460	PH13 TG13 HP4	L30040	FL12	51061	PF35	6438384 6437946 6435679	HP-3002	LF24, LF224			S-029
22461	PH373	L40084	FL308	51794	PF932	6439034	HP-6002	LF226			
22462	PH3506	L14006	FL330	51042	PF46	25010251 6439857	HP-1007	LF232	L321		S3506
22463	PH2 PH10060	L1222 L24651	FL820S	57060 51372	PF48 PF1250	19160693 89017524	HP-2010	LF110 LF636	4884899AB 4892339A	FL820 F1AZ6731A	S2 S10060
22470	PH8A TG8A	L30001	FL1A	51515	PF2		HP-3001	LF15, LF115	185658	C1AZ-6731A D9AZ-6731A	S-01A

MAKE YEAR	MODEL	CHROME FILTER	RACING FILTER
AMC			
1990-1971	All 4.2L/258/V-8	22305	22462
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 Z06 6.0, 6.2, 7.0L engs.		22463
2006-1997	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)),	22300	22459
	5.7(7) Police w/o oil cooler only	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
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	F-150, F-250, F-350, F-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
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
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

WARNING Prop. 65
This product contains a chemical known to the state of California to cause cancer, birth defects, or reproductive harm. www.P65Warnings.ca.gov

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. 23860

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

WARNING Prop. 65
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SEE MORE
Fittings on pgs. 159-161

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



No. 23965

PART #	DESCRIPTION
23965‹›	Filter Fitting Screen Kit

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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



No. 25000

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

WARNING Prop. 65
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Phone: 203.453.6571 • Fax: 203.453.6906 • Tech Support: 203.458.0542 • 203.458.0546

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 (1-⅛" O.D. ⅜" I.D. and ⅞" O.D. ⅜" I.D.) and Epoxy

PART #	DESCRIPTION
22710‹›	Engine Magnet Kit

⚠ WARNING Prop. 65
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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 2-½" 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

⚠ WARNING Prop. 65
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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 ⅛" N.P.T. male thread
- Excellent vibration and shock resistance

PART #	DESCRIPTION
89611‹›	Oil Pressure Gauge, 1.5" Diameter, 0-120 PSI

⚠ WARNING Prop. 65
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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 ⅝" 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

**Cannot be used on cars with mufflers*

⚠ WARNING Prop. 65
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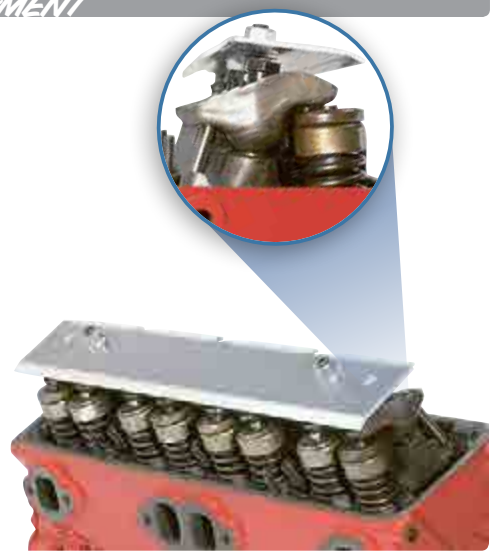
No. 25900

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

LIFTER VALLEY OIL BAFFLES

- Increases horsepower by shielding bottom of intake manifold from hot oil
- Keeps surplus oil out of valve covers by eliminating oil splash
- Maintains oil pressure during pushrod or rocker arm failure by keeping lifters in their bores (except with roller cam)
- Due to slight variations in blocks, the baffle may have to be trimmed .060"-.100" before it will “snap” into place
- Cannot be used with roller lifters

PART #	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



No. 25050

LIFTER VALLEY VENTS

- Positive ventilation to upper engine
- Prevents drainback to crankshaft
- Helps stop excessive windage and horsepower loss
- All aluminum – 8 per kit

PART #	DESCRIPTION
25025	Lifter Valley Vents. ***Fits:*** *SBC and others, ¼" N.P.T. with Hex Head*



No. 25025

GM VALLEY PLATES

Aluminum, ¼" Thick

- 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

PART #	DESCRIPTION
25177	Valley Plate, Aluminum For GM LS1, LS2, LS6 & C5R
25178	Valley Plate, Aluminum For GM LSX, LS3 & LS7



No. 25177



No. 25178

Phone: 203.453.6571 • Fax: 203.453.6906 • Tech Support: 203.458.0542 • 203.458.0546

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 - 7/16" -14 Restrictor for Lifter Gallies (Ford Only); One - 1/8" N.P.T. Restrictor for Lifter Gallies (Dart); One - 1/8" N.P.T. Plug for Lifter Gallies (Dart)
22050	Oil Restrictor Kit. Ford 351 Cleveland, designed and used by Roush-Fenway Racing. Five per pack



No. 22010



No. 22016



No. 22017



No. 22000



No. 22045



No. 22050



No. 22018

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, -12AN with O-Ring Seal, Anodized



No. 22749

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

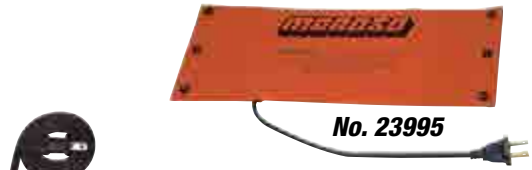
EXTERNAL HEATING PADS

- 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

PART #	AVAILABLE OPTION
64929	Throttle Return Springs For Part **No. 23995**

‹› WARNING Prop. 65
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No. 23995



No. 23997



No. 23996

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" N.P.T. 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

‹› WARNING Prop. 65
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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
- 212 watts of power raises temperature of 12 quarts of oil 60˚F in about 25 minutes
- 400 watts of power, 110-120 volt rating
- Aluminum, ½" -14 N.P.T. weld-in bung and 3 ft. cord included
- Length of heating element is 4-¾" from fitting to tip

PART #	DESCRIPTION
23991‹›	Oil Preheater, Self Contained

PART #	AVAILABLE OPTION
22737	Steel Weld-In Bung, ½" -14 N.P.T.

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No. 23991

-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**
- Part **No. 22709** can be used with **No. 23766**

PART #	DESCRIPTION
22706	Fitting, ½" N.P.T. to -10AN, 1 per package
22708	Fitting, ½" N.P.T. to -12AN, 1 per package
22709	Fitting, -12AN to -10AN, 1 per package



No. 22708 ***No. 22709*** ***No. 22706***

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
- Includes O-ring seal

PART #	DESCRIPTION
22604‹›	Fitting, -8AN Male to -8AN Straight O-ring Side
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

‹› ⚠ WARNING Prop. 65
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No. 22605



No. 22606



No. 22604



No. 22620



No. 22622

-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



No. 22625

SPECIAL REPLACEMENT FITTINGS

- Special clearanced Fittings
- -12AN for Moroso Vacuum Pump **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 Fitings for **No. 22643**, -16AN, 2 per package



No. 97641

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
- Includes O-ring

PART #	DESCRIPTION
22703	Fitting, -10AN to -16AN Adapter, 1 per package
22704	Fitting, -12AN to -16AN Adapter, 1 per package



No. 22703

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 & *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" N.P.T. 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
23963‹›	Fitting, -12 AN Male to -16 AN Male with External Screen, one per package

PART #	AVAILABLE OPTIONS
22706	Fitting, ½" N.P.T. to -10AN, 1 per package
22708	Fitting, ½" N.P.T. to -12AN, 1 per package
22709	Fitting, -12AN to -10AN, 1 per package



No. 22610



No. 23963 No. 23962 No. 23961 No. 23960

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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

APPLICATION CHART			
DESCRIPTION	MALE	FEMALE	
PART #	22711	22718	-4AN
	22712	22719	-6AN
	22713	22720	-8AN
	22714		-10AN
	22715	22722	-12AN
	22716		-16AN
	22717		-20AN



No. 22717



No. 22716



No. 22711 No. 22718 No. 22712 No. 22719 No. 22713 No. 22720 No. 22714 No. 22715 No. 22722

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, ⅛" N.P.T., Aluminum
22725	Weld-On Bung, ¼" N.P.T., Aluminum
22726	Weld-On Bung, ⅜" N.P.T., Aluminum
22727	Weld-On Bung, ½" N.P.T., Aluminum
22728	Weld-On Bung, ¾" N.P.T., Aluminum
22729	Weld-On Bung, 1" N.P.T., Aluminum
22737	Weld-On Bung, ½" N.P.T., Steel


No. 22724


No. 22725


No. 22726


No. 22727


No. 22728


No. 22729


No. 22737

NON-WELD -10AN MALE FITTING

- 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 ⅛" max. wall thickness
- O-ring seal to prevent leaks

PART #	DESCRIPTION
22753	-10AN Male Fitting, Non-Weld


No. 22753

NON-WELD -12AN MALE, BAFFLED FITTING KIT

- Provides an easy way of adding a -12AN male fitting to a steel or aluminum flat surface without welding
- Since no welding is required, there is not the possibility of heat damage to the surface or the need to take the piece to get welded
- Billet aluminum mounting plate features an o-ring and hardware for leak free sealing
- Includes optional interior baffle and mounting hardware
- -12AN fitting screws into base plate and can be tighten down with built-in hex

PART #	DESCRIPTION
22754	Fitting Kit, -12AN Male Non-Weld Baffled


No. 22754

NON-WELD AN FEMALE FITTING KITS

- Available in -8AN, -10AN & -12AN Female fittings
- Provides an easy way of adding a Female AN fitting to steel or aluminum valve covers without welding
- Since no welding is required then there is not the possibility of heat damage to the chrome or powder coat
- Includes hardware and O-ring

PART #	DESCRIPTION
22755	-8AN Female Fitting Kit, Non-Weld
22756	-10AN Female Fitting Kit, Non-Weld
22757	-12AN Female Fitting Kit, Non-Weld

NEW!




No. 22755


No. 22756


No. 22757



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 Pump **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.

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

SEE MORE
Mounting Brackets on pgs. 170-174

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. 22642, 22644, 22840, 22842**
97644	Vacuum Pump, Vane Kit, For **No. 22643**

***Note:** Not Legal for sale or use on pollution-controlled vehicles*

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 is hard coated for wear resistance
- 4.375" O.D. body, 5.050" from back of pump to pulley mounting flange



No. 22842



No. 22642



No. 22644

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

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 ⅜" pitch ½" 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



No. 22843

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, ½" wide, Gilmer

SEE MORE **Mounting Brackets on pgs. 170-174**

PRO-MOD STYLE VACUUM PUMP, V-BAND MOUNTING FLANGE

Fits: ProCharger Front Accessory Drives

- V-Band mounting flange to mount Vacuum Pump to ProCharger supercharger front drives
- Since ProCharger supercharger front drives will spin the vacuum pump at 50%, a higher flow vacuum pump is needed
- Includes -16AN fittings
- Utilizes sealed maintenance free bearings

NEW!



No. 22655

PART #	DESCRIPTION
22655	Vacuum Pump, Pro Mod Style, ProCharger V-Band Mounting Flange

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



No. 22643

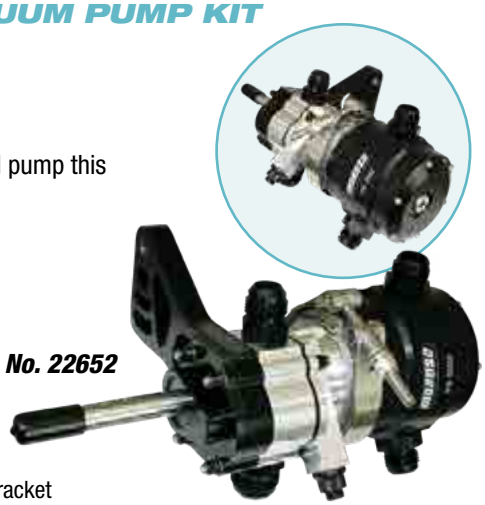
PART #	DESCRIPTION
22643*	Pro Mod Style Large Cubic Inch & Blower Motor Pump, 1-¼" beaded hose fitting with -16AN Inlet and Outlet Fitting

***Note:** Not Legal for sale or use on pollution-controlled vehicles*

EXTERNAL SINGLE STAGE OIL PUMP/VACUUM PUMP KIT

SBC, Driver's/Left Bracket

- Kit includes a Moroso Tri-lobe Single Stage Oil Pump with a Moroso Enhanced Design 4-Vane Vacuum Pump driven off the back
- By driving the V-band clamp attached vacuum pump off the back of the oil pump this creates a compact weight saving design with one belt only being utilized
- Single stage external Tri-lobe oil pump is included that has a spur gear 1.200 pressure section, eliminates the camshaft loads that occur with an internal pump. Has replaceable fittings, -16AN inlet, -12AN outlet
- Enhanced Design 4-Vane Vacuum Pump is included that pulls more vacuum and is designed with maintenance-free precision sealed roller bearings. Has replaceable -12AN Inlet and Outlet fittings
- V-band clamp is included



No. 22652

PART #	DESCRIPTION
22652	External Oil Pump, Single Stage, Tri-Lobe, Vacuum Pump, SBC Left Side Bracket

EXTERNAL SINGLE STAGE OIL PUMP/VACUUM PUMP KIT

BBC, Driver's/Left Bracket

- Kit includes a Moroso Tri-lobe Single Stage Oil Pump with a Moroso Enhanced Design 4-Vane Vacuum Pump driven off the back of it
- By driving the V-band clamp attached vacuum pump off the back of the oil pump this creates a compact weight saving design
- Single stage external Tri-lobe oil pump is included that has a spur gear 1.200 pressure section, eliminates the camshaft loads that occur with an internal pump. Has replaceable fittings, -16AN inlet, -12AN outlet
- Enhanced Design 4-Vane Vacuum Pump is included that pulls more vacuum and is designed with maintenance-free precision sealed roller bearings. Has replaceable -12AN Inlet and Outlet fittings
- V-band clamp is included



No. 22654

PART #	DESCRIPTION
22654	External Oil Pump, Single Stage, Tri-Lobe, Vacuum Pump, BBC Left Side Bracket

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.

WARNING Prop. 65
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www.P65Warnings.ca.gov



No. 68791

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 ⅛" N.P.T. 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

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www.P65Warnings.ca.gov



No. 89610



No. 89611

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, works with any vacuum level
- 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, works with any vacuum level
- Made of 6061 T6 Billet aluminum and have a clear, attractive finish

PART #	DESCRIPTION
22636*	Billet Aluminum Vacuum Relief Valve, Shim-able Spring Style, ⅜" N.P.T.
22637*	Billet Aluminum Vacuum Relief Valve, Shim-able Spring Style, ¾"-16 Thread

No. 22636



No. 22637

VACUUM PUMP REGULATOR

Shim-able Spring Style

- Regulator screws directly into vacuum pump's -12AN inlet
- 360º 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
- 360º 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, works 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

***Note:** Not Legal for sale or use on pollution-controlled vehicles*

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

POSITIVE SEAL VENTED -8AN & -10AN FITTINGS, NON-WELD

Fits: ¾" Holes

- 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 cover surface
- No welding required
- Anodized to prevent corrosion

PART #	DESCRIPTION
22624‹›	Fitting, -10AN Male, Positive Seal, Non-Weld
22627‹›	Fitting, -8AN Male, Positive Seal, Non-Weld

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No. 22624



No. 22627

-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 ⅛" N.P.T. 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 ⅛" max. wall thickness
- O-ring seal to prevent leaks

PART #	DESCRIPTION
22753	-10AN Male Fitting, Non-Weld



No. 22753

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

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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

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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

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No. 41091

BILLET ALUMINUM EQUALIZING PLATES WITH FITTINGS

- Includes 1/8" N.P.T. 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
- 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

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No. 65397



No. 65398

***Note:** Installation of this product requires pulling vacuum from a valve cover as well*

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** **22840**	**22644** **22842**	With a motorplate
63910	Small & Big Block Chevy	**22640**	**22641**	Driver/passenger cyl. heads
63917	Small & Big Block Chevy	**22642** **22840**	**22644** **22842**	Driver/passenger cylinder heads
63922	GM LS	**22640**	**22641**	Driver side cylinder head
63923	GM LS	**22640**	**22641**	Passenger side cylinder head
63924*	GM LS	**22642** **22840**	**22644** **22842**	Driver/passenger cylinder heads
63911	Small Block Ford	**22640**	**22641**	Driver or Passenger cylinder heads
63916*	Small Block Ford	**22642** **22840**	**22644** **22842**	Passenger cylinder heads
63921*	Ford 4.6/5.4	**22640** **22642** **22840**	**22641** **22644** **22842**	OEM, Power Steering Pump Location
63909	Big Block Ford	**22640**	**22641**	Driver or Passenger cylinder heads



No. 63909



No. 63910



No. 63911



No. 63917

** Part **No.63917** needed with **63914, 63916, 63921 & 63924** to mount enhanced pumps to the mounting bracket.*



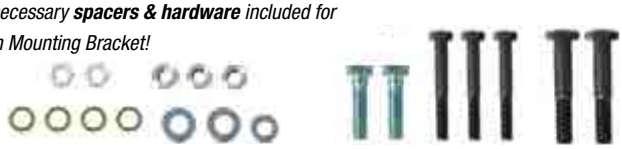
No. 63917



No. 63921

FOR ALL VACUUM PUMP MOUNTING BRACKETS:

*All necessary **spacers & hardware** included for each Mounting Bracket!*





No. 63922



No. 63924



No. 63916



No. 63923

PART # **REPLACEMENT PARTS**

63917 Replacement Bracket for Moroso "Enhanced Design" Vacuum Pump **Nos. 22642** and **22842**

GM LS ENGINE ALTERNATOR MOUNT

For GM LS Series engines with Moroso No. 63566 Electric Water Pump & 130mm style alternators

- Two mounts incorporated into one billet aluminum frame with belt adjustment for alternator
- Works with Moroso and other similar drive mandrels
- Includes all spacers and hardware

PART #	DESCRIPTION
63839	Alternator Mount, GM LS With Moroso Electric Water Pump



No. 63839

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 Moroso 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/VACUUM PUMP MOUNTING KIT, GM LS WITH FRONT DRIVE DISTRIBUTOR

For Moroso Enhanced Vacuum Pumps, Moroso Electric Water Pump & 93Mm Alternators

- Two mounts incorporated into one billet aluminum frame with belt adjustment for alternator, vacuum pump
- Bracket kit was designed to mount mini ND-style 93 mm alternators and Moroso **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 required Moroso **No. 63547** electric water pump, **No. 63615** water pump adapter kit and **No. 63849** drive mandrel kit
- Includes all spacers and hardware

PART #	DESCRIPTION
63870	Alternator/Vacuum Pump Mounting Kit, GM LS With Distributor, Moroso Enhanced Vaccum Pumps & Electric Water Pump & 93mm Alt.



No. 63870

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

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



No. 63836

PART #	DESCRIPTION
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

ALTERNATOR AND VACUUM PUMP MOUNTING KITS

For BBC Chevy with Moroso Enhanced Vacuum Pumps & 130mm style alternators

Patent No. D600,720

- Two mounts 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. 63867

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 **Nos. 22642, 22644, 22840** or **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 CSR Electric Water Pumps and Moroso Enhanced Design Vacuum Pumps

No. 63821



No.63822



No. 63823 *Mount Frame*





Brackets



Brackets shown mounted to CSR™ Electric Water Pump

SEE MORE

Radius Tooth Drive Pulleys on pg. 183

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 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

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



No. 63824

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 15mm 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

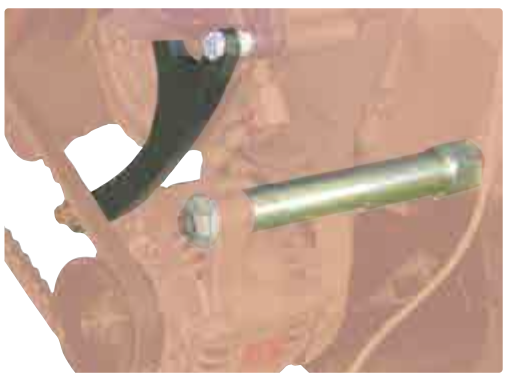
- Will mount standard Ford or ND-style alternator on either side of engine
- Fits with mechanical and electric water pumps from all major manufacturers with V-belt pulley systems
- Provides an alternative to running the stock serpentine belt
- Use with Moroso Drive Kit **No. 63846**
- Kit Includes all 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



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

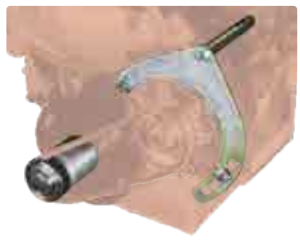
PART #	DESCRIPTION
63842	Alternator Mount Kit, SBC
63843‹›	Alternator Drive Kit, SBC, use **No. 97170** Gilmer Drive Pulley if external oil pump is used. Comes complete with all spacers and hardware

RECOMMENDED USAGE WITH

PART #	DESCRIPTION
63750	Universal Electric Water Pump Drive Kit
63500	SBC Aluminum Water Pump
63557	Electric Water Pump

ADDITIONAL PART

23523	4" Crank Pulley





No. 63842



No. 63843

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BIG BLOCK CHEVY

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
63547	Electric Water Pump

ADDITIONAL PART

23523	4" Crank Pulley





No. 63840



No. 63841

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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 ⅜" 6061-T6 aluminum, anodized
- Can be shimmed to align any pulley combination
- Comes complete with all necessary fasteners



No. 63895

PART #	DESCRIPTION
63895	Power Steering Pump Mounting Bracket, Small Block Chevy, Early-Style GM Pump

SMALL BLOCK CHEVY

Late Model GM Pump With 18˚ or 23˚ Cylinder Head

- This kit mounts a late-model, small-style GM power steering pump (with remote reservoir) or Sweet-type pumps to the driver's side cylinder head of a Small Block Chevy. Use with Moroso Pump Pulley **No. 64860**
- Manufactured from ⅜" 6061-T6 aluminum, anodized
- Comes complete with all necessary spacers and hardware



No. 63897

PART #	DESCRIPTION
63897	Power Steering Pump Mounting Bracket, SBC, Late Model GM Pump

Phone: 203.453.6571 • Fax: 203.453.6906 • Tech Support: 203.458.0542 • 203.458.0546

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**



No. 63844

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
64885	Vacuum Pump V-Belt Pulley

WARNING Prop. 65
This product contains a chemical known to the state of California to cause cancer, birth defects, or reproductive harm
www.P65Warnings.ca.gov



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



No. 63846

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

WARNING Prop. 65
This product contains a chemical known to the state of California to cause cancer, birth defects, or reproductive harm
www.P65Warnings.ca.gov

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



No. 63848

PART #	DESCRIPTION
63848	Vacuum Pump, Dry Sump Pump Kit, 5.70" overall length

WARNING Prop. 65
This product contains a chemical known to the state of California to cause cancer, birth defects, or reproductive harm
www.P65Warnings.ca.gov

OIL PUMP AND VACUUM PUMP DRIVE KITS

Flange Style

WARNING Prop. 65
This product contains a chemical known to the state of California to cause cancer, birth defects, or reproductive harm
www.P65Warnings.ca.gov

- 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, assorted spacers, belt guides and hardware

APPLICATION CHART

ENGINE APPLICATION	PART #	STYLE	MANDREL LENGTH MINUS FLANGE	OVERALL	REQUIRED BALANCER
Small Block Chevy*	**63857**	Short	2.990"	3.380"	3-Bolt, 3.20" bolt circle**
Small Block Chevy*	**63859**	Long	4.000"	4.655"	3-Bolt, 3.20" bolt circle**
GM LS Series	**63860**	Short	2.990"	3.645"	Aftermarket, using BBC 3-Bolt, 3.20" bolt circle, 2.050" female register pattern
GM LS Series	**63858**	Short	2.990"	3.645"	3-Bolt, 3.20" bolt circle, 2.275" female register, when using ARP Balancer Bolt use Moroso Spacer Part **No. 63890**
GM LS Series	**63849**	Long	4.000"	4.655"	3-Bolt, 3.20" bolt circle, 2.275" female register, when using ARP Balancer Bolt use Moroso Spacer Part **No. 63890**
Big Block Chevy	**63858**	Short	2.990"	3.645"	3-Bolt, 3.20" bolt circle, 2.275" female register
Big Block Chevy	**63849**	Long	4.000"	4.655"	3-Bolt, 3.20" bolt circle, 2.275" female register
Small Block Ford	**63853**	Short	3.500"	4.125"	4-Bolt, 3.30" bolt circle, 2.382" male register
Big Block Ford, 429-460	**63847**	Long	3.500"	5.285"	4-Bolt, 3.30" bolt circle, 2.180" male register
Domestic and Import using BBC bolt pattern and register balancer	**63858**	Short	2.990"	3.645"	3-Bolt, 3.20" bolt circle, 2.275" female register
Domestic and Import using BBC bolt pattern and register balancer	**63849**	Long	4.000"	4.655"	3-Bolt, 3.20" bolt circle, 2.275" female register

**Centers off of I.D. of Balancer Bore via Supplied Crankbolt Washer* ***Centers off of I.D. of Balancer, via Supplied Crankbolt Washer*



No. 63849 ***No. 63857*** ***No. 63853*** ***No. 63860***

DRIVE MANDREL SPACER KIT, FOR 2.275" FEMALE REGISTER

- This 5/8" thick spacer comes handy when creating a custom drive set-up or when contending with oversized hardware
- Designed to be used with Moroso and other bolt-on flange style mandrels that have a 2.275" female register
- Billet aluminum construction, includes hardware

PART #	DESCRIPTION
63890	Drive Mandrel Spacer Kit



No. 63890

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

No. 63880



No. 63881



No. 63882



No. 63883



No. 63884



No. 63885



No. 63886



APPLICATION CHART

ENGINE APPLICATION	PART #	STYLE	MANDREL LENGTH MINUS FLANGE	OVERALL LENGTH	REQUIRED BALANCER
Small Block Chevy*	**63880**	Short	2.990"	3.645"	3-Bolt, 3.20" bolt circle, 1.250" Female Register**
Small Block Chevy*	**63881**	Long	4.000"	4.655"	3-Bolt, 3.20" bolt circle, 1.250" Female Register**
GM LS Series	**63882**	Short	2.990"	3.645"	Aftermarket using GM BBC 3- bolt, 3.20" bolt circle, 2.050" female register pattern using a GM Balancer Bolt
GM LS Series	**63883**	Short	2.990"	3.645"	3-Bolt, 3.20" bolt circle, 2.275" Female Register, when using ARP Balancer Bolt use Moroso Spacer Part **No. 63890**
GM LS Series	**63884**	Long	4.000"	4.655"	3-Bolt, 3.20" bolt circle, 2.275" Female Register, when using ARP Balancer Bolt use Moroso Spacer Part **No. 63890**
Big Block Chevy	**63883**	Short	2.990"	3.645"	3-Bolt, 3.20" bolt circle, 2.275" Female Register
Big Block Chevy	**63884**	Long	4.000"	4.655"	3-Bolt, 3.20" bolt circle, 2.275" Female Register
Small Block Ford	**63885**	Short	3.500"	4.125"	4-Bolt, 3.30" bolt circle, 2.382" Male Register
Big Block Ford, 429-460	**63886**	Long	3.500"	5.285"	4-Bolt, 3.30" bolt circle, 2.180" Male Register
Domestic and Import using BBC bolt pattern and register balancer	**63883**	Short	2.990"	3.645"	3-Bolt, 3.20" bolt circle, 2.275" Female Register
Domestic and Import using BBC bolt pattern and register balancer	**63884**	Long	4.000"	4.655"	3-Bolt, 3.20" bolt circle, 2.275" female register

*Centers off of I.D. of Balancer Bore via Supplied Crankbolt Washer

**Centers off of I.D. of Balancer, via Supplied Crankbolt Washer

LOWER BLOWER DRIVE MANDREL KIT, CHRYSLER GEN. 2 HEMI CRANK SNOUT

Fits: Chrysler Gen. 2 and most aftermarket Hemis

- Drive kit designed for all Chrysler and RCD based crankshaft pulley snouts
- Steel mandrel bolts to aluminum spacer for maximum strength for two-step and high torque applications
- 3/8" Bolt on a 2.782" bolt pattern and clears a 2.000" crankshaft hub register
- Will clear a 1.00" tall crankshaft bolt head
- Includes Top Fuel spec. blower pulley bolts with full shoulder and radius head for complete and correct installation the first time
- Drive pulleys not included



No. 63887

PART #	DESCRIPTION
63887‹›	Drive Mandrel Kit, Chrysler Gen. 2 Hemi with Blower

WARNING Prop. 65
This product contains a chemical known to the state of California to cause cancer, birth defects, or reproductive harm
www.P65Warnings.ca.gov

REPLACEMENT PARTS FOR DRY SUMP DRIVE KITS

With Crank-Driven Power Steering

WARNING Prop. 65
This product contains a chemical known to the state of California to cause cancer, birth defects, or reproductive harm
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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



No. 23560



No. 23561



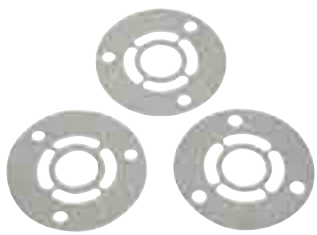
No. 23562

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



No. 64035

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 90º V6 Chevys, 1969-later (with long water pump)*
64120	Crankshaft Pulley, single groove, 30% reduction, 4.95" O.D. ***Fits:*** *Chevrolet 302-350, 1969-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

OEM CRANKSHAFT PULLEY REINFORCEMENT PLATE

Fits: Chevrolet V8 and 90º 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, 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 36º 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 90º 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 PULLEYS, BILLET ALUMINUM

V-Belt Design

- Ideal for driving alternators and/or vacuum pumps at optimum rpm
- Fits any 1" dia. crank-driven mandrel with 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 **Nos. 64885** and **64887**

WARNING Prop. 65
This product contains a chemical known to the state of California to cause cancer, birth defects, or reproductive harm
www.P65Warnings.ca.gov

PART #	DESCRIPTION
23520‹›	2.5" V-Belt Crankshaft Pulley
23523‹›	4" V-Belt Crankshaft Pulley



No. 23523



No. 23520

CRANKSHAFT PULLEY, 5 INCH DIAMETER, BILLET ALUMINUM

V-Belt Design

NEW!

- Ideal for driving alternators and/or vacuum pumps at optimum rpm
- Fits any 1" Dia. crank-driven mandrel with 1/8" keyway
- CNC machined from billet aluminum with hard-coat anodized finish
- May be used with Moroso Vacuum Pump **Nos. 22640, 22641, 22642, 22644, 22840, 22842, 22843** and Vacuum Pump Pulley **Nos. 64885** & **64887**

WARNING Prop. 65
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PART #	DESCRIPTION
23525‹›	5" V-Belt Crankshaft Pulley



No. 23525

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 ½" 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 ⅞", 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

CRANKSHAFT PULLEYS

Gilmer Style

- ⅜" 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, ⅜" Pitch, 1" Wide,16-teeth
97171	Crankshaft Pulley, Gilmer Style, ⅜" Pitch, 1" Wide, 18-teeth
97172	Crankshaft Pulley, Gilmer Style, ⅜" Pitch, ½" Wide, 18-teeth



No. 97170

DRY SUMP PUMP PULLEYS

Gilmer Style

- Machined from billet aluminum for unmatched precision
- Hard-coat anodized for extended durability
- ⅜" pitch pulleys fit ⅝" diameter shafts
- Use with Moroso Gilmer Drive Pulleys to suit desired drive ratio
- Compatible with ⅜" 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, 1" Wide, 28-teeth
23532	Dry Sump Pump Pulley, Gilmer Style, 1" Wide, 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 ¾" 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

PART #	AVAILABLE OPTION
97172	Crankshaft Pulley



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 ½" width or less
- Precision machined from aircraft-quality aluminum and features direct, bolt-on installation
- Use with Moroso 3- or 4-Vane Vacuum Pump **Nos. 22640**, **22641**, **22642**, **22643**, **22644**, **22840**, **22842** and interchangeable drive components

PART #	DESCRIPTION
64888	Vacuum Pump Pulley, Gilmer Type, 36 Tooth

PART #	AVAILABLE OPTION
97172	Crankshaft Pulley



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 ⅝" 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 ⅛" keyway slot.



No. 23544



No. 23541

RADIUS TOOTH VACUUM PUMP PULLEYS AND DRIVE PULLEYS

Moroso black anodized 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 ½" 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 ⅛" 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%



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



No. 97125

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

PART #	DESCRIPTION	LENGTH X WIDTH (MM)	TEETH
97105	Radius Tooth Belt	21"x 1" (533 x 25.4)	67
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

TIMING BELT, 560-8M

Radius Tooth Belt 22" x 1" (559 x 25.4) 70 Teeth

NEW!



No. 97115

- 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

WARNING Prop. 65
This product contains a chemical known to the state of California to cause cancer, birth defects, or reproductive harm
www.P65Warnings.ca.gov

PART #	DESCRIPTION
97115‹›	Timing Belt, 560-8M

GILMER DRIVE BELTS

- For Moroso Dry Sump Pump setups
- Will also work with other manufacturers' ⅜" pitch Gilmer Drive setups



No. 97110

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 ½" wide	60
97123	Gilmer Drive Belt	24" long x ½" wide	64
97133	Gilmer Drive Belt	25.5" long x ½" wide	68
97143	Gilmer Drive Belt	27" long x ½" wide	72

RADIUS TOOTH BELTS

Fits: Radius Tooth Pulleys with 8mm Pitch



No. 97141

- Thin Series Belts for Moroso Vacuum Pump and Alternator Pulleys
- Fits ½" 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 ½" (592 x 12.7)	74
97142	Radius Tooth Belt	23.9" x ½" (608 x 12.7)	78
97144	Radius Tooth Belt	25.2" x ½" (640 x 12.7)	80
97146	Radius Tooth Belt	26.5" x ½" (672 x 12.7)	83
97147	Radius Tooth Belt	26.8" x ½" (680 x 12.7)	85
97149	Radius Tooth Belt	28.3" x ½" (720 x 12.7)	90

PART #	DESCRIPTION	LENGTH X WIDTH (MM)	TEETH
97151	Radius Tooth Belt	29.9" x ½" (760 x 12.7)	97
97152	Radius Tooth Belt	30.6" x ½" (776 x 12.7)	99
97154	Radius Tooth Belt	31.5" x ½" (800 x 12.7)	100
97157	Radius Tooth Belt	33.7" x ½" (856 x 12.7)	106
97159	Radius Tooth Belt	34.7" x ½" (880 x 12.7)	110
97164	Radius Tooth Belt	37.8" x ½" (960 x 12.7)	120

REPLACEMENT PARTS FOR DRY SUMP DRIVE KITS

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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**

PART #	DESCRIPTION
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

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: 3-⅛" dia., 6-¾" overall height

PART #	DESCRIPTION
85471	Air-Oil Separator Tank



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 air-oil separation
- Billet Aluminum body compliments any engine compartment and can be polished, chromed or powder coated for a custom look
- -12AN 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, -12AN Fittings

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No. 85495



No. 85474



No. 85531

AIR-OIL SEPARATOR KITS, LARGE BODY

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
- Features billet aluminum housing and includes ⅜" 90° inlet & outlet fittings, 36" of ⅜" 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, Polished Body
85531‹›	Air-Oil Separator, Universal Fit, Black Anodized Body

PART #	REPLACEMENT PART
97200	Ball Valve, ⅜" Male and Female Ports

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NOTE: *Not legal for sale or use on polution-controlled vehicles.*

UNIVERSAL FIT AIR-OIL SEPARATORS

AIR-OIL SEPARATOR KITS

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 ⅜", 90° inlet & outlet fittings, 36" of ⅜" 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, Polished Finish
85497	Air-Oil Separator, Small Body, Black Anodized Finish

PART #	REPLACEMENT PART
97301	Air-Oil Separator Small Body Replacement Clear Bottom



No. 85497
Black Anodized



No. 85496
Polished



No. 85683
Clear Bottom

WARNING Prop. 65
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www.P65Warnings.ca.gov

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-Oil 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

85699 Air-Oil Separator PCV Delete for Subaru

WARNING Prop. 65
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www.P65Warnings.ca.gov



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

NOTE: *Not legal for sale or use on polution-controlled vehicles.*

Phone: 203.453.6571 • Fax: 203.453.6906 • Tech Support: 203.458.0542 • 203.458.0546

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



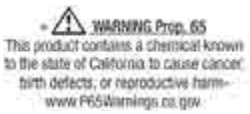
Large Body



Small Body Polished Finished



Dual Small Body
Black Anodized Finish



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
- Available with a polished or black anodized finish

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
97200	Ball Valve, ⅜" Male and Female Ports
97300‹›	Replacement Cap, Air-Oil Separator Large Body Drain, Black
97301‹›	Air-Oil Separator Small Body Replacement Clear Bottom
65388‹›	Air-Oil Sep, ⅜" To ½" Hose 90 Deg., Black
65389‹›	Air-Oil Sep, ⅜" To ½" Hose, Straight, Black
65131‹›	Air-Oil Sep, ⅜" To ½" Hose, 90 Deg. Streamline, Black
65381‹›	Air-Oil Sep, ⅜" To ⅜" Hose, Straight, Black
65382‹›	Air-Oil Sep, ⅜" To ⅜" Hose, 90 Deg., Black



No. 97301



No. 97300



No. 65382



No. 65131



No. 65381



No. 65388



No. 65389

For Additional installed images see page 189-190 or go to Moroso.com

NOTE: *Not legal for sale or use on polution-controlled vehicles.*

AIR-OIL SEPARATOR CHART

FITS: ‹› Not legal for sale or use on pollution-controlled vehicles ‹› ⚠ WARNING Prop. 65 This product contains a chemical known to the state of California to cause cancer, birth defects, or reproductive harm- www.P65Warnings.ca.gov	# OF AIR-OIL SEPARATORS IN KIT	LARGE BODY PART #	BLACK ANODIZED LARGE BODY PART #	POLISHED SMALL BODY PART #	BLACK ANODIZED SMALL BODY PART #
BMW M3, 1995-1999	1	**85499‹›**	N/A	**85648‹›**	**85649‹›**
CADILLAC CTS V, 2008-2014	1	N/A	N/A	**85602‹›**	**85603‹›**
CHEVY CAMARO SS, 2010-2015, ZL1, 2012-2015	1	**85487‹›**	N/A	**85652‹›**	**85653‹›**
CHEVY CAMARO SS WITH EDELBROCK SUPERCHARGER, 2010-2015	1	**85493‹›**	N/A	**85634‹›**	**85635‹›**
CHEVY CORVETTE NON Z06 2014-2019	1	**85524‹›**	N/A	**85686‹›**	**85687‹›**
CHEVY CORVETTE Z06 2006-2013	1	**85521‹›**	N/A	**85678‹›**	**85679‹›**
CHEVY CORVETTE, 1997-2004	1	**85516‹›**	N/A	N/A	N/A
CHEVY CORVETTE LT1/LT4, 1992-1996	1	N/A	N/A	**85642‹›**	**85643‹›**
CHEVY/GM TRUCK WITH LS ENGINES, 1999-2018	1	**85481‹›**	N/A	N/A	N/A
CHRYSLER 300C 6.1, 2005-2010	1	**85472‹›**	N/A	**85612‹›**	**85613‹›**
CHRYSLER 300C 5.7 WITH AFTERMARKET INTAKE, 2005-2010	1	**85472‹›**	N/A	**85640‹›**	**85641‹›**
CHRYSLER 300C 5.7 WITH FACTORY INTAKE, 2005-2010	1	N/A	N/A	**85632‹›**	**85633‹›**
DODGE CHALLENGER 6.1/6.4 NON HELLCAT, NON SHAKER HOOD 2008-2019	1	**85472‹›**	N/A	**85612‹›**	**85613‹›**
DODGE CHALLENGER 5.7/6.4 SHAKER HOOD 2015-2019	1	**85530‹›**	N/A	**85696‹›**	**85697‹›**
DODGE CHALLENGER HELLCAT 2015-2019	1	**85532‹›**	N/A	**85702‹›**	**85703‹›**
DODGE CHALLENGER 5.7 WITH AFTERMARKET INTAKE, 2008-2012	1	**85472‹›**	N/A	**85640‹›**	**85641‹›**
DODGE CHALLENGER 5.7 WITH FACTORY INTAKE, 2008-2012	1	N/A	N/A	**85632‹›**	**85633‹›**
DODGE CHARGER 6.1/6.4 NON HELLCAT, 2008-2019	1	**85472‹›**	N/A	**85612‹›**	**85613‹›**
DODGE CHARGER HELLCAT 2015-2019	1	**85532‹›**	N/A	**85702‹›**	**85703‹›**
DODGE CHARGER 5.7 WITH AFTERMARKET INTAKE, 2006-2010	1	**85472‹›**	N/A	**85640‹›**	**85641‹›**
DODGE CHARGER 5.7 WITH FACTORY INTAKE, 2006-2010	1	N/A	N/A	**85632‹›**	**85633‹›**
DODGE MAGNUM 6.1, 2005-2008	1	**85472‹›**	N/A	**85612‹›**	**85613‹›**
DODGE MAGNUM 5.7 WITH AFTERMARKET INTAKE, 2005-2008	1	**85472‹›**	N/A	**85640‹›**	**85641‹›**
DODGE MAGNUM 5.7 WITH FACTORY INTAKE, 2005-2008	1	N/A	N/A	**85632‹›**	**85633‹›**
DODGE RAM PICKUP, 2009-2018, HEMI ENGINE	1	**85479‹›**	N/A	N/A	N/A
FORD FOCUS ST, 2013-2018	1	N/A	N/A	**85664‹›**	**85665‹›**



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 2009-2018,
Part No. 85479



Ford Focus ST, 2013-2017,
Part No. 85665

AIR-OIL SEPARATOR CHART (CON'T)

FITS:

‹› Not legal for sale or use on pollution-controlled vehicles

‹› ⚠ WARNING Prop. 65
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	# OF AIR-OIL SEPARATORS IN KIT	LARGE BODY PART #	BLACK ANODIZED LARGE BODY PART #	POLISHED SMALL BODY PART #	BLACK ANODIZED SMALL BODY PART #
FORD MUSTANG GT, 2015-2019	1	**85522‹›**	N/A	**85680‹›**	**85681‹›**
FORD MUSTANG ECOBOOST 2015-2019	1	**85523‹›**	N/A	**85684‹›**	**85685‹›**
FORD MUSTANG GT, 2011-2014	1	**85485‹›**	N/A	**85628‹›**	**85629‹›**
FORD MUSTANG GT WITH ROUSH SUPERCHARGER, 2011-2014	1	**85491‹›**	N/A	**85604‹›**	**85605‹›**
FORD MUSTANG SHELBY GT 500, 2007-2014	1	**85478‹›**	N/A	**85616‹›**	**85617‹›**
FORD MUSTANG V-6, 2011-2014	1	**85498‹›**	N/A	**85638‹›**	**85639‹›**
FORD MUSTANG GT, 2005-2010	1	**85477‹›**	N/A	N/A	N/A
FORD MUSTANG GT, 1996-2004	1	**85486‹›**	N/A	N/A	N/A
FORD MUSTANG GT/LX 5.0, 1987-1993	1	**85514‹›**	N/A	**85660‹›**	**85661‹›**
FORD F-150 ECOBOOST 2011-14	1	**85520‹›**	N/A	**85676‹›**	**85677‹›**
FORD F-150, 5.4, 2004-2008	1	**85513‹›**	N/A	N/A	N/A
FORD RAPTOR TRUCK 6.2, 2010-2014	1	**85492‹›**	N/A	**85606‹›**	**85607‹›**
HUMMER H2, 2003-2009	1	**85481‹›**	N/A	N/A	N/A
JEEP JK, 3.6, 2012-2018	1	**85518‹›**	N/A	**85670‹›**	**85671‹›**
JEEP JK, 3.8, 2007-2011	1	**85517‹›**	N/A	**85668‹›**	**85669‹›**
JEEP SRT8, 2006-2010	1	**85482‹›**	N/A	N/A	N/A
LOTUS ELISE/EXIGE, 2005-2011	2	**85494‹›**	N/A	**85636‹›**	**85637‹›**
MAZDA MIATA, 1990-2005	1	**85488‹›**	N/A	**85600‹›**	**85601‹›**
MINI COOPER S/CLUBMAN S, 2007-2015	1	N/A	N/A	**85608‹›**	**85609‹›**
MITSUBISHI EVO 10, 2008-2015	1	**85483‹›**	N/A	N/A	N/A
SUBARU BRZ, SCION FRS, 2012-2015	1	**85515‹›**	N/A	**85666‹›**	**85667‹›**
SUBARU STI, 2008-2014, TOP MOUNT INTERCOOLER	2	**85510‹›**	N/A	**85644‹›**	**85645‹›**
SUBARU STI, 2008-2014, FRONT MOUNT INTERCOOLER	2	N/A	N/A	**85646‹›**	**85647‹›**
SUBARU WRX, 2008-2014	2	**85489‹›**	N/A	**85610‹›**	**85611‹›**
SUBARU WRX, 2006-2007, STI, 2004-2007 TOP MOUNT INTERCOOLER	2	**85484‹›**	N/A	**85626‹›**	**85627‹›**
SUBARU WRX, 2006-2007, STI, 2004-2007 FRONT MOUNT INTERCOOLER	2	N/A	N/A	**85654‹›**	**85655‹›**
SUBARU WRX, 2015-2018	1	N/A	N/A	**85672‹›**	**85673‹›**
TOYOTA TUNDRA, 2007-2014, 5.7 & TOYOTA SEQUOIA, 2008-2014	1	**85511‹›**	N/A	**85650‹›**	**85651‹›**
VOLKSWAGEN GOLF/JETTA, 2.0 T, 2010-2014	1	**85519‹›**	N/A	**85674‹›**	**85675‹›**
UNIVERSAL	1	**85474‹›**	**85531**	**85496‹›**	**85497‹›**
UNIVERSAL, -12AN	1	**85495‹›**	N/A	N/A	N/A



Ford Mustang GT 2015-2019,
Part No. 85522



Jeep JK 2012-2018,
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 **22761**.



No. 22681/22686

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 -12AN breather fitting use **Nos. 85465**, **85466**, **85467** Overflow Breather Tanks
22686*	Dry Sump Tank, 15", 6 Quart, (1) -16AN. Oil tanks without integral breathers and -12AN breather fitting use **Nos. 85465**, **85466**, **85467** Overflow Breather Tanks Single -16AN inlet with Breather

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

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No. 22682/22687

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 -12AN breather fitting use **Nos. 85465**, **85466**, **85467** Overflow Breather Tanks
22688*	Dry Sump Tank, 15", 6 Quart, (3) -12AN. Oil tanks without integral breathers and -12AN breather fitting use **Nos. 85465**, **85466**, **85467** 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*



No. 22683/22688

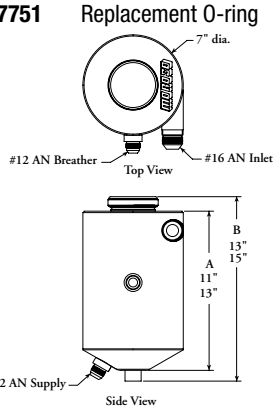
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PART #	AVAILABLE OPTIONS
22674‹›	Dry Sump Tank Mount, 7" Diameter
22677‹›	Straight Extended Tank Mount, 7" Diameter
22678‹›	30° Angle Extended Tank Mount, 7" Diameter
22679‹›	U-Weld-It Tank Mount, 7" Diameter

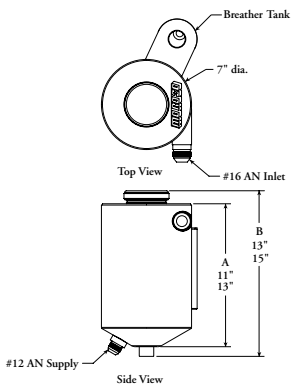
PART #	REPLACEMENT PARTS
68815‹›	Non-Hooded Breather
97571	Replacement lid with O-ring
97751	Replacement O-ring



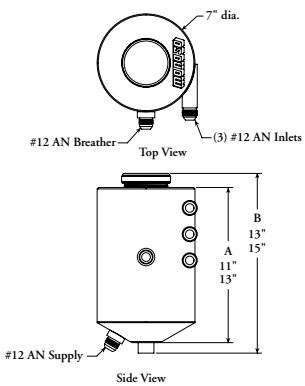
No. 22684/22689



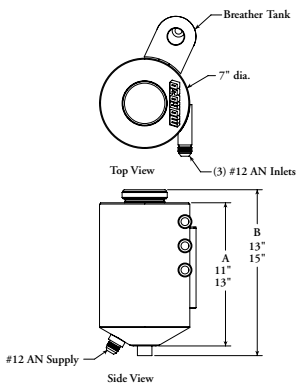
No. 22681/22686



No. 22682/22687



No. 22683/22688



No. 22684/22689

Phone: 203.453.6571 • Fax: 203.453.6906 • Tech Support: 203.458.0542 • 203.458.0546

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

WARNING Prop. 65
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PART #	DESCRIPTION
22691*	Dragster 6 Quart, 2-Piece Dry Sump Tank

PART #	REPLACEMENT PARTS
97571	Replacement lid with O-ring
97751	Replacement O-ring

PART #	AVAILABLE OPTION
22699‹›	Dry Sump Tank Mount, 6" diameter



No. 22691

PRO-MOD, 6 QUART DRY SUMP TANK

NEW!

- Tank body is 15" Tall and 7" Diameter with a 6 quart capacity
- (2) -16 AN Inlets
- (1) -12 AN Supply (Outlet)
- Integral Breather Tank
- Tank comes apart for ease of cleaning or inspection
- The removable top is machined out of billet aluminum with O-ringed sealing flanges
- Large diameter, billet aluminum, screw-on cap with O-ring for positive sealing
- O-ring drain bung

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PART #	DESCRIPTION
22617‹›	Pro-Mod. 6 Quart, Removable Top Dry Sump Tank



No. 22617



No. 22677
STRAIGHT



No. 22678
30° ANGLE



No. 22679
U-WELD-IT

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 extended Tank Mount. Mount is 5.25" from flange mount to saddle base
22678‹›	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

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DRY SUMP TANK REMOVABLE MOUNTING KITS, FOR 7" DIAMETER TANKS

- Mounting kit helps in the installation of 7" diameter dry sump tanks
- The kits contains a steel "I" shaped piece that allows the dry sump tank to be quickly removed and reinstalled in the vehicle
- Also this "I" shaped piece allows the installer to set what distance they would like their tank to be from the mounting surface
- Outer tube is drilled, inner tube needs to be drilled by customer
- Included in the mounting kit is the tank mount itself which has a billet aluminum base for strength
- Stainless steel band clamp with interlocking rubber for cushioning

PART #	DESCRIPTION
22697‹›	Dry Sump Tank Removable Mounting Kit, Aluminum
22698‹›	Dry Sump Tank Removable Mounting Kit, Steel



No. 22698



No. 22697

***Note:** Not legal for sale or use on pollution-controlled vehicles.*

DRY SUMP TANK MOUNTS

- Billet aluminum base for strength
- Includes stainless steel band clamp with interlocking rubber for cushioning
- Available in single and two packs

PART #	DESCRIPTION
22699*‹›	Dry Sump Tank Mount, 6" diameter, 2 per
22701‹›	Dry Sump Tank Mount, 6" diameter, single
22674‹›	Dry Sump Tank Mount, 7" diameter, 2 per
22739‹›	Dry Sump Tank Mount, 7" diameter, single

Fits Moroso Part **No. 22691*



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REMOTE OIL FILTER MOUNT, FOR 7" DIAMETER DRY SUMP TANKS

NEW!

- Strong billet aluminum base has a provision so that Moroso Part **Nos. 23763**, **23764** Remote Oil Filter Mounts or other Remote Oil Filter Mounts with a 2-⅝" bolt spacing can be installed directly to the base
- For the installation on a 7" diameter dry sump tank
- A stainless steel band clamp with interlocking rubber for cushioning

PART #	DESCRIPTION
22761	Remote Oil Filter Mount, for 7" Diameter Dry Sump Tanks





*Above image shows Part **No. 22761** installed; only highlighted components are included in the mount*

SEE MORE
Universal Tank Mounting Brackets on pg. 196

BREATHER TANKS, PLASTIC

Dry Sump, Vacuum Pump Systems, Air-Oil Separation

- 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: 3-⅛" Dia. 7-½" tank height without Breather, 10-½" with Breather

PART #	DESCRIPTION
85400*‹›	Breather Tank, -12AN Fitting
85402*‹›	Breather Tank, -10AN Fitting
85404*‹›	Breather Tank, -8AN Fitting
85406*‹›	Breather Tank, -6AN Fitting

PART #	OPTIONS/REPLACEMENT PARTS
97200	Ball Valve, ⅜" Male and Female Ports
68818‹›	Non-Hooded Breather



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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.



***Note:** Not legal for sale or use on pollution-controlled vehicles.*

BREATHER TANKS

Dry Sump, Vacuum Pump Systems, Air-Oil Separation

- Remote breather tank is a perfect companion for Moroso Vacuum Pumps or Dry Sump Tanks
- Aluminum, lightweight tank features internal baffling with mesh media for air-oil separation
- Includes non-hooded, clamp-on style filtered breather that traps oil while allowing air to escape freely
- Petcock facilitates tank draining
- Dimensions: 3-⅛" diameter, 6-½" tank height (without filter or drain), 11-½" overall height
- Polished finish except Part **No. 85751** that has a black wrinkle powder coat finish
- Includes mounting bracket



No. 85751



No. 85465

PART #	DESCRIPTION
85470*‹›	Breather Tank, ⅜" N.P.T. Female Fitting
85456*‹›	Breather Tank, -6AN Male Fitting
85458*‹›	Breather Tank, -8AN Male Fitting
85459*‹›	Breather Tank, -10AN Male Fitting
85465*‹›	Breather Tank, -12AN Male Fitting
85751*‹›	Breather Tank, -12AN Male Fitting, Black P.C. Finish NEW!
85475*‹›	Breather Tank, -16AN Male Fitting

PART #	OPTIONS/REPLACEMENT PARTS
68815‹›	Non-Hooded Breather
68811‹›	Half-Hooded Breather
97200	Ball Valve, ⅜" Male and Female Ports

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BREATHER TANK

Dry Sump, Vacuum Pump Systems, Air-Oil Separation

- 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 air-oil separation
- -12AN male side fitting and petcock facilitates tank draining
- Includes a panel mount, billet aluminum clamp that has two supplied ¼" -20 mounting hardware
- Dimensions: 3-⅛" dia., 6-½" tank height (without filter), 11-½" overall height



No. 85467



PART #	DESCRIPTION
85467*‹›	Breather Tank

PART #	OPTIONS/REPLACEMENT PARTS
63403	Billet Aluminum Mounting Bracket, Universal
68815‹›	Non-Hooded Breather
68811‹›	Half-Hooded Breather
97200	Ball Valve, ⅜" Male and Female Ports

BREATHER TANK, BILLET

Dry Sump, Vacuum Pump Systems, Air-Oil Separation

- 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., 6-½" tank height (without filter), 11-½" overall height



No. 85500

PART #	DESCRIPTION
85500*‹›	Billet Breather Tank

PART #	OPTIONS/REPLACEMENT PARTS
68815‹›	Non-Hooded Breather
68811‹›	Half-Hooded Breather
97200	Ball Valve, ⅜" Male and Female Ports

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BREATHER TANKS, MULTI-INLET

Dry Sump, Vacuum Pump Systems, Air-Oil Separation

- Multi-inlet tank can collect from different sources to save on weight and plumbing complexity, fitting locations are 180° apart
- 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: 3-⅛" dia., 6-½" tank height (without filter), 11-½" overall height
- Polished finish except Part **Nos. 85752** and **85753** that have a black wrinkle powder coat finish
- Includes mounting bracket



No. 85752



No. 85469



No. 85473

PART #	DESCRIPTION
85473*‹›	Breather Tank, Two ⅜" N.P.T. fittings
85455‹›	Breather Tank, Two ½" N.P.T. fittings
85468‹›	Breather Tank, Two -10AN male fittings
85752‹›	Breather Tank, Two -10AN male fittings, black p.c. NEW!
85469‹›	Breather Tank, Two -12AN male fittings
85753‹›	Breather Tank, Two -12AN male fittings, black p.c. NEW!

PART #	OPTIONS/REPLACEMENT PARTS
68815‹›	Non-Hooded Breather
68811‹›	Half-Hooded Breather
97200	Ball Valve, ⅜" Male and Female Ports

***Note:** Not legal for sale or use on pollution-controlled vehicles.*

FITTINGS, 1/2" N.P.T. MALE TO 5/8" BARBED HOSE

- A valve cover breather assembly can be created easily by using these fittings with a Moroso Part **No. 85455** Breather Tank and the following breathers: Part **Nos. 68780**, **68785** or **68788**, plumbed together with 5/8" lines
- Brass construction
- One per package



No. 22736

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No. 22735

PART #	DESCRIPTION
22735‹›	Fitting, ½" N.P.T. Male to 5/8" Barbed Hose, Straight
22736‹›	Fitting, ½" N.P.T. Male to 5/8" Barbed Hose, 90 Deg.

VACUUM PUMP BREATHER TANK, TWO BREATHERS

- Bigger than your typical breather tank for capturing large amounts of vapor expelled by big cube, high boosted, big shot of nitrous, loose tolerances, high stressed types of engines
- Aluminum, lightweight tank features internal baffling with mesh media for air-oil separation
- Includes two non-hooded, clamp–on filtered breathers, built-in mounting bracket and an easy to drain ball valve drain
- Dimensions: 7" wide (without mount), 4" deep, 11" tank height (without filter or drain), 15" overall height



No. 85390



No. 85391



No. 85392



No. 85393

PART #	DESCRIPTION
85390‹›	Breather Tank, Two Breathers, One, -16AN Inlet, Right Side
85391‹›	Breather Tank, Two Breathers, Two, -16AN Inlets, "Face" of the tank NEW!
85392‹›	Breather Tank, Two Breathers, Two, -16AN Inlets, Right Side NEW!
85393‹›	Breather Tank, Two Breathers, Two, -16AN Inlets, Each Side of the tank NEW!

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BREATHER TANK, MULTI-INLET, 2.5 QUART

Dry Sump, Vacuum Pump Systems, Air-Oil Separation

- 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 17-½" (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



No. 85466

PART #	DESCRIPTION
85466*‹›	Breather Tank, Vacuum/Dry Sump Pump, 2.5 Quart

PART #	OPTIONS/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

FILLER/BREATHER TANK

- Provides remote filling capabilities and breathing capacity
- Mounted so that its bottom outlet, with ¾" N.P.T. female fitting, is higher than the inlet to the steering pump, rear axle housing, etc.
- The 3/8" N.P.T. 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, 3-⅛" diameter, 1 qt. capacity



No. 85450

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PART #	DESCRIPTION
85450*‹›	Filler/Breather Tank, panel mount

PART #	REPLACEMENT PART
97580	Cap

***Note:** Not legal for sale or use on pollution-controlled vehicles.*

BREATHER TANKS, ROLL BAR MOUNT

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 air-oil separation
- Includes non-hooded, clamp–on style, filtered breather and a bottom petcock drain
- Dimensions: 3-⅛" diameter (without mount), 6-½" tank height, 11-½" overall height

PART #	DESCRIPTION
85461*‹›	Breather Tank, Roll Bar Mount, -12AN Male
85462*‹›	Breather Tank, Roll Bar Mount, ⅜" N.P.T. Female
85463*‹›	Breather Tank, Roll Bar Mount, ½" N.P.T. Female

PART #	OPTIONAL PART
97200	Ball Valve, ⅜" Male and Female Port

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No. 85461

Integral Tube Mount

MULTI-INLET BREATHER TANK, ROLL BAR MOUNT

Fits: Breather Tank, Roll Bar Mount, ½" & ⅜" N.P.T.

- Remote breather tank is a perfect companion for Vacuum Pumps, Dry Sump Tanks or Rear Ends
- Side mounted ⅜" female fitting and ½" 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 superior air-oil separation
- Includes non-hooded, clamp–on style, filtered breather and a bottom petcock drain
- Dimensions: 3-⅛" diameter (without mount), 6-½" tank height, 11-½" overall height

PART #	DESCRIPTION
85464*‹›	Breather Tank, Roll Bar Mount, ½" & ⅜ " N.P.T.

PART #	OPTIONAL PART
97200	Ball Valve, ⅜" Male and Female Ports

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No. 85464

Integral Tube Mount

MULTI-INLET BREATHER TANKS, COMPACT, BILLET ALUMINUM

Available with a polished or black anodized finish

NEW!

- These tanks have an overall height of 7" tall with the breather installed and are 2-¼" dia., so they are able to be mounted in areas where a normal size breather tank wouldn't fit or be desired
- The compact breather tanks are machined out of billet aluminum and are two pieces, so that the body of the compact breather tanks unscrews for cleaning and draining
- Features internal baffling with mesh media for superior air-oil separation
- Top of the breather tank has two -8AN Female bungs 180 Degrees apart from each other, included are two -8AN Male fittings, customer can adapt other sized fittings if desired
- Each tank includes a non-hooded, clamp–on style, filtered breather and a billet aluminum mounting bracket
- Exterior of the tanks are available with a polished or black anodized finish

PART #	DESCRIPTION
85396‹›	Breather Tank, Compact, Polished Finish
85397‹›	Breather Tank, Compact, Black Anodized Finish

PART #	OPTIONAL PART
97301	Replacement Clear Bottom

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No. 85396



No. 85397

UNIVERSAL FIT AIR-OIL SEPARATORS

AIR-OIL SEPARATOR TANK

Use this tank as a remote Air-Oil Separator on Vacuum Pump Systems

No. 85471



- 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: 3-⅜ " dia., 6-¾" overall height

PART #	DESCRIPTION
85471*	Air-Oil Separator Tank

**Not legal for sale or use on pollution-controlled vehicles*

SEE MORE
Air-Oil Separators on pgs. 185-189

AIR-OIL SEPARATOR

Universal, Vacuum Pump



No. 85495

- 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 air-oil separation
- 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

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PART #	DESCRIPTION
85495‹›	Air-Oil Separator, Universal, -12 AN Fittings

TRANSMISSION TANKS & ACCESSORIES

TRANSMISSION EXPANSION TANK

Billet Aluminum



No. 41221

- Both heavy duty and good looking–finish can be left as is, polished, powder coated or painted
- Meets requirements of 1-½ 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
- 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*

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UNIVERSAL FIT BRACKETS

UNIVERSAL TANK MOUNTING BRACKETS



No. 63401

- **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

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PART #	DESCRIPTION
63401‹›	Universal Tank Mounting Bracket. 3" to 3.25" dia.
63402‹›	Universal Tank Mounting Bracket. 2.44" to 2.69" dia

BILLET ALUMINUM MOUNTING BRACKET

Universal

Fits: All 3-⅛" diameter tanks such as Moroso ***Nos. 63660, 85400, 85402, 85404, 85406, 85450, 85465, 85466, 85467, 85470, 85471, 85473***



No. 63403

- Manufactured from Billet Aluminum
- Back of Bracket has two panel mounting holes for the supplied ¼" -20 mounting hardware

PART #	DESCRIPTION
63403	Billet Aluminum Mounting Bracket, Universal

POWER STEERING TANKS

Fits: Universal Panel Mount

- Built in bracket allows convenient mounting on a panel
- -6AN inlet and -10AN outlet with an internal baffle
- Includes a heavy duty vented screw on cap
- Fabricated of aluminum for strength
- Polished finish, except Part **No. 63951** has a Black Wrinkle Powder Coat Finish



No. 63506



No. 63951

PART #	DESCRIPTION
63506	Power Steering Tank, Universal Panel Mount, Inlet left side
63507	Power Steering Tank, Universal Panel Mount, Inlet right side
63951	Power Steering Tank, Universal Panel Mount, Inlet left side, Black Wrinkle Powder Coat Finish NEW!

RADIATOR RECOVERY TANK

1 Quart Capacity
Features built-in mounting Inserts

- Lightweight durable design holds one full quart capacity
- Tank features 2 molded in 3" on center mounting inserts with 5/16"-18 thread
- Can be used in many forms of competition: NHRA & IHRA accepted
- Vented tank includes 3/8" N.P.T. hose fitting and drain cock
- Dimensions: 10-1/2" high (overall), 3" tank diameter
- Mounting hardware included

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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

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PART #	DESCRIPTION
63660‹›	Radiator Recovery Tank

PART #	AVAILABLE OPTIONS
63401‹›	Universal Tank Mounting Bracket, 3" to 3 1/4" dia.
63403	Billet Aluminum Mounting Bracket, Universal
97200	Ball Valve, 3/8" Male and Female Ports



No. 63660

BILLET RADIATOR RECOVERY TANK

- Billet Aluminum design holds one full quart capacity
- Can be used in many forms of competition: NHRA, IHRA & SCCA accepted
- Vented recirculating tank includes:
  push-lock fitting (for 1/4" O.D. flexible tubing), barbed fitting (for 3/8" rubber hose), siphon tube and drain fitting
- Dimensions: 9" high (overall), 3" tank diameter
- Billet mount included

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PART #	DESCRIPTION
85505‹›	Billet Radiator Recovery Tank

PART #	OPTIONAL PART
97200	Ball Valve, 3/8" Male and Female Ports



No. 85505

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 ⅛" pipe overflow fitting at neck, a ¼" N.P.T. water intake bung, and a ½" bung at the bottom for plumbing a line to the radiator
- 100% pressure tested to eliminate leaks
- Accepts a standard-size radiator cap
- Dimensions: 6-½" H x 7" W



No. 63656

PART #	DESCRIPTION	FILLER NECK	CAPACITY	DEPTH
63650	Expansion Tank	Stamped	1-½ quart	3-⅝"
63651	Expansion Tank	Billet Aluminum	1-½ quart	3-⅝"
63655	Expansion Tank	Stamped	1 quart, low-profile	2-⅝"
63656	Expansion Tank	Billet Aluminum	1 quart, low-profile	2-⅝"

SEE MORE
Racing Radiator Caps on pg. 263

UNIVERSAL COOLANT EXPANSION TANKS

- Designed for several applications where a small volume remote tank is necessary
- Fabricated aluminum with integral mounting bracket
- 1-¼" quart capacity
- One ½" N.P.T. female fitting on bottom of tank and one ⅜" N.P.T. female fitting on side
- Billet filler neck with barbed fitting for overflow hose
- Available with a polished or a black wrinkle powder coat finish

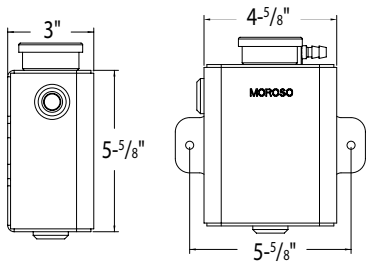


No. 63766



No. 63952

PART #	DESCRIPTION
63766	Universal Coolant Expansion Tank
63952	Universal Coolant Expansion Tank, Black Wrinkle Powder Coat Finish NEW!



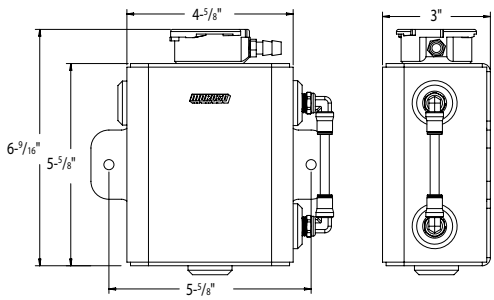
UNIVERSAL COOLANT EXPANSION TANK, WITH SIGHT TUBE

- Designed for several applications where a small volume remote tank is necessary
- Sight Tube is constructed out of high quality tubing, allows the user to visually check the fluid level for years to come
- Fabricated aluminum with integral mounting bracket
- 1-¼ quart capacity
- One ½" N.P.T. female fitting on bottom of tank and one ⅜" N.P.T. female fitting on side
- Billet radiator filler neck accepts Moroso Racing Radiator Caps and standard size radiator caps, has a barbed fitting for overflow hose



No. 63773

PART #	DESCRIPTION
63773‹›	Coolant Expansion Tank, Universal with Sight Tube



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SEE MORE
Racing Radiator Caps on pg. 263

Phone: 203.453.6571 • Fax: 203.453.6906 • Tech Support: 203.458.0542 • 203.458.0546

UNIVERSAL COOLANT EXPANSION & RECOVERY TANK SYSTEM

Until now to follow the rules of most sanctioning bodies a remote recovery tank would have to be plumbed off the overflow hose. No need with this dual tank system which has a 1-¼ quart expansion tank with an attached 1 quart recovery tank. An added bonus is that the recovery tank has a built-in siphon tube which draws the overflowed coolant back into the expansion tank as the coolant cools down. The end result is savings in complexity, weight, clutter, cost, maintenance and forgetting to install a recovery tank off the expansion tank.

SEE MORE
Racing Radiator Caps on pg. 263

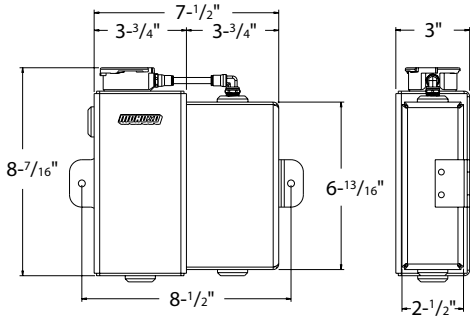


No. 63772

- Tank system is fabricated out of aluminum with integral mounting bracket
- Expansion Tank section features:
  - 1-¼ quart capacity
  - (1) ½" N.P.T. female fitting on bottom of the tank and (1) ⅜" N.P.T. female fitting on the side
  - Billet radiator filler neck accepts Moroso Racing Radiator Caps and standard size radiator caps
- Recovery Tank section features:
  - 1 quart capacity
  - Internal Siphon Tube which allows the coolant to recirculate from the recovery tank back into the expansion tank ⅜" N.P.T. female fitting, with ball valve on bottom of the tank

PART #	DESCRIPTION
63772‹›	Coolant Expansion & Recovery Tank System, Universal

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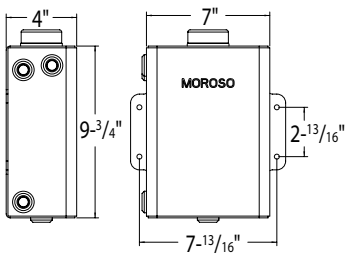


UNIVERSAL CATCH/OVERFLOW/RECOVERY TANK

- Fabricated 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 ¼" N.P.T.
- With straight barbed fitting, bottom bung, ¼" N.P.T. w/ petcock, ¼" N.P.T. plug & ¼" N.P.T. 90° fitting
- 4 quart capacity

PART #	DESCRIPTION
63769‹›	Catch/Overflow/Recovery Tank, Universal Fit

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No. 63769

COOLANT EXPANSION TANK

Fits: Roll Bar Mount, ½" N.P.T.

- Aluminum, lightweight tank features a roll bar/chassis tube mount to simplify installation
- 22.6 oz capacity
- Side mounted ½" N.P.T. female fitting for ease of plumbing
- Features billet aluminum radiator neck that accepts standard size radiator caps
- Billet aluminum neck has screw-in ⅛" N.P.T. hose fitting
- Has a bottom ⅜" drain with plug
- Dimensions: 3-⅛" diameter (without mount), 6-½" tank height (without billet neck), 7-½" overall height



No. 63771

PART #	DESCRIPTION
63771‹›	Coolant Expansion Tank, Roll Bar Mount, ½" N.P.T.

PART #	REPLACEMENT PARTS
97200	Ball Valve, ⅜" Male and Female Ports

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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!

COOLANT EXPANSION TANK

Fits: Camaro '16-Up, Cadillac ATS '13-Up, CTS '14-Up

- Direct bolt-in replacement to stock 2 piece plastic tank, ACDelco Part No. 22948113
- Fabricated Aluminum for strength, factory tanks fail after repeated high heat situations
- Can be polished, chromed, painted, powder coated or left as-is for a race look
- Features a billet aluminum radiator neck that accepts the factory cap
- Includes sight tube to check coolant level

PART #	DESCRIPTION
63813	Coolant Expansion Tank, Camaro, '16-Up



No. 63813

SUPERCHARGER TANK

Fits: Camaro SS with Edelbrock Supercharger, '10-'15

- Direct bolt-in to factory Edelbrock tank
- Fabricated Aluminum for strength, factory tanks fail after repeated high heat situations
- 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, Camaro SS with EDELBROCK Supercharger, '10-'15



No. 63503

SUPERCHARGER TANK, CAMARO COPO '12-UP, CAMARO '10-UP BEING CONVERTED TO A COPO SPEC.

- Bolt-in replacement for the plastic tank that comes in earlier Supercharged COPO Camaros, the plastic tank can crack or deform over time
- May be used instead of or as a bolt-in replacement to GM Part No. TK40025
- Fabricated Aluminum for strength, factory tanks fail after repeated high heat situations
- 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 a easy to turn, see through screw-on cap that makes checking fluid and ice levels simple
- Mounting hardware included

PART #	DESCRIPTION
63531	Supercharger Tank, Camaro Copo '12-Up, Camaro '10-Up



No. 63531

SUPERCHARGER TANK, CAMARO ZL1 '17-UP

From the factory the Camaro ZL1 is a super capable car whether at the Drag Strip or Road Course but why didn't GM include a factory installed Supercharger coolant tank? Even to bleed the factory Supercharger coolant system requires the purchase of an expensive tool from GM. After purchasing this tool the process of bleeding is still difficult for the novice and DIY'er.

- Adds almost a gallon of fluid to the system to help combat heat soak on those days at the track, on the Dyno or in stop and go traffic
- Adding tank requires no special tool needed for bleeding or checking the fluid level in the system
- The tank bolts into factory mounting points and attaches to factory hose connections making for an easy and clean installation
- Fabricated Aluminum for strength, factory tanks fail after repeated high heat situations
- 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 a billet aluminum cap and two hoses with fitting

PART #	DESCRIPTION
63873‹›	Supercharger Tank, Camaro ZL1 '17-Up

NEW!



No. 63873

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FUSE BOX, BRAKE RESERVOIR & ABS PUMP COVERS

Fits: Camaro V-6, SS, '10-'15

- Fits over factory plastic fuse box lid, brake reservoir or ABS Pump 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, '10-'15*
74247	Fuse Box Cover. ***Fits:*** *Camaro V-6, SS '10-'11*
74248	ABS Pump Cover, Camaro V-6, SS, Hardtop Only, '10-'15
74258	ABS Pump Cover, Camaro V-6, '10-'15



No. 74246



No. 74258



No. 74247

COOLANT EXPANSION TANKS

Fits: Corvette, '97-'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
- Can be polished, chromed, painted, powder coated or left as-is for a race look
- Does not allow use of factory coolant level sensor if equipped

PART #	DESCRIPTION
63787	Coolant Expansion Tank, Corvette, '97-'04
63808	Coolant Expansion Tank, Corvette, '05-'13



No. 63787



No. 63808

POWER STEERING TANK

Fits: Corvette '97-'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
- 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

PART #	DESCRIPTION
63788	Power Steering Tank, Corvette, '97- '13 (except ZR1)

Note: *Shown with O.E.M. cap, not included*



No. 63788

BRAKE RESERVOIR & FUSE BOX COVERS

Fits: Corvette, '97-'08 & Cadillac XLR, '04-'08

- Fabricated .100" thick aluminum, fits over existing plastic brake reservoir cover
- 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
74240	Brake Reservoir Cover, Corvette, '97-'08 & Cadillac XLR, '04-'08
74241	Fuse Box Cover, Corvette, '97-'04



No. 74241



No. 74240

COOLANT EXPANSION TANKS

Fits: GM Gas Pick Ups and SUV

- Direct bolt-in replacement to stock 2 piece plastic tank
- Fabricated Aluminum for strength, factory tanks fail after repeated high heat situations
- Can be polished, chromed, painted, powder coated or left as is for a race look
- Features a billet aluminum radiator neck that accepts the factory cap



No. 63856

PART #	DESCRIPTION
63854	Coolant Expansion Tank, GM GAS P/U, SUV, '07-'13,2500/3500 GAS P/U '14-'18
63856	Coolant Expansion Tank, GM P/U GAS 2500 '99-'07, 3500 '01-'07*

*Has port for Moroso Part **No. 63950** low coolant sensor



No. 63950

COOLANT EXPANSION TANKS

For Dodge/Chrysler 300C, Challenger, Charger Hellcat, Magnum

- Direct bolt-In replacement to stock plastic tanks
- Fabricated Aluminum for strength, factory tanks fail after repeated high heat situations
- Can be polished, chromed, painted, powder coated or left as-is for a race look
- 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





No. 63497



No. 63812

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PART #	DESCRIPTION
63796	Coolant Expansion Tank. ***Fits:*** *Dodge/Chrysler 300C, Challenger, Charger, '11-'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, '05-'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, '05-'10*
63812	Coolant Expansion Tank. ***Fits:*** *Dodge/Chrysler Challenger & Charger, SRT8, Hellcat, '15-'21*

SEE MORE
Racing Radiator Caps pg. 263

SUPERCHARGER TANK, DODGE/CHRYSLER CHALLENGER & CHARGER HELLCAT, '15-'18

- Supercharged cars run hot so increased cooling capacity is a must for horsepower
- Direct bolt-in replacement, uses factory mounting bracket
- Fabricated Aluminum for strength, factory tanks fail after repeated high heat situations
- Can be polished, chromed, painted, 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, '15-'18

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
- Can be polished, chromed, painted, powder coated or left as-is for a race look
- Fits on Moroso **No. 63497** or stock



No. 63498

PART #	DESCRIPTION
63498	Power Steering Tank. ***Fits:*** *Dodge Cars with 2.7, 3.5, 5.7 and 6.1L Engines, '05 -'10*

FUSE BOX COVER

Fits: Dodge Challenger, '08-'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

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 Nos. 1W138101AA, F6DZ8100A, RS103, RS527, XL3V8101AA, XL3Z8100AA, 9C3Z-8101B*
63801	Radiator & Intercooler Cap Cover. ***Fits:*** *Chevrolet Radiator Cap Nos. 10305080, 20838623, 25713160, RC87, RC107*
63802	Radiator & Intercooler Cap Cover, Knurled Grip. ***Fits:*** *Ford Radiator and Intercooler Cap Nos. 1W138101AA, F6DZ8100A, RS103, RS527, XL3V8101AA, XL3Z8100AA, 9C3Z-8101B*
63803	Radiator & Intercooler Cap Cover, Knurled Grip. ***Fits:*** *Chevrolet Radiator Cap Nos. 10305080, 20838623, 25713160, RC87, RC107*



No. 63800 - 63801



No. 63802- 63803

SUPERCHARGER CAP KIT, FUEL CAP STYLE

- Contains all of the parts necessary to replace broken or missing fuel cap style caps in Moroso or other tanks with this style of cap and neck
- Can also be used when an individual is producing a custom tank
- Cap is black so the kit can be used to change out red caps
- Kit contains: black fuel cap, neck, gasket, hardware and bonded sealing washers

PART #	DESCRIPTION
97092‹›	Supercharger Cap Kit, Fuel Cap Style



No. 97092



COOLANT EXPANSION TANK, FORD F-150 '15-'21 & RAPTOR '17-'21

Fits: F-150 (2.7, 3.5, 5.0) '15-'21 & Raptor '17-'21

- Direct bolt-in replacement to stock multi-piece plastic tank
- Fabricated aluminum for strength, factory tanks fail after repeated high heat situations
- Can be polished, chromed, painted, powder coated or left as is for a race look
- Features a billet aluminum radiator neck that accepts the factory cap

PART #	DESCRIPTION
63852	Coolant Expansion Tank, Ford F-150 '15-'21 & Raptor '17-'21



No. 63852

COOLANT EXPANSION TANK

Fits: Ford Mustang, '86-'93

** Requires the use of '90-'93 Mustang Low Coolant Sensor, Ford Replacement Part No. 10D968*

- Direct bolt-in replacement for stock, cracked or discolored 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
- 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, '86-'93*



No. 63786



No. 63767



No. 63768



No. 63782

COOLANT EXPANSION TANKS

Fits: Ford Mustangs

- Direct bolt-in replacement for stock, cracked or discolored tanks
- Fabricated Aluminum for strength, factory tanks fail after repeated high heat situations
- Can be polished, chromed, painted, 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, '96-'04*
63768	Coolant Expansion Tank. ***Fits:*** *Ford Mustang, V6 & GT, '05-'10, GT500, '07-'10*
63782‹›	Coolant Expansion Tank with Built-in Overflow Reservior as required by NHRA & SCCA. ***Fits:*** *Ford Mustang, '05-'10*
63783	Coolant Expansion Tank. ***Fits:*** *Ford Mustang, V6 & GT, '11-'14**
63806	Coolant Expansion Tank. ***Fits:*** *Ford* Mustang, '15-Up

For GT 500, 2011-'14, use Moroso **No. 63768*

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No. 63783



No. 63806

POWER STEERING TANKS

Fits: Ford including Mustang

- Direct bolt-in replacement for stock, cracked or discolored tanks
- Manufactured from aluminum for strength
- 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, '99-'04, Expedition, '97-'02, F-150, '97-'03, Ranger, '98-'01, Explorer, '95-'01, Crown Victoria, '98-'04*
63491‹›	Power Steering Tank. ***Fits:*** *Mustang, '05-'10*
63501‹›	Power Steering Tank. ***Fits:*** *Mustang Shelby GT500, '07-'10*



No. 63490



No. 63491

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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 Aluminum for strength, factory tanks fail after repeated high heat situations
- Can be polished, chromed, painted, powder coated or left as-is for a race look
- **Nos. 63492**, **63493**, **63494** and **63495** include a fuel cell style filler cap
  Nos. 63496 and **63502** accepts factory 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**



No. 63494

PART #	DESCRIPTION
63492‹›	Supercharger Coolant Tank. ***Fits:*** *Mustang Cobra, '03-'04*
63493‹›	Supercharger Coolant Tank. ***Fits:*** *GT500, '07-'12*
63494‹›	Supercharger Coolant Tank. ***Fits:*** *Mustang, '05 -'14*
63495	Supercharger Coolant Tank. ***Fits:*** *Mustang, '96-'04*
63496	Roush® Supercharger Tank. ***Fits:*** *Roush® Mustang, '05-'09, Ford Racing Mustang Supercharger, '11-'14 and Camaro SS, '10-'13 with Whipple Supercharger*
63502	Supercharger Coolant Tank. ***Fits:*** *Roush® Mustang, '10-'14*
63508	Supercharger Tank. ***Fits:*** *Mustang GT 500, '13-'14*



No. 63502

PART #	AVAILABLE OPTION
74051	Sealed Battery Box

‹› ⚠ WARNING Prop. 65
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No. 63496

SUPERCHARGER TANK, MUSTANG '15-'18, 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 Aluminum for strength, factory tanks fail after repeated high heat situations
- Can be polished, chromed, painted, 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 '15-'18



No. 63509

SUPERCHARGER TANK, MUSTANG '05 - UP, WITH PAXTON / PROCHARGER / VORTECH SUPERCHARGER KITS

- Direct bolt-in replacement for the plastic relocation tank that comes in the Paxton, Procharger and Vortech supercharger kits
- Fabricated Aluminum for strength, will not split open like the kit supplied tanks
- 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

PART #	DESCRIPTION
63530	Supercharger Tank, Mustang '05-Up, with Paxton/Procharger/Vortech Supercharger Kits



SIDE VIEW

No. 63530





No. 63804
U.S. Patent No. D643,796
For Nos. 63804 & 63805

MUSTANG GT 500, '07-'12, DUAL TANKS, STOCK CAPS

Combines A Coolant & Supercharger Tank Into One Unit

- Two separate tanks integrated together to look like one
- Direct bolt-in replacement 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 Aluminum for strength, factory tanks fail after repeated high heat situations
- Can be polished, chromed, painted, 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, '07-'12, stock caps
63805	Dual Tank, Mustang GT 500, '07-'12, stock cap with fuel cell style cap on Supercharger Tank

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BRAKE RESERVOIR, FUSE BOX COVERS, MUSTANG, '15-'17

Fits: Mustang GT/Ecoboost/ V-6, '15-'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, '15-'17
74256	Brake Reservoir Cover, Mustang, '15-'17



No. 74255



No. 74256

BATTERY, BRAKE RESERVOIR, COIL SHIELD & FUSE BOX COVERS

Fits: Mustang, '79 -'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, '05-'09*
74221*	Brake Reservoir Cover. ***Fits:*** *Mustang, '05-Mid '08*
74222+	Brake Reservoir Cover. ***Fits:*** *Mustang, Mid '08-'14*
74224	Fuse Box Cover. ***Fits:*** *Mustang GT 500, '07-'09*
74225	Battery Cover. ***Fits***: *Mustang, '05-'14*
74228	Fuse Box Cover. ***Fits:*** *Mustang, '10-'14*
74229	Brake Reservoir Cover. ***Fits:*** *Mustang, '96-'04*
74230	Fuse Box Cover. ***Fits:*** *Mustang, '99-'04*
74253	Brake Reservoir Cover. ***Fits:*** *Mustang, '79-'93*
74254	Coil Shield Cover. ***Fits:*** *Mustang, '86-'93*

***Note:** Fits cars produced to 5/26/08. **+Note:** Fits cars produced 5/27/08 and later.*



No. 74220



No. 74221



No. 74222



No. 74224



No. 74228



No. 74230



No. 74229



No. 74225



No. 74253



No. 74254

COOLANT EXPANSION TANKS

Fits: BMW E36, '92-'99, Z3 and BMW E46 M3, '01-'06



- Direct bolt-in replacement for stock, cracked or discolored tanks
- Fabricated Aluminum for strength, factory tanks fail after repeated high heat situations
- 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
- Can be polished, chromed, painted, powder coated or left as is for a race look

PART #	DESCRIPTION
63791	Coolant Expansion Tank. ***Fits:*** *BMW E36, '92-'99, Z3*
63793‹›	Coolant Expansion Tank, Includes Sight Gauge. ***Fits:*** *BMW E46 M3, '01-'06*

⚠ WARNING Prop. 65
This product contains a chemical known to the state of California to cause cancer, birth defects, or reproductive harm.
www.P65Warnings.ca.gov



No. 63791



No. 63793

COOLANT EXPANSION TANK

Fits: Lotus Elise, Exige, '05-'11

- Direct bolt-in replacement for stock, cracked or discolored tanks
- Fits Normally Aspirated, OEM and Aftermarket Forced Induction vehicles
- Fabricated Aluminum for strength, factory tanks fail after repeated high heat situations
- 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, Lotus Elise/Exige, '05-'11

⚠ WARNING Prop. 65
This product contains a chemical known to the state of California to cause cancer, birth defects, or reproductive harm.
www.P65Warnings.ca.gov



No. 63797

COOLANT EXPANSION TANK, NISSAN R35 GT-R, '19-'21

- Direct bolt-in replacement for stock, cracked or discolored tanks
- Fabricated Aluminum for strength, factory tanks fail after repeated high heat situations
- 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, '19-'21



No. 63811

Phone: 203.453.6571 • Fax: 203.453.6906 • Tech Support: 203.458.0542 • 203.458.0546

COOLANT EXPANSION TANKS

Fits: Mazda Miata/MX-5 '06-'15 and '16-Up

- Direct bolt-in replacement for stock, cracked or discolored tanks
- Fabricated Aluminum for strength, factory tanks fail after repeated high heat situations
- Can be polished, chromed, painted, powder coated or left as is for a race look
- Features a billet aluminum radiator neck that accepts the factory cap

PART #	DESCRIPTION
63778	Coolant Expansion Tank, Mazda MX-5 '16-Up
63779	Coolant Expansion Tank, Mazda Miata '06-'15



No. 63779



No. 63778



POWER STEERING TANK, MAZDA MIATA, '06-'15

- Direct bolt-in replacement for stock, cracked or discolored tanks
- Fabricated Aluminum for strength, factory tanks fail after repeated high heat situations
- Billet aluminum neck accepts factory O.E.M. cap
- Tank is baffled, includes integral billet aluminum mounting bracket and billet aluminum hose fittings
- Can be polished, chromed, painted, powder coated or left as is for a race look

PART #	DESCRIPTION
63777	Power Steering Tank, Mazda Miata, '06-'15



No. 63777

COOLANT EXPANSION TANKS

Fits: Mazda Miata, '90-'97 and '99-'05

- Direct bolt-in replacement for stock, cracked or discolored tanks
- Fabricated Aluminum for strength, factory tanks fail after repeated high heat situations
- 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, '90-'97*
63781‹›	Coolant Expansion Tank. ***Fits:*** *Mazda Miata '99-'05*

‹› WARNING Prop. 65
This product contains a chemical known to the state of California to cause cancer, birth defects, or reproductive harm-
www.P65Warnings.ca.gov



No. 63780



No. 63781

COOLANT EXPANSION TANK, MAZDA RX-8, '03-'12

- Direct bolt-in replacement for stock, cracked or discolored tanks
- Fabricated Aluminum for strength, factory tanks fail after repeated high heat situations by either separating or from the neck deforming
- Features a billet aluminum radiator neck that accepts O.E.M. Small radiator caps (SAE Type B/43mm)
- Can be polished, chromed, painted, powder coated or left as is for a race look

PART #	DESCRIPTION
63814	Coolant Expansion Tank, Mazda RX-8 '03-'12





No. 63814

COOLANT TANK, SUBARU IMPREZA, WRX/STI '08-'21

- Direct bolt-in replacement for stock, cracked or mis-colored tanks
- Fabricated aluminum for strength, factory tanks fail after repeated high heat situations
- 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

PART #	DESCRIPTION
63871	Coolant Tank, Subaru Impreza WRX/STI '08-'21



No. 63871

COOLANT EXPANSION TANK

Fits: Subaru Impreza, WRX/STI, '02-'07

- Direct bolt-in replacement for stock, cracked or discolored tanks
- Fabricated Aluminum for strength, factory tanks fail after repeated high heat situations
- 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

⚠ WARNING Prop. 65
This product contains a chemical known to the state of California to cause cancer, birth defects, or reproductive harm. www.P65Warnings.ca.gov



No. 63785

INTERCOOLER TANK

Fits: Subaru WRX '02-'07, STI '04-'19 (without sound tubes), Forester XT Turbo '04-'08

- Direct bolt-in replacement for stock, cracked or discolored tanks
- Fabricated Aluminum for strength, factory tanks fail after repeated high heat situations
- Has 50% more capacity than Subaru stock tank
- 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



No. 63784

PART #	DESCRIPTION
63784	Intercooler Tank

PART #	AVAILABLE OPTION
63328	Racing Radiator Cap, 27-29 lbs.

INTERCOOLER TANK

Fits: Subaru WRX '08-'14, Forester XT Turbo '09-'13, Legacy GT '05-'09

- Direct bolt-in replacement to stock tank with increased capacity
- Fabricated Aluminum for strength, factory tanks fail after repeated high heat situations
- 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



No. 63795

PART #	DESCRIPTION
63795	Intercooler Tank

PART #	AVAILABLE OPTION
63328	Racing Radiator Cap, 27-29 lbs.

FUSE BOX COVER

Fits: Subaru WRX/STI/Impreza 2.5 RS, '06-'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

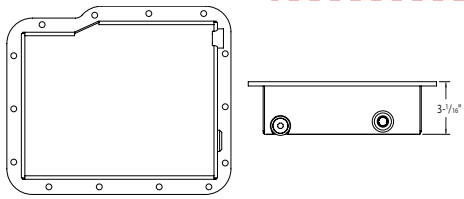
ALUMINUM TRANSMISSION PANS

- 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)

SEE MORE
Perm-Align Transmission Pan Gaskets on pg. 214

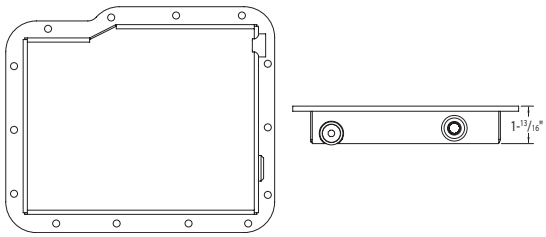
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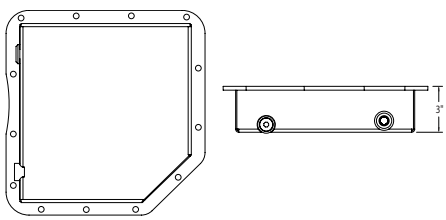
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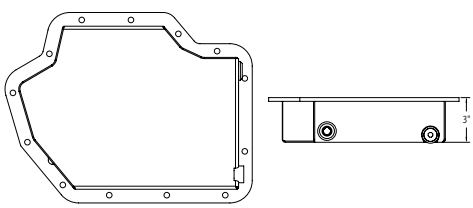
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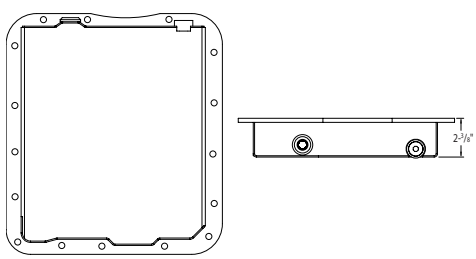
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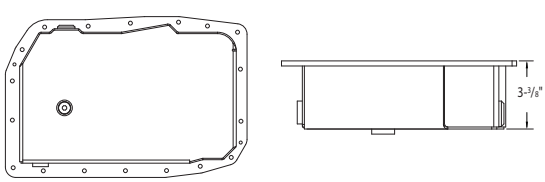
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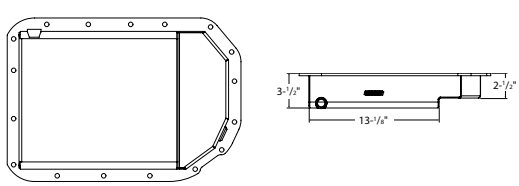
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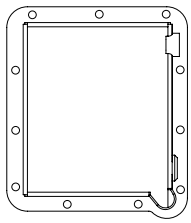
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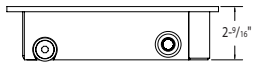




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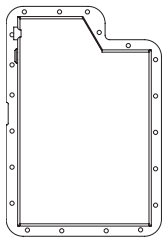


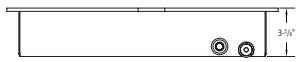




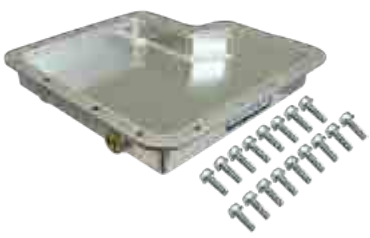
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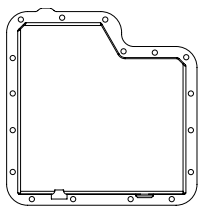


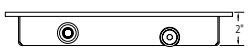




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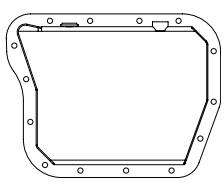


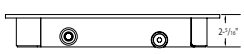




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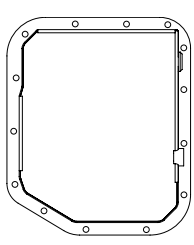


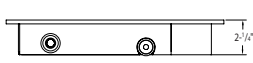




No. 42090







TRANSMISSION PAN & GASKET CHART

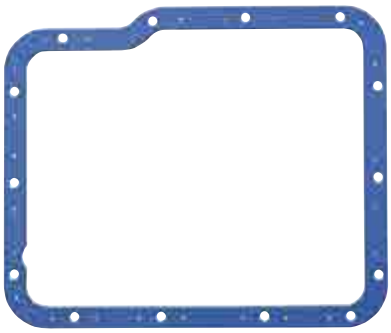
TRANSMISSION TYPE	TRANSMISSION PAN PART #	DEPTH	INCLUDED	FILTER RECOMMENDED	GASKET PART #	REPLACEMENT DRAIN PLUG
GM Powerglide	**42000**	3.080"	Filter Spacer	Fram FT1017	**93100**	**97006**
GM Powerglide	**42001**	1.830"	N/A	Fram FT1017	**93100**	**97006**
GM Turbo 350	**42010**	3.000"	Filter Spacer	Fram FT1021	**93102**	**97006**
GM Turbo 400	**42020**	3.000"	Filter Extension	Fram FT1020	**93103**	**97006**
GM 3L80	**42020**	3.000"	Filter Extension	Fram FT1074	**93103**	**97006**
GM 700R4	**42025**	2.375"	N/A	Fram FT1074	**93104**	**97006**
GM 6L80 Camaro SS '10-'15	**42030**	3.350"	N/A	AC Delco 24236931	**N/A**	**97006**
GM 4L80E	**42031**	3.500"	Filter Spacer	AC Delco 24208576	**N/A**	**97006**
FORD C4 '70-up	**42040**	3.080"	N/A	Fram FT1028, Fram FT1035	**93107**	**97006**
FORD C4 Pre-'70	**42040**	3.080"	N/A	Fram FT1027A	**93107**	**97006**
FORD E40D/4R100	**42050**	3.642"	N/A	Motorcraft FT113	**N/A**	**97006**
FORD C6	**42060**	2.000"	N/A	Ford D3TZ7A098B, Fram FT1035	**93108**	**97006**
CHRYSLER A-904	**42090**	2.250"	Filter Spacer	Fram FT1039	**N/A**	**97006**
CHRYSLER 727	**42080**	2.330"	Filter Spacer	Fram FT1039	**93110**	**97006**

See Moroso Transmission Pan Gaskets on pg.214 and Replacement Drain Plugs on pg. 112

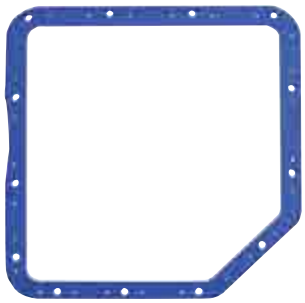
PERM-ALIGN TRANSMISSION GASKETS

- Manufactured from 40 durometer rubber that is vulcanized to a rigid steel frame
- The extra-strength design will not leak, split or 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 composites to provide years of dependable service
- Full 3/16" thick
- One per package

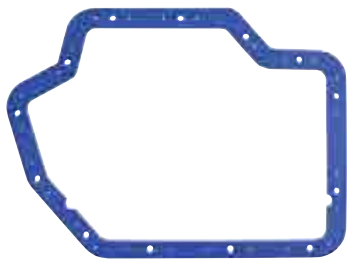
PART #	DESCRIPTION	
93100	Perm-Align Transmission Gasket	***Fits:*** *Moroso Powerglide Pans* ***No. 42000*** *and* ***42001***
93102	Perm-Align Transmission Gasket	***Fits:*** *GM Turbo 350, Moroso Transmission Pan* ***No. 42010***
93103	Perm-Align Transmission Gasket	***Fits:*** *GM Turbo 400, Moroso Transmission Pan* ***No. 42020***
93104	Perm-Align Transmission Gasket	***Fits:*** *GM 4L60E, 4L65E, 700R4, Moroso Transmission Pan* ***No. 42025***
93105	Perm-Align Transmission Gasket	***Fits:*** *Ford E40D/4R100, Moroso Transmission Pan* ***No. 42050***
93106	Perm-Align Transmission Gasket	***Fits:*** *Ford AOD, AODE and 4R70W*
93107	Perm-Align Transmission Gasket	***Fits:*** *Ford C4, Moroso Transmission Pan* ***No. 42040***
93108	Perm-Align Transmission Gasket	***Fits:*** *Ford C6, Moroso Transmission Pan* ***No. 42060***
93110	Perm-Align Transmission Gasket	***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



No. 93104

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. 41301



No. 41300



No. 41302



No. 41303



No. 41305

ROLLER PILOT BEARING



No. 41100

- 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

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 -6AN O-ring fittings and all necessary installation instructions

APPLICATION CHART

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 -½" H x 6-¼" 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, 1-½" 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, ⅜" -24 x ⅝". Set of 3.
38765	Torque Converter Bolts, Grade 5 bolts for Turbo 350, 400 flex plates w/tapped holes, ⅜" -16 x ⅝", 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



No. 35560

PART #	DESCRIPTION
35560‹›	A & B Epoxy, 1 lb.



CLIMBING GEAR LUBE



No. 34800

- 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



No. 35000

PART #	DESCRIPTION
35000‹›	Moly Paste™ Assembly Lube, 4 oz. tube



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

‹› WARNING Prop. 65
This product contains a chemical known to the state of California to cause cancer.
www.P65Warnings.ca.gov

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

‹› WARNING Prop. 65
This product contains a chemical known to the state of California to cause cancer, birth defects, or reproductive harm.
www.P65Warnings.ca.gov

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

‹› WARNING Prop. 65
This product contains a chemical known to the state of California to cause cancer, birth defects, or reproductive harm.
www.P65Warnings.ca.gov

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 ad 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 ¾" N.P.T. 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 ⅜" hex socket drive for ease of installation and removal
- Two per package

PART #	DESCRIPTION
37810	Aluminum Pipe Plugs, ½" N.P.T. thread
37812	Aluminum Pipe Plugs, ⅜" N.P.T. thread



No. 37810



No. 37812

CHROME PLATED PIPE PLUGS

- Chrome plated steel pipe plugs dress up often forgotten areas
- Available for several N.P.T. 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, ⅜" N.P.T., four per pack
39153‹›	Chrome Plated Pipe Plugs, ½" N.P.T., two per pack
39154‹›	Chrome Plated Pipe Plugs, ¾" N.P.T., two per pack

‹› WARNING Prop. 65
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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 ±.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***

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, ½", Pack of 30



No. 38300

NOTE: *These washers are a must when using aluminum heads. Chamfered side of the washer should be toward the head of the bolt.*

VALVE COVER NUTS

Fits: BBC with Moroso Part Nos. 68420, 68425, 68426, 68429 and 68432 Valve Covers

- Set includes Lock Nuts, Studs ¼"-20 x 3-¼", and Set Screws
- Lock Nuts have a clear zinc finish

PART #	DESCRIPTION
68562	Valve Cover Lock Nuts for BBC



No. 68562

VALVE COVER HARDWARE KIT FOR MOROSO GM LT BILLET VALVE COVERS

Fits: GM LT with Moroso GM LT Billet Valve Covers

- Kit includes (20) Clear Zinced Socket Head Cap Screws and (20) Washers

PART #	DESCRIPTION
68832	Valve Cover Hardware Kit, Moroso GM LT Billet Valve Covers



No. 68832

OIL PUMP STUD KIT, CHEVROLET

- Wet sump oil pump stud (7/16" x 3-3/16") 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, 7/16" –14, Ford 302
38194	Oil Pump Pickup Stud Kit, 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 quantities of 4; 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



No. 37950



No. 37960

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 1/2" thick flange base, 5/16" -18 and 24 x 1-3/8" long
37955	Carburetor Stud Kit, for 1/2" thick carburetor spacers 5/16" - 18 thread and 2" Long
37960	Carburetor Stud Kit, Fits carbs. with 1/2" thick flange base with a 1" spacer or with one or two, 1/2" spacers, 5/16" -18 and 24 x 2-1/2" long
37961	Carburetor Stud Kit, Fits carbs. with 1/2" thick flange base with a 2" spacer or with three or four 1/2" thick spacers, 5/16" -18 and 24 x 3-1/2" long

OIL PAN STUD KITS, IMPORT/SPORT COMPACT

- 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 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 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 KIT, SBC, DART SPREAD RAIL

Fits: Moroso Part Nos. 21234, 21240, 21247 and 21248 Oil Pans

NEW!

- Steel studs allow repeated removal and installation of pan without stripping blocks
- Studs are made of heat treated Grade 8 steel with black oxide finish
- Kit includes Studs, 12 Point Flange Nuts and Lock Nuts

No. 38388

PART #	DESCRIPTION
38388‹›	Oil Pan Stud Kit, SBC, Dart Spread Rail



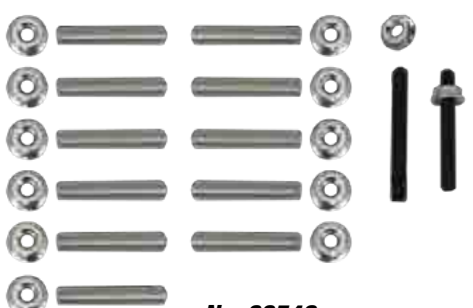
WARNING Prop. 65
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OIL PAN STUD KITS, GM LS

- 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 billet rail 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



No. 38541



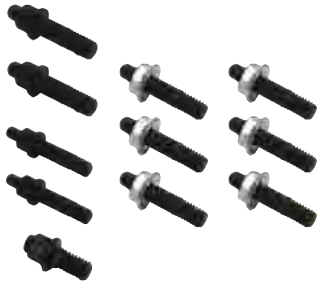
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PART #	DESCRIPTION
38541	Oil Pan Stud Kit, for Steel Fabricated GM LS Oil Pans
38542	Oil Pan Stud Kit, for Aluminum, Fabricated Billet Rail GM LS Oil Pans

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

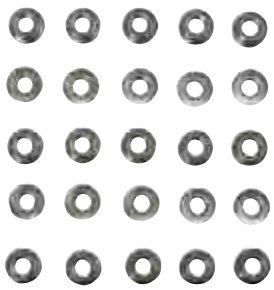


No. 38385

PART #	DESCRIPTION
38385	Bullet Nose Oil Pan Stud Kit, specially designed for Moroso Aluminum Oil Pans **Nos. 21234 & 21240** 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**



No. 97036

PART #	DESCRIPTION
97036	Nuts, 5/16"-24", 25 Pack , Washer Face Serrated
97037	Nuts, 1/4"-28", 20 Pack , Washer Face Serrated

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



No. 38555

PART #	DESCRIPTION
38550	Self-Locking Oil Pan Bolts, Small Block and 90 V6 Chevy and Oldsmobile V8's, For One-Piece Gaskets, Fourteen 1/4"-20 x 3/4" and Four 5/16"-18 x 3/4" bolts
38555	Self-Locking Oil Pan Bolts, Small Block and 90 V6 Chevy and Oldsmobile V8's, For Multi-piece Gaskets, Fourteen 1/4"-20 x 1/2" and Four 5/16"-18 x 3/4" bolts
38560	Self-Locking Oil Pan Bolts, Big Block Chevy and Pontiac V8's, For One piece and Multi-piece Gaskets, Twenty 5/16"-18 x 1/2" bolts and Two 1/4"-20 x 3/4" bolts

OIL PAN FLANGE HEAD BOLTS

Fits: Small Block Chevy Oil Pans

- For use with Moroso Oil Pan **Nos**. **20173**, **20175**, **20183**, **20184, 20186, 21325, 21326, 21327, 21811, 21812, 21813, 21814** and **21815**
- Fasteners are short enough to fit in kick-out style oil pans
- Economical alternative to stud kits
- 12 point flange head, black, grade 8
- 18 to a set; 4 of 5/16-18 x 3/4", 14 of 1/4-20 x 3/4"

PART #	DESCRIPTION
38551	Oil Pan Flange Head Bolts, SBC



No. 38551

INTAKE MANIFOLD BOLT KITS

- 3/8" diameter, 12-point headed intake manifold bolts simplify the job of installing and removing many of today's aftermarket intake manifolds designed with extremely tight fastener clearances
- Kits are manufactured of Grade 8 steel and come complete with close-tolerance washers

PART #	DESCRIPTION
38400	Intake Manifold Bolt Kit, SBC and 90˚ Chevy V6, and Small Block Chrysler with single plane manifold, set of 12; 3/8" -16 x 1-1/8"
38410	Intake Manifold Bolt Kit, BBC, set of 16; 3/8" -16 x 1-1/4"
38420	Intake Manifold Bolt Kit, BBC, set of 12; 3/8" -16 x 1-1/4" and set of 4 of 3/8" -16 x 1-3/4"



No. 38400

TIMING COVER BOLTS

- 1/4" -20 hex head timing cover bolts manufactured of zinc-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 7/16" hex head for quick installation and removal of headers

PART #	DESCRIPTION
38710	Header Bolts, 3/8" -16 x 3/4" hex head bolts for SBC, BBC and 90˚ V6 Chevy engines, Small Block Ford and other engines where a 3/8" -16 bolt is used, pack of 16



No. 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, 3/8" -24 x 5/8". Three per pack
38765	Torque Converter Bolts, Grade 5 bolts for Turbo 350, 400 flex plates with tapped holes, 3/8" -16 x 5/8". Three per pack



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 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

PART #	DESCRIPTION
38772	Ultimate-Duty Balancer Bolt Kit, SBC, 7/16" -20 threads
38775	Ultimate-Duty Balancer Bolt Kit, BBC, 1/2" -20 threads



No. 38775

BALANCER BOLT

- The thicker 3/4" hex head on this 7/16"-20 x 2-1/4" balancer bolt provides a larger contact surface for increased positive socket engagement
- Especially important when crankshaft is being rotated by hand with the use of a socket and breaker bar or ratchet handle
- Manufactured of Grade 8 steel

PART #	DESCRIPTION
38770	Balancer Bolt, Small Block Chevy



No. 38770

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 7/16"-20 x 1" bolts
38760	Flex Plate Bolts, SBC, BBC and 90º Chevy V6 engines, 7/16"-20 x 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 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 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, 3/8" Diameter Pins



No. 39000

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HOOD PIN SET, ALUMINUM, BLACK

½" Diameter Pins

- Set consists of two ½" 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

PART#	DESCRIPTION
39005‹›	Hood Pin Set, Aluminum, ½", Black



No. 39005

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www.P65Warnings.ca.gov

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
- ⅜" 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

PART #	DESCRIPTION
39010‹›	Quick Release Hood Pin Set

PART #	AVAILABLE OPTION
39025	Hood Pin Bracket, ⅜" Diameter Pins



No. 39010

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OVAL TRACK HOOD PIN SETS

- Compact and lightweight Hood Pin Sets consist of ⅜" dia. chrome plated steel pins with clips, 1-½" dia. stainless steel scuff plates and vinyl-coated stainless steel lanyards
- Available in 3" and 4" pin lengths
- Ideal for any full-bodied race cars
- Two per set

PART #	DESCRIPTION
39015‹›	Oval Track Hood Pin Set, 3"
39016‹›	Oval Track Hood Pin Set, 4"



No. 39015

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PART #	REPLACEMENT PARTS
39022	Hood Pin Clips, ⅛" wire dia., chrome plated, two per set
39023	Hood Pin Scuff Plates, 2-½" dia., chrome plated, two per set

PART #	AVAILABLE OPTION
39025	Hood Pin Bracket, ⅜" Diameter Pins

CHROME HOOD PIN SET

- Hood Pin Sets consist of two chrome plated steel hood pins (5" long with 3" of thread), two ⅛" hitch pins, four cadmium-plated mounting nuts, two scuff plates, two 12" vinyl-coated stainless steel lanyards and two rivet eyelets

PART #	DESCRIPTION
39020‹›	Heavy-Duty Hood Pin Set, ½" dia. pins
39021‹›	Standard-Duty Hood Pin Set, 7/16" dia. hood pins

PART #	REPLACEMENT PARTS
39022‹›	Hood Pin Clips, ⅛" wire dia., chrome plated, two per set
39023‹›	Hood Pin Scuff Plates, 2-½" dia., chrome plated, two per set



No. 39020

WARNING Prop. 65
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www.P65Warnings.ca.gov

HOOD PIN BRACKET, 3/8 INCH DIAMETER PINS

- Makes mounting and aligning a ⅜" Diameter hood pin easier than previous methods
- Made out of ⅛" 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, ⅜" Diameter Pins



No. 39025

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www.P65Warnings.ca.gov

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**



No. 71291



No. 71311



No. 71351



No. 71354



No. 71355



No. 71356



No. 71362



No. 71260

* Use with Fastener Spring **Nos. 71425** and **71430**

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



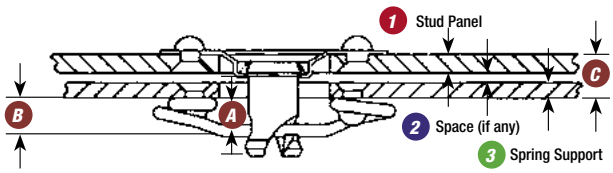
No. 71322



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*

A BODY LENGTH
B SPRING HEIGHT
C TOTAL THICKNESS = 1 + 2 + 3

FASTENER SELECTION CHART

PART NUMBER	WIRE DIA.	B SPRING HEIGHT	A 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"
1-⅜" 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"

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**



No. 71490

PART #	DESCRIPTION
71490	Quick Fastener Reinforcing Plates, .022" Thick, Ten per package

LARGE DIAMETER QUICK FASTENER REINFORCING PLATES

- Large 1-¾" diameter aluminum reinforcement plates provide a sure foundation for quick fasteners
- Use them on thin gauge fiberglass and metal
- Ten per package



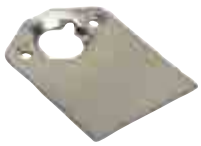
No. 71495

PART #	DESCRIPTION
71495	Large Diameter Quick Fastener Reinforcing Plates, .032" thick

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**



No. 71550



No. 71552



No. 71553



No. 71555

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. Two per pack, .100" thick
71556	Quick Fastener Mounting Bracket, Same as **No. 71555** in Aluminum, Two per pack, .100" thick

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



No. 71554

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 E-ject fasteners

QUICK FASTENER MOUNTING BRACKET, 7/16"

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 & 1-⅜" Springs

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

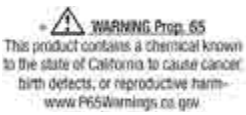


No. 71610

QUICK FASTENER WRENCH

- Fits slot-head ¼-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 ¼-turn fasteners
- Includes non-slip, plastic hand grip
- One tool per pack

PART #	DESCRIPTION
71600	Quick Fastener Wrench





No. 71600

QUICK FASTENER WRENCHES

With Easy Grip Handles

- Allows for faster removal of ¼-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 ¼-turn fastener without stripping the slot
- One per package

PART #	DESCRIPTION
71606	Quick Fastener Wrench, ⅜" 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 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" handle quick release pins offer the racer the ultimate in quick release fastening
- Supplied in all popular sizes
- Single pack



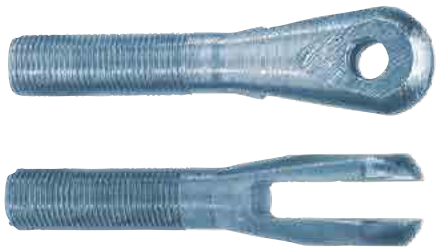
No. 90366

APPLICATION CHART

DIMENSIONS	LOAD SPECIFICATIONS	PART # FOR SINGLE PACK
1/4" DIA. X 1" LONG	DOUBLE SHEAR LOAD OF 8,200 LBS WHEN PROPERLY MOUNTED	**90366**
1/4" DIA. X 1-1/2" LONG	DOUBLE SHEAR LOAD OF 8,200 LBS WHEN PROPERLY MOUNTED	**90367**
1/4" DIA. X 2" LONG	DOUBLE SHEAR LOAD OF 8,200 LBS WHEN PROPERLY MOUNTED	**90368**
5/16" DIA. X 1" LONG	DOUBLE SHEAR LOAD OF 12,800 LBS WHEN PROPERLY MOUNTED	**90369**
5/16" DIA. X 1-1/2" LONG	DOUBLE SHEAR LOAD OF 12,800 LBS WHEN PROPERLY MOUNTED	**90370**
5/16" DIA. X 2" LONG	DOUBLE SHEAR LOAD OF 12,800 LBS WHEN PROPERLY MOUNTED	**90371**
5/16" DIA. X 3" LONG	DOUBLE SHEAR LOAD OF 12,800 LBS WHEN PROPERLY MOUNTED	**90372**
3/8" DIA. X 1" LONG	DOUBLE SHEAR LOAD OF 18,400 LBS WHEN PROPERLY MOUNTED	**90373**
3/8" DIA. X 1-1/2" LONG	DOUBLE SHEAR LOAD OF 18,400 LBS WHEN PROPERLY MOUNTED	**90374**
3/8" DIA. X 2" LONG	DOUBLE SHEAR LOAD OF 18,400 LBS WHEN PROPERLY MOUNTED	**90375**
3/8" DIA. X 2 1/2" LONG	DOUBLE SHEAR LOAD OF 18,400 LBS WHEN PROPERLY MOUNTED	**90378**
3/8" DIA. X 3" LONG	DOUBLE SHEAR LOAD OF 18,400 LBS WHEN PROPERLY MOUNTED	**90376**
1/2" DIA. X 2-1/2" LONG	DOUBLE SHEAR LOAD OF 32,800 LBS WHEN PROPERLY MOUNTED	**90377**

CLEVIS ENDS

Moroso Clevis Ends 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

PART #	DESCRIPTION
90770	Clevis Ends, ½" -20 thread on shank, 5/16" bolt holes, ¼" slot

No. 90770

UNIVERSAL ANTI-ROLL KITS

- Brake line locks are used in Drag Racing to lock the front wheels and hold the car in the water box for the burnout, or to prevent creeping in the lights
- Anti-roll design has better holding power than any other unit currently available
- Enhanced version (**No. 44052**) has a check valve which allows you to pump up the brakes while actuated
- Will work in applications with ABS
- Kit contains a heavy duty push button switch, switch bracket, coiled wire, rebuildable line-lock valve, fuse holder, and indicator light
- Extruded aluminum shifter handle mounting bracket is far superior to any other in use today
- Heavy-duty construction and quality components provide reliable operation after repeated use
- Universal Momentary Switch **No. 74122** available separately

PART #	DESCRIPTION
44050‹›	Universal Anti-Roll Kit
44052‹›	Universal Anti-Roll Kit, Enhanced

WARNING Prop. 65
This product contains a chemical known to the state of California to cause cancer, birth defects, or reproductive harm. www.P65Warnings.ca.gov

NOTE: *Continuous use of solenoid for more than 30 seconds will damage the coil.*



No. 44052

ANTI-ROLL VALVE, ENHANCED VERSION

Now Moroso offers it's Anti-Roll/Brake Line Lock Enhanced Version Valve by itself. Ideal for the installer who wants to wire/plumb their Anti-Roll switch a certain way.

- 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 into the starting lights
- Anti-Roll design has better holding power than any other unit currently available
- Enhanced version valve has an internal check valve which allows the driver to pump up the brakes when actuated
- Will work in applications with ABS
- Heavy-duty construction and quality components provide reliable operation after repeated use

PART #	DESCRIPTION
44056	Anti-Roll Valve, Enhanced



No. 44056



No. 46150 **No. 46160** **No. 46180** **No. 46190** **No. 46220** **No. 46240** **No. 46245** **No. 46185**

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, 190,000 psi tensile strength (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.

PRESS-IN WHEEL STUD LUG NUTS

- Manufactured from high grade steel for resistance to fatigue and stress
- Meets NHRA 5.2 rule of hex being length of diameter of stud
- 60º Seat
- Black Oxide finish
- 5 per package
- Made in the U.S.A.

WARNING!
DO NOT USE THESE WHEEL STUDS WITH WHEEL SPACERS!



FITS OUR PRESS-IN WHEEL STUDS!

Left to right: ***Nos. 46345, 46320, 46340, 46330***

PRESS-IN WHEEL STUD / LUG NUT APPLICATION CHART

APPLICATION DESCRIPTION	RECOMMENDED PRESS FIT	WHEEL STUDS (5 PACK) PART #W	WHEEL STUDS (100 PACK) PART #	LUG NUTS (5 PACK) PART #	COMBO (5 PACK) PART #
7/16" -20 x 2-7/8", .480" diameter knurled stud, 3/4"hex nut ***Fits:*** Most late model GM drum brake applications	.006-.016 in a steel axle or hub .010-.016 in an aluminum hub	46150	46151	46320	46450
7/16" -20 x 2-7/8", .560" diameter knurled stud, 3/4" hex nut ***Fits:*** Most late model GM disc brake and early drum applications	.006-.016 in a steel axle or hub .010-.016 in an aluminum hub	46160		46320	46460
1/2" -20 x 3", .615" diameter knurled stud, 13/16" hex nut ***Fits:*** Most late model Ford front and rear disc brake, 2005-2014 Mustang rear and Chrysler front	.006-.016 in a steel axle or hub .010-.016 in an aluminum hub	46180		46330	46480
1/2" -20 x 3", .594" diameter knurled stud, 13/16" hex nut ***Fits:*** 1979-04 Mustang, 2005-2014 Mustang front. Also has a flat on head for front hubs with ABS	.006-.016 in a steel axle or hub .010-.016 in an aluminum hub	46185		46330	46485
1/2" -20 x 3", .685" diameter knurled stud, 13/16" hex nut ***Fits:*** Most Chrysler rears with 1/2" stud	.006-.016 in a steel axle or hub .010-.016 in an aluminum hub	46190		46330	46490
1/2" -20 x 3", .563" diameter knurled stud, 13/16" hex nut ***Fits:*** 1/2" Frankland hubs	.006-.016 in a steel axle or hub .010-.016 in an aluminum hub	46220		46330	46420
5/8" -18 x 3", .672" diameter knurled stud, 7/8" hex nut ***Fits:*** Circle Track applications	.006-.016 in a steel axle or hub .010-.016 in an aluminum hub	46240	46241	46340	46440
12mm x 1.5 x 3.25", .509" diameter knurled stud, 19mm hex nut ***Fits:*** Late model Corvette, 3rd, 4th Gen. Camaro & Firebird	.006-.016 in a steel axle or hub .010-.016 in an aluminum hub	46245		46345	46445
14mm x 1.5 x 3", .625" diameter knurled stud ***Fits:*** Mustang S550 2015- up	.006-.016 in a steel axle or hub .010-.016 in an aluminum hub	46247			

NOTE: All Stud lengths are measured from the base of the knurl to the end of the stud.

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.

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 5/8" -18 x 4-13/32", Screw-in, 11/16" dia. center shank between two 5/8" -18 threaded ends; Drag Race only

PART #	REPLACEMENT PARTS
97730	Flange Nut
97731	Wheel Stud Spacer, .567"
97732	Wheel Stud Spacer, 1.25"



No. 46140

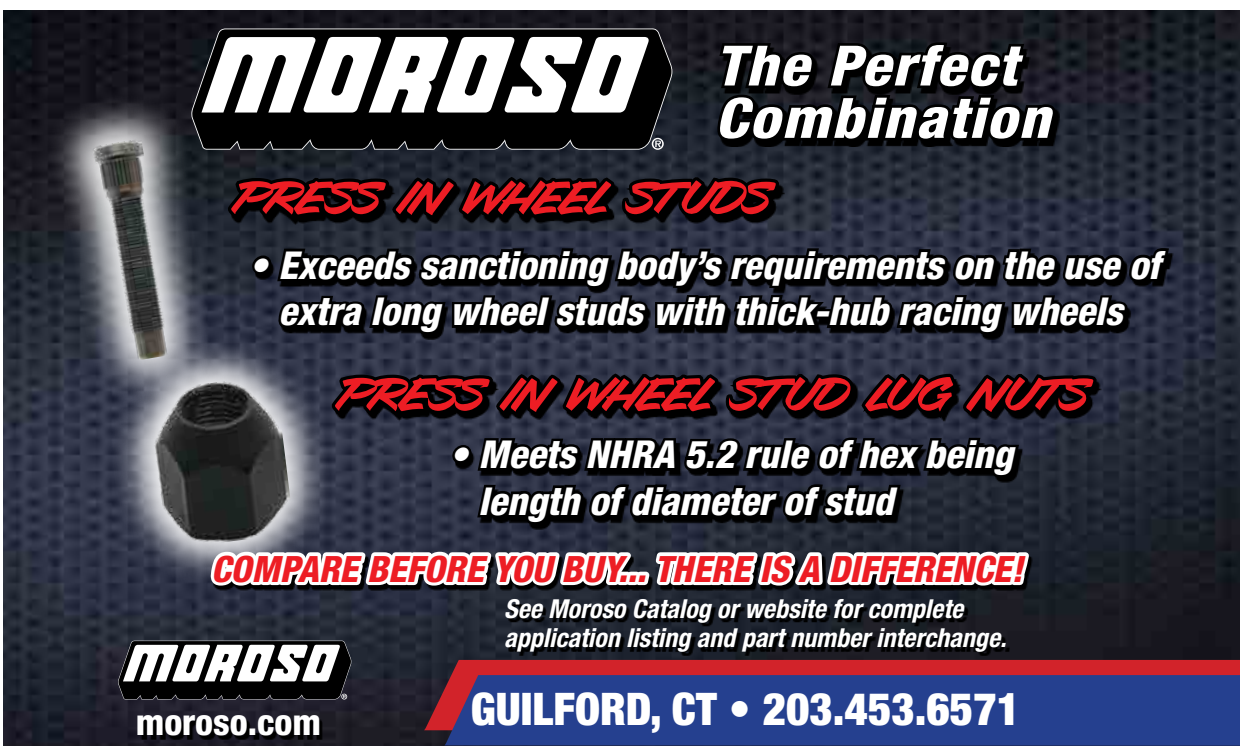
SOCKET HEAD SCREW-IN TYPE WHEEL STUDS

- 5 per pack

PART #	DESCRIPTION
46200	Wheel Studs, 1/2" -20 x 3" Screw-in, Socket Head Cap Screw, fits all aftermarket axles with 1/2" -20 threads



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)

PART #	DESCRIPTION
46300	Double End Lug Nut, 13/16" Hex x 1/2" -20
46310	Double End Lug Nut, 1" Hex x 5/8" -18



No. 46300

PIT SOCKET

- Thick-walled socket with six-point surface contact and large chamfer ensures fast, clean engagement on the lug nut
- Manufactured of alloy steel and carefully heat treated for maximum strength to prevent lug nut damage
- Accepts 1/2" drive, and fits 1" lug nuts

PART #	DESCRIPTION
62010	Pit Socket



No. 62010

INSIDE

WHEEL RIM SCREWS

- Manufactured from rugged Grade 8 steel to withstand the extreme loading placed on today's racing tires
- Self-tapping screws feature a built-in washer face for maximum holding strength
- Finished in gold iridite
- Use with 3/8" Socket

PART #	DESCRIPTION
90100	Wheel Rim Screws, 1/4" dia. x 3/4" long. Pack of 35
90110	Wheel Rim Screws, 1/4" dia. x 3/4" long. Pack of 500



No. 90100

NOTE: *Drill wheels with 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 O.E.M. springs with no modifications required
- Two per package



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 #
Buick Apollo	1975-79	1840-1910	212	**47180**
		1910-1970	230	**47175**
		2010-2100	270	**47170**
	1968-74	1550-1640	213	**47150**
		1690-1750	240	**47140**
		1700-1750	241	**47165**
		1730-1780	250	**47195**
Buick G.N.	1978-88	1600-1660	212	**47130**
		1660-1720	242	**47205**
		1720-1800	250	**47135**
Buick GS	1968-72	1610-1680	242	**47160**
		1680-1750	250	**47190**
		1750-1810	260	**47200**
	1964-67	1550-1640	213	**47150**
		1690-1750	240	**47140**
		1700-1750	241	**47165**
		1730-1780	250	**47195**
Buick Regal	1978-88	1600-1660	212	**47130**
		1660-1720	242	**47205**
		1720-1800	250	**47135**
	1968-72	1610-1680	242	**47160**
		1680-1750	250	**47190**
		1750-1810	260	**47200**
Buick Skylark	1968-72	1610-1680	242	**47160**
		1680-1750	250	**47190**
		1750-1810	260	**47200**
	1964-67	1550-1640	213	**47150**
		1690-1750	240	**47140**
		1700-1750	241	**47165**
		1730-1780	250	**47195**
Buick Special	1968-72	1610-1680	242	**47160**
		1680-1750	250	**47190**
		1750-1810	260	**47200**
	1964-67	1550-1640	213	**47150**
		1690-1750	240	**47140**
		1700-1750	241	**47165**
		1730-1780	250	**47195**
Chevrolet Bel Air	1955-57	1550 -1640	213	**47150**
		1690-1750	240	**47140**
		1700-1750	241	**47165**
		1730-1780	250	**47195**
Chevrolet Camaro	1982-92	1680-1750	220	**47210**
		1750-1870	250	**47215**
	1970-81	1840-1910	212	**47180**
		1910-1970	230	**47175**
		2010-2100	270	**47170**
	1967-69	1550 -1640	213	**47150**
		1690-1750	240	**47140**
		1700-1750	241	**47165**
		1730-1780	250	**47195**
Chevrolet Chevelle	1968-72	1610-1680	242	**47160**
		1680-1750	250	**47190**
		1750-1810	260	**47200**
	1964-67	1550 -1640	213	**47150**
		1690-1750	240	**47140**
		1700-1750	241	**47165**
		1730-1780	250	**47195**
Chevrolet El Camino	1978-88	1600-1660	212	**47130**
		1660-1720	242	**47205**
		1720-1800	250	**47135**
	1968-72	1610-1680	242	**47160**
		1680-1750	250	**47190**
		1750-1810	260	**47200**
	1964-67	1550 -1640	213	**47150**
		1690-1750	240	**47140**
		1700-1750	241	**47165**
		1730-1780	250	**47195**
Chevrolet Malibu	1978-88	1600-1660	212	**47130**
		1660-1720	242	**47205**
		1720-1800	250	**47135**
	1968-72	1610-1680	242	**47160**
		1680-1750	250	**47190**
		1750-1810	260	**47200**
	1964-67	1550 -1640	213	**47150**
		1690-1750	240	**47140**
		1700-1750	241	**47165**
		1730-1780	250	**47195**
Chevrolet Monte Carlo	1978-88	1600-1660	212	**47130**
		1660-1720	242	**47205**
		1720-1800	250	**47135**
	1968-72	1610-1680	242	**47160**
		1680-1750	250	**47190**
		1750-1810	260	**47200**
Chevrolet Nova	1975-79	1840-1910	212	**47180**
		1910-1970	230	**47175**
		2010-2100	270	**47170**
	1968-74	1550 -1640	213	**47150**
		1690-1750	240	**47140**
		1700-1750	241	**47165**
		1730-1780	250	**47195**
Chevrolet Nova/Chevy II	1962-67	1200-1250	217	**47230**
Ford Fairlane	1966-70	1610-1680	242	**47160**
		1680-1750	250	**47190**
		1750-1810	260	**47200**
Ford Mustang	1979-04	1750-1900	250	**47220**
	1964-73	1610-1680	242	**47160**
		1680-1750	250	**47190**
		1750-1810	260	**47200**
Mercury Capri	1979-86	1750-1900	250	**47220**
Mercury Comet	1966-69	1610-1680	242	**47160**
		1680-1750	250	**47190**
		1750-1810	260	**47200**
Oldsmobile Cutlass	1978-88	1600-1660	212	**47130**
		1660-1720	242	**47205**
		1720-1800	250	**47135**
	1968-72	1610-1680	242	**47160**
		1680-1750	250	**47190**
		1750-1810	260	**47200**
	1964-67	1550 -1640	213	**47150**
		1690-1750	240	**47140**
		1700-1750	241	**47165**
		1730-1780	250	**47195**

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**** NOTE:** Front End Weight is as raced with driver*

FRONT SPRINGS - CON'T

MAKE/MODEL	Years	Front End Weight (LBS.)*	Coil Spring Rate (LBS./IN.)	Trick Front Spring Part #
Oldsmobile 442	1978-88	1600-1660	212	**47130**
		1660-1720	242	**47205**
		1720-1800	250	**47135**
	1968-72	1610-1680	242	**47160**
		1680-1750	250	**47190**
		1750-1810	260	**47200**
	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**
	1973-74	1550 -1640	213	**47150**
		1690-1750	240	**47140**
		1700-1750	241	**47165**
		1730-1780	250	**47195**
Pontiac Firebird	1982-92	1680-1750	220	**47210**
		1750-1870	250	**47215**
	1970-81	1840-1910	212	**47180**
		1910-1970	230	**47175**
		2010-2100	270	**47170**
	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**
	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**
	1968-72	1610-1680	242	**47160**
		1680-1750	250	**47190**
		1750-1810	260	**47200**
	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**
	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**
	1971-74	1550 -1640	213	**47150**
		1690-1750	240	**47140**
		1700-1750	241	**47165**
		1730-1780	250	**47195**

***NOTE:** Front End Weight is as raced with driver*

TRICK REAR SPRINGS

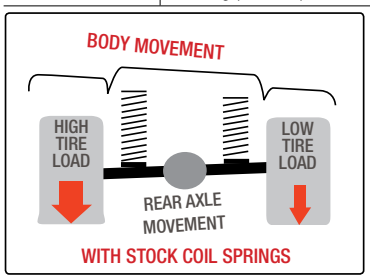


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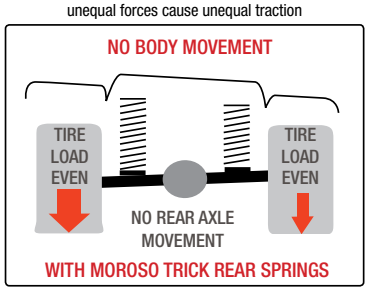
- Computer designed rear springs engineered to compress at a controlled rate when car is launched for optimum "squat"
- Right-side spring is stronger than left, allowing the car to lift evenly upon launch for balanced weight transfer and more consistent 60-foot times
- CNC-wound from high-strength chrome silicon wire to maintain accurate spring rate and to handle the abuse of hard launches
- Replaces stock O.E.M. springs with no modifications required
- Track proven by professional racers for optimum performance
- Two per package with black painted finish

TRICK REAR SPRINGS APPLICATION CHART

MAKE	MODEL	YEAR	PART
GENERAL MOTORS INTERMEDIATE	Chevelle, GTO, LeMans, Cutlass, 442, Skylark, Gran Sport, Malibu, Monte Carlo, Grand Prix, Regal, Grand National	1968-'72 1978-'87	**47500** **47520**
FORD	Mustang (non i.r.s.)	1979-'04	**47510**



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"



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.

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 7/16" -20 threaded hole in the crank
61741	Harmonic Balancer Installation Tool, BBC or any engine with a 1/2" -20 threaded hole in the crank
61742	Harmonic Balancer Installation Tool, all Fords or any engine with a 5/8" -18 threaded hole in the crank
61744	Universal Harmonic Balancer Installation Tool, includes screw-in inserts for 7/16", 1/2", 5/8" and 3/4" threaded openings



No. 61740



No. 61744

HARMONIC BALANCER INSTALLATION & REMOVAL TOOL KIT

- Innovative tool with multiple adapters installs and removes harmonic balancers quickly and easily without causing damage
- Four heat-treated chrome moly inserts (1/2", 7/16", 5/8" and 3/4") fit most popular engines including Chevrolet, Ford, Mopar, KB Hemi, Pontiac,Oldsmobile and Buick
- The CNC-machined tool provides a large contact area to keep the harmonic balancer perpendicular with the centerline of the crankshaft for bind-free action
- Roller thrust bearing allows drive nut to rotate freely so the balancer is pressed on or pulled off smoothly and evenly
- Compact storage case keeps tool and all attachments organized and rust free for years of dependable service
- Black oxide finish

PART #	DESCRIPTION
61743	Harmonic Balancer Installation and Removal Tool Kit, Chevy, Ford, Mopar, KB Hemi, Pontiac, Oldsmobile and Buick



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

Phone: 203.453.6571 • Fax: 203.453.6906 • Tech Support: 203.458.0542 • 203.458.0546

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.
61770	Crankshaft Socket Tool, Big Block Chevy
61790	Crankshaft Socket Tool, all Small Block Ford, Buick and Pontiac

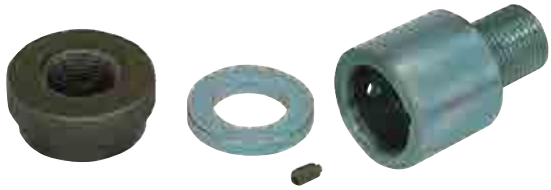


No. 61760

CRANKSHAFT SOCKET TOOLS

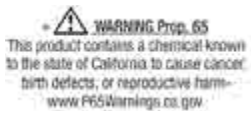
For Degree Wheel

- 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 degreeing 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

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



No. 62190

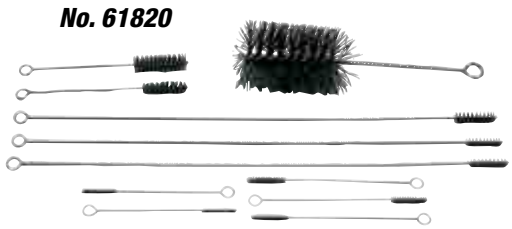


No. 62191



No. 62192

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
5/16" dia.	2-½" long	12" handle
⅜" dia.	2-½" 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 BAGS

- Manufactured from heavy duty 4 mil thick plastic
- Extra-large sizes cover a complete engine with installed headers
- One per package

PART #	DESCRIPTION
99400	Engine Storage Bag, 40" wide x 19-½" deep x 47" tall
99401	Engine Storage Bag, 42" wide x 32" deep x 54" tall



No. 99400



No. 99401

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, 7/16", 6 PT

⚠ WARNING Prop. 65
This product contains a chemical known to the state of California to cause cancer, birth defects, or reproductive harm.
www.P65Warnings.ca.gov



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
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 4-7/16" 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 3-½" 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

WARNING Prop. 65
This product contains a chemical known to the state of California to cause cancer, birth defects, or reproductive harm.
www.P65Warnings.ca.gov



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

WARNING Prop. 65
This product contains a chemical known to the state of California to cause cancer, birth defects, or reproductive harm.
www.P65Warnings.ca.gov



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 3/16" zinc plated steel with 1,000 lb. rating

PART #	DESCRIPTION
62670	Engine Lift Plate



No. 62670

ENGINE LIFT/STORAGE PLATES, GM LS & GM GEN V LT ENGINES

- Handy tool provides a quick, easy method of attaching an engine lift chain
- Bolts onto the non-intake equipped engine block for easy engine lifting and seals up the engine for storage
- Made out of 3/16" thick steel with a durable zinc plated finish, 1000 lb. rating

Part #	DESCRIPTION
62672	Engine Lift/Storage Plate, GM LS1, LS2, LS6 & C5R
62673	Engine Lift/Storage Plate, GM LSX, LS3 & LS7
62674	Engine Lift/Storage Plate, GM Gen V LT1, LT4



No. 62672



No. 62673

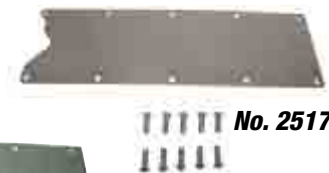


No. 62674

ENGINE STORAGE PLATES, GM LS ENGINES

- A convenient way to keep a GM LS engine lifter valley area sealed off from foreign objects during storage
- Plate is constructed out of 1/8" thick steel with a zinc coating for corrosion resistance
- Mounting hardware is included

PART #	DESCRIPTION
25179	Engine Storage Plate, For GM LS1, LS2, LS6 & C5R engines
25180	Engine Storage Plate, For GM LSX, LS3 & LS7 engines



No. 25179



No. 25180

OIL PUMP PRIMERS

- Used to build up oil pressure in a new engine before initial starting
- Remove the distributor and insert the primer to engage the end of the oil pump drive
- The other end of the primer fits a 3/8" chuck in a hand drill to drive the oil pump
- Black oxide finish resists corrosion

PART #	DESCRIPTION
62200	Oil Pump Primer. ***Fits:*** *Most Chevrolet engines*
62210	Oil Pump Primer. ***Fits:*** *Ford 289, 302, 390, 428 engines. Pump drive end of the primer fits 1/4" hex male end of the oil pump drive*
62220	Oil Pump Primer. ***Fits:*** *Ford 351W, 351C, 400, 429, 460 engines. Pump drive end of the primer fits 5/16" hex male end of the oil pump drive*
62250	Oil Pump Primer. ***Fits:*** *Most Chrysler engines and Moroso Blueprinted Oil Pump* ***No. 22162***

No. 62200



No. 62210

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

PART #	DESCRIPTION
62205	Oil Primer Tool, with bushing



No. 62205

STUD MOUNT VALVE SPRING COMPRESSOR

Heavy Duty

BEST

- Makes valve spring changing quicker and easier than conventional methods
- Unlike models offered by other manufacturers, Moroso's stud mount tool fits both 3/8" and 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



No. 62371

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STUD MOUNT VALVE SPRING COMPRESSORS

GOOD

- Simplifies between-rounds valve spring changing
- Unlike models offered by other manufacturers, Moroso's stud mount tool fits both 3/8" and 7/16" rocker studs
- Strong, durable handle withstands the most extreme high pressure valve springs
- The 12" handle gives all the leverage needed to compress the strongest springs

PART #	DESCRIPTION
62370‹›	Stud Mount Valve Spring Compressor

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



No. 62372



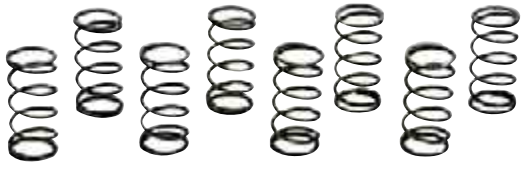
No. 62370

WARNING Prop. 65
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VALVE CHECKING SPRINGS

- Greatly simplifies the task of cam degreeing, checking valve-to-piston clearance, etc.
- Designed with 7/8" diameter and 2" height for most popular race engines
- Can be installed by hand without the use of compression tools
- Sold as a set of 8

PART #	DESCRIPTION
62380	Valve Checking Springs



No. 62380

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 **No. 62370** for the most accurate method of maintaining the valvetrain on a fully assembled engine

PART #	DESCRIPTION
62390	Valve Seat Pressure Tester



No. 62390

LOW-PROFILE DESIGN VALVE SEAT PRESSURE TESTER

- Similar to **No. 62390** with low-profile design to fit under windshield and cowl of tube-chassis cars
- Designed by Jerry Haas, the tool features a rocker arm "gripper" machined from billet aluminum
- Scale reading from 160 to 400 lbs. allows testing of springs with higher spring pressures
- Use in conjunction with Moroso Stud Mount Valve Spring Compressors **No. 62370** for the most accurate method of maintaining the valvetrain on a fully assembled engine

PART #	DESCRIPTION
62391	Low-Profile Valve Seat Pressure Tester

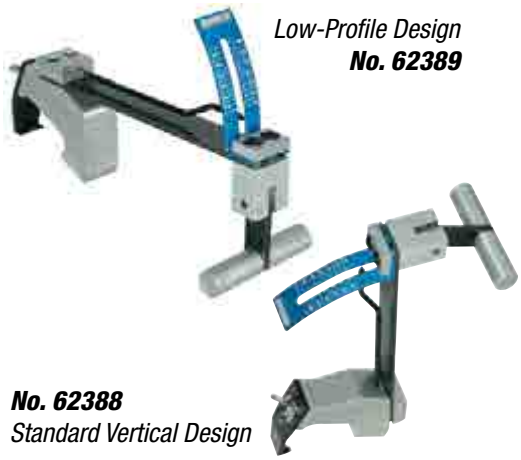


No. 62391

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 **No. 62370** 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 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

CARBURETOR WORK STAND, ADJUSTABLE

- Designed to hold standard and spread bore Holley 4150, Holley 4500, Rochester and Carter Quadrajet, Carter AFB and Edelbrock Carburetors
- This tool simplifies carburetor work and with it's open center allows access for assembly and disassembly
- Manufactured out of thick aluminum for years of service

PART #	DESCRIPTION
62071	Carburetor Work Stand, Adjustable



No. 62071

Phone: 203.453.6571 • Fax: 203.453.6906 • Tech Support: 203.458.0542 • 203.458.0546

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

‹› ⚠ WARNING Prop. 65
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www.P65Warnings.ca.gov



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 5-⅛" diameter neck
65803‹›	Carburetor Cap, fits Holley®, 4500 Dominator Carburetors with 7-5/16" diameter neck

‹› ⚠ WARNING Prop. 65
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No. 65802

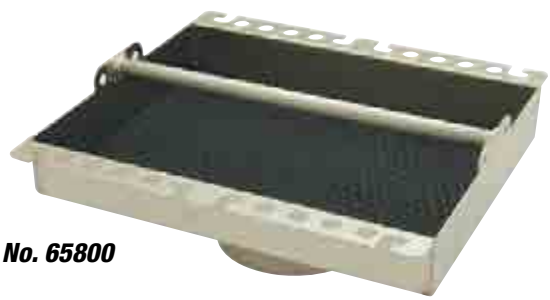


No. 65803

CARB-TOP TOOL TRAYS

- Made from lightweight, durable, .063" aluminum in two styles for Holley® 5-⅛" and 7-5/16" Dominator carburetors
- Also fits other carburetors with similar neck diameters
- Each Tool Tray sits just 2-½" above the carburetor and features a convenient handle, ⅛" 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, 5-⅛" diameter carburetors
65801	Carb-Top Tool Tray, 7-5/16" diameter carburetors



No. 65800

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

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"



No. 62160

SEE MORE
Spark Plug Indexing Washers on pg. 353

UNIVERSAL SPARK PLUG HOLE AIR HOSE KIT

- Air hose kit makes it easy to pressurize the cylinder to hold the valve closed when changing a valve spring
- Fits all 14mm and 18mm spark plug holes
- Includes a 12" hose and 3 spark plug adapters

PART #	DESCRIPTION
62385	Universal Spark Plug Hole Air Hose Kit

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No. 62385

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

PART #	DESCRIPTION
89650	Power-Speed Calculator



No. 89650

EXHAUST BLOCK OFF STORAGE PLATES

Fits: BBC Mark IV with conventional cylinder heads

- A convenient way to keep engines sealed up from foreign objects during storage or when an engine is getting painted
- Durable aluminum construction, come as pairs

PART #	DESCRIPTION
25160	Exhaust Block Off, Storage Plates, BBC Mark IV



No. 25160

Phone: 203.453.6571 • Fax: 203.453.6906 • Tech Support: 203.458.0542 • 203.458.0546

ENHANCED IGNITION WIRE STRIPPING TOOL

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

BEST



No. 62272

- 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

ADJUSTABLE WIRE STRIPPING TOOL

GOOD



No. 62271

- 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

WIRE CRIMPING TOOLS

GOOD



No. 62260

BEST



No. 62268

- 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

WIRE & CABLE IMPACT CRIMP TOOL



NEW!



No. 62262

- Crimps 8 gauge thru 4/0 AWG gauge terminals and lugs to battery cables, and other thicker power cables such as starters
- Takes the guess work out of creating secure, neat crimps
- Spring loaded pin locks in "up" position for loading connector and cable; when released pin holds connector securely during crimping
- Dead blow hammer is recommended over a claw hammer for best results or can be used in a vise

PART #	DESCRIPTION
62262‹›	Wire Crimp Tool, Impact

IGNITION WIRE STRIPPING TOOL



No. 62270

- 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

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 3-¼" 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 1-⅜" 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 8-¾", 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

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

QUICK FASTENER WRENCHES

With Easy Grip Handle

- Allows for faster removal of ¼-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 ¼-turn fastener without stripping the slot
- One tool per package

PART #	DESCRIPTION
71606	Quick Fastener Wrench, ⅜" Slot Head
71607	Quick Fastener Wrench, 3/16" Hex Drive



No. 71606



No. 71607

QUICK FASTENER WRENCH

- This tool fits slot-head ¼-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 to match the slots in various ¼-turn fasteners
- Includes non-slip, plastic hand grip
- One tool per package

PART #	DESCRIPTION
71600‹›	Quick Fastener Wrench

‹› WARNING Prop. 65
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No. 71600

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 ½" drive, and fits 1" lug nuts

PART #	DESCRIPTION
62010	Pit Socket

SEE MORE **Double End 1" Lug Nuts on pg. 235**



INSIDE

No. 62010

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 tire(s) 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 ½" 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

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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 2-¼" 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

PART #	REPLACEMENT PART
97485	Tire Gauge Replacement Hose

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No. 89592

DIGITAL TIRE PRESSURE BACK LIT GAUGES

Accuracy ½%

- Strong back lighted display is easily read in the darkest of pits
- 2-⅝" 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
- 16-¼" 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

PART #	REPLACEMENT PART
97485	Tire Gauge Replacement Hose

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No. 89576



STRONG BACK LIGHTED DISPLAY IS EASILY READ IN THE DARKEST OF PITS.

TOOL CASE, PLASTIC WITH FOAM INSERT

- Rugged polyethylene plastic tool case is lined with a medium-density, open-cell foam insert to keep tools protected during transportation and storage
- Case's slide clasps have tabs for small padlocks
- Can also be used as replacement case for Moroso Part **Nos. 89552** and **89562** Pro Series Tire Pressure Gauges

PART #	DESCRIPTION
97481	Tool Case, Plastic with Foam Insert



No. 97481

TIRE PRESSURE GAUGES

Accuracy 2%

BETTER

- 16-¼" hose with a finger operated air-bleed valve allows you to release pressure quickly
- Individually calibrated for accuracy within 2%
- The large 2-⅝" dia. dial face in ½ 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 #	AVAILABLE OPTION
89590	Tire Pressure Gauge Cover

PART #	REPLACEMENT PART
97480	Gauge Head for **No. 89550**
97485‹›	Tire Gauge Replacement Hose

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No. 89555

PRO SERIES TIRE PRESSURE GAUGES

Accuracy ½ %

BEST

- Long 16-¼" 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 ½ %
- 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.

PART #	REPLACEMENT PART
97485‹›	Tire Gauge Replacement Hose

WARNING Prop. 65
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No. 89562

TIRE PRESSURE GAUGE COVER

- Protective rubber cover insures long service and continued accuracy of Moroso 2-⅝" Tire Pressure Gauges
- Specially designed ribs provide superior protection
- A must for anyone who uses Moroso gauge **Nos. 89550**, **89555**, **89560** & **89570** or other 2-⅝" O.D. x 1-⅛" 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.*

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No. 89590

TIRE GAUGE, REPLACEMENT HOSE

- Replacement Tire Gauge Hose, fits Moroso Tire Gauges
- The hose is 16-¼" long and comes with a finger operated air-bleed valve which allows you to release pressure quickly
- Hose has an easy grip angle check end.

PART #	DESCRIPTION
97485‹›	Tire Gauge, Replacement Hose

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No. 97485

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

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www.P65Warnings.ca.gov



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 1-⅝" 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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left to right:
No. 80942 / 80941 / 80940 / 80939

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; ⅞" thickness fits 1-⅝" - 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

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"



No. 80750

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



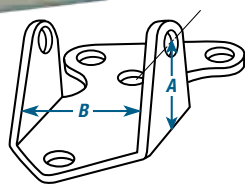
No. 80700

CHEVROLET MOTOR MOUNTS

- Replace stock, O.E.M.-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: 2-½", ¼" zinc plated steel	Replaces O.E.M. #3990914
62510	Chevrolet Motor Mounts	A: 2-⅛" B: 2-⅜", $^{3}/_{16}$" zinc plated steel	Replaces O.E.M. #3962748
62515	Chevrolet Motor Mounts	A: 2-$^{9}/_{32}$" B: 2-⅜", $^{3}/_{16}$" zinc plated steel	Replaces O.E.M. #332648*
62530	Chevrolet Motor Mounts	A: 1-¾" B: 2-⅝", $^{3}/_{16}$" zinc plated steel	Replaces O.E.M. #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***
		396, 427	**62510**
	1970-'72	350 (w/ 2 bbl. carb.)	**62500**
		454	**62510**
	1976-'90	307, 350	**62515**
CAMARO	1967-'68	302	**62530**
		327	**62500**
		350, 396	**62530**
	1969	302	**62510**
		307	**62500**
		350	**62510**
	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**

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**
CHEVY II	1964-'67	283, 327	**62500**
NOVA	1968-'69	327	**62500**
		350	**62510**
		396	**62530**
	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**
MONTE CARLO	1970-'72	350, 402, 454	**62510**
	1973-'87	307, 350	**62515**

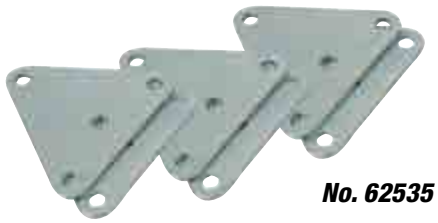
*Some models use **No. 62510**, check dimensions of original mounts. #Use with Moroso Frame Mounts **No. 62610***

***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 451.*

MOTOR MOUNT SHIM KIT

- $^{1}/_{16}$", ⅛" 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 O.E.M. 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 O.E.M. chassis)
- Allows for quick, easy engine removal and reinstallation
- Manufactured from ¼" thick steel with zinc plating to resist corrosion

PART #	DESCRIPTION
62550	Chevrolet Motor Mounts, ¼" Zinc Finish, Two per pack ***Fits:*** *SBC, BBC and 90° Chevy V6 in fabricated chassis*



No. 62550

CHEVY SOLID TRANSMISSION MOUNT

- Replaces stock, O.E.M.-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.*

Phone: 203.453.6571 • Fax: 203.453.6906 • Tech Support: 203.458.0542 • 203.458.0546

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-'15

- 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-'15, Standard Transmission
62641	Driveshaft Loop, Camaro LS, LT, SS, ZL1, 2010-'15, Automatic Transmission



No. 62640



No. 62641

CHRYSLER MOTOR MOUNTS

PART #	DESCRIPTION
62520	Chrysler Motor Mounts, 3/16" Zinc Plated Steel. Two per pack. Replaces O.E.M. #2536121
62540	Chrysler Motor Mounts, 3/16" Zinc Plated Steel. Two per pack. Replaces O.E.M. #2806779



No. 62540

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 ROAD RUNNER, SATELLITE, GTX, POLARA	1966-'72	All 8 cyl. (exc. Hemi)	**62520**



No. 62520

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



No. 62545



No. 62544

PART #	DESCRIPTION
62544*	Ford Motor Mounts, 3/16" Steel.
	Fits: *1979-'83 & 1993 Mustang 5.0L Engines*
62545*	Ford Motor Mounts, 3/16" 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 protective zinc finish
- Computer-controlled manufacturing insures precise fit and alignment for easy installation



No. 62602

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*

***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 ¾" 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



No. 63547



No. 63557



No. 63565



No. 63585



No. 63575



No. 63595

BILLET ELECTRIC WATER PUMPS APPLICATION CHART

PART#	ENGINE	NOTES	HEIGHT (INCHES)	WEIGHT (WITH SPACERS, HARDWARE, BACKING PLATE, ETC.)
63547‹›	Big Block Chevy		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 Pre-'94 & 351W	Standard Rotation only	4.625	6.23 lbs
63595‹›	Ford 429-460		4.75	7.00 lbs



PART #	REPLACEMENT FOR 63575
97275	Seal kit

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GM LS BILLET ELECTRIC WATER PUMP

Fits: GM LS Series
Patent D645,478



No. 63566

- 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**

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PART #	DESCRIPTION
63566‹›	Electric Water Pump, GM LS Series

SEE MORE
Remote Thermostat Housings on pg. 269

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 -16AN O-ring inlet port, four -12AN outlet ports, two -12AN port plugs for different plumbing options
- High-temperature Viton® seal eliminates leaks



Rear impeller detail (below)

No. 63570



No. 63571

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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



22622







DESCRIPTION	HOSE ADAPTERS for Electric Water Pump Motor BLACK Finish/Anodized Billet ALUMINUM End Cap PART #	HOSE ADAPTERS for Electric Water Pump Motor - BLACK Finish PART #	HOSE ADAPTERS for Electric Water Pump Motor - BLUE Finish PART #
1" N.P.T. to -16AN Male	N/A	**63541**	**63541**
1" N.P.T. to 1-½" hose	N/A	**63542**	**63542**
1" N.P.T. to 1-¾" hose	N/A	**63543**	**63543**
1" N.P.T. to 1-¼" hose	N/A	**63544**	**63544**
-16AN to -20AN Male	**63525**	N/A	N/A
-16AN to -16AN Male	**22622** *(see pg. 159)*	N/A	N/A
-16AN to 1-¾" hose	**63523**	N/A	N/A
-16AN to 1-½" hose	**63522**	N/A	N/A
-16 AN to 1-¼" hose	**63521**	N/A	N/A

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 –12AN female ports
- Includes O-rings and stainless steel socket head cap screws
- Hardware is long enough to accommodate a front motor plate



No. 63519

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

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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), 2-¼" pump adapter plates, fasteners, Viton O-rings, and 4 high flow -12AN fittings
- Requires use of a Remote Thermostat Housing, such as Moroso Part **No. 63425**, or **63426**



No. 63615

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PART #	DESCRIPTION
63615‹›	Remote Water Pump Adapter Kit, GM LS Series Engines

SEE MORE
Remote Thermostat Housings on pg. 269

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



No. 63512

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

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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 –12AN 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

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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



No. 63515

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

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No. 63750



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

TYPICAL INSTALLATIONS



Small Block and 90° V6 Chevy



289, 302, 351W Ford

Moroso first pioneered the aluminum water pump for racing over 40 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



No. 63500

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

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



No. 63510

PART #	DESCRIPTION
63510	Water Pump Spacer Kit, 1-7/32" Long, SBC and 90° V6 Chevy, Cast Aluminum Converts **Nos. 63500** short water pump to the longer late-model design
63610	Water Pump Spacer Kit, 1-9/16" Long, BBC, Cast Aluminum
63511	Water Pump Spacer Kit, 1-7/32" Long, SBC and 90° V6 Chevy, Billet Aluminum Converts **Nos. 63500** short water pump to the longer late-model design
63611	Water Pump Spacer Kit, 1-9/16" Long, BBC, Billet Aluminum



No. 63511

WATER PUMP GASKETS

WATER PUMP GASKETS, HEAVY DUTY, CHEVROLET

- An excellent way to seal a Moroso electric water pump or a conventional water pump to an engine block
- Race quality water pump gaskets are constructed out of a cellulose composition that conforms to it's mating surface
- Precision die cut design

PART #	DESCRIPTION
93230	Water Pump Gasket, SBC, 2 pack
93231	Water Pump Gasket, SBC, 10 pack
93232	Water Pump Gasket, BBC, 2 pack
93233	Water Pump Gasket, BBC, 10 pack



Nos. 93230, 93231



Nos. 93232, 93233

WATER PUMP GASKETS, HEAVY DUTY, CHRYSLER

- An excellent way to seal a Moroso electric water pump or a conventional water pump to an engine block
- Race quality water pump gaskets are constructed out of a cellulose composition that conforms to it's mating surface
- Precision die cut design

PART #	DESCRIPTION
93234	Water Pump Gasket, Chrysler 273-360, single pack
93235	Water Pump Gasket, Chrysler 273-360, 10 pack
93236	Water Pump Gasket, Chrysler 383-440, single pack
93237	Water Pump Gasket, Chrysler 383-440, 10 pack


Nos. 93234, 93235

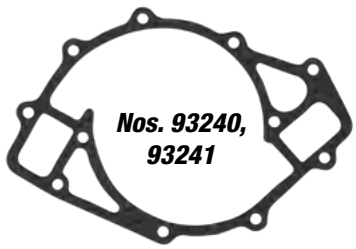

Nos. 93236, 93237

WATER PUMP GASKETS, HEAVY DUTY, FORD

- An excellent way to seal a Moroso electric water pump or a conventional water pump to an engine block
- Race quality water pump gaskets are constructed out of a cellulose composition that conforms to it's mating surface
- Precision die cut design

PART #	DESCRIPTION
93238	Water Pump Gasket, Ford 289, Standard Rotation 302 & 351W, single pack
93239	Water Pump Gasket, Ford 289, Standard Rotation 302 & 351W, 10 pack
93240	Water Pump Gasket, Ford 429-460, single pack
93241	Water Pump Gasket, Ford 429-460, 10 pack


Nos. 93238, 93239


Nos. 93240, 93241

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 ⅛" N.P.T. thread

PART #	DESCRIPTION
63765‹›	Air Bleed Valve

WARNING Prop. 65
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No. 63765

TEMPERATURE GAUGE FITTING

- Corrosion resistant brass; fits standard ½" N.P.T. tapped holes in cylinder heads and manifolds
- ⅝" -18 threaded hole in fitting accepts popular sending units

PART #	DESCRIPTION
63645‹›	Temperature Gauge Fitting

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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 ⅝", ¾" and 1" I.D. holes for optimum coolant flow, 2-⅛" O.D.

PART #	DESCRIPTION
63440	Water Outlet Restrictor Kit. GM V8, GM V6, Ford 260-302, 351W


No. 63440

THERMOSTATIC WATER PUMP SWITCH

- Provides automatic control of Electric Water Pumps **Nos. 63539, 63546, 63547, 63555, 63557, 63565, 63570, 63575, 63585** and **63595** and Electric Water Pump Drive Kit **No. 63750**
- Eliminates unnecessary battery drain by turning on the electric pump motor when coolant temperature exceeds 160° F (±5°) and turning it off when coolant temperature reaches 140° F (±5°)
- Toggle Switch has three settings: Automatic, Manual and Off. In the "Manual" position, the motor is constantly on.
- Contact rating of switch is 15 amps at 32 volts; use with 10 amp fuse (not included)

PART #	DESCRIPTION
63760‹›	Thermostatic Switch, Electric Water



No. 63760

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RACING RADIATOR CAPS

Fits: Standard-size radiator filler necks, including Moroso ***Nos. 63420, 63465, 63466, 63467, 63485, 63486, 63650, 63651, 63655, 63656, 63730, 63740*** *and* ***63745***

- Available with low and high pressure ratings to accommodate the needs of all cooling systems
- Steel spring maintains accurate pressure setting over time
- Six-sided Cap for easy tightening

PART #	DESCRIPTION
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.



No. 63324

RADIATOR HOSE DRAIN

- Cast aluminum drain adapts the 1-¼" 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

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No. 63700

RADIATOR BLEED OR DRAINS

- Are spliced into the upper radiator hose to add a bleed or spliced into the lower radiator hose to add a drain
- Constructed out of 356-T6 cast aluminum with a ³⁄₈" brass petcock
- 100% leak tested

PART #	DESCRIPTION
63731‹›	Radiator Bleed or Drain, 1-½" to 1-½" Hose
63741‹›	Radiator Bleed or Drain, 1-½" to 1-¼" Hose
63746‹›	Radiator Bleed or Drain, 1-¼" to 1-¼" Hose

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No. 63731



No. 63746



No. 63741

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, 1-½" hose to 1-½" hose
63740	Radiator Hose Filler, 1-½" hose to 1-¼" hose
63745	Radiator Hose Filler, 1-¼" hose to 1-¼" hose



No. 63730



No. 63740

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, -16AN Fitting



No. 63455

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, 1-½" Hose Fitting

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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 ⅜" N.P.T. female ports to plumb water to cylinder head for cooling

PART #	DESCRIPTION
63461‹›	Water Outlet, Billet Aluminum, Chevy, -16AN fitting and two ⅜" N.P.T. female ports, Black, Gasket (hardware not incl.)
63475‹›	Water Outlet, Billet Aluminum, Chevy, -16AN Male Fitting, ⅜" N.P.T. Ports, Clear Anodized finish, O-Ring (includes hardware)
63476‹›	Water Outlet, Billet Aluminum, Chevy, -20AN Male Fitting, ⅜" N.P.T. Ports, Clear Anodized finish, O-Ring (includes hardware)



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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 ⅛" N.P.T. 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

PART #	DESCRIPTION
63466	Billet Aluminum Filler Neck, Chevy, Bolt-On
63468	Billet Aluminum Filler Neck, Chevy, Bolt-On, Black Anodized Finish



No. 63466

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



No. 63485

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 ⅛" N.P.T. hose fitting for expansion tanks and accepts Moroso or standard-size radiator cap (not included)

PART #	DESCRIPTION
63486	Billet Aluminum Filler Neck, Weld-On

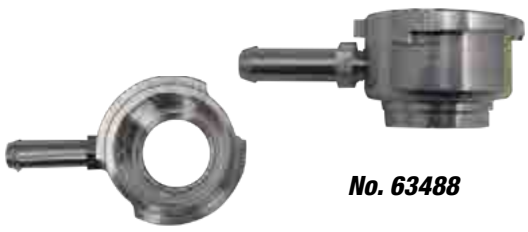


No. 63486

WELD-ON BILLET ALUMINUM FILLER NECK FOR SAE TYPE B RADIATOR CAPS

- Accepts Small Radiator Caps, SAE Type B/43mm
- 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 hose fitting for recovery tanks

PART #	DESCRIPTION
63488	Billet Aluminum Filler Neck, SAE Type B, Weld-On



No. 63488

EXTENDED WATER FILLER NECK

- Extended filler neck raises water fill point 5-¾" above manifold; ideal for bleeding off cooling system air
- 60º 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 ⅛" N.P.T. to ⅜" 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 ½" N.P.T. fitting for installing water temperature sending unit and two ¼" N.P.T. fittings for return lines on popular aftermarket cylinder heads
- Made of 356-T6 cast aluminum; 3-¼" 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



SEE MORE
Moroso Radiator Caps on pg. 263

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 ½" N.P.T. machined port for installing a water temperature sending unit, and two ¼" N.P.T. 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. 63461, 63465, 63466** or Block-Off Plate **No. 63471**



No. 63423

PART #	DESCRIPTION
63423	Filler Neck Manifold Housing, Chevrolet V8 & 90° V6 Intake Manifolds

PART #	AVAILABLE OPTION
63469	Filler Neck, O-Ring Gasket/Spacer

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 3-¼" 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 ½" N.P.T. port for installing a water temperature sending unit and two ¼" N.P.T. ports to plumb return lines on popular aftermarket cylinder heads
- Includes bolts and washers



No. 63424

PART #	DESCRIPTION
63424	Filler Neck Manifold Housing, Billet Aluminum, -16AN Female Port

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 ½" N.P.T. port for installing a water temperature sending unit and two ¼" N.P.T. 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. 63461, 63465, 63466** or Block-Off Plate **No. 63471**



No. 63422

PART #	DESCRIPTION
63422	Filler Neck Manifold Housing, Billet Aluminum, -16AN Female Port

FILLER NECK MANIFOLD HOUSING

Billet Aluminum Housing with 1" N.P.T. Port, Chevy Pattern, Adaptable Outlet

- 1" N.P.T. 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 ½" N.P.T. port for installing a water temperature sending unit and two ¼" N.P.T. 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. 63461, 63465, 63466** or Block-Off Plate **No. 63471**



No. 63421

PART #	DESCRIPTION
63421	Filler Neck Manifold Housing, Billet Aluminum, 1" N.P.T.

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" N.P.T. rear port for temperature senders and two ¼" N.P.T. 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

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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" N.P.T. outlet, bleeder, bleeder plate, hardware and gaskets
- 1" N.P.T. 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

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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

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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 ¼" 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

THERMOSTAT SPACER, BRODIX HV SERIES INTAKES INCLUDING SBC & BBC APPLICATIONS

- Spacer solves the issue of trying to use a thermostat on a Brodix HV Series Intake, can also be used on SBC and BBC applications to add water lines and/or raise thermostat to eliminate potential fitment issues
- Manufactured from billet aluminum with a machined O-ring groove on the intake side and thermostat register on top
- 1" thick spacer has two $^{3}/_{8}$" N.P.T. female ports for plumbing water lines to cylinder heads, includes O-ring

PART #	DESCRIPTION
63433	Thermostat Spacer, Brodix HV Series Intakes

PART #	AVAILABLE OPTION
63000	Gasket, Thermostat/Water Neck, SBC & BBC

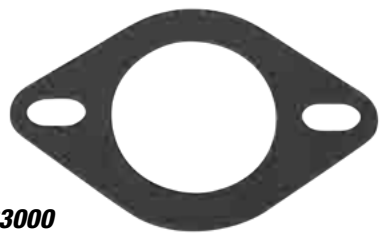
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SBC & BBC THERMOSTAT/WATERNECK GASKETS

- Same gasket that comes with Moroso non-o-ring filler/water neck kits
- Fiber construction
- Use as a replacement for Moroso non-o-ring filler/water neck kits or as a high quality replacement gasket for SBC & BBC thermostat housings
- Available as a single pack or 10 pack

PART #	DESCRIPTION
63000	Gasket, Thermostat/Water Neck, SBC & BBC
63001	Gasket, Thermostat/Water Neck, SBC & BBC, 10 Pack



No. 63000

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, 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	Fittings, -12AN, two pack



No. 63425



No. 63426

MOUNTING BRACKET

- Mounts Moroso **Nos. 63425** and **63426** Remote Thermostat Housings to the front passenger side GM LS Series cylinder heads
- Manufactured from ¼" 6061 T-6 Aluminum

PART #	DESCRIPTION
63427	Mounting Bracket for Remote Thermostat Housings



No. 63427

SUPER COOL CAN

For Carbureted and Fuel Injected Applications up to 125 PSI working pressure

- Polyethylene shell has a much higher insulating value than cork, allowing ice to last longer and cooling fuel more efficiently for a denser air-fuel mixture
- The higher insulating value of the shell combined with an advanced heat sink design reduces fuel temperature 20% over other cool cans
- The inlet and outlet are -8AN
- Lid is held on by a wing nut with a closed-cell foam seal between the lid and can
- NHRA approved mounting includes two stainless steel straps with T-bolt clamps and lightweight aluminum mounting bracket
- Spacing of steel straps aligns perfectly with mounting bosses molded into the Super Cool Can housing for strong attachment
- Holds ½ quart of fuel, approximate dimensions: 7-¾" x 7-¾" x 8" tall



No. 65127



PART #	DESCRIPTION
65127‹›	Super Cool Can, -8AN female fittings

PART #	REPLACEMENT PART
97817	Super Cool Can Mounting Kit

PART #	AVAILABLE OPTION
22604	Fitting, -8AN Male to -8AN Straight O-ring Side

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 #	AVAILABLE OPTION
93310	Carburetor Gasket, 4500/King Demon Open (2 Required)

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



No. 65052



No. 65062

PART #	DESCRIPTION
65052	Fuel Regulator Mounting Bracket for Holley®
65062	Fuel Regulator Mounting Bracket for MagnaFuel® & Barry Grant®

SPARK PLUG RACK

- Easy to mount
- Lightweight, laser cut steel bracket
- Ensures spark plugs are installed in the same cylinder



No. 65064

PART #	DESCRIPTION
65064	Spark Plug Rack

SEE MORE Carburetor Tools on pgs. 245-246

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 ⅛" anodized aluminum mounting plate, a special ¼" 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

PART #	AVAILABLE OPTION
93300	Carburetor Gasket, 4150/4160 Open (2 Required)



No. 65045

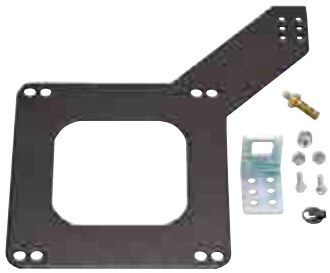
THROTTLE CABLE MOUNTING KIT

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 ⅛" 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

PART #	AVAILABLE OPTION
93300	Carburetor Gasket, 4150/4160 Open (2 Required)



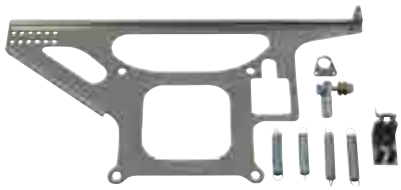
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THROTTLE CABLE MOUNT KIT WITH RETURN SPRING

- 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 ¼" 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

PART #	AVAILABLE OPTION
93300	Carburetor Gasket, 4150/4160 Open (2 Required)



No. 65075

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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, 4-¾" Tall

PART #	AVAILABLE OPTION
64929‹›	Throttle Return Springs

⚠ WARNING Prop. 65
This product contains a chemical known to the state of California to cause cancer, birth defects, or reproductive harm. www.P65Warnings.ca.gov





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



WARNING Prop. 65
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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® doesn't include HP Series 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



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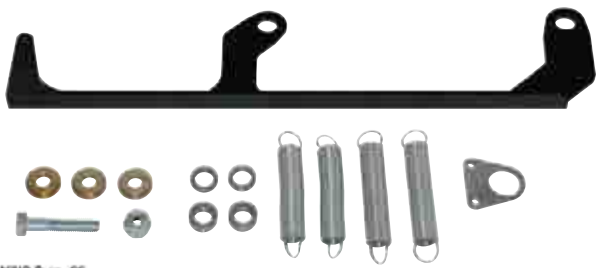
No. 64927

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



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No. 64918

THROTTLE RETURN SPACING KIT, 4150 HOLLEY ® SERIES

Including HP Series

- Made to clear low-profile racing air cleaner, Moroso **No. 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



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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

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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

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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

PART #	AVAILABLE OPTION
93310	Carburetor Gasket, 4500/King Demon Open (2 Required)



No. 64935

CARBURETOR LINKAGE BUSHING SET

- Steel linkage bushing set allows the fitting of a ¼" fastener to the ½" 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 provide 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 ⅛" 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

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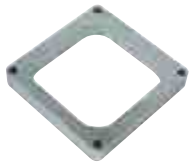
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SEE MORE
Carburetor Tools on pgs. 245-246

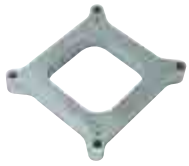
CARBURETOR SPACERS

Billet Aluminum

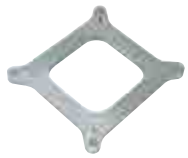
- Extends length of intake mixture column to improve air/fuel distribution
- CNC machined from 6061-T6 billet aluminum to extremely accurate specifications
- Billet aluminum eliminates porosity and improves engine appearance
- Available with 4150/4160 and 4500 Series Holley® bolt patterns to fit a variety 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



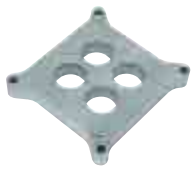
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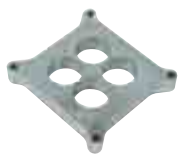
No. 64981



No. 64985



No. 64991



No. 64996

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

PART #	AVAILABLE OPTIONS (2 REQUIRED)
93300	Carburetor Gasket, 4150/4160 Open
93301	Carburetor Gasket, 4150/4160 4 Hole
93310	Carburetor Gasket, 4500/King Demon Open

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



No. 64970

No. 64950

PART #	DESCRIPTION	THICKNESS	PLENUM
64950*	4500	1"	Open Plenum Design
64970*	4150/4160	2"	Open Plenum Design
64980*	4150/4160	1"	Open Plenum Design

PART #	AVAILABLE OPTIONS (2 REQUIRED)
93300	Carburetor Gasket, 4150/4160 Open
93301	Carburetor Gasket, 4150/4160 4 Hole
93310	Carburetor Gasket, 4500/King Demon Open

CARBURETOR ADAPTERS

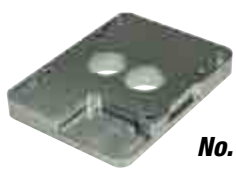
Aluminum

- Gaskets are not included



No. 64960

No. 65000



No. 64964



No. 64965

No. 64966

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

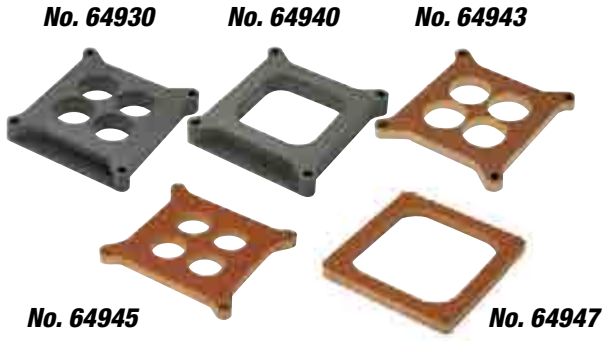
PART #	AVAILABLE OPTIONS (2 REQUIRED)
93300	Carburetor Gasket, 4150/4160 Open
93301	Carburetor Gasket, 4150/4160 4 Hole
93310	Carburetor Gasket, 4500/King Demon Open

**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



No. 64930 ***No. 64940*** ***No. 64943*** ***No. 64945*** ***No. 64947***

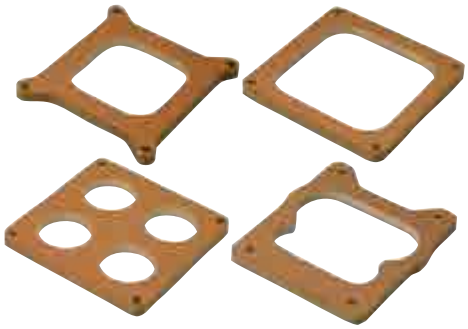
PART #	DESCRIPTION	THICKNESS	PLENUM
64930*	4150/4160	1"	4-Hole Plenum Design with 1.75" dia. bores, Plastic
64940*	4150/4160	1"	Open Plenum Design, Plastic
64943*	4150/4160	½"	4-Hole Plenum Design with 1.75" dia. bores, Phenolic
64945*	4150/4160	½"	4-Hole Plenum Design with 1.467" dia. bores, Phenolic
64947*	4500	½"	Open Plenum Design, Phenolic
64941*	Quadrajet	½"	4-Hole, Phenolic

PART #	AVAILABLE OPTIONS (2 REQUIRED)
93300	Carburetor Gasket, 4150/4160 Open
93301	Carburetor Gasket, 4150/4160 4 Hole
93310	Carburetor Gasket, 4500/King Demon Open

CARBURETOR SPACERS

Wood Design

- Unique ½" 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



No. 65015 ***No. 65016*** ***No. 65017*** ***No. 65018***

PART #	DESCRIPTION	THICKNESS	PLENUM
65015*	4150/4160	½"	Open
65016*	4500	½"	Open
65017*	4500	½"	4-Hole
65018*	Quadrajet	½"	Open

PART #	AVAILABLE OPTIONS (2 REQUIRED)
93300	Carburetor Gasket, 4150/4160 Open
93301	Carburetor Gasket, 4150/4160 4 Hole
93310	Carburetor Gasket, 4500/King Demon Open

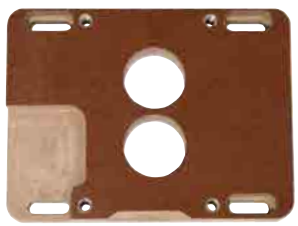
SEE MORE
Carburetor Stud Kits on pg. 221

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

SEE MORE
Carburetor Tools on pg. 245-246

**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



No. 65030

PART #	DESCRIPTION
65030*	Carburetor Wedge Plate, fits standard Holley® Bolt Pattern, Carb AFB/Edelbrock

PART #	AVAILABLE OPTIONS
93300	Carburetor Gasket, 4150/4160 Open (2 required)

**Not legal for sale or use on pollution-controlled vehicles.*

SEE MORE
Carburetor Tools on pgs. 245-246

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



No. 65226

PART #	DESCRIPTION
65226	Clear-View Sight Plugs for Holley® Carbs, Two per pack

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: ½" long for stock float bowls; ¾" and 1" long which can be cut to fit custom applications



No. 65227

PART #	DESCRIPTION
65227	Carburetor Jet Extension Kit, fits Holley® 2bbl. & 4bbl. carbs

HOLLEY® JET EXTENSIONS

- Brass Jet Extensions screw into the metering block to reposition jets farther back into the fuel bowl to eliminate fuel starvation – and they won't fall out!
- CNC machined for precise fit and maximum fuel flow
- Must be used in conjunction with Moroso Drag Race Float Kit **No. 65228** to clear extensions
- Two per pack



No. 65440 ***No. 65441***

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PART #	DESCRIPTION
65440*‹›	Jet Extensions, ¼"-32, STD Holley® Jets
65441*‹›	Jet Extensions, 5/16"-32, HP Holley® Jets

***NOTE:** For Drag Racing, use Moroso Float **No. 65228** modified to fit extensions.*

NYLON FLOAT BOWL WASHER KIT

- The ultimate cure for the problem of soft, wet, deteriorating fiber, Holley® float bowl washers
- Our nearly indestructible nylon replacement washers are unaffected by fuel, and won't leak or break down under normal usage
- Ten per package



No. 65225

PART #	DESCRIPTION
65225	Float Bowl Washer Kit, For Holley® Carbs

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 ¾" 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

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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 of the 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, benzine, acetone, etc., you must use the steel-needle version
- Two per package

PART #	DESCRIPTION
65411*‹›	Holley® Needle and Seat, Viton®, .110 orifice, carbs up to 735 cfm. Gasoline only
65412*‹›	Holley® Needle and Seat, Steel, .130 orifice, 750 cfm and up. Gasoline, exotic fuels or additives

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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

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www.P65Warnings.ca.gov



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



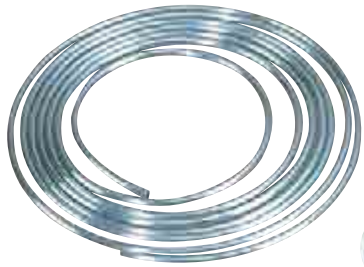
No. 65223

**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, ⅜" O.D.
65340	Aluminum Fuel Line, 25' Coil, ½" O.D.
65345	Aluminum Fuel Line, 25' Coil, ⅝" 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°, ⅜" N.P.T. to ½" hose
65131‹›	Streamline Fuel Line Fitting, 90°, ⅜" N.P.T. to ½" hose, black
65140‹›	Streamline Fuel Line Fitting, 90°, ⅜" N.P.T. to ⅜" hose

WARNING Prop. 65
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www.P65Warnings.ca.gov



No. 65131



No. 65130 No. 65140

FUEL HOSE FITTINGS

- Handy brass fittings can be used on electric fuel pumps and regulators

PART #	DESCRIPTION
65375‹›	Fuel Line Fitting, ¼" N.P.T. to ⅜" hose, one per package
65380‹›	Fuel Line Fittings, ⅜" N.P.T. to ⅜" hose, two per package
65381‹›	Fuel Line Fitting, ⅜" N.P.T. to ⅜" hose, Straight, black, one per package
65382‹›	Fuel Line Fitting, ⅜" N.P.T. to ⅜" hose, 90 Deg., black, one per package
65388‹›	Fuel Line Fitting, ⅜" N.P.T. to ½" hose 90 Deg., black, one per package
65389‹›	Fuel Line Fitting, ⅜" N.P.T. to ½" hose, Straight, black, one per package
65390‹›	Fuel Line Fittings, ⅜" N.P.T. to ½" hose, two per package



No. 65390

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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 ⅞" -20 UNF inlets
- For **No. 65144**, extended wrench flat location allows for easier installation
- Each aluminum fitting has a black anodized finish for protection

PART #	DESCRIPTION
65141	Fuel Inlet Fittings, Holley® Fuel Bowl to -6AN, two pack with washers
65144	Fuel Inlet Fittings, Holley® Fuel Bowl to -8AN, two pack with washers
65146	Fuel Inlet Fittings, Holley® Fuel Bowl to -8AN, one, no washers



No. 65146



No. 65141 No. 65144

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 ⅛" N.P.T. 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, ½" hose inlet with two ⅜" hose outlets
65170‹›	Aluminum Fuel Block Kit, ½" hose inlet with two ½" hose outlets



No. 65160

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FUEL PRESSURE GAUGE FITTINGS

- Allows easy plumbing up to ⅛" N.P.T. 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, ⅜" N.P.T. Female to ⅜" N.P.T Male
65315	Fuel Gauge Fitting, ⅜" N.P.T. Male to -6AN Male
65360	Fuel Gauge Fitting, ⅜" line with hose fitting



No. 65300



No. 65310



No. 65315

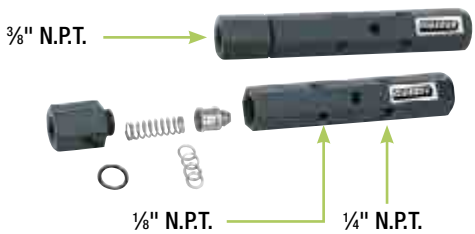


No. 65360

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, 6-½" overall length
65231*‹›	In-Line Fuel Filter, accepts ⅜" N.P.T. Fittings, 5-⅛" overall length
65234‹›	In-Line Fuel Filter, -10AN Male Fittings

PART #	REPLACEMENT PARTS
97062‹›	40 Micron Filter Element



No. 65230

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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 2-¾" 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
- ⅜" 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

⚠ WARNING Prop. 65
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PART #	DESCRIPTION
65385*	EFI Fuel Return Line Kit

**Not legal for sale or use on pollution-controlled vehicles.*

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 ¼-pound increments
- Compact 1-½" dia. gauge can be mounted to fuel regulator or fuel block for convenient fuel pressure tuning
- Includes ⅛" N.P.T. Male Fitting



No. 65370

⚠ WARNING Prop. 65
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PART #	DESCRIPTION
65370	Fuel Pressure Gauge, 0-15 psi
65372	Fuel Pressure Gauge, 0-60 psi
65374	Fuel Pressure Gauge, 0-100 psi

VACUUM GAUGE

1-½" Diameter, 0-30" Hg

- Used to determine vacuum in your engine
- Will fit any ⅛" N.P.T. male fitting
- Excellent vibration and shock resistance



No. 89610

⚠ WARNING Prop. 65
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PART #	DESCRIPTION
89610	Vacuum Gauge, 1-½" Diameter, 0-30" Hg

OIL PRESSURE GAUGE

1-½" 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 ⅛" N.P.T. male fitting
- Excellent vibration and shock resistance



No. 89611

⚠ WARNING Prop. 65
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PART #	DESCRIPTION
89611	Oil Pressure Gauge, 1-½" Diameter, 0-120 PSI

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

WARNING Prop. 65
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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

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No. 65395 No. 65396

BILLET ALUMINUM EQUALIZING PLATES WITH FITTINGS

- Black anodized, includes ⅛" N.P.T. 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

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NOTE: *Installation of this product requires pulling vacuum from a valve cover as well.*



No. 65397 No. 65398

MECHANICAL FUEL PUMP GASKETS

Available for SBC, BBC, Chrysler 273-440, Ford 302, 351W, FE, 429-460

- Same gaskets that comes with Moroso fuel pump block off plates
- Fiber construction
- Use as a replacement for Moroso fuel pump block off plates or as a high quality gasket for mechanical fuel pumps
- Available as a single pack or 10 pack

PART #	DESCRIPTION
93320	Gasket, Mechanical Fuel Pump, SBC
93321	Gasket, Mechanical Fuel Pump, SBC, 10 Pack
93322	Gasket, Mechanical Fuel Pump, BBC, Chrysler 273-440, Ford 302, 351W, FE, 429-460
93323	Gasket, Mechanical Fuel Pump, BBC, Chrysler 273-440, Ford 302, 351W, FE, 429-460, 10 Pack



No. 93320



No. 93322

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 DART 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

CARBURETOR GASKETS, HEAVY DUTY

- An excellent way to seal a Moroso carburetor adapter or spacer to an intake or carburetor
- Race quality carburetor gaskets are constructed out of a cellulose composition that conforms to it's mating surface
- Precision die cut design that stands up to pump gasoline, race fuels and alcohol
- One per pack

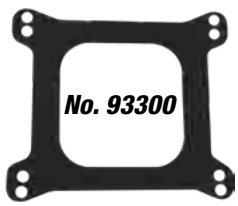
PART#	DESCRIPTION
93300	Carburetor Gasket, 4150/4160 Open
93301	Carburetor Gasket, 4150/4160 4 Hole
93310	Carburetor Gasket, 4500/King Demon Open



No. 93301



No. 93310



No. 93300

VACUUM LINE CAP KITS

- Convenient kit provides a quick, sure way to seal vacuum line connections at carburetors, manifolds, etc. when vacuum lines have been removed
- Kits consist of soft plastic caps in quantities and inside dimensions as follows: two ⅛", six 3/16", six ¼", two 5/16", four ⅜"

PART #	DESCRIPTION
41090‹›	Vacuum Line Cap Kit, Color Coated
41091‹›	Vacuum Line Cap Kit, Black



No. 41090



No. 41091



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

PART #	DESCRIPTION
65090*	Intake Manifold Spacers, Fits Tall Deck (+.400") Big Block Chevy



No. 65090

Not legal for sale or use on pollution-controlled vehicles.

For years, Moroso Air Cleaners and accessories have set the standard by which all others are judged. Whether in triple process chrome steel, powder coat, 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!

Other Colors Available:

POWDER COAT OPTION POWDER COAT OPTION



No. 65910



No. 65904

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 2-½", while 5" filters have a 4-½" overall height
- Fits all Holley®, Carter®, Rochester®, and Edelbrock® carburetors with 5-⅛" diameter necks & MSD® Atomic EFI

PART #	DESCRIPTION
65904*	Racing Air Cleaner, 14" dia. with 3" filter, Powder Coated-Black
65905*	Racing Air Cleaner, 14" dia. with 3" filter, Powder Coated-Red
65906*	Racing Air Cleaner, 14" dia. with 3" filter, Powder Coated-Blue
65910*‹›	Racing Air Cleaner, 14" dia. with 3" filter, Chrome plated steel, hand polished

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)

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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

SEE MORE
Air Cleaner Wing Nut on pg. 289



**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 5-⅛" dia. neck*
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

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PART #	REPLACEMENT PARTS
97080	3" x 14" Air Cleaner Element (stud not included)
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 5-⅛" necks don't have to cut up their air cleaners to make room for large diameter distributors, such as HEI
- Offset forward by 1-½" to clear GM HEI distributors
- For IMCA and NASCAR® Modifieds that require air cleaners to be mounted above the hood line, the raised bottom (⅜") design provides an overall height above the carburetor lip of 4-¾"
- For late model stocks that require under-hood air cleaners, the dropped (1-¾") design provides an overall height above the carburetor lip of 2-¾"
- Finished in Chrome plated top, clear anodized bottom and comes complete with 4" filter elements, one ¼" -20 and one 5⁄16" -18 offset stud and three ¼" -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 PART
97081	4" x 14" Air Cleaner Element

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No. 65928

**Not legal for sale or use on pollution-controlled vehicles.*

Phone: 203.453.6571 • Fax: 203.453.6906 • Tech Support: 203.458.0542 • 203.458.0546

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

PART #	DESCRIPTION
65912	Air Cleaner Kit, 14" x 3", Raised Bottom, Black Powder Coat
65913‹›	Air Cleaner Kit, 14" x 3", Raised Bottom, Chrome



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No. 65913

AIR CLEANERS

11-½" and 8-½" 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, Quadrajet and similar carburetors with a 5-⅛" diameter neck

PART #	DESCRIPTION
66210*‹›	Race/Street Air Cleaner, 11-½" diameter with 2-⅜" filter, Chrome Plated Steel
66303*	Race/Street Air Cleaner, 8-½" diameter with 2-⅜" filter, Powder Coated-Black
66304*	Race/Street Air Cleaner, 8-½" diameter with 2-⅜" filter, Powder Coated-Red
66305*	Race/Street Air Cleaner, 8-½" diameter with 2-⅜" filter, Powder Coated-Blue
66310*‹›	Race/Street Air Cleaner, 8-½" diameter with 2-⅜" filter, Chrome Plated Steel

PART #	REPLACEMENT PARTS
97510	Air Cleaner Element, 2-⅜" x 8-½" diameter
97520	Air Cleaner Element, 2-⅜" x 11-½" diameter

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No. 66304



No. 66305



No. 66210



No. 66310



No. 66303

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LOW PROFILE AIR CLEANER

16" O.D.

- 1-¾" 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 3-½", 4", 4-½" 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® 16-⅛", 16-¼" 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 PART
97085	4" x 16" Air Cleaner Element



No. 65920

AIR CLEANER BASE GASKET, CHANNELED

11-½" and 8-½" Diameters

- Fits carburetors with 5-⅛" 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 ¼" -20 studs
- Fits most popular air cleaners
- One per pack

PART #	DESCRIPTION
65820‹›	Air Cleaner Wing Nut, Chrome Plated Steel

‹› WARNING Prop. 65
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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 1-½" wide x 4" tall x 60" long

PART #	DESCRIPTION
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 5-⅛" Neck
65961	Carburetor Air Pan Kit, Single 4-bbl. Holley® 4500 Dominator Carburetors with 7-5/16" Neck

PART #	REPLACEMENT PART
97070	Sealing Foam, 4" x 60"



No. 65960

AIR CLEANER STUD ADAPTER

- Allows Moroso and other air cleaners with ¼" 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 ¼" -20 female thread that accepts a standard air cleaner mounting stud
- Clear zinc plating resists corrosion
- Overall length: ⅞"
- 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



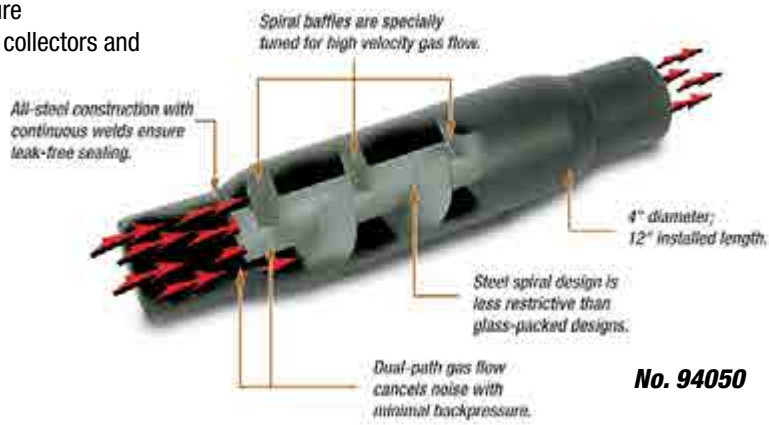
No. 66390

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, 2-½" Inlet/Outlet
94051	Spiral Flow Racing Muffler, Heavy Duty Steel, 3" Inlet/Outlet
94052	Spiral Flow Racing Muffler, Heavy Duty Steel, 3-½" 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, 2-½" Inlet/Outlet
94055‹›	Muffler High Flow, Stainless Steel, 3" Inlet/Outlet
94056‹›	Muffler High Flow, Stainless Steel, 3-½" Inlet/Outlet



No. 94055

‹› WARNING Prop. 65
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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
22732‹›	Oxygen Sensor Bung, Stainless Steel, Single
22733‹›	Oxygen Sensor Bung, Stainless Steel, 10 per pack



No. 22730

‹› WARNING Prop. 65
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No. 22732

PLUG, O2 SENSOR

- Used to plug Oxygen Sensor Bung
- M-18 by 1.5 Thread Size
- Plated steel to match stainless headers

PART #	DESCRIPTION
22734‹›	Plug, steel with 17mm hex head, M-18 thread size by 1.5 Thread Size



No. 22734

PART #	ACCESSORIES
22730	Oxygen Sensor Bung, Mild Steel, Single
22731	Oxygen Sensor Bung, Mild Steel, 10 per pack
22732‹›	Oxygen Sensor Bung, Stainless Steel, Single
22733‹›	Oxygen Sensor Bung, Stainless Steel, 10 per pack

‹› WARNING Prop. 65
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HEADER FLANGE KIT

- Aluminum plates simplify the task of matching exhaust ports to large tube, dual flange headers on Small Block Chevy engines
- Only ⅜" 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

- ½" 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

WARNING Prop. 65
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INSULATING HEADER WRAP

- Increases exhaust cycle efficiency
- Protects crew members from burns, and prevents starter wires and plug wires from coming into contact with hot header pipes
- Reduces engine compartment temperature
- Highly pliable for a nice, tight wrap
- Made from a silica-based formula that contains no asbestos

PART #	DESCRIPTION
80807‹›	Insulating Header Wrap, 2" x 1/16" x 100' Roll
80808‹›	Insulating Header Wrap, 2" x 1/16" x 50' Roll
80809‹›	Insulating Header Wrap, 1" x 1/16" x 50' Roll



No. 80807

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BAND CLAMP TIGHTENING TOOL

- Feed the clamp through the end of the tool into the "mouth" of tool, use a ⅝" 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

PART #	DESCRIPTION
62284‹›	Band Clamp Tightening Tool for Band or Boot Clamps



No. 62284

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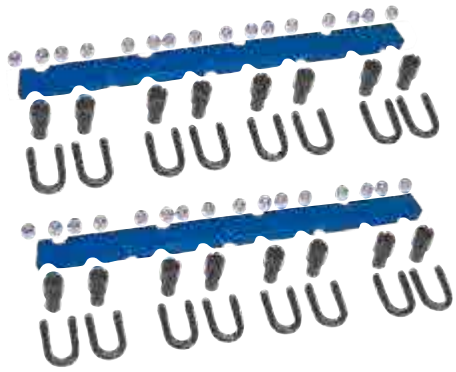
SINGLE BAR STUD GIRDLE FOR CHEVY V8

- Includes all nuts and hardware

PART #	DESCRIPTION
67250	Stud Girdle, use with 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
67160	Hex Head Adjusting Nuts, fits 7/16" Rocker Studs, use with **Nos. 67045** and **67205**, also fits **No. 67295** (Exhaust only)
67170*	Hex Head Adjusting Nuts, fits BBC Intakes, use with **No. 67295**

*NOTE: Use SBC Hex Head Adjusting Nuts **No. 67160** for BBC exhausts*

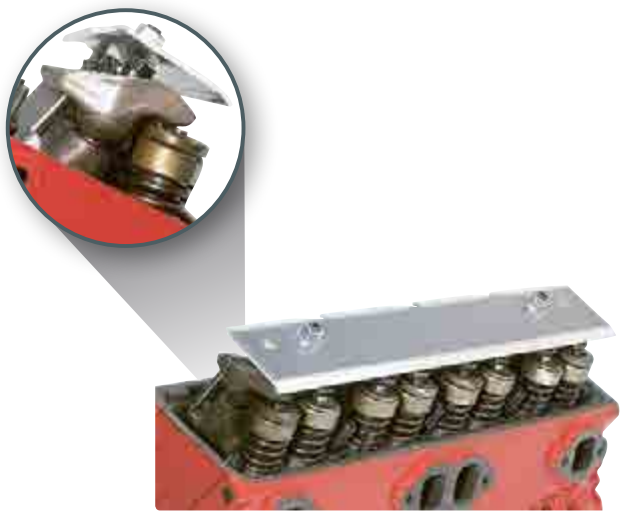


No. 67160

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

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*



No. 67700

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

SBC CHROME PLATED STEEL, NON BAFFLED VALVE COVERS

Fits: SBC Cylinder Heads

- 3-½" Tall
- Includes two breather/filler cap grommets and one baffled and one non-baffled PCV grommet

PART #	DESCRIPTION
68102*+‹›	Valve Covers, Stamped Steel, Chrome Plated, Tall Design, without Baffles



No. 68102

PART #	ACCESSORIES
68510	Valve Cover Hold Down Tabs, Steel, Chrome Plated
68561	Valve Cover Acorn Nuts, Chrome Plated
68610	Valve Cover Wing Nuts, Chrome Plated
68830	Bullet Nose Valve Cover Stud Kit
68831	Bullet Nose Valve Cover Stud Kit, 12 pt. nut

PART #	REPLACEMENT PARTS
68770	PCV Grommet
68772	PCV Grommet with Baffle
97340	Breather/Filler Cap Grommets

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SBC CHROME PLATED STEEL, BAFFLED VALVE COVERS

Fits: SBC Cylinder Heads

- 3-½" Tall
- Includes two breather/filler cap grommets and one baffled and one non-baffled PCV grommet

PART #	DESCRIPTION
68103*+‹›	Valve Covers, Stamped Steel, Chrome Plated, Tall Design. Same as **No. 68102** but with a baffle in the oil fill hole.



No. 68103

PART #	ACCESSORIES
68510	Valve Cover Hold Down Tabs, Steel, Chrome Plated
68561	Valve Cover Acorn Nuts, Chrome Plated
68610	Valve Cover Wing Nuts, Chrome Plated
68830	Bullet Nose Valve Cover Stud Kit
68831	Bullet Nose Valve Cover Stud Kit, 12 pt. nut

PART #	REPLACEMENT PARTS
68770	PCV Grommet
68772	PCV Grommet with Baffle
97340	Breather/Filler Cap Grommets

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SBC CHROME PLATED STEEL, BAFFLED VALVE COVERS

Fits: SBC Cylinder Heads

- Stock height
- Includes two breather grommets and one non-baffled PCV grommet

PART #	DESCRIPTION
68392*+‹›	Valve Covers, Stamped Steel, Chrome Plated, Stock Height, baffle in the oil fill hole, with Logo



No. 68392

PART #	ACCESSORIES
68510	Valve Cover Hold Down Tabs, Steel, Chrome Plated
68561	Valve Cover Acorn Nuts, Chrome Plated
68610	Valve Cover Wing Nuts, Chrome Plated
68830	Bullet Nose Valve Cover Stud Kit
68831	Bullet Nose Valve Cover Stud Kit, 12 pt. nut

PART #	REPLACEMENT PARTS
68770	PCV Grommet
68772	PCV Grommet with Baffle
97340	Breather/Filler Cap Grommets

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***+NOTE:** These covers will not clear stud girdles or shaft rocker assemblies.*

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SBC POWDERCOATED STEEL, NON BAFFLED VALVE COVERS

Fits: SBC Cylinder Heads

- 3-½" Tall
- 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 #	ACCESSORIES
68501	Valve Cover Hold Down Tabs, Steel, Black
68505	Valve Cover Hold Down Tabs, Steel, Red
68506	Valve Cover Hold Down Tabs, Steel, Blue
68561	Valve Cover Acorn Nuts, Chrome Plated
68603	Valve Cover Wing Nuts, Black
68604	Valve Cover Wing Nuts, Blue
68605	Valve Cover Wing Nuts, Red
68830	Bullet Nose Valve Cover Stud Kit
68831	Bullet Nose Valve Cover Stud Kit, 12 pt. nut



No. 68005

PART #	REPLACEMENT PARTS
68770	PCV Grommet
68772	PCV Grommet with Baffle
97340	Breather/Filler Cap Grommets

Other Colors Available:



SBC DIE-CAST ALUMINUM VALVE COVERS

Fits: SBC Cylinder Heads

- 3-½" Tall
- Includes two breather/filler cap grommets and one baffled and one non-baffled PCV grommet
- Mounting fasteners included

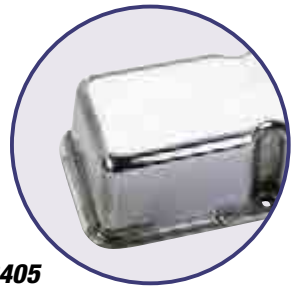
PART #	DESCRIPTION
68401*	Valve Covers, Die-Cast Aluminum, Polished Finish with Moroso logo, Tall Design
68405*	Valve Covers, Die-Cast Aluminum, Polished Finish without Moroso logo, Tall Design
68411*	Valve Covers, Die-Cast Aluminum, Black Epoxy Finish with Moroso logo, Tall Design

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

PART #	REPLACEMENT PARTS
68770	PCV Grommet
68772	PCV Grommet with Baffle
97020	Studs, 1-¾" long
97340	Breather/Filler Cap Grommets



No. 68401



No. 68405



No. 68411

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SBC DIE-CAST ALUMINUM, WITH BREATHER TUBES, VALVE COVERS

Fits: SBC Cylinder Heads

- 3-½" Tall without Breather
- Breather tubes are welded to the covers
- Comes with hooded breathers
- Mounting fasteners included



No. 68365

PART #	DESCRIPTION
68365*‹›	Valve Covers, Filtered Breather Set, Polished Die-Cast Aluminum with Moroso logo, Tall Design, two breather tubes, 2-⅜" 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



No. 68370



No. 68374



No. 68380

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

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PART #	REPLACEMENT PARTS
68811‹›	Filtered Breathers 180°
68812‹›	Hood Filtered Breathers (for early **NO. 68370** with 1-½" O.D. tubes)
97020	Studs - 1-¾" long



No. 68381

SBC DIE-CAST ALUMINUM, WITH CROSSOVER BREATHER TUBE, VALVE COVERS

Fits: SBC Cylinder Heads

- 3-½" Tall without Breather
- Ideal for Sprint Cars and other Oval Track applications
- Includes crossover breather tube, two breathers with chrome plated hoods, hoses and clamps for a simple, bolt-on installation
- Mounting fasteners included



No. 68385

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 180°
97020	Studs, 1-¾" long

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SBC FABRICATED ALUMINUM WITH RIGID RAIL VALVE COVERS

Fits: SBC Cylinder Heads including 18°, 23˚, clears Jesel, T&D style Rocker Shaft Assemblies

- 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

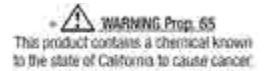
PART #	ACCESSORIES
68771	PCV Grommet, .095"
68773	PCV Grommet/Baffle, .095"
68776	Breather Grommet/Baffle, .095"
93020 or **93021**	Perm Align V/C Gasket
97341	Filler Cap Breather Grommet, .095"

PART #	REPLACEMENT PART
97346	Washers, Stainless with Neoprene Seal

SBC FABRICATED ALUMINUM WITH BILLET RAIL VALVE COVERS

Fits: SBC Cylinder Heads including 18°, 23˚, clears Jesel, T&D style Rocker Shaft Assemblies

- 3-½" 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, Non Logoed

PART #	ACCESSORIES
22754	Fitting Kit, -12AN Male, Non-Weld Baffled
68485	Fill Cap Kit, Non-Weld, 1-¼"-12UNF Threads, 1.5" O.D.
68771	PCV Grommet, .095"
68773	PCV Grommet/Baffle, .095"
68776	Breather Grommet/Baffle, .095"
68854‹›	Valve Cover Breather Kit, Non-Weld, 1" Breather, Chrome Finish
93020 or **93021**	Perm Align V/C Gasket
97341	Filler Cap Breather Grommet, .095"

PART #	REPLACEMENT PART
97035	Nuts, 12 Pt.

SBC 4.5 ROX BILLET ALUMINUM VALVE COVERS

Fits: SBC 4.5 Bore Space ROX cylinder heads, clears Jesel, T&D style Rocker Shaft Assemblies

- 2-¾" Tall, clears Jesel style rockers
- Each valve cover is CNC machined from a billet aluminum bar
- 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
- Designed with a broad, flat surface for engine builder engraving
- Can be polished, chromed, powder coated or left as-is for a race look





No. 68337

PART #	DESCRIPTION
68337	Valve Covers, SBC 4.5 ROX, Billet Aluminum

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SBC FABRICATED ALUMINUM , BILLET RAIL WITH VALVE SPRING OILERS AND MULTIPLE OIL SUPPLY PORTS, VALVE COVERS

Fits: SBC 13 To 23 Deg. Cylinder Heads with the valves in the conventional location,
Please Note: Fits best with T&D Rockers, will not fit with All Pro 270-7 cylinder heads

- 3-¼" Tall
- Fabricated from superior quality aluminum welded to a one-piece billet rail that 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
- The spring oilers have removable/replaceable .025" jets
- Each spring oiler has multiple oil supply ports that the supplied -4AN male fittings or plugs can be screwed into
- Having multiple oil supply ports makes plumbing routing easier in Sprint Cars, Dirt Late Models and other applications



No. 68332

PART #	DESCRIPTION
68332‹›*	Valve Cover with Oilers, Fabricated Aluminum, Pair, SBC

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SBC 2 PIECE BILLET ALUMINUM, WITH VALVE SPRING OILERS AND MULTIPLE OIL SUPPLY PORTS, VALVE COVERS

Fits: SBC 13 To 23 Deg. Cylinder Heads with the valves in the conventional location
Please Note: Fits best with T&D Rockers, will not fit with All Pro 270-7 cylinder heads

- 2-¾" Tall, Valve Cover and Oiler Rail
- Billet Aluminum SBC 13 to 23 Deg. Cylinder Head 2 Piece valve covers with valve spring oilers built in to the lower rail. The lower rail bolts to the head with the supplied hardware and the upper portion is removable with an o-ring seal
- Allows you to inspect/maintain valvetrain without spilling oil all over the headers by having to remove the entire cover
- The spring oilers have .025" dia. removable jets
- Each spring oiler has multiple oil supply ports that the supplied -4 AN male fittings or plugs can be screwed into
- Having multiple oil supply ports makes plumbing routing easier in Sprint Cars, Dirt Late Models and other applications
- A single 2 Piece valve cover with valve spring oiler rail, fittings and hardware weights 3.10 lbs
- Anodized finish



No. 68051

PART #	DESCRIPTION
68051‹›	Valve Covers, SBC 2 Piece Billet Aluminum with oilers

PART #	AVAILABLE OPTION
68825‹›	Spring Oiler Jet, .015 Dia. Jets, 16 per pack





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SBC VALVE COVER SPACER WITH SPRING OILING RAILS

Fits: Small Block Chevy

- Billet aluminum rail sandwiches between the cylinder head and stamped, cast, fabricated and billet SBC valve covers
- The spring oilers have removable/replaceable .025" jets
- Each spring oiler has multiple oil supply ports that the supplied -4AN male fittings or plugs can be screwed into
- Having multiple oil supply ports makes plumbing routing easier in Sprint Cars, Dirt Late Models and other applications



No. 68330

PART #	DESCRIPTION
68330‹›	Valve Cover Spacer with Spring Oiling Rails, Pair, SBC

SBC SPRINT CAR STYLE BILLET ALUMINUM VALVE COVERS

Fits: SBC, 13 To 23 Degree cylinder heads with the valves in the conventional location

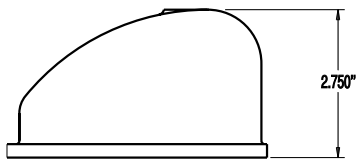
- 2-¾" Tall at the peak
- Each valve cover is CNC machined from a billet aluminum bar
- The end result is that each valve cover weighs 1.69 lbs without sacrificing strength
- Airtight sealing allows the engine to pull greater vacuum for improved ring seal and power
- Black anodized finish
- Designed 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 #	ACCESSORIES
68831	Stud Kit, V/C, Bullet Nose, 12 Pt. Nut
93020	Perm Align V/C Gasket
93021	Perm Align V/C Gasket



SBC FABRICATED ALUMINUM WITH BILLET RAIL VALVE COVERS

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 O.E.M. or aftermarket gaskets



No. 68025



No. 68028



No. 68026

PART #	DESCRIPTION
68025*	Valve Covers, Fabricated Aluminum, Logo
68028*	Valve Covers, Fabricated Aluminum, Non Logoed
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‹›	Washers, Stainless with Neoprene Seal

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GM LS SERIES, BILLET ALUMINUM VALVE COVERS

Fits: GM LS Series Stock and Aftermarket Cylinder Heads

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- Available 2-½" or 1-½" Tall
- Each valve cover is CNC machined from a solid billet aluminum bar
- Available in 4 different versions:
  - 2-½" tall to clear most aftermarket valve trains without coil mounts
  - 2-½" tall to clear most aftermarket valve trains with integral coil pack mounts that accept LS2, LS3, LS7 & L98 style coils
  - 1-½" tall to clear most engine accessories without coil mounts
  - 1-½" 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
- Can be polished, chromed, powder coated or left as-is for a race look
- Includes mounting hardware



No. 68471

PART #	DESCRIPTION
68470*	Valve Covers, Billet Alum., GM LS Series, 2-½" tall with O.E.M. coil mounts
68471*	Valve Covers, Billet Alum., GM LS Series, 2-½" tall w.o. O.E.M. coil mounts
68472*	Valve Covers, Billet Alum., GM LS Series, 1-½" tall with O.E.M. coil mounts
68473*	Valve Covers, Billet Alum., GM LS Series, 1-½" tall w.o. O.E.M. coil mounts



No. 68472

PART #	ACCESSORIES
68841*‹›	Breather Kit for Moroso GM LS Valve Cover
68848	Breather Kit for Moroso Valve Covers, Breather has a Black Finish
68856	Fitting Kit, -12AN for Moroso GM LS Valve Cover
73845‹›	Wire Set, Ultra 40, Sleeved in Black, for Moroso Part **Nos. 68471** and **68473** without O.E.M. coil mounts
73846‹›	Wire Set, Ultra 40, Sleeved in Black, for Moroso Part **Nos. 68488**, **68470**, **68472** and **68493** with O.E.M. coil mounts
93025	Valve Cover Gasket, GM LS Series

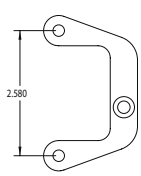
COIL MOUNT BRACKET KIT, GM LS SERIES FOR MOROSO 68471/68473 VALVE COVERS

- These Coil Brackets can 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

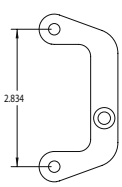




No. 72398



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

GM LS SERIES, BILLET ALUMINUM, COIL PACK MOUNTS, OIL FILL EACH COVER, VALVE COVERS

Fits: GM LS Series Stock and Aftermarket Cylinder Heads

No. 68488



- 2-½" Tall
- Can be used on 2013-Up COPO Camaro's* and other applications
- The integral coil pack mounts accept LS2, LS3, LS7 & L98 style coils
- Each valve cover is CNC machined from a billet aluminum bar
- Cylinder head mounting area has an o-ring groove that accepts Moroso **No.93025** or GM 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, includes mounting hardware
- Can be polished, chromed, powder coated or left as-is for a race look

WARNING Prop. 65
This product contains a chemical known to the state of California to cause cancer, birth defects, or reproductive harm.
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PART #	DESCRIPTION
68488*	Billet Aluminum Valve Covers, Coil Mounts, Oil Fills, GM LS Series

PART #	ACCESSORIES
68841‹›	Breather Kit for Moroso GM LS Valve Cover
68844	Valve Cover Adapter, Adapts GM COPO Breathers into Moroso Billet Aluminum Valve Cover Fill Holes
93025	Valve Cover Gasket, GM LS Series

** Use Moroso **No. 68844** to adapt COPO breather to valve cover*

**Not legal for sale or use on pollution-controlled vehicles.*

GM LS BILLET ALUMINUM, WITH AEM/HOLLEY/SMART COIL MOUNTS VALVE COVERS

Fits GM LS Series stock and aftermarket cylinder heads

NEW!

- 2-½" tall to clear most aftermarket valvetrains
- Each cover features a port that a Moroso Part **No. 68857** breather or COPO breather snaps into, can then be unsnapped to use an oil fill
- The integral coil pack mounts accept AEM, Holley and other "Smart" style coils
- Each valve cover is CNC machined from a billet aluminum bar
- Cylinder head mounting area has an O-ring groove that accepts Moroso Part **No. 93025** or GM#12612045 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
- Can be polished, chromed, powder coated or left as-is for a race look
- Includes mounting hardware



No. 68476



PART #	DESCRIPTION
68476*	Valve Covers, Billet Aluminum, AEM, Holley and other Smart coil mounts, GM LS Series

PART #	ACCESSORIES
68841*‹›	Breather Kit for Moroso GM LS Valve Cover
68844	Valve Cover Adapter, Adapts GM COPO Breathers into Moroso Valve Cover Fill Holes
68848	Breather Kit for Moroso Valve Covers, Breather has a Black Finish
68856	Fitting Kit, -12AN for Moroso GM LS Valve Cover
73732	Wire Set, Ultra 40, Unsleeved in Black, for Moroso Part **No. 68476** Valve Covers
73849	Wire Set, Ultra 40, Sleeved In Black, for Moroso Part **No. 68476** Valve Covers
93025	Valve Cover Gasket, GM LS Series

VALVE COVER ADAPTER, ADAPTS GM COPO BREATHERS INTO MOROSO BILLET ALUMINUM VALVE COVER FILL HOLES

- Allows 2013-Up COPO Camaro valve cover breather assemblies to be screwed into a Moroso GM LS billet aluminum valve cover oil fill hole
- Adapter is machined out of billet aluminum and features an o-ring for sealing



No. 68844

PART #	DESCRIPTION
68844	Valve Cover Adapter, Adapts GM COPO Breathers into Moroso Billet Aluminum Valve Cover Fill Holes

GM LS SERIES, BILLET ALUMINUM,COIL PACK MOUNTS, ACCEPTS COPO STYLE BREATHERS, VALVE COVERS

Fits: GM LS Series Stock and Aftermarket Cylinder Heads

- 2-½" tall
- Each cover features a port that a Moroso Part **No. 68857** breather or COPO breather snaps into, can then be unsnapped to use an oil fill
- The integral coil pack mounts accept LS2, LS3, LS7 & L98 style coils
- Each valve cover is CNC machined from a billet aluminum bar
- Cylinder head mounting area has a groove that accepts Moroso Part **No. 93025** or GM#12612045 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
- Can be polished, chromed, powder coated or left as-is for a race look
- Includes mounting hardware



No. 68493

PART#	DESCRIPTION
68493*	Valve Covers, Billet Aluminum, for COPO Breathers, GM LS Series

PART #	ACCESSORIES
68857	V/C Breathers, replacement for GM COPO, 2 pack
93025	Valve Cover Gasket, GM LS Series

V/C BREATHERS, REPLACEMENT FOR GM COPO, 2 PACK

- Replaces damaged COPO Breathers, a good addition to back up engines or for new builds where the goal to is breath the engine the same way as the COPO cars
- Breather screws on to factory COPO breather covers or Moroso Part **No. 68493** valve covers that accept COPO breathers
- Breather's fitting accepts a 5/8" hose



No. 68857

PART#	DESCRIPTION
68857	V/C Breathers, replacement for GM COPO, 2 pack

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V/C ADAPTER, GM LS TO SBC V/C, PAIR

- Adapts cast or stamped Small Block Chevy valve covers to GM LS Series stock and aftermarket cylinder heads
- This billet aluminum adapter matches the contour of a typical Small Block Chevy valve cover
- Adapter has an encapsulated O-ring on the side that mounts to the LS cylinder head and is designed to take a traditional Small Block Chevy valve cover gasket such as Moroso Part **No. 93020** between the adapter and the valve cover
- Adapters are 5/8" thick and are machined and qualified, has no through holes which can cause leakage



No. 68995

PART#	DESCRIPTION
68995	Valve Cover Adapter, GM LS To SBC Valve Cover, Pair

GM LTI/LT4/L86 BILLET ALUMINUM, WITHOUT COIL MOUNTS, VALVE COVERS

Fits: GM LTI/LT4/L86 6.2L Cylinder Heads



No. 68480

- 1-½" Tall
- 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
- Can be polished, chromed, powder coated or left as-is for a race look

PART #	DESCRIPTION
68480*	Valve Covers, Billet Aluminum, GM LTI/LT4/L86 without Coil Mounts

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PART #	ACCESSORIES
22754	Fitting Kit, -12AN Male, Non-Weld Baffled
68832	Valve Cover Mounting Hardware Kit for GM LT Billet Valve Covers
68485	Fill Cap Kit, Non-Weld, 1-¼"-12UNF Threads, 1.5" O.D
68854‹›	Valve Cover Breather Kit, Non-Weld, 1" Breather, Chrome Finish
68855	Valve Cover Breather Kit, Non-Weld, 1" Breather, Black Finish

GM LTI/LT4/L86 BILLET ALUMINUM, WITH FACTORY COIL MOUNTS AND OIL FILL, VALVE COVERS

Fits: Bolt-On Replacement for Corvette/Camaro and other applications with LTI/LT4/L86 Cylinder Heads



No. 68494

- 1-½" Tall
- Each valve cover is CNC machined from a billet aluminum bar
- Have integral coil pack mounts that accept OEM & LS2, LS3, LS7 & L98 style coils
- Both valve covers have ports to tie into the factory PCV lines
- One valve cover features an oil fill with a CNC machined cap with O-ring and a mounting tab for the factory dipstick tube
- 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
- Can be polished, chromed, powder coated or left as-is for a race look

PART#	DESCRIPTION
68494*	Valve Covers, Billet Aluminum, GM LTI/LT4/L86, Corvette/Camaro

WARNING Prop. 65
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PART #	ACCESSORIES
73848‹›	Wire Set, Ultra 40, Sleeved In Black, for Moroso Part **No. 68494**
68832	Valve Cover Hardware Kit for GM LT Billet

GM LTI/LT4/L86 BILLET ALUMINUM, WITH OIL FILL, VALVE COVERS

Fits: GM LTI/LT4/L86 Cylinder Heads

- 1-½" tall to clear most engine accessories and aftermarket valve train assemblies
- Each valve cover is CNC machined from a billet aluminum bar
- One valve cover features a oil fill with a CNC machined cap with O-ring
- Each valve cover has mounting holes near the intake that can be used to mount Moroso **Nos. 72397** or **72398** Coil Mount Brackets
- 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
- Can be polished, chromed, powder coated or left as-is for a race look



No. 68495

PART#	DESCRIPTION
68495*	Valve Covers, Billet Aluminum, GM LTI/LT4/L86, with Oil Fill

PART #	ACCESSORIES
68832	Valve Cover Mounting Hardware Kit for GM LT Billet Valve Covers

**Not legal for sale or use on pollution-controlled vehicles.*

BBC CHROME PLATED STEEL, BAFFLED & UNBAFFLED,VALVE COVERS

Fits: BBC Cylinder Heads

- 3-½" Tall
- Includes two breather/filler cap grommets, 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

BBC CAST ALUMINUM VALVE COVERS

Fits: BBC Cylinder Heads

- 3-½" Tall
- Includes two breather/filler cap grommets, one baffled and one non-baffled PCV grommet

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. 68425



No. 68429

BBC CAST ALUMINUM, FIBER DESIGN, VALVE COVERS

Fits: BBC Cylinder Heads

- 3-½" Tall
- Extra tall design clears most stud girdles and rocker combinations
- Includes one baffled and one non-baffled PVC grommets

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.*

BBC CAST ALUMINUM RIBBED VALVE COVERS

Fits: BBC Cylinder Heads

- 3-½" Tall
- Constructed out of cast aluminum with a MOROSO Logo.
- Includes two breather/filler cap grommets, 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

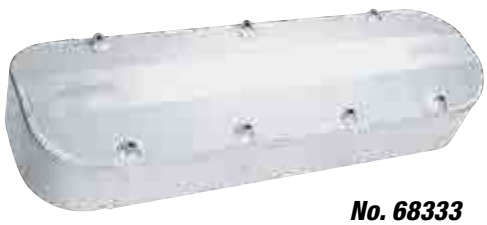
BBC FABRICATED ALUMINUM, RIGID RAIL VALVE COVERS

Fits: BBC Cylinder Heads including Bowtie Heads Part No. 10051128

- 3-½" Tall to clear all rocker combinations
- Fabricated entirely from superior quality aluminum, ultra-lightweight
- 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, 3-½" Tall, Rigid Rail, Weight: 3.5 lbs. each

**Not legal for sale or use on pollution-controlled vehicles.*



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	Washers, Stainless with Neoprene Seal

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 109 FOR MORE DETAILS

BBC FABRICATED ALUMINUM, BILLET RAIL VALVE COVERS

Fits: BBC & Aftermarket Cylinder Heads with stock BBC bolt pattern, clears Jesel, T&D style Rocker Shaft Assemblies

- 3" Tall, clears Jesel style rockers & allows for greater hood clearance
- ⅜" 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, Non Logoed
68356*	Valve Covers, Fabricated Aluminum, 3" Tall, Logo, 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

BBC FABRICATED ALUMINUM, BILLET RAIL MARINE, DIRT LATE MODEL VALVE COVERS

Fits: BBC, symmetrical-port Bowtie Cylinder Heads and Stock BBC Heads, clears Jesel, T&D style Rocker Shaft Assembly

- 3-½" Tall, clears Jesel style rockers
- ⅜" 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 manifolds, 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.*

BBC FABRICATED ALUMINUM, BILLET RAIL VALVE COVERS

Fits: BBC & Aftermarket Cylinder Heads with stock BBC bolt pattern, clears Jesel, T&D style Rocker Shaft Assemblies

- Available 3" or 3-7/8" 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
- Can be polished, chromed, powder coated or left as-is for a race look

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, Non Logoed
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, Non Logoed

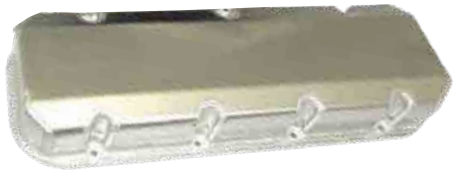
3-7/8" TALL

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.*

BBC BILLET ALUMINUM, VALVE COVERS

Fits: BBC, symmetrical-port Bowtie Cylinder Heads and Stock BBC Heads, clears Jesel, T&D style Rocker Shaft Assemblies



No. 68469

- 3" Tall, clears Jesel style rockers & allows for greater hood clearance
- 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
- Designed with a broad, flat surface for engine builder engraving
- Can be polished, chromed, powder coated or left as-is for a race look

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PART #	DESCRIPTION
68469*	Valve Covers, BBC Fits symmetrical-port Bowtie and Stock BBC heads

PART #	ACCESSORIES
22754	Fitting Kit, -12AN Male, Non-Weld Baffled
68485	Fill Cap Kit, Non-Weld, 1-¼"-12UNF Threads, 1.5" O.D
68831	Stud Kit, V/C, Bullet Nose, 12 Pt. Nut
68854‹›	Valve Cover Breather Kit, Non-Weld, 1" Breather, Chrome Finish
68855	Valve Cover Breather Kit, Non-Weld, 1" Breather, Black Finish
93040	Perm Align V/C Gasket

DART BIG CHIEF II FABRICATED ALUMINUM, BILLET RAIL VALVE COVERS

Fits: Dart Big Chief II, 11 Degree and 14 Degree Cylinder Heads, clears Jesel, T&D style Rocker Shaft Assemblies



No. 68463

- 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
- Designed with a broad, flat surface for engine builder engraving
- Can be polished, chromed, powder coated or left as-is for a race look

PART #	DESCRIPTION
68463*	Valve Covers, Fabricated Aluminum, Dart Big Chief II, 11 Degree and 14 Degree Style Cylinder Heads

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PART #	ACCESSORIES
22754	Fitting Kit, -12AN Male, Non-Weld Baffled
68485	Fill Cap Kit, Non-Weld, 1-¼"-12UNF Threads, 1.5" O.D
68831	Stud Kit, V/C, Bullet Nose, 12 Pt. Nut
68854‹›	Valve Cover Breather Kit, Non-Weld, 1" Breather, Chrome Finish
68855	Valve Cover Breather Kit, Non-Weld, 1" Breather, Black Finish
93045	Perm Align V/C Gasket

BRODIX PB2005, PB1200,1202 AND SONNY 14.5 CYLINDER HEADS FABRICATED ALUMINUM, BILLET RAIL VALVE COVERS

Fits: Brodix PB2005, Brodix PB1200, Brodix 1202 and Sonny 14.5 Cylinder Heads, clears Jesel, T&D style Rocker Shaft Assemblies



No. 68455

- 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
- Designed with a broad, flat surface for engine builder engraving
- Can be polished, chromed, powder coated or left as-is for a race look
- Studs not included

PART #	DESCRIPTION
68455*	Valve Covers, Fabricated Aluminum, Billet Rail

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PART #	ACCESSORIES
22754	Fitting Kit, -12AN Male, Non-Weld Baffled
68485	Fill Cap Kit, Non-Weld, 1-¼"-12UNF Threads, 1.5" O.D
68831	Stud Kit, V/C, Bullet Nose, 12 Pt. Nut
68854‹›	Valve Cover Breather Kit, Non-Weld, 1" Breather, Chrome Finish
68855	Valve Cover Breather Kit, Non-Weld, 1" Breather, Black Finish

**Not legal for sale or use on pollution-controlled vehicles.*

DART BIG CHIEF, BRODIX BIG CHIEF AND BIG DUKE FABRICATED ALUMINUM, BILLET RAIL VALVE COVERS

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 style Rocker Shaft Assemblies



No. 68456

- 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
- Designed with a broad, flat surface for engine builder engraving
- Can be polished, chromed, powder coated or left as-is for a race look
- Studs not included

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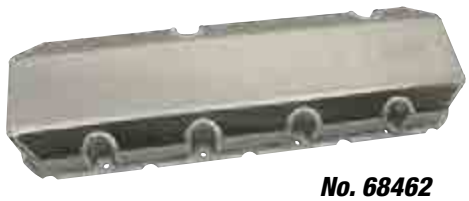
PART #	DESCRIPTION
68456*	Valve Covers, Fabricated Aluminum, pockets on intake and exhaust side

PART #	ACCESSORIES
22754	Fitting Kit, -12AN Male, Non-Weld Baffled
68485	Fill Cap Kit, Non-Weld, 1-¼"-12UNF Threads, 1.5" O.D
68831	Stud Kit, V/C, Bullet Nose, 12 Pt. Nut
68854‹›	Valve Cover Breather Kit, Non-Weld, 1" Breather, Chrome Finish
68855	Valve Cover Breather Kit, Non-Weld, 1" Breather, Black Finish
93045	Perm Align V/C Gasket

BRODIX PB-5000 CYLINDER HEAD, FABRICATED ALUMINUM WITH A BILLET RAIL, VALVE COVERS

Fits: Brodix PB-5000 Cylinder Heads, clears Jesel, T&D style Rocker Shaft Assemblies

NEW!



No. 68462

- 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
- Can be polished, chromed, powder coated or left as-is for a race look

PART #	DESCRIPTION
68462	Valve Cover, Fab. Alum., Billet Rail for Brodix PB-5000 Cylinder Heads

WARNING Prop. 65
This product contains a chemical known to the state of California to cause cancer, birth defects, or reproductive harm-
www.P65Warnings.ca.gov

PART #	ACCESSORIES
22754	Fitting Kit, -12AN Male, Non-Weld Baffled
68485	Fill Cap Kit, Non-Weld, 1-¼"-12UNF Threads, 1.5" O.D
68831	Stud Kit, V/C, Bullet Nose, 12 Pt. Nut
68854‹›	Valve Cover Breather Kit, Non-Weld, 1" Breather, Chrome Finish
68855	Valve Cover Breather Kit, Non-Weld, 1" Breather, Black Finish

BRODIX DN9 CYLINDER HEAD VALVE COVERS, FABRICATED ALUMINUM WITH BILLET RAIL

Fits: Brodix DN9 Cylinder Heads, clears Jesel, T&D style Rocker Shaft Assemblies

NEW!



No. 68454

- 3" Tall
- Pockets on the exhaust side, tubes on the intake 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
- Can be polished, chromed, powder coated or left as-is for a race look

PART #	DESCRIPTION
68454	Valve Cover, Fab. Alum., Billet Rail for Brodix DN9 Cylinder Heads, pockets on the exhaust side

WARNING Prop. 65
This product contains a chemical known to the state of California to cause cancer, birth defects, or reproductive harm-
www.P65Warnings.ca.gov

PART #	ACCESSORIES
22754	Fitting Kit, -12AN Male, Non-Weld Baffled
68485	Fill Cap Kit, Non-Weld, 1-¼"-12UNF Threads, 1.5" O.D
68831	Stud Kit, V/C, Bullet Nose, 12 Pt. Nut
68854‹›	Valve Cover Breather Kit, Non-Weld, 1" Breather, Chrome Finish
68855	Valve Cover Breather Kit, Non-Weld, 1" Breather, Black Finish

**Not legal for sale or use on pollution-controlled vehicles.*

BRODIX SR20/DART PRO1 20 DEG. FABRICATED ALUMINUM, BILLET RAIL VALVE COVERS

Fits: Brodix SR20/Dart Pro1 20 Deg. Cylinder Heads, clears Jesel, T&D style Rocker Shaft Assemblies



No. 68483

- 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
- Can be polished, chromed, powder coated or left as-is for a race look



No. 68484

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, non logoed
68484*	Valve Cover, Fab. Alum., Billet Rail for Brodix SR20/Dart Pro1 Cylinder Heads, tapered on exhaust side to clear Dirt Late chassis, Moroso Logo
68487*	Valve Cover, Fab. Alum., Billet Rail for Brodix SR20/Dart Pro1 20 degree Cylinder Heads, pockets on both intake and exhaust side, non logoed
68489	Valve Cover, Fabricated Aluminum, Billet Rail for Brodix SR20/Dart Pro1 20 Degree Cylinder Heads, pockets on both intake and exhaust side, Moroso Logo



No. 68487

PART #	ACCESSORIES
22754	Fitting Kit, -12AN Male, Non-Weld Baffled
68485	Fill Cap Kit, Non-Weld, 1-¼"-12UNF Threads, 1.5" O.D
68831	Stud Kit, V/C, Bullet Nose, 12 Pt. Nut
68854‹›	Valve Cover Breather Kit, Non-Weld, 1" Breather, Chrome Finish
68855	Valve Cover Breather Kit, Non-Weld, 1" Breather, Black Finish



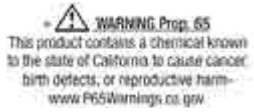
No. 68489

CHRYSLER 273-360

S.B. CHRYSLER CHROME PLATED STEEL, NON BAFFLED, VALVE COVERS

Fits: S.B. Chrysler, 273, 318, 340, 360 and W2 Heads

- 3-$^{3}/_{8}$" Tall
- Includes two breather/filler cap grommets





No. 68161

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

S.B. CHRYSLER FABRICATED ALUMINUM, BILLET RAIL VALVE COVERS

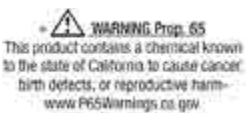
Fits: S.B. Chrysler, 273, 318, 340, 360 and W2 Heads

- 3-¾" 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
- Designed with a broad, flat surface for engine builder engraving
- Can be polished, chromed, powder coated or left as-is for a race look
- Fasteners Included

No. 68310



PART #	DESCRIPTION
68310*	Valve Covers, Fabricated Aluminum, Billet Rail



PART #	ACCESSORIES
22754	Fitting Kit, -12AN Male, Non-Weld Baffled
68485	Fill Cap Kit, Non-Weld, 1-¼"-12UNF Threads, 1.5" O.D
68771	PCV Grommet, .095"
68773	PCV Grommet/Baffle, .095"
68776	Breather Grommet/Baffle, .095"
68831	Stud Kit, V/C, Bullet Nose, 12 Pt. Nut
68854‹›	Valve Cover Breather Kit, Non-Weld, 1" Breather, Chrome Finish
68855	Valve Cover Breather Kit, Non-Weld, 1" Breather, Black Finish
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.

CHRYSLER 5.7/6.1/6.2/6.4 HEMI BILLET ALUMINUM VALVE COVERS

Fits: Chrysler 5.7/6.1/6.2/6.4 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, 6.2 and 6.4 heads
- Must use 2006-up 5.7, 6.1, 6.2 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
- Use MOPAR V/C gasket Part No. 5114179AB



No. 68467

PART #	DESCRIPTION
68467*	Valve Covers, Billet Aluminum, Raw Machined Billet Finish
68468*	Valve Covers, Billet Aluminum, Anodized Black with machined ribs



No. 68468

B.B. CHRYSLER CHROME PLATED STEEL, BAFFLED, VALVE COVERS

Fits: B.B. Chrysler, 361, 383, 400, 413, 426 wedge and 440

- 3-3/8" Tall
- Includes two breather/filler cap grommets

PART #	DESCRIPTION
68181*‹›	Valve Covers, Stamped Steel, Chrome Plated, Tall Design with Baffles



No. 68181

PART #	ACCESSORIES
93055	Perm Align V/C Gasket

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PART #	REPLACEMENT PARTS
97340	Breather/Filler Cap Grommets

S.B. FORD CHROME PLATED STEEL, VALVE COVERS

Fits: Ford 221-302 & 351W

- 3-½" Tall
- Includes two breather/filler cap grommets and one non-baffled PCV grommet

PART #	DESCRIPTION
68201*‹›	Valve Covers, Stamped Steel, Chrome Plated, Tall Design with Baffles under openings, Moroso Logo
68202*‹›	Stamped Steel Valve Covers, Chrome Plated, Tall Design without Baffles, Moroso Logo
68210*‹›	Valve Covers, Stamped Steel, Chrome Plated, Tall Design with Baffles, no logo



No. 68201



No. 68202



No. 68210

PART #	ACCESSORIES
68770	PCV Grommet
97340	Breather/Filler Cap Grommets
93060	Perm Align V/C Gasket

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S.B. FORD POLISHED CAST ALUMINUM, VALVE COVERS

Fits: Ford 221-302 & 351W

- 3-½" 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



No. 68450

PART #	DESCRIPTION
68450*	Valve Covers, Die-Cast Aluminum Ford 221, 260, 289, 302 (5.0L) & 351W

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"

S.B. FORD FABRICATED ALUMINUM, BILLET RAIL, VALVE COVERS

Fits: Ford 302/351W stock and Aftermarket Cylinder Heads, Clears most popular rocker combinations including Jesel & T&D Shaft rockers

- 2-¾" Tall
- 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 puller greater vacuum for improved ring seal and power
- Notched at each mounting location with socket-sized clearances for quick removal and installation
- Fasteners included



No. 68475

PART #	DESCRIPTION
68475*	Valve Covers, Fabricated Aluminum, Ford 302/351W with Billet Rail

WARNING Prop. 65
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PART #	ACCESSORIES
22754	Fitting Kit, -12AN Male, Non-Weld Baffled
68485	Fill Cap Kit, Non-Weld, 1-¼"-12UNF Threads, 1.5" O.D
68831	Stud Kit, V/C, Bullet Nose, 12 Pt. Nut
68854‹›	Valve Cover Breather Kit, Non-Weld, 1" Breather, Chrome Finish
68855	Valve Cover Breather Kit, Non-Weld, 1" Breather, Black Finish
93060	Perm Align V/C Gasket

S.B. FORD BILLET ALUMINUM, VALVE COVERS

Fits: Ford 302/351W stock and Aftermarket Cylinder Heads, Clears most popular rocker combinations including Jesel & T&D Shaft rockers

- 2-$^{7}/_{8}$" Tall
- 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
- Includes oil fill cap, Moroso **No. 68485**
- Can be polished, chromed, powder coated or left as-is for a race look



No. 68474

PART #	DESCRIPTION
68474*	Valve Covers, Billet Aluminum, Ford 302/351W

WARNING Prop. 65
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PART #	ACCESSORIES
22754	Fitting Kit, -12AN Male, Non-Weld Baffled
68485	Fill Cap Kit, Non-Weld, 1-¼"-12UNF Threads, 1.5" O.D
68831	Stud Kit, V/C, Bullet Nose, 12 Pt. Nut
68854‹›	Valve Cover Breather Kit, Non-Weld, 1" Breather, Chrome Finish
68855	Valve Cover Breather Kit, Non-Weld, 1" Breather, Black Finish
93060	Perm Align V/C Gasket

**Not legal for sale or use on pollution-controlled vehicles.*

FORD 4.6 & 5.4 3V ENGINES FABRICATED ALUMINUM, BILLET RAIL VALVE COVERS

Fits: Ford 4.6 & 5.4 Three Valve Engines



No. 68388

- 4" Tall at Cam Cover, 3-¾" 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-'10 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
- ⅜" billet rail with machined to accept O.E.M. gasket
- Includes mounting hardware, PCV and fitting



PART #	DESCRIPTION
68388*	Valve Covers, Fabricated Aluminum, Ford 4.6 & 5.4, Three Valve

FORD 4.6/5.4L 11 BOLT FABRICATED ALUMINUM, BILLET RAIL, VALVE COVERS

Fits: Ford 4.6/5.4L 11 Bolt Cylinder Heads



No. 68389

- 4-¼" Tall at Cam Cover, 3-⅛" 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

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"

FORD FE FABRICATED ALUMINUM, BILLET RAIL, VALVE COVERS

Fits: Ford FE



No. 68461

- 3-½" 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
- Can be polished, chromed, powder coated or left as-is for a race look

PART #	DESCRIPTION
68461*	Valve Covers, Fabricated Aluminum, Billet Rail, 3-½' Tall

⚠ WARNING Prop. 65
This product contains a chemical known to the state of California to cause cancer, birth defects, or reproductive harm.
www.P65Warnings.ca.gov

PART #	ACCESSORIES
22754	Fitting Kit, -12AN Male, Non-Weld Baffled
68485	Fill Cap Kit, Non-Weld, 1-¼"-12UNF Threads, 1.5" O.D
68771	PCV Grommet, .095"
68773	PCV Grommet/Baffle, .095"
68776	Breather Grommet/Baffle, .095"
68854‹›	Valve Cover Breather Kit, Non-Weld, 1" Breather, Chrome Finish
68855	Valve Cover Breather Kit, Non-Weld, 1" Breather, Black Finish
97341	Filler Cap Breather Grommet, .095"

**Not legal for sale or use on pollution-controlled vehicles.*

FORD 429-460 FABRICATED ALUMINUM, BILLET RAIL, VALVE COVERS

Fits: Ford 429-460

- Available 2-½" or 3-½" 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
- Designed with a broad, flat surface for engine builder engraving
- Can be polished, chromed, powder coated or left as-is for a race look

PART #	DESCRIPTION
68348*	Valve Covers, Fabricated Aluminum, Billet Rail, 2-½" Tall
68349*	Valve Covers, Fabricated Aluminum, Billet Rail, 3-½" Tall

PART #	ACCESSORIES
68854‹›	Valve Cover Breather Kit, Non-Weld, 1" Breather, Chrome Finish
68855	Valve Cover Breather Kit, Non-Weld, 1" Breather, Black Finish
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

* ⚠ WARNING Prop. 65
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PONTIAC 301-455 CHROME PLATED STEEL, BAFFLED, VALVE COVERS

Fits: Pontiac 301-455

- 3-½" Tall
- Includes two breather/filler cap grommets, 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

* ⚠ WARNING Prop. 65
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Phone: 203.453.6571 • Fax: 203.453.6906 • Tech Support: 203.458.0542 • 203.458.0546

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 3/16"-thick
- Two per package

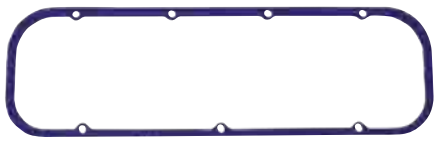
PART #	DESCRIPTION
93020	Perm-Align Valve Cover Gasket ***Fits:*** *SBC, Moroso Fabricated Billet Valve Covers and others of similar design, not for Stamped or Cast Valve Covers*
93021	Perm-Align Valve Cover Gasket ***Fits:*** *18,16,15,13.5 & 12° Dart, Brodix, Edelbrock and All Pro cylinder heads*
93040	Perm-Align Valve Cover Gasket ***Fits:*** *BBC, Moroso Valve Covers and others of similar design*
93045	Perm-Align Valve Cover Gasket ***Fits:*** *Big Chief (does not fit Dart Big Chief II, 11° Cylinder heads)*
93050	Perm-Align Valve Cover Gasket ***Fits:*** *SB Chrysler*
93055	Perm-Align Valve Cover Gasket ***Fits:*** *BB Chrysler*
93060	Perm-Align Valve Cover Gasket ***Fits:*** *Ford 221, 260, 289, 302 and 351W, Moroso Valve Covers and others of similar design*
93065	Perm-Align Valve Cover Gasket ***Fits:*** *BB Ford*



No. 93020



No. 93021



No. 93040



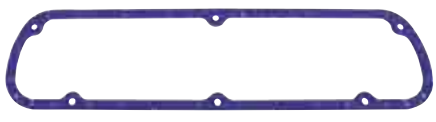
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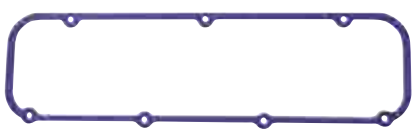
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No. 93055



No. 93060



No. 93065

NOTE: *Modifications required for Moroso Valve Cover* ***Nos. 68329*** *and* ***68417***

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



No. 93025

VALVE COVER HOLD DOWN TABS

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

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Other Colors Available:

CHROME OPTION | POWDER COAT OPTION | POWDER COAT OPTION

VALVE COVER HOLD DOWN TABS

Fits: BBC

- Set fits one valve cover, includes four 3" tabs and three 4" tabs with 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

WARNING Prop. 65
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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

WARNING Prop. 65
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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

WARNING Prop. 65
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www.P65Warnings.ca.gov

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

WARNING Prop. 65
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www.P65Warnings.ca.gov

NOTE: *Set fits one valve cover, includes four 5" hold down tabs with 5/16" diameter holes*

VALVE COVER ACORN NUTS

Fits: SBC or any Valve Cover using ¼"-20 hold downs

- Add a decorative touch to engines in cases where long valve cover wing nuts are impractical
- Set includes eight 1-⅜" high nuts and ¼"-20 x 1-⅜" studs

PART #	DESCRIPTION
68561‹›	Valve Cover Acorn Nuts for SBC, Chrome

PART #	REPLACEMENT PARTS
97030	Studs ¼"-20 x 1-⅜"



No. 68561

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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 ¼"-20 x 1-⅜" studs included
- Install and remove with half inch socket wrench with extension or a speed handle

PART #	DESCRIPTION
68550‹›	Valve Cover Hex Head Nuts, ½" hex head, 4-¼" long, Chrome Plated Steel

PART #	REPLACEMENT PART
97030	Studs ¼"-20 x 1-⅜"



No. 68550

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EXTRA LONG VALVE COVER WING NUTS

- Available in chrome plated steel or powder coated aluminum colors including red, blue, black and chrome
- Includes matching studs to eliminate gasket alignment problems and to speed up installation
- Four per pack
- Extra Long Valve Cover Wing Nuts will clear 4-½" tall valve cover



From Left to Right:
Nos. 68604, 68603, 68605, 68610

PART #	DESCRIPTION
68603	Extra Long Valve Cover Wing Nuts, ¼"-20 with 1-⅜" long studs. Aluminum, Powder Coated-Black
68604	Extra Long Valve Cover Wing Nuts, ¼"-20 with 1-⅜" long studs. Aluminum, Powder Coated-Blue
68605	Extra Long Valve Cover Wing Nuts, ¼"-20 with 1-⅜" long studs. Aluminum, Powder Coated-Red
68610‹›	Extra Long Valve Cover Wing Nuts, ¼"-20 with 1-⅜" long studs. Steel, Chrome Plated
68621	Extra Long Valve Cover Wing Nuts, 5/16"-18 with 1-⅜" 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 1-⅜" long studs. Steel, Chrome Plated to fit Pontiac 301-455 and Ford 332-428 FE Series and others
68640‹›	Long Valve Cover Wing Nuts, ¼"-20 with 1-⅜" long studs. Steel, Chrome Plated for stock height valve covers

PART #	REPLACEMENT PARTS
97020	Studs, ¼"-20 x 1-¾", 8 per package
97030	Studs, ¼"-20 x 1-⅜", 8 per package

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NOTE: *Wing nut studs 1-¾" 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 STUD KIT

Fits: SBC or any Valve Cover using ¼"-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 ¼"-20 x 1-¾" allen head studs and eight ¼"-20 nylon insert lock nuts with washers

PART #	DESCRIPTION
68820	Valve Cover Stud Kit

PART #	REPLACEMENT PART
97020	Studs, ¼"-20 x 1-¾", 8 per package



No. 68820

VALVE COVER NUTS

Fits: BBC with Moroso Part Nos. 68420, 68425, 68426, 68429 and 68432 Valve Covers

- Set includes (14) Lock Nuts, (6) ¼"-20 x 3-¼" Studs and (8) ¼"-20 x 1-¾" Studs
- Lock Nuts have a clear zinc finish

PART #	DESCRIPTION
68562	Valve Cover Lock Nuts for BBC



No. 68562

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 ¼"-20 x 1-½" 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, ¼-20 & 28 Bullet Nose

NOTE: *Will not work with Stamped Aluminum Valve Covers.*



No. 68830



No. 68831

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. 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

Phone: 203.453.6571 • Fax: 203.453.6906 • Tech Support: 203.458.0542 • 203.458.0546

BREATHER GROMMETS

With Integral Baffle

- Designed to work with Fabricated Sheet Metal and Cast Aluminum Valve Covers, without logo, that have a 1-¼" diameter hole
- Ideal for those using aftermarket valve covers without O.E.M.-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 1-¼" diameter hole
- Ideal for those using aftermarket valve covers without O.E.M.-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

PCV GROMMETS FOR AFTERMARKET VALVE COVERS

- Designed to work with Fabricated Sheet Metal and Cast Aluminum Valve Covers, without logo, that have a 1-¼" 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 1-¼" 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

OIL FILL CAP

Fits: All Moroso and OEM Valve Covers with 1-¼" diameter hole

- Push-in design for applications requiring a sealing-type filler plug
- Chrome plated top section

PART #	DESCRIPTION
68660‹›	Oil Fill Cap

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No. 68660

ONE PIECE PUSH-IN VALVE COVER BREATHERS

Fits: Moroso or any Valve Cover with 1-¼" 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 PART
97340	Breather/Filler Cap Grommets

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Other Colors Available:

POWDER COAT OPTION

CHROME OPTION

No. 68717



No. 68718

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 ⅝" 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

**Cannot be used on cars with mufflers*



No. 25900

BREATHER/OIL SEPARATOR

Push-in

Fits: All Valve Covers with 1-¼" 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, ⅝" Hose, Clear Zinc
68781*◊	Replacement Breather/Oil Separator, ¾" Hose, Chrome (for street use only)

PART #	REPLACEMENT PART
97340	Breather/Filler Cap Grommets

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No. 68781



No. 68780

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POSITIVE LOCKING BREATHER

Stamped Style
Fits: All Valve Covers with 1-¼" holes

- Meets rule requirement for cars running 7.99 E.T. and quicker
- Threaded tube with collar mounts from inside valve cover through 1-¼" 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 baffling keeps oil/air separated
- Clear zinc finish resists rust
- Includes all mounting hardware; one per pack



No. 68785

PART #	DESCRIPTION
68785*	Positive Locking Breather, with Tube for ¾" hose

POSITIVE LOCKING BREATHER

Billet Aluminum
Fits: All Valve Covers with 1-¼" 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



No. 68788

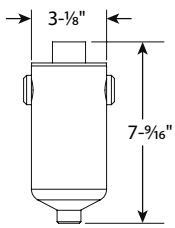
PART #	DESCRIPTION
68788*	Positive Locking Billet Aluminum Filtered Breather

PART #	AVAILABLE OPTIONS
22706	½" N.P.T. to -10AN Fitting
22708	½" N.P.T. to -12AN Fitting

BREATHER TANK, TWO 1/2" FEMALE FITTINGS

Vent Valve Cover Breathers into this Tank by running a hose from the Breathers to the Tank using the Optional 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 ½" N.P.T. Female Fittings that are 180 Degrees apart for ease of plumbing
- Aluminum, lightweight tank features internal baffling with mesh media for separation of air and oil
- Includes non-hooded, clamp–on filtered breather, Heavy Duty T-Clamp and a bottom petcock drain
- Dimensions: 3-1/8" diameter (without mount), 6-½" tank height (without filter or drain), 11-½" overall height





No. 85455

PART #	DESCRIPTION
85455‹›	Breather Tank, Two ½" N.P.T. Fittings

PART #	AVAILABLE OPTIONS
22735‹›	Fitting, ½" N.P.T. Male to 5⁄8" Barbed Hose, Straight
22736‹›	Fitting, ½" N.P.T. Male to 5⁄8" Barbed Hose, 90 Deg.

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No. 22735



No. 22736

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VALVE COVER ADAPTER, ADAPTS GM COPO BREATHERS INTO MOROSO BILLET ALUMINUM VALVE COVER FILL HOLES

- Allows 2013-Up COPO Camaro valve cover breather assemblies to be screwed into a Moroso GM LS billet aluminum valve cover oil fill hole
- Adapter is machined out of billet aluminum and features an O-ring for sealing
- Using Moroso **No. 68844** adapters with Moroso **No. 68488** GM LS valve covers featuring an oil fill in each cover



No. 68844

PART #	DESCRIPTION
68844	Valve Cover Adapter, Adapts GM COPO Breathers into Moroso Billet Aluminum Valve Cover Fill Holes

V/C BREATHERS, REPLACEMENT FOR GM COPO, 2 PACK

- Replaces damaged COPO Breathers, a good addition to back up engines or for new builds where the goal to is breath the engine the same way as the COPO cars
- Breather screws on to factory COPO breather covers or Moroso Part **No. 68493** valve covers that accept COPO breathers
- Breather's fitting accepts a $^{5}/_{8}$" hose



No. 68857

PART#	DESCRIPTION
68857	V/C Breathers, replacement for GM COPO, 2 pack

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

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No. 68811



No. 68813



No. 68815



No. 68817

PART #	DESCRIPTION
68811*◊	Valve Cover Filtered Breather, half-hood, clamp-on type; for Moroso Covers with welded-in stacks, 1-⅜" I.D.
68812*◊	Valve Cover Filtered Breather, half-hood, clamp-on type; for Moroso Covers with welded-in stacks, 1-½" 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, 1-⅜" I.D.
68816*◊	Valve Cover Filtered Breather, non-hooded style, clamp-on type; for Moroso Covers with welded-in stacks, 1-½" 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.

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

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No. 68792



No. 68791

PART #	DESCRIPTION
68791*◊	Clamp On Breather, 1" I.D.
68792	Clamp On Breather has a Black Finish, fits 1" I.D. tubes

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WELD-IN FILTERED BREATHER KIT

- Kit contains two aluminum 1-⅜" 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 1-½" tube, half hood

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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 1-¼" 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

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No. 68810

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

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No. 68762

NOTE: *Can only be used with aluminum valve covers. Breathers are not included with the kit and must be purchased separately.*

BREATHER KIT

For Sprint Car Engines

- Attaches to the valley pan on a sprint car engine
- Kit includes 1-¾" dia. tubing with 8-½" 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 PART
68850-004‹›	Breather

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No. 68850

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U-WELD VALVE COVER BREATHER KITS

Available for Aluminum and Steel Valve Covers

- Provides a way of adding a breather to a valve cover with a minumum amount of cutting and welding
- Features a billet aluminum baffled screw in adapter with a 1" breather with either a chrome or black finish
- Cleanable and re-usable filter

PART#	DESCRIPTION
68849‹›	Steel Valve Cover Breather Kit, U-Weld, 1" Breather, Chrome Finish
68851	Steel Valve Cover Breather Kit, U-Weld, 1" Breather, Black Finish
68852‹›	Aluminum Valve Cover Breather Kit, U-Weld, 1" Breather, Chrome Finish
68853	Aluminum Valve Cover Breather Kit, U-Weld, 1" Breather, Black Finish

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No. 68851



No. 68849



No. 68853



No. 68852

VALVE COVER BREATHER KITS, NON-WELD

- Provides an easy way of adding a breather to a steel or aluminum valve cover without welding
- Since no welding is required then there is not the possibility of heat damage to the chrome or powder coat
- Features a billet aluminum baffled screw in adapter with a 1" breather with either a chrome or black finish
- Includes optional interior baffle and mounting hardware
- Cleanable and re-usable filter

PART#	DESCRIPTION
68854‹›	Valve Cover Breather Kit, Non-Weld, 1" Breather, Chrome Finish
68855	Valve Cover Breather Kit, Non-Weld, 1" Breather, Black Finish

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No. 68855



No. 68854

BREATHER KITS, GM LS MOROSO VALVE COVERS

For Moroso GM LS Valve Covers or any 1-¼" -12 Female Threaded Bung/Opening

- Provides an easy way of adding a breather to Moroso LS valve cover withan oil fill bung
- Remove knurled cap on valve cover to screw in Breather Kit Part **Nos. 68848 or 68841**
- 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
68848	Breather Kit for Moroso Valve Covers, Breather has a Black Finish

PART#	REPLACEMENT PART
68791‹›	Clamp on breather, 1" I.D.

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No. 68841

No. 68848

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BREATHER KITS, GM LS O.E.M. VALVE COVERS

- Provides an easy way of adding a breather to GM LS O.E.M. valve cover with an oil fill bung
- Remove oil fill bung on valve cover, screw in breather kit and tighten down with built-in hex
- All kits feature a baffled billet aluminum screw in adapter with a 1" breather
- Cleanable and re-usable breather

PART #	DESCRIPTION
68839‹›	Breather Kit for O.E.M. GM LS **Single Tab** Valve Cover
68840‹›	Breather Kit for O.E.M. GM LS **Double Tab** Valve Cover
68846	Breather Kit With Black Finish, O.E.M. GM LS **Single Tab** Valve Covers
68847	Breather Kit With Black Finish, O.E.M. GM LS **Double Tab** Valve Covers

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SINGLE TAB DOUBLE TAB





No. 68840

PART#	REPLACEMENT PART
68791‹›	Clamp on breather, 1" I.D.

-12AN FITTING KITS, GM LS O.E.M. VALVE COVERS

- Provides an easy way of adding a -12AN Male fitting to GM LS O.E.M. valve cover with an oil fill bung
- Remove oil fill bung on valve cover, screw in -12AN fitting kit and tighten down with built-in hex

PART #	DESCRIPTION
68843	Fitting Kit, -12AN for O.E.M. GM LS **Double Tab** Valve Cover
68845	Fitting Kit, -12AN for O.E.M. GM LS **Single Tab** Valve Cover

DOUBLE TAB SINGLE TAB





No. 68843

-12AN FITTING KIT, MOROSO GM LS VALVE COVERS

- Provides an easy way of adding a -12AN Male fitting to Moroso GM LS valve cover with an oil fill bung, or any 1-¼"-12 Female Threaded Bung/Opening
- Remove oil fill bung on valve cover, screw in -12AN fitting kit and tighten down with built-in hex

PART#	DESCRIPTION
68856	Fitting Kit, -12AN for Moroso GM LS Valve Cover



No. 68856

AN FITTING KITS, GM COPO, LS VALVE COVERS

NEW!

- Provides an easy way of adding -10AN or -12AN Male fittings to Moroso **No. 68493** or GM COPO LS valve covers with an oil fill bung
- Remove oil fill bung on valve cover and snap in -10AN or -12AN fitting kit
- 2 Pack

PART #	DESCRIPTION
68858‹›	Fitting Kit, -10AN for Moroso or GM COPO LS Valve Covers
68859‹›	Fitting Kit, -12AN for Moroso or GM COPO LS Valve Covers

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No. 68858

-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 ⅛" max. wall thickness
- O-ring seal to prevent leaks

PART #	DESCRIPTION
22753	-10AN Male Fitting, Non-Weld



No. 22753

-12AN MALE NON-WELD, BAFFLED FITTING KIT

- Provides an easy way of adding a -12AN male fitting to a steal or aluminum flat surface without welding
- Since no welding is required then there is not the possibility of heat damage to the surface or the need to take the piece to get welded
- Billet aluminum mounting plate features an O-ring and hardware for leak free sealing
- Includes optional interior baffle and mounting hardware
- -12AN fitting screws into base plate and can be tightened down with built-in hex



No. 22754



PART #	DESCRIPTION
22754	Fitting Kit, -12AN Male, Non-Weld Baffled

AN FEMALE FITTING KITS, NON-WELD

- Available in -8AN, -10AN & -12AN Female fittings
- Provides an easy way of adding a Female AN fitting to steel or aluminum valve covers without welding
- Since no welding is required then there is not the possibility of heat damage to the chrome or powder coat
- Includes hardware and O-ring

NEW!





No. 22755



No. 22756



No. 22757

PART #	DESCRIPTION
22755	-8AN Female Fitting Kit, Non-Weld
22756	-10AN Female Fitting Kit, Non-Weld
22757	-12AN Female Fitting Kit, Non-Weld

FILL 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



No. 85280



No. 85283

PART #	DESCRIPTION
85280	Fill Cap Kit, Universal, Steel Bung, 1-¼" -12UNF Threads
85282	Fill Cap Kit, Universal, Aluminum Bung, 1-¼" -12UNF Threads
85283	Fill Cap Kit, Universal, Aluminum Bung, Black Anodized with logo, 1-⅜" -12UNF Threads
85286	Fill Cap Kit, Universal, Aluminum Bung, Black Anodized with logo 1-¼" -12UNF Threads NEW!

NOTE: *For steel applications, use Rear End Fill Cap* ***No. C9085***

FILL 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



No. 68485



No. 85284

PART #	DESCRIPTION
68485	Fill Cap Kit, Non-Weld, 1-¼"-12UNF Threads, 1.5" O.D.
85284	Fill Cap Kit, Weld, Steel, 1-¼"-12UNF Threads, 1.5" O.D.

VALVE COVER WELD-IN BUNGS

- Can be welded to aluminum valve covers, holding tanks, cylinder heads, oil pans, etc. or wherever an N.P.T. fitting is needed
- Made of 6061-T6 aluminum and fit a 1" diameter hole
- Two per pack



No. 68900

PART #	DESCRIPTION
68900	Aluminum Weld-In Bungs, ⅜" N.P.T. Fitting
68910	Aluminum Weld-In Bungs, ½" N.P.T. Fitting

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.

SEE MORE

For info. on Custom Imprinted Wire Sets and other street applications, see pg. 343



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
- Includes appropriate hardware

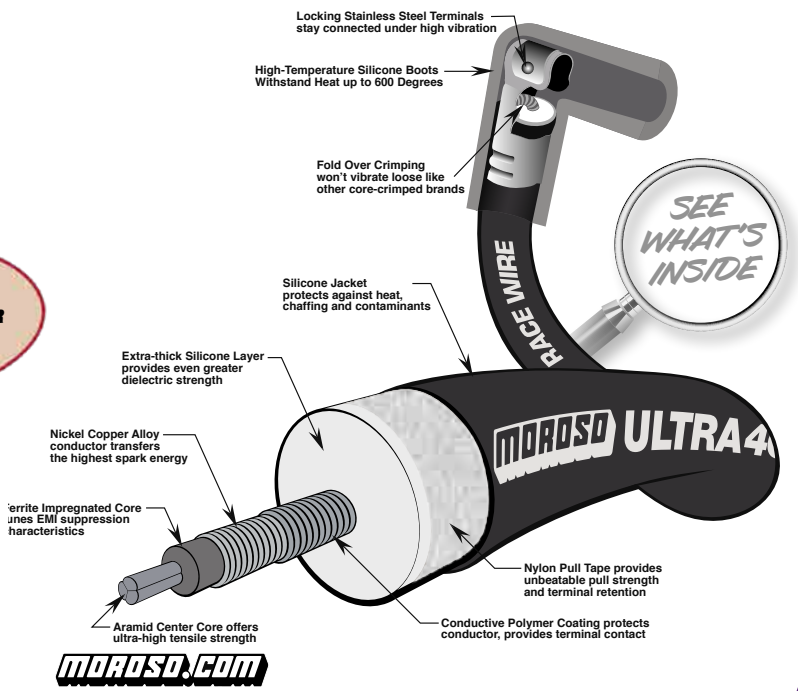


No. 73814

BUYER'S GUIDE FOR ULTRA 40 UNIVERSAL WIRE SETS, UNSLEEVED

APPLICATION/ DISTRIBUTOR CAP STYLE	WIRE COLOR PART # BLUE	RED	BLACK	WIRE DIA. (mm)	SPARK PLUG WIRE LENGTHS (inches) CYLINDER # 1	2	3	4	5	6	7	8	PLUG BOOT	COIL WIRE LENGTH (inches)
UNIVERSAL FIT														
90º Universal	73800	73810	73814	8.65	35	35	39	39	46	50	53	53	90º	36
Straight Universal	73801	73812	73815	8.65	35	35	39	39	46	50	53	53	STR.	36
135º Universal	73802	73836	73816	8.65	35	35	39	39	46	50	53	53	135º	36
HEMI														
Mopar/Chrysler OEM Style Insulators	73840	N/A	73841	8.65	28	32	38	42	51	56	61	66	Hemi	36
BAE-AJPE/8.5" Insulators	N/A	N/A	73804	8.65	38	42	48	52	56	61	66	71	Hemi	41
Hemi, AJPE, BAE, MBE, NOONAN Style Heads, 9" Long Hemi Insulators, HEI Boots & Terminals	N/A	N/A	73805	8.65	38	42	48	52	56	61	66	71	Hemi	41
BAE-AJPE/7" Insulators	73808	N/A	N/A	8.65	28	32	38	42	51	56	61	66	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	73837	73828	7	48	48	48	48	48	48	48	48	STR.	N/A





WARNING Prop. 65
This product contains a chemical known to the state of California to cause cancer, birth defects, or reproductive harm.
www.P65Warnings.ca.gov

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

⚠ WARNING Prop. 65
This product contains a chemical known to the state of California to cause cancer, birth defects, or reproductive harm.
www.P65Warnings.ca.gov



BUYER'S GUIDE FOR ULTRA 40 CUSTOM FIT WIRE SETS, UNSLEEVED

APPLICATION/ DISTRIBUTOR CAP STYLE	WIRE COLOR PART # BLUE	RED	BLACK	WIRE DIA. (mm)	SPARK PLUG WIRE LENGTHS *(inches)* CYLINDER # 1	2	3	4	5	6	7	8	9	10	PLUG BOOT	COIL WIRE LENGTH *(inches)*
SBC																
Over VC/Non-HEI	73663‹›	73683‹›	73706‹›	8.65	29	33	35	27	25	27	25	24	N/A	N/A	90º	36
Over VC/HEI	73664‹›	73684‹›	73707‹›	8.65	29	33	35	27	25	27	25	24	N/A	N/A	90º	36
Over V/C, HEI	N/A	N/A	73725‹›	8.65	29	33	35	27	25	27	25	24	N/A	N/A	135º	36
Under Header/Non-HEI	73665‹›	73685‹›	73708‹›	8.65	45	45	40	40	27.75	28	27	26.75	N/A	N/A	90º	36
Under Header/HEI	73666‹›	73686‹›	73709‹›	8.65	45	45	40	40	27.75	28	27	26.75	N/A	N/A	90º	36
Under Header, HEI	N/A	N/A	73726‹›	8.65	45	45	40	40	27.75	28	27	26.75	N/A	N/A	135º	36
Sprint Car, HEI, Rear Drive	73677‹›	73699‹›	73722‹›	8.65	39	38	36	34	28	27	25	24	N/A	N/A	90º	18
Sprint Car Front Magneto Drive Kit, Non-Raised Cam	N/A	N/A	73723‹›	8.65	26.25	20.25	28	25.5	33	30	30.5	33.5	N/A	N/A	90º	48
Sprint Car Front Magneto Drive Kit, Raised Cam	N/A	N/A	73724‹›	8.65	26.75	20.75	28.5	26	33.5	30.5	31	34	N/A	N/A	90º	48
GM LS SERIES																
OEM Style Coils on Valve Covers, Short	73660‹›	73680‹›	73703‹›	7	8	8	8	8	8	8	8	8	N/A	N/A	STR.	N/A
OEM Style Coils on Valve Covers, Medium	73662‹›	73682‹›	73705‹›	7	9.75	9.75	9.75	9.75	9.75	9.75	9.75	9.75	N/A	N/A	STR.	N/A
OEM Style Coils on Valve Covers, Medium	N/A	N/A	73727‹›	7	9.75	9.75	9.75	9.75	9.75	9.75	9.75	9.75	N/A	N/A	135º	N/A
Alum. Shielded OEM Style Coils on Valve Covers, Medium	73659‹›	73679‹›	73730‹›	7	9.75	9.75	9.75	9.75	9.75	9.75	9.75	9.75	N/A	N/A	SHLD.	N/A
OEM Style Coils on Valve Covers, Long	73661‹›	73681‹›	73704‹›	7	12	12	12	12	12	12	12	12	N/A	N/A	STR.	N/A
Holley/Smart Coils on Valve Covers NEW!	N/A	N/A	73732‹›	8.65	10	10	10	10	10	10	10	10	N/A	N/A	90º	N/A
BBC																
Over VC/Non-HEI Style Cap	73667‹›	73687‹›	73710‹›	8.65	31	39	35	30	29	28	26	27	N/A	N/A	STR.	36
Over VC/HEI Style Cap	73668‹›	73688‹›	73711‹›	8.65	28.75	34.75	34.25	28.75	27.25	28.5	26	25	N/A	N/A	STR.	36
Over VC/HEI Style Cap	N/A	N/A	73728‹›	8.65	28.75	34.75	34.25	28.75	27.25	28.5	26	25	N/A	N/A	135º	36
Under Header/Non-HEI Style Cap	73670‹›	73690‹›	73713‹›	8.65	39	42	37	25	29.5	31	22	29	N/A	N/A	90º	36
Under Header/HEI Style Cap	73669‹›	73689‹›	73712‹›	8.65	41.5	44.5	37.5	37	31	31	26.5	31	N/A	N/A	90º	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	N/A	N/A	135º	36
Under Header/ Non-HEI Crab	73671‹›	73691‹›	73714‹›	8.65	38	43	35	33	29.5	30	26	29	N/A	N/A	90º	36
Under Header, HEI Crab	73672‹›	73692‹›	73715‹›	8.65	38	43	35	33	29.5	30	26	29	N/A	N/A	90º	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	N/A	N/A	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	N/A	N/A	STR.	N/A
FORD 289-302																
Non-HEI	73676‹›	73696‹›	73719‹›	8.65	27.75	28	26.5	29	24.5	25	28	28.5	N/A	N/A	135º	38
HEI	73675‹›	73695‹›	73718‹›	8.65	27.75	28	26.5	29	24.5	25	28	28.5	N/A	N/A	135º	36
FORD 351W																
HEI	73673‹›	73693‹›	73716‹›	8.65	29	29	32	32	28	26	34	36	N/A	N/A	135º	36
FORD 429-460																
HEI	73674‹›	73694‹›	73717‹›	8.65	27	27	29	29.5	24	32.5	27	32.25	N/A	N/A	135º	36

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, chaffing and contaminants
- Complete, ready to install sets available for specific engines



WARNING Prop. 65
This product contains a chemical known to the state of California to cause cancer, birth defects, or reproductive harm.
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BUYER'S GUIDE FOR ULTRA 40 CUSTOM FIT WIRE SETS, SLEEVED

APPLICATION/ DISTRIBUTOR CAP STYLE	WIRE COLOR BLUE PART #	WIRE COLOR BLACK PART #	WIRE DIA. (mm)	SPARK PLUG WIRE LENGTHS (inches) CYLINDER # 1	2	3	4	5	6	7	8	9	10	PLUG BOOT	COIL WIRE LENGTH (inches)
SBC															
Over VC/Non HEI	73600	73824	8.65	29	33	35	27	25	27	25	24	N/A	N/A	90°	36
Over VC, HEI	73602	73817	8.65	29	33	35	27	25	27	25	24	N/A	N/A	90°	36
Under Header, Non HEI	73605	73825	8.65	45	45	40	40	27.75	28	27	26.75	N/A	N/A	90°	36
Under Header, HEI	73607	73818	8.65	45	45	40	40	27.75	28	27	26.75	N/A	N/A	90°	36
Jesel Front Drive Distributor	N/A	73842	8.65	23	23	24	24.5	36	29.5	33	37.5	N/A	N/A	90°	48
GM LS SERIES															
OEM Style Coils on Valve Covers, Short	73535	73823	7	8	8	8	8	8	8	8	8	N/A	N/A	STR.	N/A
OEM Style Coils on Valve Covers, Med.	73537	73827	7	9.75	9.75	9.75	9.75	9.75	9.75	9.75	9.75	N/A	N/A	STR.	N/A
OEM Style Coils on Valve Covers, Long	73536	73826	7	12	12	12	12	12	12	12	12	N/A	N/A	STR.	N/A
OEM Style Coils on Valve Covers	N/A	73846	7	9.25	9.25	9.25	9.25	9.25	9.25	9.25	9.25	N/A	N/A	90°	N/A
OEM Style Remote coils	N/A	73845	7	15	15	15	15	15	15	15	15	N/A	N/A	90°	N/A
Holley/Smart Coils on Valve Covers NEW!	N/A	73849	8.65	11	11	11	11	11	11	11	11	N/A	N/A	90°	N/A
GM LT SERIES															
Coil-On Plug, Medium	N/A	73848	7	9.25	9.25	9.25	9.25	9.25	9.25	9.25	9.25	N/A	N/A	135°	N/A
Coils on Valve Covers	N/A	73731	7	13	13	13	13	13	13	13	13	N/A	N/A	135°	N/A
BBC															
Over VC, Non HEI	73614	N/A	8.65	31	39	35	30	29	28	26	27	N/A	N/A	STR.	36
Over VC, HEI	73615	73819	8.65	28.75	34.75	34.25	28.75	27.25	28.5	26	25	N/A	N/A	STR.	36
Under Header, Non HEI	73617	73821	8.65	39	42	37	25	29.5	31	22	29	N/A	N/A	90°	36
Under Header, HEI	73616	73820	8.65	41.5	44.5	37.5	37	31	31	26.5	31	N/A	N/A	90°	36
Under Header, Non HEI Crab	73621	N/A	8.65	38	43	35	33	29.5	30	26	29	N/A	N/A	90°	36
Under Header, HEI Crab	73622	73832	8.65	38	43	35	33	29.5	30	26	29	N/A	N/A	90°	36
Jesel Front Drive Distributor	N/A	73843	8.65	27	26	31.75	31.75	36	34	38	43	N/A	N/A	90°	48
DODGE/CHRYSLER															
Dodge Viper '08-'17	N/A	73512	7	9.5	9.5	9.5	9.5	9.5	9.5	9.5	9.5	9.5	9.5	135°	N/A
FORD															
289-302															
HEI	73630	73833	8.65	27.75	28	26.5	29	24.5	25	28	28.5	N/A	N/A	135°	36
Non HEI	73631	73834	8.65	27.75	28	26.5	29	24.5	25	28	28.5	N/A	N/A	135°	38
351W															
HEI	73626	73822	8.65	29	33	32	32	28	26	34	36	N/A	N/A	135°	36
429-460															
HEI	73628	73835	8.65	27	27	29	29.5	24	32.5	27	32.25	N/A	N/A	135°	36

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

WARNING Prop. 65
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www.P65Warnings.ca.gov

No. 73830



COIL WIRE OR REPLACEMENT WIRE KITS, UNSLEEVED, 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
- 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. 73238



No. 73237

‹› WARNING Prop. 65
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COIL WIRE OR REPLACEMENT WIRE KITS, 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. 73241



No. 73240

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°, Ultra 40
72075‹›	Boot & Terminal Kit, Spark Plug Boot, 135° Ends, Black
72076‹›	Boot & Terminal Kit, Spark Plug Boot, 135°, Ultra 40
72081‹›	Boot & Terminal Kit, Dist., Non-HEI, Ultra 40

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No. 72041



No. 72061



No. 72071



No. 72075



No. 72076



No. 72081

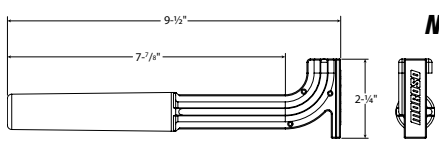
SPARK PLUG INSULATORS, HEMI 8.2" LONG, 8 PACK

- Fits 8mm to 8.7mm ignition wire
- Works with all popular tall tube hemi valve covers
- Accepts Moroso Part **No. 72061** Straight Boot Kit
- Features 90 Deg. "Easy To Pull" handle

PART #	DESCRIPTION
72050	Spark Plug Insulators Hemi 8.2" Long, Black, 8 pack



No. 72050



-INTRODUCING-

ULTRA SPARK PLUG WIRE

Who said high quality/high performance can't be cost effective? With Moroso ***Ultra Spark Plug Wires*** *you can have all three. These Made in the USA spark plug wires are equal to or exceed Auto Manufacturers specifications depending on the application, without the dealer prices. Moroso has 50 plus years of experience from supplying spark plug wires to the top teams of NASCAR, NHRA and Auto Manufacturers!*

NO. 51025



Black Unsleeved

NO. 52025



Red Unsleeved

Available in subtle BLACK or eye catching RED, high temperature sleeved versions are also available on some applications!

NO. 51525



Black High Temp Sleeving

NO. 52525



Red High Temp Sleeving

ULTRA SPARK PLUG IGNITION WIRES

SPARK PLUG WIRE APPLICATIONS	DISTRIBUTOR BOOT TYPE(S)	SPARK PLUG BOOT TYPE	BLACK UNSLEEVED WIRE PART #	RED UNSLEEVED WIRE PART #	BLACK SLEEVED WIRE PART #	RED SLEEVED WIRE PART #
Universal V8	HEI & Non-HEI	Straight	51000	52000		
Universal V8	HEI & Non-HEI	90 Degree	51005	52005		
Universal V8	HEI & Non-HEI	135 Degree	51008	52008		
Universal V8	HEI	Straight	51001	52001		
Universal V8	HEI	90 Degree	51006	52006		
Universal V8	HEI	135 Degree	51009	52009		
Universal V8	Non-HEI	Straight	51002	52002		
Universal V8	Non-HEI	90 Degree	51007	52007		
Universal V8	Non-HEI	135 Degree	51010	52010		
Universal GM LS, Coil On Plug	Coil-On-Plug	135 Degree	51011	52011		
Universal 6 Cylinder	Non-HEI	Straight	51003	52003		
Universal 4 Cylinder	Non-HEI	Straight	51004	52004		
Small Block Chevy Over V/C	HEI	90 Degree	51025	52025	51525	52525
Small Block Chevy Over V/C	Non-HEI	90 Degree	51026	52026	51526	52526
Small Block Chevy Over V/C	HEI	135 Degree	51027	52027	51527	52527
Small Block Chevy Under Header	HEI	90 Degree	51028	52028	51528	52528
Small Block Chevy Under Header	Non-HEI	90 Degree	51029	52029	51529	52529
Small Block Chevy Under Header	HEI	135 Degree	51030	52030	51530	52530
GM LS 9.75" Long	Coil-On-Plug	90 Degree	51032	52032	51532	52532
GM LS 11" Long	Coil-On-Plug	90 Degree	51034	52034	51534	52534
Big Block Chevy Over V/C	HEI	Straight	51040	52040	51540	52540
Big Block Chevy Over V/C	Non-HEI	Straight	51041	52041	51541	52541
Big Block Chevy Over V/C	HEI	135 Degree	51042	52042	51542	52542
Big Block Chevy Under Header	HEI	90 Degree	51043	52043	51543	52543
Big Block Chevy Under Header	Non-HEI	90 Degree	51044	52044	51544	52544
Big Block Chevy Under Header	HEI	135 Degree	51045	52045	51545	52545
Small Block Chrysler, Mopar 273, 318, 340, 360	HEI	Straight	51055	52055	51555	52555
Small Block Chrysler, Mopar 273, 318, 340, 360	Non-HEI	Straight	51056	52056	51556	52556
Big Block Chrysler, Mopar 361, 383, 400, 440	HEI	Straight	51060	52060	51560	52560
Big Block Chrysler, Mopar 361, 383, 400, 440	Non-HEI	Straight	51061	52061	51561	52561
Small Block Ford 260, 289, 302	HEI	135 Degree	51070	52070	51570	52570
Small Block Ford 260, 289, 302	Non-HEI	135 Degree	51071	52071	51571	52571
Small Block Ford 351W	HEI	135 Degree	51072	52072	51572	52572
Small Block Ford 351W	Non-HEI	135 Degree	51073	52073	51573	52573
Big Block Ford 351C, 390, 429, 460	HEI	135 Degree	51074	52074	51574	52574
Big Block Ford 351C, 390, 429, 460	Non-HEI	135 Degree	51075	52075	51575	52575

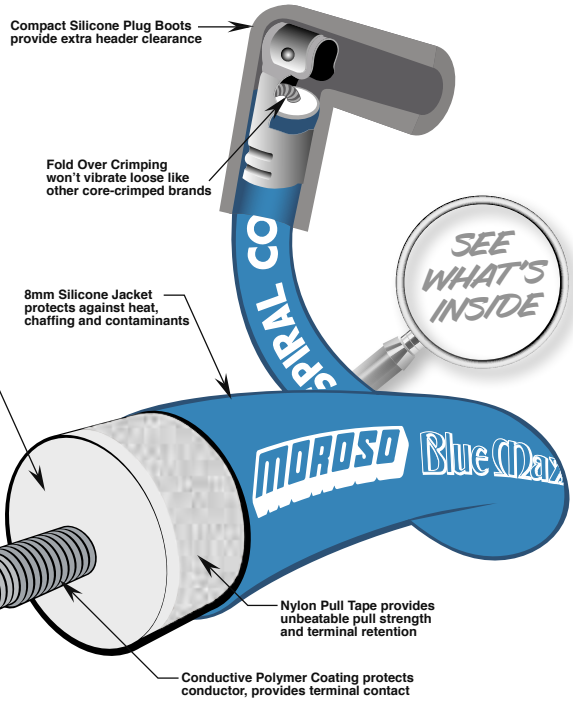
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Phone: 203.453.6571 • Fax: 203.453.6906 • Tech Support: 203.458.0542 • 203.458.0546

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!



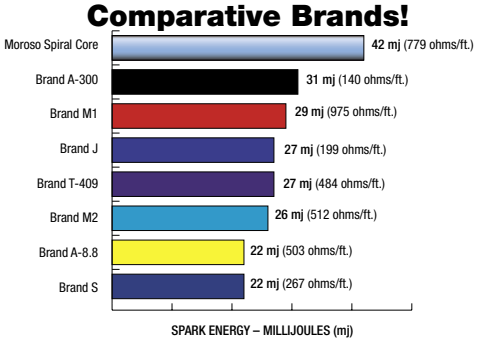
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- Available in popular 8mm and extra-thick Super Max™ 11mm
- Universal and Custom Fit Sets
- Optimized combination of capacitance, inductance and resistance provides more spark energy and EMI protection than any other 8mm Spiral Core Wires in their 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!

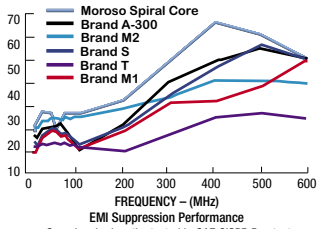
More Spark Energy vs. Comparative Brands!



Note: No correlation between Resistance and Spark Energy

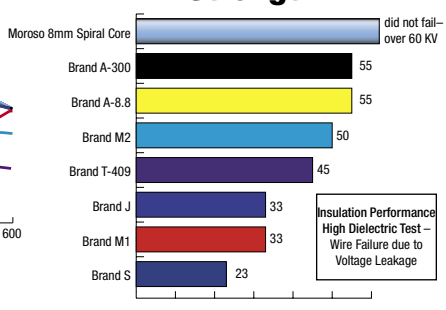
Elite Electronics Laboratories, a leading automotive electronics test facility, tested Moroso Blue Max™ against 14 other brands. Their results confirm that Blue Max™ transmitted more spark energy than any of the others.

Greater EMI/RF Suppression!

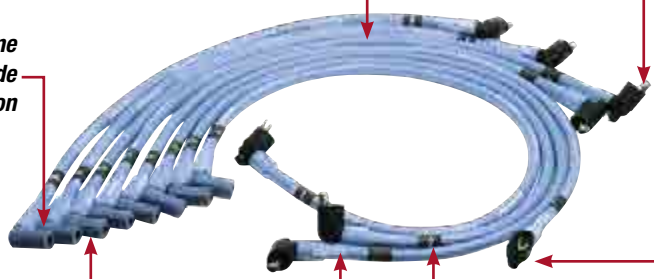


Elite Electronic Laboratories confirms, using SAE's CISPR test, that Blue Max™ suppresses more electro-magnetic interference than any other brand of "high-performance" spiral core wire.

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.



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 # 1	2	3	4	5	6	7	8	SPARK PLUG BOOT	COIL WIRE LENGTH (inches)
SMALL BLOCK CHEVY													
72402	Over Valve Covers	HEI Style	8	29	33	35	27	25	27	25	24	90º	36
72405	Under Headers	Non-HEI	8	45	45	40	40	27.75	28	27	26.75	90º	36
72407	Under Headers	HEI Style	8	45	45	40	40	27.75	28	27	26.75	90º	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	90º	36
FORD													
351W, V-8													
72426	Over Valve Covers	HEI Style	8	29	33	32	32	28	26	34	36	135º	36
289-302													
72430	Over Valve Covers	HEI Style	8	27.75	28	26.6	29	24.5	25	28	28.5	135º	36

BLUE MAX™ SPIRAL CORE WIRE SPOOL

PART #	DESCRIPTION
73230‹›	Spiral Core 8mm, 800 ohm Wire Spool, 100 ft.

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No. 73230

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

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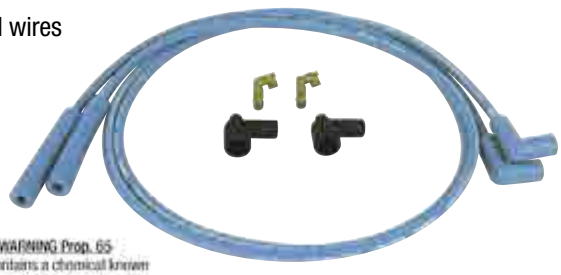
No. 73235

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

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No. 72475

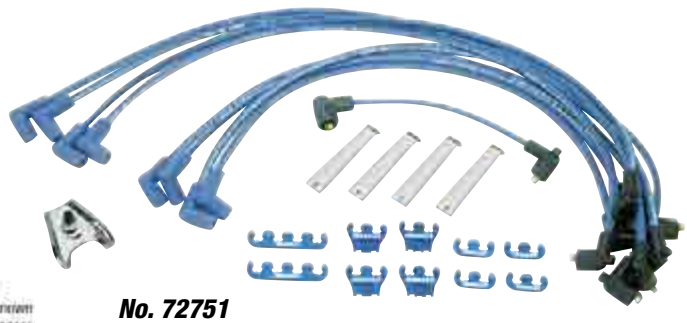
STREET DRESS-UP KITS

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*

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No. 72751

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
- Includes Moroso Wire Stripping Tool for quick and easy installation

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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 # 1	2	3	4	5	6	7	8	SPARK PLUG BOOT	COIL WIRE LENGTH *(inches)*
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

We have 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!



Each set is custom fit to your specific engine application!

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**

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**

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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
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 #
1992-87	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	5.7L 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

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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**

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, Montery/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**

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MERCURY, continued

Montego - V8 Engines

YEAR	ENGINE	PART #
1974-73	351, 400	**72605‹›**
1972-70	302	**72600‹›**
	351, 400	**72605‹›**
1969-68	302	**72600‹›**
	351, 390, 427, 428	**72605‹›**

Marquis - V8 Engines

1985-84	5.0L 302	**72645‹›**

OLDSMOBILE

Full Size Delta 88/98/Toronado - V8 Engines

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‹›**
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‹›**

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‹›**

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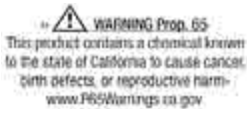
BUYER'S GUIDE for Blue Max™ Spiral Core Custom Fit Wire Sets

PART #	SPARK PLUG WIRE LENGTHS (inches) CYLINDER #								SPARK PLUG BOOTS	HEI OR NON-HEI	COIL WIRE LENGTH (inches)
	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
72646‹›	18	39	26	53	35	32	23	29	130°	Non-HEI	N/A
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 O.E.M. 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





BUYER'S GUIDE for Blue Max™ Spiral Core Sport Compact Wire Sets

PART #	SPARK PLUG WIRE LENGTHS CYLINDER #						SPARK PLUG BOOT	COIL WIRE LENGTH (inches)
	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

ACURA

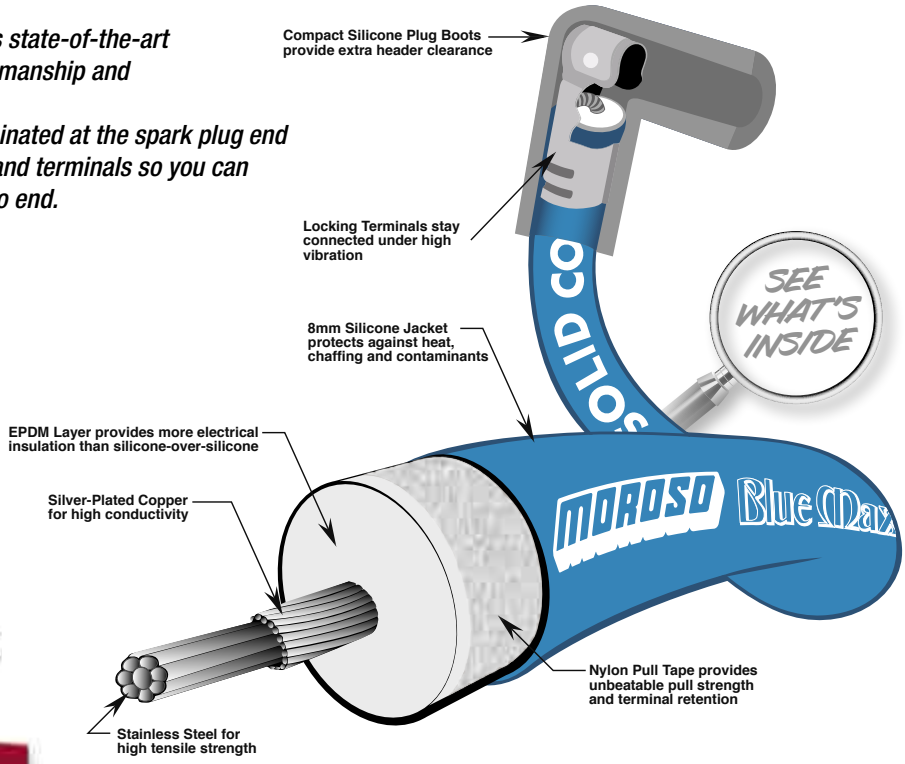
YEAR	MODEL	BLUE	RED
1998-94	Integra VTEC	72674‹›	72682‹›
1998-90	Integra (excl VTEC)	72673‹›	72680‹›

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‹›

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.

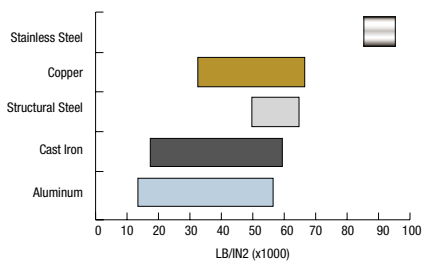




- Super High-Performance Wire for Racing Only
- Engineered for magneto and other ignitions that do not require electro-magnetic interference (EMI) suppression
- Combination silver-plated copper and stainless steel "solid core" provides maximum conductivity and strength
- Each wire individually tested for continuity after termination to ensure race-ready performance

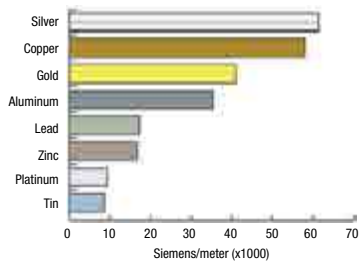
ENGINEERED FOR MAXIMUM SPARK ENERGY!

High Tensile Strength!



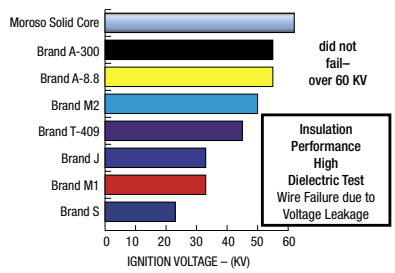
Central core of corrosion-resistant stainless steel provides high strength to eliminate wire breakage.

Highest Conductivity!



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 90º 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

WARNING Prop. 65
This product contains a chemical known to the state of California to cause cancer, birth defects, or reproductive harm-
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No. 72820

BUYER'S GUIDE for Blue Max™ Solid Core Universal Wire Sets

PART #	SPARK PLUG WIRE LENGTHS *(inches)* 1	2	3	4	5	6	7	8	SPARK PLUG BOOT	COIL WIRE LENGTH *(inches)*
72800*‹›	35	35	39	39	46	50	53	53	STR.	36
72820*‹›	35	35	39	39	46	50	53	53	90°	36

8 CYLINDER APPLICATIONS

PART #	PLUG TERM'S/BOOTS	DIST. TERM'S/BOOTS	WIRE COLOR
72800*‹›	Straight	HEI & Non-HEI	Blue
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

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No. 72855

BLUE MAX™ SOLID CORE WIRE SPOOL

8mm

PART # **DESCRIPTION**
72830*‹› Solid Core Wire Spool, 8mm, 100 ft

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www.P65Warnings.ca.gov



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, Black

‹› ⚠ WARNING Prop. 65
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No. 72060



No. 72070



No. 72075

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

‹› ⚠ WARNING Prop. 65
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www.P65Warnings.ca.gov



No. 72040



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

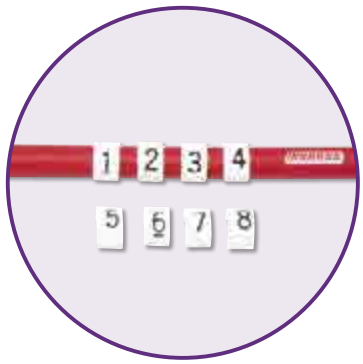


No. 72038

SPARK PLUG MARKERS

- Fits 8mm -8.65mm only
- Plastic, clip-on style
- 8 per package

PART #	DESCRIPTION
72023	Spark Plug Markers



No. 72023

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.

‹› WARNING Prop. 65
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GOOD



No. 62260

BEST



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

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

BEST



No. 62272

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
- V-Block can be reversed and the indication arrow set to recommended cable size
- Stripper distance can be changed by removing one of the stripping blades

PART #	DESCRIPTION
62271	Adjustable Wire Stripping Tool

BETTER



No. 62271

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

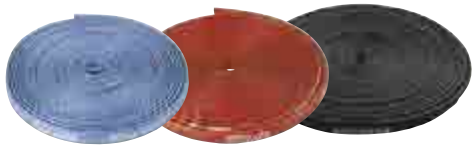
PART #	DESCRIPTION
62270	Wire Stripping Tool, 8mm

GOOD



No. 62270

INSULATED WIRE SLEEVE



No. 72000 *No. 72002* *No. 72004*

- 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



No. 72011 *No. 72012* *No. 72013*

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

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*Shown installed with **No. 72030** Moroso Shrink Sleeve (blue), sold below.*

NUMBERED SHRINK SLEEVES



No. 72020

- 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

***NOTE:** Use **No. 72030** or **72031** Shrink Sleeves to complete the seal between boots and spark plug wire at ends.*

MOROSO SHRINK SLEEVES



No. 72031

- 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

GM LS/LT SPARK PLUG WIRE HEAT SHIELDS, 8 PACK

Fits: Moroso and O.E.M. GM LS/LT Wire sets with straight spark plug boots



No. 72953

- Shields protect spark plug boots from excessive heat for a longer life
- They can be used on a new build or as cost effective replacement to freshen up an older engine with broken or missing shields
- O.E.M. quality similar to ACDelco Part No. 8006

PART #	DESCRIPTION
72953	Shields, GM LS/LT Wire Sets, 8 Pack

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., 5-½" 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

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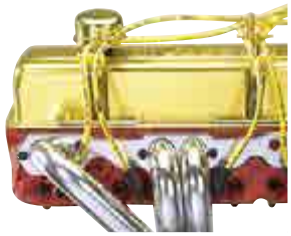
UNIVERSAL LOOM KITS

- 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
72153‹›	Universal Loom Kit, Black, 7-9mm

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No. 72150

SHOW CAR LOOM KITS

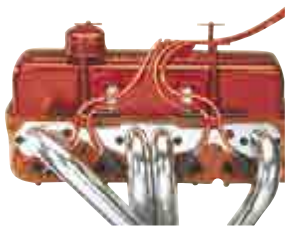
- Includes eight 2-hole looms, two 4-hole separators, and four chrome plated brackets which secure to valve cover bolts
- One kit per engine

PART #	DESCRIPTION
72170‹›	Show Car Loom Kit, Blue., 7-9mm
72168‹›	Show Car Loom Kit, Red, 7-9mm
72167‹›	Show Car Loom Kit, Black, 7-9mm

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No. 72168

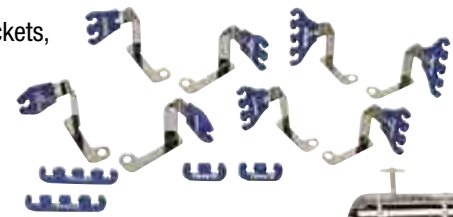


BIG BLOCK CHEVY LOOM KITS

- 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
72178‹›	Big Block Chevy Loom Kit, Black, 7-9mm

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No. 72175



SUPER LOOM KITS

- Includes two right-side and two left-side chrome plated brackets for mounting on the valve covers, two 4-hole wire looms, six 2-hole looms, two 4-hole wire separators, and two 2-hole separators.
- One kit per engine

PART #	DESCRIPTION
72171‹›	Super Loom Kit, Blue, 7-9mm
72172‹›	Super Loom Kit, Red, 7-9mm
72174‹›	Super Loom Kit, Black, 7-9mm

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No. 72172



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
72133‹›	Ford Loom Kit, Black, 7-9mm

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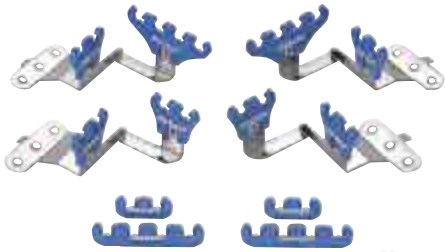
No. 72133

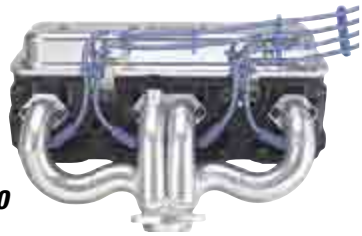


SMALL BLOCK CHEVY CENTERBOLT LOOM KITS

- 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
72143‹›	Small Block Chevy Centerbolt Loom Kit, Black, 7-9mm





No. 72140

‹› ⚠ WARNING Prop. 65
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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

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No. 72180



SBC HIGH-TEMP UNDER HEADER LOOM KIT

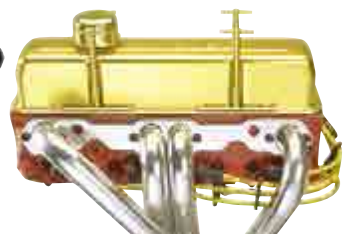
- Designed for routing wires under headers on old and new style Small Block Chevy engines
- Includes four chrome plated brackets,two 4-hole looms, two 2-hole looms, two 4-hole separators, two 3-hole separators, two 2-hole separators and mounting bolts
- One kit per engine

PART #	DESCRIPTION
72195‹›	Under Header Loom Kit, Black, 7-9mm

‹› ⚠ WARNING Prop. 65
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No. 72195



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. 97830



No. 97835



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.



No. 72163

SPARK PLUG WIRE SEPARATORS

- Protect against heat damage by preventing contact with hot engine components
- Prevent crossfiring by firmly holding plug wires away from one another
- Can be used for routing wires over valve covers or under headers
- Wires “snap” into place with slight pressure
- Sets include two 2-hole separators, two 3-hole separators and two 4-hole separators
- Available in Blue, Red, Yellow and Black

PART #	DESCRIPTION
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

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



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.

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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	N/A	N/A	**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

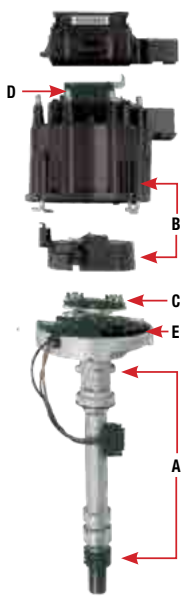
COMPLETE BOLT-IN REPLACEMENTS FOR HEI CHEVROLET V8 ENGINES

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.352)
72355‹	ProCoil Ignition Coils (see pg. 357)



CHECK OUT THE FEATURES

A. One-piece aluminum housing is cleanly machined for neat appearance; steel shaft and gear provide concentric operation
B. HEI Distributor Cap and Rotor are precision molded from advanced polymers with solid brass contacts and low-resistance center coil brush
C. Mechanical Advance Curve Kit with extra springs allow you to recurve your distributor for full advance at optimum RPM; precision stamped weights, welded pins and center plates with smooth edges eliminate erratic timing
D. Moroso's ProCoil combines low oxygen, high-conductivity magnet wire, high-silicon core material, and non-porous epoxy impregnation to produce extremely high current and extended duration for increased spark energy
E. High-Output Module delivers high spark output and extended reliability

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Phone: 203.453.6571 • Fax: 203.453.6906 • Tech Support: 203.458.0542 • 203.458.0546



DURAFIRE DISTRIBUTOR, PASSENGER CAR, TRUCK, '87 -'95

Moroso's DuraFire Distributors are now available for GM '87-'95 passenger 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

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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

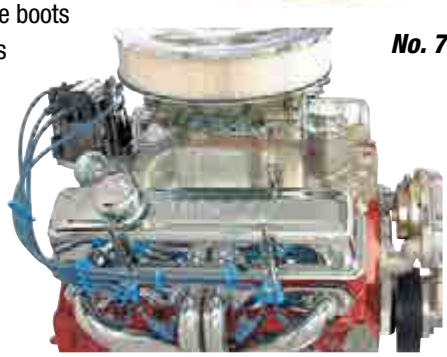
CHEVROLET V8 SUPER HEI IGNITION KIT

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

No. 72280



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PART #	DESCRIPTION
72280‹›	Super HEI Ignition Kit

Fits: *1974 and newer Chevy V8's with HEI ignition (without centerbolt valve covers)*

REPLACEMENT IGNITION MODULE

Moroso/GM HEI Distributors

- Fits Moroso DuraFire Distributors **Nos. 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

REPLACEMENT COIL COVER

Moroso/GM HEI Distributors

- Fits Moroso DuraFire Distributors **No. 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



No. 97858

REPLACEMENT CAP, ROTOR & BRUSH KIT

Moroso/GM HEI Distributors

- Fits Moroso DuraFire Distributors **No. 72231** and any GM HEI Distributor

PART #	DESCRIPTION
97859‹›	Distributor Cap, Rotor & Brush Kit, GM HEI V8



No. 97859

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ROTOR, DISTRIBUTOR

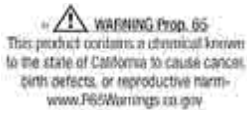
Short Drive Lug
Fits: Jesel®, Mallory® and Crane® Distributors

- 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 ½" 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 ⅝" 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"

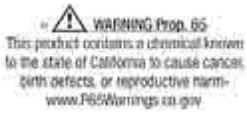
DISTRIBUTOR HOLD DOWN CLAMPS

- 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

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*



No. 26200 ***No. 26210*** ***No. 26211***



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

PART #	DESCRIPTION
26217	Adjustable Distributor Collar



No. 26217

BILLET DISTRIBUTOR HOLD DOWN

- Machined from sturdy steel billet to eliminate deflections
- Secures distributors firmly while allowing easy timing changes
- Specially designed for Moroso's Billet Distributors
- Also fits MSD and Accel distributors with a 1.850" O.D. flange or a 1.25" O.D. lower distributor housing using a Moroso **No. 26217** Adjustable Collar

PART #	DESCRIPTION
26215	Billet Distributor Hold Down. ***Fits:*** *Small Block, Big Block, and 90° V6 Chevrolet*



No. 26215

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





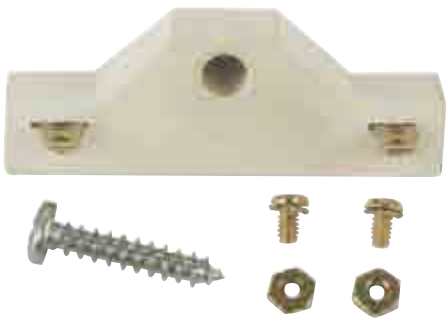
No. 72350

**Not legal for sale or use on pollution-controlled vehicles.*

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
- ¼" spade terminals facilitate wiring to battery side of the coil

PART #	DESCRIPTION
72390‹›	Ballast Resistor, 1.82 ohms





No. 72390



Be sure to keep an eye out for this button on our website @ moroso.com for a convenient way to sign up to our ***NEWSLETTER!***

REMOTE COIL MOUNTING BRACKET KIT

Fits: LS Series

- Relocates ignition coils from valve cover
- Fits O.E.M. and larger aftermarket coils with 2-9/16" 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 2-9/16" bolt spacing
- Use with Moroso Ultra 40 Wire Sets **Nos. 73661, 73681 or 73704**

PART #	DESCRIPTION
72396	Coil Mounting Bracket, Hinged, Removable



No. 72396



COIL MOUNT BRACKET KIT, GM LS SERIES FOR MOROSO 68471/68473 VALVE COVERS

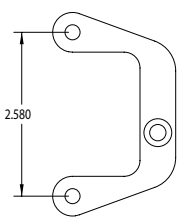
- These Coil Brackets can used to relocate LS Coils between the top of the valve cover and the intake
- Designed to be used with Moroso valve covers but can be drilled to be used with other valve covers or to remote mount coils in a different location.
- Two versions available; One for LS1/LS6 Coils & 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

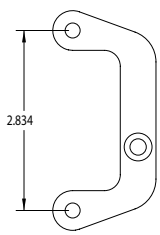


No. 72398





No. 72397



No. 72398



PLASMA PULSE IGNITION COIL

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.

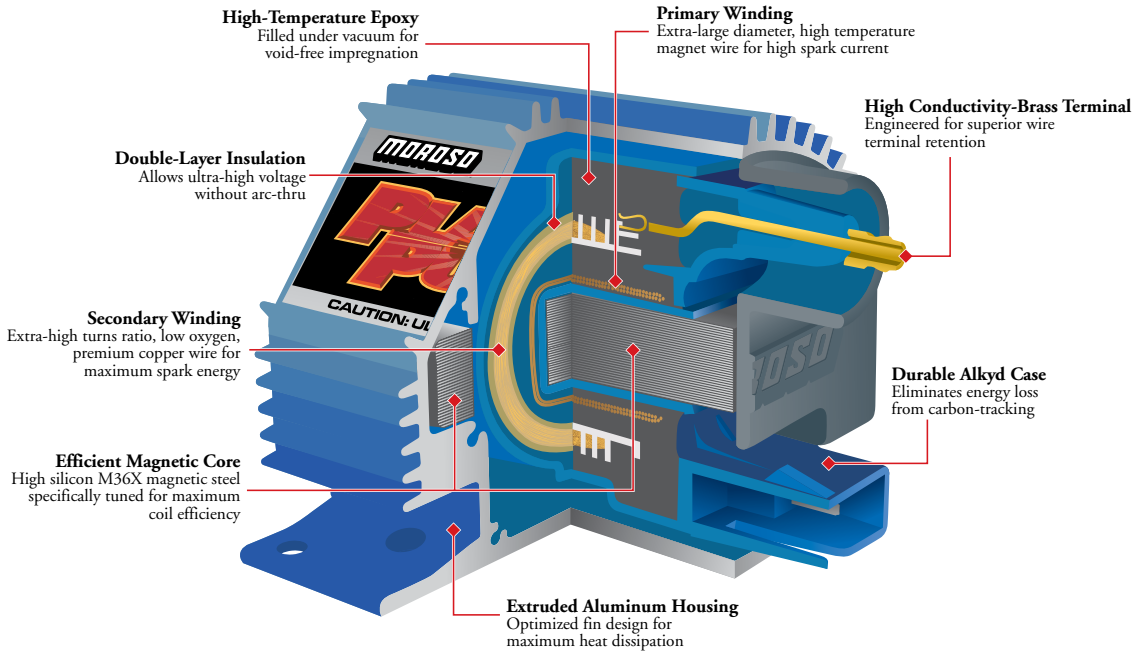


WARNING Prop. 65
This product contains a chemical known to the state of California to cause cancer, birth defects, or reproductive harm.
www.P65Warnings.ca.gov

No. 72380

PART #	DESCRIPTION
72380‹›	Plasma Pulse Ignition Coil, Inductive Discharge. For use with Chevy HEI and Ford DuraSpark 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. 357-359
72358‹›	ProCoil F, 1985-96 GM	pgs. 357-361
72360‹›	ProCoil H.O.,1982-97 Ford, DuraSpark	pgs. 357-360

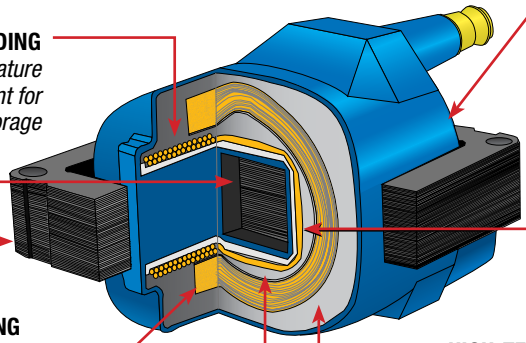
No. 72358

No. 72360



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CHECK OUT THE FEATURES THAT MAKE MOROSO'S PROCOIL SUPERIOR TO ALL OTHER BRANDS!



PRIMARY WINDING
Large diameter, high temperature magnet wire allows high current for maximum energy storage

EFFICIENT MAGNETIC CORE
High silicon M36 magnetic steel specifically tuned for maximum spark energy

SECONDARY WINDING
High turns ratio, low oxygen, extra fine copper wire for maximum spark output

DURABLE ALKYD CASE
Eliminates energy loss from carbon-tracking

DOUBLE-LAYER INSULATION
Allows ultra-high voltage without arc-thru

HIGH-TEMPERATURE EPOXY
Filled under vacuum for void-free impregnation

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‹›**

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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**

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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

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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‹›

WARNING Prop. 65
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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





No. 60008

- 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

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No. 60012

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

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



No. 60009

- 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

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PART #	DESCRIPTION
60009*‹›	Crank Trigger Ultra Series Kit, Small Block Chevy

CRANK TRIGGER, ULTRA SERIES, BRACKET

For ½" Thick Motorplates or Supercharger Front Drives

NEW!



No. 60015

- Designed to be used when a Moroso **No. 60008, 60009, 60010,** or **60016** Ultra Series Crank Trigger Kit is having alignment issues because of a ½" thick Motorplate and/or Super Charger Front Drive is being used
- Constructed out of billet aluminum with a black anodized finish

PART #	DESCRIPTION
60015	Crank Trigger Ultra Series, Bracket

*Not legal for sale or use on Pollution-controlled vehicles.

CRANK TRIGGER ULTRA SERIES, 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



⚠ WARNING Prop. 65
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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

CRANK TRIGGER ULTRA SERIES UNIVERSAL KIT, NO WHEEL

- Moroso has designed the aduster 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
- To be used with dampers that have built in crank trigger shells or EFI trigger wheels
- 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 arm is constructed out of billet aluminum with a black anodized finish for long lasting good looks
- 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 a more 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



No. 60016

⚠ WARNING Prop. 65
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PART #	DESCRIPTION
60016*‹›	Crank Trigger Ultra Series Kit, No Wheel

DRIVE MANDREL SPACER KIT

SBC

- 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



No. 63861

PART #	DESCRIPTION
63861	Drive Mandrel Spacer Kit, SBC, for ¼" Thick Crank Trigger Wheels

**Not legal for sale or use on Pollution-controlled vehicles.*

REPLACEMENT CRANK TRIGGER TRANSDUCER

"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



No. 60055

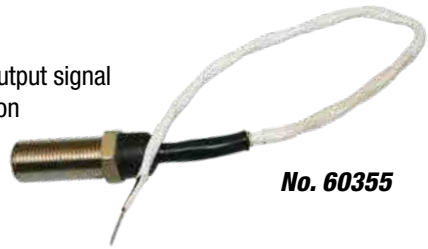
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REPLACEMENT CRANK TRIGGER TRANSDUCER

Older "Lug Type" Style

- High-quality, non-magnetic stainless steel body
- Precision-wound low impedance winding and rare earth magnet for consistent output signal
- Special, non-hardening epoxy impregnates pickup for shock and vibration isolation

PART #	DESCRIPTION
60355*‹›	Replacement Crank Trigger Transducer, "Lug Type" Style



No. 60355

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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

WARNING Prop. 65
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TIMING POINTER BBC .400 TO .600 RAISED CAM 7.25" BALANCER

NEW!

- Designed to hug the damper so it is easier to line up the damper and the pointer
- Up to 4 degrees of adjustment is possible
- Constructed out of Billet Aluminum with a black anodized finish
- Stainless Steel mounting hardware included

PART #	DESCRIPTION
60146‹›	Timing Pointer, BBC .400 to .600 Raised Cam 7.25" Balancer



No. 60146

WARNING Prop. 65
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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. 60155



No. 60150

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**Not legal for sale or use on Pollution-controlled vehicles.*



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

WARNING Prop. 65
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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: 13-⅛" W, 11-⅛" D, 11-⅛" T
- Inside Dimensions: 10-½" W, 8-¼" D, 8-½" 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**



No. 74051

PART #	DESCRIPTION
74051‹›	Sealed Battery Box, Black

WARNING Prop. 65
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SEE MORE **Competition Engineering Battery/Weight Box on pg. 462**

REMOTE, SINGLE BATTERY CABLE KIT, SCREW TOGETHER TERMINALS

Heavy Duty/High Voltage 1 Gauge Cable and easy to use, no crimping required
Screw Together Battery Terminals and Ring Terminals

NEW!



Kit Includes:
- 15' of Positive 1 Gauge Cable with red insulation, 3' of Negative 1 Gauge Cable with black insulation, insulation resists most car fuels, oils and cleaners
- 1 Positive and 1 Negative Screw Together Battery Post Terminals with one compression nut each
- 2 Screw Together 1 Gauge ⅜" Ring Terminals with one compression nut each
- 4 Shrink Sleeves

PART #	DESCRIPTION
74020‹›	Battery Cable Kit, Remote, Single Battery Cable Kit, Screw Together Terminals



REMOTE, DUAL BATTERY CABLE KIT, SCREW TOGETHER TERMINALS

Heavy Duty/High Voltage 1 Gauge Cable and easy to use, no crimping required
Screw Together Battery Terminals and Ring Terminals

NEW!



Kit Includes:
- 25' of Positive 1 Gauge Cable with red insulation, 8' of Negative 1 Gauge Cable with black insulation, insulation resists most car fuels, oils and cleaners
- 2 Positive and 2 Negative Screw Together Battery Post Terminals with one compression nut each
- 12 Screw Together 1 Gauge ⅜" Ring Terminals with one compression nut each
- 16 Shrink Sleeves

PART #	DESCRIPTION
74057‹›	Battery Cable Kit, Remote, Dual Battery Cable Kit, Screw Together Terminals

REMOTE, DUAL BATTERY CABLE KIT, CRIMP-ON TERMINALS

Heavy Duty/High Voltage 1 Gauge Cable



Kit Includes:
- 25' of Positive 1 Gauge Cable with red insulation, 8' of Negative 1 Gauge Cable with black insulation, insulation resists most car fuels, oils and cleaners
- 2 Positive and 2 Negative Crimp-On Battery Post Terminals
- 10 Crimp-On 1 Gauge ⅜" Copper Ring Terminals
- 14 Shrink Sleeves
- Requires Moroso Part **No. 62262** Wire Crimp Tool or similar Impact Wire Crimp Tool

NEW!

PART #	DESCRIPTION
74056‹›	Battery Cable Kit, Remote, Dual Battery Cable Kit, Crimp-On Terminals



BATTERY CABLE, 1 GAUGE, 50 FOOT ROLLS

- Heavy Duty/High Voltage 1 Gauge Cable
- Available with either red insulation to signify a Positive cable or black insulation to signify a Negative cable, insulation resists most car fuels, oils and cleaners



PART #	DESCRIPTION
74070‹›	Battery Cable Kit, 1 Gauge, 50' Roll, Red Insulation
74071‹›	Battery Cable Kit, 1 Gauge, 50' Roll, Black Insulation

NEW!

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**.

Terminated at both ends. Cut in two to desired length.



No. 74055

WARNING Prop. 65
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WIRE & CABLE IMPACT CRIMP TOOL

- Crimps 8 gauge thru 4/0 AWG gauge terminals and lugs to battery cables, and other thicker power cables such as starters
- Takes the guess work out of creating secure, neat crimps
- Spring loaded pin locks in “up” position for loading connector and cable; when released pin holds connector securely during crimping
- Dead blow hammer is recommended over a claw hammer for best results or can be used in a vise

PART #	DESCRIPTION
62262‹›	Wire Crimp Tool, Impact

NEW!



No. 62262

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 for 1 or 2 Ga. Wire, Compression-style, ⅜" diameter stud
74172‹›	Battery Cable Remote Fitting for 1 or 2 Ga. Wire, Compression-style, ½" diameter stud
74173	Battery Cable Terminal for 1/0 Wire, Copper, Solder, ⅜" diameter stud
74174	Battery Cable Terminal for 1/0 Wire, Copper, Solder, ½" diameter stud
74175‹›	Battery Post Terminal End Kit for 1 or 2 Ga. Wire

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No. 74170



No. 74172

No. 74173





No. 74175

No. 74174



BATTERY CABLE 3/8" & 1/2" RING TERMINALS

- Copper fittings can be crimped or soldered on
- Ring terminals will fit 1 Gauge wire
- Two per pack

PART #	DESCRIPTION
74177‹›	Battery Cable ⅜" Copper Ring Terminal, 2 per pack
74178‹›	Battery Cable ½" Copper Ring Terminal, 2 per pack

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NEW!

No. 74178





No. 74177

REMOTE BATTERY JUMPER TERMINALS

- Allows battery to be placed anywhere in the car allowed by rules and still be completely accessible for between-rounds charging
- Connect to battery with a high amperage battery cable such as Moroso **No. 74005** or **No. 74055** or for use with Moroso Power Charger **No. 74016**
- Universal for 6-36 volt DC applications
- Two per pack with color-coded caps

PART #	DESCRIPTION
74140‹›	Remote Battery Jumper Terminals

PART #	REPLACEMENT PART
97545	Terminal Cap Kit one red, one black

PART #	AVAILABLE OPTION
74149	Battery Jumper Terminal Mounting Bracket



No. 74140

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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 ⅛" thick steel
- Can be bolted and/or welded into place
- Finish of the bracket can be painted, polished or left as is

PART #	DESCRIPTION
74149	Battery Jumper Terminal Mounting Bracket



No. 74149

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

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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 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



No. 74104



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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

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 1-¼" hole
- Use Battery Cable Remote Fitting End Kit **Nos. 74170** or **74172** to complete installation
- One per pack

No. 74144





No. 74145

⚠ WARNING Prop. 65
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www.P65Warnings.ca.gov

PART #	DESCRIPTION
74144‹›	Thru Panel Battery Connector, Red
74145‹›	Thru Panel Battery Connector, Black

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**
- 2-⅜" Studs included



No. 74106

Installation instructions available online at www.moroso.com



No. 74100 ***BACK***

WARNING Prop. 65
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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

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 (½" -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 ¼" 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 ½" opening **No. 74172** and Moroso **No.74107** if using with alternator



No. 74102

WARNING Prop. 65
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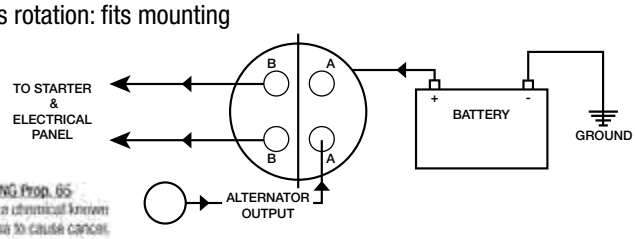
PART #	DESCRIPTION
74102‹›	Battery Disconnect Switch, Super-Duty

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 ⅜" -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 ¼" 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 ⅜" opening **No. 74170**



No. 74108 ***BACK***



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PART #	DESCRIPTION
74108‹›	Battery & Alternator Disconnect Switch

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 **Nos. 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 ½" to ⅜" 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 ⅛" thick steel
- Can be bolted and/or welded into place

PART #	DESCRIPTION
74116	Battery & Alternator Disconnect Switch Bracket



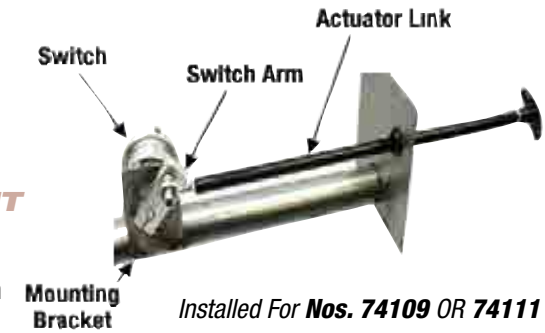
No. 74116

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





Installed For ***Nos. 74109*** *OR* ***74111***

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

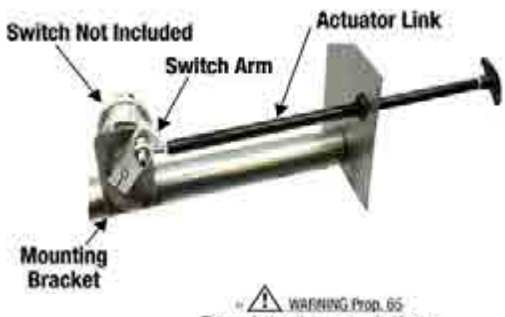
PART #	DESCRIPTION
74111‹›	Battery & Alternator Disconnect Switch Kit



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





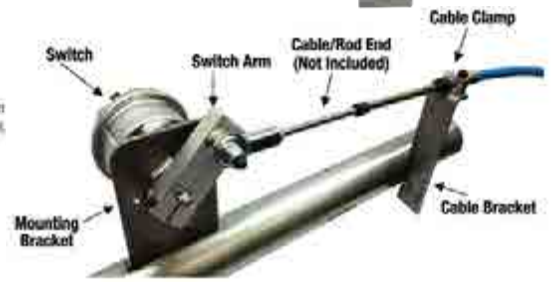
Phone: 203.453.6571 • Fax: 203.453.6906 • Tech Support: 203.458.0542 • 203.458.0546

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

PART #	DESCRIPTION
74118‹›	Remote Battery Disconnect Switch Kit, Morse Cable Actuated





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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

PART #	DESCRIPTION
74119‹›	Remote Battery & Alternator Disconnect Switch Kit, Morse Cable Actuated

Installed For ***Nos. 74118*** *OR* ***74119***

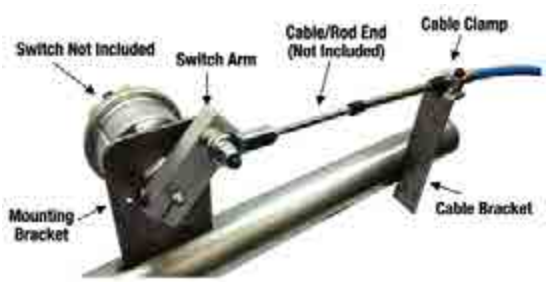


REMOTE BATTERY DISCONNECT SWITCH MOUNTING KIT, MORSE CABLE ACTUATED

- 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

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

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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

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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 ¼" dia. hole
- Rated at 6 amps @ 28 volts DC or 125 volts AC

PART #	DESCRIPTION
74122‹›	Universal Momentary Switch and Cable

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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

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No. 74123

Phone: 203.453.6571 • Fax: 203.453.6906 • Tech Support: 203.458.0542 • 203.458.0546

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, 11/16"

‹› ⚠ WARNING Prop. 65
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No. 74124



No. 74126

TOGGLE SWITCH COVER

- Fits over Moroso **No. 74126** and other short handle 11/16" 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

‹› ⚠ WARNING Prop. 65
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No. 74129

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. ***Fits***: *Most passenger-side small Tilton-style starters*
74300‹›	Starter Heat Shield. ***Fits***: *SBC and BBC engines with Delco starters*

‹› ⚠ WARNING Prop. 65
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No. 74299



No. 74300

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 7-¾", Starter Button, ½" LED
74143‹›	Switch Panel, Grey/Black, Fiber Design, Dash Mount, 2" x 5-½", ¼" LED
74148‹›	Switch Panel, Grey/Black, Fiber Design, 6-¾" x 4", ½" LED



No. 74130



No. 74131



No. 74132



No. 74135



No. 74134



No. 74133



No. 74136



No. 74143



No. 74139

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PART #	REPLACEMENT PARTS
74120‹›	Push Button Starter Switch
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, 11⁄16"
97542	Switch Panel Replacement Label Sheets



No. 74148

Phone: 203.453.6571 • Fax: 203.453.6906 • Tech Support: 203.458.0542 • 203.458.0546

ROCKER LED 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
- Switches feature heavy-duty springs for positive engagement, orange LED indicator lamps, and ¼" spade terminals to simplify wire connections
- Five resetable 20 amp circuit breakers (except **No. 74186**) eliminate the need for fuses and make it easy to reactivate the circuit while driving
- Switches and circuit breakers simply snap into place with locking mechanism for a secure attachment
- Includes complete wiring instructions and switch decal package to indicate start, ignition, fuel, fan, lights, nitrous and other uses

PART #	DESCRIPTION
74180‹›	Flat Surface Mount, five on/off lighted switches with momentary start switch, 3.388" x 8", five circuit breakers, 20 amps ea.
74181‹›	Flat Surface Mount, five on/off lighted switches without momentary start switch, 3.375" x 8", five circuit breakers, 20 amps ea.
74183‹›	Flat Surface Mount, five on/off lighted switches, 2.488" x 6.695", separate panel for five circuit breakers 20 amps each, 1.350" x 6.695"
74186‹›	Flat Surface Mount, four on/off lighted switches, with momentary start switch, no breakers, 2.488" x 6.695"
74190‹›	Cage Mount, five on/off switches with momentary start switch, 3.750" x 8"
74193‹›	Rocker Switch Panel, Grey/Black, Fiber Design, 8" x 3-13/32", Dash Mount

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PART #	REPLACEMENT PARTS
97535‹›	Replacement Circuit Breaker
97542	Switch Panel Replacement Label Sheets
97543‹›	ON/OFF Switch



No. 74180



No. 74181



No. 74186



No. 74183



No. 74190



No. 74193

ROCKER LED SWITCH PANEL, USB PORTS

As more racers use Action Cameras to record the in car action of a race, smart phones with timer apps. and tablets, there is a greater need to have a convenient, efficient solution to power these devices.

- High-tech LED rocker style switches are dust, weather resistant and feature a wide-profile face for use with racing gloves
- Panel face is constructed out of aluminum and are black anodized to withstand years of constant use
- LED switches are single pole, single throw rated at 20 amps, feature a heavy duty spring for positive engagement, 3 switches have orange LED indicator lamp, 1 switch has a blue LED indicator lamp which can be used for a cooling function, all of the switches have ¼" spade terminals to simplify wire connections
- Momentary Start switch with a red cover for easy identification
- Dual USB charging ports with dust cover
- Switches and USB Ports 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



No. 74195

PART #	DESCRIPTION
74195‹›	Flat Surface Mount, five on/off lighted switches with momentary start switch, 2.488" x 7.855", USB Ports

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ROCKER LED SWITCH PANEL, CIRCUIT BREAKER, USB PORTS

As more racers use Action Cameras to record the in car action of a race, smart phones with timer apps. and tablets, there is a greater need to have a convenient, efficient solution to power these devices. This is why we designed these Switch Panels with a built in USB port.

- High-tech LED rocker style switches are dust, weather resistant and feature a wide-profile face for use with racing gloves
- Panel face is constructed out of aluminum and are black anodized to withstand years of constant use
- LED Switches are single pole, single throw rated at 20 amps, feature a heavy duty spring for positive engagement, 4 switches have orange LED indicator lamp, 1 switch has a blue LED indicator lamp which can be used for a cooling function, all of the switches have ¼" spade terminals to simplify wire connections
- Momentary Start switch with a red cover for easy identification
- Dual USB charging ports with dust cover
- 6 resetable 20 amp circuit breakers eliminate the need for fuses and make it easy to reactivate the circuit while driving
- Switches, USB Ports 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



No. 74194

PART #	DESCRIPTION
74194‹›	Flat Surface Mount, five on/off lighted switches with momentary start switch, 3.388" x 9.150", 6 circuit breakers, 20 amps ea., USB Ports

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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 ¾" -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 ¾" -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

• When installing a Spring Perch in a leaf spring car or moving the leaf springs inboard, these Axle Spring Perches are a necessity
• Precision stamped for easy weld-on installation
• Two per package

PART #	DESCRIPTION
85090	Rear Axle Spring Perches, 2-½" Wide

SEE MORE
Competition Engineering Rear Axle Components on pg. 411



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

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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 1-⅛" dia. cap and 1.415" bolt centers, gold anodized.
	Fits: *1955-82 Chevy with U-Bolts; Dana 60 with U-Bolts*
85810	Use with 1-⅛" dia. cap and 1.595" bolt centers, red anodized.
	Fits: *1965-82 GM 12-Bolt with straps*
85820	Use with 1-⅛" dia. cap and 1.540" bolt centers, dark blue anodized.
	Fits: *Dana 60 with straps. Also fits Chrysler 8-¾" ring gear with large yoke (Type 7290 driveshaft)*
85830‹›	Use with 1-3⁄16" dia. cap and 1.668" bolt centers, black anodized.
	Fits: *1350 Series race yokes including Mark Williams Ford 8.8, 9" Ford Series with 9" ring gear*
85850	Use with 1-1⁄16" dia. cap & 1.505" bolt centers, silver anodized.
	Fits: *Chrysler 8-¾" ring gear w/ small yoke (Type 7260 driveshaft)*
85860	Use with 1-⅛" dia. cap and 1.575" bolt centers, light blue anodized.
	Fits: *Ford 9"*



No. 85800

WARNING Prop. 65
This product contains a chemical known to the state of California to cause cancer.
www.P65Warnings.ca.gov

FILLER CAP KIT, STEEL APPLICATIONS, UNIVERSAL

- This kit comes with a 1-¼" 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 insection 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

PART #	DESCRIPTION
85280	Filler Cap Kit, Universal, Steel Bung, 1-¼"-12UNF Threads, 1.5"O.D.



No. 85280

FILLER CAP KITS, ALUMINUM APPLICATIONS, UNIVERSAL

- These kits comes 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 insection port
- Three kits are available, Knurled Filler Cap with 1.5" O.D. Female weld bung Contoured grip for easy removal and installation with either Moroso or Competition Engineering logo, 2.6" O.D. 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 1-¼"-12UNF Threads, 1.5" O.D.
85286	Filler Cap Kit, Universal, Aluminum Bung, Black Anodized with Moroso logo 1-¼"-12UNF Threads, 1.5" O.D. NEW!
85284	Fill Cap Kit, Universal, Steel Bung ,Black Anodized with Moroso logo, 1-¼"-12UNF Threads, 1.5" O.D.
85283	Filler Cap Kit, Universal, Aluminum Bung, Black Anodized with Moroso logo, 1-⅜" -12UNF Threads, 2.6" O.D.
C9085	Filler Cap Kit, Universal, Steel Bung, Black Anodized with Competition Engineering logo, 1-⅜" -12UNF Threads, 2.6" O.D.

No. 85283



No. 85284



No. C9085



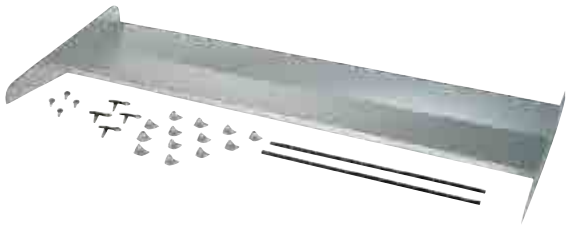
NEW!

No. 85286



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, 8-⅛" x 8-⅛" overall



No. 85700



PART #	DESCRIPTION
85700	Access Door

FLOOR PAN BRACE

Bolt-On Design
Fits: Camaro 2010-'15

- Like all high performance Pony Cars, 2010-'15 Camaro's 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 1-½" x 2-½" 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-'15

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



No. 99430

PART #	DESCRIPTION
99430	Hood Scoop Plug, fits 3-½" x 12-½" to 13-¾" openings

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 ¾" O.D. shafts, 1-¼" O.D.*
80120	Steering Universal Joint Unsplined. ***Fits:*** *steering columns with ⅝" O.D. shafts, 1-¼" O.D.*
80131	Steering Universal Joint, ¾-36 spline to ¾" O.D. shafts, 1-¼" O.D. ***Fits:*** *Ford power rack and GM manual, 1976 and up*



No. 80120

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
- 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:*** *¾" O.D. steering shafts and steering wheels with a 3 hole, 1-¾" diameter bolt pattern*



No. 80160

FIVE HOLE STEERING WHEEL ADAPTER

- Allows racers to continue to use Moroso 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

Phone: 203.453.6571 • Fax: 203.453.6906 • Tech Support: 203.458.0542 • 203.458.0546

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"	3-½"-6-½"	30 psi.	6.2" on 5" Rim	72-7/16"
17040	24.0 x 5.0 x 15	11 lbs.	24"	5"	3-½"-6-½"	30 psi.	6.8" on 5" Rim	76-7/16"
17025	25.0 x 4.5 x 15	12 lbs.	25"	4.5"	3-½"-5"	30 psi.	6.4" on 5" Rim	78-¼"
17026	26.0 x 4.5 x 15	12 lbs.	26"	4.5"	3-½"-5"	30 psi.	7.1" on 5" Rim	81"
17028	28.0 x 4.5 x 15	13 lbs.	28"	4.5"	3-½"-5"	30 psi.	7.7" on 5" Rim	86-⅜"
17029	26.2 x 5 x 17	13.5 lbs.	26.2"	5"	4-½" -5-½"	30 psi.	6.12" on 4-½" 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

SPECIFICATIONS: 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.	25-¼"	3-½"	3-½"-4"	30-35 psi.	5.7" on 4" Rim	78"
17100	7.10 x 15	11 lbs.	27-¾"	4-⅛"	3-½"-5"	30-35 psi.	7.4" on 5" Rim	87-¾"
17600	7.60 x 15	13 lbs.	29-¼"	4-⅝"	3-½"-5"	30-35 psi.	8.0" on 5" Rim	90-¾"

DIGITAL TIRE PRESSURE BACK LIT GAUGES

Accuracy ½%

- Strong back lighted display is easily read in the darkest of pits
- 2-⅝" 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
- 16-¼" hose with finger operated air-bleed valve allows you to release pressure quickly
- Hose has easy grip angle chuck end





No. 89576

WARNING Prop. 65
This product contains a chemical known to the state of California to cause cancer, birth defects, or reproductive harm-www.P65Warnings.ca.gov

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

PART #	REPLACEMENT PART
97485	Tire Gauge Replacement Hose

TIRE PRESSURE GAUGES

Accuracy 2%

BETTER

- 16-¼" hose with a finger operated air-bleed valve allows you to release pressure quickly
- Individually calibrated for accuracy within 2%
- The large 2-⅝" dia. dial face in ½ lb. increments is easy to read, while the hardened swivel chuck rotates 360° for positive valve stem attachment



No. 89555

WARNING Prop. 65
This product contains a chemical known to the state of California to cause cancer, birth defects, or reproductive harm-www.P65Warnings.ca.gov

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 #	AVAILABLE OPTION
89590	Tire Pressure Gauge Cover

PART #	REPLACEMENT PART
97480	Gauge Head for No. **89550**
97485	Tire Gauge Replacement Hose

PRO SERIES TIRE PRESSURE GAUGES

Accuracy ½%

BEST

- Long 16-¼" 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 ½%
- 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



No. 89562

WARNING Prop. 65
This product contains a chemical known to the state of California to cause cancer, birth defects, or reproductive harm-www.P65Warnings.ca.gov

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.

PART #	REPLACEMENT PART
97485	Tire Gauge Replacement Hose

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

WARNING Prop. 65
This product contains a chemical known to the state of California to cause cancer, birth defects, or reproductive harm.
www.P65Warnings.ca.gov

DIGITAL DUROMETER

Includes Case

In racing where a 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 ½" 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

WARNING Prop. 65
This product contains a chemical known to the state of California to cause cancer, birth defects, or reproductive harm.
www.P65Warnings.ca.gov



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 PROMOTIONAL T-SHIRTS

• Limited Edition Designs

DESCRIPTION	COLOR	PART #	SIZE
A. DISTRESSED VINTAGE Vintage & antiqued Moroso arrow logo in black & 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 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. SINCE '68 Limited edition design for Moroso's 40th Anniversary! Black, white & red flag logo on front & back.	Charcoal	99534	Medium
		99535	Large
		99536	X-Large
		99537	XX-Large
		99538	XXX-Large
E. GRUMPY'S TOYS Vintage Moroso arrow logo on front with vintage illustration on back, front pocket.	Off-White	99615	Medium
		99616	Large
		99618	XX-Large
F. DICK'S DRIVE-IN Vintage Moroso arrow logo on front with vintage illustration on back, front pocket.	Off-White	99610	Medium
		99611	Large
		99614	XXX-Large
G. 50TH ANNIVERSARY Celebrating 50 years! Features our traditional logo with a golden/red logo on front & back with flag emblem. Thank you for your loyalty!	Gray	99520	Small
		99521	Medium
		99522	Large
		99523	X-Large
		99524	XX-Large
		99525	XXX-Large



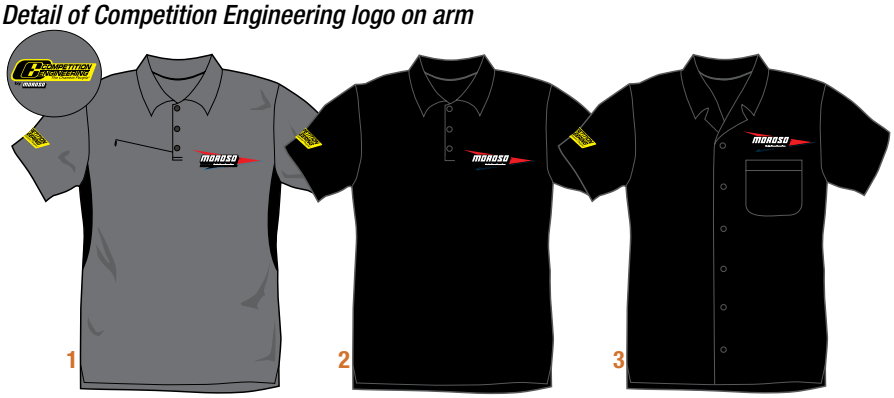


Detail of logo's on arms



Phone: 203.453.6571 • Fax: 203.453.6906 • Tech Support: 203.458.0542 • 203.458.0546

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 Features colorblocked rib knit panels and angled zippered pocket	Grey/Black	99581 99582 99583	Medium Large X-Large
2. SPORT POLO Fine poly jacquard knit with classic 3-button placket	Black	99586 99587 99588 99589	Medium Large X-Large XX-Large

MOROSO BUTTON DOWN CAMP SHIRT

- Richly embroidered logos on front and arm
- Classic, button down camp shirts

DESCRIPTION	COLOR	PART #	SIZE
3. BUTTON DOWN CAMP Easy care poly-rayon blend fabric with side vents	Black	99591 99592 99593 99594	Medium Large X-Large XX-Large

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



DESCRIPTION	COLOR	PART #	SIZE
JACKET	Charcoal	99620 99621 99622 99623	Medium Large X-Large 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
C9020	COMPETITION ENGINEERING LOGO

MOROSO SWEATSHIRTS, HOODIE

- Thick cotton blend, preshrunk pullover hoodie
- Black with Moroso logo, front and rear
- Front "Through" pockets

(BACK)



(FRONT)



DESCRIPTION	COLOR	PART #	SIZE
SWEATSHIRT	Black	99625 99626 99627 99628 99629	Medium Large X-Large XX-Large XXX-Large

MOROSO SWEATSHIRTS, HOODIE

- Show your pride of America and Racing with this line of thick, soft hoodie sweatshirts
- The back of these sweatshirts feature an American and Checkered Flag Cross Over design with a Moroso Logo
- One sleeve of the sweatshirts have Competition Engineering Logo and the other sleeve has a Moroso Wire Technologies Logo

NEW!



(FRONT)



(BACK)

DESCRIPTION	COLOR	PART #	SIZE
SWEATSHIRT	Black	**99630**	Hoodie Sweatshirt, American and Checkered Flag, Small
		99631	Hoodie Sweatshirt, American and Checkered Flag, Medium
		99632	Hoodie Sweatshirt, American and Checkered Flag, Large
		99633	Hoodie Sweatshirt, American and Checkered Flag, X/L
		99634	Hoodie Sweatshirt, American and Checkered Flag, 2 X/L
		99635	Hoodie Sweatshirt, American and Checkered Flag, 3 X/L
		99637	Hoodie Sweatshirt, American and Checkered Flag, 5 X/L

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COMPETITION ENGINEERING
The Chassis People™

2021
DIGITAL CATALOG



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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.

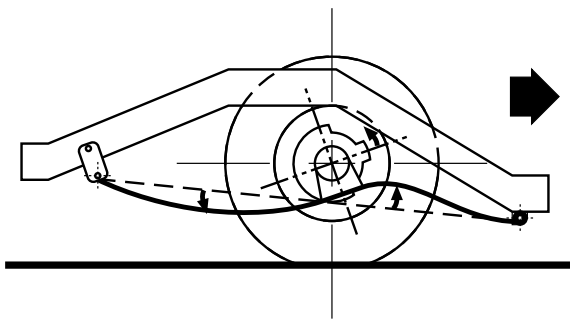
While race cars are designed for racing, street cars are designed primarily for carrying passengers safely and comfortably. From the factory, passenger cars are not equipped to handle high rpm launches from a standing start. This instant release of power places great strain on stock suspension systems 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

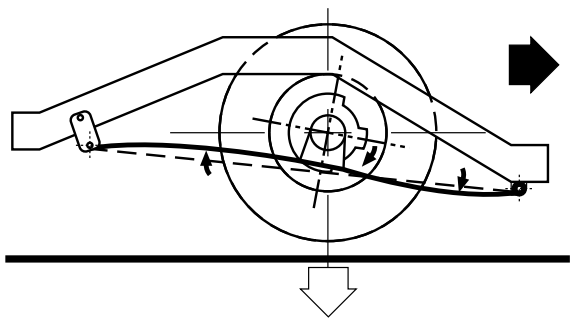
REAR AXLE HOUSING ROTATION WITHOUT TRACTION CONTROL

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.



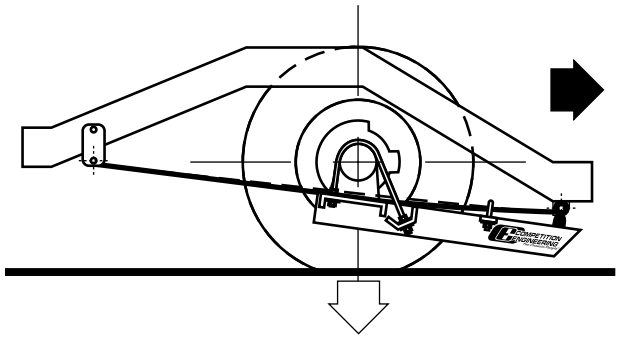
SPRING REACTION UNLOADS SUSPENSION, CAUSING "WHEEL-HOP"

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.



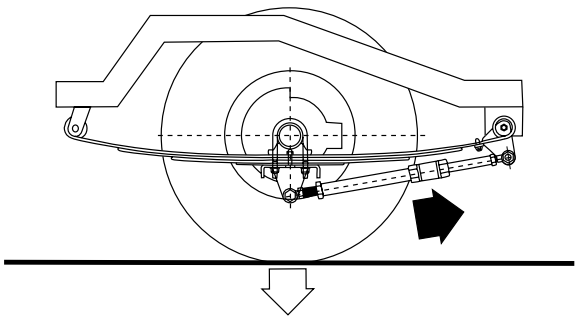
COMPETITION ENGINEERING TRACTION BAR LIMITS AXLE ROTATION

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.



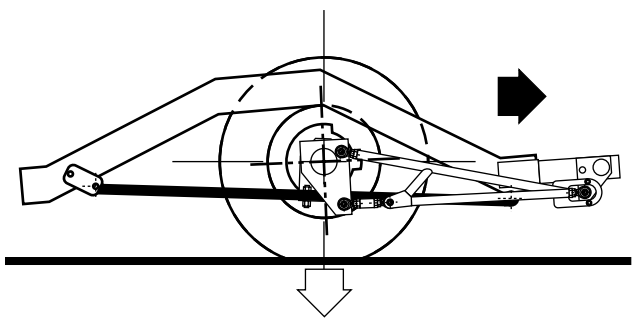
SLIDE-A-LINK™

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.



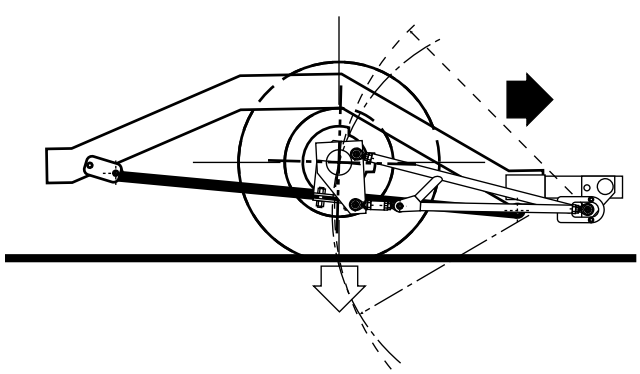
HOW LADDER BARS WORK

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.

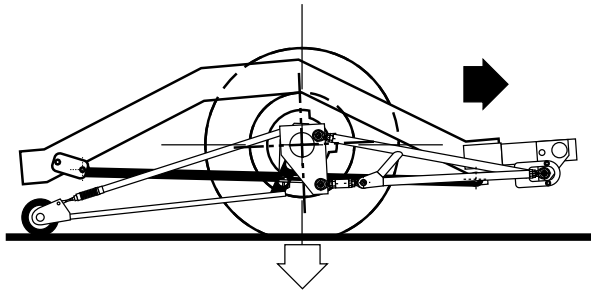
Large-diameter Tubular Control Arms, which are much stronger than stock units, also add rigidity, eliminate flex and help direct power to the ground. Finally, Roll Bars and Roll Cages help make the chassis and body solid while providing an extra measure of safety.

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.

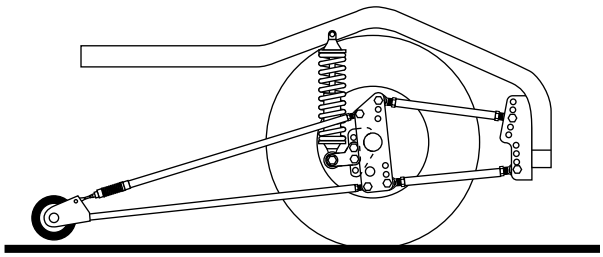
WHEEL-E-BARS™ HELP CONTROL WEIGHT TRANSFER

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

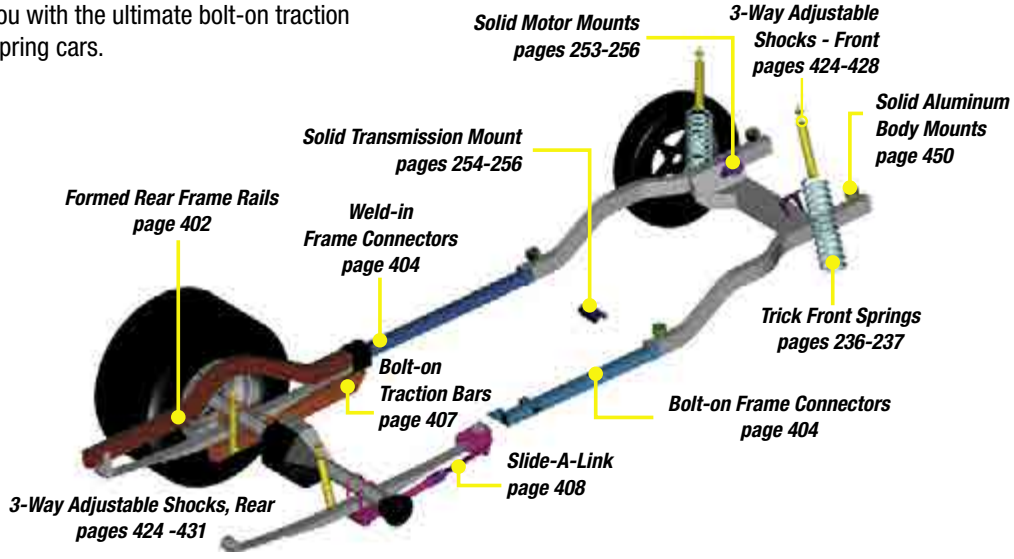
Street Performance & Mild Bracket Cars

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 adjustment 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.

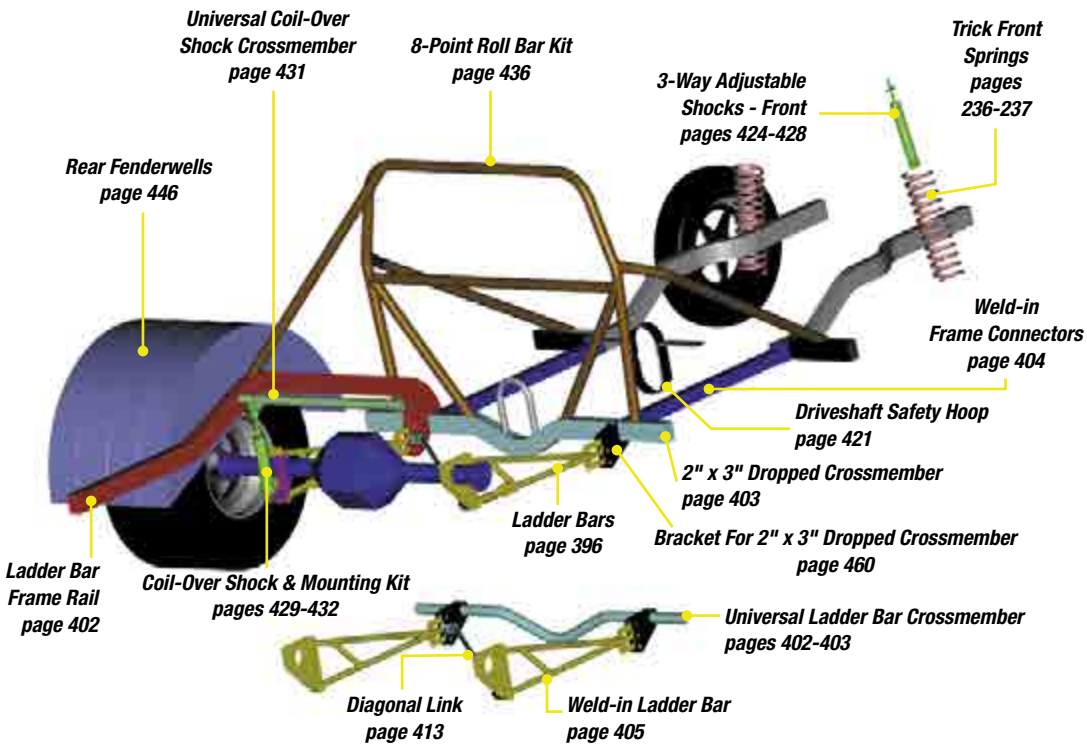
An **8-point Roll Bar** and **Bolt-On Driveshaft Loop** should be among the first components added when deciding to build more horsepower and go faster. A properly installed roll bar not only offers increased protection in the event of a crash, but also adds rigidity to the chassis which results in quicker 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 406**) 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 432**) 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.

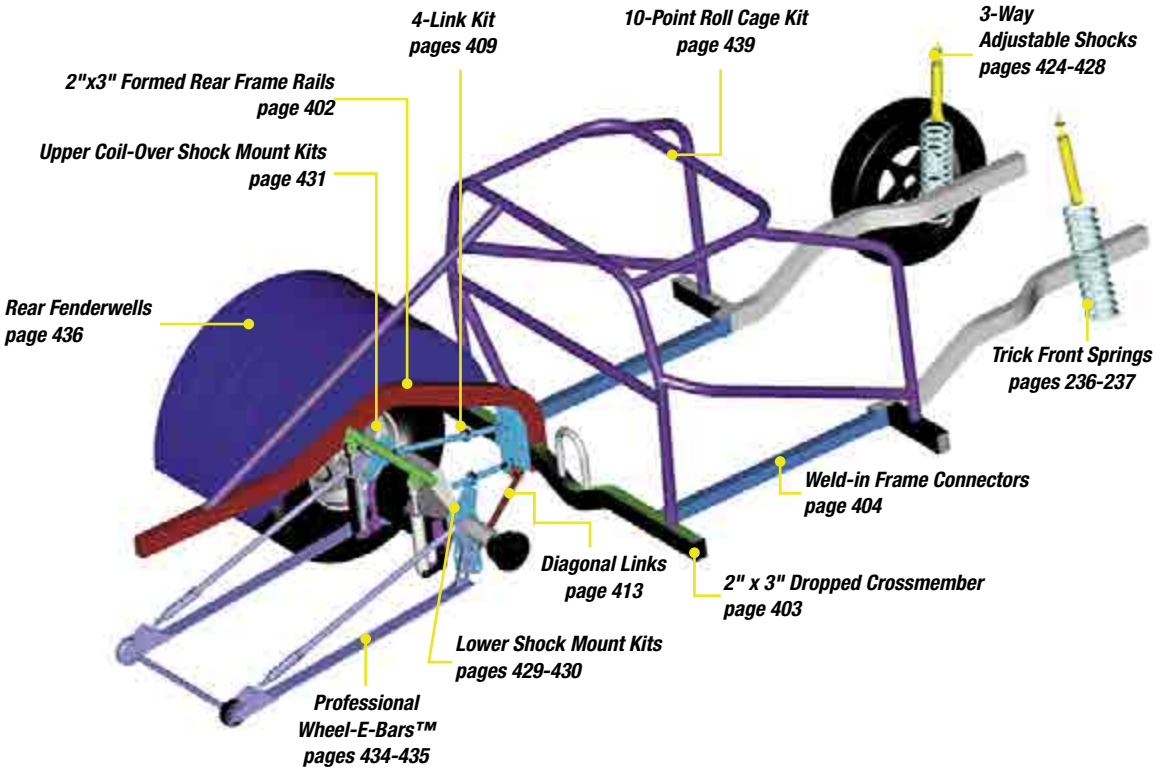
Additional components that make Stage Two complete include computer-designed **Trick Front Springs** for maximum front end lift and weight transfer, **Rear Drag Springs** that provide full suspension travel to take advantage of that weight transfer; **3-Way Adjustable Drag Shocks** to control suspension 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	410
C9200	Fabricated 9" Ford Rear End Housing, Mild Steel	410
C4029	Battery/Weignt Box	462
C5073/74	Steering Column Kits	447-448



No. C4029



No. C5074

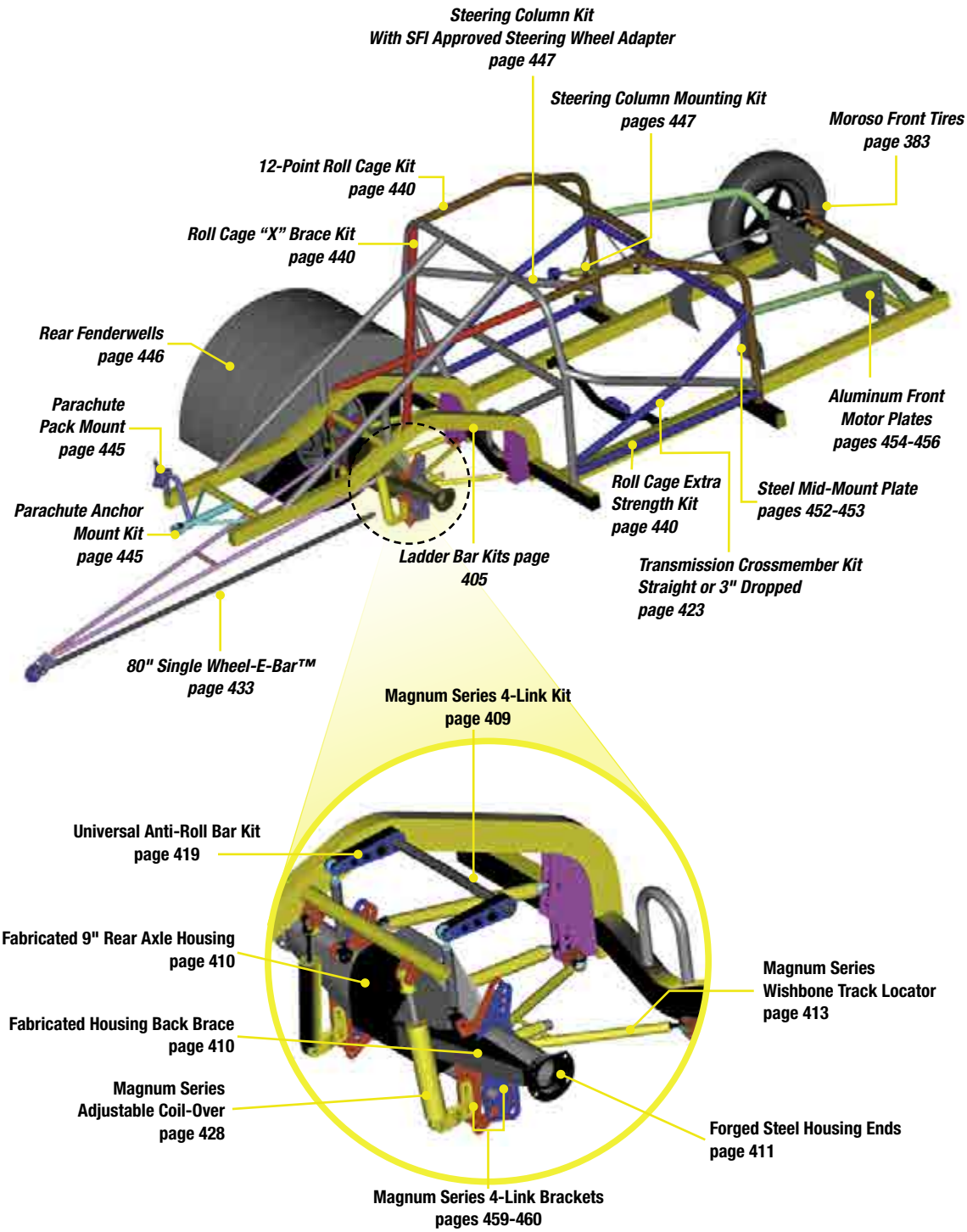


No. C9100

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.



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!

See More
Complete Frame Kits Application Chart on pg. 401

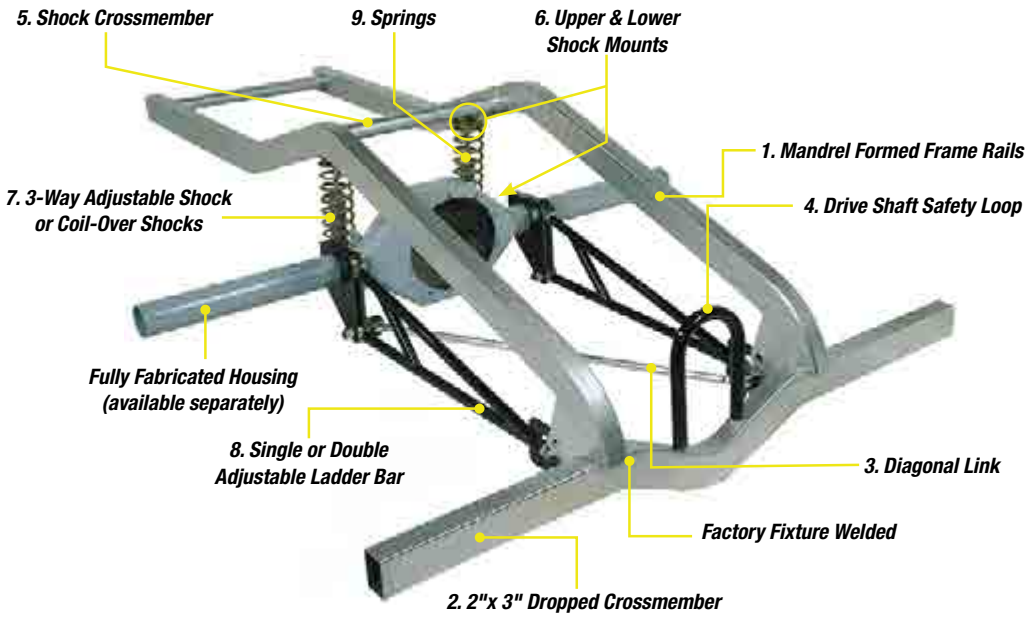
DESIGN YOUR OWN REAR CLIP!

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 405); *Standard 4-Link and Magnum Series 4-Link* (page 409).

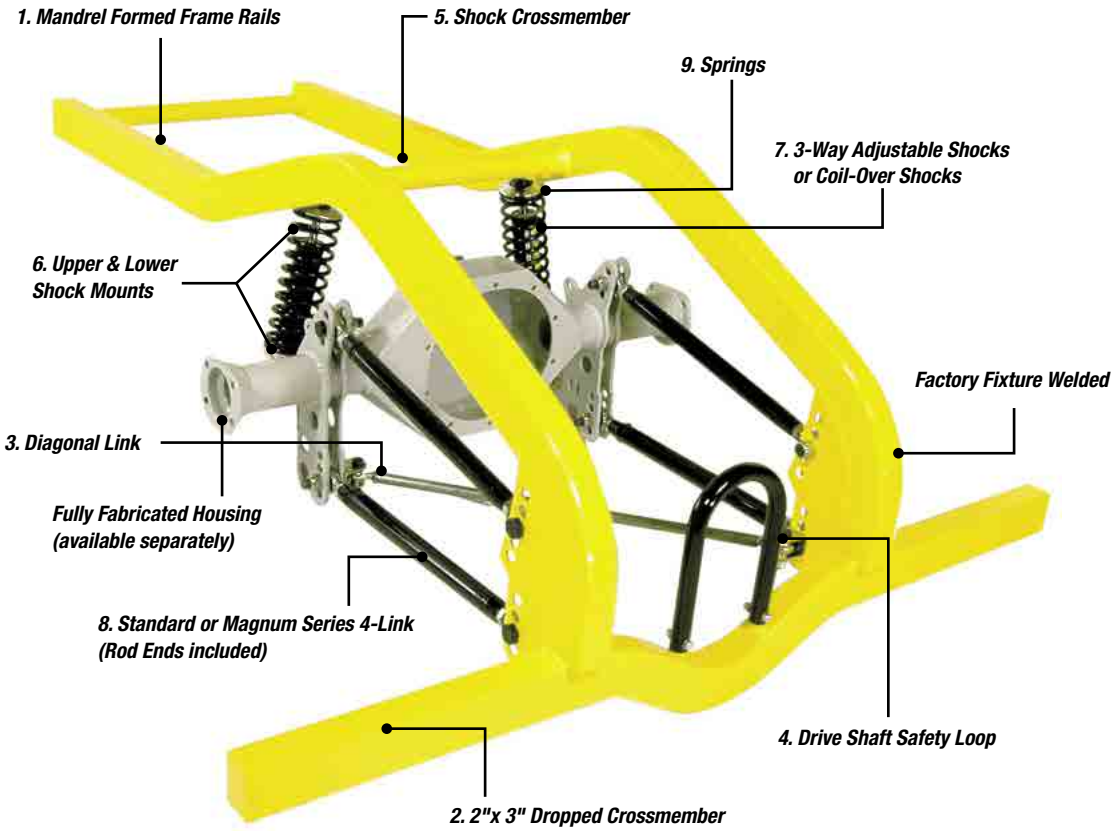
Shocks Options - Available with three different shock options: *3-Way Adjustable Drag Shocks* (pages 424-428), *Magnum Series Rear Coil Over Shocks* (page 428).

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*** – ¾" O.D. DOM steel with ½" Spherical Rod Ends for easy, in-chassis adjustment.
4. ***Driveshaft Loop*** – 1-⅛" 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. ***Available With 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. ***Available With Competition Single Adjustable or Double Adjustable Ladder Bars*** (see page 405)
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*** – ¾" O.D. DOM steel with ½" Spherical Rod Ends for easy, on-chassis adjustment.
4. ***Driveshaft Loop*** – 1-⅛" 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. ***Available With 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. ***Available With Standard or "Magnum" Series 4-Link Kits*** – Rod Ends included. (see page 420)
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.

SEE MORE
Complete Frame Kits Application Chart on pg. 401

LADDER BAR FRAME KITS

SPRING RATE	85 LB	100 LB	125 LB	150 LB	200 LB	PROGRESSIVE RATE SPRING 1,900 LBS TO 2,900 LBS	PROGRESSIVE RATE SPRING 2,901 LBS TO 3,900 LBS
24" WIDTH							
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‹›

‹› ⚠ WARNING Prop. 65
This product contains a chemical known to the state of California to cause cancer, birth defects, or reproductive harm. www.P65Warnings.ca.gov

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 .083", 60" long 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"



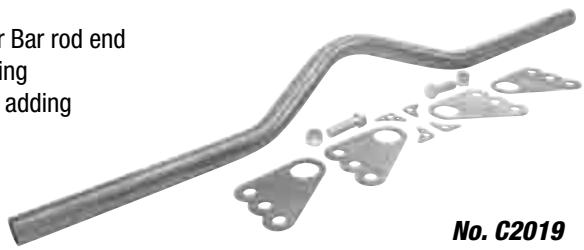
No. C3061

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 1-¾" 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, 1-½" x 2-½" x .120 wall rectangular tubing



No. C3065



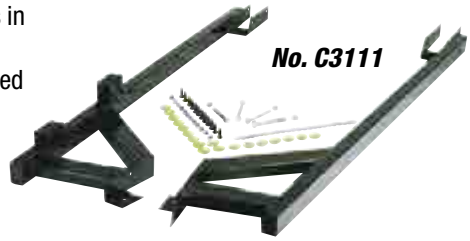




FRAME CONNECTORS

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 1-½" 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 1-½" x .083" wall	Yes	
1976-1981	Bolt-On	**C3114**	2" x 1-½" 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 1-½" x .120" wall	No	Factory exhaust/catalytic converter can't be used
1982-1992	Bolt-On	**C3120**	2" x 1-½" x .083" wall	No	Fits factory exhaust/catalytic converter
1993-2002	Bolt-On	**C3108**	2" x 1-½" x .083" wall	No	Fits factory exhaust/catalytic converter
Camaro					
2010-2015	Bolt-On	**C3180**	2-½" x 1-½" 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 1-½" 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 1-½" 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 1-½" x .083" wall	No	
1979-1993	Weld-In	**C3048**	2" x 2" x .083" wall	No	
1979-1993	Bolt-On	**C3141**	2" x 1-½" x .083" wall	No	
2005-2014	Bolt-On	**C3142**	2"x 1-½" 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 1-½" x .083" wall	No	
Duster, Demon (108" Wheel Base Only)					
1970-1976	Bolt-On	**C3115**	2" x 1-½" x .083" wall	No	
Barracuda					
1967-1969	Bolt-On	**C3115**	2" x 1-½" 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	



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.

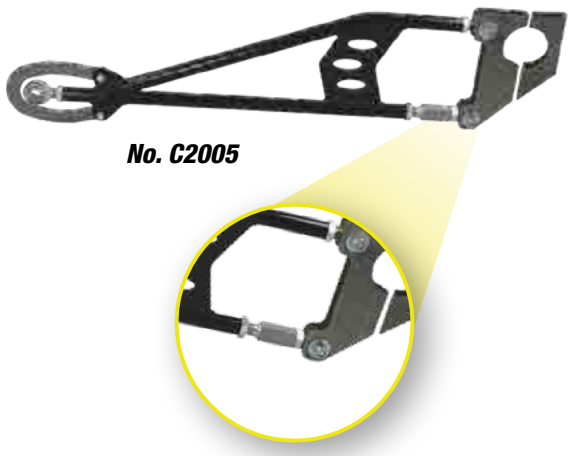
LADDER LINK™ DOUBLE ADJUSTABLE LADDER BAR™

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.

CHROME MOLY ROD ENDS INCLUDED! WITH ALL 4-LINKS, LADDER BARS & LADDER LINKS

BEST

- 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
- 33-½" 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
- For use with 3" O.D. Axle Tubes



No. C2005

PART #	DESCRIPTION
C2005	Ladder Link™ Double Adjustable Ladder Bar™

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

GOOD

- 33-½" 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
- For use with 3" O.D. Axle Tubes



No. C2006

PART #	DESCRIPTION
C2006	Competition Ladder Bar

PART #	AVAILABLE OPTIONS
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

SEE MORE
Tabs & Brackets on pgs. 457-461

***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

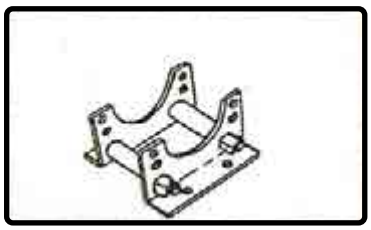
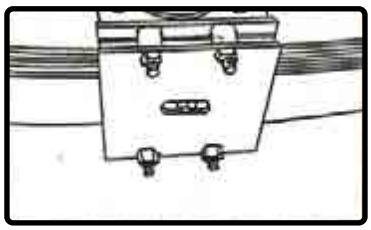
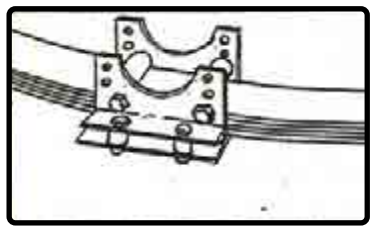
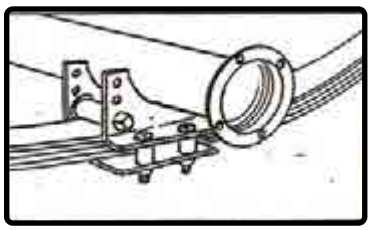
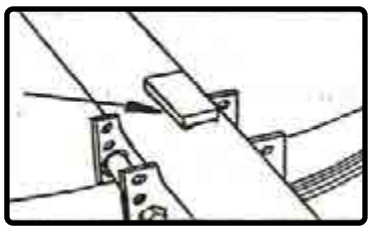
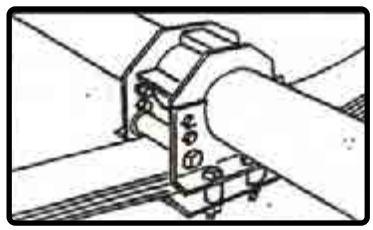
- Eliminates the bind that occurs when Ladder Bars are installed on leaf spring equipped cars
- The Ladder Bars travel in one arc while the leaf springs travel in a separate, opposing arc
- Isolates the leaf springs from Ladder Bar system making it work properly without unwanted bind
- For use with 3" O.D. Axle Tubes

PART #	DESCRIPTION
C2030	Floating Housing Mount, Bolt-On



No. C2030

INSTALLATION IMAGES

*Like most Competition Engineering products, instructions are included with the product and are available online at **WWW.COMPETITIONENGINEERING.COM***



YouTube

CompetitionEngineering.com

New Products! Old Favorites! Instructional Videos!

COMPETITIONENGINEERING.COM

Phone: 203.453.6571 • Fax: 203.453.6906 • Tech Support: 203.458.0542 • 203.458.0546

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 ensure 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*
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*



No. C2101

PART #	AVAILABLE OPTION
C7025	Two Degree Wedge Plates

⚠ WARNING Prop. 65
This product contains a chemical known to the state of California to cause cancer, birth defects, or reproductive harm.
www.P65Warnings.ca.gov

***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

COMPETITION COIL SPRING TRACTION BARS

Effectively eliminates wheel hop and associated parts breakage

- 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



No. C2111

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.,

⚠ WARNING Prop. 65
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www.P65Warnings.ca.gov

PART #	AVAILABLE OPTION
C7025	Two Degree Wedge Plates

PART #	REPLACEMENT PART
C7024	Rubber Bumpers. 2" diameter base. Two/card



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, ½" 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 polyurethane 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*
C2090	Slide-A-Link™. ***Fits:*** *1982-'00 Cheverolet 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



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:

- 17-¼" long, 1" dia. x .156" direct threaded links
- Adjusting nuts for quick tuning
- 3/16" thick mounting brackets stamped from cold rolled steel
- Includes 4 left and 4 right hand chrome moly spherical rod ends
- ¾" 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 & LADDER LINKS

BETTER



MAGNUM SERIES 4-LINK KIT

Designed for ultra-high horsepowered race cars

Includes ¼" thick housing & frame brackets (most competitors kits have 3/16" brackets) with ⅝" mounting holes on a 21" radius, with mounting holes for Wheel-E-Bars™, sway bar and shock mounting as well as 1-¼" holes for additional tube gusseting. We use 1-¼" O.D. x .095" wall top tube and a 1-⅜" 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
- ¼" 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
- 1-¼" 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:

- ¾" x ½" Chrome Moly rod ends
- 4130 Chrome Moly tubes (.095" wall thickness)
- ½" NAS quality, flare head bolts & nuts
- Housing brackets with integral anti-roll bar mounts (¼" plate)
- For 3" Axle Tubes
- Sold in pairs

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
- ¼" face plate for added strength
- Face plates accepts ⅜" press-in studs
- Includes drain plug and filler plug
- Carrier Stud Kit **No. C9006** available separately

No. C9100 (Chrome Moly)



No. C9200 (Mild Steel)



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
- ⅜" thick face plate is CNC machined after the housing is welded to ensure proper axle alignment to center section
- Includes a –6AN drain plug, ⅛" N.P.T. 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



Rear View



No. C9004

Front View

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.



No. C9105

- Eliminates housing flex
- Two piece design makes it easier to install
- CAD designed, CNC manufactured
- Contoured to fit for easier welding
- Made from ⅛" material
- Welding required

PART #	DESCRIPTION
C3405	9" Ford Axle Housing Brace, Mild Steel
C9105	Competition Engineering Fabricated Housing Brace, Fits **CE No. C9100** Chrome Moly
C9205	Competition Engineering Fabricated Housing Brace, Fits **CE No. C9200** 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



No. 85090

FORGED 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 the removal process.

Axle Housing Ends feature:

- Extra thick flange
- For 3" Axle Tubes
- Sold in pairs
- Welding required
- Forged
- Fully CNC machined



No. C9505



No. C9507



No. C9510

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, ⅜" -24 Threaded, Spaced 3.557" W x 2.750"
C9510	Axle Housing Ends, Dana 60 Mopar 8-¾", ⅜" -24 Threaded, Nominal 2.875" Bearing Bore

NOTE: *For use with aftermarket axles and bearings.*



Be sure to keep an eye out for this button on our website @ moroso.com for a convenient way to sign up to our ***NEWSLETTER!***

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, 1-⅜" -12UNF Threads, 2.6" OD



No. C9085

SEE MORE
Rear End Fill Cap on Moroso page 380

AXLE BEARING CONVERSION KIT

Fits: Dana 60 and Chrysler 8-¾"

- 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. 400), 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

PART #	DESCRIPTION
C9006‹›	Carrier Stud Kit



No. C9006

‹› ⚠ WARNING Prop. 65
This product contains a chemical known to the state of California to cause cancer, birth defects, or reproductive harm. www.P65Warnings.ca.gov

REAR AXLE HOUSING VENT

- Reduces internal housing pressure while preventing dirt from entering housing
- Superior quality vent features ⅛" N.P.T. brass fitting 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

PART #	DESCRIPTION
C3406‹›	Rear Axle Housing Vent



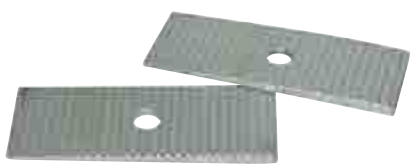
No. C3406

‹› ⚠ WARNING Prop. 65
This product contains a chemical known to the state of California to cause cancer, birth defects, or reproductive harm. www.P65Warnings.ca.gov

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	2º 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: Mild Steel (**No. C2035**) or Magnum Series Chrome Moly (**No. C2024**)
- Mild Steel version manufactured from 1" O.D. x .156" wall DOM steel tubing with ¾" 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, ⅝" 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 ¾" 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, ⅝" hole (use **No**. **C3423** for ¾" mounting)
C2035	Wishbone Rear Axle Housing Locator Kit, Unwelded, Universal, ¾" hole

DIAGONAL LINKS

Eliminates side-to-side housing movement



No. C2031

- Superior to the Panhard Bar for eliminating sway in Ladder Bar and 4-Link suspensions
- Available in 4 different versions:
  - Bolt-On Diagonal Link, Part **No. C2045** is constructed from ¾" x .156" wall, 36.5" overall length, mild steel tubing with ½" hole mounting brackets
  - Bolt-On Diagonal Link, Part **No. C2052** is constructed from ¾" x .156" wall, 36.5" overall length, mild steel tubing with ¾" 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 ⅝" 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 ½" 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

PART #	DESCRIPTION
C2031	Diagonal link, for ⅝ " rod ends, weld-on
C2045	Diagonal link, for ½" rod ends, bolt-on**.** Works with current style **C2005** & **C2006**
C2052	Diagonal link, for ¾" rod ends, bolt-on
C2053	Diagonal link, for ½" rod ends, weld-on**.** Works with current style **C2005** & **C2006**

PART #	REPLACEMENT PARTS
C3422	⅝" Clevis Bracket for **No. C2031**
C3423	¾" Clevis Bracket for **No**. **C2052**
C3431	½" Clevis Bracket for **No. C2045**, **No. C2053**



No. C2037

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

PART #	DESCRIPTION
C2037	Panhard Bar Kit

PART #	AVAILABLE OPTIONS
C2017	4-Link
C2006	Ladder Bar



No. C2139

PANHARD BAR, STREET/STRIP

Fits: Mustang, 2005 - '14

- 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 - '14

- 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



No. C8010

LOWER CONTROL ARMS

For Drag/Road Racing
Fits: Mustang, 2005-'14

- 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
- ¾" 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



No. C8003

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 O.E.M. 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

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 ¼" 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:





UPPER CONTROL ARM, NON-ADJUSTABLE

For Street Use
Fits: Mustang, 2005-'14

- 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

PART #	DESCRIPTION
C8019	Upper Control Arm



No. C8019

UPPER CONTROL ARM BUSHING KIT

Fits: Mustang, 2005 - '14

- 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**

PART #	DESCRIPTION
C8017	Upper Control Arm Bushing Kit



No. C8017

TORQUE BOX REINFORCEMENT PLATES, LOWER

Fits: Mustang, 1979-'04

- 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-'04

- 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-'04

- 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 ¼" increments for different driving situations
- Zinc 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

PART #	DESCRIPTION
C8007	Mustang Lower Control Arms



No. C8007

"MAGNUM SERIES" ANTI-ROLL BAR

Universal Application
Fits: Tube Frame, Purpose Built and Modified Chassis Drag Race Cars



No. C2027

- 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

ANTI-ROLL BAR

Fits: Mustang, 1979-'04, Drag Race



No. C2021

- 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	¼" Right Hand	¼" x ¼"	2,225 lbs.
C6004	Low Carbon Steel	⅜" Right Hand	⅜" x ⅜"	5,100 lbs.
C6007	Low Carbon Steel	½" Right Hand	½" x ½"	8,386 lbs.
C6009	Low Carbon Steel	⅝" Right Hand	⅝" x ⅝"	9,813 lbs.
C6010	Low Carbon Steel	⅝" Left Hand	⅝" x ⅝"	9,813 lbs.
C6011	Low Carbon Steel	¾" Right Hand	¾" x ¾"	14,290 lbs.
C6012	Low Carbon Steel	¾" Left Hand	¾" x ¾"	14,290 lbs.
C6130	Chrome Moly Steel	¾" Right Hand	¾" x ¾"	28,090 lbs.
C6131	Chrome Moly Steel	¾" Left Hand	¾" x ¾"	28,090 lbs.
C6160	Extra-Heavy-Duty Chrome Moly	¾" Right Hand	¾" x ⅝"	40,590 lbs.
C6161	Extra-Heavy-Duty Chrome Moly	¾" Left Hand	¾" x ⅝"	40,590 lbs.
C6150*	Forged Steel	¾" Right Hand Solid	¾" x ¾"	26,000 lbs.
C6151*	Forged Steel	¾" Left Hand Solid	¾" x ¾"	26,000 lbs.
C6152	Polyurethane Bushing	¾" Poly	¾" x ¾"	18,500 lbs.
C6156*	Forged Steel	¾" Right Hand	¾" x ½"	18,500 lbs.
C6157*	Forged Steel	¾" Left Hand	¾" x ½"	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 suspension*

SEE MORE
Clevis Brackets on page 457

"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


No. C6014

PART #	DESCRIPTION	THREAD	SHANK & HOLE	LOAD CAPACITY
C6014	Chrome Moly Rod Ends	⅜" R/H	⅜" x ⅜"	9,500 lbs.
C6017	Chrome Moly Rod Ends	⅜" L/H	⅜" x ⅜"	9,500 lbs.
C6019	Chrome Moly Rod Ends	½" R/H	½" x ½"	12,696 lbs.
C6020	Chrome Moly Rod Ends	½" L/H	½" x ½"	12,696 lbs.
C6021	Chrome Moly Rod Ends	⅝" R/H	⅝" x ⅝"	14,480 lbs.
C6132	Chrome Moly Rod Ends	⅝" L/H	⅝" x ⅝"	14,480 lbs.
C6133	Chrome Moly Rod Ends	¾" R/H	¾" x ½"	23,256 lbs.
C6153	Chrome Moly Rod Ends	¾" L/H	¾" x ½"	23,256 lbs.
C6154	Chrome Moly Rod Ends	¾" R/H	¾" x ⅝"	23,256 lbs.
C6155	Chrome Moly Rod Ends	¾" L/H	¾" x ⅝"	23,256 lbs.
C6162	Chrome Moly Rod Ends	¾" R/H	¾" x ¾"	23,192 lbs.
C6163	Chrome Moly Rod Ends	¾" L/H	¾" x ¾"	23,192 lbs.


No. C6019 No. C6154 No. C6021 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.

Phone: 203.453.6571 • Fax: 203.453.6906 • Tech Support: 203.458.0542 • 203.458.0546

BOLT-ON DRIVESHAFT SAFETY LOOP

Universal

- Meets the requirements of all sanctioning bodies of racing
- Will help contain the driveshaft in the event of a U-joint failure, keeping it from digging into the ground and possibly overturning the vehicle
- 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 ¼" thick, 2" wide mild steel
- Finished in durable clear zinc plating



No. C3028

PART #	DESCRIPTION
C3028	Bolt-on Driveshaft Safety Loop, Universal

TUBULAR DRIVESHAFT LOOP KIT



No. C3029

- 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
- Will help contain the driveshaft in the event of a U-joint failure, keeping it from digging into the ground and possibly overturning the vehicle
- 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-'15

- 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 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 LOOP

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
- 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
- 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-'18

- 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

TRANSMISSION CROSSMEMBERS

- Allows quick and easy transmission installation and removal
- Includes 42" x 1-⅝" x .134 wall EWT tube, four mounting tabs (flat) and four mounting tabs (concave) with all hardware

PART #	DESCRIPTION
C3600	Transmission Crossmember, Universal, Un-welded
C3601	Transmission Crossmember, Universal, Un-welded with 3-½" offset



No. C3601

TRANSMISSION CROSSMEMBER BUSHINGS

Fits: Mustangs, 1979-'93

- 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

PART #	DESCRIPTION
C3610	Transmission Crossmember Bushings



No. C3610



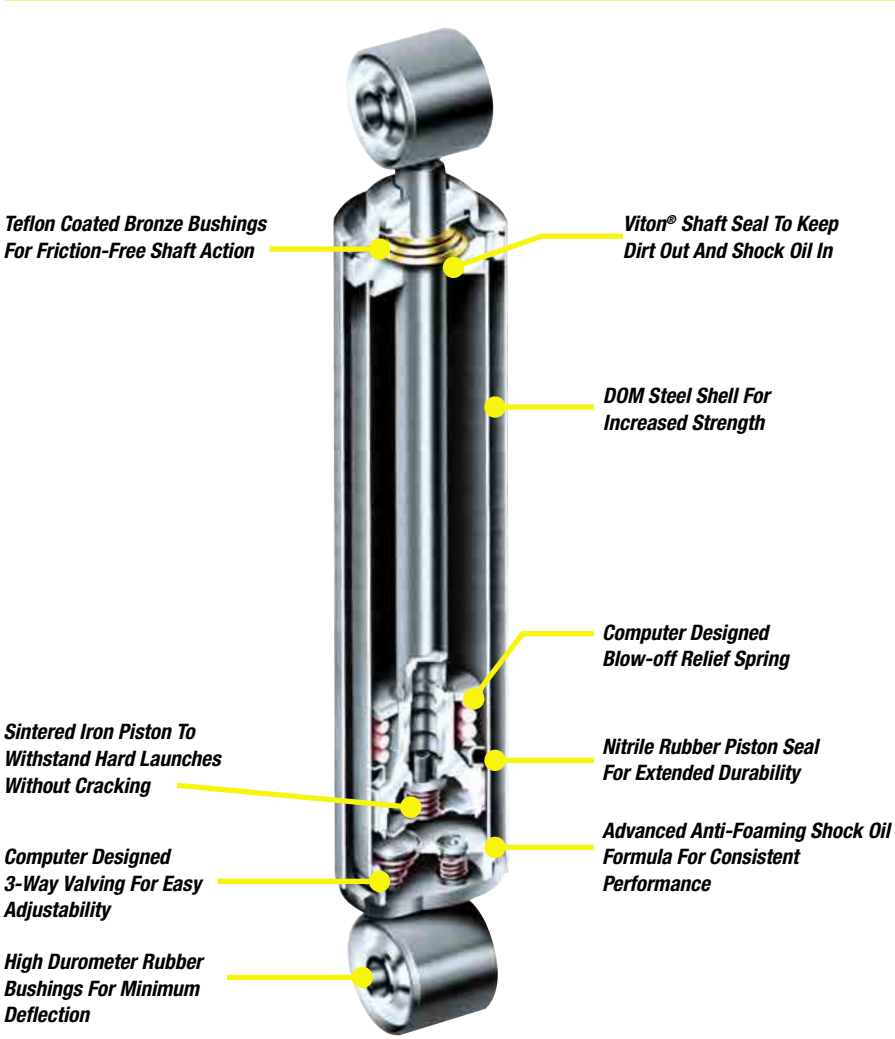
Competition Engineering's 3-Way **Adjustable Drag Shocks** are designed to allow the racer to dial-in the race car to meet changing track conditions. Shock valving plays a very important role in the way your car will perform both during initial launch and throughout the quarter mile.

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.





No. C2600

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www.P65Warnings.ca.gov

***NOTE:* These shocks are designed for DRAG RACE use only! Not for street use.**

MAKE & MODEL	YEAR	FRONT SHOCKS	REAR SHOCKS
AMERICAN MOTORS			
Ambassador, Classic, Matador, Rebel	1978-70 1969-62	C2640‹› 	C2700‹› C2700‹›
American, Rambler	1969-64		C2700‹›
AMX	1980-78	C2640‹›	
AMX, Javelin	1974-70 1969-68	C2640‹› 	C2700‹› C2700‹›
Concord, Gremlin, Hornet, Spirit	1983-70	C2640‹›	
Eagle	1988-80	C2640‹›	C2700‹›
CHRYSLER/DODGE			
Challenger	1974-70	C2620‹›	C2730‹›
Charger, Coronet	1978-73 1972-65	C2620‹› C2620‹›	 C2730‹›
Cordoba	1976-75		C2730‹›
Dakota	1992-87	C2600‹›	
Dart, Demon, Swinger	1976-64	C2620‹›	C2735‹›
Dodge Truck, Ram 50	1992-79	C2600‹›	
Full Size	1978-74 1964-57	 	C2730‹› C2730‹›
Lancer, Monaco	1978-62 1962-61	C2620‹› 	C2730‹› C2730‹›
Magnum XE	1979-77	C2620‹›	C2730‹›
PLYMOUTH			
Barracuda	1974-70 1969-64	C2620‹› C2620‹›	C2730‹› C2735‹›
Belvedere, Fury, Savoy	1970-62	C2620‹›	C2730‹›
Belvedere, Satellite	1974-73 1972-65	 C2620‹›	C2730‹› C2730‹›
Valiant, Duster, Sport Scamp	1976-64	C2620‹›	C2735‹›
GTX	1970-67	C2620‹›	C2730‹›
Road Runner	1975-68	C2620‹›	C2730‹›
FORD			
Elite, Fairlane, LTD II, Torino	1979-72 1971-65	C2610‹› C2640‹›	C2700‹› C2740‹›
Falcon	1970-66	C2640‹›	C2700‹›
Full Size	1986-65 1959-57	C2610‹› C2610‹›	C2700‹› C2740‹›
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‹›

MAKE & MODEL	YEAR	FRONT SHOCKS	REAR SHOCKS
FORD			
Mustang II / Pinto	1978-74	C2639‹›	
Ranchero	1979-72 1971-60	C2610‹› C2640‹›	C2700‹› C2740‹›
Ranger	2005-99 1998-90 1989-83	C2647‹› C2646‹› C2645‹›	
Thunderbird	1988-87 1979-67	C2806*‹› C2610‹›	 C2700‹›
MERCURY			
Capri	1986-79	C2806*‹›	C2750‹›
Comet	1977-71 1969-60	C2630‹› C2640‹›	 C2740‹›
Cougar	1982-80 1979-74 1973-71 1970-67	C2806*‹› C2610‹› C2640‹› C2630‹›	C2750‹› C2700‹› C2740‹› C2740‹›
Full Size	1986-65	C2610‹›	C2700‹›
Montego	1976-72 1971-68	C2610‹› C2640‹›	C2700‹› C2740‹›
GENERAL MOTORS			
BUICK			
Apollo without H.D. Suspension with H.D. Suspension	1980-74 1973 1973 1972-68	C2600‹› C2600‹› C2600‹› C2600‹›	C2720‹› C2720‹› C2720‹›
Century	1981-73	C2600‹›	C2720‹›
Full Size	1984-71	C2610‹›	
Full Size Wagon	1986 1985-71	C2610‹›	C2700‹› C2700‹›
Regal	1987-73	C2600‹›	C2720‹›
Riviera	1978-71	C2600‹›	C2720‹›
Skyhawk	1980-75	C2600‹›	
Skylark, Special	1979-68 1967-64	C2600‹› C2610‹›	C2720‹› C2720‹›
CHEVROLET			
S-10 Blazer 2WD, S-10 Pickup	2004-82	C2600‹›	C2720‹›
Caballero, El Camino	1987-68 1967-64	C2600‹› C2610‹›	C2720‹› C2720‹›
Camaro	2002-93 1992-82 1981-70 1969-67	 C2610‹› C2600‹›	C2700‹› C2700‹› C2710‹› C2700‹›
Chevelle, Malibu	1983-68 1967-64	C2600‹› C2610‹›	C2720‹› C2720‹›
Chevette	1987-76		C2700‹›

*90/10 Drag Strut - Not Adjustable

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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.

MAKE & MODEL	YEAR	FRONT SHOCKS	REAR SHOCKS
CHEVROLET (CON'T)			
Chevy II, Nova	1979-74	C2600‹›	
without H.D. Suspension	1973	C2600‹›	
with H.D. Suspension	1973	C2600‹›	C2720‹›
with Monoleaf Rear Springs	1972-68	C2600‹›	
with Multileaf Rear Springs	1972-68	C2600‹›	C2720‹›
	1967-62	C2605‹›	C2705‹›
Corvette	1982-63	C2610‹›	C2700‹›
	1962-53		
Full Size	1986-65	C2610‹›	C2720‹›
	1957-55	C2610‹›	
Monte Carlo	1988-70	C2600‹›	C2720‹›
Monza	1980-75	C2600‹›	
Truck, Full Size	2007-88	C2616‹›	
	1987-73	C2615‹›	
Vega	1977-72	C2600‹›	
OLDSMOBILE			
Cutlass, F85	1988-68	C2600‹›	C2700‹›
without H.D. Suspension	1967-64		C2720‹›
with H.D. Suspension	1967-64		C2700‹›
Full Size	1986-71	C2610‹›	C2720‹›
Full Size Wagon	1992-77	C2610‹›	
	1990-65	C2610‹›	C2720‹›
Omega	1979-73	C2600‹›	C2720‹›
Starfire	1980-75	C2600‹›	
Toronado	1978-71		C2720‹›

MAKE & MODEL	YEAR	FRONT SHOCKS	REAR SHOCKS
PONTIAC			
Astre	1977-75	C2600‹›	
Bonneville	1986-82	C2600‹›	C2700‹›
Firebird	2002-93		C2700‹›
			C2700‹›
		C2610‹›	C2710‹›
		C2600‹›	C2700‹›
Full Size	1986-63	C2610‹›	C2720‹›
Grand Am	1981-68	C2600‹›	C2700‹›
Grand Prix	1987-69	C2600‹›	C2720‹›
	1968-62	C2610‹›	C2700‹›
GTO	1973-67	C2600‹›	C2720‹›
LeMans, Tempest-1970	1981-67	C2600‹›	C2720‹›
Sunbird	1992-76	C2600‹›	
Ventura II	1977-71	C2600‹›	C2720‹›
with H.D. Suspension	1973		C2720‹›
with Multileaf Rear Springs	1972-71		C2720‹›
ISUZU			
Impulse	1989-83		C2700‹›
TOYOTA			
Corolla	1983-77		C2700‹›
Corona Mark II	1976-72	C2600‹›	C2700‹›
Corona	1978-74		C2700‹›
	1973-65	C2600‹›	
	1964-61		C2720‹›
Celica	1977-73		C2700‹›

**90/10 Drag Strut - Not Adjustable*

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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 that 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:

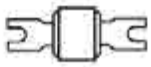
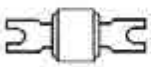
Trying to gauge the setting of the shock by compressing it in your hand and feeling the difference in Compression is not advised. Though you can compress the shock, you will not be able to simulate the weight of a vehicle or the speed at which it can cycle the shock. If you continually try to check adjustment 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

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"		

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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"		



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 ⅞" 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*



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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 2-½" I.D. springs
- ⅝" 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; 13-¾" to 14-⅝" recommended ride height; 11-¾" compressed height
- One per package
- Springs not included

PART # **DESCRIPTION**

C2770‹› "Magnum Series"" Rear Coil-Over Shock Absorber

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SEE MORE
For Spring Choices on page 432



No. C2770

Phone: 203.453.6571 • Fax: 203.453.6906 • Tech Support: 203.458.0542 • 203.458.0546

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 zinc plated 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

PART #	DESCRIPTION
C2765‹›	Coil-Over Shock Kit, Adjustable

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SEE MORE
For Spring Choices on page 432



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
- ½" bolt hole
- Four per package
- Accepts “eye” shock mount
- Welding required
- Fits all axle tube diameters

PART #	DESCRIPTION
C3170	Universal Lower Shock Mounts



No. C3170

MORE TABS & BRACKETS

Are on pages 457-462 to help you create your own shock mounting options!



Lower Coil-Over Shock Mounting Brackets
No. C3417



Coil-Over Housing Bracket
No. C3414



Shock Mounting Bracket
No. C3413



Heavy Duty Flat Chassis Brackets
No. C3434

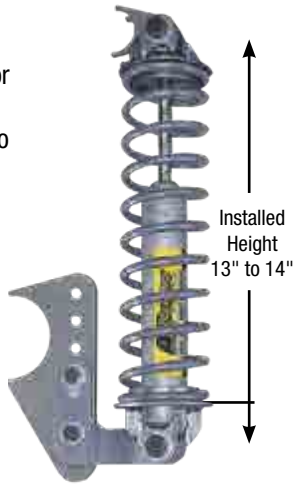
REAR COIL-OVER SHOCK KIT

- 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 ½" increments to suit ride height requirements
- Lower Spring Perches and Shock Mounts are zinc plated 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.*





No. C2051

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SEE MORE
For Spring Choices on page 432

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 ½" increments
- ¼" thick housing brackets, 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 3-¼" diameter
- Manufactured of cast steel with finger indents for sure grip operation

PART #	DESCRIPTION
62030	Coil-Over Shock Adjusting Tool



No. 62030

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, ¼" 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
- O.E.M. 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



No. C7048

⚠ WARNING Prop. 65
This product contains a chemical known to the state of California to cause cancer, birth defects, or reproductive harm.
www.P65Warnings.ca.gov

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, ½" hole. One per package	C2015, C2038, C2039
C7060	Wheel-E-Bar™ Replacement Wheel. Synthetic rubber w/ ball bearing center, ⅜" 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
C7051	Replacement Springs
C7052	Professional. Spring Adjusting Mechanism. One per package
C7058	Replacement Wheel. Natural rubber w/ ball bearing center, ½" hole
C7060	Replacement Wheel. Synthetic rubber w/ ball bearing center, ⅜" hole
C7066	Replacement Lower Strut, Aluminum with natural finish
90430	Quick Release Pins. Two per package

‹› ⚠ WARNING Prop. 65
This product contains a chemical known to the state of California to cause cancer, birth defects, or reproductive harm. www.P65Warnings.ca.gov



No. C7047



No. C7046

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
- 18-⅝" center to center mounting bracket distance
- Includes all hardware and mounting instructions
- Synthetic Rubber Wheels

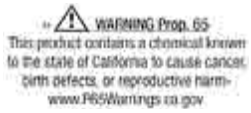


No. C2043

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, ⅜" 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 (3-½" 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.

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 1-¾" O.D. x .134" wall mild steel or 1-¾" 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 floor plates are 6"x 6", 10 gauge (.134" thick)
- 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 HOOPS

PART # MILD STEEL	PART # CHROME MOLY	APPLICATION
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-'19 Challenger, Complete Kit
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, Complete Kit
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

PART # MILD STEEL	PART # CHROME MOLY	APPLICATION
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		1990-'94 Mitsubishi Eclipse
TRUCKS *(See footnote below for appropriate Strut Kit)*		
C3134**	C3133**	1982-'04 GM S-10, S-15
C3042*		1973-'87 GM Pickup
C3044*		1988-'98 GM Pickup

**These part numbers ONLY come complete, Strut Kit included.*
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*

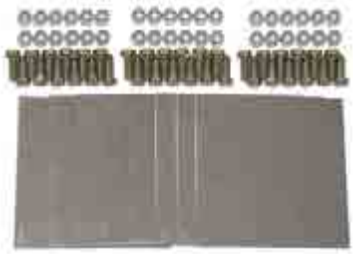
Phone: 203.453.6571 • Fax: 203.453.6906 • Tech Support: 203.458.0542 • 203.458.0546

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 ⅛" steel plates get positioned under the floor and are used with the existing roll bar plates to "sandwich" the floor pan
- Includes ⅜"-16 x 1" Grade 8 bolts and Nylock nuts for mounting
- Requires drilling floor pan and forming mounting plates to match under-floor contours

PART #	DESCRIPTION
C3020	Roll Bar Bolt-In Conversion Kit

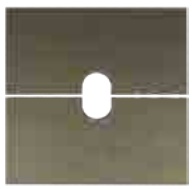


No. C3020

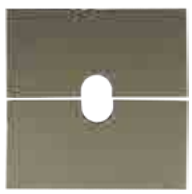
ROLL BAR FILL PLATES, SLOTTED, 2 PACK

- These plates are designed to fill gaps around roll bar tubing that pass through sheet metal such as firewalls or rear parcel shelves
- They can also be used to tie roll bar tubing into rockers, A and B Pillars
- If switch panels, disconnect switches, fire system pulls or anything else is going to be mounted off the roll bar tubing these plates will simplify the process
- These steel fill plates are 5" x 10" and are constructed out of 18 gauge (.050" thick)

PART #	DESCRIPTION
C3176	Roll Bar Fill Plates, Slotted, 1-⅝" Diameter
C3177	Roll Bar Fill Plates, Slotted, 1-¾" Diameter



C3176



C3177

ROLL BAR MOUNTING PLATES, 6 INCH X 6 INCH, 10 GAUGE, 4 PACK

- These are the same plates that are included in Competition Engineering 8-Point Roll Bar, 10-Point and 12-Point Roll Cage Kits
- Based on customer requests, they are now available separate as a 4 pack
- These steel mounting plates are 6" x 6", 10 gauge (.134" thick)

PART #	DESCRIPTION
C3178	Roll Bar Mounting Plates, 6" X 6", 10 Gauge, 4 Pack

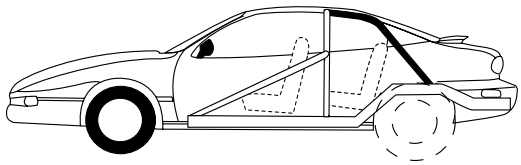


No. C3178

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 1-¾" O.D. x .134" wall mild steel or 1-¾" 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 1-⅝" O.D. x .134" wall mild steel or 1-⅝" 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

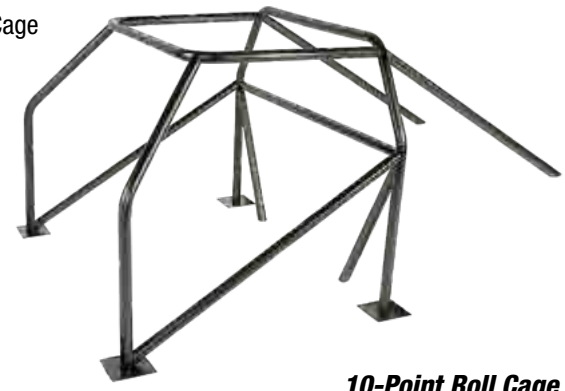
(Actual product may vary from image shown)

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, 1966-'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 floor plates are 6"x 6", 10 gauge (.134" thick) and twelve weld joint gussets
- Manufactured from 1-⅝" O.D. x .134" wall mild steel or 1-⅝" 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)*

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

10-POINT ROLL CAGES APPLICATION CHART - A) MAIN HOOPS

PART # MILD STEEL	PART # CHROME MOLY	APPLICATION
CHRYSLER/DODGE		
C3227	C3287	1968-'69 Barracuda, 1970-'76 Duster
C3235*	C3285*	2008-'19 Challenger, Custom Fit
FORD		
C3225	C3275	1979-'93 Capri, Mustang
C3229	C3279	1994-'04 Mustang
C3240*	C3270*	2005-'14 Mustang, Complete Kit

***NOTE:** These part numbers ONLY come complete, Strut Kit included.*

PART # MILD STEEL	PART # CHROME MOLY	APPLICATION
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-'04 GM S-10, S-15

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 1-⅝" O.D. x .134" wall mild steel or 1-⅝" 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

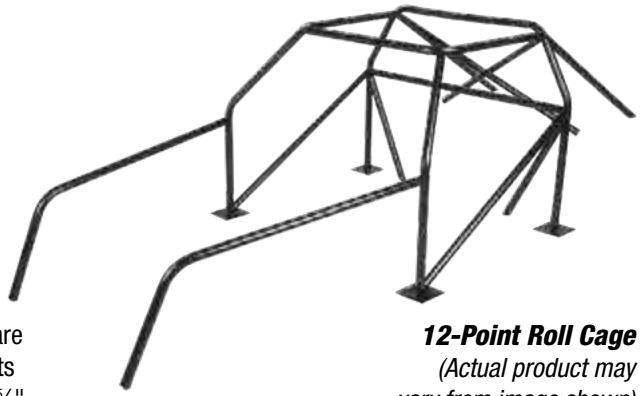
PART #	DESCRIPTION
C3184	Roll Cage Upgrade Kit
C3194	Roll Cage Upgrade Kit, Chrome Moly



No. C3184

12-POINT ROLL CAGES

- Designed to provide the utmost in chassis strength and superior 360º 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 floor plates are 6"x 6", 10 gauge (.134" thick) and twelve weld joint gussets
- Manufactured from 1-⅝" O.D. x .134" wall mild steel or 1-⅝" 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



12-Point Roll Cage
(Actual product may vary from image shown)

***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)**

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 HOOPS

PART # MILD STEEL	PART # CHROME MOLY	APPLICATION
CHRYSLER/DODGE		
C3309	C3361	1968-'69 Barracuda 1970-'76 Duster
C3308*	C3373*	2008 -'19 Challenger, Complete Kit
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

PART # MILD STEEL	PART # CHROME MOLY	APPLICATION
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-'04 GM S-10, S-15

***NOTE:** These part numbers ONLY come complete, Strut Kit included.*

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 1-⅝" O.D. x .134" wall mild steel or 1-⅝" 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 1-⅝" O.D. x .134" wall mild steel or 1-⅝" 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 1-⅝" O.D. x .134" wall or 1-⅝" 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
- 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 1-¾" Dia. Tubing
C4906	Seat Back Brace, Adjustable for 1-⅝" Dia. Tubing
C4907	Seat Back Brace, Adjustable for 1-½" 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 1-⅝" 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; ⅞" thickness fits 1-⅝" – 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

ROLL BAR GUSSETS

These lightweight, stamped plate gussets provide additional strength to welded tube joints

- Available in mild steel or chrome moly
- Measures 1-¼" x 2-¼"
- 25 per package
- Welding required

PART #	DESCRIPTION
C3172	Roll Bar Gussets, ⅛" 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 O.E.M. full body cars 7.50 E.T. and slower
- **No. C3182** is manufactured for 1-¾" steel tubing and **No. C3183** is manufactured for 1-⅝" 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, 1-¾" tube
C3183	10 & 12-Point Swing Out Door Bar Kit, 1-⅝" tube



No. C3182

UNIVERSAL DOOR WINDOW FRAME KIT

- Use on drag racing vehicles running a plastic/lexan type window
- Will complete two doors
- Includes ⅜" 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

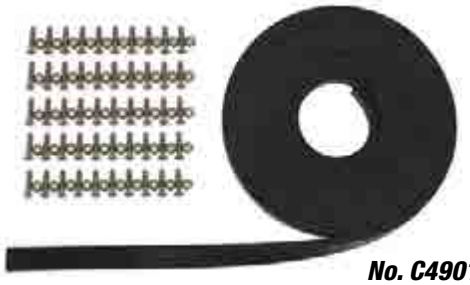


No. C4900

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



No. C4901

PART #	DESCRIPTION
C4901	Windshield Install Kit, ¼" Thick
C4902	Windshield Install Kit, ⅜" Thick

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 claimer racing
- Will not be affected by dirt as some cable linkages can be

PART #	DESCRIPTION
C3465‹›	Throttle Linkage Rod Kit

WARNING Prop. 65
This product contains a chemical known to the state of California to cause cancer, birth defects, or reproductive harm-
www.P65Warnings.ca.gov

PART #	AVAILABLE OPTIONS
C3461	Accelerator Pedal Kit

ACCELERATOR PEDAL KIT

- Steel Accelerator Pedal with Steel Mounting Brackets and Hardware to mount where desired
- Installation instructions included



No. C3461

PART #	DESCRIPTION
C3461	Accelerator Pedal Kit

PART #	AVAILABLE OPTION
C3465‹›	Throttle Linkage Rod Kit

WARNING Prop. 65
This product contains a chemical known to the state of California to cause cancer, birth defects, or reproductive harm-
www.P65Warnings.ca.gov

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





No. C4935

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

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

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

PARACHUTE ANCHOR MOUNT

For attaching parachute anchor strap to chassis

- Accepted by NHRA and IHRA
- Manufactured from 1-⅝" 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 ⅛" thick aluminum bracket with steel clamp and mounting hardware

PART #	DESCRIPTION
C3453	Parachute Release Cable Clamp



No. C3453

FUEL TANK SUMP KITS

- 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 ⅜" or ½" N.P.T. bungs to ensure adequate fuel flow
- I.D. 7-⅜" wide x 11" long x 3" tall
- Installation instructions include a template for baffling the tank
- Welding required

PART #	DESCRIPTION
C4040	Fuel Tank Sump Kit, Two ⅜" N.P.T. weld bungs
C4041	Fuel Tank Sump Kit, Two ½" N.P.T. weld bungs



No. C4040



No. C4041

SEE MORE
Moroso Aluminum Fuel Line on pg. 280

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, 8-⅛" x 8-⅛" overall

PART #	DESCRIPTION
85700	Access Door

No. 85700





ALUMINUM & STEEL REAR FENDERWELLS

- 24-gauge steel or .032" thick 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

PART #		DIMENSIONS
STEEL	ALUMINUM	LENGTH X HEIGHT X WIDTH
C2998	C2999	30" (L) x 15" (H) x 23.25" (W)
C3006	C3007	36" (L) x 18" (H) x 23.25" (W)
C3008	C3009	38" (L) x 19" (H) x 23.25" (W)
C3010	C3011	40" (L) x 20" (H) x 23.25" (W)
C3002	C3004	43" (L) x 21.5" (H) x 23.25" (W)
N/A	C3005	46" (L) x 23" (H) x 23.25" (W)



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



Phone: 203.453.6571 • Fax: 203.453.6906 • Tech Support: 203.458.0542 • 203.458.0546

STEERING COLUMN KITS, UNIVERSAL DESIGN

Two versions available; Drag Race Only which has a strong yet light weight ¾" x .058" wall chrome moly shaft and the NEW Circle Track, Road Race and Street version that has a ¾" x .156" wall mild steel shaft which is stronger and heavier for the rigors of Circle Track, Road Racing and the Street.



No. C5074

- Can be used in new car construction or used to replace a heavy bulky O.E.M. 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, Moroso part **No. 80160**
- 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

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 1-½" 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 1-½" dia. column tube
- Kit includes complete installation instructions
- Welding & fabrication required



No. C5076

PART #	DESCRIPTION
C5076	Steering Column Mounting Kit

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
- ¾"-16 right hand threaded shank mounts to steering support bracket
- Includes two jam nuts for securing rod end in place
- Static radial load capacity of 11,518 lbs.
- One per package



No. C9609

PART #	DESCRIPTION
C9609	Steering Shaft Support Rod End

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 1-¾" diameter 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: ¾" O.D. steering shafts and steering wheels with a 3 hole, 1-¾" 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:*** *¾" O.D. steering shafts and steering wheels with a 3 hole, 1-¾" diameter bolt pattern*



No. 80160

MOROSO

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
- -6AN 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
63951	Power Steering Tank, Universal Panel Mount, Inlet left side, Black Wrinkle Powder Coat Finish NEW!



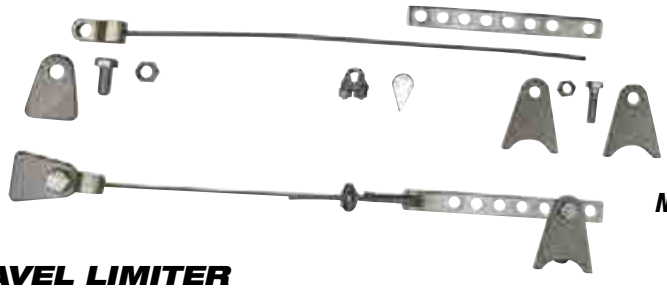
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MOROSO

SEE MORE

Power Steering Tanks on Moroso pgs. 197, 201, 202, 204 & 209

Competition Engineering has the components to make your front suspension work properly. Poor front suspension tuning can affect the way your race car reacts. O.E.M.-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



No. C2026

PART #	DESCRIPTION
C2026	Front End Travel Limiter

PART #	REPLACEMENT PART
C7024	Rubber Bumpers. 2" diameter base. Two/card

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, ⅝" 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

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
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
C3165	Arm Bushings, GM A&G Body Rear Control



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
C2022	Spring Eye Bushings, Aluminum, Front, 2" O.D. x 3-⅝" long for ½" bolt
C2023	Spring Eye Bushings, Aluminum, Rear, 1-⅝" O.D. x 3-¼" long for 9/16" bolt



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
C3166	Upper A-Arm Bushings

PART #	AVAILABLE OPTIONS
C2026	Front End Travel Limiter



No. C3166

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 ¾" dia. DOM steel tube, two chassis tabs, a ½" high misalignment rod end, an engine mounting tube and complete instructions
- Improves reaction times
- Fabrication & welding required

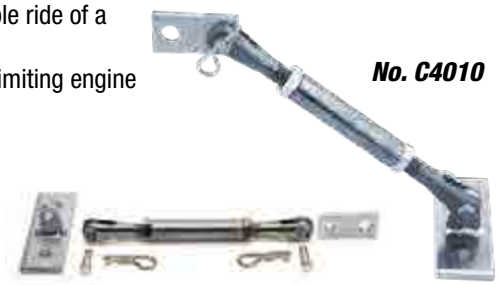


No. C4034

PART #	DESCRIPTION
C4034	Engine Limiter Kit

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



No. C4010

PART #	DESCRIPTION
C4010	Engine Torque Link. ***Fits:*** *Mustang 1979-'95 5.0L*

MID-MOUNT PLATE REPLACEMENT MOUNTING KIT

- Recommended when more than one mounting kit is required
- Manufactured from ⅛" mild steel with four triangular gussets
- Includes mounting hardware
- Welding required



No. C4032

PART #	DESCRIPTION
C4032	Mid-Mount Plate Replacement Mounting Kit

SHIM KITS, FLYWHEEL

- Replacement flywheel shims for Competition Engineering 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



No. C4047 *No. C4048* *No. C4049*



No. C4050 *No. C4051* *No. C4052*

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*

MID MOUNT PLATES

Available In Steel and Aluminum

SEE MORE
Flywheel Shims on pg. 451

- 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
- Universal Frame Mounts Included, welding required

MID MOUNT PLATES APPLICATION CHART

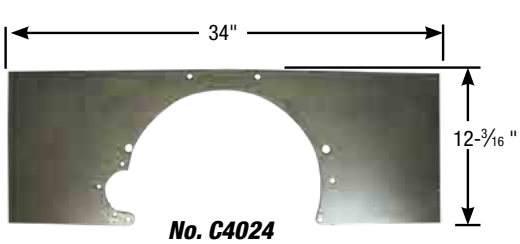
PART #	APPLICATION	MATERIAL DESCRIPTION	DIMENSIONS
UNIVERSAL FIT			
C4033*	Universal Fit	6061-T6 Aluminum	30" x 20" x .188" thick
GENERAL MOTORS			
OLDSMOBILE/PONTIAC			
C4025*	301-345 Engines	6061-T6 Aluminum	24" x 14-5/8" x .188" thick
CHEVROLET			
C4027*	LS Series	6061-T6 Aluminum	29-1/4" x 14-13/16" x .188" thick
C4028	LS Series	Steel	29-1/4" x 14-13/16" x .090" thick
C4030*	SBC, BBC, V8 & 90º V6 Engines	6061-T6 Aluminum	29-1/4" x 13-1/2" x .188" thick
C4031	SBC, BBC, V8 & 90º 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
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

** Flywheel shims not included, see optional flywheel shims on page 441*

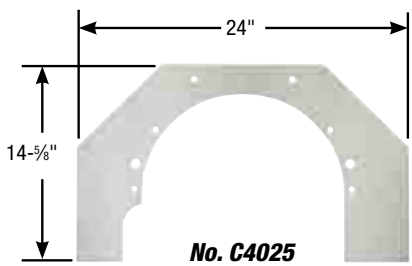
PART #	REPLACEMENT PARTS
C4032	Mid-Mount Plate Replacement Mounting Kit



No. C4022

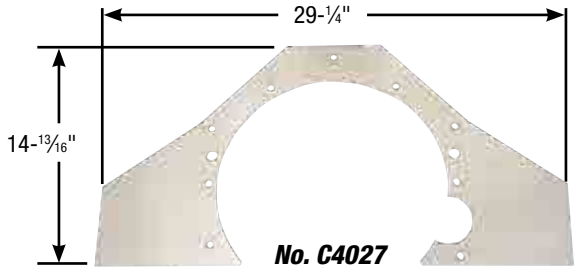


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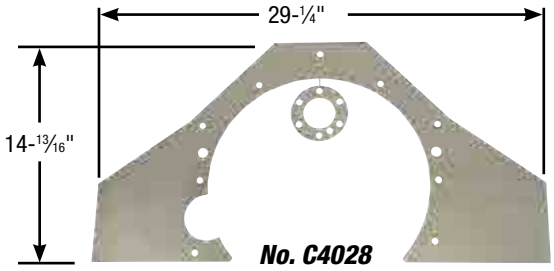


No. C4025

Phone: 203.453.6571 • Fax: 203.453.6906 • Tech Support: 203.458.0542 • 203.458.0546



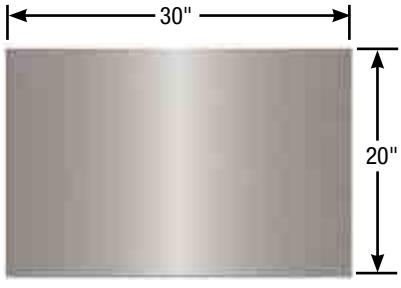
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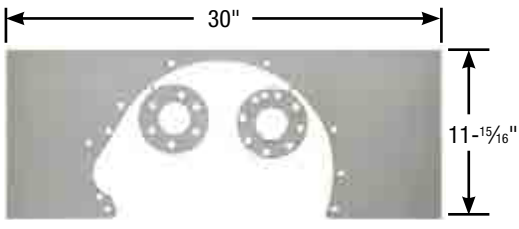
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No. C4033 - *Universal Fit*



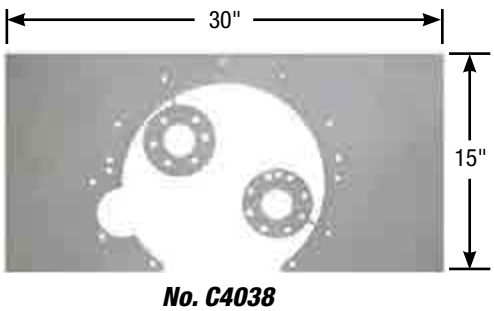
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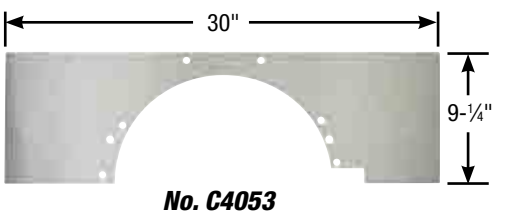
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No. C4037



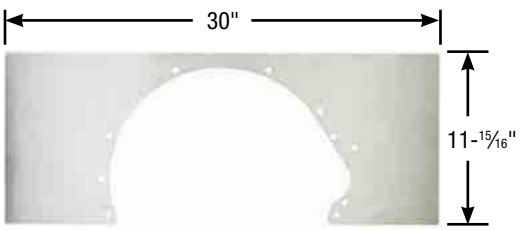
No. C4038



No. C4053



No. C4054



No. C4055

FRONT MOTOR PLATES

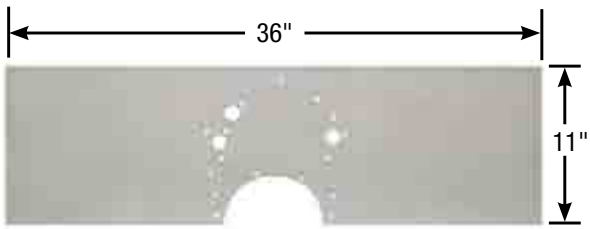
Make sure your motor stays in place!

- 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

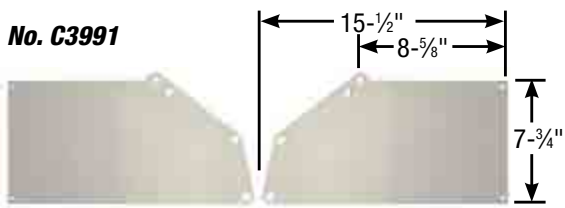
PART #	APPLICATION	MATERIAL DESCRIPTION	DIMENSIONS
UNIVERSAL FIT			
C4014	Universal Fit	6061-T6 Aluminum	36" x 12" x .25" thick
GENERAL MOTORS			
SMALL BLOCK CHEVROLET			
C3995	LS Series, 2-piece	6061-T6 Aluminum	15" x 12" x .25" thick
C4003	SBC and 90º, V6 2 Piece Seal Engines, Pre-trimmed	6061-T6 Aluminum	27-½" x 13" x .25" thick
C4004	SBC and 90º, V6 2 Piece Seal Engines	6061-T6 Aluminum	36" x 10-½" x .25" thick
C4006	SBC and 90º, 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
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 13-⅜" 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.*

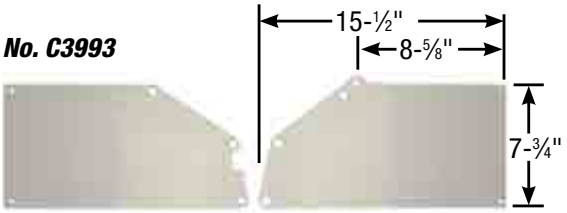


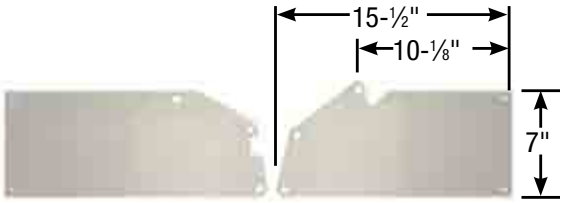
No. C3990

No. C3991

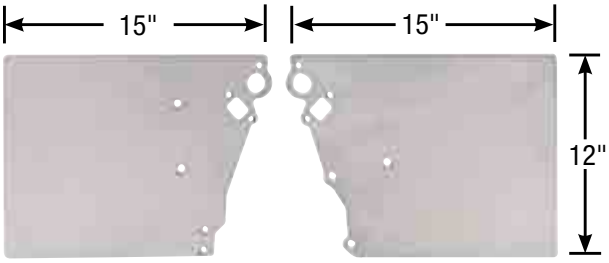


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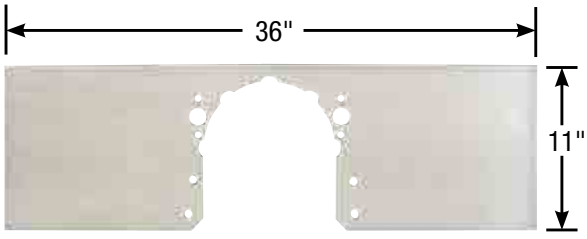




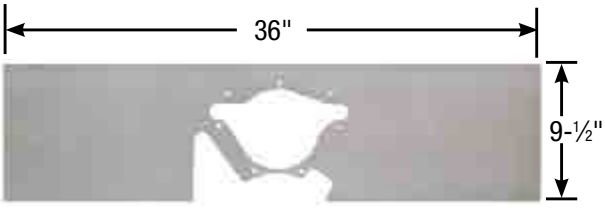
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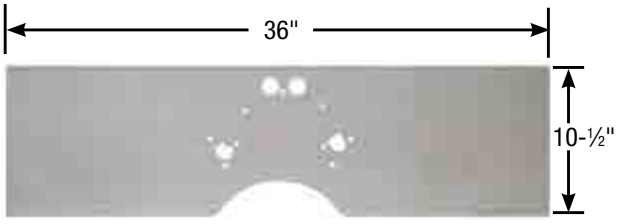
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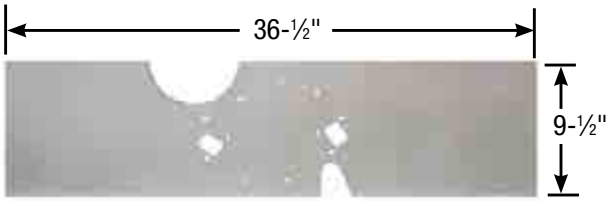
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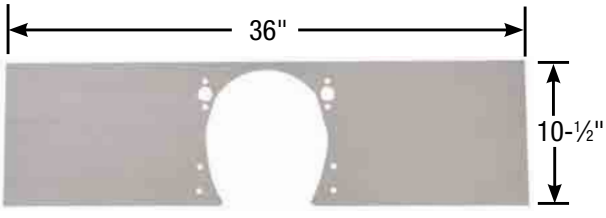
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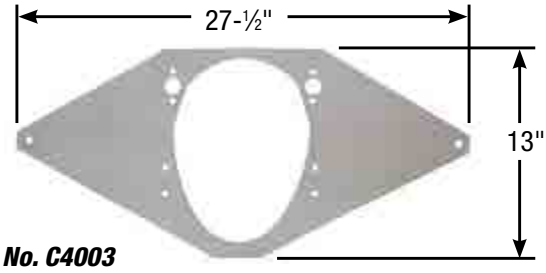
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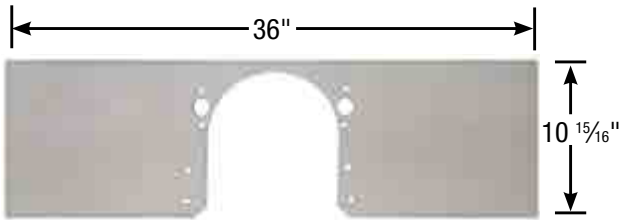
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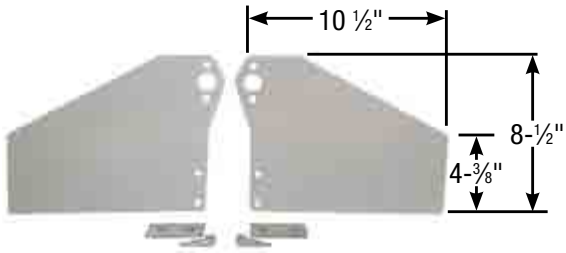
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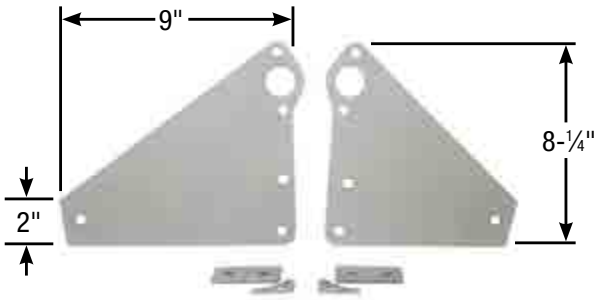
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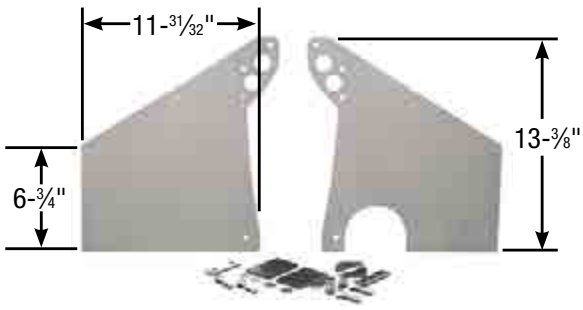
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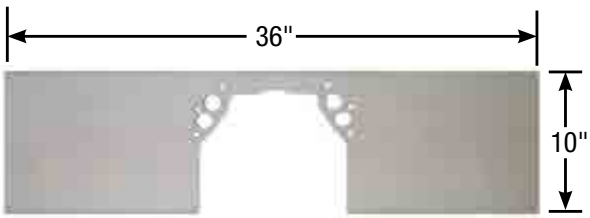
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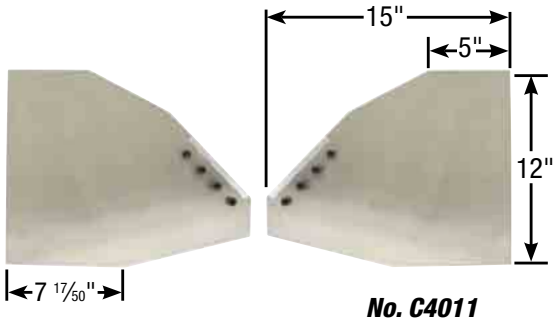
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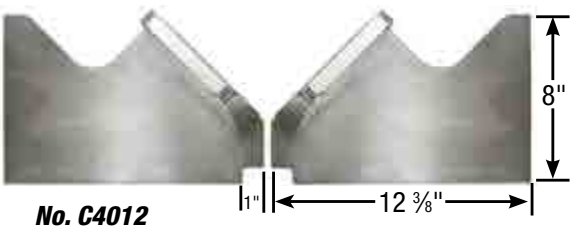
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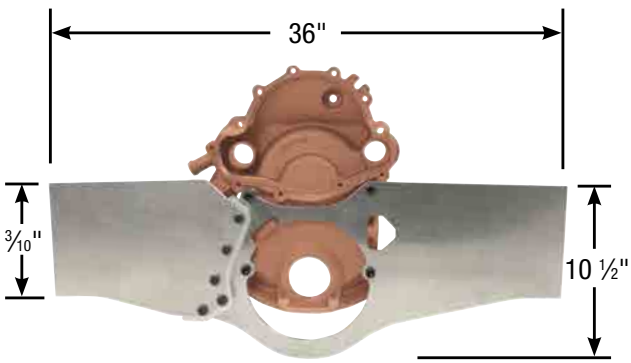
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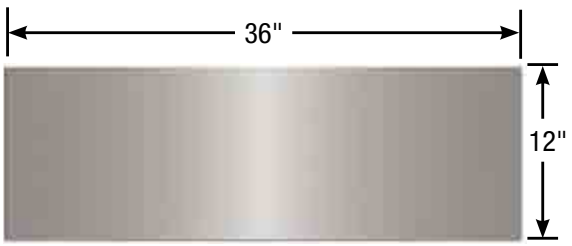
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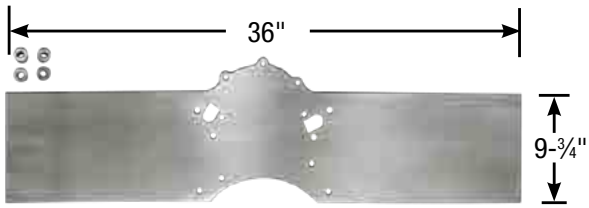
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No. C4013



No. C4014 - *Universal Fit*



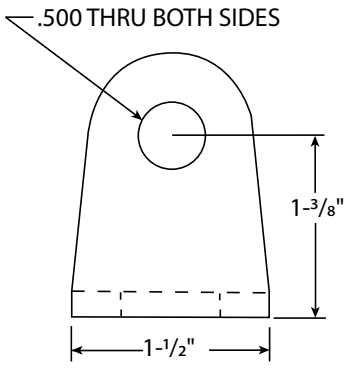
No. C4015

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 ¾" mounting as needed
- Stamped from 3/16" mild steel
- ½" rod end mounting holes
- Inside dimension 1.160"
- One per package

PART #	DESCRIPTION
C3422	Replacement Clevis Bracket, ⅝"
C3423	Replacement Clevis Bracket, ¾"
C3431	Replacement Clevis Bracket, ½"





No. C3422

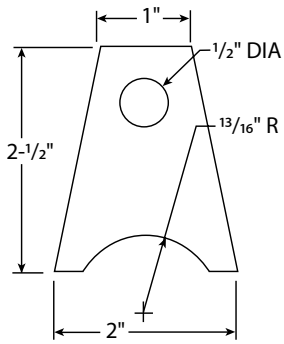


No. C3423

UNIVERSAL LARGE CHASSIS BRACKETS

- 13/16" radius accepts 1-⅝" tube
- ½" mounting hole
- Stamped from ⅛" cold rolled steel
- Four per package

PART #	DESCRIPTION
C3424	Universal Large Chassis Bracket



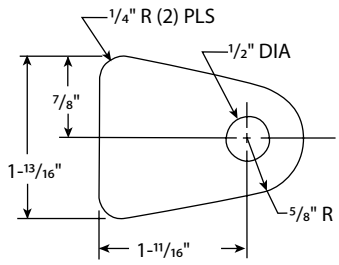


No. C3424

SEAT BELT HARNESS TABS

- Provides a professional and simple way of installing a 5-Point Safety Harness
- Rugged ¼"-thick steel mounting tabs can be welded to roll bars, seat anchors or other locations to provide secure attachment points
- Includes ½" center holes for attaching harness
- Five tabs per package; enough to install a complete harness
- Welding required

PART #	DESCRIPTION
C3425	Seat Belt Harness Tabs



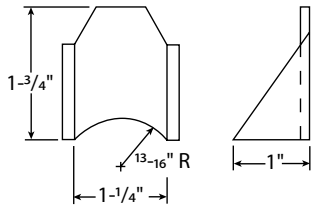


No. C3425

UNIVERSAL FRAME BRACKETS

- Can be drilled for any size hole
- 13⁄16" radius accepts 1-5⁄8" tube
- Gusseted for strength
- Stamped from 1⁄8" cold rolled steel
- Four per package

PART #	DESCRIPTION
C3428	Universal Frame Brackets



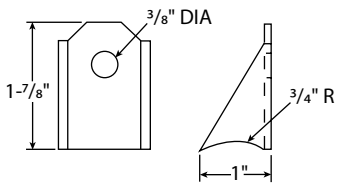


No. C3428

UNIVERSAL BELLCRANK TABS

- Provides convenient mount for linkages
- Gusseted for strength
- Stamped from 1⁄8" cold rolled steel
- 3⁄8" mounting hole
- Four per package

PART #	DESCRIPTION
C3430	Universal Bellcrank Tabs



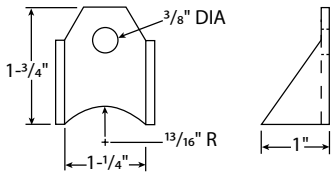


No. C3430

UNIVERSAL GUSSETED CHASSIS TABS

- 13⁄16" radius accepts 1-5⁄8" tube
- Gusseted for strength
- 3⁄8" mounting hole
- Stamped from 1⁄8" hot rolled steel
- Two per package

PART #	DESCRIPTION
C3432	Universal Gusseted Chassis Tabs



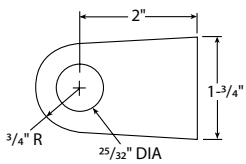


No.C3432

HEAVY-DUTY FLAT CHASSIS BRACKETS

- Great for mounting suspension components
- Stamped from 3⁄16" cold rolled steel
- 3⁄4" mounting hole
- Available with straight or radiused bottom
- Four per package

PART #	DESCRIPTION
C3434	Heavy-Duty Flat Chassis Brackets, Straight



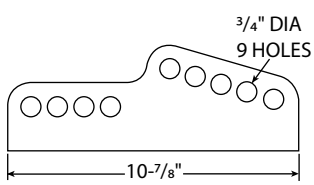


No. C3434

UNIVERSAL 4-LINK CHASSIS BRACKETS

- Replaces chassis brackets found in **No. C2017** 4-Link Kit
- Stamped from 3⁄16" cold rolled steel
- 3⁄4" rod end mounting holes
- Two per package; four Brackets required per car

PART #	DESCRIPTION
C3410	Universal 4-Link Chassis Brackets



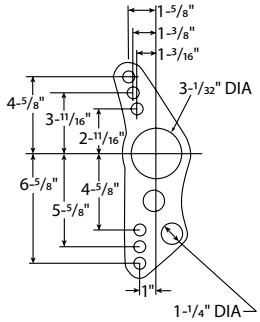


No. C3410

4-LINK REAR END BRACKETS

- Replaces chassis brackets found in **No. C2017** 4-Link Kit
- Stamped from ¼" cold rolled steel
- 3" dia axle mounting hole
- ¾" rod end mounting holes
- Two per package; four Brackets required per car

PART #	DESCRIPTION
C3412	4-Link Rear End Brackets





No. C3412

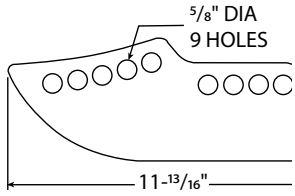
MAGNUM SERIES 4-LINK BRACKET

- 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 ¼"-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 ⅝" hole, ¾" shank rod ends
- One per package; four brackets required per car

PART #	DESCRIPTION
C3421	Heavy-Duty Flat Chassis Brackets, Straight



No.C3421



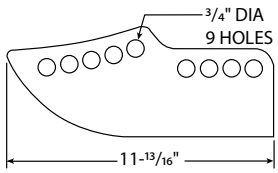
4-LINK CHASSIS BRACKET

- 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 3/16" hot rolled steel in one operation to eliminate distortion and to ensure exact dimensions
- ¾" 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

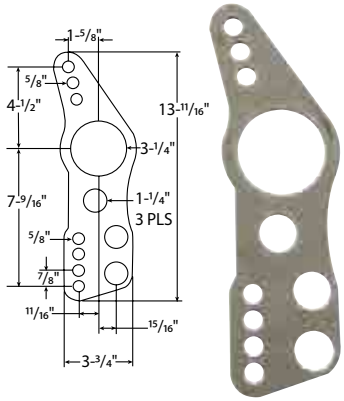


MAGNUM SERIES 4-LINK BRACKET

Without Integral Shock Mounting Holes

- Designed for use on 3" dia. Axle Tubes
- Radiused profile simplifies welding and saves hours of fabrication time
- ⅝" dia. rod end holes
- Rugged ¼"-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

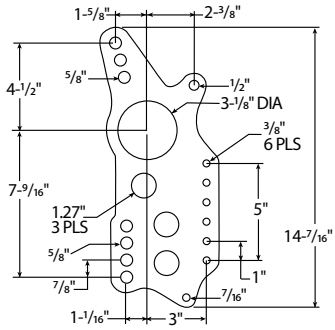


No. C3429

"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 ¼" thick steel construction eliminates bending in ultra high horsepower cars
- ⅝" 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**



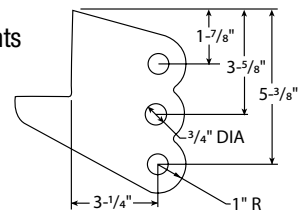


No. C3427

PART #	DESCRIPTION
C3427	"Magnum Series" 4-Link Bracket

LADDER BAR 2" X 3" CROSSMEMBER BRACKET

- Pre-notched to simplify welding and provide a neat installation
- Stamped from 3/16" mild steel
- Three ¾" mounting holes in a 33.5" radius for chassis adjustments
- One per package; four Brackets required per car





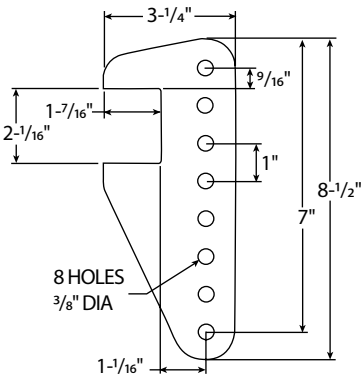
No. C3409

PART #	DESCRIPTION
C3409	Ladder Bar 2" X 3" Crossmember Bracket

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 ¼" steel
- Eight ⅜" 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**



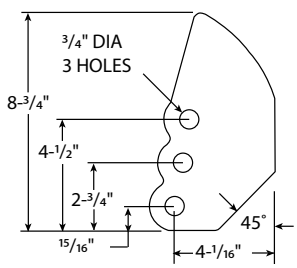


No. C3413

PART #	DESCRIPTION
C3413	Shock Mounting Bracket

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 ¾" 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





No. C3411

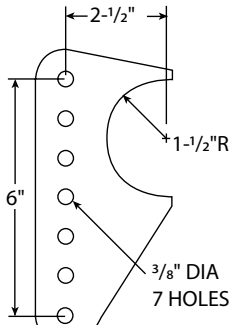
PART #	DESCRIPTION
C3411	Ladder Bar Chassis Bracket

COIL-OVER HOUSING BRACKET

- Replaces weld-in axle brackets found in **Nos. C2047** & **C2051** Lower Coil-Over Shock Mount Kit
- 1-½" radius accepts 3" dia axle tube
- ⅜" shock bracket mounting holes
- Stamped from ¼" 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



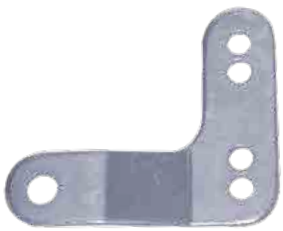


No. C3414

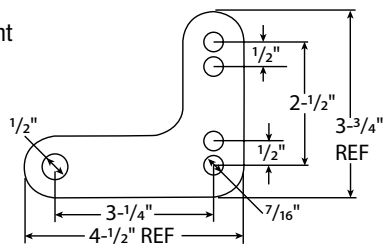
LOWER COIL-OVER SHOCK MOUNTING BRACKETS

- Replacement bracket, also used in **Nos. C2047 & C2051** Lower Coil-Over Shock Mount Kit
- Stamped from 3/16" cold rolled steel
- ⅜" bracket mounting holes
- ½" 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



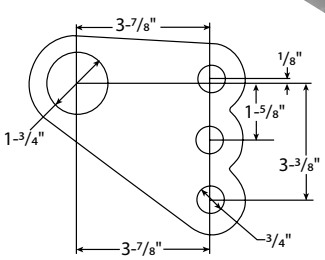
LADDER BAR CROSSMEMBER BRACKETS

- 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.

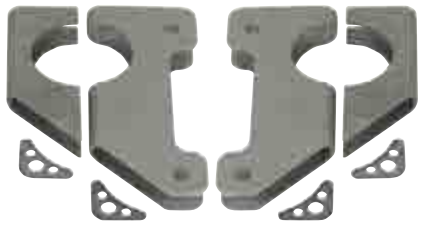
TABS & BRACKETS

"MAGNUM SERIES" LADDER BAR HOUSING BRACKET KIT

Universal

- Innovative, four-piece housing bracket design allows for easy axle upgrades
- Creates a 360º 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 180º housing brackets; two small, formed 180º housing brackets and four gussets
- For 3" axle tubes

PART #	DESCRIPTION
C7212	"Magnum Series" Ladder Bar Housing Bracket Kit



No. C7212

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
- U-Bend is 1-⅛" x .045" wall

PART #	DESCRIPTION
C3030	U-Bend Universal Mount



No. C3030

ALIGNMENT & LEVEL TOOL

PROFESSIONAL ANGLE FINDER & LEVEL

- Handy, easy-to-read gauge face
- Perfect for setting pinion angle or determining level
- Accurate to ½ 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

ELECTRICAL COMPONENTS

BATTERY/WEIGHT BOX

- Bolts together for easy installation
- Bottom flange for secure attachment
- Holes provided for battery cables
- Constructed from ⅛" thick mild steel
- Includes ⅜" 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: 12-⅜" long x 9-¾" 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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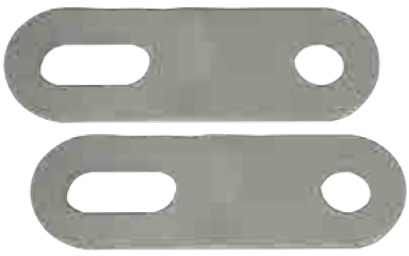
TIE DOWN HOOKS, UNIVERSAL

- Are available in three angles and come as a pair
- Constructed out of ¼" thick steel with a zinc finish
- 1.5" opening accepts standard race car tie-down straps, such as Moroso **Nos. 80740, 80750**
- The hooks mounting hole measures 11⁄16" or 17.5mm which accommodates most factory shock and suspension bolts or the hooks can be welded on

PART #	DESCRIPTION
C3437	Tie Down Hook, Universal, Pair, Flat
C3438	Tie Down Hook, Universal, Pair, 45 Degree
C3439	Tie Down Hook, Universal, Pair, 90 Degree



No. C3438



No. C3437



No. C3439

TOW HOOK, FOLDING, UNIVERSAL

- 2" opening meets sanctioning bodies rules about Tow Hooks
- Constructed out of ¼" thick steel with a zinc finish
- Grade 8 hinge hardware
- Bolt-on or weld-on

PART #	DESCRIPTION
C3435	Tow Hook, Universal, Folding



No. C3435



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

PART #	DESCRIPTION
C3440	Tow Hook, Universal



No. C3440

MOROSO PERFORMANCE REPLACEMENT PARTS

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COMPETITION ENGINEERING REPLACEMENT PARTS

For a list and descriptions of replacement parts for discontinued Wheel-E-Bars™, please refer to page 433

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WARRANTY

This limited warranty is extended only to each individual who purchases a Moroso or Competition Engineering by Moroso product. This limited warranty applies to any product which, after inspection by Moroso Performance Products, is found to have a defect in either material or workmanship.

To obtain the benefit of this limited warranty you must:

(1) Return the product and sales receipt to Moroso Performance Products, at your own expense, to the address below so that it is received by Moroso no later than ninety (90) days after the date it was purchased; AND

(2) Clearly state the specific complaint that you have with respect to the product.

If all of the above procedures are followed, and the product is found by Moroso to be defective in either material or workmanship, Moroso shall either repair or replace the product, at its election, and at its sole cost. Moroso will attempt to repair or replace any defective product within sixty (60) days after receipt.

This limited warranty does not cover or apply to any damage sustained to the vehicle, engine or other parts which may have been caused by the defective product and does not cover or apply to any personal injury, labor charges or any other incidental costs or damages caused by the defective product.

This limited warranty is the only express warranty which applies to Moroso or Competition Engineering by Moroso products and is expressly given in lieu of any other warranty expressed or implied, including that of merchantability. Any implied warranty including that of merchantability and/or fitness for a particular purpose is hereby limited by the same terms and time limitations set forth in this limited express warranty and otherwise excluded.

You may have rights under either state or federal law, including laws governing warranties, which you should consult.

Except for those obligations assumed herein, Moroso Performance Products, Inc. assumes no other obligations in connection with the sale of its products.



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Moroso Performance Products, Inc.
80 Carter Drive, Guilford, CT 06437
www.moroso.com