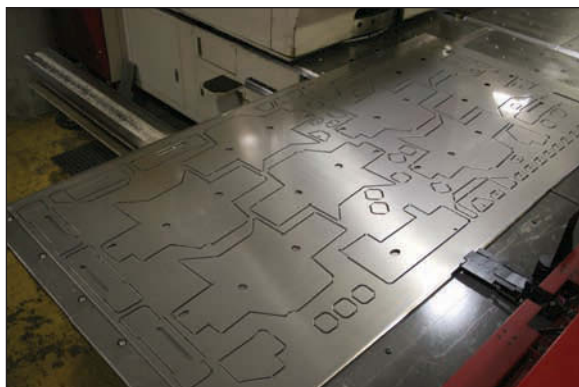




HOW A MOROSO OIL PAN IS MANUFACTURED

Reprinted from DRAG RACER Magazine
TEXT AND PHOTOS BY RANDY FISH

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



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



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



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



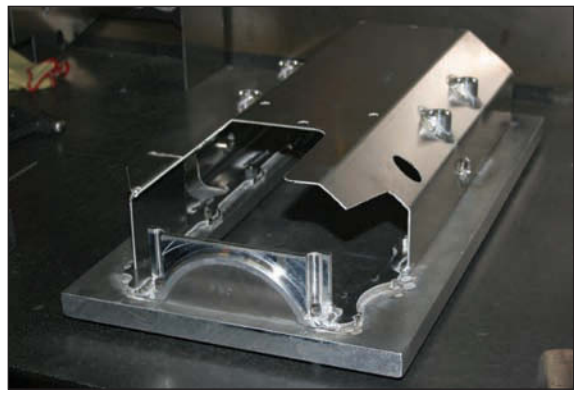
In Quality Control, end caps are computer checked for dimensional accuracy before transfer to manufacturing. A granite surface table works in unison with computerized digital probes in performing a battery of QC tests on a CMM machine, which is a staple in the aerospace industry.



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



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



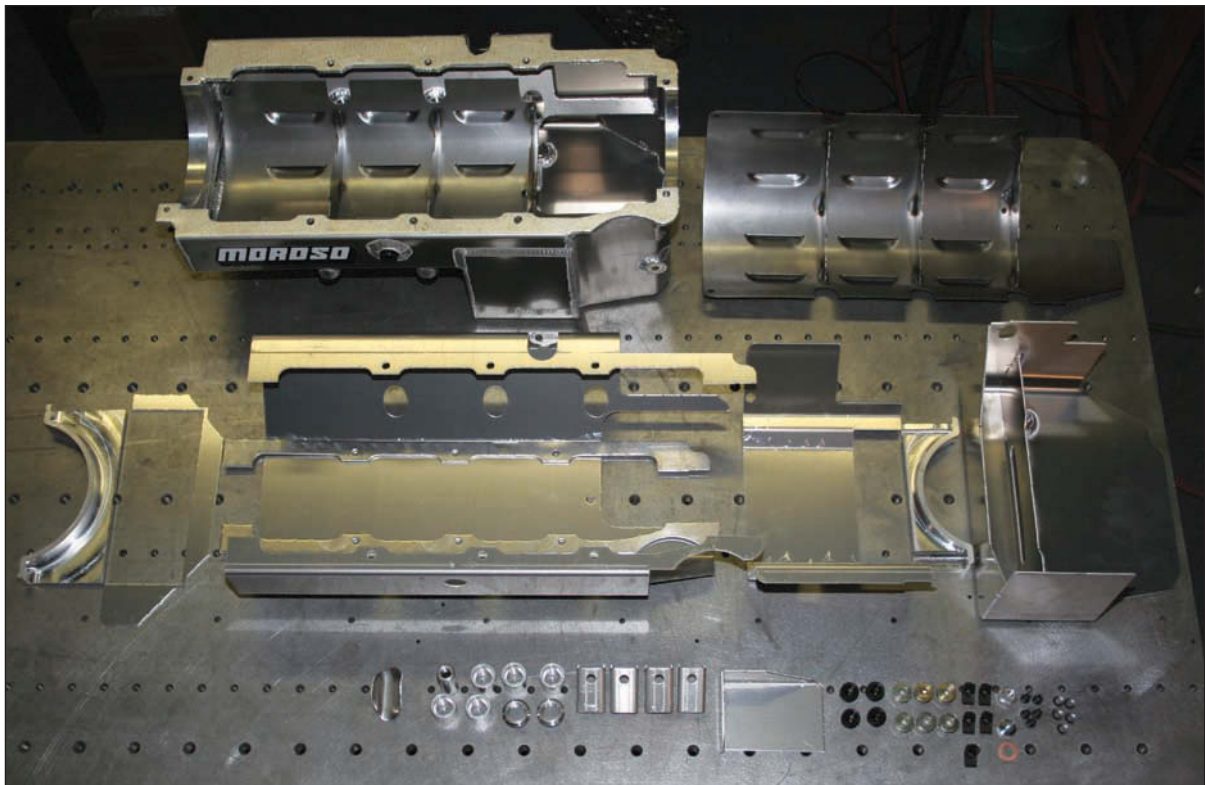
This photo shows the actual foundation after one of the billet end rails was welded in place. Moroso Oil Pans are truly precision-made products that cannot be mass produced with the same degree of accuracy and workmanship.



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



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



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

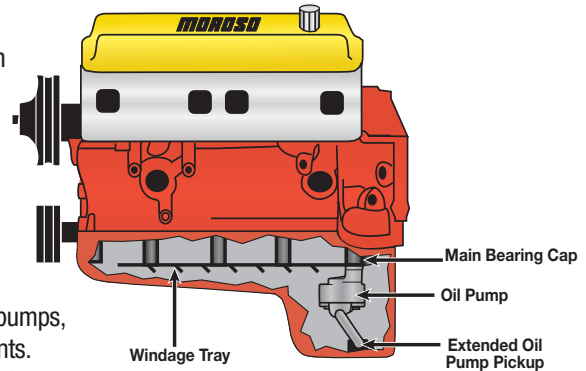


WET SUMP VS. DRY SUMP OILING SYSTEMS

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

TYPICAL WET SUMP SYSTEM

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



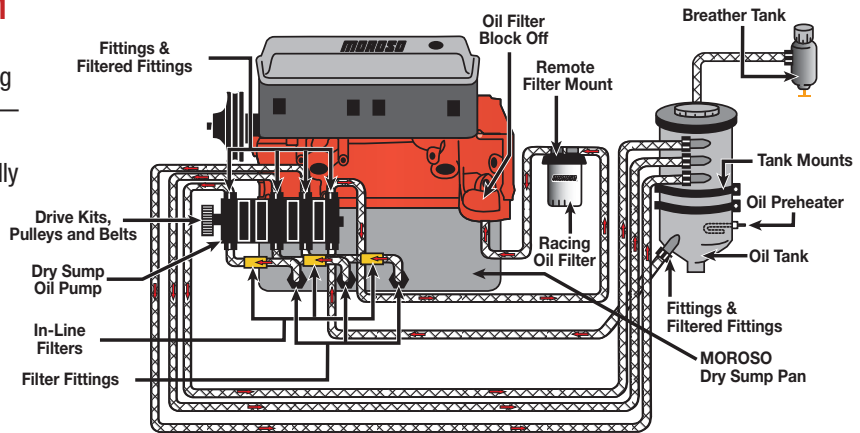
Moroso Wet Sump Oiling System components are race proven, designed to keep the engine properly supplied with oil during the most demanding conditions.

OIL PAN CAPACITIES

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

TYPICAL DRY SUMP SYSTEM

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



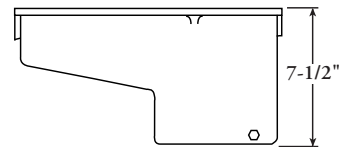
The primary advantage of a Dry Sump System is its ability to make more power. With very little oil in the pan, the rotating assembly is not burdened with the weight of excess oil (a phenomenon commonly referred to as "windage"). Because there is no internal pump, the windage tray or screen which serves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

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

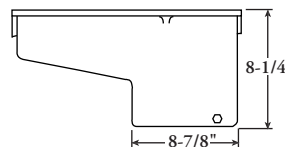
NOTE: Oil pan rules vary from track to track. Check with your race track and/or sanctioning body before purchasing.

**CHEVROLET SMALL BLOCK***Wet Sump, 5 Quart Capacity, 7-1/2" Deep**Fits: Stock Replacement*

- Internal baffling

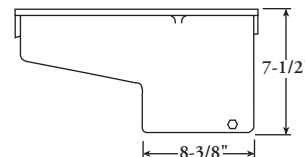
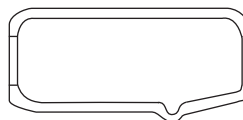
PART # DESCRIPTION**20170** Oil Pan, Steel, Clear Zinc, Stock Configuration*Engine Application: Pre-1980 blocks with driver-side dipstick***20171** Oil Pan, Steel, Clear Zinc, Stock Configuration*Engine Application: 1980-'85 blocks with passenger-side dipstick***20172** Oil Pan, Steel, Clear Zinc, Stock Configuration*Engine Application: 1986 and newer blocks with one piece rear main seal***PART # RECOMMENDED PICKUPS****24212** *Fits: Moroso SBC Race Pump No. 22101 or M55 style pump***24213** *Fits: Moroso SBC HV Race Pump No. 22111 or M55 HV style pump***PART # OIL PUMP/PICKUP PACKAGE****22144** Moroso High Volume Package**PART # AVAILABLE OIL PAN OPTION****23000** Oil Pan Baffle**No. 20170****CHEVROLET SMALL BLOCK***Deep Sump, 6 Quart Capacity, 8-1/4" Deep**Fits: Most chassis (except 1962-67 Chevy II, V8 Vega and Monza)*

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

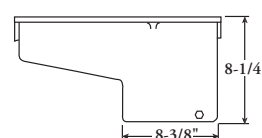
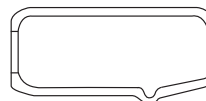
PART # DESCRIPTION**20180** Oil Pan, Steel, Clear Zinc, Street Performance, Deep Sump*Engine Application: Pre-1980 blocks with driver-side dipstick***20181** Oil Pan, Steel, Clear Zinc, Street Performance, Deep Sump*Engine Application: 1980-'85 blocks with passenger-side dipstick***20182** Oil Pan, Steel, Clear Zinc, Street Performance, Deep Sump*Engine Application: 1986 and newer blocks with one-piece rear main seal***PART # RECOMMENDED PICKUPS****24170** *Fits: Moroso SBC Race Pump No. 22101 or M55 style pump***24350** *Fits: Moroso SBC HV Race Pump No. 22111 or M55HV style pump***24320** *Fits: Moroso BBC Race Pump Nos. 22150 or M77HV style pump***24360** *Fits: M155HV style pump***PART # OIL PUMP/PICKUP PACKAGE****22124** Moroso Standard Volume Package**22134** Moroso High Volume Package**22146** Moroso High Volume Package w/ 3/4" dia. inlet**22138** Moroso High Volume Package**22139** Moroso High Volume with Anti-Cavitation Grooves Package**22171** Moroso Billet Aluminum Oil Pump**No. 20180****PART # AVAILABLE OIL PAN OPTIONS****23020** Windage Tray**23000** Oil Pan Baffle**25800** Crank Scraper**NOTE:** Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.

**CHEVROLET SMALL BLOCK***Stock Configuration**Wet Sump, 5 Quart Capacity, 7-1/2" deep**Fits: Stock Replacement*

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

**No. 20175****PART # DESCRIPTION****20173** Oil Pan, Steel, Clear Zinc, Wet Sump, Stock Configuration*Engine Application: Pre-1980 blocks with driver-side dipstick***20175** Oil Pan, Steel, Clear Zinc, Wet Sump, Stock Configuration*Engine Application: 1986 and newer blocks with one piece rear main seal***PART # RECOMMENDED PICKUPS****24212** *Fits: Moroso SBC Race Pump No. 22101 or M55 style pump***24213** *Fits: Moroso SBC HV Race Pump No. 22111 or M55 HV style pump***PART # OIL PUMP/PICKUP PACKAGE****22144** Moroso High Volume Package**PART # AVAILABLE OIL PAN OPTIONS****23000** Oil Pan Baffle**38551** Oil Pan Flange Head Bolts, SBC**CHEVROLET SMALL BLOCK***Deep Sump, 6 Quart Capacity, 8-1/4" deep**Fits: Most chassis (except 1962-'67 Chevy II, V8 Vega and Monza)*

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

**No. 20183****PART # DESCRIPTION****20183** Oil Pan, Steel, Clear Zinc, Street Performance, Deep Sump*Engine Application: Pre-1980 blocks with driver-side dipstick***20184** Oil Pan, Steel, Clear Zinc, Street Performance, Deep Sump*Engine Application: Pre-1980-'85 blocks with passenger-side dipstick, 2 pc. seal***20186** Oil Pan, Steel, Clear Zinc, Street Performance, Deep Sump*Engine Application: 1986 and newer blocks with one-piece rear main seal***PART # RECOMMENDED PICKUPS****24170** *Fits: Moroso SBC Race Pump No. 22101 or M55 style pump***24350** *Fits: Moroso SBC HV Race Pump No. 22111 or M55 HV style pump***24320** *Fits: Moroso BBC HV Race Pump No. 22150 or M77 HV style pump***24360** *Fits: M155 HV style pump***PART # OIL PUMP/PICKUP PACKAGE****22124** Moroso Standard Volume Package**22134** Moroso High Volume Package**22146** Moroso High Volume Package w/ 3/4" dia. inlet**22138** Moroso High Volume Package**22139** Moroso High Volume Package with anti-cavitation grooves**22171** Moroso Billet Aluminum Oil Pump**PART # AVAILABLE OIL PAN OPTIONS****23020** Windage Tray**23000** Oil Pan Baffle**25800** Crank Scraper**38551** Oil Pan Flange Head Bolts, SBC

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

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

**No. 20165****PART # DESCRIPTION**

20160 Oil Pan, Steel, Clear Zinc, Street Performance, Deep Sump
Engine Application: Pre-1980 blocks with driver-side dipstick

20165 Oil Pan, Steel, Clear Zinc, Street Performance, Deep Sump
Engine Application: 1980-'85 blocks with passenger-side dipstick

PART # RECOMMENDED PICKUPS

24150 **Fits:** Stock Oil Pumps or Moroso SBC Race Pump **No. 22101** or M55 style pump

24340 **Fits:** Moroso SBC HV Race Pump **No. 22111** or M55 HV style pump

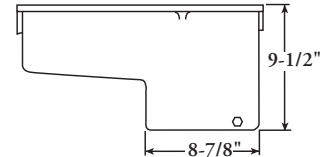
24310 **Fits:** Moroso BBC Race Pump **Nos. 22150, 22160, 22162** or M77 HV style pump

PART # AVAILABLE OIL PAN OPTIONS

23020 Windage Tray

23000 Oil Pan Baffle

25800 Crank Scraper

**CHEVROLET SMALL BLOCK****Wet Sump, 8 Quart Capacity, 10-3/4" Deep****Engine Application:** Pre-1980 with drivers-side dipstick**Fits:** Most chassis (except 1962-'67 Chevy II, V8 Vega and Monza)

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

**No. 20110****PART # DESCRIPTION**

20110 Oil Pan, Steel, Clear Zinc, Street Performance, Deep Sump

PART # RECOMMENDED PICKUPS

24100 **Fits:** Moroso SBC Race Pump **No. 22101** or M55 style pump

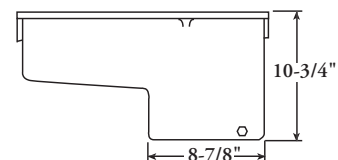
24330 **Fits:** Moroso SBC HV Race Pump **No. 22111** or M55HV style pump

PART # AVAILABLE OIL PAN OPTIONS

23020 Windage Tray

23000 Oil Pan Baffle

25800 Crank Scraper



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

**CHEVROLET SMALL BLOCK***Wet Sump, 7 Quart Capacity, 8-1/4" deep**Fits: Most Chassis (except 1962-'67 Chevy II, V8 Vega and Monza)*

- Accepts 3.80" stroke with most steel rods
- 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

**No. 20190****PART # DESCRIPTION**

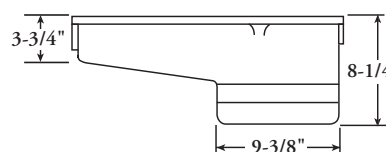
- 20190** Oil Pan, Steel, Clear Zinc, **Engine Application:** Pre-1980 blocks w/ driver-side dipstick
- 20200** Oil Pan, Steel, Clear Zinc, **Engine Application:** 1980-'85 blocks w/ passenger-side dipstick
- 20205** Oil Pan, Steel, Clear Zinc, **Engine Application:** 1986 and newer blocks w/ one-piece rear main seal; passenger-side dipstick

PART # RECOMMENDED PICKUPS

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

PART # OIL PUMP/PICKUP PACKAGES

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

**PART # AVAILABLE OIL PAN OPTIONS**

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

CHEVROLET SMALL BLOCK*Wet Sump, 7 Quart Capacity, 8-1/4" deep*

- Accepts 3.80" stroke with most steel rods
- 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

**No. 20191****PART # DESCRIPTION**

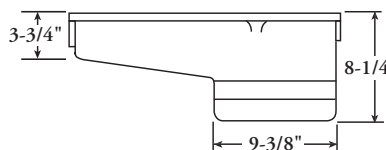
- 20191** Oil Pan, Steel, Clear Zinc, **Engine Application:** Pre-1980 blocks w/ driver-side dipstick
- 20201** Oil Pan, Steel, Clear Zinc, **Engine Application:** 1980-'85 blocks w/ two-piece rear main seal; passenger-side dipstick **NEW!**
- 20206** Oil Pan, Steel, Clear Zinc, **Engine Application:**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

PART # RECOMMENDED PICKUPS

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

PART # OIL PUMP/PICKUP PACKAGES

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



- PART # AVAILABLE OIL PAN OPTION**
- 23000** Oil Pan Baffle

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



CHEVROLET SMALL BLOCK

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

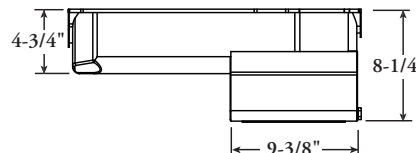
Engine Application: Pre-1980 with driver-side dipstick

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

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



No. 20194



PART # DESCRIPTION

20194 Oil Pan, Steel, Clear Zinc, Deep Sump

PART # RECOMMENDED PICKUPS

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

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

24320* **Fits:** Moroso BBC Race Pump **Nos. 22150** or M77HV style pump

24360* **Fits:** M155HV style pump

PART # OIL PUMP/PICKUP PACKAGES

22124 Moroso Standard Volume Package

22134 Moroso High Volume Package

22146* Moroso High Volume Package w/ 3/4" dia. inlet

22138* Moroso High Volume Package

22139* Moroso High Volume with Anti-Cavitation Grooves Package

22171 Moroso Billet Aluminum Oil Pump

PART # AVAILABLE OIL PAN OPTIONS

23000 Oil Pan Baffle

25800 Crank Scraper

**with baffle modification*

CHEVROLET SMALL BLOCK

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

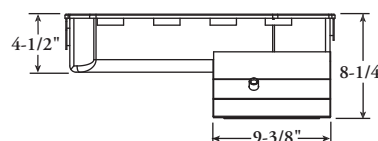
Engine Application: Pre-1980 with driver-side dipstick

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

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



No. 20195



PART # DESCRIPTION

20195 Oil Pan, Steel, Clear Zinc, Street Performance, Deep Sump

PART # RECOMMENDED PICKUPS

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

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

24320* **Fits:** Moroso BBC Race Pump **Nos. 22150** or M77HV style pump

24360* **Fits:** M155HV style pump

PART # OIL PUMP/PICKUP PACKAGES

22124 Moroso Standard Volume Package

22134 Moroso High Volume Package

22146* Moroso High Volume Package w/ 3/4" dia. inlet

22138* Moroso High Volume Package

22139* Moroso High Volume with Anti-Cavitation Grooves Package

22171 Moroso Billet Aluminum Oil Pump

PART # AVAILABLE OIL PAN OPTIONS

23020 Windage Tray

23000 Oil Pan Baffle

25800 Crank Scraper

38551 Oil Pan Flange Head Bolts, SBC

**with baffle modification*

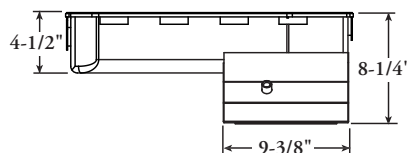
NOTE: Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.

**CHEVROLET SMALL BLOCK***Wet Sump, 7 Quart Capacity, 8-1/4" Deep***Engine Application:** Pre-1980 with driver-side dipstick**Fits:** Most chassis (may require cross-member modification)

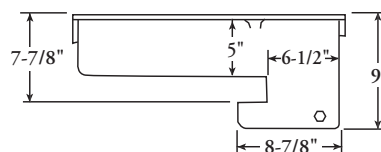
- Kicked-out sump
- Accepts up to 4.125" stroke with steel rods
- Louvered windage tray
- Compatible with most starter/flywheel combinations
- Provision for Universal Dipstick Kits **No. 25970**, **No. 25971** or **No. 25973**

**No. 20196****PART # DESCRIPTION****20196** Oil Pan, Steel, Clear Zinc, Deep Sump**PART # RECOMMENDED PICKUPS****24170** **Fits:** Moroso SBC Race Pump **No. 22101** or M55 style pump**24350** **Fits:** Moroso SBC HV Race Pump **No. 22111** or M55HV style pump**24320*** **Fits:** Moroso BBC Race Pump **Nos. 22150** or M77HV style pump**24360*** **Fits:** M155HV style pump**PART # OIL PUMP/PICKUP PACKAGES****22124** Moroso Standard Volume Package**22134** Moroso High Volume Package**22146*** Moroso High Volume Package w/ 3/4" dia. inlet**22138*** Moroso High Volume Package**22139*** Moroso High Volume with Anti-Cavitation Grooves Package**22171** Moroso Billet Aluminum Oil Pump**PART # AVAILABLE OIL PAN OPTIONS****23000** Oil Pan Baffle**25800** Crank Scraper**38551** Oil Pan Flange Head Bolts, SBC

*with baffle modification

**CHEVROLET SMALL BLOCK***Wet Sump, 6 Quart Capacity, 9" Deep***Fits:** 1962-'67 Chevy II (without power steering)

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

**No. 20211****PART # DESCRIPTION****20211** Oil Pan, Steel, Clear Zinc, Street Performance, Deep Sump**Engine Application:** Pre-1980 Blocks with driver-side dipstick**20212** Oil Pan, Steel, Clear Zinc, Street Performance, Deep Sump**Engine Application:** 1986 & Newer Blocks with One-Piece Rear Main Seal**PART # RECOMMENDED PICKUPS****24120** **Fits:** Moroso SBC Race Pump **No. 22101** or M55 style pump**24122** **Fits:** Moroso SBC HV Race Pump **No. 22111** or M55HV style pump**PART # AVAILABLE OIL PAN OPTIONS****23000** Oil Pan Baffle**25800** Crank Scraper**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



CHEVROLET SMALL BLOCK

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

Engine Application: Pre-1980 with driver-side dipstick

Fits: 1962-67 Chevy II (without power steering)

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



No. 20210

PART # DESCRIPTION

20210 Oil Pan, Steel, Clear Zinc, Street Performance, Deep Sump

PART # RECOMMENDED PICKUPS

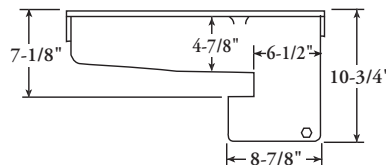
24100 **Fits:** Moroso SBC Race Pump **No. 22101** or M55 style pump

24330 **Fits:** Moroso SBC HV Race Pump **No. 22111** or M55HV style pump

PART # AVAILABLE OIL PAN OPTIONS

23000 Oil Pan Baffle

25800 Crank Scraper



CHEVROLET SMALL BLOCK

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

Engine Application: Pre-1980 with driver-side dipstick

Fits: V8 Vega/Monza chassis

- Accepts up to 3.48" stroke with steel rods; will not work with 400 cid (3.75" stroke)
- Trap door baffling for improved oil control
- Specially designed to fit with stock Vega & Monza cross-memb
- Reduces oil temperature
- Compatible with most starter/flywheel combinations



No. 20230

PART # DESCRIPTION

20230 Oil Pan, Steel, Clear Zinc, Street Performance, Deep Sump

PART # RECOMMENDED PICKUPS

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

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

24320 **Fits:** Moroso BBC Race Pump **Nos. 22150** or M77HV style pump

24360 **Fits:** M155HV style pump

PART # OIL PUMP/PICKUP PACKAGES

22124 Moroso Standard Volume Package

22134 Moroso High Volume Package

22146 Moroso High Volume Package w/ 3/4" dia. inlet

22138 Moroso High Volume Package

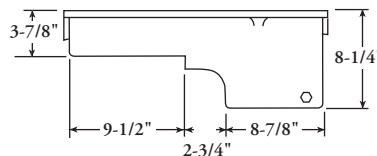
22139 Moroso High Volume with Anti-Cavitation Grooves Package

22171 Moroso Billet Aluminum Oil Pump

PART # AVAILABLE OIL PAN OPTIONS

23000 Oil Pan Baffle

25800 Crank Scraper



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



CHEVROLET SMALL BLOCK

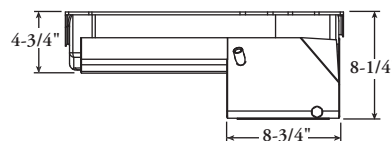
Wet Sump, 7 Quart Capacity, 8-1/4" Deep

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

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



No. 21017



PART # DESCRIPTION

21017 Oil Pan, Steel, Clear Zinc with driver-side dipstick

PART # RECOMMENDED PICKUPS

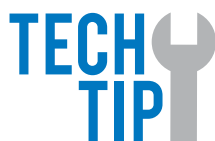
24170 *Fits:* Moroso SBC Race Pump **No. 22101** or M55 style pump
24350 *Fits:* Moroso SBC HV Race Pump **No. 22111** or M55HV style pump
24320 *Fits:* Moroso BBC Race Pump **Nos. 22150** or M77HV style pump
24360 *Fits:* M155HV style pump

PART # OIL PUMP/PICKUP PACKAGES

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

PART # AVAILABLE OIL PAN OPTIONS

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



PROPER OIL PAN INSTALLATION

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

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

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

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

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

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

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



CHEVROLET SMALL BLOCK

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

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

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

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

PART # DESCRIPTION

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

PART # RECOMMENDED PICKUPS

24170	Fits: Moroso SBC Race Pump No. 22101 or M55 style pump
24350	Fits: Moroso SBC HV Race Pump No. 22111 or M55HV style pump
24320	Fits: Moroso BBC Race Pump Nos. 22150 or M77HV style pump
24360	Fits: M155HV style pump

PART # OIL PUMP/PICKUP PACKAGE

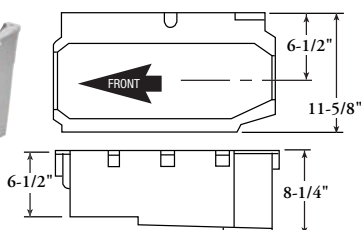
22124	Moroso Standard Volume Package
22134	Moroso High Volume Package
22146	Moroso High Volume Package w/ 3/4" dia. inlet
22138	Moroso High Volume Pump, Package
22139	Moroso High Volume with Anti-Cavitation Grooves Package
22171	Moroso Billet Aluminum Oil Pump

PART # AVAILABLE OIL PAN OPTIONS

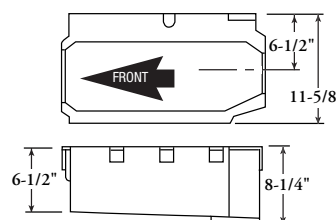
62256	Wrench, Oil Pan T-Handle, 7/16", 6 PT
38551	Oil Pan Flange Head Bolts, SBC



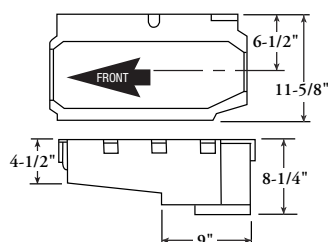
No. 21238



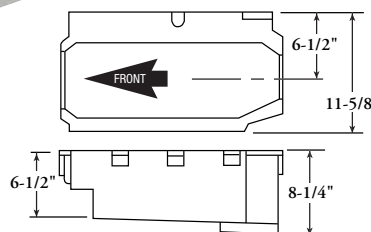
No. 21235



No. 21237



No. 21239



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



MULTI-BAFFLE

CHEVROLET SMALL BLOCK

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

Engine Application: LT1, LT4, one-piece rear seal

Fits: 1993-'97 F-Body, Impala

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

PART # DESCRIPTION

20185 Oil Pan, Steel, Clear Zinc, Deep Sump

PART # RECOMMENDED PICKUPS

24212 **Fits:** Moroso SBC Race Pump **No. 22101** or M55 style pump

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

PART # AVAILABLE OIL PAN OPTIONS

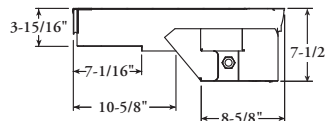
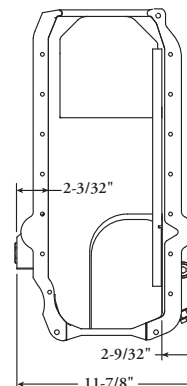
23700 Remote Oil Filter Mount

23710 Remote Oil Filter Mount

23750 Remote Oil Filter Mount

23760 Remote Oil Filter Mount

23766 Remote Oil Filter Mount



CIRCLE TRACK

CHEVROLET SMALL BLOCK

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

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

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

PART # DESCRIPTION

21804 Oil Pan, Steel, Clear Zinc, Claimer Stock Appearing

Engine Application: Pre-1980 Blocks with Driver-side Dipstick

21807 Oil Pan, Steel, Clear Zinc, Claimer Stock Appearing

Engine Application: 1980-'85 Blocks with Passenger-side Dipstick with two-piece Rear Main Seal

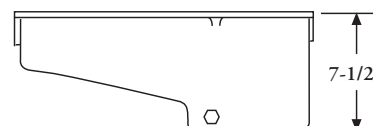
21808 Oil Pan, Steel, Clear Zinc, Claimer Stock Appearing

Engine Application: 1986 and Newer Blocks with Passenger-side Dipstick with One-Piece Rear Main Seal

PART # RECOMMENDED PICKUPS

24212 **Fits:** Moroso SBC Race Pump **No. 22101** or M55 style pump

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



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

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CHEVROLET SMALL BLOCK

Wet Sump, 7 Quart Capacity, 7.5" Deep

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

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

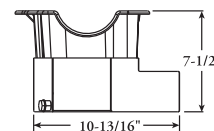
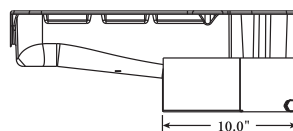


No. 21316



PART # DESCRIPTION

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



PART # RECOMMENDED PICKUPS

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

CHEVROLET SMALL BLOCK

Wet Sump, 7 Quart Capacity, 8" Deep

Engine Application: Pre-1980 with two-piece rear main or 1980-85 with passenger-side dipstick

Fits: GM Metric Chassis, Hobby Stock/Super Stock

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



No. 21308



PART # DESCRIPTION

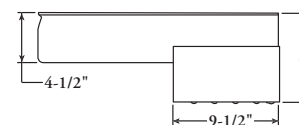
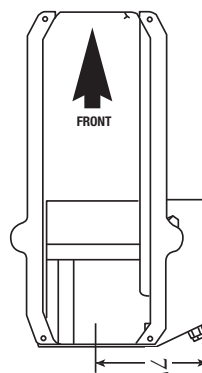
- 21308** Oil Pan, Steel, Clear Zinc, Kicked Out Sump

PART # RECOMMENDED PICKUP

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

PART # AVAILABLE OIL PAN OPTION

- 38551** Oil Pan Flange Head Bolts, SBC



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

**CHEVROLET SMALL BLOCK***Wet Sump, 7 Quart Capacity, 7-1/8" Deep**Fits: GM Metric A-Body chassis, Street Stock and Late Model*

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

**No. 21318****PART # DESCRIPTION**

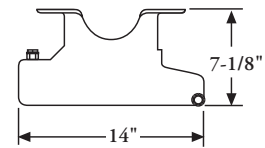
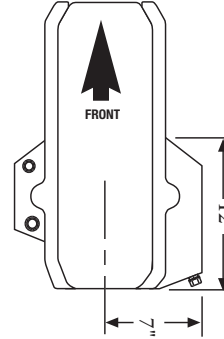
- 21318** Oil Pan, Steel, Clear Zinc, Kicked-out Sump
Engine Application: Pre-1980 Blocks with Two-Piece Rear Main Seal or 1980-'85 Blocks with Passenger-side Dipstick
- 21319** Oil Pan, Steel, Clear Zinc, Kicked-out Sump
Engine Application: 1986 and Newer Blocks with One-Piece Rear Main Seal

PART # RECOMMENDED PICKUPS

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

PART # AVAILABLE OIL PAN OPTION

- 38551** Oil Pan Flange Head Bolts, SBC

**CHEVROLET SMALL BLOCK***Wet Sump, 7 Quart Capacity, 7-1/8" Deep**Fits: GM Metric A-Body chassis, Street Stock and Late Model*

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

**No. 21312****PART # DESCRIPTION**

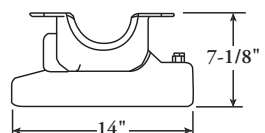
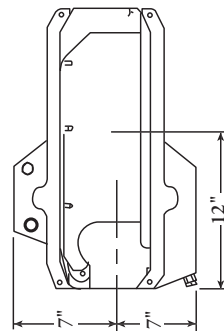
- 21312** Oil Pan, Steel, Clear Zinc, Kicked Out Sump
Engine Application: Pre-1980 Blocks with driver-side Dipstick or 1980-85 Blocks with passenger-side Dipstick
- 21313** Oil Pan, Steel, Clear Zinc, Kicked Out Sump
Engine Application: 1986 and Newer Blocks with One-Piece Rear Main Seal

PART # RECOMMENDED PICKUPS

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

PART # AVAILABLE OIL PAN OPTION

- 38551** Oil Pan Flange Head Bolts, SBC

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

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CHEVROLET SMALL BLOCK

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

Fits: Fabricated tube chassis cars with lower engines

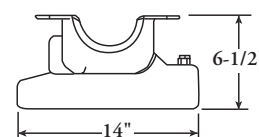
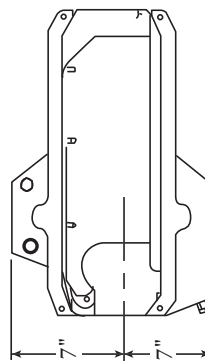
- Passenger-side kick-out for more horsepower
- Five trap door baffles for oil control
- Engineered louvered tray system
- Oil level sight plug
- Accepts most starter and flywheel combinations
- Accepts 3.80" stroke with steel rods



No. 21314

PART # DESCRIPTION

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



PART # RECOMMENDED PICKUPS

- 24314** **Fits:** Moroso SBC Race Pump No. 22101 or M55 style pump
- 24315** **Fits:** Melling M55HV style pump

PART # AVAILABLE OIL PAN OPTION

- 38551** Oil Pan Flange Head Bolts, SBC

DRY SUMP • CIRCLE TRACK

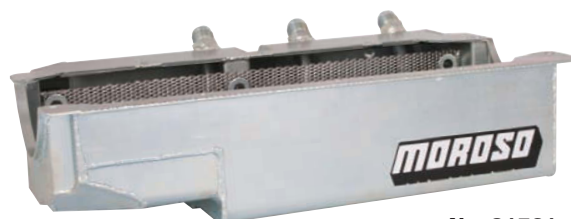
CHEVROLET SMALL BLOCK

Dry Sump, 5-1/2" Deep

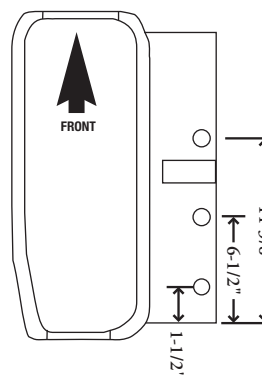
Engine Application: 1985 and older with two-piece rear main seal

Fits: Fabricated tube chassis cars

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



No. 21561



PART # DESCRIPTION

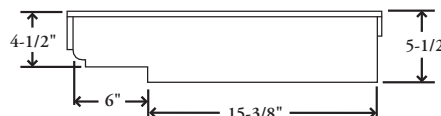
- 21561** Oil Pan, Steel, Clear Zinc, Fully Fabricated

PART # AVAILABLE OIL PAN OPTIONS

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

SEE MORE!

Oil Pump Section
on pgs.100-122



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



CHEVROLET SMALL BLOCK

Dry Sump, 4-3/4" Deep

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

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

PART # DESCRIPTION

21521 Oil Pan, Steel, Clear Zinc, Core Based

PART # AVAILABLE OIL PAN OPTIONS

23630 Dry Sump Oil Pump Drive Kit

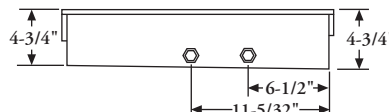
23763 Remote Filter Mount, Side Port

23764 Remote Filter Mount, Front Port

23766 Remote Filter Mount, Front Port



No. 21521



Oil Pump Section
on pgs.100-122

CHEVROLET SMALL BLOCK

Dry Sump, 4-1/2" Deep

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

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

PART # DESCRIPTION

21511 Oil Pan, Steel, Clear Zinc, Core Based

PART # AVAILABLE OIL PAN OPTIONS

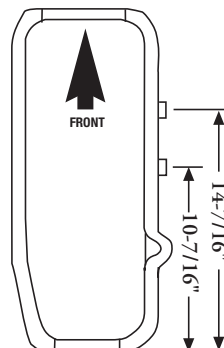
23763 Remote Filter Mount, Side Port

23764 Remote Filter Mount, Front Port

23766 Remote Filter Mount, Front Port



No. 21511



Oil Pump Section
on pgs. 100-122



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



CHEVROLET SMALL BLOCK

Dry Sump, 6-1/2" Deep

Engine Application: Donovan and Rodeck style

Fits: Open chassis Sprint cars

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

PART # DESCRIPTION

21559 Oil Pan, Aluminum, Fully Fabricated

PART # AVAILABLE OIL PAN OPTIONS

22647 Dry Sump Oil Tank

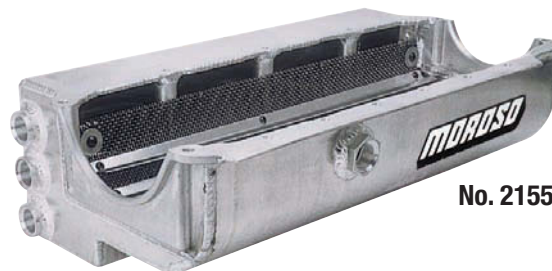
23763 Remote Filter Mount, Side Port

23764 Remote Filter Mount, Front Port

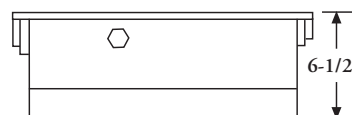
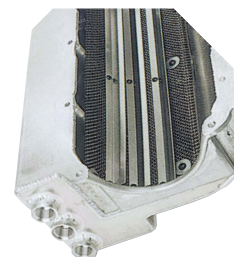
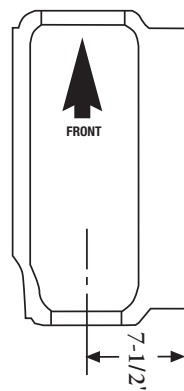
62255 Wrench, Oil Pan T-Handle, 1/2", 6 PT

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

38551 Oil Pan Flange Head Bolts, SBC



No. 21559



Oil Pump Section
on pgs. 100-122

CHEVROLET SMALL BLOCK

Dry Sump, 6-1/2" Deep

Engine Application: Donovan and Rodeck style

Fits: Most Dirt Late Model chassis

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

PART # DESCRIPTION

21566 Oil Pan, Aluminum, Fully Fabricated

PART # AVAILABLE OIL PAN OPTIONS

23763 Remote Filter Mount, Side Port

23764 Remote Filter Mount, Front Port

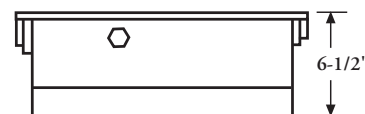
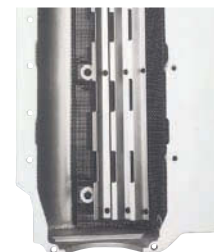
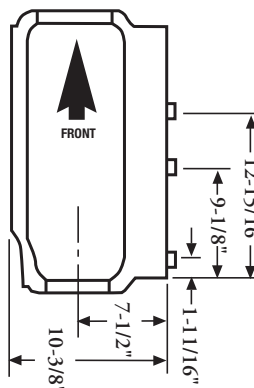
62255 Wrench, Oil Pan T-Handle, 1/2", 6 PT

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

38551 Oil Pan Flange Head Bolts, SBC



No. 21566

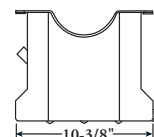
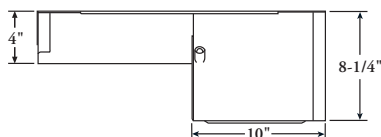


Oil Pump Section
on pgs. 100-122

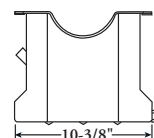
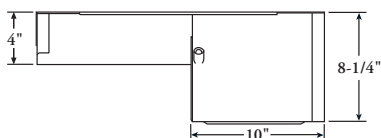
NOTE: Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.

**DART/ROCKET BLOCK***Wet Sump, 7 Quart Capacity, 8-1/4" Deep***Engine Application:** Dart/Rocket Block**Fits:** Most chassis with Dart/Rocket Blocks
(may require cross-member modification)

- Kicked-out sump
- Trap door baffle for improved oil control
- Reduced oil temperature
- Compatible with most starter/flywheel combinations

**No. 20192****PART # DESCRIPTION****20192** Oil Pan, Steel, Fully Fabricated, Clear Zinc, Street Performance, Deep Sump**PART # RECOMMENDED PICKUPS****24171** **Fits:** Moroso SBC Race Pump **No. 22101** or M55 style pump**24351** **Fits:** Moroso SBC HV Race Pump **No. 22111** or M55HV style pump**PART # OIL PUMP/PICKUP PACKAGE****22163** Moroso Billet Aluminum Oil Pump**PART # AVAILABLE OIL PAN OPTIONS****25970** Universal Dipstick Kit**25971** Universal Dipstick Kit, Braided Stainless Flex Tube**25973** Universal Dipstick Kit, Twist Lock**38551** Oil Pan Flange Head Bolts, SBC**DART/ROCKET BLOCK***Wet Sump, 7 Quart Capacity, 8-1/4" Deep***Engine Application:** Dart/Rocket Block**Fits:** Most chassis with Dart/Rocket Blocks
(may require cross-member modification)

- Kicked-out sump
- Trap door baffle for improved oil control
- Crank scraper welded to pan
- Uni-directional screen windage tray
- Compatible with most starter/flywheel combinations

**No. 20193****PART # DESCRIPTION****20193** Oil Pan, Steel, Fully Fabricated, Clear Zinc, Street Performance, Deep Sump**PART # RECOMMENDED PICKUPS****24171** **Fits:** Moroso SBC Race Pump **No. 22101** or M55 style pump**24351** **Fits:** Moroso SBC HV Race Pump **No. 22111** or M55HV style pump**PART # OIL PUMP/PICKUP PACKAGE****22163** Moroso Billet Aluminum Oil Pump**PART # AVAILABLE OIL PAN OPTIONS****25970** Universal Dipstick Kit**25971** Universal Dipstick Kit, Braided Stainless Flex Tube**25973** Universal Dipstick Kit, Twist Lock**38551** Oil Pan Flange Head Bolts, SBC**NOTE:** Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.

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DART IRON EAGLE SMALL BLOCK

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

Engine Application: All Small Block Style Dart Iron Eagle

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

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



No. 21019

PART # DESCRIPTION

21019 Oil Pan, Steel, Clear Zinc, Dart/Rocket Block

PART # RECOMMENDED PICKUPS

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

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

PART # OIL PUMP/PICKUP PACKAGE

22163 Moroso Billet Aluminum Oil Pump

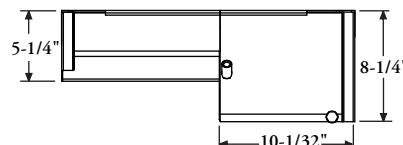
PART # AVAILABLE OIL PAN OPTIONS

25970 Universal Dipstick Kit

25971 Universal Dipstick Kit, Braided Stainless Flex Tube

25973 Universal Dipstick Kit, Twist Lock

38551 Oil Pan Flange Head Bolts, SBC



DART IRON EAGLE SMALL BLOCK

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

Engine Application: All Small Block Style Dart Iron Eagle

Fits: Fabricated chassis and chassis with no cross-member

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



No. 21245

PART # DESCRIPTION

21245 Oil Pan, Aluminum, Internal Oil Pump, Dart/Rocket Block

21246 Oil Pan, Aluminum, External Oil Pump, Dart/Rocket Block

PART # RECOMMENDED PICKUPS

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

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

PART # OIL PUMP/PICKUP PACKAGE

22163 Moroso Billet Aluminum Oil Pump

PART # AVAILABLE OIL PAN OPTIONS

22704 Fitting, -12AN to -16AN Adapter

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

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

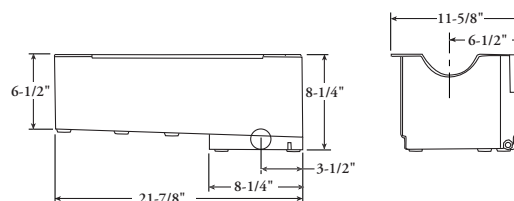
38551 Oil Pan Flange Head Bolts, SBC



No. 21245



No. 21246



Oil Pump Section on pgs.100-122

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



DART IRON EAGLE SMALL BLOCK

Dry Sump, 6-1/2" Deep

Engine Application: Dart Iron Eagle

Fits: Most Dirt Late Model chassis

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

PART # DESCRIPTION

21547 Oil Pan, Aluminum, Fully Fabricated

PART # AVAILABLE OIL PAN OPTIONS

23763 Remote Filter Mount, Side Port

23764 Remote Filter Mount, Front Port

23766 Remote Filter Mount, Front Port

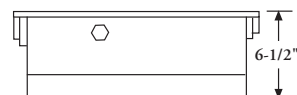
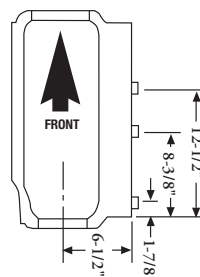
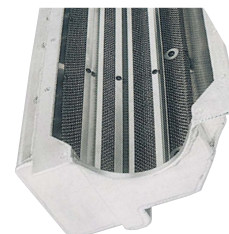
25800 Crankshaft Wiper

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

38551 Oil Pan Flange Head Bolts, SBC



No. 21547



Oil Pump Section
on pgs. 100-122

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



JASON KOWALSKY
IHRA



CHEVROLET LS SERIES

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

Engine Application: GM LS Series

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

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

PART # DESCRIPTION

20140 Oil Pan, Steel, Clear Zinc

PART # RECOMMENDED PICKUP

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

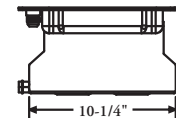
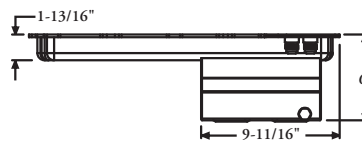
PART # AVAILABLE OIL PAN OPTIONS

23683 Remote Oil Filter Adapter
23694 Oil Cooler/Filter Sandwich Adapter
23700 Remote Oil Filter Mount
23710 Remote Oil Filter Mount
23750 Remote Oil Filter Mount
23760 Remote Oil Filter Mount
23766 Remote Oil Filter Mount
38541 Oil Pan Stud Kit

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



No. 20140



CHEVROLET LS SERIES

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

Engine Application: GM LS Series

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

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

PART # DESCRIPTION

20141 Oil Pan, Steel, Clear Zinc Plated, GM LS Series

PART # RECOMMENDED PICKUP

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

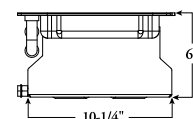
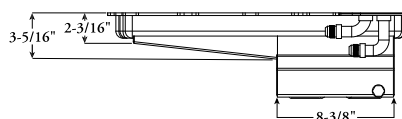
PART # AVAILABLE OIL PAN OPTIONS

22941 Windage Tray
23700 Remote Oil Filter Mount
23710 Remote Oil Filter Mount
23750 Remote Oil Filter Mount
23760 Remote Oil Filter Mount
23766 Remote Oil Filter Mount
23683 Remote Oil Filter Adapter
23694 Remote Oil Filter Adapter
38541 Oil Pan Stud Kit

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



No. 20141



**CHEVROLET LS SERIES***Wet Sump, 6 Quart Capacity, 6" Deep, Baffled***Engine Application:** GM LS Series**Fits:** Late Model F-Body Camaro and Firebird

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

**PART # DESCRIPTION**

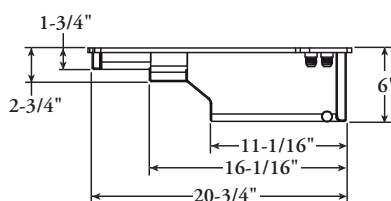
21150 Oil Pan, Aluminum, Fully Fabricated with Billet Rail, Deep Sump, Tray and Pickup

PART # REPLACEMENT PART

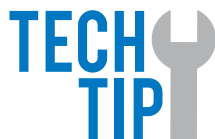
24050 Pickup, **Fits:** Moroso LS-1/LS-6 High Volume Race Pump **No. 22120**

PART # AVAILABLE OIL PAN OPTIONS

23683 Remote Oil Filter Adapter
23694 Oil Cooler/Filter Sandwich Adapter
23700 Remote Oil Filter Mount
23710 Remote Oil Filter Mount
23750 Remote Oil Filter Mount
23760 Remote Oil Filter Mount
23766 Remote Oil Filter Mount
38541 Oil Pan Stud Kit

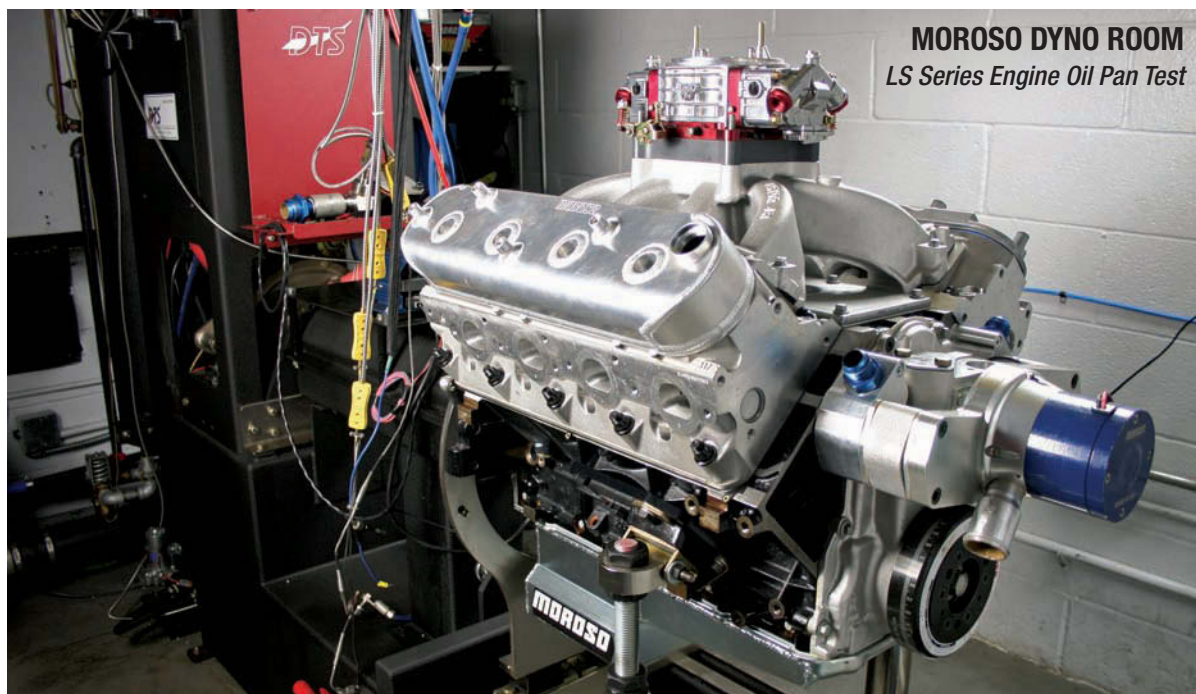


Note: Front fitting is pressure, and the rear fitting is return.

**CHECKING OIL PICKUP CLEARANCE**

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

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





CHEVROLET BIG BLOCK

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

Engine Application: Stock Replacement for GM Stock 2 or 4-Bolt Main Blocks

Fits: Most Chassis w/Mark IV Engines

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

PART # DESCRIPTION

20449 Oil Pan, Steel, Clear Zinc, Stock Configuration

PART # RECOMMENDED PICKUP

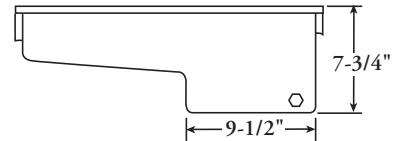
24448 **Fits:** Moroso BBC Race Pump **Nos. 22150, 22160 and 22162** or M77/M77HV style pump

PART # OIL PUMP/PICKUP PACKAGE

22195 Moroso High-Volume Package



No. 20449



CHEVROLET BIG BLOCK

Wet Sump, 7 Quart Capacity, 9" Deep

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

Fits: Most chassis except 1962-'67 Chevy II, V8 Vega/Monza and 1955-'57 Chevy

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

PART # DESCRIPTION

20451 Oil Pan, Steel, Clear Zinc, Street Performance, Deep Sump

PART # RECOMMENDED PICKUP

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

PART # AVAILABLE OIL PAN OPTIONS

23030 Windage Tray (may require some modification)

23010 Oil Pan Baffle

25830 Crank Scraper

25970 Universal Dipstick Kit

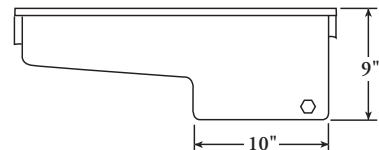
25971 Universal Dipstick Kit, Braided Stainless Flex Tube

25973 Universal Dipstick Kit, Twist Lock

38361 Oil Pan Fastener Kit, BBC Race Pans



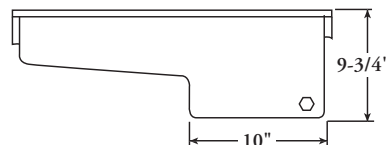
No. 20451



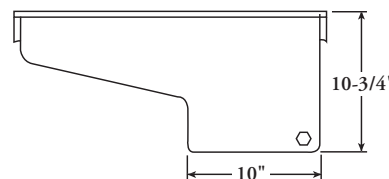
NOTE: Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.

**CHEVROLET BIG BLOCK***Wet Sump, 8 Quart Capacity, 9-3/4" Deep***Engine Application:** Mark IV style (except Gen V and Gen VI)**Fits:** Most chassis except 1962-'67 Chevy II, V8 Vega/Monza and 1955-'57 Chevy

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

PART # DESCRIPTION**20460** Oil Pan, Steel, Clear Zinc, Street Performance Sump**PART # RECOMMENDED PICKUP****24450** **Fits:** Moroso BBC Race Pump **Nos. 22150, 22160, 22162** or M77/M77HV style pump**PART # AVAILABLE OIL PAN OPTIONS****23030** Windage Tray (may require some modification)**23010** Oil Pan Baffle**25830** Crank Scraper**25970** Universal Dipstick Kit**25971** Universal Dipstick Kit, Braided Stainless Flex Tube**25973** Universal Dipstick Kit, Twist Lock**38361** Oil Pan Fastener Kit, BBC Race Pans**No. 20460****CHEVROLET BIG BLOCK***Wet Sump, 9 Quart Capacity, 10-3/4" Deep***Engine Application:** Mark IV style (except Gen V and Gen VI)**Fits:** Most GM production chassis except 1962-'67 Chevy II, V8 Vega/Monza and 1955-'57 Chevy

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

PART # DESCRIPTION**20410** Oil Pan, Steel, Clear Zinc, Street Performance, Deep Sump**PART # RECOMMENDED PICKUP****24400** **Fits:** Moroso BBC Race Pump **Nos. 22150, 22160, 22162** or M77/M77HV style pump**PART # AVAILABLE OIL PAN OPTIONS****23030** Windage Tray**23010** Oil Pan Baffle**25830** Crank Scraper**25970** Universal Dipstick Kit**25971** Universal Dipstick Kit, Braided Stainless Flex Tube**25973** Universal Dipstick Kit, Twist Lock**No. 20410****NOTE:** Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.



CHEVROLET BIG BLOCK PAN

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

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

Fits: Most Chassis (except 1962-'67 Chevy II, V-8 Vega/Monza, and 1955-'57 Chevy)

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



No. 20408



PART # DESCRIPTION

20408 Oil Pan, Steel, Clear Zinc

PART # RECOMMENDED PICKUPS

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

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

PART # OIL PUMP/PICKUP PACKAGES

22175 Moroso Standard Volume Package

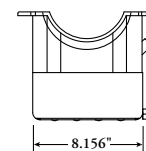
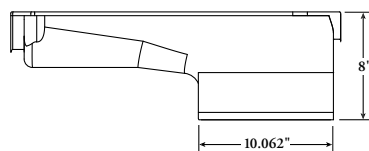
22185 Moroso High Volume Package

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 OIL PAN OPTIONS

25970 Universal Dipstick Kit

25971 Universal Dipstick Kit, Braided Stainless Flex Tube

25973 Universal Dipstick Kit, Twist Lock

CHEVROLET BIG BLOCK

Wet Sump, 7 Quart Capacity, 8" Deep

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

Fits: Most chassis except 1962-'67 Chevy II, V8 Vega/Monza and 1955-'57 Chevy

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



No. 20401



PART # DESCRIPTION

20401 Oil Pan, Steel, Clear Zinc, Street Performance, Deep Sump

PART # RECOMMENDED PICKUPS

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

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

PART # OIL PUMP/PICKUP PACKAGES

22175 **Fits:** Moroso Standard Volume Package

22185 **Fits:** Moroso High Volume Package

22186* **Fits:** Moroso High Volume Package/Front Style Offset Pickup

22163 Moroso Billet Aluminum Oil Pump, BBC, High Volume

22164 Moroso Billet Aluminum Oil Pump, BBC, Standard Volume

PART # AVAILABLE OIL PAN OPTIONS

23030 Windage Tray

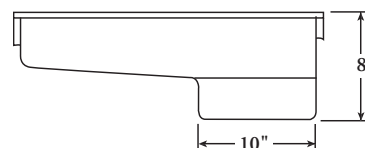
23010 Oil Pan Baffle

25830 Crank Scraper

25970 Universal Dipstick Kit

25971 Universal Dipstick Kit, Braided Stainless Flex Tube

25973 Universal Dipstick Kit, Twist Lock

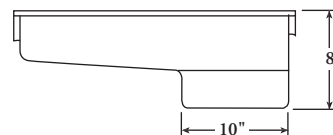


**Offset to middle of sump for more consistent oil pressure under braking*

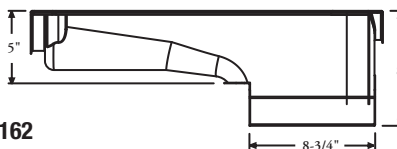
NOTE: Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.

**CHEVROLET BIG BLOCK***Wet Sump, 6 Quart Capacity, 8" Deep***Engine Application:** Mark IV style (except Gen V and Gen VI)**Fits:** Most chassis except 1962-'67 Chevy II, V8 Vega/Monza and 1955-'57 Chevy

- Kicked-out sump and crank scraper
- Uni-directional windage screen
- Rear anti-climb baffle
- Trap door baffling for improved oil control
- Notched pan rails accept strokes up to 4.50" with most aluminum rods
- Compatible with most starter/flywheel combinations

**No. 20403****PART # DESCRIPTION****20403** Oil Pan, Steel, Clear Zinc, Street Performance, Deep Sump**PART # RECOMMENDED PICKUPS****24440** **Fits:** Moroso BBC Race Pump **Nos. 22150, 22160, 22162** or M77/M77HV style pump**24441*** **Fits:** Moroso BBC Race Pump **Nos. 22150, 22160, 22162** or M77/M77HV style pump**PART # OIL PUMP/PICKUP PACKAGES****22175** **Fits:** Moroso Standard Volume Package**22185** **Fits:** Moroso High Volume Package**22186*** **Fits:** Moroso High Volume Package/Front Style Offset Pickup**22163** Moroso Billet Aluminum Oil Pump, BBC, High Volume**22164** Moroso Billet Aluminum Oil Pump, BBC, Standard Volume**PART # AVAILABLE OIL PAN OPTIONS****23010** Oil Pan Baffle**25970** Universal Dipstick Kit**25971** Universal Dipstick Kit, Braided Stainless Flex Tube**25973** Universal Dipstick Kit, Twist Lock**38361** Oil Pan Fastener Kit, BBC Race Pans**Offset to middle of sump for more consistent oil pressure under braking***CHEVROLET BIG BLOCK***Wet Sump, 6 Quart Capacity, 8" Deep***Engine Application:** Mark IV style (except Gen V and Gen VI)**Fits:** Most chassis including 1965-'72 Chevelle, Cutlass, Skylark, Tempest and GTO, except 1962-'67 Chevy II, V8 Vega/Monza and 1955-'57 Chevy

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

**No. 20412****PART # DESCRIPTION****20412** Oil Pan, Steel, Clear Zinc, Rear Sump**PART # RECOMMENDED PICKUPS****24440** **Fits:** Moroso BBC Race Pump **No. 22150, 22160, 22162****24441*** **Fits:** Moroso BBC Race Pump **No. 22150, 22160, 22162****PART # OIL PUMP/PICKUP PACKAGES****22175** Moroso Standard Volume Package or M77 style pump**22185** Moroso High Volume Package or M77HV style pump**22186*** Moroso High Volume Package/Front Style Offset Pickup or M77HV style pump**22163** 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 OIL PAN 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**NOTE:** Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.

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CHEVROLET BIG BLOCK

Wet Sump, 7 Quart Capacity, 9" Deep

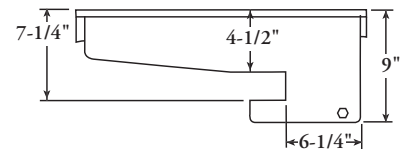
Engine Application: Mark IV style (except Gen V and Gen VI)

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

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



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. 22150, 22160, 22162 or M77/M77HV style pump

PART # AVAILABLE OIL PAN OPTIONS

23010 Oil Pan Baffle

25970 Universal Dipstick Kit

25971 Universal Dipstick Kit, Braided Stainless Flex Tube

25973 Universal Dipstick Kit, Twist Lock

38361 Oil Pan Fastener Kit, BBC Race Pans

CHEVROLET BIG BLOCK

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

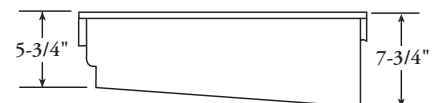
Engine Application: Mark IV style (except Gen V and Gen VI)

Fits: Alcohol Funny Car, Dragster, Tractor Pull, Racing Boats and 4x4s

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



No. 20032



PART # DESCRIPTION

20032 Oil Pan, Steel, Clear Zinc

PART # RECOMMENDED PICKUPS

24446 **Fits:** Moroso BBC Race Pump Nos. 22150, 22160, 22162 or M77/M77HV style pump

PART # AVAILABLE OIL PAN OPTION

38361 Oil Pan Fastener Kit, BBC Race Pans

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



CHEVROLET BIG BLOCK

Wet Sump, 6 Quart Capacity, 8" Deep

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

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

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

PART # DESCRIPTION

20406 Oil Pan, Steel, Clear Zinc, Deep Sump, Core Based

PART # RECOMMENDED PICKUPS

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

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

PART # OIL PUMP/PICKUP PACKAGES

22175 Moroso Standard Volume Package

22185 Moroso High Volume Package

22186* Moroso High Volume Package/Front Style Offset Pickup

22163 Moroso Billet Aluminum Oil Pump, BBC, High Volume

22164 Moroso Billet Aluminum Oil Pump, BBC, Standard Volume

PART # AVAILABLE OIL PAN OPTIONS

23030 Windage Tray

23010 Oil Pan Baffle

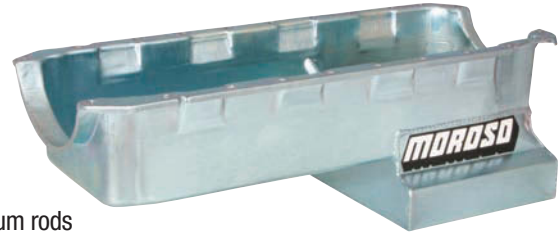
25830 Crank Scraper

25970 Universal Dipstick Kit

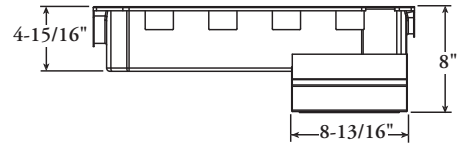
25971 Universal Dipstick Kit, Braided Stainless Flex Tube

25973 Universal Dipstick Kit, Twist Lock

38361 Oil Pan Fastener Kit, BBC Race Pans



No. 20406



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

CHEVROLET BIG BLOCK

Wet Sump, 6 Quart Capacity, 8" Deep

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

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

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

PART # DESCRIPTION

20405 Oil Pan, Steel, Clear Zinc, Street Performance, Deep Sump, Stroker Pan, Core Based

PART # RECOMMENDED PICKUPS

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

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

PART # OIL PUMP/PICKUP PACKAGES

22175 Moroso Standard Volume Package

22185 Moroso High Volume Package

22186* Moroso High Volume Package/Front Style Offset Pickup

22163 Moroso Billet Aluminum Oil Pump, BBC, High Volume

22164 Moroso Billet Aluminum Oil Pump, BBC, Standard Volume

PART # AVAILABLE OIL PAN OPTIONS

23030 Windage Tray

23010 Oil Pan Baffle

25830 Crank Scraper

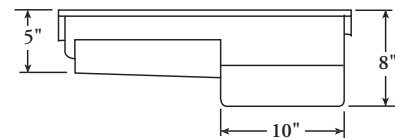
25970 Universal Dipstick Kit

25971 Universal Dipstick Kit, Braided Stainless Flex Tube

25973 Universal Dipstick Kit, Twist Lock



No. 20405



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

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

Phone: 203.453.6571 Fax: 203.453.6906



CHEVROLET BIG BLOCK

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

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

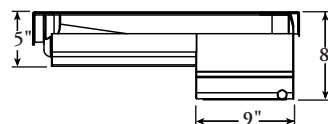
Fits: Bracket Race cars and Budget Super Stock cars;

Some modifications necessary to fit cross-membered cars

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



No. 21047



PART # DESCRIPTION

21047 Oil Pan, Steel, Clear Zinc, Mark IV style

PART # RECOMMENDED PICKUPS

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

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

PART # OIL PUMP/PICKUP PACKAGES

22175 Moroso Standard Volume Package

22185 Moroso High Volume Package

22186* Moroso High Volume Package/Front Style Offset Pickup

22163 Moroso Billet Aluminum Oil Pump, BBC, High Volume

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 OIL PAN OPTIONS

25970 Universal Dipstick Kit

25971 Universal Dipstick Kit, Braided Stainless Flex Tube

25973 Universal Dipstick Kit, Twist Lock

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



SCOTT HALL
Top Dragster



CHEVROLET BIG BLOCK

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

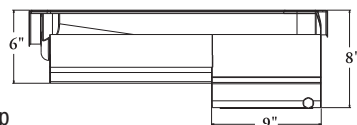
Engine Application: Mark IV Style (except Gen IV & Gen VI)

Fits: Bracket and Budget Super Stock cars. Some modifications may be necessary to fit crossmembered cars.

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



No. 21048



PART # DESCRIPTION

21048 Oil Pan, Steel, Clear Zinc Plated, Wet Sump, BBC, Mark IV

PART # RECOMMENDED PICKUPS

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

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

PART # OIL PUMP/PICKUP PACKAGES

22175 Moroso Standard Volume Package

22185 Moroso High Volume Package

22186 Moroso High Volume Package/Front Style Offset Pickup*

22163 Moroso Billet Aluminum Oil Pump, BBC, High Volume

22164 Moroso Billet Aluminum Oil Pump, BBC, Standard Volume

22187 Moroso High Volume Package with Windage Shield

PART # AVAILABLE OIL PAN OPTIONS

25970 Universal Dipstick Kit

25971 Universal Dipstick Kit, Braided Stainless Flex Tube

25973 Universal Dipstick Kit, Twist Lock

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

CHEVROLET BIG BLOCK

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

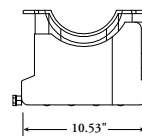
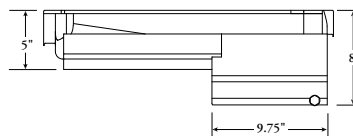
Engine Application: Mark IV Style (except Gen IV & Gen VI)

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

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



No. 21049



PART # DESCRIPTION

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

PART # RECOMMENDED PICKUPS

24440 **Fits:** Moroso BBC Race Pump **Nos. 22150, 22160, 22162** or M77 and M77HV style pumps

24441* **Fits:** Moroso BBC Race Pump **Nos. 22150, 22160, 22162** or M77 and M77HV style pumps

PART # OIL PUMP/PICKUP PACKAGES

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

PART # AVAILABLE OIL PAN OPTIONS

25970 Universal Dipstick Kit

25971 Universal Dipstick Kit, Braided Stainless Flex Tube

25973 Universal Dipstick Kit, Twist Lock

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

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

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CHEVROLET BIG BLOCK

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

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

Fits: Competition Eliminator, Super Gas, Super Comp and Bracket Cars.

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

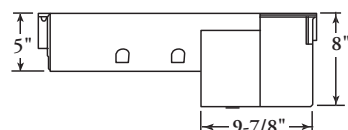
- Fully fabricated, aluminum; utilizes "race" pan rail bolt pattern
- Internal uni-directional screen and pan rail bolt access bungs
- For use with 168-tooth flywheel combinations
- Sump design works with Moroso spur gear and gerotor billet oil pumps
- Billet end seals ensure consistent sealing surface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



No. 20370



Oil Pump Section
on pgs. 100-122



PART # DESCRIPTION

20370 Oil Pan, Aluminum, Internal Oil Pump

20371 Oil Pan, Aluminum, External Oil Pump

PART # RECOMMENDED PICKUPS

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

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

PART # OIL PUMP/PICKUP PACKAGES (No. 20370 only)

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 OIL PAN OPTIONS

25970 Universal Dipstick Kit

25971 Universal Dipstick Kit, Braided Stainless Flex Tube

25973 Universal Dipstick Kit, Twist Lock

22704 Fitting, -12AN to -16AN Adapter

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

38361 Oil Pan Fastener Kit, BBC Race Pans

CHEVROLET BIG BLOCK

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

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

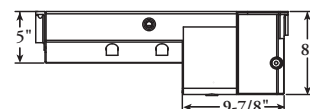
Fits: Competition Eliminator, Super Gas, Super Comp and Bracket cars.

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

- Fully fabricated, aluminum; 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
- Billet end seals ensure consistent sealing surface to billet front covers and rear main caps
- Accepts 4.75" with aluminum rods



No. 20385



PART # DESCRIPTION

20385 Oil Pan, Aluminum, Internal Wet Sump Design

PART # RECOMMENDED PICKUPS

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

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

PART # OIL PUMP/PICKUP PACKAGES

22175 Moroso Standard Volume Package

22185 Moroso High Volume Package

22186* Moroso High Volume Package/Front Style Offset Pickup

22163 Moroso Billet Aluminum Oil Pump, BBC, High Volume

22164 Moroso Billet Aluminum Oil Pump, BBC, Standard Volume

22167 Moroso Billet Aluminum High Volume Oil Pump

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

PART # AVAILABLE OPTIONS

25970 Universal Dipstick Kit

25971 Universal Dipstick Kit, Braided Stainless Flex Tube

25973 Universal Dipstick Kit, Twist Lock

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

38361 Oil Pan Fastener Kit, BBC Race Pans

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



CHEVROLET BIG BLOCK

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

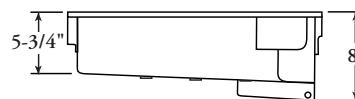
Engine Application: Mark IV style (except Gen V and Gen VI)

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

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



No. 21600



PART # DESCRIPTION

21600 Oil Pan, Aluminum, Internal Oil Pump

21601 Oil Pan, Aluminum, External Oil Pump

PART # RECOMMENDED PICKUPS

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

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

PART # OIL PUMP/PICKUP PACKAGES

22167 Moroso Billet Aluminum High Volume Oil Pump

22175 Moroso Standard Volume Package

22185 Moroso High Volume Package

22186* Moroso High Volume Package/Front Style Offset Pickup

22163 Moroso Billet Aluminum Oil Pump, BBC, High Volume

22164 Moroso Billet Aluminum Oil Pump, BBC, Standard Volume

PART # AVAILABLE OIL PAN OPTIONS

22704 Fitting, -12AN to -16AN Adapter

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

38361 Oil Pan Fastener Kit, BBC Race Pans

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

CHEVROLET BIG BLOCK

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

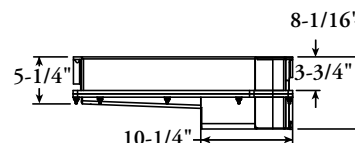
Engine Application: Mark IV style (except Gen V and Gen VI)

Fits: Top Sportsman, Top Dragster Pro Mods needing wet sump and ability for frequent lower-end inspection

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



No. 20376



PART # DESCRIPTION

20376 Oil Pan, two-piece, Gen IV block

PART # RECOMMENDED PICKUPS

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

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

PART # OIL PUMP/PICKUP PACKAGES

22167 Moroso Billet Aluminum High Volume Oil Pump

22175 Moroso Standard Volume Package

22185 Moroso High Volume Package

22186* Moroso High Volume Package/Front Style Offset Pickup

22163 Moroso Billet Aluminum Oil Pump, BBC, High Volume

22164 Moroso Billet Aluminum Oil Pump, BBC, Standard Volume

SEE MORE!

Oil Pump Section
on pgs.100-122

PART # REPLACEMENT PART

97319 O-Ring

PART # AVAILABLE OIL PAN OPTION

38361 Oil Pan Fastener Kit, BBC Race Pans

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

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

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CHEVROLET BIG BLOCK

Dry Sump, 7-1/2" Deep

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

Fits: Competition Eliminator, Top Dragster, Top Sportsman, Super Comp, Super Gas & Bracket Cars

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

PART # DESCRIPTION

21581 Oil Pan, Aluminum, 4-Stage

PART # AVAILABLE OIL PAN OPTIONS

23961 -12 AN Filter Pickup Fittings

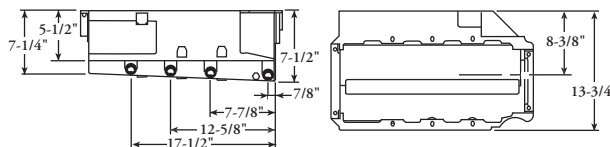
38361 Oil Pan Fastener Kit, BBC Race Pans

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

NOTE: Always check dimensions for chassis clearance.



No. 21581



CHEVROLET BIG BLOCK

Dry Sump, 8-1/2" Deep

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

Fits: Competition Eliminator, Top Dragster, Top Sportsman, Super Comp, Super Gas & Bracket Cars

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

PART # DESCRIPTION

21591 Oil Pan, Aluminum, 5-Stage, Passenger Side Starter

PART # AVAILABLE OIL PAN OPTIONS

23961 -12 AN Filter Pickup Fittings

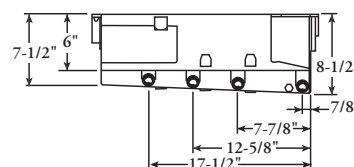
62255 Wrench, Oil Pan T-Handle, 1/2", 6 PT

38361 Oil Pan Fastener Kit, BBC Race Pans

NOTE: Always check dimensions for chassis clearance.



No. 21591



SEE MORE!

Oil Pump Section
on pgs.100-122



CHEVROLET BIG BLOCK

Dry Sump, 5" Deep

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

Fits: Open chassis styles

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

PART # DESCRIPTION

21540 Oil Pan, Steel, Clear Zinc, Core Based

PART # AVAILABLE OIL PAN OPTIONS

23763 Remote Filter Mount, Side Port

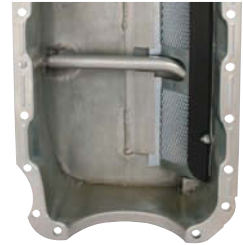
23764 Remote Filter Mount, Front Port

23766 Remote Filter Mount, Front Port

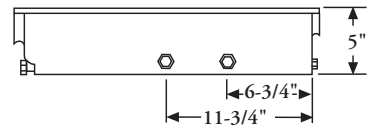
38361 Oil Pan Fastener Kit, BBC Race Pans



No. 21540



Oil Pump Section
on pgs.100-122



MARINE

CHEVROLET BIG BLOCK

9 Quart Capacity, 8" Deep

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

Fits: Standard rotation Jet-Drive boats, applications that require a deep sump, heavy-duty pan

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

PART # DESCRIPTION

21610 Oil Pan, Steel, Clear Zinc, BBC Gen IV Marine

PART # RECOMMENDED PICKUPS

24290 **Fits:** Moroso Race Pump Nos. 22150, 22160, 22162 or M77/M77HV style pump

PART # AVAILABLE OIL PAN OPTIONS

23030 Moroso Windage Tray (or use Stock Chevy Tray)

23010 Moroso Oil Pan Baffle

38361 Oil Pan Fastener Kit, BBC Race Pans

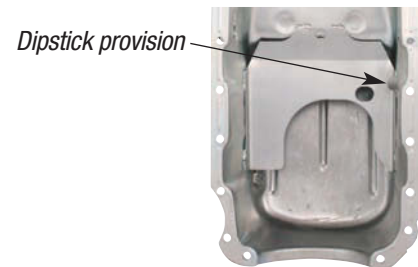
25970 Universal Dipstick Kit

25971 Universal Dipstick Kit, Braided Stainless Flex Tube

25973 Universal Dipstick Kit, Twist Lock



No. 21610



Dipstick provision

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

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



CHEVROLET BIG BLOCK

Wet Sump, 6 Quart Capacity, 8" Deep

Engine Application: Gen V/Gen VI

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

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



No. 20411



PART # DESCRIPTION

20411 Oil Pan, Steel, Fully Fabricated, Clear Zinc, Street Performance, Deep Sump

PART # RECOMMENDED PICKUPS

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

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

PART # OIL PUMP/PICKUP PACKAGES

22175 Moroso Standard Volume Package

22185 Moroso High Volume Package

22186* Moroso High Volume Package/Front Style Offset Pickup

22163 Moroso Billet Aluminum Oil Pump, BBC, High Volume

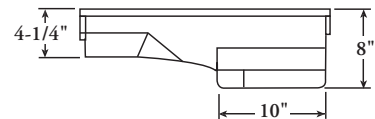
22164 Moroso Billet Aluminum Oil Pump, BBC, Standard Volume

PART # AVAILABLE OIL PAN OPTIONS

25970 Universal Dipstick Kit

25971 Universal Dipstick Kit, Braided Stainless Flex Tube

25973 Universal Dipstick Kit, Twist Lock



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

CHEVROLET BIG BLOCK

Wet Sump, 6 Quart Capacity, 8" Deep

Engine Application: Gen V/Gen VI

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

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



No. 20413



PART # DESCRIPTION

20413 Oil Pan, Steel, Clear Zinc, Street Performance, Deep Sump, Core Based

PART # RECOMMENDED PICKUP

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

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

PART # OIL PUMP/PICKUP PACKAGES

22175 Moroso Standard Volume Package

22185 Moroso High Volume Package

22186* Moroso High Volume Package/Front Style Offset Pickup

22163 Moroso Billet Aluminum Oil Pump, BBC, High Volume

22164 Moroso Billet Aluminum Oil Pump, BBC, Standard Volume

PART # AVAILABLE OIL PAN OPTIONS

23030 Windage Tray

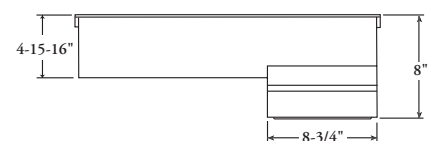
23010 Oil Pan Baffle

25830 Crank Scraper

25970 Universal Dipstick Kit

25971 Universal Dipstick Kit, Braided Stainless Flex Tube

25973 Universal Dipstick Kit, Twist Lock



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

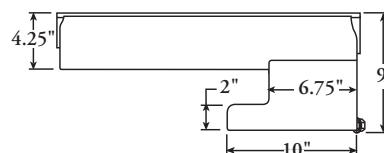
NOTE: Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.

**CHEVROLET BIG BLOCK***Wet Sump, 7 Quart Capacity, 9" Deep***Engine Application:** Gen V and Gen VI**Fits:** 1962-'67 Chevy II (without power steering) and 1955-'57 Chevs; transmission must be in stock position

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

**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. 22150, 22160, 22162** or M77/M77HV style pump**PART # AVAILABLE OIL PAN OPTIONS****23010** Oil Pan Baffle**25970** Universal Dipstick Kit**25971** Universal Dipstick Kit, Braided Stainless

Flex Tube

25973 Universal Dipstick Kit, Twist Lock**SEE MORE!**Oil Pump Section
on pgs.100-122**NOTE:** Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.**CORBETT GILL**
IHRA



DONOVAN, DRC2, MERLIN

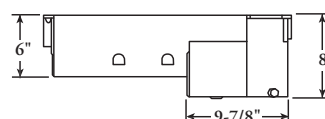
*Wet Sump, 6 Quart Capacity w/ Standard Volume Pump,
7 Quart Capacity w/ High Volume Pump, 8" Deep*

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

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



No. 20372



PART # DESCRIPTION

20372	Oil Pan, Aluminum, Internal Oil Pump, Donovan 700, DRC2 Pan Rail
20373	Oil Pan, Aluminum, External Oil Pump, Donovan 700, DRC2 Pan Rail
20374	Oil Pan, Aluminum, Internal Oil Pump, Merlin, CN Block Rail
20375	Oil Pan, Aluminum, External Oil Pump, Merlin, CN Block Rail

PART # RECOMMENDED PICKUPS

24440	Fits: Moroso BBC Race Pump Nos. 22150, 22160, 22162 or M77/M77HV style pump
24441*	Fits: Moroso BBC Race Pump Nos. 22150, 22160, 22162 or M77/M77HV style pump

PART # OIL PUMP/PICKUP PACKAGES

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

PART # AVAILABLE OIL PAN OPTIONS

25970	Universal Dipstick Kit
25971	Universal Dipstick Kit, Braided Stainless Flex Tube
25973	Universal Dipstick Kit, Twist Lock
22704	Fitting, -12AN to -16AN Adapter
62255	Wrench, Oil Pan T-Handle, 1/2", 6 PT
38361	Oil Pan Fastener Kit, BBC Race Pans

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

DONOVAN, DRC2, MERLIN

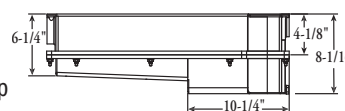
*Wet Sump, 6 Quart Capacity w/ Standard Volume Pump,
7 Quart Capacity w/ High Volume Pump, 8-1/16" Deep*

Fits: Top Sportsman, Top Dragster Pro Mods needing wet sump
and ability for frequent lower-end inspection

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



No. 20378



PART # DESCRIPTION

20378	Oil Pan, two-piece, Donovan 700, DRC2 Pan Rail
20380	Oil Pan, two-piece, Merlin, CN Block Rail

PART # RECOMMENDED PICKUPS

24440	Fits: Moroso BBC Race Pump Nos. 22150, 22160, 22162 or M77/M77HV style pump
24441*	Fits: Moroso BBC Race Pump Nos. 22150, 22160, 22162 or M77/M77HV style pump

PART # OIL PUMP/PICKUP PACKAGES

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

PART # REPLACEMENT PART

97319	O-Ring
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PART # AVAILABLE OIL PAN OPTION

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



DRAG RACING

DONOVAN, DRC2, MERLIN

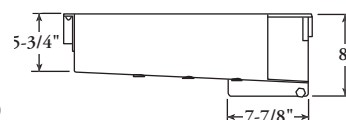
*Wet Sump, 6 Quart Capacity w/ Standard Volume Pump,
7 Quart Capacity w/ High Volume Pump, 8" Deep*

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

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



No. 21602



PART # DESCRIPTION

21602 Oil Pan, Aluminum, Internal Wet Sump Design, Donovan 700, DRC2 Pan Rail

21603 Oil Pan, Aluminum, External Wet Sump Design, Donovan 700, DRC2 Pan Rail

21604 Oil Pan, Aluminum, Internal Wet Sump Design, Merlin, CN Block Rail

21605 Oil Pan, Aluminum, External Wet Sump Design, Merlin, CN Block Rail

PART # RECOMMENDED PICKUPS

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

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

PART # OIL PUMP/PICKUP PACKAGES

22175 Moroso Standard Volume Package

22185 Moroso High Volume Package

22186* Moroso High Volume Package/Front Style Offset Pickup

22163 Moroso Billet Aluminum Oil Pump, BBC, High Volume

22164 Moroso Billet Aluminum Oil Pump, BBC, Standard Volume

22167 Moroso Billet Aluminum High Volume Oil Pump

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

PART # AVAILABLE OIL PAN OPTIONS

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

38361 Oil Pan Fastener Kit, BBC Race Pans

DRY SUMP • DRAG RACING

DONOVAN, DRC2, MERLIN

Dry Sump

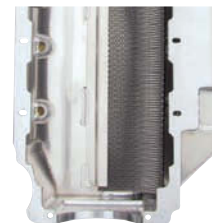
Engine Application: Donovan 700, DRC2

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

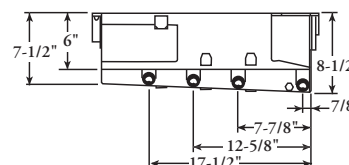
- Fully fabricated, aluminum; utilizes "race" pan rail bolt pattern
- (4) -12AN female pickups
- Power kick-out design for maximum horsepower
- Internal uni-directional screen
- For use with 168-tooth flywheel combination
- Billet end seals ensure consistent sealing surface to billet front covers and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



No. 21592



Oil Pump Section
on pgs.100-122



PART # DESCRIPTION

21592 Oil Pan, Aluminum, 5-Stage, Passenger Side Starter

PART # AVAILABLE OIL PAN OPTIONS

23961 -12 AN Filter Pickup Fittings

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

38361 Oil Pan Fastener Kit, BBC Race Pans

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



DONOVAN, DRC2, MERLIN

Dry Sump, IHRA & NHRA Pro Modified

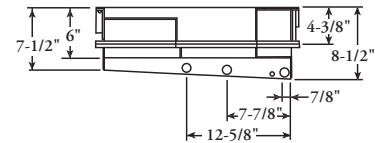
Engine Application: Donovan 700, DRC2

Fits: Donovan Style blocks with 10" and 10-3/8" wide pan rails and 2-piece rear main seal

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



No. 21597



PART # DESCRIPTION

21597 Oil Pan, Aluminum, two-piece, 4-Stage, Passenger Side Starter

PART # AVAILABLE OIL PAN OPTIONS

23961 -12 AN Filter Pickup Fittings

38361 Oil Pan Fastener Kit, BBC Race Pans

PART # REPLACEMENT PART

97319 O-Ring

This pan design is also available for other engines and engine combinations.

Call Moroso Custom Sales at 203-453-6571 for information.



Oil Pump Section
on pgs.100-122

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



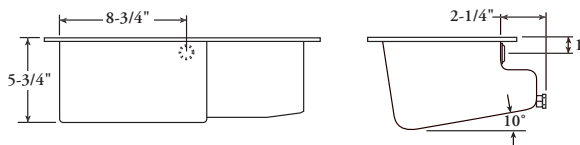
JIM HALSEY
ADRL

**DODGE NEON***Wet Sump, 6-1/4 Quart Capacity, 5-3/4" Deep***Engine Application:** 2.0L**Fits:** 1995-'02 Neon

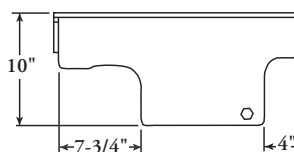
- Kicked-out sump
- Trap door baffles located on each side of the pickup
- Removable windage tray
- One piece, 1/4" thick billet aluminum pan rail
- Includes 1/2" NPT bung for plumbing turbo return line, 1/2" NPT bung for installing oil temperature sender and magnetic drain plug with extra washer (also includes plugs for unused bungs)

**No. 20800****PART # DESCRIPTION****20800** Oil Pan, Fully Fabricated Aluminum, Street Performance, Deep Sump**RECOMMENDED OIL PUMP & PICKUP**

Use Stock Oil Pump & Pickup

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

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

**No. 20710****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**NOTE:** Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.

**CHRYSLER SMALL BLOCK**

Wet Sump, 8 Quart Capacity, 10" Deep

Engine Application: 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

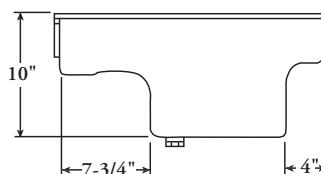
20730 Oil Pan, Steel, Clear Zinc, Street Performance, Deep Sump, Stock Core Based

PART # RECOMMENDED PICKUP

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



No. 20730

**DRAG RACING****CHRYSLER**

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

Engine Application: 360 "A" Non-Magnum Series

Fits: Tube chassis cars that allow rear sump oil pans. Ideal for Bracket Racing, Super Classes, Truck and Street Rod applications. Will not fit stock K-frame cars

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

PART # DESCRIPTION

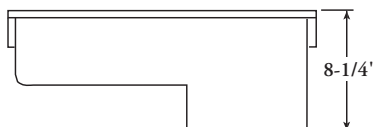
20732 Oil Pan, Steel, Clear Zinc, Chrysler 360 "A" Series Engine

PART # RECOMMENDED PICKUP

24710 **Fits:** Stock High Volume Pump



No. 20732



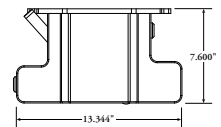
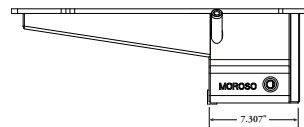
NOTE: Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.

**CHRYSLER***Wet Sump, 11 Quart Capacity***Engine Application:** Dodge 5.7L-6.1L HEMI**Fits:** Chrysler 5.7/6.1 based engines In the Chrysler LX Series platform, with front sump K-members, including 300C, Challenger, Charger and Magnum

- Robust billet aluminum oil pan rail with a fabricated aluminum "T" sump
- Has road race trap door baffles, which provide oil control in both Drag and Road Racing and spirited driving
- Extra oil capacity over stock oil pans is essential due to this engine family holding extra oil in the heads
- Features anti-slosh baffle, oil temperature fitting and a super charger drain back fitting
- To be used with Moroso Part **No. 71161**, Stainless Steel Dust Shield

PART # DESCRIPTION**21161** Oil Pan, Aluminum**PART # RECOMMENDED PICKUP****24161** **Fits:** Stock Oil Pump**No. 21161****DUST SHIELD**

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

PART # DESCRIPTION**71161** Dust Shield**No. 71161**

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

**SPEED FACTORY**
Challenger



CHRYSLER BIG BLOCK

Wet Sump, 5 Quart Capacity, 5" Deep

Engine Application: 361-440 and 426 Street Hemi

Fits: Works well in chassis with extra-low front suspensions.

Will not fit 1962-'65 production chassis and is not recommended for racing applications due to shallow sump design

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

PART # DESCRIPTION

20765 Oil Pan, Steel, Clear Zinc, Stock Configuration, Stock Core Based

PART # RECOMMENDED PICKUP

24760 **Fits:** Stock B/RB Pumps



No. 20765



CHRYSLER BIG BLOCK

Wet Sump, 7 Quart Capacity, 7" Deep

Engine Application: 361-440 and 426 Street Hemi

Fits: Most 1966-Up production chassis

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

PART # DESCRIPTION

20760 Oil Pan, Steel, Zinc, Street Performance, Deep Sump, Stock Core Based

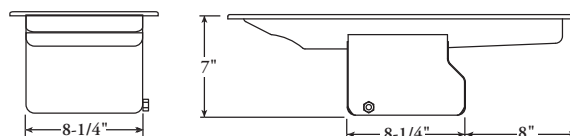
PART # RECOMMENDED PICKUPS

24750 **Fits:** Stock B/RB Pumps (3/8-18 thread)

24800 **Fits:** Stock Hemi Pumps (1/2-14 thread)



No. 20760



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



CHRYSLER

Wet Sump

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

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



No. 20043



PART # DESCRIPTION

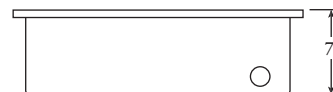
20043 Oil Pan, Aluminum, BAE, KB Pan Rail, Dragster, Single -20AN built-in pickup, Camlock Fasteners

PART # REPLACEMENT PART

23143 Windage Tray

PART # RECOMMENDED FITTING

22625 -20AN to -20AN Fitting



CHRYSLER

Wet Sump

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

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



No. 20050



PART # DESCRIPTION

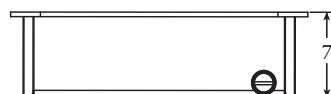
20050 Oil Pan, Aluminum, BAE, KB Pan Rail, Dragster, Single -20AN built-in pickup, Hex Head Bolt Fasteners

PART # REPLACEMENT PART

23153 Windage Tray

PART # RECOMMENDED FITTING

22625 -20AN to -20AN Fitting



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



CHRYSLER

Wet Sump

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

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



No. 20045

PART # DESCRIPTION

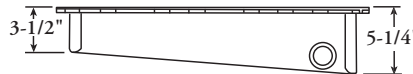
20045 Oil Pan, Aluminum, BAE, KB Pan Rail, Pro-Modified/Funny Car, single -20AN built-in pickup, camlock fasteners

PART # RECOMMENDED FITTING

22625 -20AN to -20AN Fitting

PART # AVAILABLE OIL PAN OPTION

23145 Louvered Windage Tray



CHRYSLER

Dry Sump

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

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



No. 20051

PART # DESCRIPTION

20051 Oil Pan, Aluminum, BAE, KB Pan Rail, Pro-Modified/Funny Car, Single -16 AN built-in pickup, Hex Head Bolt Fasteners

PART # RECOMMENDED FITTING

22622 -16AN to -16AN Fitting



CHRYSLER

Dry Sump

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

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



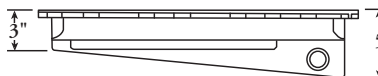
No. 20044

PART # DESCRIPTION

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

PART # RECOMMENDED FITTING

22622 -16AN to -16AN Fitting



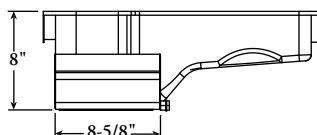
NOTE: Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.

**FORD SMALL BLOCK***Wet Sump, Front Sump, 7 Quart Capacity, 8" Deep**Fits: All Ford and Mercury cars and trucks originally equipped with front sump pans*

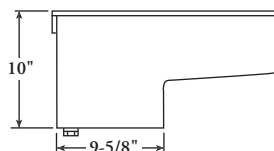
- Kicked-out sump
- Oil retention baffle
- Will clear 302 and 351W 4-bolt center mains only
- Will not clear 302 or 351W 4-bolt front and rear main caps without modification to pan or main caps
- Compatible with most starter/flywheel combinations
- Includes Universal Dipstick Kit **No. 25970**
- For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



Color Available:

**No. 20502****PART # DESCRIPTION****18507** Oil Pan, Steel, Powder Coated-Black, Front Sump**Engine Application:** 351W Engines**20502** Oil Pan, Steel, Clear Zinc, Front Sump**Engine Application:** 289-302 Engines**20507** Oil Pan, Steel, Clear Zinc, Front Sump**Engine Application:** 351W Engines**PART # RECOMMENDED PICKUPS****24520** **Fits:** Moroso **No. 20502** with Stock or M68, M68HV or M10688 style pumps**24507** **Fits:** Moroso **No. 18507 and 20507** with Stock or M83, M83HV or M10833 style pumps**PART # AVAILABLE OIL PAN OPTIONS FOR NO. 20502****22930** Louvered Windage Tray**25971** Universal Dipstick Kit, Braided Stainless Flex Tube**25973** Universal Dipstick Kit, Twist Lock**38191** Tray Mount Studs**38390** Bullet Nose Oil Pan Stud Kit**PART # AVAILABLE OIL PAN OPTIONS FOR NOS. 18507 & 20507****22935** Louvered Windage Tray**25971** Universal Dipstick Kit, Braided Stainless Flex Tube**25973** Universal Dipstick Kit, Twist Lock**38192** Tray Mount Studs**38390** Bullet Nose Oil Pan Stud Kit**FORD SMALL BLOCK***Wet Sump, Front Sump, 8 Quart Capacity, 10" Deep**Fits: All Ford and Mercury cars and trucks originally equipped with front sump pans*

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

**No. 20508****PART # DESCRIPTION****20508** Oil Pan, Steel, Clear Zinc, Front Sump**Engine Application:** 351W Engines**20510** Oil Pan, Steel, Clear Zinc, Front Sump**Engine Application:** 289-302 Engines**PART # RECOMMENDED PICKUPS****24501** **Fits:** Moroso **No. 20508** with Stock or M83, M83HV or M10833 style pumps**24500** **Fits:** Moroso **No. 20510** with Stock or M68, M68HV or M10688 style pumps**PART # AVAILABLE OIL PAN OPTION****22930** Louvered Windage Tray**22935** Louvered Windage Tray**38191** Tray Mount Studs**38192** Tray Mount Studs**NOTE:** Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.



FORD SMALL BLOCK

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

Engine Application: 289-302

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

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



No. 20506



PART # DESCRIPTION

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

PART # RECOMMENDED PICKUPS

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

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

Must use Moroso Main Cap Girdle Part **No. 22928*

PART # AVAILABLE OIL PAN OPTIONS

22928 Main Cap Girdle

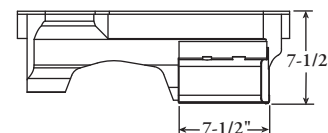
22930 Louvered Windage Tray

25971 Universal Dipstick Kit, Braided Stainless Flex Tube

25973 Universal Dipstick Kit, Twist Lock

38191 Tray Mount Studs

38390 Bullet Nose Oil Pan Stud Kit



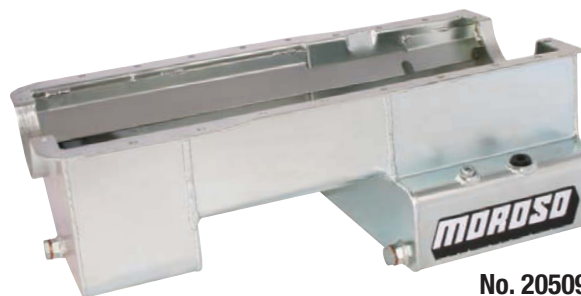
FORD SMALL BLOCK

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

Engine Application: 289-302

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

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



No. 20509



PART # DESCRIPTION

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

PART # RECOMMENDED PICKUPS

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

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

Must use Moroso Main Cap Girdle Part **No. 22928*

PART # AVAILABLE OIL PAN OPTIONS

22928 Main Cap Girdle (scraper modification necessary)

22930 Louvered Windage Tray

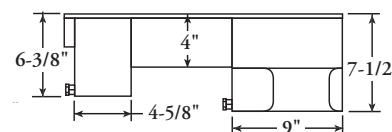
22935 Louvered Windage Tray

25971 Universal Dipstick Kit, Braided Stainless Flex Tube

25973 Universal Dipstick Kit, Twist Lock

38192 Tray Mount Studs

38390 Bullet Nose Oil Pan Stud Kit



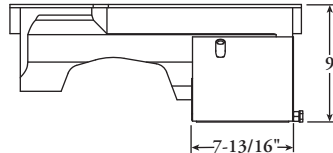
NOTE: Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.

**FORD SMALL BLOCK***Wet Sump, Rear Sump, 7 Quart Capacity, 9" Deep***Engine Application:** 289-302**Fits:** 1979-up Mustang, 1981-'88 Thunderbird, Cougar, 1979-'86 Capri and other Ford Rear Sump applications (except Mustang II)

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



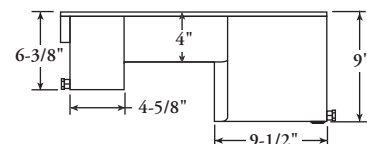
Color Available:

**No. 20521****PART # DESCRIPTION****18521** Oil Pan, Steel, Powder Coated-Black, Deep Sump Rear**20521** Oil Pan, Steel, Clear Zinc, Deep Sump Rear**PART # RECOMMENDED PICKUPS****24521** **Fits:** Ford SVO No. M-6600-D2 Pump**24516** **Fits:** Stock or M68 or M68HV Style Oil Pumps**24519*** **Fits:** Stock or M68 or M68HV Style Oil Pumps w/ Main Support**Must use Moroso Main Cap Girdle Part **No. 22928*****PART # AVAILABLE OIL PAN OPTIONS****22928** Main Cap Girdle**22930** Louvered Windage Tray**25971** Universal Dipstick Kit, Braided Stainless Flex Tube**25973** Universal Dipstick Kit, Twist Lock**38191** Tray Mount Studs**38390** Bullet Nose Oil Pan Stud Kit**FORD SMALL BLOCK***Wet Sump, Rear Sump, 7 Quart Capacity, 9" Deep***Engine Application:** 289-302**Fits:** 1979-up Mustang, 1981-'88 Thunderbird, Cougar, 1979-'86 Capri and other Ford Rear Sump applications (except Mustang II)

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



Color Available:

**No. 20511****PART # DESCRIPTION****18511** Oil Pan, Steel, Fully Fabricated, Powder Coated-Black, Rear Sump**20511** Oil Pan, Steel, Fully Fabricated, Clear Zinc, Rear Sump**PART # RECOMMENDED PICKUPS****24506** **Fits:** Ford SVO No. M-6600-D2 Pump**24516** **Fits:** Stock or M68 or M68HV Style Oil Pumps**24519*** **Fits:** Stock or M68 or M68HV Style Oil Pumps with Main Support**Must use Moroso Main Cap Girdle Part **No. 22928*****PART # AVAILABLE OIL PAN OPTIONS****22930** Louvered Windage Tray (does not fit R4 block)**22928** Main Cap Girdle**25971** Universal Dipstick Kit, Braided Stainless Flex Tube**25973** Universal Dipstick Kit, Twist Lock**38191** Tray Mounting Studs**NOTE:** When using Ford SVO Windage Tray M-6687-A302, use pickup **No. 24506**; When using Moroso Louvered Windage Tray No. 22930, use pickup **No. 24516**.**NOTE:** Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.



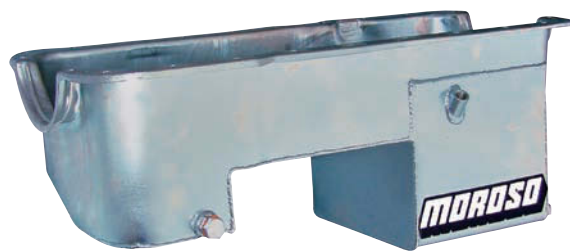
FORD SMALL BLOCK

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

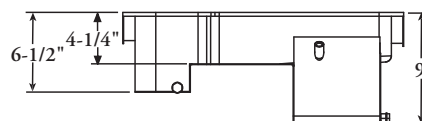
Engine Application: 351W

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

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



No. 20523



PART # DESCRIPTION

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

PART # RECOMMENDED PICKUPS

24514 **Fits:** Ford SVO No. M-6600-B3 Pump

24532 **Fits:** Stock or M83 or M83HV Style Oil Pump

PART # AVAILABLE OIL PAN OPTIONS

22935 Louvered Windage Tray (Use Pickup **No. 24532**)

25971 Universal Dipstick Kit, Braided Stainless Flex Tube

25973 Universal Dipstick Kit, Twist Lock

38192 Tray Mounting Studs

FORD SMALL BLOCK

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

Engine Application: 351W

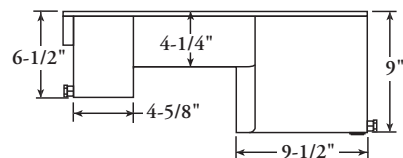
Fits: 1979-up Mustang, 1981-'88 Thunderbird, Cougar, 1979-'86 Capri and other Ford Rear Sump applications (except Mustang II)

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



No. 20520

Color Available:



PART # DESCRIPTION

18520 Oil Pan, Steel, Fully Fabricated, Powder Coated-Black, Deep Sump

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

PART # RECOMMENDED PICKUPS

24514 **Fits:** Ford SVO No. M-6600-B3 Pump

24532 **Fits:** Stock or M83 or M83HV Style Oil Pump

PART # AVAILABLE OIL PAN OPTIONS

22935 Louvered Windage Tray (Use Pickup **No. 24532**)

25971 Universal Dipstick Kit, Braided Stainless Flex Tube

25973 Universal Dipstick Kit, Twist Lock

38192 Tray Mounting Studs

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



FORD SMALL BLOCK

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

Engine Application: 289-302

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

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

PART # DESCRIPTION

20516 Oil Pan, Steel, Clear Zinc

PART # RECOMMENDED PICKUPS

24506 **Fits:** Ford SVO M-6600-D2 Oil Pump

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

24519* **Fits:** Stock or M68 or M68HV Style Oil Pumps w/ Main Support

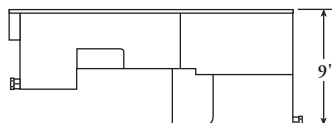
PART # REPLACEMENT PART

25970 Universal Dipstick Kit

**Must use Moroso Main Cap Girdle Part No. 22928*



No. 20516



PART # AVAILABLE OIL PAN OPTIONS

22930 Louvered Windage Tray (does not fit R4 block)

25971 Universal Dipstick Kit, Braided Stainless Flex Tube

25973 Universal Dipstick Kit, Twist Lock

38191 Tray Mounting Studs

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

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

FORD SMALL BLOCK

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

Engine Application: 351W standard and SVO block

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

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

PART # DESCRIPTION

20532 Oil Pan, Steel, Clear Zinc

PART # RECOMMENDED PICKUP

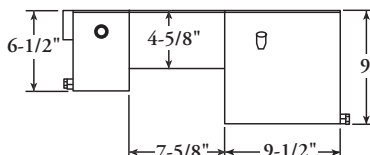
24532 **Fits:** Stock or M83 or M83HV Style Oil Pump

PART # REPLACEMENT PART

25970 Universal Dipstick Kit



No. 20532



PART # AVAILABLE OIL PAN OPTIONS

22935 Louvered Windage Tray

25971 Universal Dipstick Kit, Braided Stainless Flex Tube

25973 Universal Dipstick Kit, Twist Lock

38192 Tray Mounting Studs

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

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

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



FORD SMALL BLOCK

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

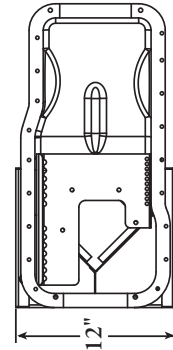
Fits: All Ford, Mercury and Cobra Kit Car Front Sump applications

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



No. 20503

Color Available:



PART # DESCRIPTION

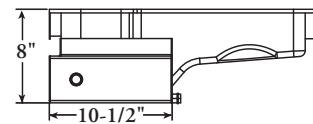
- 18501** Oil Pan, Steel, Powder Coated-Black, Kicked-Out Front Sump
Engine Application: 351W engines
- 20501** Oil Pan, Steel, Clear Zinc, Kicked-Out Front Sump
Engine Application: 351W engines
- 18503** Oil Pan, Steel, Powder Coated-Black, Kicked-Out Front Sump
Engine Application: 289-302 engines
-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

PART # RECOMMENDED PICKUPS

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

PART # AVAILABLE OIL PAN OPTION

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



FORD SMALL BLOCK

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

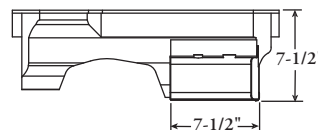
Engine Application: 289-302

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

- Features 4 trap doors, 2 baffles and removable sump tray that keeps the oil contained in the pickup area during hard acceleration, cornering and braking
- Fits 2005-up SCCA and NASA race cars with 302 engines
- Designed for Road Racing, makes an excellent Drag Race or Kit Car oil pan
- Will clear center 4-bolt main caps
- Includes 1/2" NPT oil temperature bung
- Compatible with most starter/flywheel combinations
- Includes Universal Dipstick Kit **No. 25970**
- For use with 1-piece, rear sump gasket



No. 20527



PART # DESCRIPTION

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

PART # RECOMMENDED PICKUPS

- 24527** **Fits:** Stock or M68 or M68HV Style Oil Pumps **NEW!**
- 24528*** **Fits:** Stock or M68 or M68HV Style Oil Pumps w/ Main Support **NEW!**

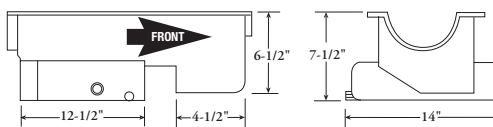
*Must use Moroso Main Cap Girdle Part **No. 22928**

PART # AVAILABLE OIL PAN OPTIONS

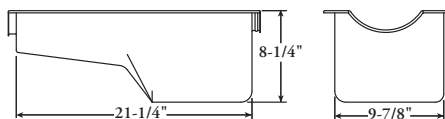
- 22928** Main Cap Girdle
- 25971** Universal Dipstick Kit, Braided Stainless Flex Tube
- 25973** Universal Dipstick Kit, Twist Lock

**FORD SMALL BLOCK***Wet Sump, Front Sump, 9 Quart Capacity, 7-1/2" Deep***Engine Application:** 351W**Fits:** Late Model, Pro Stock, SK Modified® with tube snout chassis and no cross-members or steering linkages located under engine

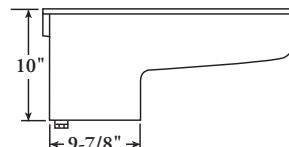
- Five trap door baffling for oil control
- Built-in scraper on passenger-side
- Reduces oil temperature
- Built-in dipstick
- Clears all 4-bolt main caps including 4-bolt rear
- Accepts 4.250" stroke with steel rods with scraper modification
- Accepts most starter and flywheel combinations
- For use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

**No. 20522****PART # DESCRIPTION****20522** Oil Pan, Steel, Clear Zinc, Fully Fabricated, Kicked-out Sump**PART # RECOMMENDED PICKUP****24515** **Fits:** Stock or M68 or M68 HV Style Oil Pumps**FORD SMALL BLOCK***Wet Sump, 6 Quart Capacity, 8-1/4" Deep***Engine Application:** 351C and 351M**Fits:** Most Chassis Stock Replacement

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

**No. 20557****PART # DESCRIPTION****20557** Oil Pan, Unplated Steel, Stock Configuration, Front Sump**PART # AVAILABLE OIL PAN OPTIONS****22939** Louvered Windage Tray**38192** Tray Mounting Studs**FORD SMALL BLOCK***Wet Sump, 9 Quart Capacity, 10" Deep***Engine Application:** 351C and 351M**Fits:** Cars and trucks originally equipped with 351C (including Boss 351) which use front sump oil pans

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

**No. 20560****PART # DESCRIPTION****20560** Oil Pan, Steel, Clear Zinc, Deep Front Sump**PART # RECOMMENDED PICKUP****24550** **Fits:** Stock Oil Pumps**PART # AVAILABLE OIL PAN OPTIONS****22939** Louvered Windage Tray**38192** Tray Mounting Studs**NOTE:** Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.

Phone: 203.453.6571 Fax: 203.453.6906

**FORD SMALL BLOCK**

Wet Sump, 7 Quart Capacity, 8" Deep

Engine Application: 351C and 351M

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

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

PART # DESCRIPTION

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

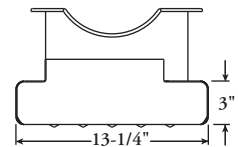
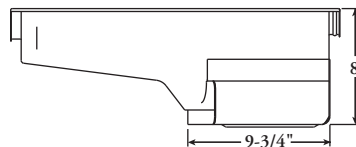
PART # RECOMMENDED PICKUP

24558 **Fits:** Stock Oil Pumps

PART # AVAILABLE OIL PAN OPTIONS

22939 Louvered Windage Tray

38192 Tray Mounting Studs

**No. 20558****DRAG RACING****FORD SMALL BLOCK**

Wet Sump, 8 Quart Capacity, 9" Deep

Engine Application: Ford 351C, 351M, and 400 block

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

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

PART # DESCRIPTION

20530 Oil Pan, Steel, Clear Zinc

PART # RECOMMENDED PICKUPS

24530 **Fits:** Dyna Gear DM 84AHV, Speed Pro 224-103R or similar pumps

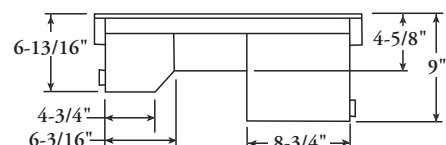
PART # REPLACEMENT PART

25970 Universal Dipstick Kit

PART # AVAILABLE OIL PAN OPTION

25971 Universal Dipstick Kit, Braided Stainless Flex Tube

25973 Universal Dipstick Kit, Twist Lock

**No. 20530**

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



STREET/STRIP

FORD MODULAR

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

Engine Application: 4.6/5.4L SOHC/DOHC

Fits: Rear Sump Mustang

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

PART # DESCRIPTION

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

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

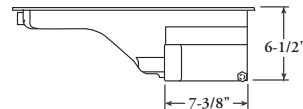
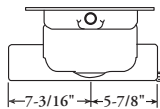
AVAILABLE OIL PAN OPTION

Use Ford Windage Tray F6ZZ6687BD



No. 20546

Color Available:



DRAG RACING

FORD MODULAR

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

Engine Application: 4.6/5.4L SOHC/DOHC

Fits: Rear Sump Mustang

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

PART # DESCRIPTION

20555 Oil Pan, Aluminum, Internal Wet Sump

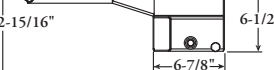
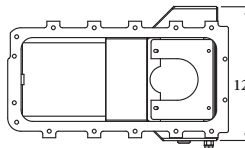
20556 Oil Pan, Aluminum, External Wet Sump

PART # AVAILABLE OIL PAN OPTION

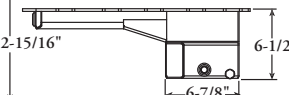
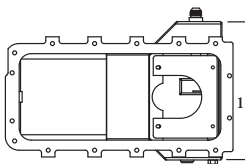
22596 External Oil Pump



No. 20555



No. 20556



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



FORD 4.6/5.4L

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

Engine Application: 4.6/5.4 Liter

Fits: 1979-up, including 2005-up Mustang

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



No. 20548

Color Available:

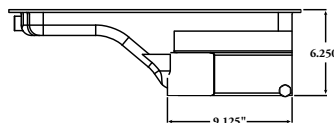
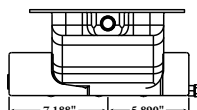


PART # DESCRIPTION

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

AVAILABLE OIL PAN OPTION

Use Ford Windage Tray F6ZZ6687BD



TRUCK

FORD MODULAR

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

Engine Application: 4.6/5.4L SOHC/DOHC

Fits: 1999-2004 Lightning, 1997-2004 F-150 (2-Wheel Drive)

- Fully fabricated, all-aluminum construction offers exceptional strength without the added weight
- Billet rail, kicked-out and lengthened sump adds extra capacity to help cool oil better
- Baffling system confines oil flow within the pickup area during hard acceleration, cornering and braking
- Includes magnetic drain plug



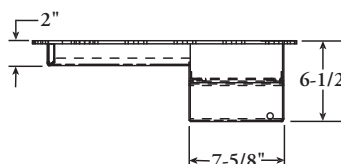
No. 20554

PART # DESCRIPTION

- 20554** Oil Pan, Aluminum

RECOMMENDED OIL PUMP & PICKUP

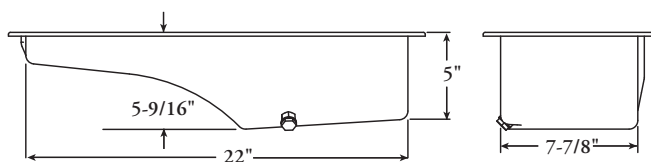
Use Stock Oil Pump & Pickup



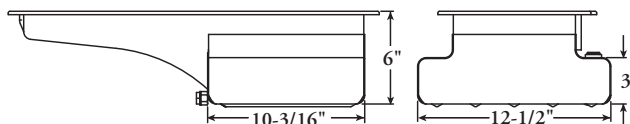
NOTE: Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.

**FORD BIG BLOCK***Wet Sump, 5 Quart Capacity, 5" Deep***Engine Application:** 352-428 FE**Fits:** Most Chassis Stock Replacement

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

PART # DESCRIPTION**20606** Oil Pan, Steel, Clear Zinc, Stock Configuration**PART # AVAILABLE OIL PAN OPTION****22940** Louvered Windage Tray**No. 20606****FORD BIG BLOCK***Wet Sump, 8 Quart Capacity, 6" Deep***Engine Application:** 352-428 FE**Fits:** Most front sump production chassis and kit cars

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

PART # DESCRIPTION**20607** Oil Pan, Steel, Clear Zinc, Kicked-out Front Sump**PART # RECOMMENDED PICKUP****24608** **Fits:** Melling M57HV**PART # AVAILABLE OIL PAN OPTIONS****22940** Louvered Windage Tray**25970** Universal Dipstick Kit**25971** Universal Dipstick Kit, Braided Stainless Flex Tube**25973** Universal Dipstick Kit, Twist Lock**No. 20607**

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

**FORD BIG BLOCK**

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

Engine Application: 352-428 FE

Fits: Most front sump production chassis

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



No. 20609

PART # DESCRIPTION

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

PART # RECOMMENDED PICKUP

24609 **Fits:** Melling M57HV

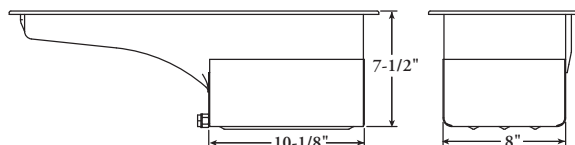
PART # AVAILABLE OIL PAN OPTIONS

22940 Louvered Windage Tray

25970 Universal Dipstick Kit

25971 Universal Dipstick Kit, Braided Stainless Flex Tube

25973 Universal Dipstick Kit, Twist Lock

**ROAD RACING • MULTI-USE****FORD BIG BLOCK**

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

Engine Application: 352-428 FE

Fits: Most front sump production chassis and kit cars

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



No. 20608

Color Available:

**PART # DESCRIPTION**

18608 Oil Pan, Steel, Powder Coated-Black, 6" Kicked-Out Front Sump, Wet Sump

20608 Oil Pan, Steel, Clear Zinc, 6" Kicked-Out Front Sump, Wet Sump

PART # RECOMMENDED PICKUP

24608 **Fits:** Melling M57HV

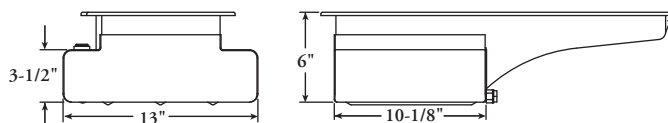
PART # AVAILABLE OIL PAN OPTIONS

22940 Louvered Windage Tray

25970 Universal Dipstick Kit

25971 Universal Dipstick Kit, Braided Stainless Flex Tube

25973 Universal Dipstick Kit, Twist Lock





STREET/STRIP

FORD BIG BLOCK

Wet Sump, 8 Quart Capacity, 9" Deep

Engine Application: 429-460

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

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

PART # DESCRIPTION

20620 Oil Pan, Steel, Clear Zinc

PART # RECOMMENDED PICKUP

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

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

PART # AVAILABLE OIL PAN OPTIONS

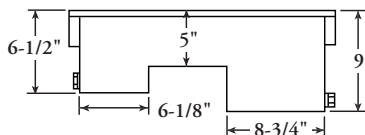
25970 Universal Dipstick Kit

25971 Universal Dipstick Kit, Braided Stainless Flex Tube

25973 Universal Dipstick Kit, Twist Lock



No. 20620



DRAG RACING

FORD BIG BLOCK

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

Engine Application: 429-460

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

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

PART # DESCRIPTION

20614 Oil Pan, Steel, Clear Zinc, Ford 429-460 blocks, Tube-frame cars

PART # RECOMMENDED PICKUP

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

PART # AVAILABLE OIL PAN OPTIONS

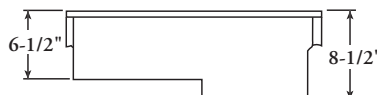
25970 Universal Dipstick Kit

25971 Universal Dipstick Kit, Braided Stainless Flex Tube

25973 Universal Dipstick Kit, Twist Lock



No. 20614



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



FORD BIG BLOCK

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

Engine Application: 429-460

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

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



No. 20616



PART # DESCRIPTION

20616 Oil Pan, Steel, Clear Zinc

PART # RECOMMENDED PICKUPS

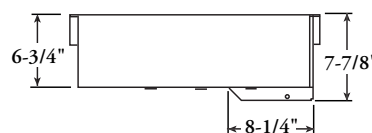
24505 **Fits:** Ford SVO M-6600-A460 or M84D or M84DHV Style Pumps with 4-bolt main blocks

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

PART # AVAILABLE OIL PAN OPTIONS

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

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



FORD BIG BLOCK

Wet Sump, 7 Quart Capacity, 9" Deep

Engine Application: 429-460

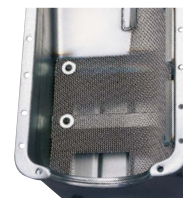
Fits: 1979-up Mustang, 1981-'88 Thunderbird, Cougar, 1979-'86 Capri and other Ford Rear Sump applications (except Mustang II)

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



No. 20625

Color Available:



PART # DESCRIPTION

18625 Oil Pan, Steel, Powder Coated-Black, Ford 429-460 Blocks, Fox chassis or 1979-95 Mustangs

20625 Oil Pan, Steel, Clear Zinc, Ford 429-460 Blocks, Fox chassis or 1979-95 Mustangs

PART # RECOMMENDED PICKUP

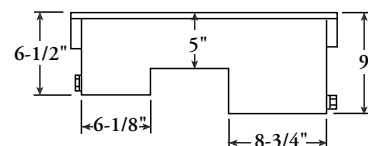
24508 **Fits:** Ford SVO M-6600-A460 or M84D or M84DHV Style Pumps with 2.25" tall Main Caps

PART # AVAILABLE OIL PAN OPTIONS

25970 Universal Dipstick Kit

25971 Universal Dipstick Kit, Braided Stainless Flex Tube

25973 Universal Dipstick Kit, Twist Lock



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



FORD BIG BLOCK

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

Engine Application: All 429-460

Fits: Four-wheel drive trucks and vans except Bronco

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

PART # DESCRIPTION

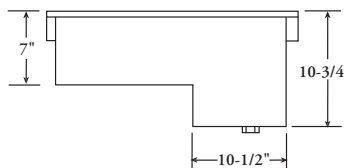
20612 Oil Pan, Steel, Clear Zinc, Deep Rear Sump, Off-Road

PART # RECOMMENDED PICKUP

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



No. 20612



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



MIKE MOTYCKA
NMRA



OLDSMOBILE BIG BLOCK

Wet Sump, 7 Quart Capacity

Engine Application: 330-455

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

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

PART # DESCRIPTION

20480 Oil Pan, Steel, Clear Zinc, Deep Sump

20482 Oil Pan, Steel, Clear Zinc, Deep Sump

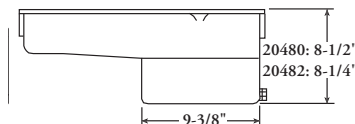
PART # RECOMMENDED PICKUPS

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

24461 **Fits:** For Moroso No. 20482 Oil Pan, Melling M22FHV



No. 20480



OLDSMOBILE BIG BLOCK

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

Engine Application: 330-455

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

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

PART # DESCRIPTION

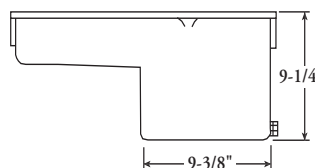
20484 Oil Pan, Steel, Clear Zinc, Deep Sump

PART # RECOMMENDED PICKUP

24462 **Fits:** Melling M22FHV Pump



No. 20484



OLDSMOBILE V8

Flat Bottom Pan

10 Quart Capacity, 7-1/4" Deep

Engine Application: 330-455

Fits: Hulls with flywheel aft and 4-point mounting

- Designed with noted Oldsmobile engine builder Joe Mondello
- 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 PICKUPS

24463 **Fits:** Melling HV Pump M22MHV or Mondello "HV" Pump SP 755



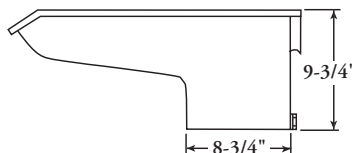
No. 21631



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

**PONTIAC***Wet Sump, 8 Quart Capacity, 9-3/4" Deep***Engine Application:** 301-455**Fits:** 1967-'81 Firebird and 1964-'87 mid and full-sized chassis

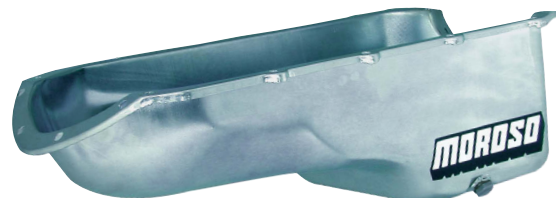
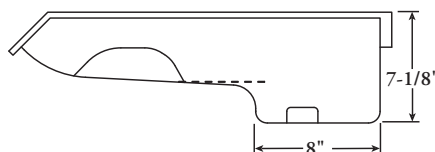
- Oil retaining system
- Reduces oil temperature
- Compatible with most starter/flywheel combinations

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

- Oil sump retaining system
- Magnetic drain plug

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

Use Stock Oil Pump & Pickup

**No. 20492****PONTIAC***Wet Sump, 7 Quart Capacity, 8-1/2" Deep***Engine Application:** 301-455**Fits:** 1967-'81 Firebird and 1964-'87 mid and full-sized chassis

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

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

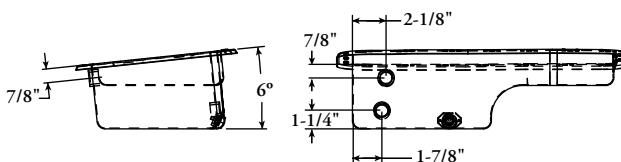
Phone: 203.453.6571 Fax: 203.453.6906

**ACURA/HONDA B SERIES***Wet Sump, 4 Quart Capacity, 6" Deep***Engine Application:** Acura VTEC, Non-VTEC and Honda 1.6L B16A3

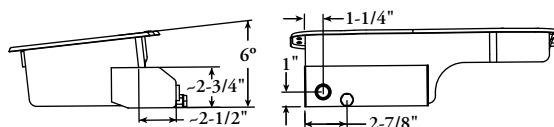
- Sump baffle that fully surrounds oil pump pickup
- Turbo/Supercharger oil drain back
- Features a magnetic drain plug and temperature sensor bung provision
- Works with OEM exhaust manifold and most aftermarket exhaust/header combinations

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

Use Stock Oil Pump & Pickup

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

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

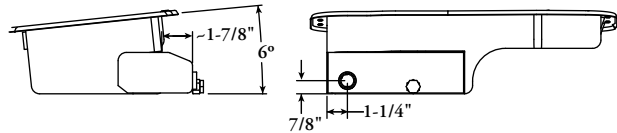
PART # DESCRIPTION**20909** Oil Pan, Steel, Clear Zinc**PART # RECOMMENDED PICKUPS****24010** Fits: VTEC Engines**24011** Fits: Non-VTEC Engines**PART # AVAILABLE OIL PAN OPTION****38366** Oil Pan Stud Kit**No. 20909****NOTE:** Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.

**ACURA/HONDA B SERIES***Wet Sump, 5.5 Quart Capacity, 6" Deep***Engine Application:** Acura VTEC, Non-VTEC and Honda 1.6L B16A3

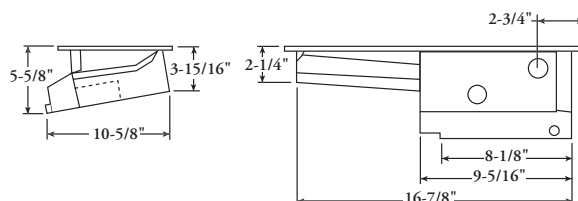
- Kicked-out sump
- Includes 6 trap doors, 2 baffles and a removable sump tray
- Turbo/Supercharger oil drain back and temperature sensor bung
- Magnetic drain plug
- Works with OEM exhaust manifold and most aftermarket exhaust/header combinations
- Use with stock Honda oil pan gasket

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

Use Stock Oil Pump & Pickup

PART # AVAILABLE OIL PAN OPTION**38366** Oil Pan Stud Kit**No. 20910****ACURA/HONDA B SERIES***Kicked-out Sump, 5 Quart Capacity, 5-5/8" Deep***Engine Application:** Acura VTEC, Non-VTEC and Honda 1.6L B16A3

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

PART # DESCRIPTION**20901** Oil Pan, Aluminum, Fully Fabricated**PART # RECOMMENDED PICKUPS****24010** Fits: VTEC Engines**24011** Fits: Non-VTEC Engines and 1.6 Liter VTEC**PART # REPLACEMENT PART****38366** Oil Pan Stud Kit**No. 20901****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

**ACURA/HONDA B SERIES**

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

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

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



No. 20903

**PART # DESCRIPTION**

20903 Oil Pan, Aluminum, Billet Rail, Fully Fabricated

PART # AVAILABLE OIL PAN OPTIONS

25630 Oil Pump

25710 Drive Kit

23497 Pump Mount Bracket

22667 Dry Sump Tank

23815 Oil Filter Block-Off

23750 Remote Filler Mount

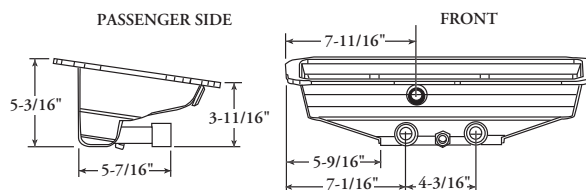
23766 Remote Filler Mount

22459 Oil Filter

22465 Oil Filter

PART # REPLACEMENT PART

38366 Oil Pan Stud Kit

**HONDA 2.2/2.3L**

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

Engine Application: 2.2L and 2.3L

Fits: Prelude

**For engine swaps check dimensions for clearance*

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



No. 20912

**PART # DESCRIPTION**

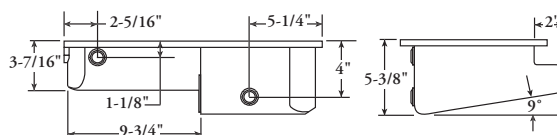
20912 Oil Pan, Aluminum, Fully Fabricated

PART # RECOMMENDED PICKUP

24012 **Fits:** Stock Oil Pumps

PART # REPLACEMENT PART

38366 Oil Pan Stud Kit



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

**MAZDA**

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

Engine Application: 13B Rotary

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

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

PART # DESCRIPTION

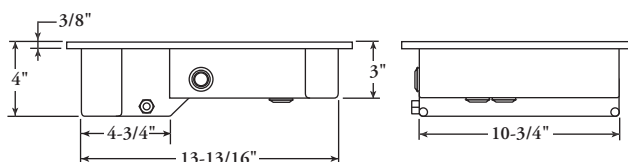
20940 Oil Pan, Aluminum, Rear Sump

PART # REPLACEMENT PART

38366 Oil Pan Stud Kit



No. 20940

**MAZDA**

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

Engine Application: 13B Rotary

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

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

PART # DESCRIPTION

20942 Oil Pan, Aluminum, Rear Sump

RECOMMENDED OIL PUMP & PICKUP

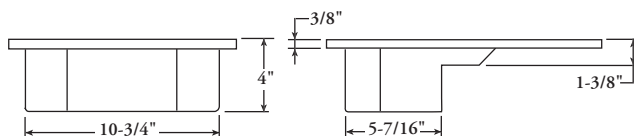
Use Stock Oil Pump & Pickup

PART # REPLACEMENT PART

38366 Oil Pan Stud Kit



No. 20942



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

Phone: 203.453.6571 Fax: 203.453.6906

**MITSUBISHI**

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

Engine Application: 2.0L DOHC Turbo 4G63

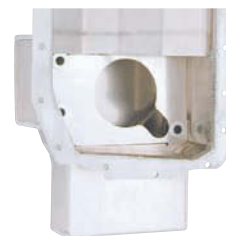
Fits: 1989-Mid '92 Eclipse

Can be used with Front and All-Wheel Drive

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



No. 20960

**PART # DESCRIPTION**

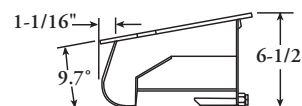
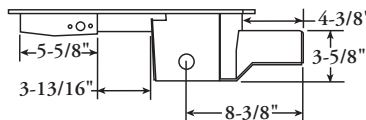
20960 Oil Pan, Aluminum, Fully Fabricated, Kicked-Out Sump

RECOMMENDED OIL PUMP & PICKUP

Use Stock Oil Pump & Pickup

PART # REPLACEMENT PART

38366 Oil Pan Stud Kit

**NISSAN SR20, RWD**

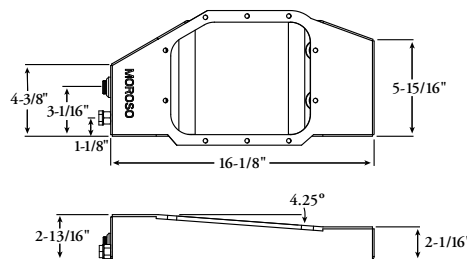
Wet Sump, 4.75 Quart Capacity, Stock Depth

Engine Application: SR20, RWD

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



No. 20975

**PART # DESCRIPTION**

20975 Oil Pan, Aluminum, Nissan SR20 RWD

RECOMMENDED OIL PUMP & PICKUP

Use Stock Oil Pump & Pickup

PART # REPLACEMENT PART

38366 Oil Pan Stud Kit

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



DRAG/ROAD RACING

SUBARU EJ20 & EJ25

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

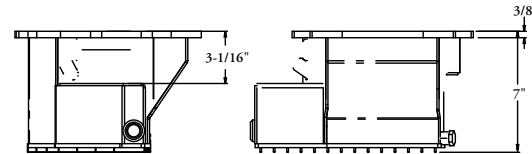
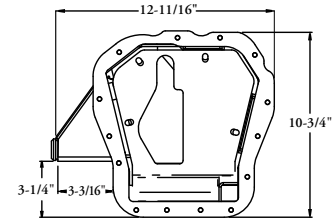
Engine Application: Subaru EJ20/EJ25

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

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



No. 20965



PART # DESCRIPTION

20965 Oil Pan, Aluminum with Billet Rail, Subaru EJ20 and EJ25 Engines

PART # REPLACEMENT PART

38366 Oil Pan Stud Kit

STREET/COMPETITION

TOYOTA

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

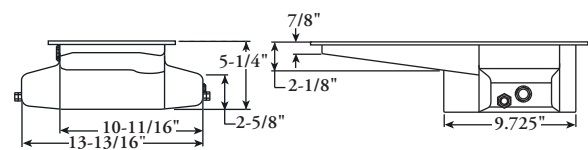
Engine Application: 3C, 2T and 2C engines

For engine swaps, check dimensions for clearance

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



No. 20930



PART # DESCRIPTION

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

RECOMMENDED OIL PUMP & PICKUP

Use Stock Oil Pump & Pickup

PART # REPLACEMENT PARTS

23210 Windage Tray

38356 Oil Pan Stud Kit

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

Phone: 203.453.6571 Fax: 203.453.6906



TOYOTA

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

Engine Application: Model #3SGT 2.0L Turbo and 5SFE Non-Turbo

Fits: 1990-'95 MR2, Celica and All Track

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



No. 20935



PART # DESCRIPTION

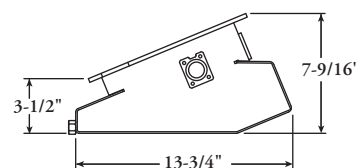
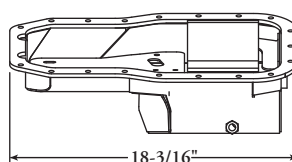
20935 Oil Pan, Aluminum, Kicked-Out Sump

RECOMMENDED OIL PUMP & PICKUP

Use Stock Oil Pump & Pickup

PART # REPLACEMENT PART

38366 Oil Pan Stud Kit



TOYOTA-LOTUS ELISE

Wet Sump, 6 Quart Capacity, Stock Depth

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

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

- Manufactured from thick aircraft aluminum
- Internal baffling insures oil control not present in a OE oil pan
- Can be used as a bolt-in replacement for the stock pan
- 3/8" Billet Aluminum rail
- Metric studs and nuts included
- Turbo drain, 1/2" NPT bung for turbo drainback
- 1/2" NPT bung for oil temperature provision



No. 20970



PART # DESCRIPTION

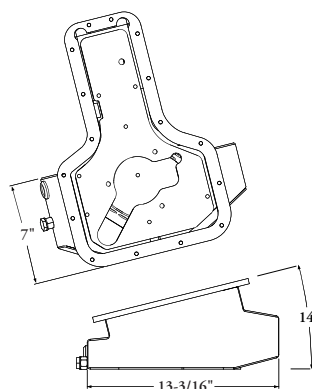
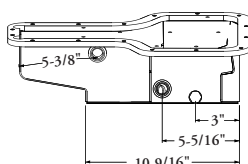
20970 Oil Pan, Billet Aluminum, Wet Sump, Toyota-Lotus

RECOMMENDED OIL PUMP & PICKUP

Use Stock Oil Pump & Pickup

PART # REPLACEMENT PART

38366 Oil Pan Stud Kit



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



VOLKSWAGEN

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

Engine Application: 1.8L-2.0L

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

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

PART # DESCRIPTION

20980 Oil Pan, Steel, Clear Zinc, Kicked-Out Sump

RECOMMENDED OIL PUMP & PICKUP

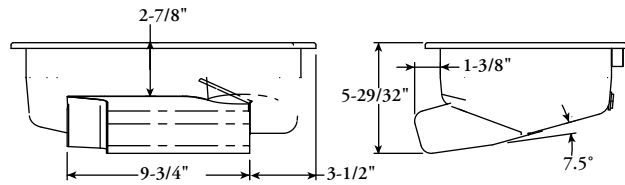
Use Stock Oil Pump & Pickup

PART # AVAILABLE OIL PAN OPTION

38366 Oil Pan Stud Kit



No. 20980

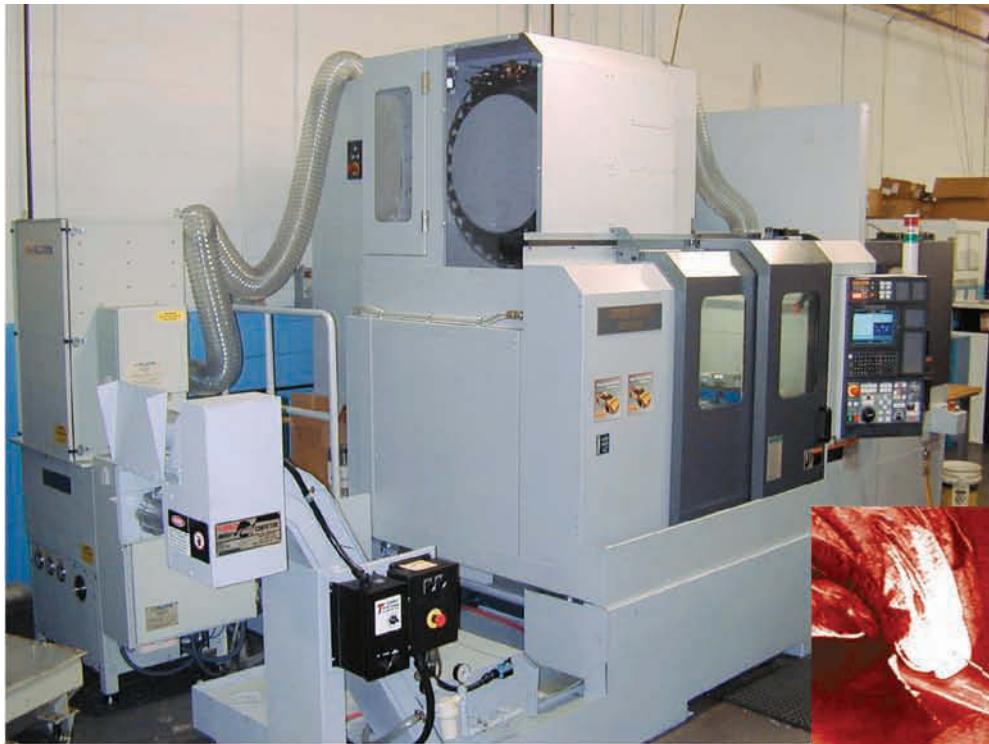


NOTE: Oil Pan Capacities DO NOT include oil filter capacity. All Moroso Pans include a Magnetic Drain Plug.



Photo by Track Time Photos

THOR SCHROEDER
SCCA



(Left)
Mori J2 Seiki
NV5000
Horizontal
Machining
center.



PUT OUR EXPERIENCE TO WORK FOR YOU!

The **Mori J2 Seiki NV5000 Horizontal Machining Center** (shown above) in our machine department provides significant cycle time reduction and improved surface finishes due to a 12,000 RPM spindle, "through the tool" coolant capability and new chip removal technology. This state-of-the-art equipment provides Moroso customers with the latest in innovative valve cover and oil pan rails, end seals, water pump bodies and impellers, wet and dry sump oil pump components as well as a myriad of billet adapters and bracketry. This advanced machining capability goes hand-in-hand with our CNC punch and press brakes to enhance the ability of Moroso Performance to produce state-of-the-art custom and production oil pans, valve covers, oil tanks and **virtually any race part that can be imagined.**



Cup
Oil Pans



Pro Stock
Oil Pans



Dry
Sump
Tanks



Fabricated
Valve Covers

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

MOROSO.COM

See Next Page for Custom Oil Pan Order Form!

Tech Support: 203.458.0542 • 203.458.0546

OIL PANS

CUSTOM



CUSTOM OIL PAN ORDER FORM

QUOTE BY FAX:

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

QUOTE BY MAIL:

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

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

SOLD TO

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

SHIP TO

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

ENGINE SPECIFICATIONS

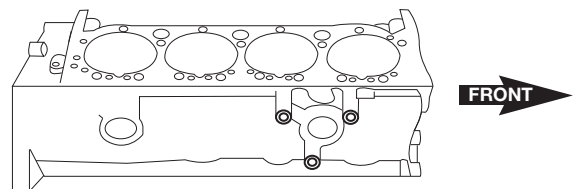
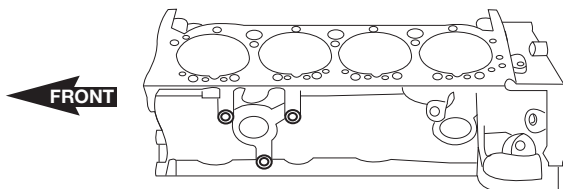
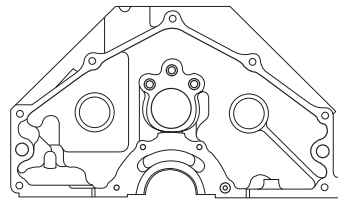
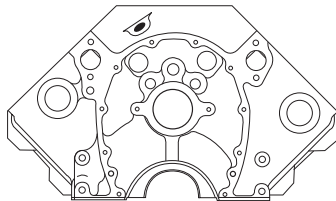
Make: _____ Block Style: _____
Displacement: _____ Rear Main Seal: _____ 1 pc. _____ 2pc. _____
Stroke: _____ Rods: Alum. _____ Steel _____
Starter Location: Passenger _____ Driver _____ None _____
Starter Type: _____
Starter Mfr.: _____ Flywheel - Number of Teeth: _____

OIL PAN CONFIGURATION

Material: Steel _____ Alum. _____
Pan Style: Wet Sump _____ Dry Sump _____ External Pump _____
Oil Pan Depth: Front _____ Rear _____
Pump Style/Type Used: _____ Pickup Location(s): _____
Drain Plug Location: _____
Number of Pickups: Male _____ Female _____ Fitting Size: _____
Windage Tray/Screen: Steel _____ Alum. _____ Teflon _____ Expanded Metal _____ Wire Cloth _____

OTHER SPECIAL INSTRUCTIONS:

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



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

Phone: 203.453.6571 Fax: 203.453.6906



UNIVERSAL DIPSTICK KIT

- Chrome plated Dipstick Kit fits Moroso and other oil pans with a built-in 1/4" NPT fitting
- 1/4" NPT steel weld-in fitting supplied for pans that do not already have that provision
- Existing "full" and "fill" dipstick marks can be used "as is" or new marks can be added to indicate desired oil level
- Tube and universal mounting tab can be bent or modified to accommodate engine compartment clearances and mounting location
- Seal keeps the dipstick secure in tube
- Dimensions: overall length including exposed portion of dipstick - 24"



No. 25970

PART # DESCRIPTION

25970 Universal Dipstick Kit, 1/4" NPT fitting and pan adapter

OIL PAN DIPSTICK

Flex Tube, Stainless Steel, Universal



No. 25971

Fits: Moroso Oil Pans with 1/4" NPT dipstick bung

- Oil Pan Dipstick features braided stainless flex tube with 1/4" NPT fitting and a machined aluminum handle
- Existing "full" and "fill" dipstick marks can be used as-is, or new marks can be added to indicate desired oil level
- Flexible tube and universal mounting tab can be bent or modified to accommodate engine compartment clearances and mounting location
- O-Ring seal keeps dipstick secured in tube and prevents crankcase gasses from escaping
- Dimensions: exposed portion of dipstick is 14" long, overall 20-3/4" long

PART # DESCRIPTION

25971 Oil Pan Dipstick, Flex Tube, Stainless Steel, Universal



NEW!

UNIVERSAL DIPSTICK KIT

Twist-Lock

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

PART # DESCRIPTION

25973 Universal Dipstick Kit, Twist Lock



OIL PAN ACCESSORIES

REPLACEMENT OIL PAN DRAIN PLUG

- 3/4" hex head with 1/2" x 20 threads
- Replacement for Moroso Oil Pans and others
- Magnetic tip holds metal particles

PART #	DESCRIPTION
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97000	Chrome-Plated Oil Pan Drain Plug. Includes Nylon Washer, extra strength rare earth magnet
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97001	Clear Zinc Oil Pan Drain Plug. Includes Nylon Washer NEW!
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No. 97000

REPLACEMENT DRAIN PLUG WASHERS

- High quality washers ensure a leak-free seal
- 1/2" I.D. x 7/8" O.D.
- Fits Moroso Drain Plug **No. 97000, No. 97001** and others
- Ten per pack

PART #	DESCRIPTION
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97010	Replacement Drain Plug Washers, Copper
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97011	Replacement Drain Plug Washers, Nylon NEW!
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No. 97010



No. 97011

OIL PAN ACCESS PLUG

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

PART #	DESCRIPTION
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97005	Oil Pan Access Plug
-------	---------------------



No. 97005

OIL PAN INSPECTION PLUG KIT

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

PART #	DESCRIPTION
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23970	Oil Pan Inspection Plug
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No. 23970

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
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25800	Crankshaft Wiper, Small Block Chevy
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25830	Crankshaft Wiper, Big Block Chevy
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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

PART # DESCRIPTION

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

23030 Louvered Windage Tray, BBC

No. 23020



No. 23030

CHEVY V8 OIL CONTROL KITS

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

PART # DESCRIPTION

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

23036 Oil Control Kit, BBC



No. 23036

MAIN CAP BAFFLES

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

PART # DESCRIPTION

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

23010 Main Cap Baffle, Big Block Chevy

Note: Baffles must be trimmed to fit oil pan.

No. 23000



No. 23010

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



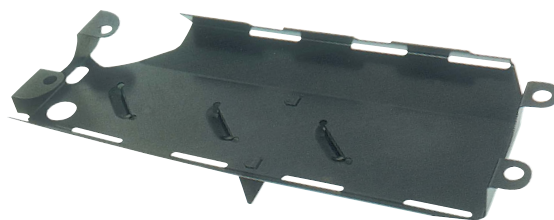
TOYOTA LOUVERED WINDAGE TRAY

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
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23210	Louvered Windage Tray, Toyota 3TC, 2T & 2TC engines. Also a replacement part for Moroso Pan No. 20930
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No. 23210

LOUVERED WINDAGE TRAY

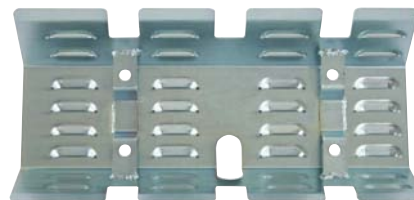
Fits: Ford 302 Engines with Rear Sump Oil Pans

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

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



No. 22930

LOUVERED WINDAGE TRAY

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

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

PART #	DESCRIPTION
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22939	Louvered Windage Tray, Ford 351C & 351M
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No. 22939

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
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22940	Louvered Windage Tray, Ford 352-428 FE engines
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No. 22940

SEE MORE!

Windage Tray
Mounting Stud Kits
on pg. 170



LOUVERED WINDAGE TRAY

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

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

PART #	DESCRIPTION
22935	Louvered Windage Tray, Ford 351W



No. 22935

LOUVERED WINDAGE TRAY, LS ENGINE

Fits: GM LS Engines

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

PART #	DESCRIPTION
22941	Louvered Windage Tray, LS Engine

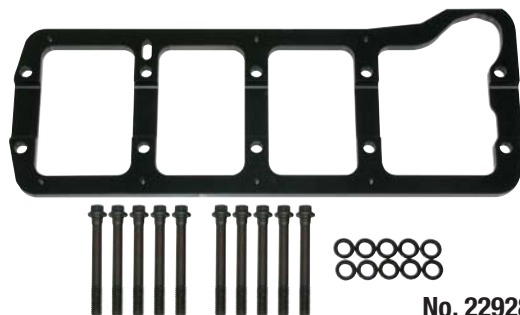


No. 22941

MAIN CAP GIRDLE FOR 289-302 FORDS

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

PART #	DESCRIPTION
22928	Main Cap Girdle



No. 22928

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