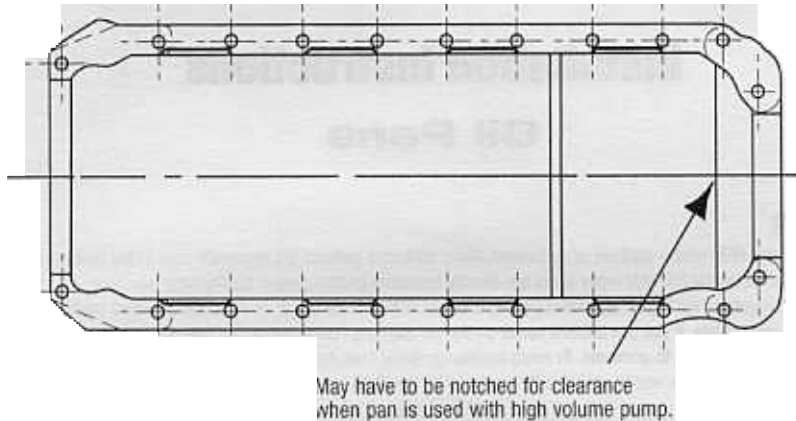


OIL PANS WITH REAR SLOSH BAFFLES

When using a high-volume oil pump with these oil pans, the rear slosh baffle may have to be notched out for clearance. This is due to the production tolerances between the block, pump and the pan assemblies.



MARINE OIL PANS

On most Moroso Marine Oil Pans there are two 1/2" inlets on the sides of the pan for oil drain lines from the turbocharger. If a turbocharger is not used, these fittings should be plugged with 1/2" NPT pipe plugs. The two 1/2" NPT fittings at the front of the pan are for oil drainage and an oil temperature sending unit.

DRY SUMP OIL PANS

Make sure that all parts are thoroughly cleaned before installation. Be sure that the fasteners holding the scraper and windage tray in place are securely tightened. Use Loctite® on all fasteners to prevent loosening.

Use AN style lines and fittings to connect pickup outlets (on side of pan) to scavenge stages of pump. Be sure to block off the rear main cap oil gallery passage with our No. 23790 Oil Pump Block-Off Plate on SBC, BBC, and 90° V6 Chevy applications only. To clean pickup tubes, run a bottle brush through the tubes, such as supplied with Moroso Engine Cleaning Brush Kit No. 61820.

REPLACEMENT DRAIN PLUG WASHER: P/N 97010

**For Technical Assistance, call Moroso's Tech Line at
(203) 458-0542, 8:30am-5:00pm Eastern Time**

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