



Installation Instructions

Oil Pans

GASKETS

Be sure to use OEM quality gaskets or equivalent. Many off-brand gaskets are especially poor in the rubber end seal area and our experience is that many leaks are directly traceable to poor gasket quality. After you have installed the gaskets we highly recommend using a dab of RTV silicone sealer at each corner where the rubber seal meets the rail gaskets. If you use silicone sealer on the rail gaskets, remember only a thin film is necessary and more than that may lead to problems. To avoid another potential leak, be careful not to over-tighten the drain plug, as this will only crack the washer and result in leakage. Finger-tight plus 1/4 turn is sufficient.

OIL PUMP PICKUPS

Be sure you are using the correct pickup with your Moroso oil pan. Check our catalog for the proper part number. If you are using one of our press-in tube type extended oil pump pickups with this pan, it is highly recommended that you have it brazed to the pump housing. Although not mandatory, this step eliminates the possibility of the pickup coming out of the pump due to vibration. The pickup should be positioned 3/16" to 3/8" off the bottom of the pan.

WINDAGE TRAYS

Refer to the catalog for the proper windage tray to be used with this oil pan, if applicable.

CLEANLINESS

Before final assembly, make sure all parts are thoroughly cleaned. Also, if this oil pan contains hinged trap door style baffles, it is advisable to install the pan with the engine upright to insure no trap doors will be stuck open. Use Loctite® or equivalent thread locking compound on all fasteners to prevent loosening.

PAN FIT

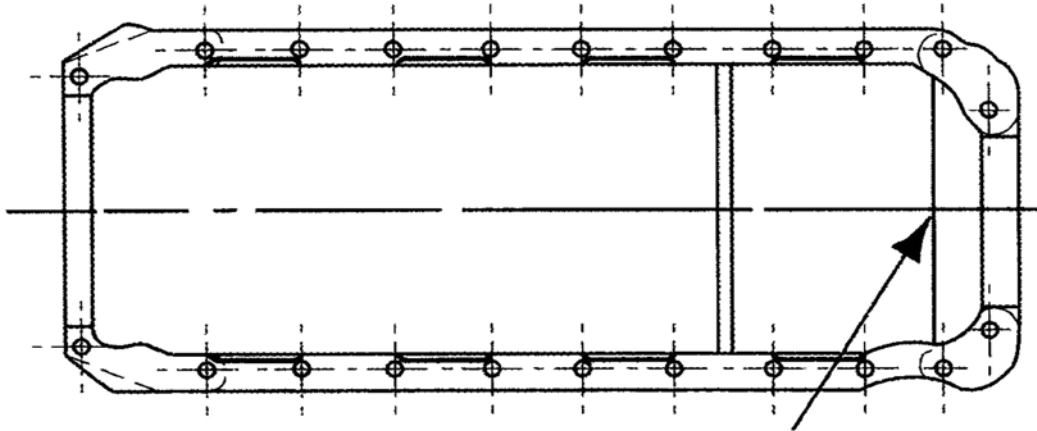
Due to the welding done on these pans, there is always a chance of slight warping. While our specially designed jigs greatly reduce the warping factor, you may encounter a slight "rocking" effect when laying the pan down. Once the pan is drawn down securely by the bolts and the engine is run, you will find the pan will take a "set" in the straightened position. We have found that an initial "rock" of up to a 1/4" on a new pan is completely acceptable. If you do encounter some "rock" in your pan, using silicone on the corners and the rail gaskets will prevent any possibility of leaks.

CHROME

If you are installing a chrome-plated oil pan, it is suggested that you wire-brush the threads on the drain plug and in the drain plug hole. This will improve the meshing of the threads.

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.



May have to be notched for clearance
when pan is used with high volume pump.

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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