



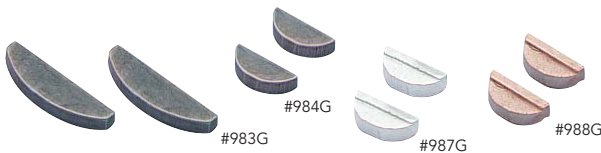
Valvetrain

The Mr. Gasket brand provides a variety of performance and racing products for all parts of your vehicle including: carburetor and fuel accessories, chrome-plated accessories, cooling system accessories, engine components, ignition and electrical accessories, shifter accessories, specialty tools and suspension and driveline components.

OIL DIVERTER VALVES

Reduce oil flow to rocker arm assemblies and increase it in rod and main bearing areas with a pair of Oil Diverter Valves. These valves fit Small and Big Block Chevy engines with screw-in style oil lifter galley holes in the back of the engine block. They are not for use with hydraulic lifters. Packaged 2 per set, including O-rings.

Part No. 6127



CRANKSHAFT & CAM KEYS Standard & Offset

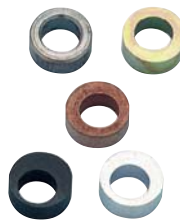
The offset cam and crankshaft key is another method to increase torque and horsepower within the operating range you select. It can be used to advance the cam for increased low end torque and mid-range horsepower or to reduce excessive low-end torque and increase top-end horsepower by retarding the cam.

APPLICATION	PART NO.
Chevy SB 283-400, long style, stock replacement crankshaft key	983G
Chevy SB 283-400, short style, stock replacement crankshaft key	984G
Chevy SB 283-400, BB 396-454, short style, silver 2° offset crankshaft key	987G
Chevy SB 283-400, BB 396-454, short style, copper 4° offset crankshaft key	988G
Pontiac 389-400, silver 2° offset cam key	987G
Pontiac 389-400, copper 4° offset cam key	988G
Chrysler 354-392, silver 2° offset cam key	987G
Chrysler 354-392, copper 4° offset cam key	988G

ADVANCE & RETARD CAM BUSHINGS

A popular, easy way to advance or retard the cam is with Mr. Gasket's bushing kit. The bushings can be used to advance the cam for increased low-end torque and mid-range, and increase top-end horsepower by retarding the cam. The kit includes four offset bushings and a 0° bushing, so stock timing can be used again, if desired. Cam sprocket dowel pin hole must be drilled. For Chevy 283-454 and all Chrysler "B" block engines.

DESCRIPTION	PART NO.
0°, 2°, 4°, 6°, & 8°	85
0°, 1°, 3°, 5°, 7°	85B



CAM BUTTON SPACER

Necessary for roller cam installation, the spacer is useful in maintaining accuracy in any cam installation. Button spacers keep the camshaft from moving in and out and causing erratic timing.

Part No. 1180 Chevy 265-400, std. sprocket w/flat face timing cover



SPECIAL CAM BOLTS

These hard to find cam bolts have specially hardened, grade 5, SEMS type (captured washer) bolts. Chevy 90° V6 and all V8's, also Chrysler 426 Hemi. 3 bolts/set.

Part No. 944G



UNIVERSAL DEGREE WHEEL

Seven inch diameter degree wheel is designed to insure maximum accuracy in camshaft installations. Easy to read. Universal to fit most engines

Part No. 1570



PRO DEGREE WHEEL

The 11 inch diameter degree wheel has color coded scales for instant read-outs. Made of sturdy aluminum and designed to read the same as the camshaft spec card. Precision degreeed for accurate readings. The exhaust and intake centerline areas are also indicated and color coded. Universal design fits most Chevrolet, Chrysler and Ford engines.

Part No. 6120



OIL DEFLECTING ROCKER ARM CLIPS

Keeps hot oil off you and exhaust while making valve adjustments with engine running. For stock rockers only. 8/Set.

Part No. 1015 Chevy, Ford, Pontiac



ROCKER ARM ADJUSTING NUTS

Designed to keep rocker arms positively locked for precise and critical valve train adjustments. This kit includes 16 nuts, 16 screws and one hex wrench. (For stock rocker arms).

DESCRIPTION	PART NO.
Chevy 283-400, Pontiac V8 and Ford 289-302-351(3/8" stud)	920G
Chevy 396-454, Pontiac heavy duty (7/16" stud)	921G



CAM BOLT LOCK PLATE

This steel retainer plate is designed to secure the cam gear bolts from coming loose and backing out, preventing costly engine damage. Retainer plate fits under bolt heads allowing tabs to be bent against hex head flats creating a secure positive lock. Plated with a black oxide finish and complete with three grade 5 bolts.

Part No. 948G Fits SB/BB Chevrolet (except 92-96 LT1/LT4)



Vacuum Pumps



Extra vacuum increases power by improving ring seal and preventing blow-by, intake-charge contamination and detonation and by allowing the use of low-tension piston rings for less friction. Mororo's "purpose-built" racing pumps offer all of these power advantages and more and are your best alternative over the passenger car "smog pumps".

"ORIGINAL DESIGN" RACING VACUUM PUMP

- Pulls Much More Vacuum Than Stock "Smog" Pumps
- Available in 3 or 4 Vane Design
- Billet Aluminum Housing
- Special Vane Material for Improved Seal and Wear
- Special -12AN Inlet/Outlet Fittings Won't Leak
- Completely Rebuildable in 15 Minutes
- Bracket (Available Separately) Bolts Directly to Big and Small Block Chevy Heads and Any Motor Plate



APPLICATION	PART NO.
3-Vane Vacuum Pump	22640
4-Vane Vacuum Pump. For drag race cars with dry sump oiling systems where increased crankcase vacuum is desired	22641

BREATHER TANK

- Remote breather and oil separator tank is a perfect companion for Moroso's Racing Vacuum Pumps
- All-aluminum, lightweight tank, with -12 AN fittings and non-hooded, clamp-on-style Filtered Breather that traps oil while allowing air to escape freely
- Dimensions: 3-1/8" dia., 6-1/2" tank height (without filter), 11-1/2" overall height



Part No. 85465

POSITIVE SEAL VENTED FITTINGS

- Designed to greatly simplify the plumbing of a vacuum pump
- Screws into side of valve cover and provides leak free-o-ring seal on any flat valve cover surface
- Blue anodized aluminum



Part No. 22635 -12 AN

VACUUM PUMP BRACKET

Moroso offers Billet Aluminum Vacuum Pump Mounting Brackets that fit a variety of engine and vacuum pump combinations. These brackets fit the engines directly or mount to a motor plate. Mounts "Original" Pump on ALL engines.



Part No. 63910

"ENHANCED DESIGN" RACING VACUUM PUMP

- 4 Vane Pump Weighs 12 oz. less than "Original Style" Racing Vacuum Pump
- Pump is 1" shorter than original design
- New design pulls 13.9% more vacuum
- Achieves greater vacuum sooner
- Rotor is keyed to shaft, eliminating fastener failure
- Contains maintenance free precision sealed roller bearings
- Kit includes Pump, Billet Adjustable Bracket and Special -12AN Inlet and Outlet Fittings
- Bracket will mount to front or rear of pump and will allow 360 degree rotation before fastening for choice of inlet/outlet location
- Mounts to motor directly or to motor plate in the same holes as "Original Style" Moroso Vacuum Pump*



*Note: Belt length may change depending on mounting location. New belt may be required.

APPLICATION	PART NO.
4-Vane Racing Vacuum Pump	22642

OIL PUMP DRIVE KITS

- Specially engineered kit ensures perfect fit
- Steel, self-centering mandrel bolts directly to harmonic balancer for dead-accurate concentricity
- * Includes Gilmer Crank Drive Pulley and V-belt Crank Pulley
- * Comes complete with all mounting hardware



APPLICATION	PART NO.
BB Chevy (includes 2.5" V-Belt Pulley)	63844
SB Chevy (includes 2.5" V-Belt Pulley)	63845
SB Ford (includes 2.5" V-Belt Pulley)	63846
Small and Big Block Chrysler	63848

VACUUM PUMP V-BELT PULLEY

- Competition style pulley bolts directly to OEM, Holley® and other "smog" pumps used as engine vacuum pumps to improve ring seal
- 5"-diameter pulley uses stock (3-bolt) mounting pattern with 1.16" bolt circle



Part No. 64885



MAXI-PRO VACUUM PUMP

Smaller, lighter and more efficient than all other pumps on the market! Produces in excess of 22" of HG @ 3500 RPM. Strategic placement of four intake ports and five exhaust ports is the premier factor in this pump's incredible efficiency. Features an integral check valve, high flow fittings and an incorporated mounting bracket.



Part No. P1800



MINI-PRO VACUUM PUMP

Many of the same features of Maxi-Pro at more affordable price! Produces in excess of 18" of HG @ 3500 RPM. Weighs under 2-1/2 lbs. The internal rotor and shaft are constructed from a single piece of metal to control harmonics and concentricity. Four optional mounting brackets are available to allow for multiple mounting options.



Part No. P1820



MELLING

Melling has been at the heart of the automotive industry since making its first oil pump in 1947. Superb technology is just one of the reasons Melling has succeeded through the decades. That technology lives on today thru the M Select line of high performance oil pumps and components.



M Select pumps start with a stronger housing to withstand additional vibration and load, then adds higher performance components for increased output pressure or volume. Melling M Select pumps are the premium choice for high performance oiling systems.

FEATURES FOUND IN M SELECT OIL PUMPS

- All M Select pumps are Mag-Phos Coated- Provides surface lubricity for wear and rust protection
- All M Select pumps feature steel billet gears- Stock pumps use press powder gears
- Pinned drive gear- stock pump gears are only pressed
- Shaft support- Keeps gears perpendicular by preventing shaft deflection at higher RPM's
- Screw-in valve plug- Stock plugs are pressed in

SB CHEVY 283-400

Melling

Stock Replacement Oil Pump	M55
High Volume Oil Pump	M55HV
High Pressure/High Volume	M55A
High Pressure/High Volume	M99HVS*
*Requires 3/4" pickup tube	

M Select pumps

Volume Increase	Inlet Diameter	Steel Gears	Pinned Drive Gear	Shaft Support	Screw-in Plug	Inter. Shaft Supplied
25%	5/8" (stock)	Yes	X		X	10550
25%	1"	Yes	X	X	X	10555

CHEVY LS1 4.8/5.3/6.0L

Stock Replacement Oil Pump	M295
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BB CHEVY 396-454

Stock Replacement Oil Pump	M77
High Volume Oil Pump	M77HV

M Select pumps

Volume Increase	Inlet Dia.	Steel Gears	Shaft Support	Screw-in Plug	Inter. Shaft Supplied	Anti-Cavitation Grooves
25%	1"	Yes	X	X	X	10777
25%	1"	Yes	X	X	X	X 10778C

SB FORD 260, 289, 302

M Select pump

25% more volume - high RPM shaft supports	10688
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FORD 4.6L SOHC

M Select pump

High volume pump and screen for higher RPM engines	10689
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STOCK & HIGH VOLUME OIL PUMPS

SB Chrysler 273-360

Stock Replacement Oil Pump	M72
High Volume Oil Pump	M72HV

Ford 351C, 351M-400

Stock Replacement Oil Pump	M84A
High Volume Oil Pump	M84AHV

SB Chrysler 383-440

Stock Replacement Oil Pump	M63
High Volume Oil Pump	M63HV

Ford 390

High Volume Oil Pump	M57HV
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SB Ford 289-302

Stock Replacement Oil Pump	M68
High Volume Oil Pump	M68HV
High Pressure Oil Pump	M68A

Ford 429-460

Stock Replacement Oil Pump	M84
High Volume Oil Pump	M84BHVS

Pontiac 326-455

Stock Replacement Oil Pump	M54DS
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SB Ford 5.0L, 351W

Stock Replacement Oil Pump	M83
High Volume Oil Pump	M83HV

BOLT-ON SCREENS FOR M SELECT PUMPS

Fits stock 7" deep pan	12557
Fits stock 8" deep pan	12559

POWER POINT

WHEN DO I NEED A HIGH VOLUME PUMP?

Most of the stock automobile engines are designed to operate from idle to 4500 RPM. The original volume and pressure oil pump will work fine in this type of application. As the demands on the engine increase so does the demands on the oiling system and pump. High volume pumps are never a solution for a worn engine, but are called for in specific engine usages.

The oil pump's most difficult task is to supply oil to the connecting rod bearing that is the farthest from the pump. To reach this bearing, the oil travels from three to four feet, turns numerous square corners thru small holes in the crankshaft to the rod bearing. The rod bearing is traveling in a circle which means centrifugal force is pulling the oil out of the bearing. Therefore bearings gain the most from high volume pumps. Increases in the engine's oil requirements come from:

- higher RPM,
- being able to rev faster,
- increased bearing clearances,
- remote oil cooler and/or filter
- and any combination of these.

If a pump is not large enough to meet the demands of the engine, there will not be any pressure. Or if the demands of the engine are increased beyond the pumps capabilities there will be a loss of oil pressure. This is where high volume pumps come in; they take care of any increased demands of the engine.

Oil Pans & Accessories

Moroso's deep ties to racing has made it a company of firsts; the first to make oil pans with deep and kicked-out sumps, the first tall valve cover, lightweight front drag tires, electric water pump drives, the four-link, the racing vacuum pump, the racing crank trigger, the racing electric water pump, "Trick" coil springs. Moroso's goal is to help you solve your problems, run faster and win races.



SB CHEVY DEEP SUMP STREET/STRIP PAN

Deep sump increases capacity to 7 quarts, which reduces oil temperature and insures adequate supply to pickup area. Trap-door baffling allows oil to flow one way into pickup area. Clears 3.800" stroke with steel rods. Works with most starter/flywheel combinations.



DESCRIPTION	PART NO.
Painted Steel, SB Chevy pre-'80 blocks with driver-side dipstick	20160
For Stock Oil Pump Pickup	24150

SB CHEVY KICKED-OUT SUMP STREET/STRIP PAN

Kicked-out sump moves oil level away from rotating assembly, increases capacity to 7 quarts and provides additional ground clearance. Trap-door baffling allows oil to flow one way into pickup area. Works with most starter/fly-wheel combinations.



DESCRIPTION	PART NO.
Painted Steel, SB Chevy pre-'80 blocks with driver-side dipstick	20190
Painted Steel, SB Chevy 86-up one-piece rear main seal pass.-side stick	20205
For Stock Oil Pump Pickup	24170

SB CHEVY KICKED-OUT SUMP STREET/STRIP PAN With Built-in Crank Scraper & Windage Screen

Same as No. 20190 with a crank scraper welded to pan that strips power-robbing oil from rotating assembly. Also an uni-directional windage tray screen allows oil to drain into sump without splashing back.



DESCRIPTION	PART NO.
Painted Steel, SB Chevy pre-'80 blocks with driver-side dipstick.	20191
With integral crank scraper & windage screen	24170
For Stock Oil Pump Pickup	

RACING OIL FILTERS

Moroso Racing Oil Filters have a rating of 27 microns, which produces a maximum initial restriction of only 2.5 psi when tested to SAE 806. The result is less pressure drop, more flow, less oil by-pass and maximum filtration performance.



APPLICATION	PART NO.
Chevy & others, 13/16" - 16 UNF thread short design 4-9/32"	22459
Chevy & others, 13/16" - 16 UNF thread long design 5-1/4"	22460
Chevy & others, 13/16" - 16 UNF thread extra long design 8" (2 qt.)	22461
Ford and Chrysler 3/4" - 16 UNF thread long design 5-1/4"	22470

BB CHEVY KICKED-OUT SUMP STREET/STRIP PAN

Increases capacity to 6 quarts and provides additional ground clearance. Notched pan rails accept strokes up to 4.250" with steel rods, 4.090" with aluminum rods.



DESCRIPTION	PART NO.
Painted Steel, BB Chevy	20401
For Stock or HV Pump Pickup	24440

BB CHEVY KICKED-OUT SUMP Integral Scraper & Windage Tray Screen

Same as #20401 with two major improvements: Crank scraper welded to pan strips power-robbing oil from rotating assembly and Uni-directional windage tray screen allows oil to drain into sump without splashing back.



DESCRIPTION	PART NO.
Painted Steel, Kicked-Out Sump Pan w/Integral scraper & screen	20403
For Stock or HV Pump Pickup	24440

FORD V8 DEEP REAR SUMP STREET/STRIP PAN

Increases capacity to 7 quarts. 9" deep sump moves oil level away from rotating assembly without restricting ground clearance.



DESCRIPTION	PART NO.
Painted Steel, 5.0L engines	20511
Matching pump pickup for Melling M68 or M68HV	24516

OIL RESTRICTOR KITS

Reduces oil flow to rocker arm assemblies, leaving more oil available for the rod and main bearings. Reduces power-robbing windage by reducing the volume of oil passing by the rotating assembly on its return to the pan. Do not use with hydraulic lifters.



APPLICATION	PART NO.
SB and BB Chevy engines .060" orifice diameter (2 per kit)	22000
SB and BB Chevy engines .0625" orifice diameter (2 per kit)	22010
Ford 351 Cleveland (5 per kit)	22050

LOUVERED WINDAGE TRAYS

Louvered design allows oil thrown from rotating assembly to drain into sump without splashing back. Teflon-coated for quick drainage.



APPLICATION	PART NO.
SB Chevy & 400 Block	23020
BB Chevy	23030