



SHOWS SMALL BLOCK CHEVY



Tru Trac Serpentine: Black Anodized Finish

The popular Tru Trac is now available in a black anodized finish for that stealth high-tech look. Each part begins with an award winning polished surface and is then anodized black for a flawless deep black durable finish. Complemented with a polished alternator and AC compressor for a striking contrast that will demand all the attention that you can handle, make a statement with Tru Trac – Black.

Black anodized Tru Trac systems include:

- Polished Powermaster 105amp 1-wire alternator
- Black anodized billet aluminium alternator pulley
- Natural finish high-performance water pump
- Black anodized billet aluminium water pump pulley
- Black anodized billet aluminium bridge bracket
- Patent-pending black anodized billet aluminium tensioner engineered for the Tru Trac system
- Black anodized billet aluminium tensioner pulley
- Black anodized billet aluminium crankshaft pulley
- Polished ARP 12-point stainless steel fasteners
- Goodyear Gatorback serpentine belt
- Comprehensive installation manual
- Select pulleys are hard-coat anodized for increased durability in high wear areas

Kits with AC include:

- Polished Sanden SD-7 compressor
- Black anodized billet aluminium AC clutch cover
- Patented black anodized billet aluminium compressor manifold

Kits with power steering include:

- Natural finish Maval Mfg. power steering pump with AN fittings pre-installed
- Black anodized billet aluminium power steering pulley

Small Block Chevrolet

BSBLK13220	With AC	With Power Steering
BSBLK13120	With AC	Without Power Steering
BSBLK13225	Without AC	With Power Steering
BSBLK13125	Without AC	Without Power Steering

Big Block Chevrolet

BSBLK14220	With AC	With Power Steering
BSBLK14120	With AC	Without Power Steering
BSBLK14225	Without AC	With Power Steering
BSBLK14125	Without AC	Without Power Steering

LS1/LS6 Chevrolet

BSBLK13400	With AC	With Power Steering
BSBLK13420	With AC	Without Power Steering
BSBLK13405	Without AC	With Power Steering
BSBLK13425	Without AC	Without Power Steering

Small Block FORD

BSBLK13600	With AC	With Power Steering
BSBLK13620	With AC	Without Power Steering
BSBLK13605	Without AC	With Power Steering
BSBLK13625	Without AC	Without Power Steering

Big Block FORD

BSBLK14600	With AC	With Power Steering
BSBLK14620	With AC	Without Power Steering
BSBLK14605	Without AC	With Power Steering
BSBLK14625	Without AC	Without Power Steering

FORD FE

BSBLK14700	With AC	With Power Steering
BSBLK14720	With AC	Without Power Steering
BSBLK14705	Without AC	With Power Steering
BSBLK14725	Without AC	Without Power Steering

Small Block Chrysler

BSBLK13800	With AC	With Power Steering
BSBLK13820	With AC	Without Power Steering
BSBLK13805	Without AC	With Power Steering
BSBLK13825	Without AC	Without Power Steering

HEMI / Big Block Chrysler

BSBLK14800	With AC	With Power Steering
BSBLK14820	With AC	Without Power Steering
BSBLK14805	Without AC	With Power Steering
BSBLK14825	Without AC	Without Power Steering

Pontiac

BSBLK14900	With AC	With Power Steering
BSBLK14920	With AC	Without Power Steering
BSBLK14905	Without AC	With Power Steering
BSBLK14925	Without AC	Without Power Steering

OIL FILTERS



SYSTEM 1 Oil Filters

The System 1 Oil Filter spins right on where the standard oil filter is usually installed. It can be switched from car to car as you wish. The Filter itself was built for high powered race cars because they needed a filter they could inspect. The System 1 Filters real value is in it's lifetime use and obvious environmental benefits.

High Flow Inlet - will not restrict lubricant flow or contribute to pressure reduction

Die Cast Aluminum Housing - black anodised

Anti-Aeration Filter Cone - extra strong construction, manufactured from DuPont glass impregnated ZYTEL.

Easy To Clean - in soap or solvent, will not absorb waste or debris.

Tattle-Tale Inspection - quick removal and easy to read filtration screen gives early warning of internal problems.

High Flow By-Pass - maintains maximum efficiency to 5 Microns before activation. Made from DuPont glass impregnated ZYTEL and sonic welded to provide a completely secure unit.

Dual O-Rings - double the sealing power. Double the security.

Universal Mounting Inserts - adapts housing to most popular engines and remote filter systems.

138 Square Inches of Stainless Steel - Delivers greater "filtration time" while promoting full system pressure. Double dutch twill, woven stainless steel mesh, is durable enough

to last a lifetime. Will not tear, deteriorate or collapse under extreme pressure and extended use.

Larger Housing - increases oil

and cooling capacity.

Short housing available.

Removable Inspection Cap - provides quick, easy access to filter without removing the entire housing. Uses 13/16" drive wrench.

3" DIAMETER BILLET SPIN

ON 35 MICRON OIL FILTERS

These Billet 3" diameter 35 micron Spin on Oil Filters are machined from 6061-T6 Billet Aluminium and Black Anodized, for long lasting protection. These cleanable 35 micron filters, fits most late model 3" diameter filter applications with a 3 3/4" short or 5 1/4" long filters. Universal threaded adapter sizes are 3/4-16 and 13/16-16. Metric filter threaded adapters are 18 mm, 20 mm and 22 mm x 1.5 threads.

3" diameter filters have single O-ring groove for block mounting

3-3/4" Long 45 Micron Black Anodised

With Metric Threads (Billet)

SY210-314-B

3-3/4" Long 35 Micron Black Anodised

With Universal Threads (Billet)

SY210-361

5-1/4" Long 35 Micron Black Anodised

With Metric Threads (Billet)

SY210-514

5-1/4" Long 35 Micron Black Anodised

With Universal Threads (Billet)

SY210-561

REPLACEMENT 35 MICRON FILTER ELEMENTS

35 Micron Element Suit 210-314/210-361

SY208-882

35 Micron Element Suit 210-514/210-561

SY208-883

BILLET 3-3/4" Dia

Spin On Oil Filters

3-3/4" Long 45 Micron, Black Anodised with Imperial Threads

SY209-314B

3-3/4" Long 45 Micron, Black Anodised with Metric Threads

SY209-361B

5-3/4" Long 45 Micron, Black Anodised with Imperial Threads

SY209-514B

5-3/4" Long 45 Micron, Black Anodised with Metric Threads

SY209-561B

5-3/4" Long 75 Micron, Black Anodised with Imperial Threads

SY209-571B

5-3/4" Long 75 Micron, Black Anodised with Universal Threads, Buna O-Rings

SY209-371B

REPLACEMENT BILLET SPIN ON OIL FILTER ELEMENTS

45 Micron Element Suit 209-314B/209-361B

SY208-360

35 Micron Element Suit 209-531B

SY208-530

45 Micron Element Suit 209-561B

SY208-560

75 Micron Element Suit 209-571B

SY208-570

75 Micron Element Suit 209-314B/209-361B

SY208-370

PRO SERIES BILLET

SPIN ON OIL FILTER

This Pro Series Billet Oil Filter is our newest purpose built oil filter. Designed for Blown Alcohol, Injected Nitro, Fuel Dragsters, Funny Cars & Pro Mods, this billet constructed filter housing and inspection cap is machined from 6061-T6 aluminium and anodized black for a long lasting superior finish! Incorporated into this filter is a 75 micron element designed for the rigors of 60 & 70 weight motor oil to lube your power plant with little to no restriction. Has a single O-Ring groove at the mounting surface and fits all System 1 Billet Remote Mounts (not included) with 1"12 threads. Flows 30 GPM. Also available with 35 or 45 micron element for lighter weight oils. 3-3/4" O.D. X 5-3/4" Long

75 Micron Billet Pro Series Oil Filter,

Buna O-Rings (Alcohol)

209-571-BPS

75 Micron Billet Pro Series Oil

Filter, Viton O-Rings (Nitro)

SY209-571-BPS_1



BILLET NITRO HP-6 STYLE OIL FILTERS 4-1/4"

DIAMETER

5-1/4" Long 45 Micron, 1 1/2-12 threads, Buna O-Rings	SY210-005
5-1/4" Long 75 Micron, 1 1/2-12 threads, Buna O-Rings	SY210-005-7
5-1/4" Long 75 Micron, 1 1/2-12 threads, Viton O-Rings	SY210-005-7-1
Replacement Buna O-Rings	SY205-170
Replacement Viton O-Rings	SY205-170-1
Replacement 45 Micron Filter For SY210-005	SYHP45
Replacement 75 Micron Filter For SY210-005	SYTF100

Filter Parts

O-Ring kit for 3" OD filters	SY205-0130
O-Ring kit for 4-1/4" OD filters	SY205-0100
O-Ring kit, Viton Material Suit Nitro Fuel	SY205-100-1
O-Ring Kit Suit Billet HP6 Oil Filters Viton (Nitro)	SY205-010-1
O-Ring Kit Suit 2" Inline Fuel/Oil Filters Buna (Alcohol)	SY205-200
O-Ring Kit Suit 2" Inline Fuel/Oil Filters Viton (Nitro)	SY205-200-1
Element 45 Micron for 31/4" x 3-3/4" filters	SY208-360
Thread Insert 13/16"-16 - Chev/Holden	SY216-0113
Thread Insert 3/4"-16 - Chrys/Ford/Nissan	SY216-0134
Thread Insert 18mm-1.5 - V6 Holden	SY216-0118
Thread Insert 20mm-1.5 - Mazda/Subaru	SY216-0120
Thread Insert 22mm-1.5 Ford Modular V8	SY216-0122
Thread Insert 11/16 ID - Mercury Marine	SY216-0111
Bottom Plate With Bypass for 3" OD filters	SY214-0300
Bottom Plate Non Bypass for 3" OD filters	SY214-0330
Bottom Plate With Bypass for 4-1/4" OD filters	SY214-0460
Bottom Plate Non Bypass for 4-1/4" OD filters	SY214-0440
Replacement Spin-On Bottom Cap For 3-3/4" Oil Filters	SY217-0300
Replacement Spin-On Bottom Cap For 4" Oil Filters	SY217-0400

*NOTE: Whenever using these filters as oil filters the bypass valve must be used. For petrol use non-bypass fitting

CROSS REFERENCE TO POPULAR RYCO NUMBERS

- Check dimensions for clearance

RYCO	3" DIAMETER	4-1/4" DIAMETER
Z9	SY209-534 (5-1/4" L)	SY209-512561 (6" L)
Z10	SY209-334 (3-3/4" L)	SY209-312361 (4" L)
Z24		SY209-312361 (4" L)
Z40	SY209-313 (3-3/4" L)	
Z56B	SY209-320 (3-3/4" L)	SY209-314361 (4" L)
Z79A	SY209-320 (3-3/4" L)	
Z89A	SY209-334 (3-3/4" L)	SY209-312361 (4" L)
RYCO	3" DIAMETER	4-1/4" DIAMETER
Z142A	SY209-320 (3-3/4" L)	
Z148	SY209-320 (3-3/4" L)	
Z158	SY209-334 (3-3/4" L)	
Z160	SY209-313 (3-3/4" L)	
Z170	SY209-334 (3-3/4" L)	SY209-312361 (4" L)
Z172	SY209-334 (3-3/4" L)	SY209-312361 (4" L)
Z386	SY209-334 (3-3/4" L)	
Z411	SY209-320 (3-3/4" L)	
Z418	SY209-334 (3-3/4" L)	
Z423	SY209-334 (3-3/4" L)	
Z426	SY209-320 (3-3/4" L)	
Z432	SY209-334 (3-3/4" L)	
Z495	SY209-320 (3-3/4" L)	
Z516		SY209-314361 (4" L)

BILLET INLINE OIL FILTERS

Billet Filter housing uses a stainless steel screen element that will not tear, deteriorate or collapse under extreme pressures. Quickly disassembles for inspection and cleaning. Can be used for many different applications. Filter weight is 14-1/2oz, size 2" diameter x 9" long.

Description	Part No.
Billet Inline Oil Filter, -10AN Ends, 75 Micron	SY202-202710
Billet Inline Oil Filter, -12AN Ends, 75 Micro	SY202-202712
Billet 2-Bolt Flat Filter Mounting Clamp, 2" O.D Filter	SY204-002000
Billet 2-Bolt Flat Filter Mounting Clamp, 2.5" O.D Filter	SY204-002250
Billet Inline Filter Mounting Clamp, 1-1/4" tubing, 2" O.D Filter	SY204-201250

Accessory Return Port End Cap

Fits 400 Series Filters Peterson's return port cap features two -6AN ports for fuel return fittings. Includes two -6 AN to -6 AN fittings.

PFS09-0400-008	-12 Inlet Filter Cap w/ -6 AN Accessory Ports
PFS09-0400-005	-10 Inlet Filter Cap W/ -6AN Accessory Ports



BILLET INLINE SCAVENGE FILTERS

These extra large scavenge filters have been bench tested to flow in excess of 24 gallons per minute. Billet Filter housing uses a stainless steel screen element that will not tear, deteriorate or collapse under extreme pressures. Quickly disassembles for inspection and cleaning.

Size 2-1/4" diameter x 9" long.

Description Billet Inline Oil Filter,	Part No.
-16AN Ends, 75 Micron	SY202-225716



FILTER FITTING SCREEN KIT

- Install in fittings to trap metal chips and debris
- Ideal for use on dry sump pumps, external oil pumps, rear end pumps, etc.
- 304 stainless steel screen uses .015" diameter 16 mesh wire
- Dimensions: .817" O.D. x 1.75" long
- Includes epoxy cement and 4 screens per kit
- Machining required for installation



MO23965 Filter Fitting Screen Kit.



IN-LINE SCREENED OIL FILTERS

- Prevents metal chips and other debris from entering dry sump pumps, rear end pumps & other oiling system components
- Ideal for use in oiling system scavange lines
- Disassembles for easy cleaning
- Manufactured from lightweight aluminium
- 304 stainless steel screen uses .018" diameter 16 mesh wire

Description

In-Line Screened Oil Filter, -10AN fittings
In-Line Screened Oil Filter, -12AN fittings
In-Line Screened Oil Filter, -8AN fittings
Replacement Stainless Filter Element

Part No.

M023850
M023860
M023870
M097050

"ENGINE SAVER" Pre-Filter Screen

- Fits all Small Block, Big Block and 90° V6 Chevy engines with spin-on oil filters
- Unique stainless steel screen locates on top of spin-on oil filters to trap debris before it enters the filter element undetected
- Particulate matter trapped in the screen and detected during periodic inspections serves as an "early warning signal" for impending engine failures
- 304 stainless steel filtration-grade screen traps contaminants down to the 280 micron range without affecting oil flow or oil pressure
- Crimped rings at both outside and inside diameters provide increased strength and extended durability
- Designed in cooperation with Jomar Racing Engines

"Engine Saver" Pre-Filter Screen, Small Block, **M023845** Small & Big Block Chevy and 90° V6 Chevy.



OIL RETURN SCREEN KITS

- Inexpensive engine insurance!
- Traps metal fragments or loose components resulting from valvetrain failure before reaching vital engine parts
- Stainless steel mesh screens are fitted over holes in lifter gallery with supplied epoxy

M025000 Oil Return Screen Kit, Small Block Chevy.

Includes 8 oil return hole plugs to redirect oil to front/rear return galleries. Includes filter screens and epoxy.

M025001 Oil Return Screen Kit, Big Block Chevy.

Includes 4 screens and epoxy



FILTER FITTINGS

Designed to trap metal chips and debris before reaching external or dry sump oil pumps, or rear end lube pumps. The 304 stainless steel screen uses .015" diameter, 16 mesh wire. Easily removed for cleaning.

Description

Filter Fitting, -12AN ORB to -12AN male (each)
Filter Fitting, -10AN ORB to -12AN male (pair)

Part No.

M023961
M022610



RACING OIL FILTERS

Many filter manufacturers stress the importance of filtering the smallest particles out of your engine's oil, with references to micron ratings of 10 or less for a filter's efficiency. Moroso engineers have determined that particles smaller than 20 microns in diameter are not large enough to produce engine wear. Filters with extremely low micron ratings create an excessive pressure drop across the filter. They can be so restrictive that the filter by-pass valve can allow unfiltered oil into your engine. To maximize filter performance, Moroso Racing Oil Filters have a rating of 27 microns, which produces a maximum initial restriction of only 2.5 psi when tested to SAE J806. The result is less pressure drop, more flow, less oil by-pass and maximum filtration performance important in severe racing conditions.

- Extra thick housing and base plate
- Roll formed threads for a precise tight fit
- High flow pleated filter element
- Anti-drainback valve (except M022465)
- Buna-N gasket is compatible with all fuels & lubricants

Application

Chev Long Style, 13/16" Thread (Ryco Z24)
Chev Extra Long, 13/16" Thread (8" tall)

Part No.

M022460
M022461



Valve Train Spraybar Oil Filter

Peterson introduces our new spraybar oil filter. It features -4 AN male end caps with a 60 micron stainless screen filter element. Billet aluminium construction throughout.

Description

Spraybar Oil Filter, -4AN 60 Micron

Part No.

PFS09-0730



Inline Oil filters

Peterson's 400 series filters feature a 7" by 2.5" body and pleated elements for high flow. Billet aluminium construction for lightweight and anodized for corrosion protection. Elements are built from anodized aluminium caps and a pleated stainless mesh screen and are available in 60, 75 or 100 micron ratings.

Description

-10AN Filter Bypass
-10AN Filter NO Bypass
-12AN Filter Bypass
-12AN Filter NO Bypass
-16AN Filter Bypass
-16AN Filter NO Bypass

60 Micron

PFS09-0451
PFS09-0452
PFS09-0452
PFS09-0458
PFS09-0453
PFS09-0459

75 Micron

PFS09-0431
PFS09-0437
PFS09-0432
PFS09-0438
PFS09-0433
PFS09-0439

100 Micron

PFS09-1431
PFS09-1437
PFS09-1432
PFS09-1438
PFS09-1433
PFS09-1439



Inline Scavange Filters

Peterson's billet aluminium inline scavange filters are compact and provide a great way of removing harmful parts from the oil before they reach the pump. Free flowing, sizes -10AN & -12AN have twice the filter area of our Dry Sump Pan Screens.

Description

-8AN Inline Scavange Filter
-10AN Inline Scavange Filter
-12AN Inline Scavange Filter

Part No.

PFS09-0401
PFS09-0402
PFS09-0403



Mounting Brackets

Billet aluminium brackets for mounting Peterson 400 series filters to chassis tubing. Supplied as a pair, they fit 2-1/2" diameter filters.

Description

Billet Brackets for 1-1/4" tube
Billet Brackets for 1-1/2" tube

Part No.

PFS09-0490
PFS09-0492



Inline 90° Scavange Filters

Peterson's billet aluminium inline 90° scavange filters feature a straight male AN end and a 90° female AN end and can be mounted directly to male AN fittings for ease of plumbing. Free flowing, sizes -10AN & -12AN have twice the filter area of our Dry Sump Pan Screens.

Description

-8AN Inline 90° Scavange Filter
-10AN Inline 90° Scavange Filter
-12AN Inline 90° Scavange Filter

Part No.

PFS09-0406
PFS09-0407
PFS09-0408

Pan Mount Scavange Filter

Peterson's billet aluminium pan mount scavange filter features a -12AN female to male design to mount directly to the dry sump oil pan.

Description

-12AN Pan Mount Scavange Filter
Replacement Screen Suit, 09-0404

Part No.

PFS09-0404
PFS09-0411



LIFTER VALLEY SCREEN KITS

The Milodon Lifter Valley Screen Kits provides inexpensive insurance for Small Block and Big Block Chevy racing engines- especially for dry sump applications. Designed to prevent broken parts from falling into the oil pan or pump and causing serious motor damage, these stainless steel screens affix to the oil drain back holes located in the valley area of Chevy engines. Screen kit includes instructions and epoxy.

Small Block Chevy includes screens & block-off plugs
Big Block Chevy Kit includes two epoxy kits

M123150
M123160



INLINE OIL FILTERS

AN

-3AN

-4AN

-6AN

-8AN

Blue

AF608-03

AF608-04

AF608-06

AF608-08

Black

AF608-03BLK

AF608-04BLK

AF608-06BLK

AF608-08BLK

Silver

AF608-03S

AF608-04S

AF608-06S

AF608-08S

NOTE - Includes 30, 80 and 150 micron elements allowing you to tailor the filter to suit your application. Large filtration basket.



PRO FILTERS

When excellent filtration is the key to oil system performance Aeroflow's Pro Filters provide an inexpensive insurance policy to protect your investment. For 200 - 2700 plus HP applications, our filter assemblies offer unmatched flow and ease of maintenance and installation. The Pro Filters also include an internal magnet to catch fine particles and are available in blue, black and silver.

Furthermore Aeroflow's Pro Filters are:

- Stainless steel reusable/washable element
- CNC-machined from 6061-T6 aircraft aluminium
- feature serviceable filter elements in different micron ratings.

89mm (3-1/2") PRO FILTERS

89mm (3-1/2") Long, 31.7mm (1-1/4") diameter.
Feature -8 ORB ports

Micron	Blue	Black	Silver
40	AF66-2042-40	AF66-2042BLK-40	AF66-2042S-40
60	AF66-2042	AF66-2042BLK	AF66-2042S

140mm (5-1/2") PRO FILTERS

140mm (5-1/2") Long, 50.8mm (2") Odiemeter.
Feature -12 ORB ports

Micron	Blue	Black	Silver
40	AF66-2044-40	AF66-2044BLK-40	AF66-2044S-40
60	AF66-2044	AF66-2044BLK	AF66-2044S
100	AF66-2044-100	AF66-2044BLK-100	AF66-2044S-100

178mm (7") PRO FILTERS

178mm (7") Long, 63.5mm (2-1/2") diameter.
Feature -12 ORB ports

Micron	Blue	Black	Silver
40	AF66-2043-40	AF66-2043BLK-40	AF66-2043S-40
60	AF66-2043	AF66-2043BLK	AF66-2043S
100	AF66-2043-100	AF66-2043BLK-100	AF66-2043S-100

REPLACEMENT FILTER ELEMENTS

Part No	FLOW (Micron)	Suits	Colour
AF59-2042	40 micron	AF66-2042	Blue
AF59-2062	60 micron	AF66-2042	Black
AF59-2041	100 micron	AF66-2042	Gold
AF59-2444	40 micron	AF66-2044	Blue
AF59-2066	60 micron	AF66-2044	Black
AF59-2044	100 micron	AF66-2044	Gold
AF59-2443	40 micron	AF66-2043	Blue
AF59-2163	60 micron	AF66-2043	Black
AF59-2143	100 micron	AF66-2043	Gold
AF59-2040	Replacement O-rings to suit all Pro Filters		

BILLET FILTER BRACKETS

Size I.D.	Black	Polished
1-1/4 inch	AF66-2049BLK	AF66-204
2 inch	AF66-2045BLK	AF66-2045
2-1/2 inch	AF66-2046BLK	AF66-2046



DUAL BILLET FILTER BRACKETS

Size I.D. 63.5mm (2-1/2")
AF66-2246BLK Black
AF66-2246 Polished



UNIVERSAL BILLET

RE-USABLE OIL FILTERS

Our Billet reusable high flow oil filters have a stainless steel 30 micron filter element that can be easily cleaned and re-used. Has internal by-pass. This Universal filter has a dual O-ring base with 1" thread with screw in adapters which take oil filters with 3/4"-16, 13/16"-16, M18x1.5, M20x1.5 and M22x1.5 thread. Has built in 1" Hex on bottom for easy removal. Filter Dimensions: height 4-3/8" (110mm) x diameter 3-7/8" (97mm)

Part No
O-Ring Dia
Colour

AF64-2016BLK	65mm (2-9/16") up to 85mm (3-11/32")	Black
AF64-2016P	65mm (2-9/16") up to 85mm (3-11/32")	Polished
AF59-2016-30	30 micron s/s element suits light - medium weight oils.	
AF59-2016-60	60 micron s/s element suits heavy weight oils.	
AF59-2016	Replacement o-rings & thread inserts	
AF98-2034	Replacement oil filter splitter tool	





6" DRY-SUMP OIL FILTER ASSEMBLY

6" Dry-Sump See through Filter Assembly with #16 Ports and 115 Micron Element, for running all weight oils up to 70 weight. Designed to be mounted between the Dry-sump oil pump and the oil tank on a #16 scavenge line. Also for applications where the oil tank has a flat bottom and running 60 or 70 weight oil like a lot of super charged funny cars and tractor pullers. Flat bottom unlike tapered bottom tanks particles will settle to the bottom and may not be sucked through the pressure side of the oil pump for inspection. Tapered bottom tanks can run the See through filter on the pressure side.

- Smallest Particles Filtered: 115 Microns
- Bypass Relief Valve: No
- Inlet & Outlet Fitting: #16 O-Ring Boss – 1-5/16" – 12 TPI
- Operating Temp: max 220 degrees Fahrenheit
- Operating Pressure: max 150 PSI
- Height: 3.500 in. • Width: 6.750 in. • Length: 7.750 in. • Filter Weight: 6.15 pounds (2.8 kg)

Description

6" Hi-Flow Dry Sump Filter With -16 Ports & 115 Micron Element, Clear Anodised

6" Hi-Flow Dry Sump Filter With -16 Ports & 115 Micron Element, Black Anodised

Part Number:

CV101-115

CV101-115-B

4" & 6" CLEAR VIEW FILTER ASSEMBLY

See through Oil Filters can be used for many applications including Racing, Marine, Automotive, Farm, and for Industrial Hydraulic Systems. These Patented Oil Filter Assemblies allow the user to visually see oil pumping through the filter, which helps to determine the condition of the oil. When oil is not being pumped through the filter it can quickly drained using an air chuck for filling tires and compressed air. A hand bicycle pump will also work. Apply a small shot of air to the air fitting on the side of the inlet opening. Oil will empty out of the assembly in seconds exposing the filter element and filtered particles, even when filtering non transparent fluids like dirty oil. The See Through top allows the user to visually inspect particles and contaminants that were filtered out of the system to determine if they are from normal use or from bearings and other components excessively wearing in the engine or machinery supplying the Filter Assembly. Note: when using 50 weight or lighter oil a 60 micron element is recommended. When using 60 weight or heavier oil a 115 micron element is recommended.

- Filter Elements: 60 or 115 Microns
- Bypass Relief Valve: Yes
- Inlet & Outlet Fitting: #12 O-Ring Boss – 1 1/16" – 12 TPI
- Operating Temp: max 220 degrees Fahrenheit
- Operating Pressure: max 150 PSI

6" Filter Specification

- Height: 3.250 in. • Width: 6.750 in. • Length: 7.750 in.
- Filter Weight: 5.75 pounds (2.60 kg)

4" Filter Specification

- Height: 3.00 in. • Width: 5.00 in. • Length: 6.00 in.
- Filter Weight: 3.50 pounds (1.6 kg)

Description

6" Hi-Flow Filter With -12 Ports & 115 Micron Element, Clear Anodised

6" Hi-Flow Filter With -12 Ports & 115 Micron Element, Black Anodised

6" Hi-Flow Filter With -12 Ports & 60 Micron Element, Clear Anodised

6" Hi-Flow Filter With -12 Ports & 60 Micron Element, Black Anodised

4" Hi-Flow Filter With -12 Ports & 60 Micron Element, Clear Anodised

4" Hi-Flow Filter With -12 Ports & 60 Micron Element, Black Anodised

4" Hi-Flow Filter With -12 Ports & 115 Micron Element, Clear Anodised

4" Hi-Flow Filter With -12 Ports & 115 Micron Element, Black Anodised

Part Number:

CV100-115

CV100-115-B

CV100-60

CV100-60-B

CV410-60

CV410-60-B

CV410-115

CV410-115-B

4" CLEAR VIEW SCREW-ON OIL FILTER ASSEMBLY

These 4" Screw-On Filters were designed to use a System 1 or disposable filter on the bottom. This is the same filter assembly as part # 400-115 except that filter has a receiver groove in the bottom which help prevents the disposable filter seal from blowing out. Part # 405-115 has a flat sealing surface on the bottom so a System 1 O-Ring seal can seal correctly. Early finned style and System 1 filters which use 2 O-Rings can only use the outside O-Ring to seal. The inside one cannot be used. Recommend using the Billet Pro Series System 1 which uses a single larger O-Ring seal. Also needs System 1 Chevy threaded bushing when using a System 1.

- Smallest Particles Filtered: depends on the disposable filter microns, varies on brand
- Recommended Disposable Filter for CV400-115: (not included) K&N # HP-2003 or # HP-3002 or WIX #51069 or # 51060
- Blackout Series can use Napa Gold filters
- Disposable Filter Thread Size: 13/16" – 16 TPI
- Bypass Relief Valve: Yes
- Inlet & Outlet Fitting: #12 O-Ring Boss – 1-1/16" – 12 TPI
- Operating Temp: max 220 degrees Fahrenheit
- Operating Pressure: max 150 PSI • Height (without disposable filter): 3.00 in.
- Width: 5.00 in. • Length: 6.00 in. • Filter Weight: 3.40 pounds (1.55 kg)

Description

4" Screw-On Oil Filter Assembly With -12 Ports & 115 Micron Element, Clear Anodised

4" Screw-On Oil Filter Assembly With -12 Ports & 115 Micron Element, Black Anodised

(For use with disposable oil filters)

4" Screw-On Oil Filter Assembly With -12 Ports & 115 Micron Element, Clear Anodised

4" Screw-On Oil Filter Assembly With -12 Ports & 115 Micron Element, Black Anodised

(For use with System 1 oil filters)

Part Number:

CV400-115

CV400-115-B

CV405-115

CV405-115-B

BILLET HI-FLOW OIL BLOCK ADAPTERS

Block adapters are machined out of 6061 billet aluminium and clear or black anodized for better protection. Block adapters are a high flow design for high pressure and high volume oil systems for today's performance and race engines. These block adapters have been redesigned so they will not restrict the flow of oil. Should look up the disposable filter for application to make sure the thread size matches the adapter before install.

Description

Chev Block Adapter, Clear Anodised

Ford/Dodge Block Adapter, 3/4", Clear Anodised

Ford/Dodge Block Adapter, Black, 3/4", Black Anodised

Ford Late With 22mm Thread, Clear Anodised

Ford Late With 22mm Thread, Black, Black Anodised

GM Pontiac, Oldsmobile & Holden 13/16", Clear Anodised

LS Oil Filter Adapter, Clear Anodised

LS Oil Filter Adapter, Black, Black Anodised

Nissan KA24DE, 3/4" Thread, Clear Anodised

Part Number:

CV200

CV210

CV210-B

CV212

CV212-B

CV215

CV225

CV225-B

CV232

REPLACEMENT CLEAR VIEW FILTER PARTS

Description

4" Filter Window, .480" Thick

6" Filter Window, .480" Thick

4" Filter 60 Micron Filter Element

6" Filter 60 Micron Filter Element

4" Filter 115 Micron Filter Element

6" Filter 115 Micron Filter Element

4" Filter O-Rings

6" Filter O-Rings

4" Filter Angle Mounting Bracket

4" Filter Angle Mounting Bracket, Black

6" & 4" Filter Stud Kit (Pair)

Air Fitting & Cap

Oil Pressure Port Fitting -4AN

Part Number:

CV412-480

CV105-480

CV435-60

CV110-60

CV440-115

CV110-115

CV425

CV120

CV475

CV475-B

CV135

CV148

CV169



CV101-115



CV101-115-B



CV100-115



CV100-115-B



CV100-60



CV100-60-B



CV410-60



CV410-60-B



CV400-115



CV400-115-B



CV405-115



CV405-115-B



CV200



CV210-B



CV225-B



CV475-B



ENGINE OIL FILTERS

AeroFlow oil filters have been designed to incorporate all the latest technology to provide great filtration with minimal restriction so that your engine performs at its best with great protection. AeroFlow filters use an improved coil spring design to replace the commonly used "leaf" style spring and incorporate CNC machined thread for a precise fit. An Ultra high-Temp silicone anti-drain back valve in some models helps to prevent dry starts increasing engine life. An extra-thick backing plate and housing offers superior strength and pressure fatigue resistance which provides added protection against pressure surges in racing applications, construction also includes a hi-flow heavy duty base plate that features a fully tucked double seam. AeroFlow oil filters use a Buna-N rubber gasket which is compatible with most racing fuels and lubricants. 24mm - 15/16" hex release nut allows simple and easy removal and incorporates a hole for use with lock wire. AeroFlow oil filters use a premium pleated synthetic blend media provides increased filtration at high flow rates with minimal pressure drop as well as a louvred centre tube that allows more flow area & eliminates media wear during pleat movement.

Part No	Suits	ZCross	HPCross
AF2296-1001	Holden V6 short - 97mm	Z154	HP-1001
AF2296-1002	Toyota, Suzuki	Z82, Z125, Z418, Z463	HP-1002
AF2296-1003	Holden / Toyota	Z158, Z386, Z432, Z442	HP-1003
AF2296-1004	Ford Mazda, Honda Mazda 13B Holden, Hyundai	Z79A	HP-1004
AF2296-1007	Holden V8 short	Z160	HP1007
AF2296-1008	Mazda Mitsubishi Evo Lancer	Z436, Z445	HP-1008
AF2296-1010	Mitsubishi Mazda	Z411	HP-1010
AF2296-1017	Holden V8 LS2 6.0 Litre	Z663	HP-1017
AF2296-2001	Holden V6	Z154	HP-2001
AF2296-2002	Chev short	Z40	HP-2002
AF2296-2003	Holden V8 Long	Z30 & Z80	HP-2002
AF2296-2004	Jeep / Toyota - Late Jeep Cherokee	Z10/Z89A	HP-2004
AF2296-2008	Holden / Nissan	Z145A	HP-2008
AF2296-2010	Ford Falcon BA-FG 5.4L V8, BF FPV F6	Z516	HP-2010
AF2296-3001	Ford Falcon 6 & 8 Fits Ford 6 & 8 cyl	Z9	HP-3001
AF2296-3002	Chev long	Z24	HP-3002

SPECIFICATION CHART

Part No	ADValve	Bypass	Height	O.D.	PSI Valve	Thread
AF2296-1001	Yes	No	3.125"/79mm	3"/79mm	None	M18 x 1.5
AF2296-1002	Yes	Yes	3.75"/95mm	3"/76mm	11-14	3/4-16
AF2296-1003	Yes	Yes	3.313"/84mm	2.688"/68mm	11-17	3/4-16
AF2296-1004	Yes	Yes	3.406"/87mm	3.156"/80mm	11-17	M20 x 1.5
AF2296-1007	Yes	No	3.75"/95mm	3"/76mm	None	13/16-16
AF2296-1008	Yes	Yes	2.875"/73mm	2.688"/68mm	11-17	M20 x 1.5
AF2296-1010	Yes	Yes	3.75"/95mm	2.688"/68mm	11-17	M22 x 1.5
AF2296-1017	Yes	Yes	3.75"/95mm	3"/79mm	11-17	M22 x 1.5
AF2296-2001	Yes	No	5.094"/129mm	3"/79mm	None	M18 x 1.5
AF2296-2002	No	Yes	4.688"/119mm	3.688"/94mm	None	13/16-16
AF2296-2003	Yes	No	4.688"/119mm	3.781"/96mm	None	13/16-16
AF2296-2004	Yes	Yes	4"/102mm	3.656"/93mm	8-11	3/4-16
AF2296-2008	Yes	No	4.219"/107mm	3.156"/80mm	None	3/4-16
AF2296-2010	Yes	Yes	4"/102mm	3.656"/93mm	11-17	M22 x 1.5
AF2296-3001	Yes	Yes	5.719"/145mm	3.656"/93mm	8-11	3/4-16
AF2296-3002	Yes	Yes	5.719"/145mm	3.696"/94mm	Yes	13/16-16

OIL FILTER APPLICATION GUIDE

Make	Model	Part No
ALFA ROMEO		
Alfa Romeo	Alfasud, 4 Door 1.2L L4 (AS301) 04/74-78	AF2296-2004
Alfa Romeo	Alfasud, Sprint 1.5L L4 (AR301) 07/79-83	AF2296-2004
Alfa Romeo	Alfasud, Sprint Sedan 1.5L L4 (AR301) 02/82-83	AF2296-2004
Alfa Romeo	Alfasud, Sprint TC 1.5L L4 (AR301) 05/84-85	AF2296-2004
Alfa Romeo	Alfasud, TI Coupe 1.2L L4 (AS301) 02/75-79	AF2296-2004
Alfa Romeo	Alfasud, TI Coupe 1.5L L4 (AR301) 07/79-84	AF2296-2004
Alfa Romeo	Alfetta, 1.8 1.8L L4 (AR016) 04/74-78	AF2296-2004
Alfa Romeo	Alfetta, 2000/L 2.0L L4 (AR062) 03/78-84	AF2296-2004
Alfa Romeo	Alfetta, GLKC 2.0L L4 (AR062) 03/84-85	AF2296-2004
Alfa Romeo	Alfetta, GT Coupe 1.8L L4 (AR016) 10/68-76	AF2296-2004
Alfa Romeo	Alfetta, GTV 2000/L 2.0L L4 (AR016.55) 03/77-81	AF2296-2004
Alfa Romeo	Berlina, 2000 2.0L L4 06/72-76	AF2296-2004
Alfa Romeo	Giulietta, 1.8 1.8L L4 (AR016) 04/0-84	AF2296-2004
Alfa Romeo	Giulietta, 2 2.0L L4 (AR016) 03/84-86	AF2296-2004
Alfa Romeo	Montreal, Coupe 2.6L V8 (AR10832) 03/74-76	AF2296-2004
Alfa Romeo	Sprint Trophy, 1.2, 1.3, 1.5L L4 74-85	AF2296-2004
Alfa Romeo	Super Sprint, 1.2, 1.3, 1.5L L4 74-87	AF2296-2004

Make	Model	Part No
AUDI		
Audi	80, B4 2.6E 2.6L V6 (ABC) 10/93-95	AF2296-2004
Audi	A4, B5 2.8L V6 (ACK) 10/98-99	AF2296-2004
Audi	A4, B5 Quattro 2.4L V6 (AFM/AGA) 02/98-01	AF2296-2004
Audi	A4, B5 Quattro 2.6L V6 (ABC) 10/96-98	AF2296-2004
Audi	A4, B5 Quattro 2.8L V6 (ACK) 01/97-01	AF2296-2004
Audi	A4, B5 Sedan 2.4L V6 (AGA/APS) 02/98-01	AF2296-2004
Audi	A4, B5 Wagon 2.4L V6 (AGA/APS) 02/98-02	AF2296-2004
Audi	A4, B6 2.4L V6 (BDV) 04/02-05	AF2296-2004
Audi	A4, B6 3.0L V6 (ASN) 07/01-05	AF2296-2004
Audi	A4, B6 Cabriolet 3.0L V6 (BBJ) 12/02-06	AF2296-2004
Audi	A4, B6 Quattro 3.0L V6 (ASN) 07/01-05	AF2296-2004
Audi	A6, C4 2.6L V6 (ABC) 11/94-97	AF2296-2004
Audi	A6, C4 2.8L V6 (ACK) 01/97-11/97	AF2296-2004
Audi	A6, C4 Quattro 2.6L V6 (ABC) 11/94-97	AF2296-2004
Audi	A6, C4 Quattro 2.6L V6 (ACZ) 11/94-97	AF2296-2004
Audi	A6, C4 Quattro 2.8L V6 (ACK) 01/97-11/97	AF2296-2004
Audi	A6, C5 2.4L V6 (AGA/APS) 11/97-01	AF2296-2004
Audi	A6, C5 2.8L V6 (ACK) 11/97-00	AF2296-2004
Audi	A6, C5 Quattro 2.4L V6 (AGA/APS) 11/97-00	AF2296-2004
Audi	A6, C5 Quattro 2.8L V6 (ACK) 11/97-01	AF2296-2004
Audi	A6, C6 4B 3.0L V6 (ASN) 03/02-04	AF2296-2004
Audi	A6, C6 4B Quattro 3.0L V6 (ASN) 03/02-04	AF2296-2004
Audi	A8, D2 2.8E 2.8L V6 (AAH) 05/95-96	AF2296-2004
Audi	Allroad, C5 2.7L Turbo 2.7L V6 (ARE) 02/01-06	AF2296-2004
Audi	S4, C4 2.2L Turbo 2.2L L5 (APB/AGB) 12/99-08/03	AF2296-2004

BMW

BMW	316, E21 1.6L L4 73-80	AF2296-1002
BMW	318i, E30 1.8L L4 (M40B18) 11/88-03/91	AF2296-1002
BMW	320, E21 2.0L L4 (M10B20) 03/76-02/80	AF2296-1002
BMW	320i, E21 2.0L L4 (M10) 03/76-12/79	AF2296-1002

CHEVROLET

Chevrolet	Bell Air, SBC & BBC Carb & EFI All Models 60-97	AF2296-2002
Chevrolet	Bell Air, SBC & BBC Carb & EFI All Models 60-97	AF2296-3002
Chevrolet	Cadillac, SBC & BBC Carb & EFI All Models 60-97	AF2296-2002
Chevrolet	Cadillac, SBC & BBC Carb & EFI All Models 60-97	AF2296-3002
Chevrolet	Camaro, SBC & BBC Carb & EFI All Models 60-97	AF2296-2002
Chevrolet	Camaro, SBC & BBC Carb & EFI All Models 60-97	AF2296-3002
Chevrolet	Chevelle, SBC & BBC Carb & EFI All Models 60-97	AF2296-2002
Chevrolet	Chevelle, SBC & BBC Carb & EFI All Models 60-97	AF2296-3002
Chevrolet	Corvette, SBC & BBC Carb & EFI All Models 60-97	AF2296-2002
Chevrolet	Corvette, SBC & BBC Carb & EFI All Models 60-97	AF2296-3002
Chevrolet	Impala, SBC & BBC Carb & EFI All Models 60-97	AF2296-2002
Chevrolet	Impala, SBC & BBC Carb & EFI All Models 60-97	AF2296-3002
Chevrolet	Nova, SBC & BBC Carb & EFI All Models 60-97	AF2296-2002
Chevrolet	Nova, SBC & BBC Carb & EFI All Models 60-97	AF2296-3002

CHRYSLER

Chrysler	300C Touring Wagon, LE 3.5L V6 (Y1) 06/06-On	AF2296-2004
Chrysler	300C Touring Wagon, LE 5.7L V8 (Y1) 06/06-On	AF2296-2004
Chrysler	300C, LE 3.5L V6 (Y1) 11/05-On	AF2296-2004
Chrysler	300C, LE 5.7L V8 (Y1) 11/05-On	AF2296-2004
Chrysler	300C, LE 6.1L V8 (Y1) 06/06-On	AF2296-2004
Chrysler	Neon FWD, JA SE, LX 2.0L L4 (S4RE/TD5) 07/96-08/99	AF2296-1002
Chrysler	Neon FWD, JB SE, LE 2.0L L4 (YD5) 09/99-07/02	AF2296-1002
Chrysler	PT Cruiser, PFP 2.0L L4 (IT) 07/00-04	AF2296-1002
Chrysler	PT-Cruiser, PG 2.4L L4 (5T) 12/04-04/08	AF2296-1002
Chrysler	Valiant, AP5, AP6 6L & V8 06/63-66	AF2296-3001
Chrysler	Valiant, CL, CM L6 71-81	AF2296-3001
Chrysler	Valiant, VC, VE, VEVG L6 65-71	AF2296-3001
Chrysler	Valiant, VH, VJ, VK 71-81	AF2296-3001
Chrysler	Viper, 8.0L V10 02/10-03/10	AF2296-2004

DAEWOO

Daewoo	1.5i, 1.5L L4 (G15MF) 07/94-10/95	AF2296-2001
Daewoo	All Models - 0.8 3cyl, 1.5-1.6-1.8-2.0-2.2L (L4) 07/94-12/04	AF2296-1001
Daewoo	Cielo, GL 1.5L L4 (G15MF) 10/95-98	AF2296-2001
Daewoo	Cielo, GLX 1.5L L4 (A15MF) 10/95-07/97	AF2296-2001
Daewoo	Espero, CD 2.0L L4 (C20LE4) 03/95-07/97	AF2296-2001
Daewoo	Kalos, T220 1.5L L4 (F15S3) 03/03-12/04	AF2296-2001
Daewoo	Lacetti, J200 1.8L L4 (C18SED) 08/03-12/04	AF2296-2001
Daewoo	Lanos, 1.5L L4 (A15SMS) 07/97-03	AF2296-2001
Daewoo	Lanos, 1.6L L4 (A16DMS) 07/97-03	AF2296-2001
Daewoo	Leganza, 2.0L L4 (C20SED) 07/97-99	AF2296-2001
Daewoo	Leganza, 2.2L L4 (T22SED) 04/99-03	AF2296-2001
Daewoo	Matiz, KL M100 0.8L 3cyl (F8CV) 10/99-02	AF2296-2001
Daewoo	Matiz, KL M150 0.8L 3cyl (F8CV) 07/02-04	AF2296-2001
Daewoo	Nubira, J100 1.6L L4 (A16DMS) 06/97-05/00	AF2296-2001
Daewoo	Nubira, J100/J150 2.0L L4 (X20SED) 05/98-05/03	AF2296-2001
Daewoo	Tacuma, 2.0L L4 (T20SED) 11/00-12/04	AF2296-2001

DAIHATSU

Daihatsu	Charade, G100 1.0L 3cyl (CB23) 06/87-93	AF2296-1003
Daihatsu	Charade, G100 1.3L L4 (HC-E) 10/88-05/98	AF2296-1003
Daihatsu	Charade, G100 Turbo 1.0L 3cyl (CB61T) 06/87-89	AF2296-1003
Daihatsu	Charade, G102 1.3L L4 (HC-E) 06/87-03/98	AF2296-1003
Daihatsu	Charade, G102 1.3L L4 (HC-E) 10/88-05/98	AF2296-1003
Daihatsu	Charade, G102 1.3L L4 (HC-E)	
Daihatsu	MPFI SOHC 16V) 07/88-93	AF2296-1003
Daihatsu	Charade, G200 1.0L 3cyl (CB24) 10/93-96	AF2296-1003
Daihatsu	Charade, G200 1.3L L4 (HC-E MPFI SOHC 16V) 06/93-96	AF2296-1003
Daihatsu	Charade, G200 1.3L L4 (HC-E) 10/88-05/98	AF2296-1003
Daihatsu	Charade, G200B 1.0L 3cyl (CB24) 05/96-03/98	AF2296-1003
Daihatsu	Charade, G200B 1.3L L4 (HC-E) 05/96-98	AF2296-1003
Daihatsu	Delta (Diesel), 47,48 3.4L L4 (3B) 08/82-84	AF2296-3001
Daihatsu	Delta (Diesel), V116-V119 3.7L L4 (14B) 89-03	AF2296-3001
Daihatsu	Delta (Diesel), V79-V79 3.4L L4 (13B) 11/84-90	AF2296-3001
Daihatsu	Delta (Diesel), V98, V99 3.0L L4 (B) 11/84-96	AF2296-3001
Daihatsu	Delta (Petrol), V30-V35 2.0L L4 (5R Toyota) 79-84	AF2296-3001
Daihatsu	Feroza, F300 1.6L L4 (HD-E)	
Daihatsu	W/Out Oil Cooler 89-02/95	AF2296-1003
Daihatsu	Feroza, F300 1.6L L4 (HD-E)	
Daihatsu	With Oil Cooler 02/95-01/99	AF2296-1003
Daihatsu	Mira, L200 0.7L 3cyl (EF-EL) 04/92-04/95	AF2296-1003
Daihatsu	Mira, L201 0.9L 3cyl (ED10) 11/90-12/92	AF2296-1003

EUNOS

Eunos	30X, EC 1.8L V6 (K8-ZE) 11/92-05/96	AF2296-1010
Eunos	500, CA 2.0L V6 (KF-ZE) 11/92-05/96	AF2296-1010
Eunos	800, TA 2.5L V6 (KL) 03/94-05/96	AF2296-1010
Eunos	800M, TA J76E 2.3L V6 (KJ) 03-94/05/96	AF2296-1010

Make	Model	Part No
FORD		
Ford	B4000 Bravo, 4.0L V6 (14V) 09/05-06	AF2296-2010
Ford	B4000, 4.0L V6 (14V) 10/05-11/06	AF2296-2010
Ford	Capri, SA Series 1 1.6L L4 (B6E) 10/89-90	AF2296-1004
Ford	Capri, SA Series 1 Turbo 1.6L L4 (B63) 10/89-90	AF2296-1004
Ford	Capri, SB Series 2 1.6L L4 (B6D) 10/90-92	AF2296-1004
Ford	Capri, SB Series 2 Turbo 1.6L L4 (B6B) 10/90-92	AF2296-1004
Ford	Capri, SC 1.6L L4 (B6D) 04/92-07/93	AF2296-1004
Ford	Capri, SC Turbo 1.6L L4 (B6T) 04/92-07/93	AF2296-1004
Ford	Capri, SE 1.6L L4 (B6D) 04/93-07/94	AF2296-1004
Ford	Capri, SE Turbo 1.6L L4 (B6T) 04/93-07/94	AF2296-1004
Ford	Cortina TC 2.0L L4 (OHC) 08/71-74	AF2296-2004
Ford	Cortina TD 2.0L L4 (OHC) 10/74-77	AF2296-2004
Ford	Cortina TE 2.0L L4 (OHC) 77-80	AF2296-2004
Ford	Cortina TF 2.0L L4 (OHC) 11/80-82	AF2296-2004
Ford	Cortina, MK1 GT500 1.5L L4 (3036E) 06/65-66	AF2296-3001
Ford	Cortina, MK2 & GT 1.5, 1.6L L4 (120E/3036E) 08/67-71	AF2296-3001
Ford	Cortina, TC200/250 3.3, 4.1L L6 10/72-74	AF2296-3001
Ford	Cortina, TD, TE, TF L4 & L6 78-82	AF2296-3001
Ford	Cougar, SW, SX 2.5L V6 (LCBC) 09/99-01/03	AF2296-2010
Ford	Courier (Petrol), PH & 4WD 4.0L V6 (13V) 02/05-06/05	AF2296-2010
Ford	Courier (Petrol), PH 4WD Series 2 4.0L V6 (13V) 07/05-06	AF2296-2010
Ford	Courier (Turbo Diesel), PE, PG, PH 2.5L L4 (WL) 05/00-12/06	AF2296-3001
Ford	Courier (Turbo Diesel), PH 2.5L L4 (WL) 07/04-12/06	AF2296-2010
Ford	Courier, PC 2WD 2.6L L4 (G6) 10/91-96	AF2296-1010
Ford	Courier, PC, PD, PE, PG, PH & 4WD Model 2.6L L4 (G6 & G6E) 12/92-06	AF2296-1010
Ford	D-Series, Petrol (Most Models With Spin-On Filters) L4 & L6 65-81	AF2296-3001
Ford	Explorer, UN, UP, UQ, US 4.0L V6 (VGE4) 10/96-10/01	AF2296-3001
Ford	Explorer, UT 4.0L V6 (XZA) 11/02-03	AF2296-2010
Ford	Explorer, UT 4.6L V8 (ZZA) 11/02-03	AF2296-2010
Ford	Explorer, UX 4.0L V6 (XZA) 03/03-11/03	AF2296-2010
Ford	Explorer, UX 4.6L V8 (ZZA) 03/03-11/03	AF2296-2010
Ford	Explorer, UZ 4.0L V6 (XZA) 03/03-01/08	AF2296-2010
Ford	Explorer, UZ 4.6L V8 (ZZA) 03/03-01-08	AF2296-2010
Ford	F250, RM 5.4L V8 (Triton) 07/01-03	AF2296-2010
Ford	F250, RN 5.4L V8 (Triton) 11/03-07	AF2296-2010
Ford	F350, RM 5.4L V8 (Triton) 07/01-03	AF2296-2010
Ford	Fairlane, BA Series 1-2 5.4L V8 (Barra 220) 07/03-09/05	AF2296-2010
Ford	Fairlane, BF 4.0L L6 (Barra 190) 10/05-07	AF2296-2010
Ford	Fairlane, BF, BF 68 5.4L V8 (Barra 230) 10/05-07	AF2296-2010
Ford	Fairlane, ZA-BA L6 & V8 67-03	AF2296-3001
Ford	Falcon UTE, AU 5.0L V8 (With Oil Cooler) 07/99-03/00	AF2296-2004
Ford	Falcon UTE, AU 5.6L V8 (With Oil Cooler) 02/01-09/02	AF2296-2004
Ford	Falcon UTE, AU11 5.0L V8 (With Oil Cooler) 04/00-02/02	AF2296-2004
Ford	Falcon UTE, AU11 5.6L V8 (With Oil Cooler) 02/01-09/02	AF2296-2004
Ford	Falcon, AU 5.0L V8 (With Oil Cooler) 09/98-00	AF2296-2004
Ford	Falcon, AU, AU11, AU111 L6 & V8 09/98-09/02	AF2296-3001
Ford	Falcon, AU11 5.0L V8 (With Oil Cooler) 04/00-10/01	AF2296-2004
Ford	Falcon, AU111 5.0L V8 (With Oil Cooler) 11/01-09/02	AF2296-2004
Ford	Falcon, BA 5.4L V8 (Barra 220) 09/02-09/05	AF2296-2010
Ford	Falcon, BA Series 1-2 L6 09/02-09/05	AF2296-3001
Ford	Falcon, BF 5.4L V8 (Barra 220) 10/05-04/08	AF2296-2010
Ford	Falcon, BF Series 1-2 4.0L L6 (Barra 190) 10/05-04/08	AF2296-2010
Ford	Falcon, EA, EB, ED, EF, EL L6 & V8 03/88-08/98	AF2296-3001
Ford	Falcon, FG 4.0L L6 (Barra 195) 05/08-0n	AF2296-2010
Ford	Falcon, FG 5.4L V8 (Barra 290) 05/08-0n	AF2296-2010
Ford	Falcon, XA, XB, XC L6 & V8 08/72-02/79	AF2296-3001
Ford	Falcon, XD, XE, XF L6 & V8 03/79-02/88	AF2296-3001
Ford	Falcon, XK, XL, XM, XP L6 06/60-08/90	AF2296-3001
Ford	Falcon, XR, XT, XW, XY L6 & V8 09/66-03/72	AF2296-3001
Ford	Festiva, WA 1.3L L4 (B3) 10/91-03/94	AF2296-1004
Ford	Festiva, WB 1.5L L4 (B5) 04/94-12/97	AF2296-1004
Ford	Festiva, WB EFI 1.3L L4 (B3) 04/94-96	AF2296-1004
Ford	Festiva, WD 1.3L L4 (B3) 01/97-12/97	AF2296-1004
Ford	Festiva, WD 1.5L L4 (B5) 01/97-12/97	AF2296-1004
Ford	Festiva, WF 1.3L L4 (B3) 01/98-01	AF2296-1008
Ford	Festiva, WF 1.5L L4 (B5) 01/98-01	AF2296-1008
Ford	Focus, LS 2.0L L4 (C3-Zetec) 06/05-07	AF2296-1002
Ford	FPV (All Models), BA-FG 4.0L L6 & 5.4L V8 03/03-0n	AF2296-2010
Ford	F-Series & Bronco, (Most Models With Spin-On Filters) L6 & V8 60-96	AF2296-3001
Ford	KA, TA & TB 1.3L L4 (J4KD/XJ) 10/99-03	AF2296-1002
Ford	Laser, KA-KN All Models Carb/EFI 03/81-04/01	AF2296-1004
Ford	LTD, BA-BF 5.4L V8 06/03-07	AF2296-2010
Ford	Meteor, GA 1.5L L4 (E5) 1 & 2 Barrel Carb 04/82-83	AF2296-1004
Ford	Meteor, GB 1.5L L4 (E5) 1 & 2 Barrel Carb 05/83-85	AF2296-1004
Ford	Meteor, GB 1.6L L4 (B6) EFI 10/85-87	AF2296-1004
Ford	Meteor, GC 1.6L L4 (B6) 2 Barrel Carb 10/85-87	AF2296-1004
Ford	Meteor, GC Ghia 1.6L L4 (B6) EFI 10/85-87	AF2296-1004
Ford	MPV, LW10G 2.5L V6 (GY-DE) 08/99-02	AF2296-2010
Ford	MPV, LW10J2 & LW10J3 3.0L V6 (MZ/AJ) 06/02-06	AF2296-2010
Ford	Mustang Cobra, 4.6L V8 02/01-03/03	AF2296-2010
Ford	Mustang, L6 & V8 65-74	AF2296-3001
Ford	Probe, ST, SU, SV 2.5L V6 (KL) 06/94-98	AF2296-1010
Ford	Raider, UV 2.4L L4 (G6) 08/91-97	AF2296-1010
Ford	Ranger, PJ 2.5L L4 Turbo Diesel (WL-AT) 12/06-03/09	AF2296-1002
Ford	Ranger, PJ 3.0L L4 Turbo Diesel (WE-AT) 12/06-03/09	AF2296-1002
Ford	Ranger, PK 2.5L L4 Turbo Diesel WL-AT) 04/09-0n	AF2296-1002
Ford	Ranger, PK 3.0L L4 Turbo Diesel (WE-AT) 04/09-0n	AF2296-1002
Ford	TE50, AU & AU11 4.9L V8 (Without Oil Cooler) 10/99-12/02	AF2296-3001
Ford	TE50, AU 4.9L V8 (With Oil Cooler) 10/99-12/02	AF2296-2004
Ford	TE50, AU 5.6L V8 12/01-12/02	AF2296-2004
Ford	TE50, AU11 4.9L V8 (With Oil Cooler) 10/99-12/02	AF2296-2004
Ford	TE50, AU11 4.9L V8 12/01-12/02	AF2296-2004
Ford	Telstar, AT, AV 2.5L V6 (KL) 01/92-96	AF2296-1010
Ford	Territory, SX 2WD & AWD 4.0L L6 06/04-05	AF2296-3001

Make	Model	Part No
Ford	Territory, SY 2WD & 4WD 4.0L V6 10/05-0n	AF2296-2010
Ford	Transit Van, VG 2.0L L4 (NSJ) 01/96-11/00	AF2296-2004
Ford	Tribute, YU08 3.0L V6 (AJ) 02/01-04	AF2296-2010
Ford	TS50, AU 4.9L V8 (With Oil Cooler) 10/99-12/02	AF2296-2004
Ford	TS50, AU 5.6L V8 12/01-12/02	AF2296-2004
Ford	TS50, AU11 4.9L V8 (With Oil Cooler) 10/99-12/02	AF2296-2004
Ford	TS50, AU11 4.9L V8 12/01-12/02	AF2296-2004
HOLDEN		
Holden	Apollo, JK 2.0L L4 (3SFC) 08/89-91	AF2296-1003
Holden	Apollo, JK 2.0L L4 (3SFE) 08/89-91	AF2296-1003
Holden	Apollo, JL 2.0L L4 (3SFE) 08/91-93	AF2296-1003
Holden	Apollo, JM 2.2L L4 (SSFE) 03/93-95	AF2296-1003
Holden	Apollo, JP 2.2L L4 (SSFE) 03/95-97	AF2296-1003
Holden	Astra, AH & AH Turbo 2.0L L4 (Z20LER) 06/06-03/10	AF2296-1001
Holden	Astra, AH 1.8L L4 (Z18XE) 12/04-03/07	AF2296-2001
Holden	Astra, AH 1.8L L4 (Z18XE) 12/04-03/07	AF2296-1001
Holden	Astra, AH 2.0L L4 (Z20LER) 08/06-03/10	AF2296-2001
Holden	Astra, AH Turbo 2.0L L4 (Z20LER) 06/06-03/10	AF2296-2001
Holden	Astra, LB 1.5L L4 (Nissan E15) 08/84-04/86	AF2296-2008
Holden	Astra, LC 1.6L L4 (Nissan E16) 03/86-07/87	AF2296-2008
Holden	Astra, LD 1.6, 1.8L L4 (16LF/18LE) 07/87-87	AF2296-2001
Holden	Astra, LD, 1.6L (16LF), TR, 1.6 (C16SE), 1.8L (C18SEL), TS 1.8L (X18XE1) 07/87-99	AF2296-1001
Holden	Astra, TR 1.6, 1.8, 2.0L L4 (C16SE/C18SEL/X20XEV) 09/96-09/98	AF2296-2001
Holden	Astra, TS 1.8L L4 (X18XE1) 08/98-99	AF2296-2001
Holden	Astra, TS11 1.8L L4 (Z18XE2) 10/01-04	AF2296-1001
Holden	Astra, TS11 1.8L L4 (Z18XE2) 10/01-04	AF2296-2001
Holden	Astra, TS11 2.0L L4 (Z20LET) 05/03-07/04	AF2296-1001
Holden	Astra, TS11 2.0L L4 (Z20LET) 05/03-07/04	AF2296-2001
Holden	Barina, SB 1.2, 1.4L L4 (C12NZ/C14NZ) 04/94-97	AF2296-2001
Holden	Barina, SB 1.2-1.4-1.6L L4 (All Models) 04/94-04	AF2296-1001
Holden	Barina, SB 1.4L L4 (C14SE) 08/97-01	AF2296-2001
Holden	Barina, SB 1.6L L4 (C16XE) 04/94-95	AF2296-2001
Holden	Barina, SB 1.6L L4 (X16XE) 03/95-99	AF2296-2001
Holden	Barina, TK 1.6L L4 (F16D3) 12/05-0n	AF2296-1001
Holden	Barina, TK 1.6L L4 (F16D3) 12/05-0n	AF2296-2001
Holden	Barina, XC 1.4-1.8L L4 (All Models) 02/01-12/05	AF2296-1001
Holden	Barina, XC 1.4L L4 (Z14XE) 02/01-04	AF2296-2001
Holden	Barina, XC 1.8L L4 (Z18XE) 09/01-12/05	AF2296-2001
Holden	Calibra, YE 2.0L L4 (C20NE, C20XE, X20XEV) 10/91-95	AF2296-1001
Holden	Calibra, YE 2.5L V6 (X25XE) 08/95-07/98	AF2296-1001
Holden	Calibra, YE, YE95 2.0L L4 & 2.5L V6 (All Models) 10/91-07/98	AF2296-2001
Holden	Calibra, YE95 2.0L L4 (C20LET, C20XE) 08/95-98	AF2296-1001
Holden	Calibra, YE95 2.5L V6 (C25/B256) 08/95-07/98	AF2296-1001
Holden	Camira, JB 1.6L L4 (16JH) 08/82-84	AF2296-1001
Holden	Camira, JB, JD, JE 1.6, 1.8, 2.0L L4 (All Models) 08/82-89	AF2296-2001
Holden	Camira, JD 1.6L L4 (16JH) 11/84-86	AF2296-1001
Holden	Camira, JD 1.8 L4 (18JU) 02/86-87	AF2296-1001
Holden	Camira, JD 1.8L L4 (18JH) 11/84-86	AF2296-1001
Holden	Camira, JE 2.0L L4 (Z20J) 04/87-89	AF2296-1001
Holden	Captiva, CG 2.4L L4 (F18D4) 11/06-0n	AF2296-2001
Holden	Captiva, CG 2.4L L4 (F18D4) 11/09-0n	AF2296-1001
Holden	Colorado, RC 2.4L L4 (Y2ASE) 07/08-11/08	AF2296-2001
Holden	Combo Van, SB 1.4L L4 (C14NZ) 03/96-97	AF2296-1001
Holden	Combo Van, SB 1.4L L4 (C14NZ) 03/96-97	AF2296-2001
Holden	Combo Van, XC 1.4L L4 (Z14XE) 05/05-0n	AF2296-2001
Holden	Combo Van, XC 1.4L L4 (Z14XE) 05/05-0n	AF2296-1001
Holden	Combo Van, XC 1.6L L4 (Z16SE) 09/02-05	AF2296-1001
Holden	Combo Van, XC 1.6L L4 (Z16SE) 09/02-05	AF2296-2001
Holden	Commodore Sedan/Wagon/UTE/Statesman VN-VY 3.8L V6 (88-04)	AF2296-1001
Holden	Commodore VE 6.0L V8 (L76) 11/08-08/10	AF2296-1017
Holden	Commodore VE 6.0L V8 (L77) 09/10-04/13	AF2296-1017
Holden	Commodore VE 6.0L V8 (L98) 08/06-04/13	AF2296-1017
Holden	Commodore VF 6.0L V8 (L77) 05/13-0n	AF2296-1017
Holden	Commodore, VB-VK Sedan/Wagon 173 2.8L, 202 3.3L L6 - 253 4.2L, 304 4.9L, 308 5.0L V8 11/78-88	AF2296-1007
Holden	Commodore, VB-VK Sedan/Wagon 173 2.8L, 202 3.3L L6 - 253 4.2L, 304 4.9L, 308 5.0L V8 11/78-88	AF2296-2003
Holden	Commodore, VL 3.0L L6 (RB30E) 03/89-08/88	AF2296-2008
Holden	Commodore, VN-VT Sedan/Wagon/UTE/Statesman 5.0L V8 88-00	AF2296-1007
Holden	Commodore, VN-VY Sedan/Wagon/UTE/Statesman 3.8L V8 88-04	AF2296-2001
Holden	Commodore, VT-VZ Sedan/Wagon/UTE/Statesman 5.7L V8 GENIII 99-06	AF2296-1007
Holden	Cruze, 4-Door Wagon - YG 1.5L L4 (M15A) 06/02-06/06	AF2296-1002
Holden	Frontera, M7 2.0L L4 (X20SE) 10/95-99	AF2296-1001
Holden	Frontera, M7 2.0L L4 (X20SE) 10/95-99	AF2296-2001
Holden	Frontera, MX 2.2L L4 (X22SE) 02/99-02	AF2296-1001
Holden	Frontera, MX 2.2L L4 (X22SE) 02/99-02	AF2296-2001
Holden	Jackaroo (Turbo Diesel), UBS73 3.0L L4 (4JX1) 02/98-04	AF2296-1004
Holden	Jackaroo, UBS17 2.6L L4 (4ZE1) 01/90-91	AF2296-1004
Holden	Jackaroo, UBS25 3.2L V6 (6VD1) 05/92-98	AF2296-1004
Holden	Jackaroo, UBS26 3.5L V6 (6VE1) 02/98-04	AF2296-1004
Holden	Monaro GTS, HK, HT, HG, HQ, HJ	AF2296-2002
Holden	Small Block Chev 07/68-09/77	AF2296-3002
Holden	Monaro GTS, HK, HT, HG, HQ, HJ	AF2296-1007
Holden	Monaro GTS, HK, HT, HG, HQ-WB 173 2.8L, 202 3.3L L6 - 253 4.2L, 308 5.0L V8	AF2296-2003
Holden	Monaro LS, HQ, HJ	AF2296-2002
Holden	Nova, LE 1.4L L4 (6AF) 08/89-91	AF2296-1003
Holden	Nova, LE 1.6L L4 (4AFE) 08/89-91	AF2296-1003
Holden	Nova, LF 1.4L L4 (6AF) 09/91-11/92	AF2296-1003
Holden	Nova, LF 1.6L L4 (4AFE) 09/91-94	AF2296-1003
Holden	Nova, LF 1.6L L4 (4AFE) 09/91-94	AF2296-1003
Holden	Nova, LF 1.8L L4 (7AFE) 09/91-94	AF2296-1003
Holden	Nova, LG 1.6L L4 (4AFE) 10/94-97	AF2296-1003
Holden	Nova, LG 1.8L L4 (7AFE) 10/94-97	AF2296-1003
Holden	Rodeo (Petrol), KB43 2.3L L4 (4ZD1) 01/87-88	AF2296-1004

Make	Model	Part No
Holden	Rodeo (Petrol), KB49 2.3L L4 (4ZD1) 85-88	AF2296-1004
Holden	Rodeo (Petrol), R9 3.2L V6 (6VD) 02/98-02/03	AF2296-1004
Holden	Rodeo (Petrol), RA 3.5L V6 (6VE1) 03/03-05	AF2296-1004
Holden	Rodeo (Petrol), TFR16 2.3L L4 (4ZD1) 01/91-01/93	AF2296-1004
Holden	Rodeo (Petrol), TFR17 2.6L L4 (4ZE1) 07/88-93	AF2296-1004
Holden	Rodeo (Petrol), TFR17.G3 2.6L L4 (4ZE1)	
	MPFI SOHC 8V & SOHC 02/93-95	AF2296-1004
Holden	Rodeo (Petrol), TFR17.G6 2.6L L4 (4ZE1) 11/95-98	AF2296-1004
Holden	Rodeo (Petrol), TFR2.R9 3.2L V6 (6VD1) 02/98-03	AF2296-1004
Holden	Rodeo (Petrol), TFR25.R7 2.3L L4 (4ZD1) & 2.6L (4ZE1) 03/98-06/98	AF2296-1004
Holden	Rodeo (Petrol), TFS17 2.6L L4 (4ZE1) 07/88-93	AF2296-1004
Holden	Rodeo (Petrol), TFS17.G3 2.6L L4 (4ZE1) 02/93-95	AF2296-1004
Holden	Rodeo (Petrol), TFS17.G6 2.6L L4 (4ZE1) 11/95-98	AF2296-1004
Holden	Rodeo (Petrol), TFS2.R9 3.2L V6 (6VD) 01/02-03	AF2296-1004
Holden	Rodeo (Petrol), TFS25.R7 2.6L L4 (4ZE1) 03/98-06/98	AF2296-1004
Holden	Rodeo (Turbo Diesel), RA 3.0L L4 (4JH1TC) 03/03-08	AF2296-1003
Holden	Rodeo, R9 2.2 L4 (C22NE) 06/98-02/03	AF2296-1001
Holden	Rodeo, RA 2.4L L4 (C24SE) 03/03-05	AF2296-1001
Holden	Rodeo, RA 2.4L L4 (Y24SE) 01/06-08	AF2296-1001
Holden	Rodeo, TFR2 & R9 2.2L (C22NE) 06/98-03	AF2296-1001
Holden	Sedan/Wagon/Ute All Models	
	Red/Blue/Black Motor L6 & V8 63-88	AF2296-1007
Holden	Sedan/Wagon/Ute All Models	
	Red/Blue/Black Motor L6 & V8 63-88	AF2296-2003
Holden	Tigra, XC 1.8L L4 (Z18XE) 0805-07	AF2296-1001
Holden	Torana, LC-LJ Sedan & Coupe 173 2.8L, 202 3.3L L6 11/69-74	AF2296-1007
Holden	Torana, LC-LJ Sedan & Coupe 173 2.8L, 202 3.3L L6 11/69-74	AF2296-2003
Holden	Torana, LH,LX,UC Sedan & Hatch 173 2.8L, 202 3.3L L6 - 253 4.2L, 308 5.0L V8 03/74-79	AF2296-1007
Holden	Torana, LH,LX,UC Sedan & Hatch 173 2.8L, 202 3.3L L6 - 253 4.2L, 308 5.0L V8 03/74-79	AF2296-2003
Holden	Vectra, JR 2.0L L4 (C20SEL) 06/97-08/98	AF2296-1001
Holden	Vectra, JR 2.0L L4 (C20SEL) 06/97-08/98	AF2296-2001
Holden	Vectra, JR 2.5L V6 (X25XE) 06/97-08/98	AF2296-1001
Holden	Vectra, JR 2.5L V6 (X25XE) 06/97-08/98	AF2296-2001
Holden	Vectra, JS 2.0L L4 (C20SEL) 08/98-99	AF2296-1001
Holden	Vectra, JS 2.0L L4 (C20SEL) 08/98-99	AF2296-2001
Holden	Vectra, JS 2.2L L4 (C22SEL) 08/98-99	AF2296-1001
Holden	Vectra, JS 2.2L L4 (C22SEL) 08/98-99	AF2296-2001
Holden	Vectra, JSII 2.0L L4 (C20SEL) 07/99-01	AF2296-1001
Holden	Vectra, JSII 2.2L L4 (C22SEL) 07/99-03	AF2296-1001
Holden	Viva, JF 1.8L 4 cyl (F18D3) 10/05-05/09	AF2296-1001
Holden	Viva, JF 1.8L L4 (F18D3) 10/05-05/09	AF2296-2001
Holden	VXR, AH T/Coupe 2.0L L4 (Z20LER) 10/06-09/09	AF2296-1001
Holden	VXR, AH Turbo Coupe 2.0L L4 (Z20LER) 10/06-09/09	AF2296-2001
HONDA		
Honda	Accord, CA 2.0L L4 (A20A4) 87-89	AF2296-1004
Honda	Accord, CA Si Hatch 2.0L L4 (A20A4) 01/87-11/88	AF2296-1004
Honda	Accord, CA Si Sedan 2.0L L4 (A20A4) 01/87-11/88	AF2296-1004
Honda	Accord, CB7 EXi Sedan 2.2L L4 (F22A5) 11/89-11/90	AF2296-1004
Honda	Accord, CD VTI 2.2L L4 (F22B3) 06/94-98	AF2296-1004
Honda	Accord, CD5 EXi Sedan 2.2L L4 (F22B3) 10/93-97	AF2296-1004
Honda	Accord, CD5 EXi-S 2.2L L4 (F22B3) 03/97-12/97	AF2296-1004
Honda	Accord, CG VTI 2.3L L4 (F23A1) 12/97-02/02	AF2296-1004
Honda	Accord, CG1 Sedan 3.0L V6 (J30A1) 12/97-99	AF2296-1004
Honda	Civic, ED3 Sedan 1.5L L4 (D15B4) 10/87-91	AF2296-1004
Honda	Civic, ED6 Hatch 1.5L L4 (D15B4) 10/87-91	AF2296-1004
Honda	Civic, EE3 Wagon 1.5L L4 (D15B4) 05/88-89	AF2296-1004
Honda	Civic, EG Breeze 1.3L L4 (D13B2) 10/91-93	AF2296-1004
Honda	Civic, EG33 Breeze Hatch 1.3L L4 (D13B2) 11/91-93	AF2296-1004
Honda	Civic, EG43 GL Hatch 1.5L L4 (D15B4) 11/91-93	AF2296-1004
Honda	Civic, EG44 GLI Hatch 1.5L L4 (D15B7) 10/93-09/95	AF2296-1004
Honda	Civic, EG5 Si Hatch 1.6L L4 (D16A8) 11/91-93	AF2296-1004
Honda	Civic, EG8 GL Sedan 1.5L L4 (D15B4) 11/91-93	AF2296-1004
Honda	Civic, EG8 GLI Sedan 1.5L L4 (D15B7) 10/93-09/95	AF2296-1004
Honda	Civic, EH9 Si Sedan 1.6L L4 (D16A8) 11/91-93	AF2296-1004
Honda	Civic, EK13, 14CX1,14GLI Hatch 1.6L L4 (D16Y4) 10/95-00	AF2296-1004
Honda	Civic, EK15, 16GLI Sedan 1.6L L4 (D16Y4) 10/95-00	AF2296-1004
Honda	Civic, EK15, 16 Sedan 1.6L L4 (D16Y5) 10/95-00	AF2296-1004
Honda	CRV, RD1 2.0L L4 (B20B3) 09/97-12/01	AF2296-1004
Honda	CRX, ED9 1.6L L4 (ZC/D16A8) 11/87-92	AF2296-1004
Honda	CRX, EG2 1.6L L4 (B16A2) 06/92-09/98	AF2296-1004
Honda	HRV, GH2 1.6L L4 (D16W1) 01/99-02	AF2296-1004
Honda	Insight Hybrid, EZ1 1.0L 3cyl (MF2/ECA1) 03/01-06/04	AF2296-1008
Honda	Integra / GSi, 2.3RD GEN 1.8L L4 06/89-07/01	AF2296-1004
Honda	Integra, DA4 1.8L L4 (B18B1/2) 07/93-01	AF2296-1004
Honda	Integra, DA5 2.0L L4 (K20A2) 08/01-04	AF2296-1004
Honda	Integra, DA9 1.8L L4 (B18A1) 06/89-07/93	AF2296-1004
Honda	Integra, DC2 1.8L L4 (B18C2) 07/93-99	AF2296-1004
Honda	Legend 4 Door, 3.5L V6 (C35A3) 05/96-02/02	AF2296-1004
Honda	Legend, KA9 Sedan 3.5L V6 (C35A3) 05/96-04	AF2296-1004
Honda	NSX-T, 3.0L V6 (C30A3) 05/95-02/02	AF2296-1004
Honda	Odyssey, RA1 2.2L L4 (F22B3/6) 06/95-12/97	AF2296-1004
Honda	Odyssey, RA3 2.3L L4 (F23A1/7/8) 01/98-03/00	AF2296-1004
Honda	Odyssey, RB1 2.3L L4 (F24A6) 06/04-On	AF2296-1004
Honda	Prelude, 2 Door Coupe 2.0L L4 (A20A4) 12/85-87	AF2296-1004
Honda	Prelude, 2 Door Coupe 2.0L L4 (B20A5) 87-91	AF2296-1004
Honda	Prelude, BA3 Si 2.0L L4 (ET) 12/85-87	AF2296-1004
Honda	Prelude, BA4 Si 4WS 2.0L L4 (B20A6) 10/87-91	AF2296-1004
Honda	Prelude, BA8 S 2.2L L4 (F22A1) 12/91-96	AF2296-1004
Honda	Prelude, BB1 VTI-R 2.2L L4 12/94-12-96	AF2296-1004
Honda	Prelude, BB2 Si 4WS 2.3L L4 (H23A1) 12/91-96	AF2296-1004
Honda	Prelude, BB2 SRS 4WS 2.3L L4 (H23A1) 12/91-94	AF2296-1004
Honda	Prelude, BB5 Si 2.2L L4 (F22Z6) 01/97-02	AF2296-1004
Honda	Prelude, BB6 VTI-R 2.2L L4 (H22A4) 01/97-02	AF2296-1004
Honda	S2000, AP11 2.0L L4 (F20C2) 02/06-07/09	AF2296-1004

HYUNDAI

Hyundai	Accent, LC 1.5L L4 (G4ECX) 06/00-03/03	AF2296-1004
Hyundai	Accent, LC 1.6L L4 (G4ED) 03/03-04/06	AF2296-1004
Hyundai	Accent, MC 1.6L L4 (G4ED5) 05/06-01/01	AF2296-1004
Hyundai	Elantra Lavita, FC 1.8L L4 (G4GB) 10/01-06/04	AF2296-1004
Hyundai	Elantra, HD 2.0L L4 (G4GC6) 08/06-On	AF2296-1004
Hyundai	Elantra, XD 1.8L L4 (G4GBX) 10/00-09/03	AF2296-1004
Hyundai	Elantra, XD 2.0L L4 (G4GCX) 10/00-02/07	AF2296-1004

Make	Model	Part No
Hyundai	Excel, X3 1.5L L4 (G4EKR) 09/94-98	AF2296-1004
Hyundai	Excel, X3 1.5L L4 (G4FKR) 01/98-00	AF2296-1004
Hyundai	Getz, TB 1.3L L4 (G4EA1) 03/03-05	AF2296-1004
Hyundai	Getz, TB 1.4L L4 (G4EE5) 10/05-On	AF2296-1004
Hyundai	Getz, TB 1.5L L4 (G4EC2) 09/02-05	AF2296-1004
Hyundai	Getz, TB 1.6L L4 (G4ED5) 10/05-On	AF2296-1004
Hyundai	Grandeur, FT4 3.0L V6 (G6CTX) 09/99-03	AF2296-1004
Hyundai	I20, PB1.4L L4 (G4FA) 07/10-On	AF2296-1004
Hyundai	I20, PB1.6L L4 (G4FC) 07/10-On	AF2296-1004
Hyundai	I30, FD 2.0L L4 (G4GC) 09/07-On	AF2296-1004
Hyundai	I45, YF 2.0L L4 (G4KC4) 05/10-On	AF2296-1004
Hyundai	iLoad, TQ-V 2.4L L4 (G4KG8) 02/08-On	AF2296-1004
Hyundai	iMax, TQ-W 2.4L L4 (G4KG8) 02/08-On	AF2296-1004
Hyundai	IX35, LM 2.0L L4 (G4KD) 02/10-On	AF2296-1004
Hyundai	IX35, LM 2.4L L4 (G4KE) 02/10-On	AF2296-1004
Hyundai	Lantra, KF 1.6L L4 (G4CRL) 05/91-10/92	AF2296-1004
Hyundai	Lantra, KF 1.8L L4 (G4GMR) 09/95-00	AF2296-1004
Hyundai	Lantra, KW 1.8L L4 (G4GFV) 02/99-00	AF2296-1004
Hyundai	S Coupe, Turbo & Non Turbo 1.5L L4 (All Engines) 90-03/96	AF2296-1004
Hyundai	Santa FE, SM 2.4L L4 (G4JSX) 01/01-09/03	AF2296-1004
Hyundai	Santa FE, SM 2.7L V6 (G6EAY) 11/00-06	AF2296-1004
Hyundai	SFX 2D Coupe, 2.0L L4 07/96-08/99	AF2296-1004
Hyundai	Sonata, AF 3.0L V6 (G6AT) 03/90-10/93	AF2296-1004
Hyundai	Sonata, DF2 2.0L L4 (G4CCP) 10/93-96	AF2296-1004
Hyundai	Sonata, DF2,3 3.0L V6 (G6ATP) 10/93-96	AF2296-1004
Hyundai	Sonata, DF2,3 3.0L V6 (G6ATS) 09/96-98	AF2296-1004
Hyundai	Sonata, EF 2.0L L4 (G4JPV) 08/98-01	AF2296-1004
Hyundai	Sonata, EF 2.5L V6 (G6BVV/VE) 08/98-01	AF2296-1004
Hyundai	Sonata, EF-B 2.4L L4 (G4JSY) 09/01-05/05	AF2296-1004
Hyundai	Sonata, EF-B 2.7L V6 (G6BAY) 09/01-05/05	AF2296-1004
Hyundai	Sonata, NF 2.4L L4 (G4KC) 07/05-04/10	AF2296-1004
Hyundai	Terracan, HP 3.5L V6 (G6CU) 12/01/07/08	AF2296-1004
Hyundai	Tiburon, GK 2.0L L4 (G4GC1) 02/02-04	AF2296-1004
Hyundai	Tiburon, GK 2.7L V6 (G6BA) 02/02-07	AF2296-1004
Hyundai	Tiburon, GK 2.7L V6 (G6BA10) 02/07-On	AF2296-1004
Hyundai	Trajet, FO 2.7L V6 (G6BA4) 07/00-On	AF2296-1004
Hyundai	Tucson, JN81 2.7L V6 (G6BA3) 0/04-01/10	AF2296-1004

JEEP

Jeep	Cherokee, XJ 4.0L L6 (MX) 04/94-08/01	AF2296-2004
Jeep	CJ5, SWB/LWB 3.8L L6 (6-232/6-258) 06/73-77	AF2296-2003
Jeep	CJ7 Hardtop, 2.5L L4 (B) 06/81-83	AF2296-2003
Jeep	CJ7 Renegade, 4.2L L6 © 09/78-81	AF2296-2003
Jeep	CJ8 Renegade, 2.5L L4 (B) 06/81-83	AF2296-2003
Jeep	CJ8 Renegade, 4.2L L6 (B8) 06/81-85	AF2296-2003
Jeep	CJ8 Sportsman, 4.2L L6 (B) 84-85	AF2296-2003
Jeep	Grand Cherokee, WH 4.7L V8 (5Y5) 06/05-On	AF2296-2004
Jeep	Grand Cherokee, WH 5.7L V8 (5Y) 06/05-On	AF2296-2004
Jeep	Grand Cherokee, WJ, WG 4.0L L6 (MX) 07/9-05/05	AF2296-2004
Jeep	Grand Cherokee, WJ, WG 4.7L V8 (8N) 01/02-05/05	AF2296-2004
Jeep	Grand Cherokee, WJ, WG 4.7L V8 (8N) 07/99-12/01	AF2296-2004
Jeep	Grand Cherokee, ZG 4.0L L6 (508MX) 03/96-07/99	AF2296-2004
Jeep	Wrangler, TJ 4.0L L6 (MX) 10/96-02/07	AF2296-2004

KIA

Kia	Carens 5D Wagon, 1.8L L4 (TE/T8) 07/00-02	AF2296-1008
Kia	Carnival Van, KV/KVII 2.5L V6 (K5) 09/99-06	AF2296-1010
Kia	Carnival Van, VQ 2.7L V6 (K5) 10/06-On	AF2296-1004
Kia	Cerato, LD 2.0L L4 (G4GC) 07/04-01/09	AF2296-1004
Kia	Cerato, TD 2.0L L4 (G4KD) 01/09-On	AF2296-1004
Kia	Magentis, MG 2.4L L4 (G4KC) 08/06-03/10	AF2296-1004
Kia	Magentis, MG 2.7L V6 (G6EA) 08/06-08/08	AF2296-1004
Kia	Mentor, FA 1.5L L4 (B5) 12/96-05/98	AF2296-1008
Kia	Mentor, FB22 S11 1.5L L4 (BF-E) 05/98-06/00	AF2296-1008
Kia	Mentor, FB24 S11 1.8L L4 (TE) 05/98-06/00	AF2296-1008
Kia	Optima, GD 2.5L V6 (K6/G6BV) 06/00-03	AF2296-1004
Kia	Optima, GD 2.7L V6 (G6BA) 05/04-07/06	AF2296-1004
Kia	Rio, BC 1.5L L4 (B5/A5D) 07/00-03	AF2296-1010
Kia	Rio, BC M-Tech 1.5L L4 (A5D) 01/03-05	AF2296-1010
Kia	Rio, JB 1.4L L4 (G4EE) 03/07-On	AF2296-1004
Kia	Rio, JB 1.6L L4 (G4ED) 08/05-On	AF2296-1004
Kia	Rondo, UN 2.0L L4 (G4KA8) 04/08-On	AF2296-1004
Kia	Shuma, FB24 1.8L L4 (TE) 04/00-01	AF2296-1008
Kia	Sorento, BL 2.4L L4 (G4KE9) 10/09-On	AF2296-1004
Kia	Sorento, BL 3.5L V6 (G6CU) 02/03-05/08	AF2296-1004
Kia	Sorento, BL 3.8L V6 (G6DA) 04/07-09/07	AF2296-1004
Kia	Soul, AM 1.6L L4 (G4FC) 04/06-On	AF2296-1004
Kia	Spectra, FB 1.8L L4 (TE) 05/01-06/04	AF2296-1008
Kia	Sportage, KM 2.0L L4 (G4GC) 08/07-07/10	AF2296-1004
Kia	Sportage, KM 2.7L V6 (G6BA) 04/05-08/09	AF2296-1004

LANDROVER

Landrover	Defender, 200 Diesel & 200TDI Turbo Diesel 2.5L L4 91-03/99	AF2296-2004
Landrover	Defender, 300 Diesel & 300TDI Turbo Diesel 2.5L L4 94-03/99	AF2296-2004
Landrover	Defender, Diesel 2.5L L4 91-03/99	AF2296-2004
Landrover	Defender, Turbo Diesel 2.5L L4 03/92-03/99	AF2296-2004
Landrover	Discovery, 200 Diesel & 200TDI Turbo Diesel 2.5L L4 91-03/99	AF2296-2004
Landrover	Discovery, 300 Diesel & 300TDI Turbo Diesel 2.5L L4 94-03/99	AF2296-2004
Landrover	Discovery, BF7 TDI 2.5L L4 (12L) 03/92-97	AF2296-2004
Landrover	Discovery, MF7 TDI 2.5L L4 (12L) 03/92-97	AF2296-2004
Landrover	Discovery, ML7 3.5L V8 (22D/23D) 04/91-93	AF2296-2004
Landrover	Discovery, Series2 3.5L V8 04/91-10/93	AF2296-2004
Landrover	Discovery, Series2 3.9L V8 11/93-98	AF2296-2004
Landrover	Range Rover, 3.5L V8 07/77-01/89	AF2296-3001
Landrover	Range Rover, 4.0L V8 05/95-07/00	AF2296-2004
Landrover	Range Rover, 4.0L V8 12/89-04/95	AF2296-2004
Landrover	Range Rover, 4.6L V8 05/95-07/02	AF2296-2004

LEXUS

Lexus	ES300, MCV20R 3.0L V6 (1MZ-FE) 10/96-09/01	AF2296-1002
Lexus	ES300, MCV30R 3.0L V6 (1MZ-FE) 10/01-06	AF2296-1002
Lexus	ES300, VCV10R 3.0L V6 (3VZ-FE) 05/92-10/96	AF2296-1002
Lexus	GS300, JZS160R 3.0L L6 (2JZ-GE) 10/97-05	AF2296-1002
Lexus	GS430, UZS190R 4.3L V8 (3UZ-FE) 08/05-02/08	AF2296-1002
Lexus	IS200, GXE10R 2.0L L6 (1G-FE) 03/99-10/05	AF2296-1002
Lexus	IS300, JCE10R 3.0L L6 (2JZ-GE) 09/01-05	AF2296-1002
Lexus	LS400, UCF10R, UCF20R 4.0L V8 (1UZ-FE) 04/90-11/00	AF2296-1002
Lexus	LS430, UCF30 4.3L V8 (3UZ-FE) 12/00-07	AF2296-1002

Make	Model	Part No
Lexus	LX470, UZJ100 4.7L V8 (2UZ-FE) 05/98-03/08	AF2296-1002
Lexus	RX330, MCU38R 3.3L V6 (3MZ-FE) 04/03-01/06	AF2296-1002
Lexus	RX400H, MHU38R 3.3L V6 (3MZ-FSE) 09/06-05/09	AF2296-1002
Lexus	SC430, UZZ40R 4.3L V8 (3UZ-FE) 10/01-07/10	AF2296-1002
MAZDA		
Mazda	121 Hatch, All Models 1.3,1.5L L4 (B3 & B5) 03/87-98	AF2296-1008
Mazda	121 Metro & Metro Shades, All Models 1.3,1.5L L4 (B3 & B5) 10/96-12/02	AF2296-1008
Mazda	323 Astina, BA11F 2.0L V6 ((KF) 07/94-98	AF2296-1010
Mazda	323 Astina, BA11P 1.8L L4 (BPD) 07/94-98	AF2296-1008
Mazda	323 Astina, BG10P SP 1.8L L4 (BPD) 10/89-09/64	AF2296-1008
Mazda	323 Astina, BJ10M 1.6L L4 (B6D/ZMD) 09/98-01	AF2296-1008
Mazda	323 Astina, BJ10P 1.8L L4 (BPD/FPD) 09/98-01	AF2296-1008
Mazda	323 Astina, BJ20 1.6L L4 (ZMD) 02/01-02	AF2296-1008
Mazda	323 Astina, BJ20 1.8L L4 (FPD) 02/01-03	AF2296-1008
Mazda	323 Protege, 2.0L V6 ((KF) 07/94-09/98	AF2296-1010
Mazda	323 Protege, BA116 1.6L L4 (B6) 07/94-09/98	AF2296-1008
Mazda	323 Protege, BA11P 1.8L L4 (BPD) 07/94-09-98	AF2296-1008
Mazda	323 Protege, BJ10M 1.6L L4 (B6D/ZMD) 09/98-01/01	AF2296-1008
Mazda	323 Protege, BJ10P 1.8L L4 (BPD/FPD) 09/98-01/01	AF2296-1008
Mazda	323 Protege, BJ20 1.6L L4 (ZMD) 02/01-02	AF2296-1008
Mazda	323 Protege, BJ20 1.8L L4 (FPD) 02/01-12/03	AF2296-1008
Mazda	323 Protege, Carburettor & EFI 1.3,1.5,1.6,1.8L L4 (All Models) 77-07/94	AF2296-1004
Mazda	323, Carburettor & EFI 1.3,1.5,1.6L L4 (All Models) 77-95	AF2296-1004
Mazda	626, GF 2.0L L4 (FS) 01/98-02	AF2296-1008
Mazda	B2500 (Turbo Diesel), 2.5L L4 06/00-11/06	AF2296-3001
Mazda	B2500 Bravo (Turbo Diesel), 2.5L L4 06/00-11/06	AF2296-3001
Mazda	B2600 & Bravo, 2.6L L4 (G6) 04/90-10/06	AF2296-1010
Mazda	E1800, FWD 1.8L L4 (F8-E) 02/03-06	AF2296-1008
Mazda	Mazda 3 (Turbo Diesel), BK10 2.0L L4 (MZR-CD) 08/07-09/09	AF2296-1004
Mazda	Mazda 3 (Turbo Diesel), BL 2.2L L4 (MZR-CD) 11/09-On	AF2296-1004
Mazda	Mazda 6 (Turbo Diesel), GH 2.2L L4 (MZR-CD) 12/08-On	AF2296-1004
Mazda	Mazda 6 (Turbo Diesel), GY10 & GG10 2.0L L4 (MZR-2DD) 10/06-01/08	AF2296-1004
Mazda	Mazda2, DY10 1.5L L4 (ZY/MZR) 09/07-On	AF2296-1008
Mazda	Mazda2, DY10Y1,2 1.5L L4 (ZY/MZR) 12/02-07	AF2296-1008
Mazda	MPV, LV10E1, LV11E1 3.0L V6 (JE) 09/90-99	AF2296-1010
Mazda	MX-5, 1.8L L4 (B8) 01/98-08/05	AF2296-1008
Mazda	MX-5, NA3061,62 1.6L L4 (B6-ZE) 10/89-11/93	AF2296-1004
Mazda	MX-5, NA30P3 1.8L L4 (BP-ZE) 11/93-98	AF2296-1008
Mazda	MX-5, NC30F1 1.8L L4 (BP-SVT) 01/02-12/02	AF2296-1008
Mazda	MX-6 Turbo, GD1021/22 2WS 2.2L L4 (F28) 10/87-91	AF2296-1008
Mazda	MX-6 Turbo, GD1022 4WS 2.2L L4 (F28) 02/89-91	AF2296-1008
Mazda	MX-6, GE10L1 4WS 2.5L V6 (KL-ZE) 11/91-94	AF2296-1010
Mazda	MX-6, GE20 2WS & 4WS 2.5L V6 (KL-ZE) 09/94-97	AF2296-1010
Mazda	RX-7 (Twin Turbo), FD1031,33 1.3 Rotary (13BP) 03/92-99	AF2296-1008
Mazda	RX-7, FC1031,32 1.3L Rotary (13B) 02/86-92	AF2296-1004
Mazda	RX-8, 1.3 Rotary (13B) 07/03-On	AF2296-1008

MITSUBISHI

Mitsubishi	ASX (Diesel), GA 1.8L L4 (4N13) 07/10-On	AF2296-1010
Mitsubishi	ASX (Petrol), GA 2.0L L4 (4B11) 07/10-On	AF2296-1010
Mitsubishi	Challenger, PA,PAII,PAIII 3.0L V6 (G672) 03/98-07/05	AF2296-1004
Mitsubishi	Colt, RG 1.5L L4 (4A91) 03/06-On	AF2296-1010
Mitsubishi	Colt, RG 1.5L L4 (4G15) 08/04-02/06	AF2296-1010
Mitsubishi	Colt, RG Turbo 1.5L L4 (4G15) 07/06-05/10	AF2296-1010
Mitsubishi	Colt, RZ Turbo 1.5L L4 (4G15/135950) 11/06-12/08	AF2296-1010
Mitsubishi	Express Van, SJ,SJ 2WD 2.0,2.4L L4 (4G63B/4G64B) 09/94-On	AF2296-1010
Mitsubishi	Express Van, WA 2.4L L4 (4G64B) 09/94-02	AF2296-1010
Mitsubishi	Galant, HJ1,2 2.0L L4 (4G63A) 04/93-95	AF2296-1010
Mitsubishi	Galant, HJ3,4 2.0L V6 (6A12A) 04/93-96	AF2296-1010
Mitsubishi	Lancer, CB,CC,CE,CH,CJ 1.5,1.6,1.8,2.0,2.4L (All Models) 12/91-On	AF2296-1010
Mitsubishi	Magna, TR 3.0L V6 (6Y721) 04/93-94	AF2296-1004
Mitsubishi	Mirage, CE,CE11 1.5L L4 (4G15B) 07/96-04	AF2296-1010
Mitsubishi	Nimbus, UG/UGI 2.4L L4 (4G64B) 11/98-04	AF2296-1008
Mitsubishi	Outlander, ZE 2.4L L4 (4G64A) 01/03-07/04	AF2296-1008
Mitsubishi	Outlander, ZE Mivec 2.4L L4 (4G69) 05/04-06	AF2296-1008
Mitsubishi	Outlander, ZG,ZH 3.0L V6 (6B31) 10/06-On	AF2296-1010
Mitsubishi	Outlander, ZH 2.4L L4 (4B12) 10/09-On	AF2296-1010
Mitsubishi	Pajero (Petrol), NJ,NK 3.0,3.5L V6 (6G72A/6G74A) 05/91-07/97	AF2296-1004
Mitsubishi	Pajero (Petrol), NL,NM,NP SWB/LWB 3.5,3.8L V6 (6G74A/6G75) 08/97-09	AF2296-1004
Mitsubishi	Pajero (Petrol), NP VR-X 3.8L V6 (6G75) 11/05-06	AF2296-1004
Mitsubishi	Pajero (Petrol), NS,NT 3.8L V6 (6G75) 10/06-On	AF2296-1004
Mitsubishi	Pajero IO, QA 3 Door 1.6L L4 (4G18) 03/99-09/01	AF2296-1010
Mitsubishi	Pajero IO, QA 5 Door 1.8L L4 (4G93) 03/99-09/01	AF2296-1010
Mitsubishi	Pajero IO, QAI1 3 & 5 Door 2.0L L4 (4G63) 10/01-03	AF2296-1010
Mitsubishi	Starwagon, SJ Satallite 2.0L L4 (4G63B) 09/95-97	AF2296-1010
Mitsubishi	Starwagon, WA 2.0,2.4L L4 Carb & EFI (4G63/4G64) 97-05/04	AF2296-1010
Mitsubishi	Triton (Petrol), ML 2.4L L4 (4G64B) 03/07-08/09	AF2296-1010
Mitsubishi	Triton (Petrol), MN 2.4L L4 (4G64) 10/09-On	AF2296-1010
Mitsubishi	Verada, KR,KS Sedan/Wagon 3.0L V6 (6Y721) 08/91-02/97	AF2296-1004

NISSAN

Nissan	180SX, 1.8L L4 (CA18DE-T) 89-91	AF2296-2008
Nissan	200SX, 1.8L L4 (CA18DE-T) 89-91	AF2296-2008
Nissan	200SX, S14 Turbo Series 1,2 2.0L L4 (SR20DET) 10/94-00	AF2296-1008
Nissan	200SX, S15 Turbo 2.0L L4 (SR20DET) 11/00-03	AF2296-1008
Nissan	300C, Z311 (Y30) 3.0L V6 (VG30E) 05/84-88	AF2296-2008
Nissan	300ZX, Z31,Z32 3.0L V6 (VG30E,VG30ET,VG30DE) 05/84-97	AF2296-2008
Nissan	350Z, 33 Coupe, Convertible 3.5L V6 (VQ35DE) 02/03-05/09	AF2296-1008
Nissan	Bluebird, 2.0L L4 Import 89	AF2296-1003
Nissan	Bluebird, 910 Series III 2.0L L4 (CA20A) 04/85-86	AF2296-2008
Nissan	Bluebird, U13 2.4L L4 (KA24DE) 10/93-12/97	AF2296-2008

Nissan	Maxima, J30 2.0L V6 (VG30E) 05/90-02/95	AF2296-2008
Nissan	Micra AK11E 1.3L L4 (CG13DE) 06/95-98	AF2296-1003
Nissan	Micra K12 1.4L L4 (CR14DE) 10/07-09/10	AF2296-1003
Nissan	Navara (Petrol), D21 2.4L L4 (KA24) 06/92-97	AF2296-1003
Nissan	Navara (Petrol), D21 3.0L V6 (VG30E) 06/92-02/97	AF2296-2008
Nissan	Navara (Petrol), D22 Series 1 2.4L L4 (KA24E) 03/97-08/99	AF2296-2008
Nissan	Navara (Petrol), D22 Series 2,4 3.0L V6 (VG30E) 06/00-05	AF2296-1003
Nissan	Navara (Petrol), D22 Series 3 3.3L V6 (VG33E) 03/03-12/05	AF2296-1003
Nissan	NX-NXR Coupe 2.4L L4 (SR20DE) With & With Out ABS 10/91-96	AF2296-1003
Nissan	Patrol (Petrol), GQ 3.0L L6 (RB30S) 03/90-97	AF2296-2008
Nissan	Pintara, R31 Sedan/Wagon 2.0L L4 (CA20E) 06/86-90	AF2296-2008
Nissan	Pintara, U12 2.0L L4 (CA20E) 11/89-93	AF2296-2008
Nissan	Pintara, U12 2.4L L4 (KA24E) 11/89-93	AF2296-2008
Nissan	Pulsar ET, N12 1.3,1.5,1.6L L4 (All Models) 83-87	AF2296-2008
Nissan	Pulsar EXA, 2.0L L4 (SR20DE) 90	AF2296-1003
Nissan	Pulsar EXA, 2.0L L4 (SR20DET) 90	AF2296-1003
Nissan	Pulsar EXA, N12 1.3,1.5,1.6L L4 (All Models) 83-86	AF2296-2008
Nissan	Pulsar N12 Series 2,3 1.3,1.5,1.6L L4 (E13,E15,E16) 09/84-87	AF2296-2008
Nissan	Pulsar, 2.0L L4 (SR20DE) 90	AF2296-1003
Nissan	Pulsar, 2.0L L4 (SR20DET) 90	AF2296-1003
Nissan	Pulsar, N101,3,1.4L L4 (E13,A14) 80-11/82	AF2296-2008
Nissan	Pulsar, N12 Series1 1.3,1.5,1.6L L4 (E13,E15,E16) 10/81-09/84	AF2296-2008
Nissan	Pulsar, N13 1.6L (Non Turbo) L4 (16LF) 07/87-89	AF2296-1001
Nissan	Pulsar, N13 1.8L (Non Turbo) L4 (18LF) 07/87-91	AF2296-1001
Nissan	Pulsar, N13 MPFI Non Turbo 1.8L (18LF) 07/87-91	AF2296-2001
Nissan	Pulsar, N13 SPFI Non Turbo 1.6L (16LF) 07/87-89	AF2296-2001
Nissan	Pulsar, N14 GLI, Q 1.6L L4 (GA16DE) 10/91-09/95	AF2296-2008
Nissan	Pulsar, N14 LX, TI 1.6L L4 (GA16DE) 10/91-09/95	AF2296-2008
Nissan	Pulsar, N15 1.6L L4 (GA16DE) 10/95-98	AF2296-2008
Nissan	Pulsar, N15 2.0L L4 (SR20E) 10/95-09/00	AF2296-1008
Nissan	Pulsar, N15 II 1.6L L4 (GA16DE) 04/98-00	AF2296-2008
Nissan	Pulsar, N15 SSS 2.0L L4 (SR20DE) 10/95-98	AF2296-1008
Nissan	Pulsar, N15II SSS 2.0L L4 (SR20DE) 04/98-00	AF2296-1008
Nissan	Pulsar, N16 1.6L L4 (QG16DE) 06/03-04/04	AF2296-1008
Nissan	Pulsar, N16 LX 1.6L L4 (QG16DE) 07/00-02/03	AF2296-1008
Nissan	Pulsar, N16 TI 1.8L L4 (QG18DE) 07/00-06/03	AF2296-1008
Nissan	Pulsar, N16II 1.8L L4 (QG18DE) 07/03-04	AF2296-1008
Nissan	Silvia, 1.8L L4 (CA18E/CA18DE/CA18DET) 88-91	AF2296-2008
Nissan	Silvia, 2.0L L4 (SR20DE) 91-10/93	AF2296-1003
Nissan	Silvia, 2.0L L4 (SR20DET) 91-10/93	AF2296-1003
Nissan	Silvia, Turbo 2.0L L4 (SR20DT) 10/93-98	AF2296-1008
Nissan	Skyline 2.5L L6 (RB25DE/RB25DET) 11/98	AF2296-1003
Nissan	Skyline, 2.0,2.5,3.0L L6 (RB20/RB25/RB26/RB30 Turbo & Non Turbo) 85-93	AF2296-2008
Nissan	Terrano II (Petrol), R20 2.4L L4 (KA24E) 03/97-06/00	AF2296-2008
Nissan	Tiida, C11 1.8 L4 (MR18B) 02/6-On	AF2296-1008
Nissan	Urvan, E23 2.3L L4 (SD23) 02/83-87	AF2296-2008
Nissan	Urvan, E23 2.4L L4 (Z24S) 02/87-93	AF2296-2008
Nissan	Vanette, C20 1.2L L4 (A12) 10/80-06/82	AF2296-2008
Nissan	Vanette, C22 2.0L L4 (Z20) 12/86-09/93	AF2296-2008
Nissan	X-Trail 4D Wagon, NT30 Series 1,2 2.5L L4 (QR25DE) 10/01-09/07	AF2296-1008
Nissan	X-Trail 4D Wagon, T31 2.5L L4 (QR25DE) 10/07-On	AF2296-1008

PEUGEOT

Peugeot	505, 2.0L L4 (ZDJK) (To Chassis 1578000) 02/86-88	AF2296-2004
Peugeot	505, 2.2L L4 (ZDJK) (To Chassis 1578000) 08/83-86	AF2296-2004
Peugeot	604, SL 2.7L V6 (ZMJ/ZNJ) 04/78-82	AF2296-2004

PONTIAC

Pontiac	Pontiac, Small Block & Big Block Carb & EFI All Models 60-97	AF2296-2002
Pontiac	Pontiac, Small Block & Big Block Carb & EFI All Models 60-97	AF2296-3002

PROTON

Proton	Jumbuck Ute, C97P 1.5L L4 (4G15P) 02/03-On	AF2296-1010
Proton	M21 2D Coupe, C99D 1.8L L4 4G93P) 09/97-00	AF2296-1010
Proton	Persona, C96L 1.3L L4 (4G13P) 09/99-06/02	AF2296-1010
Proton	Persona, C97,C98L 1.6L L4 (4G93P) 11/96-11/00	AF2296-1010
Proton	Satria, C96M GL 1.3L L4 (4G13P) 07/99-02	AF2296-1010
Proton	Satria, C97M,C98M 1.6L L4 (4G92P) 02/97-11/00	AF2296-1010
Proton	Satria, C99M GTI 1.8L L4 (4G93PA) 09/99-05	AF2296-1010
Proton	Waja, CF 1.6L L4 (4G18P-S4) 11/01-05	AF2296-1010
Proton	Wira, C97,C98 1.6L L4 (4G92P) 05/95-96	AF2296-1010

SAAB

Saab	900 Aero Turbo 16S, TU2 2.0L L4 (B202L) 06/85-92	AF2296-2004
Saab	900 GLE, 2.0L L4 (All Models) 79-81	AF2296-2004
Saab	900 Turbo 16 S, TU2 2.0L L4 (B202L) 01/92-93	AF2296-2004
Saab	900 Turbo-Turbo16, TU2 2.0L L4 (B202L) 01/87-89	AF2296-2004
Saab	900 Turbo-Turbo16, TU3 2.0L L4 (B202L) 04/91-92	AF2296-2004
Saab	900 Turbo-Turbo16, TU4 2.0L L4 (B202L) 10/87-92	AF2296-2004
Saab	900 Turbo-Turbo16, TU5 2.0L L4 (B202L) 03/89-92	AF2296-2004
Saab	900, 2.0I 2.0L L4 (B204I) 01/97-98	AF2296-1002
Saab	900, 2.0L L4 80-87	AF2296-1002
Saab	900, 2.0L L4 88-93	AF2296-1002
Saab	900, 2.0L L4 94-98	AF2296-1002
Saab	900, 2.3L L4 94-98	AF2296-1002
Saab	900, 2.5L V6 94-96	AF2296-1001
Saab	900, 2.5L V6 96-97	AF2296-2001
Saab	900, EMS 2.1L L4 (B212L) 03/91-92	AF2296-1002
Saab	900, EMS16 IA2 2.0L L4 (B202) 01/86-90	AF2296-2004
Saab	900, EMS16 IA3 2.0L L4 (B202L) 03/89-91	AF2296-2004
Saab	900, EMS16 IM2 2.0L L4 (B202) 01/86-90	AF2296-1002
Saab	900, EMS16 IM3 2.0L L4 (B202L) 03/89-91	AF2296-2004
Saab	900, GLE16-2/-4 2.0L L4 (B202L) 03/88-90	AF2296-2004
Saab	900, GLE16-5 2.0L L4 (B202L) 11/88-90	AF2296-2004
Saab	9000 Turbo, Aero Hatch 2.3L L4 (B234) 05/93-97	AF2296-1002
Saab	9000 Turbo, Carlson 2.3L L4 (B234) 03/91-92	AF2296-1002
Saab	9000 Turbo, CD 2.3L L4 (B234) 03/91-92	AF2296-1002
Saab	9000 Turbo, CS Turbo 2.3L L4 (B234) 03/92-12/92	AF2296-1002
Saab	9000 Turbo, Turbo 2.3L L4 (B234) 03/91-92	AF2296-1002
Saab	9000, 2.0-2.3L L4 86-92	AF2296-1002
Saab	9000/9000I, CD16 2.3L L4 (B234) 02/95-97	AF2296-1002
Saab	9000/9000I, CDE 3.0I 3.0L V6 (B308) 02/95-97	AF2296-2001
Saab	9000/9000I, CS 2.3L L4 (B234) 03/92-96	AF2296-1002

Make	Model	Part No
Saab	9000/9000I, CS 2.3L L4 (B234) 05/92-96	AF2296-1002
Saab	9000/9000I, Griffin 3.0L V6 (B308) 02/95-97	AF2296-2001
Saab	900S, 2D 2.0-2.3L L4 (B206I) 03/94-98	AF2296-1002
Saab	900S, 5 Door Quad Cam 2.5L V6 (B256/8) 03/94-98	AF2296-1001
Saab	900S, 5 Door Quad Cam 2.5L V6 (B256/8) 03/94-98	AF2296-2001
Saab	900S, 5D 2.0-2.3L L4 (B234) 10/94-98	AF2296-1002
Saab	900S, Convertible 2.3L L4 (B234) 10/94-98	AF2296-1002
Saab	99 EMS, 2.0L L4 (All Models) 73-79	AF2296-2004
Saab	99 GLE, 2.0L L4 (All Models) 73-79	AF2296-2004
Saab	99, 2.0L L4 (All Models) 73-79	AF2296-2004

SUBARU

Subaru	Forester, 2.0L L4 (EJ20E) 10/03-06/05	AF2296-1008
Subaru	Forester, 2.5L L4 (EJ25D) 09/03-On	AF2296-1008
Subaru	Forester, BL5 & BP5 2.0L L4 (EJ204) 01/06-07/07	AF2296-1008
Subaru	Forester, BL9 2.5L L4 (EJ25) 08/07-08/09	AF2296-1008
Subaru	Forester, BL9 2.5L L4 (EJ253) 09/03-08/09	AF2296-1008
Subaru	Forester, BL9 GT 2.5L L4 (EJ255) 09/06-08/06	AF2296-1008
Subaru	Forester, BP9 2.5L L4 (EJ253) 09/03-On	AF2296-1008
Subaru	Forester, GEN5 2.5 & 2.5T 2.5L L4 (EJ253) 09/09-On	AF2296-1008
Subaru	Forester, SG9 Turbo 2.5L L4 (EJ25DET) 08/03-02/08	AF2296-1008
Subaru	Forester, SH9 2.5L L4 (EJ25) 03/08-On	AF2296-1008
Subaru	Forester, SH9 Turbo 2.5L L4 (EJ25DET) 03/08-On	AF2296-1008
Subaru	Impreza, 2.5L L4 (EJ25D) 07/03-09/05	AF2296-1008
Subaru	Impreza, GDE 4WD 2.5L L4 (EJ251) 10/01-09/05	AF2296-1008
Subaru	Impreza, GGE 4WD 2.5L L4 (EJ251) 08/04-09/05	AF2296-1008
Subaru	Impreza, GGE WRX Turbo 2.5L L4 (EJ255) 10/05-08/07	AF2296-1008
Subaru	Impreza, GH7 4WD 2.0L L4 (EJ20) 09/07-On	AF2296-1008
Subaru	Impreza, GHE WRX 169 2.5L L4 (EJ255) 09/07-12/09	AF2296-1008
Subaru	Impreza, GHE WRX 195 2.5L L4 (EJ255) 12/08-On	AF2296-1008
Subaru	Impreza, WRX 168kw 2.0L L4 (EJ20) 07/00-03/08/07	AF2296-1008
Subaru	Liberty, BLE 3.0R,BPE 3.0R 3.0L L6 (EZ30D) 08/04-07/07	AF2296-1004
Subaru	Liberty, GEN5 3.6L L6 (EZ36D) 09/09-On	AF2296-1004
Subaru	Outback, BHE H6 3.0L L6 (EZ30D) 10/00-08/03	AF2296-1004
Subaru	Outback, BP9 2.5L L4 (EJ253) 09/03-08/09	AF2296-1008
Subaru	Outback, BPE 3.0R 3.0L L6 (EZ30D) 10/03-08/09	AF2296-1004
Subaru	Outback, GEN5 2.5L L4 (EJ253) 09/09-On	AF2296-1008
Subaru	Outback, GEN5 3.6L L6 (EZ36D) 09/09-On	AF2296-1004
Subaru	SVX 2 Door Coupe, CXW 3.3L L6 (EG33M) 03/92-04/97	AF2296-1004
Subaru	Tribeca, WX9 3.6R 3.6L L6 (EZ36) 12/07-On	AF2296-1004

SUZUKI

Suzuki	Alto, SH410 1.0L L4 (G10B) 03/96-98	AF2296-1002
Suzuki	Baleno GTX, 1.8L L4 (J18B) 03/96-04/01	AF2296-1002
Suzuki	Baleno, SY416 1.6L L4 (G16B) 04/95-11/01	AF2296-1002
Suzuki	Baleno, SY418 1.8L L4 (J18A) 03/96-01	AF2296-1002
Suzuki	Carry Van, GA413 1.3L L4 (G13BB) 05/99-07/05	AF2296-1002
Suzuki	Carry Van, GA413T 4WD 1.3L L4 (G13BB) 10/00-05	AF2296-1002
Suzuki	Grand Vitara, JB416 1.6L L4 (M16A) 08/05-07/08	AF2296-1002
Suzuki	Grand Vitara, JB420 2.0L L4 (J20A) 08/05-09/08	AF2296-1002
Suzuki	Grand Vitara, SQ420 LWB 2.0L L4 (J20A) 04/98-02	AF2296-1002
Suzuki	Ignis, RG413 1.3L L4 (M13A) 10/00-02/05	AF2296-1002
Suzuki	Ignis, RG415 Sport 1.5L L4 (M15A) 08/03-02/05	AF2296-1002
Suzuki	Jimny SN413 T5,6 1.3L L4 (M13A) 01/05-09/10	AF2296-1002
Suzuki	Jimny, SN413 T1,2, 1.3L L4 (G13BB) 10/98-09/02	AF2296-1002
Suzuki	Jimny, SN413 T3,4 1.3L L4 (M13A) 09/00-05	AF2296-1002
Suzuki	Vitara, SE416 LWB 1.6L L4 (G16B) 08/91-98	AF2296-1002
Suzuki	Vitara, SE416 SWB 1.6L L4 (G16B) 08/91-00	AF2296-1002
Suzuki	Vitara, SV420 SWB 2.0L L4 (J20A) 05/97-04/00	AF2296-1002

TOYOTA

Toyota	4 Runner, VZN130 3.0L V6 (3VZE) 10/90-96	AF2296-1002
Toyota	4-Runner, RN130 2.4L L4 (22RC) 93-06/96	AF2296-1002
Toyota	Avalon, MCX10R 1-3 3.0L V6 (1MZ-FE) 07/00-03/06	AF2296-1002
Toyota	Avensis, ACM20R 2.0L L4 (1AZ-FE) 12/01-10/03	AF2296-1003
Toyota	Avensis, ACM20R 2.4L L4 (2AZ-FE) 12/03-On	AF2296-1003
Toyota	Bundera (Diesel), BJ73 3.4L L4 (3B) 85-86	AF2296-3001
Toyota	Bundera (Turbo Diesel), BJ74 3.4L L4 (13BT) 85-86	AF2296-3001
Toyota	Camry Vienta, VDV10 3.0L V6 (3VZ-FE) 11/92-10/00	AF2296-1002
Toyota	Camry, ACV36R 2.4L L4 (2AZ-FE) 10/02-04	AF2296-1003
Toyota	Camry, ACV36R S2 2.4L L4 (2AZ-FE) 09/04-05	AF2296-1003
Toyota	Camry, ACV36R S3 2.4L L4 (2AZ-FE) 07/05-06	AF2296-1003
Toyota	Camry, ACV40R 2.4L L4 (2AZ-FE) 07/06-On	AF2296-1003
Toyota	Camry, AHV40R Hybrid 2.4L L4 (2AZ-FE) 02/10-On	AF2296-1003
Toyota	Camry, MCV20 3.0L V6 (1MZ-FE) 08/97-02	AF2296-1002
Toyota	Camry, MCV20R 3.0L V6 (1MZ-FE) 11/92-08/02	AF2296-1002
Toyota	Camry, MCV36R 3.0L V6 (1MZ-FE) 09/02-04	AF2296-1002
Toyota	Camry, MCV36R S2 3.0L V6 (1MZ-FE) 09/04-05	AF2296-1002
Toyota	Camry, MCV36R S3 3.0L V6 (1MZ-FE) 07/05-06	AF2296-1002
Toyota	Camry, SDV10 2.2L L4 (5SFE) 02/93-95	AF2296-1003
Toyota	Camry, SV11 2.0L L4 (2SE) 04/83-87	AF2296-1003
Toyota	Camry, SV20 Series 1 1.8L L4 (1SE) 05/85-89	AF2296-1003
Toyota	Camry, SV21 Series 1,2 2.0L L4 (3SFE) 05/87-93	AF2296-1003
Toyota	Camry, SV22 Series 2 2.0L L4 (3SFC) 09/89-91	AF2296-1003
Toyota	Camry, SXV10 2.2L L4 (5SFE) 04/95-97	AF2296-1003
Toyota	Camry, SXV20 2.2L L4 (5SFE) 07/97-02	AF2296-1003
Toyota	Camry, SXV20R 2.2L L4 (5SFE) 10/00-08/02	AF2296-1003
Toyota	Camry, SXV20R 2.2L L4 (5SFE) 11/92-10/00	AF2296-1003
Toyota	Camry, VZV20 S1,2 2.5L V6 (2VZ-FE4) 06/88-91	AF2296-1002
Toyota	Camry, VZV21 2.5L V6 (2VZ-FE4) 06/91-93	AF2296-1002
Toyota	Celica, 1.6L L4 (2T) 02/76-05/76	AF2296-2004
Toyota	Celica, SA63 2.0L L4 (2SC) 10/83-84	AF2296-1003
Toyota	Celica, ST1185 GT 2.0L L4 (3SGTE) 03/90-12-92	AF2296-1003
Toyota	Celica, ST162 ST 2.0L L4 (3SFE) 10/86-89	AF2296-1003
Toyota	Celica, ST162 SX 2.0L L4 (3SGELC) 10/85-89	AF2296-1003
Toyota	Celica, ST184 SX 2.2L L4 (5SFE) 12/89-94	AF2296-1003
Toyota	Celica, ST184R 2.2L L4 (5SFE) 08/91-03/94	AF2296-1003
Toyota	Celica, ST184R 2.2L L4 (5SFE) 10/89-08/91	AF2296-1003
Toyota	Celica, ST204 SX 2.2L L4 (5SFE) 03/94-11/99	AF2296-1003
Toyota	Celica, ST205 Turbo 2.0L L4 (3SGTE) 04/94-12/94	AF2296-1003
Toyota	Celica, TA22 1.6L L4 (2T) 11/71-76	AF2296-2004
Toyota	Celica, ZZT231 1.8L L4 (2ZZ-GE) 11/99-03/06	AF2296-1003
Toyota	Coaster Bus (Diesel), BB20,BB21 3.4L L4 (3B) 08/82-92	AF2296-3001
Toyota	Coaster Bus (Diesel), BB40 3.4L L4 (3B) 01/93-99	AF2296-3001
Toyota	Commuter Bus (Diesel), LH425R 3.0L 10/90-93	AF2296-3001
Toyota	Corolla, AE101 1.6L L4 (4AFE) 09/94-99	AF2296-1003
Toyota	Corolla, AE102 1.8L L4 (7AFE) 09/94-99	AF2296-1003
Toyota	Corolla, AE102R 1.8L L4 (7AFE) 09/94-11/01	AF2296-1003

Toyota	Corolla, AE102X 1.8L L4 (7AFE) 09/94-11/01	AF2296-1003
Toyota	Corolla, AE112 1.8L L4 (7AFE) 10/98-01	AF2296-1003
Toyota	Corolla, AE112 Turbo 1.8L L4 (7AFE) 04/01-11/01	AF2296-1003
Toyota	Corolla, AE112R 1.8L L4 (7AFE) 09/94-11/01	AF2296-1003
Toyota	Corolla, AE71 1.6L L4 (4AC) 10/83-85	AF2296-1003
Toyota	Corolla, AE80 1.3L L4 (2ALC) 04/85-89	AF2296-1003
Toyota	Corolla, AE82 1.3L L4 85-05/89	AF2296-1003
Toyota	Corolla, AE82 1.6L L4 (4ALC EFI) 85-05/89	AF2296-1003
Toyota	Corolla, AE82 1.6L L4 (4ALC SOHC) 04/85-89	AF2296-1003
Toyota	Corolla, AE82 1.6L L4 (4ALC) 85-05/89	AF2296-1003
Toyota	Corolla, AE90 1.4L L4 (6AF) 06/89-94	AF2296-1003
Toyota	Corolla, AE90 1.6L L4 (4A-FC) 06/89-06/94	AF2296-1003
Toyota	Corolla, AE90 1.6L L4 (4A-FC) 07/91-94	AF2296-1003
Toyota	Corolla, AE92 1.6L L4 (4AFC) 06/89-94	AF2296-1003
Toyota	Corolla, AE92 1.6L L4 (4AFE) 06/91-94	AF2296-1003
Toyota	Corolla, AE92 1.6L L4 (4AFE) 10/89-95	AF2296-1003
Toyota	Corolla, AE93 1.6L L4 (4AGE) 06/89-92	AF2296-1003
Toyota	Corolla, AE93 1.6L L4 (4AGE) 08/89-09/94	AF2296-1003
Toyota	Corolla, AE93 1.8L L4 (7AFE) 10/92-09/94	AF2296-1003
Toyota	Corolla, AE93 GTi 1.6L L4 (4AGE) 07/91-92	AF2296-1003
Toyota	Corolla, AE94 1.6L L4 (4AFE) 06/91-95	AF2296-1003
Toyota	Corolla, AE95 1.6L L4 (4AFE) 04/88-95	AF2296-1003
Toyota	Corolla, AE95R 1.6L L4 (4AF) 09/90-94	AF2296-1003
Toyota	Corolla, AE96 1.8L L4 (7AFE) 06/91-94	AF2296-1003
Toyota	Corolla, ZRE152R 1.8L L4 (2ZR-FE) 05/07-01/09	AF2296-1003
Toyota	Corolla, ZZE122R 1.8L L4 (1ZZ-FE) 12/01-04/07	AF2296-1003
Toyota	Corolla, ZZE123R 1.8L L4 (2ZZ-FE) 05/03-05	AF2296-1003
Toyota	Corona, ST170 1.8L L4 (4SF) 87-93	AF2296-1003
Toyota	Corona, XT130 1.9L L4 (Starfire) 10/79-83	AF2296-2003
Toyota	Cressida, MX83 Auto 3.0 L6 (7MGE) 10/88-92	AF2296-1002
Toyota	Crown, (Most Models) 2.0,2.3,2.6,2.8L L6 03/66-76	AF2296-3001
Toyota	Dyna 100, LH80 2.4L L4 (2L) 11/85-91	AF2296-3001
Toyota	Dyna 150, LY211 2.8L L4 (3L) 07/95-01	AF2296-3001
Toyota	Dyna 150, LY60 2.4L L4 (2L) 11/85-88	AF2296-3001
Toyota	Dyna 200, BU100 3.4L L4 (CB11) 07/95-98	AF2296-3001
Toyota	Dyna 300, BU88 3.7L L4 (14B) 09/88-95	AF2296-3001
Toyota	Dyna, LY220R,LY230R 3.0L L4 09/01-04/05	AF2296-3001
Toyota	Dyna, LY61R 3.0L L4 (3L) 88-06/95	AF2296-3001
Toyota	Echo, NCP10 1.3L L4 (2NZ-FE) 09/99-05	AF2296-1003
Toyota	Echo, NCP12,13 1.5L L4 (1NZ-FE) 09/99-05	AF2296-1003
Toyota	Harrier, MCU10, 15 3.0L V6 97-03	AF2296-1002
Toyota	Hiace (Diesel), All Models 2,2,2.4,2.8L L4 02/83-00	AF2296-3001
Toyota	Hiace (Diesel), KDH200R 2.5L L4 (2KD-FTV) 05/05-10/06	AF2296-1002
Toyota	Hiace (Diesel), KDH201R 3.0L L4 (1KD-FTV) 11/06-On	AF2296-1002
Toyota	Hiace (Diesel), KDH220R 2.5L L4 (2KD-FTV) 05/05-10/06	AF2296-1002
Toyota	Hiace (Diesel), KDH222R 2.5L L4 (2KD-FTV) 05/05-10/06	AF2296-1002
Toyota	Hiace (Petrol), RZH103 LWB 2.4L L4 (2RZ-E) 09/98-05	AF2296-1002
Toyota	Hiace (Petrol), RZH103 SWB 2.4L L4 (2RZ) 93-09/98	AF2296-1002
Toyota	Hiace (Petrol), RZH103 SWB 2.4L L4 (2RZ-E) 09/98-05	AF2296-1002
Toyota	Hiace (Petrol), RZH113 LWB 2.4L L4 (2RZ) 93-09/98	AF2296-1002
Toyota	Hiace (Petrol), RZH125 LWB 2.4L L4 (2RZ) 93-09/98	AF2296-1002
Toyota	Hiace (Petrol), RZH125 LWB 2.4L L4 (2RZ-E) 09/98-05	AF2296-1002
Toyota	Hiace (Petrol), TRH201R 2.7L L4 (2TR-FE) 05/05-On	AF2296-1002
Toyota	Hiace (Petrol), TRH221R 2.7L L4 (2TR-FE) 05/05-On	AF2296-1002
Toyota	Hiace (Petrol), TRH223R 2.7L L4 (2TR-FE) 05/05-On	AF2296-1002
Toyota	Hiace SBV VAN (Petrol), RCH12 SWB 2.4L L4 (2RZE) 10/95-02/05	AF2296-1002
Toyota	Hiace SBV VAN (Petrol), RZH22 LWB 2.4L L4 (2RZE) 10/99-05	AF2296-1002
Toyota	Hiace, RZH103 SWB 2.4L L4 (2RZ) 10/89-92	AF2296-2004
Toyota	Hiace, RZH125 LWB 2.4L L4 (2RZ) 10/89-98	AF2296-2004
Toyota	Hilux (Diesel), LN147 3.0L L4 (5L Japan/Thailand) 10/97-00	AF2296-3001
Toyota	Hilux (Diesel), LN167 3.0L L4 (5L) 10/97-00	AF2296-3001
Toyota	Hilux (Diesel), LN172 3.0L L4 (5L) 01/98-00	AF2296-3001
Toyota	Hilux (Diesel), LN30,40,46,55 LWB 2.2L L4 (L) 10/78-84	AF2296-3001
Toyota	Hilux (Diesel), LN56,65 LWB, 65-SR5, LN85 2.4L L4 (2L) 09/84-91	AF2296-3001
Toyota	Hilux (Diesel), LN86,106,107 SR5,111 2.8L L4 (3L) 09/91-97	AF2296-3001
Toyota	Hilux (Petrol), GGN15 4.0L V6 (1GR-FE) 04/05-On	AF2296-1002
Toyota	Hilux (Petrol), GGN25 4.0L V6 (1GR-FE) 04/05-On	AF2296-1002
Toyota	Hilux (Petrol), RN85 2.4L L4 (22RC) 01/93-97	AF2296-1002
Toyota	Hilux (Petrol), RN90 2.4L L4 (22RC) 01/93-97	AF2296-1002
Toyota	Hilux (Petrol), RZN147 2.0L L4 (1RZ-FE) 10/97-02	AF2296-1002
Toyota	Hilux (Petrol), RZN149 2.7L L4 (3RZ-FE) 10/97-02	AF2296-1002
Toyota	Hilux (Petrol), RZN149 Series3 2.7L L4 (3RZ-FE) 11/02-05	AF2296-1002
Toyota	Hilux (Petrol), RZN154 2.7L L4 (3RZ-FE) 01/98-02	AF2296-1002
Toyota	Hilux (Petrol), RZN154 Series 3 2.7L L4 (3RZ-FE) 11/02-05	AF2296-1002
Toyota	Hilux (Petrol), RZN174 2.7L L4 (3RZ-FE) 01/98-02	AF2296-1002
Toyota	Hilux (Petrol), TGN16 2.7L L4 (2TR-FE) 04/05-On	AF2296-1002
Toyota	Hilux (Petrol), VZN167 3.4L V6 (5VZ-FE) 11/02-04/05	AF2296-1002
Toyota	Hilux (Turbo Diesel), KUN16 3.0L L4 (1KD-FTV) 04/05-On	AF2296-1002
Toyota	Hilux (Turbo Diesel), KUN26 3.0L L4 (1KD-FTV) 04/05-On	AF2296-1002
Toyota	Kluger, MCU28 S1-2 3.3L V6 (3MZ-FE) 10/03-07/07	AF2296-1002
Toyota	Landcruiser (Diesel), BJ40 3.0L L4 (B) 12/77-80	AF2296-3001
Toyota	Landcruiser (Diesel), BJ42 3.4L L4 (3B) 10/80-84	AF2296-3001
Toyota	Landcruiser (Diesel), BJ70 Hard Top 3.4L L4 (3B) 11/84-02/90	AF2296-3001
Toyota	Landcruiser (Diesel), BJ73 FRP 3.4L L4 (3B) 11/84-03/90	AF2296-3001
Toyota	Landcruiser (Petrol), FJ40 3.9,4.2L L6 (F2F) 66-11/84	AF2296-3001
Toyota	Landcruiser (Petrol), FJ45 3.9,4.2L L6 (F2F) 66-11/84	AF2296-3001

Make	Model	Part No
Toyota	Landcruiser (Petrol), FJ55 3.9,4.2L L6 (FZF) 03/69-11/80	AF2296-3001
Toyota	Landcruiser (Petrol), FJ60 4.2L L6 (ZF) 01/75-11/80	AF2296-3001
Toyota	Landcruiser (Petrol), FJ62 4.0L L6 (3F) 11/84-90	AF2296-3001
Toyota	Landcruiser (Petrol), FJ70 Hard Top 4.0L L6 (3F) 11/84-09/92	AF2296-3001
Toyota	Landcruiser (Petrol), FJ73 4.0L L6 (3F) 11/84-02/91	AF2296-3001
Toyota	Landcruiser (Petrol), FJ75 LWB 4.0L L6 (3F) 11/84-10/92	AF2296-3001
Toyota	Landcruiser (Petrol), FJ80 4.0L L6 (3F) 05/90-08/92	AF2296-3001
Toyota	Landcruiser (Petrol), FZJ105 4.5L L6 (1FZ-FE) 03/98-03	AF2296-1002
Toyota	Landcruiser (Petrol), FZJ70 4.5L L6 (1FZ-FE) 04/96-11/99	AF2296-1002
Toyota	Landcruiser (Petrol), FZJ75 LWB 4.5L L6 (1FZ-FE) 04/96-11/99	AF2296-1002
Toyota	Landcruiser (Petrol), FZJ75 LWB 4.5L L6 (1FZ-FE) 11/92-03/96	AF2296-3001
Toyota	Landcruiser (Petrol), FZJ78 4.5L L6 (1FZ-FE) 10/99-02	AF2296-1002
Toyota	Landcruiser (Petrol), FZJ79 C/ch 4.5L L6 (1FZ-FE) 10/99-07	AF2296-1002
Toyota	Landcruiser (Petrol), FZJ80 4.5L L6 (1FZ-FE) 04/96-98	AF2296-1002
Toyota	Landcruiser (Petrol), FZJ80 4.5L L6 (1FZ-FE) 11/92-04/96	AF2296-3001
Toyota	Landcruiser (Petrol), UZJ100 4.7L V8 (2UZ-FE) 06/98-05	AF2296-1002
Toyota	Landcruiser (Petrol), UZJ100R 4.7L V8 (2UZ-FE) 10/02-10/07	AF2296-1002
Toyota	Landcruiser (Petrol), VZJ200 4.7L V8 (2UZ-FE) 11/07-On	AF2296-1002
Toyota	Landcruiser (Turbo Diesel), BJ74 3.4L L4 (13BT) 03/86-90	AF2296-3001
Toyota	Landcruiser Prado (Petrol), GRJ20R 4.0L V6 (1GR-FE) 03/03-11/09	AF2296-1002
Toyota	Landcruiser Prado (Petrol), RZJ120R 2.7L L4 (3RZ-FE) 03/03-08/04	AF2296-1002
Toyota	Landcruiser Prado (Petrol), RZJ95R 2.7L L4 (3RZ-FE) 07/96-05/02	AF2296-1002
Toyota	Landcruiser Prado (Petrol), VZJ95R 3.4L V6 (5VE-FE) 07/96-02/03	AF2296-1002
Toyota	Landcruiser Prado (Turbo Diesel), KDJ120 3.0L V6 (1KD-FTV) 11/06-11/09	AF2296-1002
Toyota	Landcruiser Prado (Turbo Diesel), KDJ150R 3.0L V6 (1KD-FTV) 11/09-On	AF2296-1002
Toyota	Landcruiser Prado (Turbo Diesel), KDJ155R 3.0L V6 (1KD-FTV) 11/09-On	AF2296-1002
Toyota	Lexcen - KT,MT,PT,ST T4 3.8L V6 89-97	AF2296-1001
Toyota	Lexcen, KT,MT,PT 3.8L V6 09/89-95	AF2296-2001
Toyota	Lexcen, ST T4 3.8L V6 09/89-95	AF2296-2001
Toyota	Lite Ace, CM20 Diesel 1.8L L4 (1C) 02/83-85	AF2296-2004
Toyota	Lite Ace, CM35 Diesel 1.8L L4 (1C) 01/86-92	AF2296-2004
Toyota	MR-2, AW11 1.6L L4 (4AGEL) 11/87-90	AF2296-1003
Toyota	MR-2, SW20 2.0L L4 (3SGE) 03/90-00	AF2296-1003
Toyota	MR-2, ZZW30 S1-2 1.8L L4 (1ZZ-FE) 10/00-05	AF2296-1003
Toyota	MR-2, ZZW30R 1.8L L4 (1ZZ-FE) 10/00-03/06	AF2296-1003
Toyota	MRS, 2.0L L4 (1ZZ-FE) 89-85	AF2296-1003
Toyota	Paseo, EL44R 1.5L L4 (5F-FE) 07/91-96	AF2296-1003
Toyota	Paseo, EL54R 1.5L L4 (5F-FE) 11/95-99	AF2296-1003
Toyota	Prius, NHHW11 Hybrid 1.5L L4 (1NZ-FXE) 10/01-10/03	AF2296-1003
Toyota	Prius, NHHW20R Hybrid 1.5L L4 (1NZ-FXE) 10/03-06/09	AF2296-1003
Toyota	RAV 4, ACA20 3 Door 2.0L L4 (1AZ-FE) 07/00-09/03	AF2296-1003
Toyota	RAV 4, ACA21 5 Door 2.0L L4 (1AZ-FE) 07/00-09/03	AF2296-1003
Toyota	RAV 4, ACA22 3 Door 2.4L L4 (2AZ-FE) 10/03-06	AF2296-1003
Toyota	RAV 4, ACA23 5 Door 2.4L L4 (2AZ-FE) 10/03-06	AF2296-1003
Toyota	RAV 4, ACA33 2.4L L4 (2AZ-FE) 11/06-On	AF2296-1003
Toyota	RAV 4, SXA10 3 Door 2.0L L4 (3S-FE) 05/94-97	AF2296-1003
Toyota	RAV 4, SXA11 5 Door 2.0L L4 (3S-FE) 07/95-97	AF2296-1003
Toyota	RAV 4, SXA20 3 Door 2.0L L4 (3S-FE) 10/97-00	AF2296-1003
Toyota	RAV 4, SXA21 5 Door 2.0L L4 (3S-FE) 10/97-00	AF2296-1003
Toyota	RAV 4, SXA216 Cabriolet 3 Door 2.0L L4 (3S-FE) 10/97-00	AF2296-1003
Toyota	Soarer, 2.5L L6 (1JZG-TE) 90-97	AF2296-1002
Toyota	Soarer, 3.0L L6 (E6FJZZ31) 86-97	AF2296-1002
Toyota	Soarer, 3.0L L6 (MZZD) 86-97	AF2296-1002
Toyota	Soarer, 3.0L L6 (MZZ1) 86-97	AF2296-1002
Toyota	Soarer, 4.0L V8 (1UZ-FE) 90-97	AF2296-1002
Toyota	Spacia, SR40,SR43 2.0L L4 (3S-FE) 01/98-08/02	AF2296-1003
Toyota	Spacia, YR22 2.2L L4 (4YEC) 10/93-01/98	AF2296-1003
Toyota	Sprinter, 1.6L L4 (4A-CF) 07/83-86	AF2296-1003
Toyota	Sprinter, 1.8L L4 (7A-FE) 05/94-97	AF2296-1003
Toyota	Starlet, 1.3L L4 88-94	AF2296-1003
Toyota	Starlet, EP91 1.3L L4 (4E-FE) 04/96-10/99	AF2296-1003
Toyota	Tarago, ACR30R Series 1-2 2.4L L4 (2AZ-FE) 06/00-02/06	AF2296-1003
Toyota	Tarago, ACR50R 2.4L L4 (2AZ-FE) 03/06-On	AF2296-1003
Toyota	Tarago, TCR10 2.4L L4 (2TZ-FE) 09/90-08/00	AF2296-1002
Toyota	Tarago, TCR11 IRS 2.4L L4 (2TZ-FE) 09/90-08/00	AF2296-1002
Toyota	Tarago, TCR20 4WD 2.4L L4 (2TZ-FE) 09/90-91	AF2296-1002
Toyota	Tarago, TCR21R IRS 2.4L L4 (2TZ-FE) 09/90-93	AF2296-1002
Toyota	Townace, KR42 SBV 1.9L L4 (7K) 01/97-98	AF2296-1003
Toyota	Townace, KR42R SBV 1.9L L4 (7K-E) 12/98-04	AF2296-1003
Toyota	Townace, YR39 2.0L L4 (3YC) 04/92-96	AF2296-1003
Toyota	Toyocoe (Petrol/Diesel), All Models 2.0,2.2,2.4L L4 06/80-86	AF2296-3001
Toyota	Vienta, MCV20 3.0L V6 (1MZ-FE) 08/97-00	AF2296-1002
Toyota	Vienta, SDV10 3.0L V6 10/95-10/00	AF2296-1002
Toyota	Vienta, VCV10 3.0L V6 (3VZ-FE) 08/95-97	AF2296-1002
Toyota	Yaris, NCP90R 1.3L L4 (1NZ-FE) 11/05-On	AF2296-1003
Toyota	Yaris, NCP91R 1.5L L4 (1NZ-FE) 11/05-On	AF2296-1003
Toyota	Yaris, NCP93R 1.5L L4 (1NZ-FE) 03/06-On	AF2296-1003

VOLVO

Volvo	260 Series, 2.7,2.8L V6 (All Models) 05/75-86	AF2296-2004
Volvo	360 Series, 2.0L L4 (All Models) 03/84-87	AF2296-2004
Volvo	740 Series, 2.3L L4 (All Models) 02/83-86	AF2296-2004
Volvo	850 Series, 2.3,2.5L L5 (All Models) 10/92-97	AF2296-2004
Volvo	940 Series, 2.3L L4 (All Models) 11/90-95	AF2296-2004

Make	Model	Part No
Volvo	960 Series, Sedan 2.9L V6 (B280F) 11/90-91	AF2296-2004
Volvo	960 Series, Sedan, Wagon 2.9L L6 (B6304F) 11/91-97	AF2296-2004
Volvo	C70, 2.3,2.5L L5 01/98-99	AF2296-2004
Volvo	S40, 1.8,1.9L L4 02/97-99	AF2296-2004
Volvo	S40, VS14 1.8L L4 (B4184S2) 07/99-09/00	AF2296-2004
Volvo	S40, VS14II 1.8L L4 (B4184S2) 08/00-05/04	AF2296-2004
Volvo	S70, 2.3,2.5L L5 (All Models) 02/97-08/00	AF2296-2004
Volvo	S80, 2.8,2.9L L6 (All Models) 05/98-99	AF2296-2004
Volvo	S90, Royale SE 2.9L L6 (B6304SF1) 02/97-08/98	AF2296-2004
Volvo	V40, 1.8,1.9L L4 (All Models) 02/97-99	AF2296-2004
Volvo	V40, VW18 T4 1.9L L4 (B4194T) 09/97-09/00	AF2296-2004
Volvo	V70, LW53 R AWD 2.3L L5 (B5234T3) 11/97-10/98	AF2296-2004
Volvo	V70, LW53 T5 2.3L L5 (B5234T3) 02/97-08/98	AF2296-2004
Volvo	V70, LW55 2.5L L5 (B5254S) 07/99-08/00	AF2296-2004
Volvo	V70, LW55 T5 2.3L L5 (B5254S) 02/97-07/99	AF2296-2004
Volvo	V70, LW56 2.5L L5 (B5254T) 07/99-08/00	AF2296-2004
Volvo	V70, Turbo 2.3,2.5L L5 02/97-99	AF2296-2004
Volvo	V90, SE 2.9L L6 (B6304SF1) 02/97-08/98	AF2296-2004



Automotive and Marine Oil Filters

K&N Performance Gold® Oil Filters for automotive and marine applications has been constructed from the ground up to satisfy the high performance needs of race car owners and drivers, as well as the average vehicle or boat owner who wants the very best oil filter available. Our oil filter's efficiency rating meets or exceeds the requirements of high performance automotive engine builders. The heavy duty construction provides over 550 PSI hydrostatic burst*, and helps reduce the risk of rock and stone damage. The real quality isn't just on the outside... the inner filter element traps contaminant as small as 10 to 20 microns in size. We use metal top end caps instead of paper to ensure that no unfiltered oil can get back into the system. The solid construction allows for oil flow rates between 12-16 gpm (depending on filter size), and is unaffected by racing fuels. All K&N Performance Gold® Oil Filters are manufactured to exacting engineering standards. They are covered by a limited warranty to be free from defects in materials and workmanship when installed and replaced using engine and equipment manufacturers recommended service interval.

- Drilled safety wire holes for racing • Sturdy 1" wrench nut makes removal quick and easy
- Metal leaf spring provides a positive seal between element and lid
- Heavy-duty construction provides up to 550 PSI hydrostatic burst strength* • Resin-impregnated filter media provides maximum filtering surface for contaminant removal • Inner core provides extra structural support to prevent filter collapse
- Anti-drainback valve (where applicable) eliminates dry starts, prevents oil from draining back into crankcase during engine shutdown • Internally lubricated gasket provides positive seal while allowing easy on and off of filter • Rolled threads provide extra protection against stripping

FOR FURTHER INFORMATION & PART No's see pages 31 - 39 (vehicle applications) or please ring ROCKET

AUTOMOTIVE OIL FILTER CROSS REFERENCE - RYCO TO K&N

RYCO	K&N Part No	RYCO	K&N Part No	RYCO	K&N Part No	RYCO	K&N Part No
29	KNHP-1001	289A	KNHP-1009	2423	KNHP-2005	R2604P	KNPS-7013
210	KNHP-2004	2115	KNHP-3001	2426	KNHP-1010	R2605P	KNPS-7003
224	KNHP-3002	2125	KNHP-1002	2429	KNHP-1006	R2613P	KNPS-7005
230	KNHP-2003	2131A	KNHP-2005	2432	KNHP-1003	R2614P	KNPS-7006
237	KNHP-3001	2139	KNHP-3002	2436	KNHP-1015	R2615P	KNPS-7031
238	KNHP-3001	2142A	KNHP-1004	2442	KNHP-1003	R2623P	KNPS-7028
240	KNHP-2002	2145A	KNHP-2008	2445	KNHP-1008	R2632P	KNPS-7015
256B	KNHP-1005	2148	KNHP-1004	2516	KNHP-2010	R2651P	KNPS-7018
262	KNHP-2005	2154	KNHP-1001	2547	KNHP-1010	R2663P	KNPS-7024
263	KNHP-2005	2158	KNHP-1003	2553	KNHP-2005	R2664P	KNPS-7023
279A	KNHP-1004	2160	KNHP-1007	2596	KNHP-2009	R2694P	KNPS-7027
280	KNHP-2003	2170	KNHP-1009	2632	KNHP-1002	R2695P	KNPS-7029
282	KNHP-1002	2172	KNHP-1009	2642	KNHP-6001	R2731P	KNPS-7025
284	KNHP-2004	2386	KNHP-1003	2663	KNHP-1017	R2743P	KNPS-7030
288A	KNHP-2005	2411	KNHP-1010	R2592P	KNPS-7007	R2753P	KNPS-7026
		2418	KNHP-1002	R2596P	KNPS-7004		

Powersports Oil Filters

K&N world renown for its high-performance powersports air filters, has now introduced a complete line of performance oil filters for motorcycles and ATVs. K&N has actually been offering automotive performance and racing oil filters for more than 15 years and we're excited to present our new powersports oil filter.

MOTORCYCLE AND ATV OIL FILTER FEATURES:

- Includes a new high-quality rubber anti drain back valve
- An improved pressure relief valve • A strong inner core
- A heavy-duty base plate with an improved rolled seal

Chev Extra Long Oil Filter

This extra long oil filter suits Chev Small Block and Big Block V8 engines and remote oil filter mounts with 13/16" thread. It is 8.28" (210mm) long and has a 2 quart (1.89L capacity).

Extra Long Chev Oil Filter KNHP-6002

HP6 Style Racing Filter

This filter is a replacement for the popular Fram HP6 oil filter as used in many racing applications. It features a large body and 1-1/2" thread for high flow and fits the System One remote filter mount part number: SY221-900010-12 or Moroso part number MO23766.

HP6 Style Racing Oil Filter KNHP-5001



K&N Pro Series Premium Oil Filters

K&N Pro Series Oil Filters have been specially designed for professional installers and service providers. Their high flow design can help to improve engine performance by reducing oil filter restriction. Our Pro Series Oil Filters have a fluted canister shape so they can be removed with a traditional oil filter wrench commonly available to commercial installers. These Pro Series oil filters provide outstanding filtration and engine protection throughout their service life. They are engineered to handle all grades of synthetic, conventional and blended motor oils. The pleated media provides high capacity making them suitable for extended oil change intervals when used in accordance with the vehicle and motor oil manufacturers recommendation. K&N Pro Series Oil Filters are available for canister and cartridge type oil filter applications.

- High-Flow / Low Restriction Design
- Rolled Threads - Fluted shape for traditional oil filter wrenches
- Anti-drainback valves (where applicable) PSI relief valves (where applicable)

KNPS-1001 HOLDEN 3.8L V6 Z154 COMMODORE VN-VY
KNPS-1002 TOYOTA, SUZUKI Z82, Z125, Z418, Z463
KNPS-1003 HOLDEN, TOYOTA Z158, Z386, Z432, Z442
KNPS-1004 MAZDA, FORD, Z79A HONDA, HOLDEN, HYUNDAI

KNPS-1007 HOLDEN V8, LS1 Z160 5.0L VN-VT & LS1, LS6
KNPS-1008 MAZDA, MITSUBISHI Z436, Z445, LANCER EVO

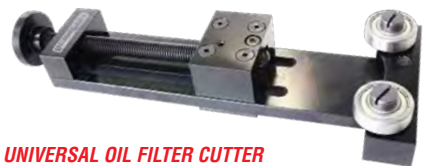
KNPS-1010 MAZDA, MITSUBISHI Z411
KNPS-1011 CHEV SHORT RACE 13/16" THREAD, 3.41" TALL

KNPS-1015 SUBARU Z495
KNPS-1017 HOLDEN LS2 6.0L Z663
KNPS-2001 HOLDEN 3.8L V6 Z154 129MM LONG CHECK FITMENT

KNPS-2002 CHEV SHORT Z40
KNPS-2003 HOLDEN V8 Z53 Z308 Z30, Z80
KNPS-2004 JEEP, TOYOTA Z10, FORD SHORT
KNPS-2005 AUDI, VOLKSWAGEN Z63 VW
KNPS-2006 HUMMER H3, SAAB Z689
KNPS-2008 HOLDEN, NISSAN Z145A
KNPS-2009 FORD, MAZDA, JEEP Z596
KNPS-2010 FORD FALCON 5.4L Z516 BA BF FG INCL FPV
KNPS-2011 FORD, MAZDA, JEEP DODGE
KNPS-3001 FORD 6CYL & V8 Z9
KNPS-3002 CHEV LONG Z24
KNPS-3003 CHEV SILVERADO GMC 6.6L V8 DIESEL
KNPS-4003 DODGE RAM 5.9L 6.7L L6 DIESEL
KNPS-6001 FORD F250 7.3L Z642
KNPS-7000 HOLDEN ZAFIRA R2602P
KNPS-7013 MAZDA 3, MAZDA 6 ESCAPE, TRIBUTE R2604P

KNPS-7020 TOYOTA RAV4 3.5L R2648P
KNPS-7021 TOYOTA PRIUS 1.8L COROLLA 2.0L 06/10-ON, R2620P
KNPS-7022 HYUNDAI SONATA

KNPS-7006 SANTA FE 3.3L V6, R2618P
KNPS-7018 BMW 91-06 L6, V8, V12 Cartridge Filter
KNPS-7018 Lexus LX570 5.7L, IS F 5.0L V8, 08-15
KNPS-7018 Toyota Tundra 4.6-5.7L V8, 07-15

**UNIVERSAL OIL FILTER CUTTER**

Want to see the contaminants that your oil filter has prevented from destroying your engine? That's now easier than before with the AeroFlow oil filter cutters to cut your filter so you can scrutinize the particles confined inside. Much like a hand held tubing cutter, they use a cutting wheel and a pair of opposing ball bearings to easily rotate the filters as they cut. Made from aluminium to guarantee ease of use and durability.

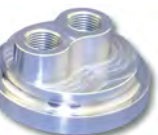
AF98-2047 Universal Oil Filter Cutter
AF59-2047 Replacement cutting blades (2 pack)

OIL FILTER ADAPTERS**Universal Billet Aluminum Remote Oil Filter Mount.**

2 x 1/2" NPT horizontal inlets & 1/2" NPT vertical outlet. Accepts GM style spin on oil filter
CVROFM61

Oil Filter Bypass Adapter.

Spins on to oil filter mount to relocate oil filter. 1/2" NPT inlet & outlet.
SB/BB Chev '68-on CVROFB67
Ford/Chrys with 3/4"-16 thread CVROFB69

**CHEVROLET OIL FILTER ADAPTER**

Fits Chev Small Block and Big Block (Mark IV) engines. Designed to lump Moroso Accumulators and External or Dry Sump Oil Pumps without the need for a remote oil filter and associated plumbing hardware. Standard spin-on filter attaches to the bottom.

- Lowers oil filter by 1-1/2"
- Equipped with 1/2" NPT inlet and outlet ports
- Includes full instructions, mounting bolts and o-rings

Part No: M023690

**CHEVROLET OIL FILTER BLOCK-OFF PLATE**

The Chevrolet aluminium oil filter block-off plate is designed for Dry Sump or external wet sump oiling Systems and fits Small Block and Big Block (exc. Gen V and Gen VI) Chev applications without bolt hole at center of pad. It is drilled and tapped to accept an 1/2" NPT fitting to provide increased clearance for installing the input pressure line.

Part No: M023840

**BILLET OIL FILTER BYPASS PLATE**

Fits: World Products Merlin Big Block or standard Small Block and Big Block (Mark IV) Chevy applications without bolt hole at center of filter pad

- Machined billet anodized aluminium Bypass Plate is needed when using a remote oil filter or returning oil from dry sump oiling system
- Sealing washers are captured in the plate for tight seal against block surface, are installed under bolt heads for leak-free performance
- Drilled and tapped to accept -10AN fittings
- Includes all mounting hardware and o-rings

M023782 Billet Bypass Plate

**REMOTE OIL FILTER MOUNT**

Revised Design

- Now accepts both Chevy style spin-on filters (13/16" -3/14" O-ring) and others with 3/4" -16 thread and 2-5/8" O-ring, such as early Ford and imports
- Includes two screw-in center nipples for either type of filter
- Manufactured from billet aluminium for strength, doesn't crack and isn't porous like cast aluminium pieces
- Black anodized finish to protect against corrosion
- Designed with two -12AN inlets and three outlets, one -12AN and two 1/4" NPT
- Includes One -12AN Port Plug and Two 1/4" NPT Plugs
- Easy plumbing of oil pressure lines to turbos, superchargers, and valve spring oilers

M023764 Remote Oil Filter Mount, Front Port Style

**FORD MODULAR V8 OIL FILTER ADAPTER**

Replaces larger factory casting and provides for easy plumbing of remote oil filters and coolers, enabling the plumbing of external, wet or dry sump oil pumps when lower port is plugged.

- -16AN fitting supplied for water outlet to radiator
- Includes 2 -10AN to -12AN Fittings for oil line plumbing and 1-10AN Plug



Description
 Oil Filter Adapter, 4.6L & 5.4L Ford Modular V8

Part No. M023681

SPORT COMPACT OIL FILTER ADAPTER

Moroso's billet aluminum Sport Compact Oil filter adapter fits Honda, Mazda & Nissan engines that have a block thread of M20 x 1.5 and a sealing pad of 2.243" I.D. and 2.637" O.D. This adaptor is designed to plumb remote filters, coolers and oiling accessories and is equipped with -10AN inlet and outlet fittings.

Description
 Sport Compact Oil Filter Adapter

Part No. M023825

LARGE DIAMETER REMOTE OIL FILTER MOUNT

Moroso's large diameter remote oil filter mount is machined from 6061-T6 billet aluminium and features -12AN inlet and outlet threaded ports positioned vertically to improve flow, a 1/8" NPT gauge port and two screw-in adapters to accept a wide range of large-diameter filters including HP6, SY210-006, KNHP-4002 & KNHP-5001.

Description
 Billet Large-Diameter Remote Oil Filter Mount.



Part No. M023766

OIL FILTER BYPASS ADAPTER

OEM style bypass adapter mounts the oil filter on Chev Small Block engines and allows oil to bypass the filter to ensure adequate oil delivery in all conditions. Recommended for all street and most race applications.

Description
 Oil Filter Bypass Adapter, OEM Style



Part No. P1839049

MELLINGS OIL FILTER ADAPTER

OEM Style Oil Filter Bypass Adapter
MEMFA-350 SB Chev

**Oil Filter Block Off Plates**

Our filter block off plates facilitate the hook up of wet and dry sump oil pressure lines to the engines stock oil filter pad with a -12 AN fitting. Plates are made from billet aluminium and come with all mounting hardware necessary.

Application

Early Chev V8 with 1 x 3/8" bolt mount
 Chevy Bow Tie Block with 2 x 5/16" bolt mount
 Ford 302-351 & 429-460
 Ford 302-351 & 429-460 With -10 AN Inlet

Part No.
PFS09-0002
PFS09-0004
PFS09-0011
PFS08-0010

Remote Filter Mount With Primer Pump

Peterson's new primer filter mount allows you to use a standard drill to prime your engine easily. Utilizing our unique R4 rotor design, this small pump can give you 20psi of oil pressure in as little as 10 sec. to make sure all your bearing surfaces are properly oiled cutting down on engine wear. Features billet aluminium construction, AN port fittings and tube or firewall mount. For plumbing instructions click here.

**Large Filters****1 1/2 - 12" Thread Filters****Description**

-10 AN Fittings - Left Side Primer Inlet
 -12 AN Fittings - Left Side Primer Inlet
 -10 AN Fittings - Right Side Primer Inlet
 -12 AN Fittings - Right Side Primer Inlet

Part No.
PFS09-1560
PFS09-1561
PFS09-1570
PFS09-1571

1 1/2 - 16" Thread Filters**Description**

-10 AN Fittings - Left Side Primer Inlet
 -12 AN Fittings - Left Side Primer Inlet
 -10 AN Fittings - Right Side Primer Inlet
 -12 AN Fittings - Right Side Primer Inlet

Part No.
PFS09-1562
PFS09-1563
PFS09-1572
PFS09-1573

**Small Filters****Chevy Post****Description**

Left to Right -10AN
 Left to Right -12AN
 Right to Left -10AN
 Right to Left -12AN

Part No.
PFS09-1501
PFS09-1502
PFS09-1503
PFS09-1504

Ford Post**Description**

Left to Right -10AN
 Left to Right -12AN
 Right to Left -10AN
 Right to Left -12AN

Part No.
PFS09-1511
PFS09-1512
PFS09-1513
PFS09-1514

Mount Brackets**Description**

Mount Bracket 1 1/4" Tube
 Mount Bracket 1 3/8" Tube
 Mount Bracket 1 1/2" Tube
 Mount Bracket 1 3/4" Tube
 Mount Bracket-Small Mount Flange Mount
 Mount Bracket-Large Mount Flange Mount

Part No.
PFS09-1590
PFS09-1591
PFS09-1592
PFS09-1593
PFS09-1584
PFS09-1594

Remote Filter Mounts

Machined from billet 6061-T6 aluminium for durability. Ports are machined for free flow of oil. These remote filter adapters feature -12 AN ports on the inlets and outlets. Fittings are included.

**Chevrolet Filter 13/16" Thread****Description**

-10 AN Fittings - Firewall Mount
 -12 AN Fittings - Firewall Mount

Part No.
PFS09-1301
PFS09-1302

Ford Filter 3/4" Thread**Description**

-10 AN Fittings - Firewall Mount
 -12 AN Fittings - Firewall Mount

Part No.
PFS09-1311
PFS09-1312

Mount Brackets**Description**

Mount Bracket 1 1/4" Tube
 Mount Bracket 1 3/8" Tube
 Mount Bracket 1 1/2" Tube
 Mount Bracket 1 3/4" Tube
 (Converts Firewall Mount To Tube Mount)

Part No.
PFS09-1590
PFS09-1591
PFS09-1592
PFS09-1593

Large Diameter**Remote Filter Mounts**

Machined from billet 6061-T6 aluminum for durability.

Ports are machined for free flow of oil. These remote filter adapters feature -12 AN ports on the inlets and outlets. Fittings are included.

1 1/2" - 12" Thread Filters**Description**

-10 AN Fittings - Firewall Mount
-12 AN Fittings - Firewall Mount
(Suit Fram, Moroso, WIX)

1 1/2" - 16" Thread Filters**Description**

-10 AN Fittings - Firewall Mount
-12 AN Fittings - Firewall Mount
(Suit AC, Hastings, Motorcraft, Purolator)

Mount Brackets**Description**

Mount Bracket 1 1/4" Tube
Mount Bracket 1 3/8" Tube
Mount Bracket 1 1/2" Tube
Mount Bracket 1 3/4" Tube
(Converts Firewall Mount To Tube Mount)



Part No.
PFS09-1351
PFS09-1352

Part No.
PFS09-1361
PFS09-1362

Part No.
PFS09-1590
PFS09-1591
PFS09-1592
PFS09-1593

**Oil Filter****Conversion Kit**

This kit converts a bolt-on, can-type filter to a full-flow, spin-on filter. The one-piece construction allows easy installation for a fast, clean filter change. A rubber O-ring is included. Must use with original bypass valve. Filter is not included, use Chev filter MGT270

Chev 1957 thru 67 SB & 1965 thru 67 BB.

**BILLET REMOTE FILTER MOUNTS**

Billet aluminium remote filter mounting brackets with 1" filter mounting thread for use with System One spin on oil filters. Available in clamp-on style to suit various chassis tubing sizes or in 2-bolt flat mount style for firewalls and other flat surfaces. Inlet and outlet fittings available in -10AN and -12AN sizes.

Description

2-Bolt Flat Mount, -10AN Fittings
2-Bolt Flat Mount, -12AN Fittings
2-Bolt Flat Mount, -10AN Fittings Black finish
2-Bolt Flat Mount, -12AN Fittings Black finish
Clamp-on, Fits 0.750" OD Tubing, -12AN Fittings
Clamp-on, Fits 1.000" OD Tubing, -12AN Fittings
Clamp-on, Fits 1.250" OD Tubing, -12AN Fittings
Clamp-on, Fits 1.375" OD Tubing, -12AN Fittings
Clamp-on, Fits 1.500" OD Tubing, -12AN Fittings
Clamp-on, Fits 7/8" OD Tubing, -10AN Fittings
Clamp-on, Fits 7/8" OD Tubing, -12AN Fittings
Clamp-on, Fits 1" OD Tubing, -10AN Fittings
Clamp-on, Fits 1" OD Tubing, -12AN Fittings
Clamp-on, Fits 1-1/4" OD Tubing, -12AN Fittings
Clamp-on, Fits 1-1/4" OD Tubing, -12AN Fittings (Blk)
Clamp-on, Fits 1-1/4" OD Tubing, -12AN Fittings (Blk)
Clamp-on, Fits 1-3/8" OD Tubing, -12AN Fittings (Blk)
Clamp-on, Fits 1-3/8" OD Tubing, -12AN Fittings
Clamp-on, Fits 1.500" OD Tubing, -12AN Fittings
Replacement Short Fitting For Remote Mounts -10
Replacement Short Fitting For Remote Mounts -12

Part No.
SY221-90004-10
SY221-90004-12
SY221-90004-10-B
SY221-90004-12-B
SY220-90000-12
SY220-90001-12
SY220-90002-12
SY220-90003-12
SY220-90006-12
SY220-90000-10
SY220-90000-12
SY220-90001-10
SY220-90001-12
SY220-90002-10
SY220-90002-10-B
SY220-90002-12
SY220-90003-12-B
SY220-90003-12
SY220-90006-12
SY231-90668-12
SY231-90670-22

BILLET REMOTE FILTER MOUNTS - Side Ports

Billet aluminium filter mounting brackets with inline side ports for use with System One spin on oil filters. Available with AN fittings in various sizes with 2-bolt flat mount.

Description

2-Bolt Flat Mount, LH Inlet, -6AN Fittings
2-Bolt Flat Mount, LH Inlet, -8AN Fittings
2-Bolt Flat Mount, LH Inlet, -10AN Fittings
2-Bolt Flat Mount, LH Inlet, -12AN Fittings
2-Bolt Flat Mount, RH Inlet, -10AN Fittings
2-Bolt Flat Mount, RH Inlet, -12AN Fittings
2-Bolt Flat Mount, RH Inlet, -10AN Fittings, Black

Part No.
SY222-90007-06
SY222-90007-08
SY222-90007-10
SY222-90007-12
SY223-90008-10
SY223-90008-12
SY223-90008-10-B

SPIN-ON BLOCK ADAPTERS

Billet aluminium block adapters for use with remote filter mounts. Available With -10AN or -12AN fittings.

Description

Chevrolet SB & BB, -10AN Fittings
Chevrolet SB & BB, -12AN Fittings
Ford & Chrysler SB & BB, -10AN Fittings
Ford & Chrysler SB & BB, -12AN Fittings

Part No.
SY228-90556-10
SY228-90556-12
SY229-90559-10
SY229-90559-12

BOLT-ON BLOCK ADAPTERS

Billet block adapters to replace the bypass housing on Chevrolet engine blocks. The non-bypass block adaptor features a 1" thread to mount a System One oil filter and allows all of the oil to be filtered instead of bypassing the filter. Oil return adapters have a -10AN or -12AN fitting to allow dry sump systems to return oil in the conventional manner.

Description

Chevrolet Non-Bypass Block Adapter
Chevrolet Oil Return Adapter, -12AN Fitting
Chevrolet BB Gen V & VI, -12AN Fittings
Filter thread lock nut 1"-12
(Nut suit SY226-90005-00)



Part No.
SY226-90005-00
SY226-90005-12
SY227-90555-12
SY216-0112

DELUXE REMOTE MOUNT KITS

System One deluxe remote kits include tall filter, 2-bolt remote filter mount and Spin-on block adapter.

Description

Chevrolet Remote Mount Kit, -12AN Fittings
Ford & Chrysler Remote Mount Kit, -10AN Fittings
Ford & Chrysler Remote Mount Kit, -12AN Fittings

Part No.
SY230-900662-12
SY230-900663-10
SY230-900664-12

BILLET REMOTE 3 PORT REMOTE FILTER MOUNT**1 1/2"-12 THREAD**

This New HP-6 Style 3 Port Billet Mount will fit 4 1/4" thru 5" wide Oil Filters with 1 1/2"-12 threaded nipple. This mount has 2 Inlet ports for R/H Inlet or L/H Inlet and ORB Plug to seal the opposing port. The Clean Oil Return is on the top of the mount. Available in Black Anodize only. Chose -12 AN or -16 AN fittings. Fits all HP6, 210-006, 804, or 904 style Oil Filters

Description

Billet 3 Port Mount with AN-12 Fittings, 1-1/2"-12 Nipple
Billet 3 Port Mount with AN-16 Fittings, 1-1/2"-12 Nipple

Part No.
SY221-3P-12
SY221-3P-16

CAST REMOTE FILTER MOUNTS - Side Ports

Cast aluminium filter mounting brackets with side ports can be plumbed for right or left hand flow and feature 1/2" NPT ports and 13/16" filter mounting thread for use with System One or Chevrolet style oil filters.

Description

4-Port Cast Mount, Black Anodized

Part No.
SY225-900012

**ENGINE SPIN ON ADAPTERS**

Kit includes a high quality, die cast aluminium 1/2" NPT spin-on adapter designed to fit most passenger vehicles on the road today with 2 1/2" to 3 1/2" oil filter landings. Spin-on adapters provide external oil lines to allow the addition of an engine oil cooler and/or remote filter mount, installing at the stock engine oil filter location. This all-new version has a billet style look and has an ultra-bright, polished appearance.

•Provides external oil lines for remote filter mounts and oil cooler
•Ultra bright finish •New billet style design •1/2" NPT ports
•Thread size: 3/4"-16, 13/16"-16, 18 x 1.5mm, 20 x 1.5mm, & 22 x 1.5mm
•O-ring size: 2-1/2", 2-3/4" or 3-1/2" •Thickness: 1-3/4" or 2"
•Inlet size: 1/2" NPT

STANDARD SERIES

Part No	Ports	Thread Size	O-Ring Dia
DP15703	1/2" NPT	3/4"-16	2 1/2", 2 3/4"
DP15704	1/2" NPT	18X1.5mm	2 1/2", 2 3/4"
DP15705	1/2" NPT	13/16"-16	2 1/2", 2 3/4", 3 1/2"
DP15706	1/2" NPT	20X1.5mm	2 1/2", 2 3/4"
DP15724	1/2" NPT	22X1.5mm	2 1/2", 2 3/4"
DP15747	1/2" NPT	3/4"-16, 13/16"-16, 18, 20, 22 x 1.5mm	2 1/2", 2 3/4", 3 1/2"

DUAL SIDE PORTS

Part No	Ports	Thread Size	O-Ring Dia
DP15746	1/2" NPT	3/4"-16	2 1/2", 2 3/4"

REPLACEMENT O-RINGS

PART NO	SIZE
DP15710	2.5"
DP15711	3 1/8"

GM FILTER ADAPTER

Converts Chev SB & BB V8 from factory canister To spin-on type oil filter

Part No.	Thread Size
DP15761	13/16"-16

**REMOTE FILTER MOUNTS**

High quality aluminium die cast remote mount with 3/4"-16 or 13/16"-16 filter threads with 1/2" or 3/8" NPT inlet & outlet ports allows for remounting filter for easy access to make messy filter changes under the vehicle a thing of the past. Kit includes a threaded filter nipple.

•Allows oil filter to be remote mounted anywhere
•Cast from high quality aluminium
•Ultra bright finish
•3 bolt heavy duty mounting plate
•3/4"-16 or 13/16"-16 filter thread size

**SINGLE MOUNT - PORTS UP**

Part No	Filter Thread	Inlet/Outlet Port
DP25708	3/4"-16	1/2" NPT
DP25728	13/16"-16	1/2" NPT

SINGLE MOUNT - SIDE PORTS

Part No	Filter Thread	Inlet/Outlet Port
DP25709	3/4"-16	1/2" NPT

SINGLE MOUNT - LEFT OR RIGHT PORT

Part No	PORTS	Filter Thread	Inlet/Outlet Port
DP25750	LEFT	3/4"-16	3/8" NPT
DP25751	RIGHT	3/4"-16	3/8" NPT

REPLACEMENT NIPPLES

Part No.	Description
DP98020	3/4"-16
DP98021	13/16"-16

**ENGINE SANDWICH ADAPTERS**

•Provides external oil lines for oil coolers without relocating the factory oil filter
•Cast from high quality aluminium
•Maintain factory equivalent oil filter
•sizes, fits most applications
•Includes sandwich adapter, filter adapter ring, sleeve nuts & O-rings

**THERMOSTATIC****(GM APPLICATION ONLY)**

Part No	Thread Size	O-Ring Dia	THICKNESS	Inlet/Outlet Port
DP25720	13/16"-16	3 1/2"	2 1/4"	1/2" NPT

**LOW PROFILE WITH PRESSURE RELIEF**

Part No	Thread Size	O-Ring Dia	THICKNESS
DP25770	3/4"	2 1/2", 2 3/4"	1"
DP25771	13/16"	2 1/2", 2 3/4"	1"
DP25772	20 X 1.5mm	2 1/2", 2 3/4"	1"
DP25773	18 X 1.5mm	2 1/2", 2 3/4"	1"
DP25774	22 X 1.5mm	2 1/2", 2 3/4"	1"

**ENGINE OIL FILTER RELOCATION KITS**

This Universal single filter kit allows oil filter to be relocated to a convenient, easy-access location. Includes a high quality die cast aluminium 1/2" NPT ports up filter mount and a 1/2" NPT ports spin-on adapter with most everything you need for an easy installation.

Allows for oil filter to be moved to a more convenient location
•Faster and easier filter changes
•Ideal for engine swaps •Increases oil capacity
•Single ports-up style filter mount •Dual ports- side mount
•Cast from high quality aluminium •10 ft 1/2" OEM spec hose provided •Complete hardware kit included

SINGLE MOUNT PORTS UP

Part No	DP15748
Thread Size	3/4"-16, 13/16"-16, 18, 20, 22 x 1.5mm
Filter Thread	3/4" NPT
O-Ring Dia	2 1/2", 2 3/4", 3 1/2"
Inlet/Outlet Port	1/2" NPT

DUAL MOUNT SIDE PORTS

Part No	DP15749
Thread Size	3/4"-16, 13/16"-16, 18, 20, 22 x 1.5mm
Filter Thread	3/4" NPT
O-Ring Dia	2 1/2", 2 3/4", 3 1/2"
Inlet/Outlet Port	1/2" NPT

REMOTE FILTER MOUNTS

- PREMIUM SERIES

This high quality die cast aluminium filter mount features a billet look without the expensive billet price tag. The -10AN (7/8"-14) O-ring inlet & outlet ports allow for simple relocating of an oil filter. With the 3 hole bracket included this unique mounting system allows mount to be rotated 180°, therefore switching the port locations.

- Removable 3 hole mounting bracket
- Powdercoated black finish
- Allows oil filter to be remote mounted anywhere
- New innovative 180° double mount design
- 10AN / 7/8"-14 O-ring ports
- 3/4"-16 filter thread size



Suits Aeroflow Oil Filters
Small AF2296-2008 (No Bypass)
Large AF2296-3001 (With Bypass)



Note: Please check oil filter landing for above sizes and other fitments

BILLET REMOTE BLOCK ADAPTER

Universal fitment with a range of adapters to suit various makes and models. -8 orb inlet and outlet ports

Part No	Block Thread	Seal	I.D.	O.D.
AF64-2076	3/4"-16 13/16"-16 M18 x 1.5 M20 x 1.5 M22 x 1.5	62mm(2-7/16) - 87mm(3-3/8)		

AF59-2016 Replacement thread inserts

SINGLE MOUNT - PORTS UP

Part No	Filter Thread	Filter Landing	Inlet/Outlet Port
DP35708	3/4"-16	2 1/2", 2 3/4", 3 1/2"	-10 AN

FLUID CONTROL THERMOSTATS

This Billet Style Cast Aluminium Fluid Control Thermostat allows the oil to bypass the cooler until it reaches 180°F at which point the internal thermostatic valve will close and force 100% of the oil through the cooler while maintaining a constant pressure system. This process allows the engine/transmission to achieve the ideal operating temperature quicker before passing the oil through the cooler.

- Bypasses cooler at 180°F
- Provides quicker warm-up temperatures
- Perfect for cold weather climates
- Can be rotated 180° to switch flow direction
- Flows up to 200 gallons per minute
- Rated up to 200 psi
- Ultra bright finish
- New billet style design
- Thermostat only-no bracket



BILLET REMOTE FILTER HEAD With Thermostat

Perfect for use with Aeroflow oil coolers this Remote filter head has a thermostat built in to help maintain engine oil temperature by holding the oil until it reaches operating temperature (82°C) 180°F and then opens to allow full flow to the oil cooler. It adjusts flow according to oil temperature to maintain constant operating oil temperature. Hard anodised black finish. -10 ORB inlet & outlet ports.

AF64-4112 3/4" -16 filter thread with thermostat
AF59-2075 Replacement 3/4" -16 thread insert



Includes 2 x 1/8" NPT auxiliary port

DUAL BILLET REMOTE FILTER HEAD Side Entry

Machined from 6061-T6 billet aluminium and utilises side entry-8ORB inlet and outlet ports. Provides superior engine protection. Perfect combination when used with Aeroflows Billet Oil filters!

3/4" -16 filter thread (2 -8 port plugs included)
AF64-2089



Includes 2 x 1/8" NPT auxiliary port

Replacement 3/4" -16 thread insert AF59-2075

BILLET REMOTE FILTER HEAD Side Entry

For use with filter relocation, suits left or right entry. Double black anodised finish. Side entry-8 ORB inlet & outlet ports.

3/4" -16 filter thread (2 -8 port plugs included)
AF64-2061



Includes 1/8" NPT auxiliary port

Replacement 3/4" -16 thread insert AF59-2075

THERMOSTAT

Part No	Inlet/Outlet ports
DP25719	1/2" NPT
DP25011	3/8" NPT



FUEL FILTER/WATER SEPARATOR

These fuel filter/water separator kits extend carburettor/injector life, improve engine performance and are designed to be used with all fuel types. A petcock located at the base of the filter allows quick and easy water draining.

- Extends carburettor/fuel injector life
- Designed for all fuel types
- Improves engine performance
- Petcock allows for convenient draining of water



BILLET LS OIL COOLER ADAPTERS

Now you can bolt on oil coolers and redirect your engine oil with these LS oil adapters. AF64-2114BLK is designed to directly bolt in place of the factory bypass cover on front sump LS Chevy engines (VT-VX-VY & VZ Commodore, 04-06 GTO) allowing you to run an oil cooler. This adapter features 2 x female -8ORB ports and 2 x 1/8" NPT ports for running temp or pressure gauges or an oil feed line for a turbocharger or supercharger.

AF64-2084BLK is designed for rear sump LS applications.

Part No	Description
AF64-2114BLK	Suits front sump LS Commodore / GTO
AF64-2084BLK	Suits LS Series
	2 x -10 ports, 2 x 1/8" NPT ports.
AF64-2184BLK	VT-VZ extension to clear block.



SINGLE MOUNT - SIDE PORTS

Part No	Thread Size	Filter Landing	Inlet/Outlet Port
DP13070	1"-14	2 1/2", 2 3/4"	1/2" NPT

REPLACEMENT FILTER

Part No.	FILTER DIMENSION
DP13075	3 1/2" OD X 7 5/8"



Top View

Bottom View

BILLET 6061-T6 OIL COOLER & SENDER ADAPTER

Aeroflow's billet 6061-T6 oil cooler and sender adapter allows the adaptation of an oil cooler and/or a gauge sender and/or oil feed to most engines while maintaining the stock oil filter location. With 2 x -8 ORB ports not only allows the addition of an oil cooler but the 2 x 1/8 NPT ports let you run both a pressure, temp gauge or oil feed line, 1/8 NPT plugs included. Fits most makes and model - Holden, Ford, Nissan, Toyota, Subaru, Honda & BMW.

Part No	Block Adapters	Seal I.D.	O.D.
AF64-2108	3/4"-16 13/16"-16 M18 x 1.5 M20 x 1.5 M22 x 1.5	2-9/16" - 2-13/16"	65mm - 71mm

Note: Please check oil filter landing for above sizes and other fitments
AF59-2108 Replacement O-Ring for AF64-2108

BILLET OIL BYPASS ELIMINATOR

AF64-2055BLK SBC & BBC spin-on filter mount (Black)

This fitting is designed to eliminate the oil bypass found in Chevrolet engines. It also prevents unfiltered oil from spilling back into the engine. Comes with O-ring



Replacement 3/4" -16 thread insert AF59-2075



90° Oil Filter Adapter

Screws into block and rotates filter toward front of engine to provide clearance for engine swaps and chassis modifications. Fits most Ford engines that use Motorcraft FL-1A oil filter (filter not included).

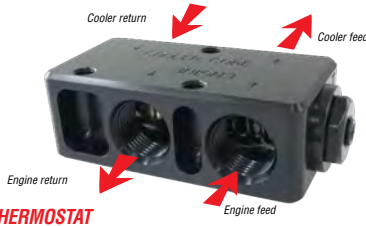
90° Oil Filter Adapter

FMM-6880-A50



331 - 392 Hemi oil filter bypass block off valve

RP-OFB 331 - 392 Hemi oil filter bypass block off valve



OIL THERMOSTAT

Perfect for use with Aeroflow oil coolers this thermostat helps maintain engine oil temperature by holding the oil until it reaches operating temperature (82°C) 180°F and then opens to allow full flow to the oil cooler. It adjusts flow according to oil temperature to maintain constant operating oil temperature.

Part No	Description
AF64-4111	Oil thermostat block
AF59-4111	Replacement thermostat



BILLET 90° LOW PROFILE BLOCK ADAPTER LOW PROFILE

Aeroflow's Billet Low Profile Block Adapter is perfect for clearing tight spots like engine conversions with tight chassis rails! Universal threads and features 2 x 1/8" NPT auxiliary ports that are 25mm deep! -8 ORB inlet and outlet ports.

NOTE: Thread adapter MUST be screwed into block adapter head first NOT onto engine block. This will guarantee full thread engagement.

Part no	Colour	Description
AF64-2098	Black	Billet sandwich adapter low profile
AF59-2016		Replacement thread inserts

SPIN ON OIL FILTER ADAPTER WITH BY-PASS

Aeroflow's small block Chevy canister to spin-on oil filter adapter will fit Chevy block's from 1968 to 1999 and will allow the bypass to open when there is 15psi pressure difference in the filter. Manufactured from 6061-T6 Aluminium for light weight and hard anodised black for case hardness.

AF64-2185BLK

SBC / BBC with 15psi by-pass



BILLET SANDWICH ADAPTER

Universal fitment with a range of adapters to suit various makes and models. Replacement filter thread 3/4 -16 or Aeroflows universal billet filter AF64-2016. -8 orb inlet and outlet ports

Part No	Block Thread	Seal	I.D.	O.D.
AF64-2060	3/4"-16 13/16"-16 M18 x 1.5 M20 x 1.5 M22 x 1.5	62mm(2-7/16) - 87mm(3-3/8)		

Note: Please check oil filter landing for above sizes and other fitments

OIL COOLER THREAD INSERTS

These thread inserts are included in our Billet cooler and adapter kits but are sold separately if required. These thread inserts are suitable for use with AF64-2108 and AF64-2098

Part no	Thread Size
AF59-2108-34	3/4"-16
AF59-2108-1316	13/16"-16
AF59-2108-M18	M18 x 1.5
AF59-2108-M20	M20 x 1.5
AF59-2108-M22	M22 x 1.5





OIL COOLER LINE KIT

Aeroflows Universal Oil Cooler adapter and line kit has been designed for the ultimate in high performance and reliability. This Oil Cooler line kit offers our black light weight 450 series hose and our 550 one piece fittings. The universal sandwich plate not only allows the user to install an oil cooler but also offers 2 x 1/8 NPT ports for auxiliary inputs. This kit is a simple fix to all install problems. Fits most makes and model - Holden, Ford, Nissan, Toyota, Subaru, Honda & BMW.

Part No Description

AF30-4000 Kit Includes: 3 metre 450 series hose, 2 x 90 deg -10 fittings, 2 x straight -10 fittings, 4 x ORB fittings, 1 x Billet Adapter, 1 x O-Ring (65-71mm), 2 x 1/8" Port Plugs, 5 x Thread inserts: M18 x1.5, M20 x1.5, M22 x1.5, 3/4" x16, 13/16 x16



OIL FILTER RELOCATION KIT

Fast and easy no mess oil changes are now possible thanks to Aeroflow's Universal Oil Filter Relocation System! The system contains an adapter to convert the stock filter landing to an oil passage, a remote single filter mount and 2.5 metres of -10 braided hose for custom fit oil lines. Anodised aluminium ORB fittings eliminate messy sealants, thread tape and the chance of cracking the housing due to over tightening.

Part No Description

AF64-2042 Billet oil filter remote mount kit (-10 hose)

Universal Oil Filter Relocation Systems fit engines with the following spin-on oil filter thread sizes:

3/4"-16, 13/16"-16, 1"-12, 18 x 1.5mm, 20 x 1.5mm and 22 x 1.5mm. They are designed for the use of oil filters with a thread size of 3/4"-16, such as AF64-2016S or AF64-2016BLK or equivalent.

NOTE: OIL FILTER NOT INCLUDED.

OIL COOLERS

Chevrolet Engine Oil Cooler Kit

The same design as the B&M transmission SuperCooler! Without a cooler, high engine speeds and oil temperatures can break down lubricants and destroy your engine. This cooler is 11" x 8" x 1-1/2". Includes mounting hardware, filter adapter, hoses and fittings Chevrolet V8 with recessed filter.

BM70270

Hi-Tek Engine or Transmission Cooling System

- Fin and plate cooler construction
- Includes 12 volt high flow fan
- Pressure tested to 200psi
- Units has 1/2 NPT female inlet & outlet and thermal switch

The newest addition to B&M's line of SuperCooler and engine oil coolers is the Hi-Tek cooling system. Fitted with a high quality 12 volt electric fan and built-in mounting brackets, these coolers handle tough cooling jobs. They include a thermal switch to activate the fan when the fluid temperature reaches 160 degrees F. Can be used for racing, RV and street performance vehicles.

BM70297 Hi-Tek Cooling System
13-1/2" x 9" x 3-1/2" with 9-1/2" diameter fan

BM70298 Hi-Tek Cooling System
10" x 7-1/2" x 4" with 7" diameter fan



SuperCooler Engine Oil Coolers

- Stacked Plate design provides better cooling than ordinary fin & tube coolers
 - Resistant to damage from flying rocks or other debris
 - Pressure tested to 200 PSI
 - 1/2" NPT female threads easily adapt to steel braided lines • Suitable for all fluid cooling needs including: auto trans fluid, engine oil, differential fluid, power steering and turbocharger oil)
- B&M SuperCoolers are 100% aluminum construction and use stamped plates sandwiched together to create one of the most efficient oil cooling devices available. Not only does this unique design provide for maximized cooling through more efficient heat dissipation but it also provides a much sturdier cooler which is practically impervious to flying rocks or other debris. Suitable for all fluid cooling needs including: automatic transmission fluid, engine oil, differential fluid, power steering and turbocharger oil in circle track, road racing, off-road, tractor pulling and monster truck applications.
- SuperCooler 11" x 8" x 1-1/2"
SuperCooler 11" x 11" x 1-1/2"
Polished Aluminium SuperCooler 11" x 4-1/2" x 1-1/2"
Polished Aluminium SuperCooler 11" x 8" x 1-1/2"

BM70266

BM70274

BM70265

BM70272

OIL FILTER THREAD GUIDE

MAKE	MODEL	YEAR	RYCO FILTER	FILTER THREAD
AUDI	80, 90, 100, 200, 5+5, FOX	1967 - 1992	Z63	3/4" - 16
BMW	320i, 318i, 320i, 520i	1973 - 1991	Z88A	3/4" - 16
BMW	2002, 320, 318i, 520	1973 - 1987	Z422	3/4" - 16
BMW	323i, 325e, 325i, 525e	1978 - 1995	Z63	3/4" - 16
CHEV	V8 & 6 CYL		Z24	13/16" - 16
CHRYSLER	VALIANT-SLANT 6, HEMI	ALL - 1973	Z9/Z96	3/4" - 16
DATSUN	P510, 1600			3/4" - 16
FORD	CAPRI 1.6	1989 - 1995	Z79A	M20 x 1.5
FORD	CORTINA - 6 CYL	1974 - 1982	Z9	3/4" - 16
FORD	FALCON, FAIRMONT	1960 - 2001	Z9	3/4" - 16
FORD	FESTIVA	1992 - 2000	Z79A	M20 x 1.5
FORD	LASER, METEOR	1981 - 2001	Z79A	M20 x 1.5
FORD	TELSTAR, TX5 4 CYL	1983 - 1992	Z568	M20 x 1.5
FORD	TELSTAR, TX5 V6	1992 - 1998	Z411	M20 x 1.5
HOLDEN	V8 & 6 CYL	1963 - 1984	Z30	13/16" - 16
HOLDEN	APOLLO	1989 - 1995	Z158/Z38	3/4" - 16
HOLDEN	COMM 4.6 & 8 CYL	1978 - 1991	Z30	13/16" - 16
HOLDEN	COMM VL (NISSAN) 6 CYL	1986 - 1988	Z145A	3/4" - 16
HOLDEN	COMM VP - VU (V6)	1988 - 2001	Z154	M18 x 1.5
HOLDEN	COMM VP - VU (V8)	1988 - 2001	Z160	13/16" - 16
HOLDEN	GEMINI, PETROL	1975 - 1987	Z568	M20 x 1.5
HONDA	ACCORD, PRELUDE 1.8	1983 - 1985	Z148A	M20 x 1.5
HONDA	ACCORD 4CYL	1986 - 2001	Z79A	M20 x 1.5
HONDA	CRX	1988 - 1998	Z79A	M20 x 1.5
HONDA	INTEGRA	1987 - 2001	Z79A	M20 x 1.5
HONDA	PRELUDE	1985 - 2001	Z79A	M20 x 1.5
HYUNDAI	EXCEL	1986 - 2001	Z142A	M20 x 1.5
HYUNDAI	LANTRA/ELANTRA	1993 - 2001	Z142A	M20 x 1.5
KIA	CARNIVAL	1998 - 2001		M20 x 1.5
MAZDA	323, A5, A6, A8	1980 - 2001	Z79A	M20 x 1.5
MAZDA	626, (2.0- 2.2)	1987 - 1994	Z148A	M20 x 1.5
MAZDA	MX5	1989 - 2001	Z79A	M20 x 1.5
MAZDA	MX6 TURBO	1987 - 1991	Z568	M20 x 1.5
MAZDA	RX3, RX4, RX5, RX7	1972 - 1985	Z148A	M20 x 1.5
MAZDA	RX7	1986 - 1992	Z79A	M20 x 1.5
MITSUBISHI	ALL MODELS	1978 - 2001	VARIOUS	M20 x 1.5
NISSAN	180B, 200B	1972 - 1981	Z115	3/4" - 16
NISSAN	240KZ, 260Z, 280Z/ZX	1971 - 1984	Z115	3/4" - 16
NISSAN	300ZX, TURBO & GTR-GTS	1984 - 1997	Z145A	3/4" - 16
NISSAN	200SX, SR20DET	1997 - 2001	Z445	M20 x 1.5
NISSAN	EXA	1983 - 1991	Z145A	3/4" - 16
NISSAN	PATROL, GQ 4.2	1987 - 1997	Z170	3/4" - 16
NISSAN	PULSAR N12 inc TURBO	1980 - 1987	Z145A	3/4" - 16
NISSAN	PULSAR N13 1.6-1.8	1987 - 1991	Z154	3/4" - 16
NISSAN	PULSAR N14 1.6	1991 - 1998	Z145A	3/4" - 16
NISSAN	PULSAR N14 2.0, NX & NXR	1991 - 1997	Z442	3/4" - 16
NISSAN	STANZA	1978 - 1983	Z115	3/4" - 16
PORSCHE	924, 944	1976 - 1982	Z63	3/4" - 16
ROVER	MOST V8	1977 ON	Z9	3/4" - 16
SAAB	ALL MODELS	1973 - 1981	Z89A	3/4" - 16
SUBARU	IMPREZA, inc WRX	1993 - 2001	Z495	M20 x 1.5
SUBARU	LIBERTY	1989 - 2001	Z495	M20 x 1.5
SUZUKI	VITARA 1.6		Z172	3/4" - 16
TOYOTA	Most petrol models	1972 - 2001	VARIOUS	3/4" - 16
VOLVO	ALL MODELS	1969 - 1990	Z89A	3/4" - 16
VW	Water cooled model	1976 - 1983	Z63	3/4" - 16

OIL COOLERS

Aeroflow offers a tremendous selection of the industry's highest quality coolers in a wide range of applications and profiles. These stack plate (modular style) coolers are fully brazed on all contact surfaces inside and out, further more they have a brazed seam that withstands vibrations and pulsations in the toughest environment.

Any performance vehicle can benefit from an Aeroflow Cooler. Motor homes, tow vehicles, passenger cars and even motorcycles can realize extended engine and/or transmission efficiency and life.

Technical Specifications:

- Connections: -10 Female ORB thread, Adapters to suit any applications
- For use in engines, transmissions, hydraulic systems, etc.
- Max working pressure is 10 Bar (1 MPa or 145 PSI)
- Burst pressure is 25 Bar (2.5 MPa or 362 PSI) • Must use mounting kit in all performance applications

Part No	Rows	Depth	Length	Height	Thread
AF72-4010	10	51mm	330mm	77mm	FEMALE -10 ORB
AF72-4016	16	51mm	330mm	123mm	FEMALE -10 ORB
AF72-4019	19	51mm	330mm	146mm	FEMALE -10 ORB
AF72-4025	25	51mm	330mm	193mm	FEMALE -10 ORB
AF72-4030	30	51mm	330mm	231mm	FEMALE -10 ORB
AF72-4034	34	51mm	330mm	265mm	FEMALE -10 ORB
AF72-4040	40	51mm	330mm	312mm	FEMALE -10 ORB

OIL COOLER MOUNTING KIT

Properly mount your Aeroflow Oil Cooler with this Universal Aeroflow oil cooler mounting bracket (Simply cut on the line of how many row cooler you have). It is made from quality materials for strength and durability. This bracket securely holds the oil cooler preventing vibration damage. The bracket is pre-drilled for ease of mounting to any surface and comes complete with all necessary hardware to mount the cooler.

Part No Description

AF72-4000 Oil cooler mounting kit suits all sizes.



COMPETITION OIL COOLER

Aeroflow's new engine and transmission oil coolers feature -10 ORB female fittings for a perfect O-ring seal, thermostat wiring, plug kit and a high quality electric fan. It accepts engine oil, transmission and power steering applications and has been pressure tested to over 200psi.

The thermal switch included activates the fan at 175°F/79.5°C. The cooler also features a fin and plate construction. The dimensions are 13.5" (34cm) x 9" (23cm).

- AF72-6000 Comp oil cooler with fan & thermostat 1/2" NPT
- AF72-6001 Comp oil cooler with fan & thermostat -10ORB
- AF59-6000 Replacement temperature switch
- AF59-6001 Replacement temperature switch wire loom



DYNO-COOL

REMOTE COOLERS

The Dyno-Cool Universal Remote

Cooler can be mounted anywhere space

permits, using a highly efficient copper tube/aluminium fin cooled and a curved blade fan to provide airflow and extend transmission life. Perfect for medium duty use.

Mounting kit not included.

- Efficient copper/aluminium tube & fin 6 pass cooler -6AN inlets
- 450 CFM reversible Dyno-Cool Straight Blade electric fan
- Cooler style: Tube & Fin •Inlet size: -6AN male
- Fan size: 8 •CFM: 450 •Amp draw: 5.3

Cooler	Cooler	No. Of	Width	Height
-6 AN	11/32"	Passes	-6AN / 11/32"	
Inlets	Barb Inlet			
DP12730	DP12740	6	13 5/8" / 12 3/4"	7 5/8"
DP12731	DP12741	6	17 1/2" / 16 5/8"	7 5/8"
DP12732	DP12742	8	13 5/8" / 12 3/4"	10 1/4"
DP12733	DP12743	8	17 1/2" / 16 5/8"	10 1/4"



ATOMIC-COOLER WITH FAN & HARDWARE KIT SUIT ENGINE -8AN

With its own air supply, this popular remote cooler can literally be mounted almost anywhere, making it a popular addition for performance cars, hot rods, muscle cars and trucks. A heavy duty plate and fin cooler coupled with a Tornado fan and aluminium brackets, this universal kit comes with a complete installation kit to install easily on most vehicle engines. Also included is an 180°F in-line thermostat for activating the electric fan. •Mounts anywhere space permits •Electric fan supplies optimum airflow •Dramatically extends engine and transmission life •High efficiency OEM style Plate & Fin cooler

- Clear anodized aluminium shroud •500 CFM reversible Tornado electric fan •8AN inlet size •Engine cooler kit includes fan mounted cooler, universal thermostatic sandwich adapter, 13/16-16", 3/4-16", 18mm, 20mm, & 22mm sleeve nuts, two -8AN fittings, four brass 1/2" hose barb fittings, 180°F In-line thermostat, 10 ft. OEM spec. hose & hardware

Cooler Size

Part No	Width	Height	Depth
DP15450	12 3/4"	9 3/8"	4 15/16"
Mounting	Width	Height	
	11 5/8"	4"	

FRAME RAIL COOLERS

With the same 1/2" copper tubing expanded into aluminium cooling fins and embossed turbulators as our larger transmission coolers, this cooler uses a slim design to enable frame mounting in limited space applications. It includes -6AN inlets and can be used as a transmission cooler, power steering or fuel cooler with equal efficiency. Includes mounting hardware only.

- Embossed turbulators inserted in each tube agitate fluid for maximum heat transfer
- Extruded plastic cooling fin guards
- 2 pass cooler design
- 1/2" copper tubing expanded into aluminium cooling fins
- 6AN inlets
- transmissions, power steering & fuel

Part No	Width	Height	Depth
DP13221	17 3/4"	2 1/2"	1 3/4"
DP13223	13 3/4"	2 1/2"	1 3/4"
DP13225	24 3/4"	2 1/2"	1 3/4"

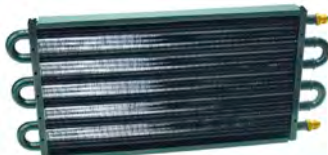


Series 7000 - AN Tube & Fin Cooler Kits

This Tube & Fin cooler features 1/2" copper tubing expanded into aluminium cooling fins and embossed turbulators. It is built with -6AN inlets and can be used as a transmission cooler, power steering or fuel cooler with equal efficiency. No mounting hardware included.

- Cooler style: Tube & Fin •Extruded plastic cooling fin guards
- Construction: Copper tube and aluminium fin
- Inlet size: -6AN •4 pass cooler design
- Embossed turbulators inserted in each tube agitate fluid for maximum heat transfer
- 1/2" copper tubing expanded into aluminium cooling fins

Part No	Width	Height	Depth
DP13311	13 1/2"	5 1/8"	3/4"
DP13312	17 1/2"	5 1/8"	3/4"
DP13313	17 1/2"	7 5/8"	3/4"
DP13314	17 1/2"	10 1/4"	3/4"
DP13315	17 1/2"	12 5/8"	3/4"
DP13316	13 1/2"	7 5/8"	3/4"
DP13317	13 1/2"	10 1/4"	3/4"
DP13318	13 1/2"	12 5/8"	3/4"



DYNO-COOL SERIES 6000 TUBE & FIN COOL

This universal all-aluminium transmission cooler is perfect for todays smaller, highly-stressed sub-compact and compact car automatic transmissions. Featuring embossed turbulators inserted into full 1/2" tubing to agitate fluid and louvered cooling fins, it extends transmission life by helping to prevent heat-related transmission failures while improving shift performance. This kit comes with a complete transmission cooler hardware kit to easily install onto vehicles with 5/16" transmission cooler lines.

- Prevents heat related transmission failures
- Extends life of transmission
- Improves transmission performance
- Embossed turbulators inserted in each tube agitate fluid for maximum heat transfer
- 4 pass cooler design
- 1/2" aluminium tubing expanded into aluminium cooling fins
- 11/32" hose barb inlets
- Complete hardware kit included

Part No	Width	Height	Depth
DP12901	13"	5"	3/4"
DP12902	15 1/4"	5"	3/4"
DP12903	15 1/4"	7 1/2"	3/4"
DP12904	15 1/4"	10"	3/4"
DP12906	13"	7 1/2"	3/4"
DP12907	13"	10"	3/4"

BRASS HOSE FITTINGS

Part No	Description
DP98102	3/8" NPT Male X 1/2" Barb
DP98103	1/2" NPT Male X 1/2" Barb



PLASTIC ROD MOUNTING KIT

Part No. DP13001



ADJUSTABLE FAN CONTROLLERS

This newly redesigned adjustable electric fan thermostat kit is designed to activate up to 2 fans with a maximum draw of 25 amps.

Two kits to chose from, water jacket 3/8" NPT thread-in probe or push-in radiator probe, kit includes relay wire harness and electrical connectors for an easy installation. A/C override circuit included.

- Adjustable fan controller turn-on range from 150°F - 240°F, and turn-off preset at 10°F lower than turn-on.
- Adjustable turn-on temperature from 150-240°F
- Turn-off temperature is preset at 10°F below turn-on temperature
- Thread in 3/8" NPT probe or Push-in radiator probe
- Heavy duty 40/60 amp relay •rated at maximum 25 amp continuous draw
- AC override circuit included •Ground circuit relay
- Note - Operates up to a 25 amp fan or two fans with a combined draw of 25 amps or less

Part No	Description
DP16749	3/8" NPT Thread-in Probe
DP16759	Push-in Radiator Probe



OIL PUMPS & ACCESSORIES



Speed-Pro has an oil pump to meet the lubrication needs of most high performance engines. All Speed-Pro pumps are tested for smooth rotation and correct oil pressure prior to shipment, ensuring dependable performance and long life. Options range from stock replacement to specialty high output pumps for racing use.

Standard Oil Pumps

- SB CHEV 283-400 STANDARD OIL PUMP
- BB CHEV 396-454 STANDARD OIL PUMP
- CHRYSLER 273-360 STANDARD OIL PUMP
- CHRYSLER 383-440 STANDARD OIL PUMP
- FORD 289-302W STANDARD OIL PUMP
- FORD 302-351C STANDARD OIL PUMP
- FORD BA 5.4L V8 SOHC - REBUILD KIT ONLY
- FORD 429-460 STANDARD OIL PUMP
- FORD 272-312 Y-BLOCK STANDARD OIL PUMP
- FORD 390-428 (FE) STD OIL PUMP

- SP224-4146
- SP224-4154
- SP224-4166
- SP224-4174
- SP224-41118
- SP224-41166
- SP224-43498
- SP224-41139
- SP224-41123
- SP224-41173

High Volume Oil Pumps

- SB CHEV 283-400 HI-VOLUME OIL PUMP
- SB CHEV 283-400 HI-VOL, HI-PRESS - INC SCREEN
- SB CHEV 350 HI-VOL OIL PUMP LATE 3/4" INLET
- BB CHEV 396-454 HI-VOLUME OIL PUMP
- CHRYSLER 273-360 HI-VOLUME OIL PUMP
- CHRYSLER 383-440 HI-VOLUME OIL PUMP
- FORD 289-302W HI-VOLUME OIL PUMP
- FORD 302-351C HI-VOLUME OIL PUMP
- FORD 351W HI-VOLUME OIL PUMP
- FORD 429-460 HI-VOL OIL PUMP INC SCREEN
- FORD 390-428 (FE) HI-VOL OIL PUMP

- SP224-4143
- SP224-4153S
- SP224-43469V
- SP224-4153
- SP224-4166V
- SP224-4174V
- SP224-41128
- SP224-4166V
- SP224-41143V
- SP224-41139V
- SP224-41177

Oil Pump Pick-ups

- SB CHEV 283-400 OIL PUMP PICK-UP
- SB CHEV 350 OIL PUMP PICK UP LATE 3/4 HOLE
- BB CHEV 396-454 OIL PUMP PICK UP - SHORT
- B/B CHEV OIL PICK UP - CORVETTE
- CHRYSLER 318-360 OIL PUMP PICK UP
- FORD 289-302W OIL PUMP PICK UP
- FORD 302-351C OIL PUMP PICK UP
- FORD 351 WINDSOR OIL PUMP PICKUP
- FORD 429-460 OIL PUMP PICK UP

- SP224-1246
- SP224-14258
- SP224-43620
- SP224-14264
- SP224-1166
- SP224-11118
- SP224-11166
- SP224-13143
- SP224-12139

Oil Pump Driveshafts

- SB CHEV H/D OIL PUMP DRIVE SHAFT
- BB CHEV H/D OIL PUMP DRIVE SHAFT
- CHRYSLER 318-360 H/D OIL PUMP DRIVE SHAFT
- CHRYSLER 383-440 H/D OIL PUMP DRIVE SHAFT
- FORD 289-302W H/D OIL PUMP DRIVE SHAFT
- FORD 302-351C H/D OIL PUMP DRIVE SHAFT
- FORD 351W H/D OIL PUMP DRIVE SHAFT
- FORD 429-460 H/D OIL PUMP DRIVE SHAFT
- FORD 272-312 (Y-BLOCK) OIL PUMP DRIVE SHAFT
- FORD 390-428 (FE) OIL PUMP SHAFT
- FORD FLATHEAD OIL PUMP SHAFT & GEAR

- SP224-6146E
- SP224-6154
- SP224-6166
- SP224-6174
- SP224-61118
- SP224-61166
- SP224-61143
- SP224-61127
- SP224-61123
- SP224-61114
- SP224-41108



- FORD XY-XF 250 6-CYL - STANDARD VOLUME
- FORD XY-XF 250 6-CYL - HIGH VOLUME
- FORD EA-EL 3.9L & 4.0L - STANDARD VOLUME
- FORD EA-EL 3.9L & 4.0L - HIGH VOLUME
- FORD AU SER I, II, III 4.0L - STANDARD VOLUME
- HOLDEN 6-CYL EH-VK - STANDARD VOLUME
- HOLDEN 6-CYL EH-VK - HIGH VOLUME
- HOLDEN V8 253-304-308 - STANDARD VOLUME
- HOLDEN V8 253-304-308 - HIGH VOLUME

- JP9438
- JP9436
- JP9439
- JP9437
- JP9440
- JP9451
- JP9456
- JP9471
- JP9491



HEAVY DUTY RACING OIL PUMPS

Moroso "Race" Oil Pumps are designed to accommodate the consistent oil pressure and volume requirements for today's racing engine. Moroso engineers anti-cavitation grooves into the pump housing to prevent pump and an enlarged bypass area ensures a smooth flow rate throughout any RPM range.

Application

- Chev Small Block, Standard Volume
- Chev Small Block, High Volume
- Chev Big Block, High Volume



- Part No.
- MO22101
- MO22111
- MO22160

BLUEPRINTED RACING OIL PUMP

Moroso's CNC machined blueprinted oil pump ensures the tightest tolerances and most consistent performance of any cast oil pump in its class. Anti-cavitation slots and enlarged feeder grooves are ball milled smooth, providing steady oil flow to each side of the gears for high RPM lubrication, cavitation relief and reduced spatter scatter. Drive and idler shafts are extended to locate in the bottom cover, preventing dynamic shaft deflection and a socket head screw makes it easy to change pressure. Includes additional spring to suit oil pressure requirements and intermediate shaft.

- Chev Big Block, High Volume

- MO22162



LS1, LS6 & LS2 HIGH VOLUME OIL PUMP

Moroso's LS series high volume oil pump will increase volume by 18% over stock oil pumps. It features a hard anodized coating and will fit with the stock timing cover. LS1, LS6 & LS2 HIGH VOLUME OIL PUMP



MO22120

OIL PUMP / PICKUP COMBINATIONS

Moroso's oil pump/pickup combinations include a fabricated Moroso pick-up welded to the oil pump for leak free operation and a simple bolt-on installation. The pick-up orientation ensures 1/4" clearance from pick-up to the bottom of any 8-1/4" deep oil pan and the oil pump is a standard unit that is not modified internally.

Application

Chev Small Block, Standard Volume
Chev Small Block, High Volume
Chev Small Block, High Volume, 3/4" Inlet



Part No.
MO22124
MO22134
MO22146

HEAVY DUTY OIL PUMP / PICKUP COMBINATIONS

Moroso's heavy duty oil pump/pickup combinations include a fabricated Moroso pick-up welded to the oil pump for leak free operation and a simple bolt-on installation. The pick-up orientation ensures 1/4" clearance from pick-up to the bottom of any 8-1/4" deep oil pan. The oil pump is a heavy duty unit with a 3/4" inlet, drive and idler shafts extended into the bottom cover for extra durability and optional anti cavitation grooves.

Application

Chev Small Block, High Volume
Chev Small Block, High Volume, Anti-Cavitation



Part No.
MO22138
MO22139

BILLET ALUMINIUM SPUR GEAR PUMP

Moroso's billet aluminium spur gear oil pump features a 6061-T6 billet housing with 3 times larger mounting boss area to prevent breaking. The inlet area is increased to prevent cavitation and a thrust bearing assembly increases housing and gear life due to drive shaft axial forces on the drive gear. The small block pump will clear 4-1/4" stroke with most steel rods and is made to work with 8-1/4" deep oil pans. The big block pump will clear 4-3/4" stroke with most steel rods and is made to work with 8" deep oil pans.

The big block pump will clear 4-3/4" stroke with most steel rods and is made to work with 8" deep oil pans.

Application

Chev Small Block, High Volume Billet Oil Pump
Chev Big Block, High Volume Billet Oil Pump



Part No.
MO22171
MO22163

BILLET ALUMINIUM GEROTOR PUMP

Moroso's billet aluminium gerotor oil pump features a 6061-T6 billet housing with a hard coated finish and 5.7 times larger mounting boss area to prevent breaking. The 1.100" Gerotor puts out 25% more volume to maintain ideal pressure round after round and external adjustment allows fine tuning of bypass pressure. The inlet area is increased to prevent cavitation and a thrust bearing assembly increases housing and gear life due to drive shaft axial forces on the drive gear. This pump will clear 5.25" stroke with most aluminium rods and is made to work with 8" deep fabricated aluminium oil pans.

Chev Big Block, High Volume Billet Oil Pump

MO22167



OIL PUMP DRIVE SHAFTS

Moroso oil pump drive shafts are made from high quality steel for extended reliability. The steel sleeve is pinned to maintain correct alignment between the oil pump and shaft.

Application

Chev Small Block
Chev Big Block
Chev Small Block using Big Block Oil Pump
SBC Dart block .391 raised cam 6.24 length.

Part No.
MO22070
MO22080
MO22090
MO22077



U-WELD-IT EXTENDED OIL PUMP PICKUPS

U-Weld-It Oil Pump Pickup Kits can be tailored for either standard or High-Volume pumps and suit oil pans up to 10-3/4" deep. Intended for Street/Strip use, these kits include one tube, one bracket, one box style screen and the small block Chev kit also includes fasteners. Small Block Chev, 5/8" Tube
Big Block Chev, 3/4" Tube

MO24861
MO24862



OIL PUMP PICK-UP

MO24150 - Oil Pump Pick-Up Std SB Chev Oil Pump extended depth, suits 9.5" oil pans.

MO24310 - Oil Pump Pick-Up Std BB Chev Oil Pump

MO24350 - SB Chev Oil Pick Up, Suit H/V Pumps & Any 8-1/4" Deep Pans

MO24515 - Moroso 351W Oil Pickup Use With MO20522 Oil Pan
MO24532 - Moroso Ford 351W Oil Pickup Use With MO20532 Oil Pan

MO24212 - Moroso SB Chev use with oil pan 20170, 20171, 20172, 20185, 21804, 21808, 21813, 21814, 21815

MO24213 - Moroso SB Chev use with oil pan 20170, 20171, 20172, 20185, 21804, 21808, 21813, 21814, 21815

GM LS OIL PUMP FLANGE REINFORCEMENT

Based on customer inquiries, this product is for the individual who would like their O.E.M. or aftermarket oil pump pick up to be secured in two locations

Flange reinforcement is installed by screwing in the supplied hardware into the unused screw hole in the Moroso, GM or Melling LS oil pump
Can be installed without removing an already installed oil pump pickup
MO24890



Adjustable Pressure Oil Pumps

The System One adjustable pressure oil pumps are the industry's finest cast pump! Available for Chev small and big block engines, they feature adjustable oil pressure from 75 to 125 psi (factory set at 65psi) and bypass oil anti-aeration diffusion screen technology. Uses stock Big Block Pickup.

Description

Chev Small Block Adjustable Oil Pump
Chev Big Block Adjustable Oil Pump
Chev Big Block Adjustable With Billet Cap

Part Number.
SY234-900773-1
SY234-900773-1
SY234-900773-2



Melling Cast Iron Oil Pumps

OEM quality, economical price. These pumps are manufactured from high-quality steel with all-new components and are individually hand-turned and pressure-tested to guarantee they'll perform as good as OEM.

Standard Oil Pumps

CADILLAC 427-500 1968-1976

CHEV SMALL BLOCK 283-400 USE 5/8"

PRESS IN SCREEN

CHEV SMALL BLOCK 283-400 USE 3/4"

PRESS IN SCREEN

CHEV BIG BLOCK 396-454

CHEV & HOLDEN LS1, LS6 & LS2

CHEV SMALL BLOCK 283-400 USE 5/8"

PRESS IN SCREEN, STD VOL, HIGH PRESS

GM LS4 5.3L & L92 VORTEC 6.2L

CHRYSLER SMALL BLOCK 273-360

CHRYSLER BIG BLOCK 361-440 1959-1978

FORD 289-302 WINDSOR

FORD 351 WINDSOR

FORD 302-351 CLEVELAND

FORD MODULAR 4.6L & 5.4L SOHC V8

FORD 429-460 BIG BLOCK

FORD 332-428 FE BIG BLOCK

FORD 272-312 Y-BLOCK 1955-1960

FORD FLATHEAD 221-239-255 1932-1954

MITSUBISHI 4G63 1990-1999

PONTIAC 400-455 1963-1976 (Includes Screen)

MEM-58F

MEM-55

MEM-155

MEM-77

MEM-295

MEM-55A

MEM-355

MEM-72

MEM-63

MEM-68

MEM-83

MEM-84A

MEM-176

MEM-84

MEM-57

MEM-42

MEM-19

MEM-198

MEM-54D-S

Hi-Volume Oil Pumps

CHEV SMALL BLOCK 283-400 1955-1992

CHEV SMALL BLOCK 305-350 1993-ON 3/4" INLET

CHEV SMALL BLOCK HI-PRESS (Includes Screen)

CHEV BIG BLOCK 396-454

CHRYSLER SMALL BLOCK 273-360

CHRYSLER BIG BLOCK 361-440

FORD BA 5.4L V8 DOHC 2004-ON

FORD 289-302 WINDSOR

FORD 351 WINDSOR

FORD 302-351 CLEVELAND

FORD 429-460 BIG BLOCK (Includes Screen)

FORD 332-428 FE BIG BLOCK

FORD FLATHEAD 221-239-255 1932-54

OLSMOBILE 403-455 V8 1965-1979

MEM-55HV

MEM-155HV

MEM-99HV-S

MEM-77HV

MEM-72HV

MEM-63HV

MEM-360

MEM-68HV

MEM-83HV

MEM-84AHV

MEM-84BHV-S

MEM-57HV

MEM-15

MEM-22FHV

Melling Select Performance Oil Pumps

Melling select oil pumps are extra insurance for high performance and race engines with CNC machined, heavy duty castings and high performance features such as billet steel gears, chromemoly shafts and adjustable pressure relief.



Chev Small Block

These pumps are a performance upgrade for M-55 & M-155. The housing and cover are CNC machined and phosphate coated. A lower pressure spring is included to reduce pressure if desired. Includes intermediate shaft with steel guide. The high volume pumps feature a 25% increase in volume over stock oil pumps. Uses press in screen.

STD VOLUME, USE 5/8" PRESS IN SCREEN

STD VOLUME, USE 3/4" PRESS IN SCREEN

HIGH VOLUME, USE 5/8" PRESS IN SCREEN

HIGH VOLUME, USE 3/4" PRESS IN SCREEN

ME10553

ME10554

ME10550

ME10551

Chev Small Block - Anti Cavitation

These pumps are the same as ME10552 & ME10555 with the addition of grooves machined in the body and cover. The grooves reduce cavitation effects in high RPM applications but will also reduce pressure at idle. Includes intermediate shaft with steel guide and uses the high pressure spring only. For racing applications only. Uses both 3/4" bolt on or press in screens. 10% EXTRA VOLUME, USE 3/4" PRESS OR BOLT IN SCREEN
25% EXTRA VOLUME, USE 3/4" PRESS OR BOLT IN SCREEN

ME10552C

ME10555C

Chev Small Block - Extra Heavy Duty

These High volume performance oil pumps are CNC machined and phosphate coated. The drive and idler shafts are extended to allow for additional support in the cover eliminating dynamic shaft deflection at increased RPM levels and the cover is doweled to the pump housing to assure alignment of the shaft bores. A Screw in plug retains the relief valve spring instead of a pin and the relief hole in the cover uses a screw in plug instead of a pressed cup plug. All bolts are self locking socket heads, with the wrench supplied. Includes intermediate shaft with steel guide and a lower pressure spring to reduce pressure if desired. Uses both 3/4" bolt on or press in screen. 10% EXTRA VOLUME, USE 3/4" PRESS OR BOLT IN SCREEN
25% EXTRA VOLUME, USE 3/4" PRESS OR BOLT IN SCREEN

ME10552

ME10555

GM LS4 5.3L & L92 VORTEC 6.2L OIL PUMP

Stock volume performance upgrade for M355. Standard volume for 5.3L & 6.2L engines. 33% increase in volume over the 10295. LS4 L92 the 10355 features a hard coat anodized body with a cast iron phosphate coated cover. The relief valve features a screw in valve plug with the optional lower stock pressure spring supplied. Uses stock bolt on screen.

LS4 5.3L & L92 VORTEC 6.2L Stock volume performance upgrade

ME10355

CHEV & HOLDEN LS1, LS6 & LS2

These pumps are a high pressure performance upgrade for MEM-295 with a 10% increase in pressure over the stock oil pump. The cast aluminum housing is CNC machined and hardcoat anodized and the cast iron cover is CNC machined and phosphate coated. The relief valve features a screw in valve plug with the optional lower stock pressure spring supplied. The high volume pump features an 18% increase in volume over stock oil pumps. Uses stock 1-1/4" bolt on screen.

STD VOLUME, USE STOCK BOLT ON SCREEN

MEM10295

HIGH VOLUME, USE STOCK BOLT ON SCREEN

MEM10296

Chev Big Block

These pumps are a performance upgrade for M-77 & M-77HV. The housing and cover are CNC machined and phosphate coated. A lower pressure spring is included to reduce pressure if desired. Includes intermediate shaft with steel guide. The high volume pump features a 25% increase in volume over stock oil pumps. Uses 3/4" press in screen.

STD VOLUME, USE 3/4" PRESS IN SCREEN

ME10774

HIGH VOLUME, USE 3/4" PRESS IN SCREEN

ME10770

LOW PRESSURE OIL PUMP SPRING

MEM-70077

Chev Big Block - Extra Heavy Duty

These High volume performance oil pumps are CNC machined and phosphate coated. The drive and idler shafts are extended to allow for additional support in the cover eliminating dynamic shaft deflection at increased RPM levels and the cover is doweled to the pump housing to assure alignment of the shaft bores. A Screw in plug retains the relief valve spring instead of a pin. Includes intermediate shaft with steel guide and a lower pressure spring to reduce pressure if desired. The high volume pump features a 25% increase in volume over stock oil pumps. Uses 3/4" press in screen.

STD VOLUME, USE 3/4" PRESS IN SCREEN

ME10775

HIGH VOLUME, USE 3/4" PRESS IN SCREEN

ME10778

LOW PRESSURE OIL PUMP SPRING

MEM-70077

Chev Big Block - Anti Cavitation

This pumps is the same as ME10778 with the addition of grooves machined in the body and cover. The grooves reduce cavitation effects in high RPM applications but will also reduce pressure at idle. Includes intermediate shaft with steel guide and uses the high pressure spring only. For racing applications only. Uses 3/4" press in screen.

HIGH VOLUME, USE 3/4" PRESS IN SCREEN

ME10778C

LOW PRESSURE OIL PUMP SPRING

MEM-70077

FORD 289-302 WINDSOR

These High volume performance oil pumps are CNC machined and phosphate coated. The drive and idler shafts are extended to allow for additional support in the cover eliminating dynamic shaft deflection at increased RPM levels and the cover is doweled to the pump housing to assure alignment of the shaft bores. The relief valve has a pressure adjustable screw-in plug instead of a cup plug. The high volume pump features a 25% increase in volume over stock oil pumps. Uses 5/8" bolt on screen.

STD VOLUME, USE 5/8" BOLT ON SCREEN

ME10687

HIGH VOLUME, USE 5/8" BOLT ON SCREEN

ME10688

FORD 351 WINDSOR

These High volume performance oil pumps are CNC machined and phosphate coated. The drive and idler shafts are extended to allow for additional support in the cover eliminating dynamic shaft deflection at increased RPM levels and the cover is doweled to the pump housing to assure alignment of the shaft bores. The relief valve has a pressure adjustable screw-in plug instead of a cup plug. The high volume pump features a 25% increase in volume over stock oil pumps. Uses 5/8" bolt on screen.

STD VOLUME, USE 5/8" BOLT ON SCREEN

ME10832

HIGH VOLUME, USE 5/8" BOLT ON SCREEN

ME10833

STD VOLUME FORD BA 5.4L

These ford Standard volume oil pumps are a performance upgrade for the M227. For use with the 5.4L SOHC BA 5.4L2004-on.

Supplied with chrome-moly Billet Steel Rotors. The 10227 also features an anodized hard coated body and a phosphate coated cover. Uses 15/16" diameter 335S oil pickup screen.

STD VOLUME FORD BA 5.4L

ME10227

V8 2004 ON FITS SOHC ENGINE

Oil Pump Pick Ups (Screens)

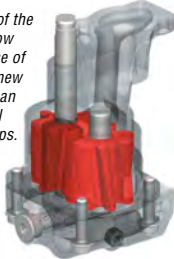
CHEV SMALL BLOCK 283-400 5/8" PRESS IN	ME55-S1
CHEV SMALL BLOCK 283-400 3/4" PRESS IN	ME155S
CHEV SMALL BLOCK 283-400 3/4"	
BOLT ON, 7" DEEP PAN	ME12557
CHEV SMALL BLOCK 283-400 3/4"	
BOLT ON, 7 1/2" DEEP PAN	ME12558
CHEV SMALL BLOCK 283-400 3/4"	
BOLT ON, 8" DEEP PAN	ME12559
CHEV BIG BLOCK 396-454	ME305S
CHEV BIG BLOCK 396-454 CORVETTE	ME241S
CHRYSLER SMALL BLOCK 273-360	ME72-S2
CHRYSLER 440 BB	ME63-S3
FORD 289-302 WINDSOR	ME68-S
FORD 351 WINDSOR	ME83-S
FORD 302-351 CLEVELAND	ME84-AS1
FORD BIG BLOCK 429-460	ME84-CS2
FORD BIG BLOCK 332-428 FE	ME57-S1
OLDSMOBILE 403-455 V8 1965-1979	ME22-FS

Oil Pump Drive Shafts

CHEV SMALL BLOCK, HEAVY DUTY WITH SLEEVE	MEIS-55E
CHEV SMALL BLOCK HEAVY DUTY CHROME MOLY	ME12550
CHEV BIG BLOCK, HEAVY DUTY WITH SLEEVE	MEIS-77
CHEV BIG BLOCK HEAVY DUTY CHROME MOLY	ME12770
CHRYSLER 273-360, HEAVY DUTY WITH GEAR	MEIS-72
CHRYSLER 383-440 HEAVY DUTY	MEIS-63
FORD 272-312 Y-BLOCK HEAVY DUTY	MEIS-42
FORD 289-302 WINDSOR HEAVY DUTY	MEIS-68
FORD 351 WINDSOR HEAVY DUTY	MEIS-83
FORD 302-351 CLEVELAND HEAVY DUTY	MEIS-84A
FORD BIG BLOCK 390-428 FE HEAVY DUTY	MEIS-60
FORD BIG BLOCK 429-460 HEAVY DUTY	MEIS-84
OLDSMOBILE 403-455 V8 1965-1979	MEIS-22-F
PONTIAC 265-455 V8	MEIS-54A

MELLING SHARK TOOTH HELICAL ASYMMETRICAL GEAR OIL PUMP

Melling has improved the heart-beat of the traditional internal gear pump. It is now significantly smoother through the use of new helical asymmetrical gears. The new gear design provides the engine with an improved flow of oil without the usual pulsing found in traditional gear pumps. The reduction in the pressure ripple from the pump will also provide benefits to the distributor and camshaft drive. All pumps includes 12550 chrome-moly intermediate shaft w/steel guide.



- SMOOTHER**
- Significant reduction in pressure ripple (pulsing)
 - Reduction in torque ripple in pump drive
 - Improved distributor operation - reduction in spark scatter
 - Improved distributor gear wear & intermediate shaft wear
- TIGHTER**

- Improved sealing of gear tips to housing
- Reduced internal leakage
- Improved efficiency and performance

QUICKER

- Increased inlet vacuum
- Primes faster

SB CHEV 262-400 (1975-80) & PONTIAC 305 (1982-87)

25% Extra Volume, Uses 5/8" Press Fit Screen	ME10550ST
25% Extra Volume, Uses 3/4" Press Fit Screen	ME10551ST
10% Extra Volume, Uses 3/4"	
Bolt-On Or Press Fit Screen	ME10552ST
25% Extra Volume, Uses 3/4"	
Bolt-On Or Press Fit Screen	ME10555ST
Standard Volume, Uses 5/8" Press Fit Screen	ME10553ST
Standard Volume, Uses 3/4" Press Fit Screen	ME10554ST

GM OIL PUMP PICK-UP

LS Series Pick-Up **GM12572654**
(Not LS7/LS9)

**ARP Oil Pump Shaftdrive Kits**

Lose oil pressure and the engine is trash! Now you don't have to depend on a stock oil pump drive shaft in your expensive high performance or wet sump racing engine. ARP oil pump drive shafts are made from heat treated, premium, aerospace chrome moly. Plus, we've increased the body diameter to make it tougher - more able to handle the added torque requirements of increased capacity oil pumps or heavy viscosity racing lubricants. Rated at 170,000psi the added tensile strength delivers longer service life of this critical component.

Application CHEVROLET

Small Block, all
Big Block, all
Tall BBC +.400

FORD

239-312 Y Block
351 Windsor
FE Series
429-460 ci
289-302 ci, Boss 302
351 Cleveland -400M

Part-No.

AR134-7901
AR135-7901
AR135-7902

AR135-7902
AR154-7901
AR154-7902
AR154-7903
AR154-7904
AR154-7905

**MELLING SHARK TOOTH BILLET OIL PUMPS**

Melling Shark Tooth Billet oil pumps utilize an exclusive helical asymmetrical steel gear design which improves the operation of the distributor resulting in less spark scatter and wear on the drive gear. These pumps consume less power as compared to competitor pumps. The length of the pump's drive shaft has been increased to allow for additional support in the cover eliminating shaft deflection to allow the gears to run true at high RPM levels.

- 70% less pressure pulsing and resultant cyclic loads
- Reduced time to prime and oil delivery to engine components
- Improved tip sealing and overall operating efficiency
- Weighs 1.75 lbs less than the traditional SB cast iron pump
- Chrome moly shafts with additional shaft support
- Fits into the same space as the stock oil pump and pickup
- Integral Pickup Improves overall performance & eliminates potential failures

CHEV SMALL BLOCK - STREET & STRIP

SBC, 25% Higher Volume, for 7.5" Deep Pans
SBC, Stock Volume, for 7.5" Deep Pans
SBC, 25% Higher Volume, for 8.25" Deep Pans
SBC, 25% Stock, for 8.25" Deep Pans

ME10050ST-750SS
ME10055ST-750SS
ME10050ST-825SS
ME10055ST-825SS

CHEV SMALL BLOCK - CIRCLE TRACK

SBC, 25% Higher Volume, for 7" Deep Pans
SBC, Stock Volume, for 7" Deep Pans

ME10050ST-700CT
ME10055ST-700CT

**Holden V8 Oil Pump & Distributor Gears**

Distributor and oil pump gears for Holden 253-304-308 V8 engines. Bronze gears are required for engines with steel billet roller cams and the hardened iron oil pump gear is suitable for factory roller and aftermarket flat tappet cams.

Description	Part No.
Bronze Distributor Gear	HA-99GER1825-00
Bronze Oil Pump Gear	HA-99GER1824-00
Hardened Iron Oil Pump Gear	HA-99GER7122-00

EXTERNAL OIL PUMPS**EXTERNAL OIL PUMPS**

External oil pumps have many performance benefits over internal, stock type pumps. External oil pumps run cooler than internal pumps and eliminate the spark scatter and cam shaft loads that come with an internal pump. Bypass adjustment and oil system priming is made easier and having the pump easily accessible greatly simplifies service and maintenance. The Chevrolet pump has an integral mount and the Ford and Honda pumps require a mounting kit.

Description
External oil pump, L/H Mount, Chevrolet
External oil pump, R/H Mount, Ford
External oil pump, L/H Mount, Honda

Part No.
M022600
M022596
M025610

OIL PUMP DRIVE KIT - HONDA

This kit fits Honda 1.6L, 1.8L & 2.0L B-series engines and drives the oil pump at 53% of crankshaft speed. The kit includes all necessary hardware: Stepped steel washer, drive pulley, drive mandrel, radiused tooth gears, and correct length drive belt, Crank bolt, and alternator drive.
Drag Race Oil Pump Drive Kit, Honda B-Series

M025710

EXTERNAL OIL PUMP PICKUP KIT

Complete kit including everything needed to convert a steel wet sump oil pan for use with an external pump. Adapts to a variety of pans, welding required. Includes screened pickup box, pickup tube and specially machined -12AN fitting.

External Oil Pump Pickup Kit for Steel Oil Pans

M024840

**WET SUMP OIL PUMPS**

Our Wet Sump Pumps are built around our Patent Pending 4 lobe rotor which provides excellent oil pressure and flow in excess of 30 GPM on the High Volume pump for the highest need motors. R4 Single Stage Pump

Chevrolet**Application**

Left Side Mount, Standard Pressure
Left Side Mount, HV Pressure

Ford Cleveland/Windsor**Application**

Right Side Mount, Standard Pressure
Right Side Mount, HV Pressure



Part No.
PFS04-1000
PFS04-1002

Part No.
PFS04-1020
PFS04-1022

WET SUMP/VACUUM OIL PUMPS

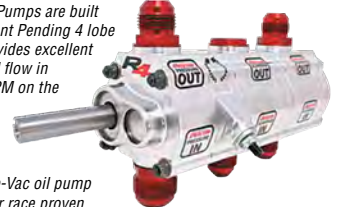
Our Wet Sump pumps are built around our Patent Pending 4 lobe rotor which provides excellent oil pressure and flow in excess of 30 GPM on the High Volume pump for the highest need motors.

Peterson's Wide-Vac oil pump incorporates our race proven Wet Vac oil pump design with a wider vacuum section. This pump provides an external wet sump pump that incorporates a vacuum section which allows the engine builder to pull vacuum in the crankcase.

Description

Left Side Mount, 1.2 Pressure Rotor
Right Side Mount, 1.2 Pressure Rotor

Part No.
PFS04-3800
PFS04-3820

**DRY SUMP PUMPS & ACCESSORIES****VACUUM PUMP, DRY SUMP PUMP DRIVE KIT****Big and Small Block Chrysler**

- Extra long to accommodate any combination
 - Specially engineered kit ensures perfect belt alignment when driving Moroso Dry Sump Pump and Racing Vacuum Pump
 - 6-bolt self centering aluminium hub fastens to balancer
 - Steel mandrel mounts to hub and provides rigid pulley mounting
 - Includes Gilmer Crank Drive Pulley and V-belt Crank Pulley, which are machined from 6061-T6 aluminium and are hard coat anodized for exceptional strength and extended service life
 - Comes complete with all mounting hardware
 - For optimum accessory speed, use with Moroso Dry Sump Gilmer Pulleys, and Vacuum Pump V-Belt Pulley No. 64885
 - Does not include Gilmer pump pulley or belt
- Vacuum Pump, Dry Sump Pump Kit.**
Big and Small Block Chrysler. M063848

**VACUUM PUMP, DRY SUMP PUMP DRIVE KITS****Big and Small Block Chevy**

- Extra long to accommodate any combination
 - Specially engineered kit ensures perfect belt alignment when driving Moroso Dry Sump Pump and Racing Vacuum Pump
 - Steel, self-centering mandrel bolts directly to harmonic balancer for dead-accurate concentricity
 - Includes Gilmer Crank Drive Pulley and V-belt Crank Pulley, which are machined from 6061-T6 aluminium and are hard coat anodized for exceptional strength and extended service life
 - Comes complete with all mounting hardware
 - For optimum accessory speed, use with Moroso Dry Sump Gilmer Pulleys, and Vacuum Pump V-Belt Pulley No. 64885
 - Does not include Gilmer pump pulley or belt
- Vacuum Pump, Dry Sump Pump Kit, Big Block Chevy. M063844**
Vacuum Pump, Dry Sump Pump Kit, Small Block Chevy. M063845

**VACUUM PUMP, DRY SUMP PUMP DRIVE KIT****Small Block Ford**

- Extra long to accommodate any combination
 - Specially engineered for perfect fit
 - Hub mounted to harmonic balancer
 - Includes Gilmer Crank Drive Pulley and V-belt Crank Pulley, which are machined from 6061-T6 aluminium and are hard coat anodized for exceptional strength and extended service life
 - Does not include Gilmer pump pulley or belt
- Vacuum Pump, Dry Sump Pump Kit.**
Small Block Ford 289-351W. M063846



MOROSO



MOROSO TRI-LOBE LINE OF DRY SUMP PUMPS, DOOR CARS

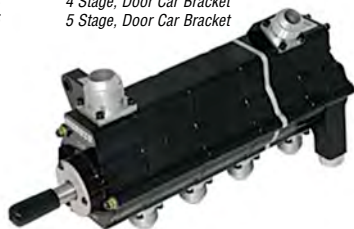
The best performing dry sump pump line that Moroso has ever produced! Moroso's new aluminium dry sump pumps have been developed with our decades of oiling system expertise to give you a lighter, better performing oil pump that will save weight and make more crankcase vacuum!

The new oil pumps feature:

- Tri-lobe aluminum scavenge sections featuring individual timing gears to ensure proper clearance at the highest RPM's
- Spur gear pressure section based off Moroso's highly successful billet wet sump pump design
- Variable spring rates optimize your oil pressure for smooth, reliable oil pressure readings
- Multiple #16 scavenge outlet options for increased flow back to your dry sump tank and/or fitment requirement on your application
- Pump weighs almost half of gerotor pumps, and takes up to 40% less power to drive!
- Custom pressure section sizes for increased efficiency with different pump speeds
- Door car and dragster brackets available, includes all necessary fittings

Dry Sump Pump, T3 Series

No.	Description/Application
MO22341	Single Stage, Door Car Bracket
MO22343	3 Stage, Door Car Bracket
MO22344	4 Stage, Door Car Bracket
MO22345	5 Stage, Door Car Bracket



DRY SUMP OIL PUMPS, DOOR CAR

Chevrolet Small Block & Big Block Door Car applications
INCREASED POWER!

- Steady oil pressure throughout RPM range •Increased vacuum
- Consistent oil pressure at high heat levels
- Consistent oil pressure at high vacuum levels
- Oil pressure adjustability, allows for finer tuning of pressure levels
- EASIER TO PLUMB AND FIT!** • Includes all necessary fittings
- Internal Manifold w/ -16 AN return, no need for separate manifold
- Built-in bracket mounts pump higher and closer to the engine, for better engine compartment packaging in a Dragster
- Two pressure outlet locations for easier plumbing
- Vertical oil pressure adjuster makes it easier to change oil pressure settings
- Made in the USA

Part#	Description
1.100 Pressure/1.100 Scavenge	
MO22241	Single Stage
MO22243	Three Stage
MO22244	Four Stage
MO22245	Five Stage



OIL PUMP AND VACUUM PUMP DRIVE KITS

- Flange Style •Bolts to balancer-balancer does not need to be drilled like older designs
- Pulleys are hard coat anodized and mandrel is black oxide for exceptional strength and extended service life
- Kits include: one-piece, forged steel drive mandrel, 4" V-belt pulley for alternator, 2-1/2" V-belt pulley for vacuum pump, 1" (16 tooth) Gilmer pulley for external oil pump, guide plates, assorted spacers, belt guides and hardware
- MO63853** - SBF, Style: Short, Mandrel Length Minus Flange: 3.500"
- Required Balancer: 4-Bolt, 3.30" bolt circle, 2.382" male register, Length: 4.125"
- MO63857** - SBC, Style: Short, Mandrel Length Minus Flange: 2.990"
- Required Balancer: 3-Bolt, 3.20" bolt circle, 1.250" female register, Length: 3.380"
- MO63858** - BBC, Style: Short, Mandrel Length Minus Flange: 2.990"
- Required Balancer: 3-Bolt, 3.20" bolt circle, 1.250" female register, Length: 3.645"
- MO63860** - GM LS Series, Style: Short, Mandrel Length Minus Flange: 2.990"
- Required Balancer: Aftermarket, using GM LS bolt pattern, 3-Bolt, 3.20" bolt circle, 1.250" female register, Length: 3.645"



DRAG RACE OIL PUMP DRIVE KITS

With Electric or Crank-Drive Water Pump

- Fits most popular drive setups including 1/4" front engine plate mounting and crank trigger ignition unless otherwise stated
- Drives Oil Pump at 57% of crankshaft speed
- Kits include all necessary hardware: Grade 8 fasteners, hard coat anodized Gilmer pump and drive pulleys and correct Length drive belts
- Works with all Moroso Dry Sump Pumps and External Oil Pumps
- Also see Moroso Alternator Drive Kits on page 166-168

MO23600 Oil Pump Drive Kit, SBC and 90° Chevy V6, Drag Race with crank-driven water pump. Use Moroso Water Pump Pulley No. 64900.

MO23610 Oil Pump Drive Kit, BBC, Drag Race with crank-driven water pump.

MO23660 Oil Pump Drive Kit, SBC and 90° Chevy V6, Drag Race with electric-driven water pump.

MO23672 Oil Pump Drive Kit, BBC, Drag Race with electric-drive water pump, works with both crank trigger ignition and 1/4" motor plate.

DRY SUMP PUMP PULLEY

Gilmer Style. Machined from billet aluminium for unmatched precision. Hard coat anodized for extended durability. 3/8" pitch pulleys fit 5/8" diameter shafts. Use with Moroso Gilmer Drive Pulleys to suit desired drive ratio. Compatible with 3/8" pitch gilmer tooth drive pulleys and belts manufactured by Moroso and others. Includes key and 4 set screws to lock pulley to the shaft in a positive manner.



CRANKSHAFT PULLEY

Gilmer Style 3/8" pitch pulley fits 1" diameter keyed drive mandrels. Machined from billet aluminium for unmatched precision and hard-coat anodized for extended durability.

16-Tooth Mandrel Drive Crankshaft Pulley MO97170
18-Tooth Mandrel Drive Crankshaft Pulley 1" Wide MO97171
18-Tooth Mandrel Drive Crankshaft Pulley 1/2" Wide MO97172

VACUUM PUMP, EXTERNAL OIL PUMP DRIVE KIT

Includes One-piece forged steel Drive Mandrel, Gilmer Crank Drive Pulley and V-belt Crank Pulley, which are machined from 6061-T6 aluminium. Pulleys are hard coat anodized and mandrel is black anodized for exceptional strength and extended service life. Spacers & hardware included.

Description	Part No.
Small Block Chev, 4.655" overall length	MO63859
Big Block Chev, 4.655" overall length	MO63849
Big Block Ford 429-460, 4.80" overall length	MO63847

DRY SUMP SCAVENGE MANIFOLDS

Fully fabricated 3 or 4 Stage scavenge manifolds with quick release fittings. Designed for Moroso Dry Sump Pumps. Includes -10AN inlet cups and -16AN outlet. Complete kits with machined aluminium pump fittings, O-rings and quick release pins for an easy installation. For use with dry sump tanks with a single -16AN inlet.

3 Stage Dry Sump Scavenge Manifold	MO22692
4 Stage Dry Sump Scavenge Manifold	MO22693



GILMER DRIVE BELT

- For Moroso Dry Sump Pump setups
- Will also work with other manufacturers' 3/8" pitch Gilmer Drive setups

Gilmer Belt, 60 - Tooth, 22-1/2" x 1" MO97110



RADIUS TOOTH BELTS-8 MM PITCH

- Thin Series Belts for Moroso Vacuum Pump and Alternator Pulleys
- Fits 1/2" wide or greater pulleys
- Strong and lightweight with less belt stretch
- Provides lower tension with positive engagement and no slippage
- 8mm Radius Tooth, 30.6" long (776 mm)** MO97152
- 8mm Radius Tooth, 10.158" Long (258 mm)** MO97151

DRY SUMP OIL TANKS

Moroso Dry Sump Tanks separate air quickly from oil, prevent foaming and insure a continuous supply of oil to the pump under all racing conditions! As oil enters the tank, it rotates around the tank wall and deaerates by spreading over a large surface area, allowing trapped air bubbles dissipate quickly. This then lets the restored oil flow easily to the bottom outlet of the tank where it can return to the pump and engine. Tanks are supplied with or without integral filtered breather tanks and all have carefully engineered inlet locations with -AN fittings, large diameter billet aluminium screw-on filler caps and drain plugs.



MO22683 Dry Sump Tank, 7" Diameter x 13" Tall, 5 Quart Capacity, 3 x -12AN inlets, -12AN outlet and -12AN Breather fitting. Use with MO85465 or MO85466 Breather Tanks.

MO22684 Dry Sump Tank, 7" Diameter x 13" Tall, 5 Quart Capacity, 3 x -12AN inlets, -12AN outlet and integral filtered breather tank.

MO22686 Dry Sump Tank, 7" Diameter x 15" Tall, 5 Quart Capacity, 1 x -16AN inlet, -12AN outlet and -12AN Breather fitting. Use with MO85465 or MO85466 Breather Tanks.

MO22687 Dry Sump Tank, 7" Diameter x 15" Tall, 6 Quart Capacity, 1 x -16AN inlet, -12AN outlet and integral filtered breather tank.

MO97571 - Replacement Lid with O-ring

DRY SUMP TANK MOUNTING KIT

- Lightweight Mounting Kit comes complete with all hardware to secure dry sump tank to Drag Race car
- Stainless steel clamps with T-bolt fastener and vibration-proof nylon insulated lock nut keep tank secure under severe conditions
- Removable rubber clamp inserts insulate the dry sump tank from vibration and damage

MO22676 Dry Sump Tank Mounting Kit, fits tanks with 6-1/2" to 7" diameters.



OIL PUMP BLOCK-OFF PLATE

Easy, bolt-on anodized aluminium plate seals oil passage on rear main cap when dry sump systems are used. Requires no drilling or tapping for installation. Fits Small Block, Big Block and 90° Chevy V6.

Oil Pump Block-Off Plate, Chevy V8 & 90° V6 MO23790



EXTENDED DRY SUMP TANK MOUNTS

Moroso offers aluminium Dry Sump Tank Mounts for all 7" diameter Moroso tanks. The kits include a .250" thick billet aluminium mounting flange to mount to any motor plate application. The rounded aluminium saddle ensures proper contact to the tank and along with the rubber strips, vibration is reduced to a minimum. The stainless steel clamps are sanctioning body legal, and will hold the tank securely to the mount. Mounts are 5.25" from mount to saddle base.

MO22677	Straight Extended Tank Mount.
MO22678	30 Degree Extended Tank Mount.
MO22679	U-Weld-It Extended Tank Mount



90 DEGREE SCAVENGE FILTER

Aeroflow now offers this great 90 degree dry sump pan filter that protects your valuable dry sump pump from debris in your engine oil. The filter allows for easy cleaning and inspection without removing the engine sump.

Part No	Colour	Description
AF64-4100	Blue	-12AN 90° inline filter
AF64-4100BLK	Black	-12AN 90° inline filter
AF64-4100S	Silver	-12AN 90° inline filter
AF59-4100		Replacement Screen



R4 DRY SUMP OIL PUMPS

Peterson Dry Sump Pumps are built around our Patent Pending 4 lobe rotor which provides excellent oil pressure and flow in excess of 30 GPM on the High Volume pump for the highest need motors.

The 4 lobe rotor also provides excellent vacuum to free up horsepower in the engine. 1.200" Scavenge Rotors

Description
3 Stage, Left Side 1.2" Pressure
3 Stage, Right Side 1.2" Pressure, Rear Drive
4 Stage, Left Side 1.2" Pressure
4 Stage, Left Side 1.2" Pressure, Rear Drive
4 Stage, Right Side 1.2" Pressure
5 Stage, Left Side 1.4" Pressure

1.400" Scavenge Rotors

Description
3 Stage, Right Side 1.4" Pressure
3 Stage, Right Side 1.2" Pressure, Rear Drive
4 Stage, Left Side 1.2" Pressure

1" Scavenge Rotor

Description
4 Stage, Left Side 1" Pressure

CAM DRIVE PUMPS

Description
3 Stage Cam Drive With Rear Drive
(-12 Press Out, -12 Scav In X2, -16 Press In, -16 Scav Out)
3 Stage Cam Drive With Rear Drive
(All Fittings -12)

R4 DRY SUMP PUMP MOUNT BLADES

R4 pump feature a unique tab mounting system that allows a lighter mount system and eliminates a separate mounting block. Mounting blocks come complete with hardware for mounting to pump.

Application

Small Block Chev, Left Side
Small Block Chev, Right Side
Big Block Chev, Left Side
Big Block Chev, Right Side
Small Block Ford, Right Side



Part No.
PFS04-3000
PFS04-3024
PFS04-4000
PFS04-4004
PFS04-4020
PFS04-5002

Part No.
PFS04-3072
PFS04-3074
PFS04-4060

Part No.
PFS04-4060-100

Part No.
PFS04-3040
PFS04-3044



Part No.
PFS14-3100-001
PFS14-3101-001
PFS14-3120-001
PFS14-3121-001
PFS14-3201-001

OIL PAN PICK UP

Peterson external wet sump oil pickups are made to convert wet sump pans to utilize an external wet sump pump. welding is required for installation.

Description
Steel -12 AN



Part No.
PFS07-2002



R4 DRY SUMP PUMP FITTINGS

Our new pump fittings have a short depth to reduce weight and allow a smaller pump profile. They also feature a full flow design that features the largest possible hole and internal radius for superior flow.

Application

R4 Pump Fitting, -6AN
R4 Pump Fitting, -8AN
R4 Pump Fitting, -10AN
R4 Pump Fitting, -12AN
R4 Pump Fitting, -16AN
R4 Pump Fitting, -20AN

Part No.
PFS14-0006
PFS14-0008
PFS14-0010
PFS14-0012
PFS14-0016
PFS14-0020

REMOTE RELIEF VALVE

Peterson's Remote Relief Valve enables the racer to adjust oil pressure on engines where the rules require that the oil pump be in its stock location in the pan. This can also be used in dry sump applications to make the pressure regulator more accessible.

Description
Remote relief valve -10AN
Remote relief valve -12AN w/ -10AN relief fitting
Remote Relief Valve Outer Spring
Remote Relief Valve Inner Spring

VACUUM REGULATOR

Peterson's new adjustable vacuum regulator is on the leading edge of engine management. It has been proven to regulate crankcase vacuum and hold a steady level through extensive testing. Vacuum can be regulated from as high as 29.7 in/hg down to 2 in/hg. This regulator is machined from Billet aluminum and features the same great quality as all of Peterson's products.

Description
Vacuum Regulator w/-12AN Bung



Part No.
PFS09-0160
PFS09-0161
PFS13-2912
PFS13-2913



Part No.
PFS08-0455

OIL PRESSURE GAUGE FITTING

This oil pressure fitting gets the oil pressure gauge line connection up where it is more accessible. Fitting is 1/8 NPT on engine side -4 AN for Gauge connection.

PFS15-1041 Oil pressure gauge fitting straight



LIFTER VALLEY RISER TUBES

Peterson's lifter valley riser tubes are installed in the lifter drain back holes to prevent oil drain back through these holes while allowing the engine to breathe through the holes. 70 micron filter screens are installed in the tube opening. Filter drain holes need to be taped to 1/4 NPT

Description
SB Chev riser tube 9/16" Hex port 1/4 NPT thread

Part No.
PFS15-1050



ALUMINIUM MALE Y-MANIFOLDS

Peterson's return line manifolds consolidate scavenge return lines from the pump to a single return line to the oil tank & for use with dual fuel pumps to a single line fuel system.

Description
Y-Manifold -10 AN, -10 AN, -10 AN
Y-Manifold -10 AN, -10 AN, -12 AN
Y-Manifold -12 AN, -12 AN, -12 AN



Part No.
PFS10-1709
PFS10-1711
PFS10-1721

Billet Manifolds

Peterson's billet manifolds are ideal for fuel and oil lines where lines need to be consolidated for easier plumbing.

Description
Y Manifold -6AN, -6AN, -6AN
Y Manifold -8AN, -6AN, -6AN
Y Manifold -8AN, -8AN, -8AN
Y Manifold -10AN, -8AN, -8AN
4 Way Manifold -8AN, -6AN, -6AN, -6AN, -6AN



Part No.
PFS10-0030
PFS10-0031
PFS10-0032
PFS10-0033
PFS10-0041

Direct Mount Scavenge Manifolds

Direct mount scavenge manifolds attach directly to the pump, reducing the hoses necessary to return scavenge oil from the pump to the tank.

Description
3 Stage Manifold -12AN, -12AN, -12AN
3 Stage Manifold -12AN, -12AN, -16AN
4 Stage Manifold -12AN, -12AN, -12AN, -16AN



Part No.
PFS10-0100
PFS10-0101
PFS10-0103

Oil Inlet Fittings

Peterson's new oil inlet fittings are made to allow oil input at the front of the block over the water pump on small block Chevy engines. Available in several pipe and AN sizes to fit most applications.

Description
-10 AN x 1/2 NPT x 3" aluminium
-12 AN x 1/2 NPT x 3" aluminium



Part No.
PFS15-1061
PFS15-1062

Inline Ball Valves

Peterson Fluid Systems has produced the best shutoff valve in the racing industry. Produced from aircraft quality aluminium, these valves utilize hard coated aluminium balls and bodies along with Teflon seals. Available in several combinations, these valves make fuel and oil shut off easy.

Description
-6AN Flare to -6AN Flare
-6AN Flare to -6AN Flare, Panel Mount
-6AN Push On to -6AN Push On
-6 AN Flare X -6 B Nut
-8AN Flare to -8AN Flare
-8AN Push On to -8AN Push On
-10AN Flare to -10AN Flare
-10AN Push On to -10AN Push On
-10AN Flare to -10AN B-Nut
-12AN Flare to -12AN Flare
-12AN Push On to -12AN Push On
-12AN Flare to -12AN B-Nut
Tap Handle Suit Panel Mount Ball Valve



Part No.
PFS09-0900
PFS09-0910
PFS09-0902
PFS09-0903
PFS09-0920
PFS09-0922
PFS09-0940
PFS09-0942
PFS09-0943
PFS09-0960
PFS09-0962
PFS09-0963
PFS09-0910021001

Oil Return Manifolds

Peterson's return line manifolds consolidate scavenge return lines from the pump to a single return line to the oil tank.

Description
3 Stage -12 AN, -12 AN, -12 AN
3 Stage -12 AN, -12 AN, -16 AN
4 Stage -12 AN, -12 AN, -12 AN, -12 AN
4 Stage -12 AN, -12 AN, -12 AN, -16 AN
Y-Type -12 AN, -12 AN, -12 AN, -12 AN
Y-Type -10 AN, -10 AN, -10 AN
Y-Type -12 AN, -10 AN, -10 AN

Part No.
PFS10-0001
PFS10-0002
PFS10-0003
PFS10-0004
PFS10-0006
PFS10-0016
PFS10-0017

Inline Temperature Port Assembly

Peterson's inline temperature sender fitting assembly has a standard 5/8-18 threaded port for a mechanical temperature probe.

Description
-10AN x -10AN Hose
-10AN x -10AN Bulkhead
-12AN x -12AN Male

Part No.
PFS09-1940
PFS09-1941
PFS09-1960



PUMP & Tank Fittings

- MALE THREAD

Description
-10AN Flare to -10AN O-Ring
-12AN Flare to -10AN O-Ring
-16AN Flare to -10AN O-Ring
-10AN Flare to -12AN O-Ring
-12AN Flare to -12AN O-Ring
-16AN Flare to -12AN O-Ring
-6 AN Port Plug (Tank Drain)
-12 AN Port Plug (Tank Drain)
-12AN O-Ring kit, 5 pack



Part No.
PFS15-1005
PFS15-1006
PFS15-1007
PFS08-0501
PFS08-0502
PFS08-0503
PFS08-0504
PFS08-0505
PFS08-0506

GILMER BELTS

These belts are 1" wide with 3/8" pitch for use with Peterson Gilmer pulleys and drive kits.

Description
21.0" Long Gilmer Belt, 210-L-100
22.5" Long Gilmer Belt, 225-L-100
24.0" Long Gilmer Belt, 240-L-100
25.5" Long Gilmer Belt, 255-L-100
27.0" Long Gilmer Belt, 270-L-100
28.5" Long Gilmer Belt, 285-L-100
30.0" Long Gilmer Belt, 300-L-100

3/4" Wide Gilmer Belt

27.0" Long Gilmer Belt, 270-L-075



Part No.
PFS05-0902
PFS05-0905
PFS05-0908
PFS05-0911
PFS05-0914
PFS05-0917
PFS05-0920

PFS05-0913

HTD BELTS

These belts are 20mm or 30mm wide with 3/8" pitch for use with Peterson HTD pulleys and drive kits.

20mm wide belts

Description
480mm Long HTD Belt
536mm Long HTD Belt
560mm Long HTD Belt
576mm Long HTD Belt
592mm Long HTD Belt
600mm Long HTD Belt
608mm Long HTD Belt
624mm Long HTD Belt
632mm Long HTD Belt
640mm Long HTD Belt
656mm Long HTD Belt
672mm Long HTD Belt
680mm Long HTD Belt
720mm Long HTD Belt
760mm Long HTD Belt
776mm Long HTD Belt
784mm Long HTD Belt
800mm Long HTD Belt
840mm Long HTD Belt
880mm Long HTD Belt



Part No.
PFS05-1900
PFS05-1901
PFS05-1902
PFS05-1916
PFS05-1913
PFS05-1903
PFS05-1911
PFS05-1908
PFS05-1904
PFS05-1905
PFS05-1909
PFS05-1950
PFS05-1910
PFS05-1906
PFS05-1912
PFS05-1941
PFS05-1942
PFS05-1907
PFS05-1914
PFS05-1915

30mm wide Belts

536mm Long HTD Belt
560mm Long HTD Belt
592mm Long HTD Belt
600mm Long HTD Belt
640mm Long HTD Belt
656mm Long HTD Belt

PFS05-1931
PFS05-1932
PFS05-1934
PFS05-1933
PFS05-1935
PFS05-1939

BELT DRIVE KITS

Peterson oil pump drives are available in either Gilmer or HTD (High Torque Drive) belt configurations. Gilmer belts are the standard square tooth style and HTD belts have round teeth and deeper pulley engagement. Peterson drive kits come complete with the appropriate mandrel or hub assembly, crankshaft pulleys and oil pump pulleys and belt to provide a 57% ratio on the oil pump drive. Pulley guide washers and installation hardware included.

Application	Gilmer Drive	HTD Drive
Small Block Chev	PFS05-0100	PFS05-1100
Big Block Chev	PFS05-0150	PFS05-1150
Ford Windsor 3 Bolt	PFS05-0170	PFS05-1170
Ford Windsor 4 Bolt	PFS05-0171	PFS05-1171



OVAL TRACK/ROAD RACE BELT DRIVE KIT

Includes 3.250" Mandrel, double groove v-belt pulley for water pump. Designed for pre-1964 short water pump. Drives oil pump at 57% of crank speed.

Application	Gilmer Drive	HTD Drive
Small Block Chev	PFS05-0301	PFS05-1103



V-BELT CRANK PULLEYS

These pulleys have a 1" bore and 1/8" keyway to fit standard mandrel drive set-ups and suit standard V-belts.

Description
2.50" Diameter Crank Pulley
3.50" Diameter Crank Pulley

Part No.
PFS05-0529
PFS05-0530

GILMER PULLEYS

Peterson's gilmer pulleys are machined from aircraft quality aluminium to exacting tolerances to insure concentricity and accurate fit.

Crank Pulleys

These pulleys have a 1" bore and 1/8" keyway to fit standard mandrel drive set-ups and are 1.020" Wide for use with 1" wide gilmer belts.

Description

14 tooth Gilmer Crank Pulley
16 tooth Gilmer Crank Pulley
18 tooth Gilmer Crank Pulley
Replacement Key 1/8" X 6" long (2 Per Pkg)

Part No.
PFS05-0214
PFS05-0216
PFS05-0218
PFS05-0299



Oil Pump Pulleys

These pulleys have a 5/8" bore and 3/16" keyway to fit Peterson oil pumps and are 1.020" wide for use with 1" wide gilmer belts.

Description

28 tooth Gilmer Oil Pump Pulley
32 tooth Gilmer Oil Pump Pulley
36 tooth Gilmer Oil Pump Pulley

Part No.
PFS05-0328
PFS05-0332
PFS05-0336

Spline Drive for ATI/MSD combo

Our new spline drive is available for engines running the popular ATI dampener with MSD crank trigger combo. Made from billet aluminium and then anodized for durability, these drives feature the next evolution in drive design. Featuring a large nut to aid in turning the motor over, this design gets rid of the key and mandrel and features a modular spline design. Includes adapter and bolt for crank, spline drive hub and hardware, and end cap and bolt for drive. Pulleys and belt sold separately.

Description

Chev Small Block with ATI/MSD Combo
Chev Big Block with ATI/MSD Combo
Ford Windsor 3 Bolt with ATI/MSD Combo
Ford Windsor 4 Bolt with ATI/MSD Combo
18 Tooth Spline Drive HTD Crank Pulley

Part No.
PFS06-4111
PFS06-4112
PFS06-4113
PFS06-4114
PFS06-1218



SPLINE DRIVE PULLEYS

Peterson's Spline pulleys are made to work with our popular spline drive setup. We offer a wide range of sizes in Gilmer, HTD and V-Belt styles. Machined from billet aluminium and hard coat anodized for superior wear protection.

GILMER PULLEYS

Description

18 tooth .560" Wide
16 tooth 1" Wide
18 tooth 1" Wide

HTD PULLEYS

Description

18 tooth 1" Wide

Part No.
PFS06-0208
PFS06-0216
PFS06-0218



HUB & CAP GUIDE WASHER

Peterson's Spline Drive requires washers on the hub and cap for belt retention and pulley alignment. Caps and hubs include one size washer but we also offer the washers separate for changes in pulley diameters giving a cost effective solution for a drive change.

Description

Guide Washer 2.250 Dia X 1/8"
For 18-21 HTD & 14-17 Gilmer
Guide Washer 2.750 Dia X 1/8"
For 22-25 HTD & 18-21 Gilmer

Part No.
PFS06-0711

PFS06-0712



SPLINED GUIDE WASHERS

Peterson's Spline Drive requires washers on the hub and cap for belt retention and pulley alignment. Caps and hubs include one size washer but we also offer the washers separate for changes in pulley diameters giving a cost effective solution for a drive change

Description

Guide Washer 2.250 Dia X 1/8"
For 18-21 HTD & 14-17 Gilmer
Guide Washer 2.750 Dia X 1/8"
For 22-25 HTD & 18-21 Gilmer
Guide Washer 3.250 Dia X 1/8"
For 24-26 Gilmer
Guide Washer 3.500 Dia X 1/8"
For 33 HTD

Part No.

PFS06-0734

PFS06-0735

PFS06-0736

PFS06-0737



DRIVE PULLEY GUIDE WASHER

Mandrel step washers and guide washers are machined from billet aluminium.

Description

step washer 2 1/2" OD W/ 7/16" bolt Hole
step washer 2 1/2" OD W/ 1/2" bolt Hole
Guide washer 2 3/4" OD W/ 1" bolt Hole, .125" Thick
Guide washer 3 1/4" OD W/ 1" bolt Hole, .125" thick

Part No.
PFS05-0730
PFS05-0731
PFS05-0735
PFS05-0736

OIL PUMP DRIVE MANDRELS

Peterson Fluid Systems small block dry sump mandrels fit most applications. Precision machined from stress proof steel, they will provide the precision and dependability that racers demand.

Small Block Chevrolet Comes complete with half-moon key

Description

(Length)
1.250" Long
2.400" Long
3.250" Long
5.000" Long

Part No.
(Steel Mandrel)
PFS05-0701
PFS05-0702
PFS05-0703
PFS05-0704



SPLINED MANDREL SPACERS

Description

1.500" OD

1/8" Spacer
1/4" Spacer
1/2" Spacer
3/8" Spacer
3/4" Spacer
1" Spacer
1-1/4" Spacer

2.25" OD

1.020" Spacer
1.520" Spacer
2.020" Spacer
3.020" Spacer
3.520" Spacer
4.020" Spacer

Part No.

PFS06-0739
PFS06-0740
PFS06-0741
PFS06-0742
PFS06-0743
PFS06-0744
PFS06-0746

PFS06-0750
PFS06-0751
PFS06-0752
PFS06-0754
PFS06-0755
PFS06-0756



MANDREL SPACERS

Mandrel Spacers Machined From 6061-T6 Aluminium

Description

Mandrel Spacer .250 Thick
Mandrel Spacer .375 Thick
Mandrel Spacer .500 Thick
Mandrel Spacer .750 Thick
Mandrel Spacer 1.000 Thick
Mandrel Spacer 1.250 Thick

Part No.

PFS05-0740
PFS05-0741
PFS05-0742
PFS05-0743
PFS05-0744
PFS05-0746



MANDREL BOLT

Peterson Mandrel Bolts Are Grade 8 Bolts In Specific Lengths For Our Mandrels. Also Available In Intermediate Sizes For Custom Length Mandrels. Note: Mandrel Bolts Are Supplied With A L-9 Washer.

Application

7 1/6"-20 X 3 1/2" Use With PFS05-0701 Mandrel
7 1/6"-20 X 5" Use With PFS05-0702 Mandrel

Part No.

PFS05-0751
PFS05-0752



SPLINE DRIVE SETS AND ACCESSORIES

Peterson's Spline Drive system is the easiest and strongest drive system available. It includes a splined mandrel hub that allows you to retain a stock crank bolt to eliminate breakage. The splined pulleys and accessories feature a keyless assembly allowing for easy pulley changes.

Description

Small Block Chevy/ATI/MSD

3 Bolt Spline Drive Hub 2.25" Long

Big Block Chevy/ATI/MSD

3 Bolt Spline Drive Hub 2.25" Long

FORD

4 Bolt Spline Drive Hub 2.25" Long

Part No.

PFS06-4001

PFS06-4002

PFS06-4004



HUB SPACERS

Description

.250" SB Chev Spacer
.375" SB Chev Spacer
.500" SB Chev Spacer
.250" BB Chev Spacer
.375" BB Chev Spacer
.500" BB Chev Spacer
.625" BB Chev Spacer
.375" SB Ford Spacer

Part No.

PFS06-4211
PFS06-4212
PFS06-4213
PFS06-4221
PFS06-4222
PFS06-4223
PFS06-4224
PFS06-4242



PULLEY FLANGES

Flanges press into Peterson pulleys and acts as belt guide. Machined from billet aluminium and anodized for durability.

Note: May not fit pulleys from other manufacturers

Part No.

PFS05-0624
PFS05-0632
PFS05-0628
PFS05-0636
PFS05-1633
PFS05-1640
PFS05-1644

Application

Fits 05-0328, 05-1334, 05-1335 Pulley
Fits 05-0324 Pulley
Fits 05-0332 Pulley
Fits 05-0336 Pulley
Fits 05-1333 Pulley
Fits 05-1640 Pulley
Fits 05-1644 Pulley



HTD PULLEYS

HTD (High Torque Drive) pulleys are CNC machined from billet aircraft aluminium and hard coat anodized for durability. Pulleys are 8mm pitch.

Crank Pulleys

These pulleys have a 1" bore and 1/8" keyway to fit standard mandrel drive set-ups and are 1.020" Wide for use with 20mm wide HTD belts.

Description

18 tooth HTD Crank Pulley
19 tooth HTD Crank Pulley
20 tooth HTD Crank Pulley
21 tooth HTD Crank Pulley
22 tooth HTD Crank Pulley
23 tooth HTD Crank Pulley
25 tooth HTD Crank Pulley
33 tooth HTD Crank Pulley

Part No.

PFS05-1218
PFS05-1219
PFS05-1220
PFS05-1221
PFS05-1222
PFS05-1223
PFS05-1225
PFS05-1233



Water Pump Pulleys

These pulleys are 2" wide and include mounting hardware and bushing to change from 3/4" to 5/8" bore.

Description

35 tooth HTD Water Pump Pulley
37 tooth HTD Water Pump Pulley

Part No.

PFS05-1435
PFS05-1437

LIGHTWEIGHT OIL PUMP PULLEYS

5/8" Bore, 3/16" Keyway

These lightweight pulleys feature less rotating mass to free up horsepower and lower strain on the engine.

These feature the same CNC precision and rugged construction as the rest of our popular drive line.

Gilmer Pulley

Description

24 tooth 1.020" Wide
32 tooth 1.020" Wide

HTD Pulleys

Description

36 Tooth 1.020" Wide
37 Tooth 1.020" Wide
38 Tooth 1.020" Wide
39 Tooth 1.020" Wide
40 Tooth 1.020" Wide
44 Tooth 1.020" Wide
49 Tooth 1.020" Wide

HTD & GILMER PUMP PULLEY ACCESSORIES

Application

Retaining Bolt. 1/4-20 X 3/4
Washer For Pulley Retention. 1/4 X 3/4 X .080
Set Screws - 10 Pack For Pulleys. 10-24 X 3/8
Key For Pump Pulleys. 3/16 X 1.500

Part No.
PFS06-0324
PFS06-0332

Part No.

PFS06-1336
PFS06-1337
PFS06-1338
PFS06-1339
PFS06-1340
PFS06-1344
PFS06-1349



SPLINED

V-BELT PULLEYS

Description

2.5" Single 7/16" Belt
3.5" Single 7/16" Belt
4" Single 7/16" Belt
5" Single 7/16" Belt

Part No.

PFS06-0529
PFS06-0530
PFS06-0531
PFS06-0532



WATER PUMP PULLEYS

5/8" - 3/4" BORE 2" WIDE

Includes mounting hardware and bushing to change from 3/4 to 5/8" bore.

Description

28 tooth Gilmer Water Pump Pulley

Part No.

PFS05-0428



SPLINED STACK ADAPTER

Adding one extra pulley to your spline drive kit can be done easily with our stack adapters. These places a pulley right next to the other pulley. If you need to space them further look into our long drive caps.+

• 6061 T6 billet aluminium • Hard coat anodizing

• Works with all Peterson Spline Drive components

Description

Splined Adapter Includes 2.250" OD Guide washer
Splined Adapter Includes 2.750" OD Guide washer
Splined Adapter Includes 3.250" OD Guide washer
Splined Adapter Includes 3.500" OD Guide washer

Part No.

PFS06-0720
PFS06-0721
PFS06-0722
PFS06-0723



DRIVE CAPS WITH NUT

Our spline drive caps are available in a long and short version to provide the right amount of mandrel for the pulley stack you need. The caps are available with a large nut to assist in turning over the motor or a smooth top to give the most clearance for tight areas.

• Hard coat anodizing • Smooth cap or cap with nut.
• Works with all Peterson Spline Drive components
• Available in short and long.

Description

Short Drive Cap with Nut 2.250 OD
Short Drive Cap with Nut 2.750 OD
Short Drive Cap with Nut 3.250 OD
Short Drive Cap with Nut 3.500 OD
Long Drive Cap with Nut 2.250 OD
Long Drive Cap with Nut 2.750 OD
Long Drive Cap with Nut 3.250 OD
Long Drive Cap with Nut 3.500 OD

Part No.

PFS06-0730
PFS06-0731
PFS06-0732
PFS06-0733
PFS06-0760
PFS06-0761
PFS06-0762
PFS06-0763



Y MANIFOLDS FOR

RADIATOR APPLICATIONS

Allows the use of a -20 female swivel nut at the radiator and 2 ea. -12 or -16 hoses to the cylinder heads.

Description

-20 B Nut W/ X2 -12 Female AN
-20 B Nut W/ X2 -16 Female AN

Part No.

PFS10-1730
PFS10-1740



OIL TANK CAP

Replacement Standard Oil Tank Cap
PFS08-0602



SPRINT CAR OIL TANKS – 1 PIECE

Peterson's 2.5 gallon lightweight tanks weigh 3.2 lbs and include inside baffles and de-aeration assembly.

Description

2.0 Gal, Male -12AN Fittings, Dual Return Lines
2.5 Gal, Male -12AN Fittings, Dual Return Lines

Part No.

PFS08-0036
PFS08-0038

SPRINT CAR OIL TANKS – TAKE APART

Peterson's new lightweight take apart tanks use the same internal baffling as our race proven 1 piece tanks. Tanks are built with -12 AN male fittings and weigh only 3 ounces more than the one piece tank!

Description

2.0 Gal, Male -12AN Fittings,
Dual Return Lines
2.5 Gal, Male -12AN Fittings,
Dual Return Lines

Part No.

PFS08-0826
PFS08-0828

DRY SUMP OIL TANKS

Peterson "New Generation" Oil tanks are the leader tank technology. Manufactured using aircraft quality components, internal baffling provides excellent de-aeration of the scavenge oil while maintaining a tall column of oil over the pick-up. The tanks disassemble easily and the tank tops can rotate in relation to the bottoms for ease in fitting placement.

Description

1.5 Gal, Dual Scavenge Inlet, 15.5" x 6" Diameter
2.0 Gal, Dual Scavenge Inlet, 19.5" x 6" Diameter
2.5 Gal, Dual Scavenge Inlet, 24.0" x 6" Diameter
3.0 Gal, Single Scavenge Inlet, 16" x 9" Diameter
4.0 Gal, Dual Scavenge Inlet, 19" X 9" Diameter

Part No.

PFS08-0004
PFS08-0006
PFS08-0008
PFS08-0009
PFS08-0012

7" DRAG TANK

Our 7" drag tank has been proven in competition by Kurt and Warren Johnson to provide excellent oil control and absolutely no blowing oil. It features our race proven tank design with and integrated 1 quart catch can or 2 x -12 AN Male breather fittings for an external catch can. Also includes heater bung, lightweight billet connecting ring and our large billet aluminium cap. 16" overall height.

Description

7" Drag Tank, Single Return, 2 x -12AN Breathers
7" Drag Tank, Single Return, w/ Catch Can
7" Drag Tank, Dual Return, 2 x -12AN Breathers
7" Drag Tank, Dual Return, w/ Catch Can

Part No.

PFS08-0783
PFS08-0783-CC
PFS08-0784
PFS08-0784-CC

9" TANK WITH FILTER

This tank features a built in return oil filter with 60 or 75 Micron stainless pleated element. Built in dual breather system eliminates the need for a remote catch can. Great for marine applications and asphalt late models!

Description

3.0 Gal, Dual Return
4.0 Gal, Dual Return

Part No.

PFS08-0812-DB
PFS08-0814-DB

TANK MOUNTING BRACKETS

Peterson mount Brackets are machined from billet aircraft aluminium for durability. The straps are stainless steel. These mounts are used in NASCAR Winston Cup and other forms of racing. Sold in pairs.

Description

Mounting Brackets for 6" Diameter Tanks
Mounting Brackets for 7" Diameter Tanks
Mounting Brackets for 9" Diameter Tanks

Part No.

PFS08-0100
PFS08-0102
PFS08-0101

Sprint Car Tank Bracket

Peterson's lightweight sprint car tank bracket bolts directly to the front of the small block Chevy engine and mounts any 6" diameter tank. This bracket is fabricated from aircraft quality aluminium and uses stainless steel straps for durability.

Mount Bracket, 6" tank to SBC

PFS08-0105

Direct Screw-In Breather

-12 AN male thread to screw directly into the breather bung on Peterson Dry Sump Tanks. Can also be used on engine valve covers as a fill plug/breather, when a -12 AN port is welded into an aluminium cover. 1 3/8" OD on tube. Includes bung and filter.

Breather with filter and -12 AN Weld Bung

PFS08-0415

PAVEMENT OVAL DRY SUMP OIL TANKS

This tank features a built in return oil filter with 60 or 75 Micron stainless pleated element. Built in dual breather system with elements on top of the tanks eliminates the need for a remote catch can. Great for marine applications and asphalt late models!

PFS08-0811-DB

3 Gal, 9" Diameter Tank w/ Filter

1 1/2 GALLON "FLOWERPOT" DRAG TANK

Peterson's low profile drag tank was created from nostalgia dragsters and altered. It offers the performance and oil capacity of our standard 1 1/2 gallon tanks but in a shorter and a slightly wider package for applications where height is a problem. 10 3/4" overall height

Description

1 1/2 Gallon, Single Scavenge, -12 AN
10 3/4" High X 9" Diameter.

**Part No.**

PFS08-0890

OIL TANK O-RINGS**Description**

Replacement O-RING Suit 6" Dia Tank
Replacement Viton O-RING Suit 9" Dia Tank

Part No.

PFS08-0110
PFS08-0112

**DRY SUMP / BREATHER TANK**

Remote breather tanks with internal baffling are excellent when breathing your dry sump tank to atmosphere. Width 4.5" (115mm), Height 6.5" (165mm).

Part No

AF77-1019
AF77-1019BLK

Colour

Polished
Black

Description

2 x -12 ORB ports and 1 x -60RB drain with mounting accessories

BREATHER TANKS**UNIVERSAL FABRICATED ALLOY TANKS**

Tanks can be used for many applications including surge tanks, breather tanks and more. All female fittings are -8 ORB.

•Robotically TIG welded

•All tanks are professionally polished

•ORB ports for easy fitment and positive seal

Part No	Finish	Size - L x W x H	Litres
AF77-1010	Polished	5" x 5" x 4"	
		127mm x 127mm x 100mm	1.4L
AF77-1010BLK	Black	5" x 5" x 4"	
		127mm x 127mm x 100mm	1.4L
AF77-1011	Polished	5" x 5" x 6"	
		127mm x 127mm x 155mm	2.2L
AF77-1011BLK	Black	5" x 5" x 6"	
		127mm x 127mm x 155mm	2.2L
AF77-1012	Polished	5" x 5" x 8.25"	
		127mm x 127mm x 210mm	3.1L
AF77-1012BLK	Black	5" x 5" x 8.25"	
		127mm x 127mm x 210mm	3.1L
AF77-1013	Polished	5" x 5" x 10.5"	
		127mm x 127mm x 265mm	4L
AF77-1013BLK	Black	5" x 5" x 10.5"	
		127mm x 127mm x 265mm	4L

3L Universal Breather Tank

AeroFlow's new 3 litre/101oz Universal Fabricated Breather tanks are skillfully built. They come either highly polished or in a black anodised finish with an integral mounting bracket. The tank is baffled and comes with 2 x female -12 ORB to suit all size lines. The top barb takes an 1-3/8" breather and is removable leaving a female -16 ORB for custom plumbing. They meet CAMS requirements and also have a billet valve on the base to ensure easy drainage. With a 1/8" NPT thread on the base they can also be plumbed back as an oil salvage or remote drain.

Part No

AF77-2005

Colour

Polished

Description

Length 120mm x Width 120mm x Height 250mm
Length 4-3/4" x Width 4-3/4" x Height 9-27/32"

AF77-2005BLK

Black

AF926-22-16S

Silver

Replacement -16 to 1-3/8" (35mm) Barb

AF926-22-16BLK

Black

Replacement -16 to 1-3/8" (35mm) Barb

1.1L UNIVERSAL BREATHER TANK

AeroFlow's new 1.1L (37oz) Universal fabricated breather tanks are skillfully built. They come in either highly polished or gloss black anodised finish with an integral mounting bracket. The tank is baffled and features -10ORB to suit all size lines when used with an appropriate adapter. The top barb takes an 1-3/8" breather and is removable leaving a -16ORB for custom plumbing. At the base we have a billet valve that can be remotely plumbed as an oil salvage or remote drain.

Part No

AF77-2015

Finish

Polished

Description

Length 80mm x Width 80mm x Height 170mm
Length 3-3/8" x Width 3-3/8" x Height 6-3/4"

AF926-22-16S

Silver

Replacement -16 to 1-3/8" (35mm) Barb

AF926-22-16BLK

Black

Replacement -16 to 1-3/8" (35mm) Barb

UNIVERSAL DRAIN VALVE

This universal valve with -10 ORB or 3/8" NPT male is suitable for use as a drain plug on various tanks. Exit incorporates a 1/8" NPT female thread for connection of drain tube.

Part No

AF615-01S

Colour

Silver

Description

3/8" NPT Drain valve.

AF615-01BLK

Black

3/8" NPT Drain valve.

AF615-00S

Silver

-10 ORB Drain valve.

AF615-00BLK

Black

-10 ORB Drain valve.

**UNIVERSAL BREATHER TANK (1.25L)**

Our state of the art breather comes with 2x -12 ORB to suit all sizes lines.

These professionally constructed tanks have a billet valve on the base to ensure easy drainage. With a 1/8npt thread on the base they can also be plumbed back as an oil salvage system or remote drain. They come in either polished or black anodised finish

Part No

AF77-1017

Colour

Polished

Description

Diameter 79mm/3 1/8" Height 415mm/16 3/8" Filter neck - 34.9mm/1 3/8 Mounting bracket holes 90mm/3 1/2" centres Replacement Clamp

AF77-1017BLK

Black

AF59-1017

UNIVERSAL BREATHER TANK (550ml) with Breather

Breather comes with a single -12 ORB to suit all sizes lines. These professionally constructed tanks have a billet valve on the base to ensure easy drainage. With a 1/8"npt thread on the base they can also be plumbed back as an oil salvage system or remote drain. They come in either polished or black anodised finish and include billet stainless steel breather filter. Also feature two M8x1.25 mounting bungs. Diameter 79mm (3 1/8") Height 280mm (11")

AF77-1028

Polished

AF77-1028BLK

Black

UNIVERSAL BREATHER TANK (550ml) with Dual -8 ORB Ports & Breather

Breather tank comes with two -8 ORB ports. These professionally constructed tanks have a billet valve on the base to ensure easy drainage. With a 1/8"npt thread on the base they can also be plumbed back as an oil salvage system or remote drain. They come in either polished or black anodised finish and include billet stainless steel breather filter. Also feature two M8x1.25 mounting bungs Diameter 79mm (3 1/8") Height 280mm (11")

AF77-1030

Polished

AF77-1030BLK

Black





BREATHER TANKS

- Remote breather and oil separator tank is a perfect companion for Moroso's Racing Vacuum Pumps Nos. 22640 and 22641; both have -12AN fittings to simplify plumbing
- Includes non-hooded, clamp on style Filtered Breather that traps oil while allowing air to escape freely
- Dimensions: 3-1/8" diameter, 6-1/2" tank height (without filter), 11-1/2" overall height

Breather Tank, Racing Vacuum Pump. **MO85465**

REMOTE BREATHER TANKS

Remote breather tank is a perfect companion for Vacuum Pumps, Dry Sump Tanks or Rear Ends All aluminium, lightweight tank features mounting straps to simplify installation. Features internal baffling with mesh media for separation of air and oil. Includes non-hooded, clamp-on style, filtered breather & petcock drain

Dimensions: 3-1/8" dia. (w.o. mount), 6-1/2" tall (w.o. filter or drain), 11-1/2" overall height

Description

Breather Tank, -6AN Male

Breather Tank, -8AN Male

Breather Tank, -10AN Male

Part Number
MO85456
MO85458
MO85459

DRY SUMP BREATHER TANKS

- 3/8" NPT Inlet
- Use as a remote breather/oil separator on dry sump tanks, rear axle housings, etc.
- Designed to be panel-mounted and comes complete with Filtered Breather No. 68815 and drain cock
- Dimensions: 3-1/8" diameter, 6-1/2" tank height without filter

***MO85470**

Dry Sump Breather Tank, 3/8" NPT inlet.



Vacuum/Dry Sump Pump 2.5 Quart

- Eliminates the need for two tanks with a larger capacity 2.5 quart tank complete with dual -12AN fittings allowing hookup from Vacuum Pump and Dry Sump Pump
- All-aluminium, lightweight 3" x 17-1/2" (installed) tank includes mounting clamp to simplify installation
- Includes non-hooded, clamp-on-style Filtered Breather that traps oil while allowing air to escape freely
- Hand-operated drain cock facilitates tank cleaning

MO85466

Breather Tank, Vacuum/Dry Sump Pump, 2.5 Quart.

Breather Tank -Racing Vacuum Pump

Remote breather and oil separator tank is a perfect companion for Moroso's Racing Vacuum Pumps

Features -12 AN fittings All aluminium, lightweight tank features mounting straps to simplify installation

Includes non-hooded, clamp-on-style Filtered Breather that traps oil while allowing air to escape freely

Hand-operated drain cock facilitates tank draining

Dimensions: 3-1/8" dia., 6-1/2" tank height (without filter), 11-1/2" overall height

Separates for easy cleaning

Breather Tank **MO85500**

BREATHER TANKS

- Black polyethylene for light weight
- 2" Breather filter mounted on top
- Four sizes of inlet fittings available
- Can be modified for additional fitting for dual vent hoses
- Aluminium bottom drain fitting
- 3/8" NPT Petcock
- Works with Mounting Bracket Part No. 63401
- Dimensions: 3-1/8" Dia. 7.50" tank height without Breather, 10.50" with Breather

MO85400 - Breather Tank, -12AN Fitting

MO85402 - Breather Tank, -10AN Fitting

MO85404 - Breather Tank, -8AN Fitting

MO85406 - Breather Tank, -6AN Fitting

BREATHER TANK

- Internally Baffled
- Can be use as a remote crankcase breather tank with the installation of Moroso P/N 22635 Positive Seal Fittings
- Designed to be panel-mounted and comes with T-bolt mounting Clamp
- Comes with Breather No. 68815
- Dimensions: 3-1/8" dia., 6-1/2" tank height without filter
- Drain valve

MO85473 - Breather Tank, (2) 3/8" NPT, Female Bungs, 180 Degrees apart

Air/Oil Separator Tank

Use as a remote Air/Oil Separator and Filter on Vacuum Pump Systems.

Designed to be plumbed between the valve cover (usually) and the "IN" side of the Vacuum Pump

Features -12AN Inlets and Outlets and a -6AN Drain

Dimensions: 3-1/8" dia., 6" tank height.

Filtered Oil Separator

Tank for Vacuum Pumps **MO85471**

Twist On Non-Breather Cap **MO 97580**



AIR-OIL SEPARATOR SMALL BODY

• Moroso Air-Oil Separator is plumbed into a vehicle's PCV system and captures the excess crankcase vapors and the residual oil mist from re-entering the intake tract

• Ethanol enriched fuels put off more moisture during the combustion process - the Moroso Air-Oil Separator is an excellent tool for collecting this extra moisture

• Billet Aluminium body is available either with raw or black anodized finish

4.5" tall by 3.75" (clamp installed) diameter body, fits in more places than our standard air-oil separators

• Supplied 3/8", 90° inlet & outlet fittings and 36" of 3/8" rubber hose

• Includes a billet aluminium mounting clamp

• The two piece body of the Air-Oil Separator unscrews for cleaning and draining

MO85496 - Air-Oil Separator, Raw Finish



FORD MUSTANG

AIR-OIL SEPARATOR

- Plumbed into a vehicle's PCV system to capture the excess crankcase vapours, residual oil mist and moisture from re-entering the intake tract
- Vehicles from the factory vent these excess crankcase vapours, residual oil mist and moisture right back into the intake manifold which could cause detonation, oil deposits to form in the intake tract including the valves themselves and from lowering the efficiency of the intercooler in intercooler equipped vehicles
- Increases engine performance from cleaner intake air
- Air-Oil Separators have billet aluminium bodies with internal baffling and mesh media
- Includes heavy duty brass inlet and outlet fittings, Fuel/Emission/PCV Vapour hose, stainless steel mounting bracket and billet aluminium mounting clamp for the body of the separator
- Some Vehicle crankcase ventilation systems require that 2 Air-Oil Separator bodies be used to properly capture and ventilate the system

MO85681 - Air-Oil Separator Kit Small Body, Mustang GT, 2015-16, Black Anodized Finish



1 Quart Breather Tanks

1 Quart plastic breather tanks with breather filter mounted on top and lever handle petcock on bottom for easy draining. Features moulded in 1/4" thread inserts for easy mounting. Four inlet fitting sizes available. 4" diameter x 12" overall height.

Breather Tank with -6AN Fitting **JAZ605-025-01**

Breather Tank with -8AN Fitting **JAZ605-825-01**

Breather Tank with -10AN Fitting **JAZ605-125-01**

Breather Tank with -12AN Fitting **JAZ605-225-01**

1 Pint Mini Breather Tanks

1 pint plastic breather tanks with breather filter mounted on top and lever handle petcock on bottom for easy draining. Features moulded in 1/4" thread inserts for easy mounting. Two inlet fitting sizes available. 2-3/8" diameter x 7-3/8" overall height.

Mini Breather Tank with

1/4" Fittings **JAZ605-325-01**

3/8" Fitting **JAZ605-375-01**



Oil Catch Tank

Peterson Spun Aluminium Complete with 2 x -12 AN female ports and -6 AN drain plug. Use oil tank fittings for hose attachment.

Oil Catch Tank with -12 AN Female Ports **PFS08-0400**



BREATHERS / OIL CATCH TANKS

Peterson remote breather cans with internal baffling are excellent when breathing your dry sump tank to atmosphere or running a vacuum system.

Breather Tank

Peterson Spun Aluminium, 3" diameter. Complete with 1 x -12 AN male fitting for oil tank breather and 1 x -8 AN male fitting to breath rear end. Complete with quick drain valve, filter and mounting clamp. Internally baffled.

Remote Breather Tank with Filter **PFS08-0410**



CIRCULATOR PUMPS



Aeroflow Electric Oil Pump

Used to circulate oil through a cooler for diff & manual transmissions or in turbo conversions to feed the turbocharger. With a 15mm inlet and a 8mm outlet the Aeroflow electric oil pump can be used in many other applications that require a low pressure oil feed.

Electric Oil Pump **AF49-1053**



CIRCULATOR PUMP

circulator pumps are used to circulate diff or transmission oil through a fluid cooler. They feature a 5/8" shaft and -8AN male fittings.

Description

Stage 1 Rear End Pump

2 Stage Rear End & Trans Pump

Mount Plate for 9" Rear Ends

Mount Plate for Quickm Change Rear Ends



Part No
PFS01-1030
PFS01-2030
PFS05-2030
PS05-2031

VACUUM PUMPS



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. Moroso's "purpose-built" racing pumps offer all these power advantages and more and are your best alternative over the passenger car "smog pumps" that are being offered by others for race applications. Moroso offers four different model pumps and all the accessories you'll need for your install. These pumps will suit any engine combination and requirement.

"ORIGINAL DESIGN" RACING VACUUM PUMPS

- Pulls Much More Vacuum Than Stock "Smog" Pumps
- Available in 3 or 4 Vane Design
- Billet Aluminium 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 Chevy Heads and any motor plate

MO22640

MO22641

MO22644

MO22645

MO22646

3-Vane Vacuum Pump.

4-Vane Vacuum Pump. For Drag Race cars with dry sump oiling systems where increased crankcase vacuum is desired.

4Vane, -12AN fittings Natural Aluminium Finish Vacuum Pump Service Kit, 3-Vane.

Vacuum Pump Service Kit, 4-Vane.



"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° 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.

MO22642

MO97642

4-Vane Racing Vacuum Pump.

Vacuum Pump Service Kit, 4-Vane.



ENHANCED DESIGN 3-VANE VACUUM PUMP

We've taken our popular 3-Vane Vacuum Pump and added tricks that we learned when designing our "Enhanced Design" 4 Vane Vacuum Pump and through continual development of our Vacuum Pump line.

- The "Enhanced Design" features allow the pump to pull more vacuum than the "original" style 3-Vane pump
 - Achieves greater vacuum sooner
 - Virtually maintenance free
 - 3-Vane Design weighs less than "original" style pumps
 - Designed with maintenance-free precision sealed roller bearings
 - Does not include a mounting bracket, see Moroso mounting bracket options.
 - Includes -12AN Fittings
- M022840 Enhanced Design 3-Vane Vacuum Pump, Hard Anodized Finish**

**4-Vane Vacuum Pump "Pro Mod" Style Large Cubic Inch And Blower Motors**

Achieves much greater vacuum sooner Flows up to 150% more air volume at low RPMs. Will achieve up to 26 inches of vacuum. Rotor is keyed to shaft, eliminating fastener failure. Utilizes sealed maintenance free bearings. Bracket will mount directly to motor plate and allow 360 degrees of rotation. Kit includes large 4 vane pump, billet adjustable bracket, -16 AN beaded fittings. Pump weighs 7 lbs. 8 ozs. with fittings and bracket included. 4-Vane, Pro Mod Vacuum Pump with mount and hardware.

M022643
M097644

**ENHANCED DESIGN 4-VANE VACUUM PUMP**

Moroso Performance Products has taken its "Enhanced Design" 4 Vane Vacuum Pump, Part No. 22642 and repackaged it so that it does not come with a mounting bracket. We did this due to the amount of mounting bracket options that we currently have. The end result is more versatility in mounting options and a lower buy in price on the pump itself.

- "Enhanced Design" pulls more vacuum
- Can be used efficiently on wet or dry-sump engines
- Achieves greater vacuum sooner
- 4-Vane Design weighs less than "original" style pumps
- Virtually maintenance free, designed with maintenance-free precision sealed roller bearings.
- Includes -12AN fittings
- Does not include a mounting bracket

M022842 Enhanced Design 4-Vane Vacuum Pump, -12AN Fitting, Hard Anodized Finish

**LARGE STYLE 4-VANE VACUUM PUMP WITH DUAL LINE MANIFOLD**

Moroso Performance Products the leader in Vacuum Pump technology just released its "Large Style" 4-Vane Vacuum Pump. This pump was released from feedback from racers and engine builders who craved the performance of the Moroso "Pro-Mod Style" vacuum pump but needed a pump that was physically smaller and lighter.

- Pulls large consistent vacuum numbers
- Creates vacuum quickly and linearly
- Virtually maintenance free, designed with maintenance-free precision sealed roller bearings
- Includes a manifold for dual feed applications or installation of a relief valve
- Comes with a 36 tooth 3/8" pitch 1/2" wide Gilmer pulley, adjustable mounting bracket and -12AN fittings

M022843 Large Style 4-Vane Vacuum Pump

**VACUUM PUMP BRACKETS**

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. Refer to the listings.

- M063909** Moroso "Original" Style Vacuum Pumps. Use this bracket to mount pump to the passenger or drivers side head on a Big Block Ford. Anodized.
- M063910** Moroso "Original" Style Vacuum Pumps. Use this bracket to mount pump to motor plates on ALL engines. Also mounts to Big and Small Block Chevy cylinder heads.
- M063911** Moroso "Original" Style Vacuum Pumps. Mounts to SB Ford, driver or passenger side cylinder heads.
- M063915** Moroso "Enhanced Design" Vacuum Pump. Mounts to Small Block Ford, driver or passenger side cylinder heads.
- M063917** Replacement Bracket for Moroso "Enhanced Design" Vacuum Pump.

**VACUUM PUMP BRACKETS**

- M063817** - Alternator and Vacuum Pump Mounting Kit, SBC, use with Moroso Pump No. 63557 and Moroso Enhanced Design Vacuum Pumps
- M063819** - Alternator and Vacuum Pump Mounting Kit, SBC, use with Meziere Pump and Moroso Enhanced Design Vacuum Pumps
- M063836** - Alternator and Vacuum Pump Mounting Kit, BBC, use with Moroso Pump No. 63547 and Moroso Enhanced Design Vacuum Pumps
- M063837** - Alternator and Vacuum Pump Mounting Kit, BBC, use with CSR Pump and Moroso Enhanced Design Vacuum Pumps
- M063829** - Alternator Mount Kit, SBC, use with Meziere Pump
- M063821** Alternator and Vacuum Pump Mounting Kit, Ford 289/302/351W, use with Meziere Electric Water Pumps and Moroso Enhanced Design Vacuum Pumps

VACUUM PUMP IDLER PULLEY KIT

Idler Pulley clamps the front diameter of a Moroso Enhanced Series Vacuum Pump Unique tensioner system with a heavy duty/high speed bearing reduces belt flap throughout rpm range. Slotted bracket allows for a range of adjustment. Kit contains the Idler Pulley, the Idler Pulley bracket which is constructed out of billet aluminum and includes high quality hardware for years of service

Description
Moroso Idler Pulley Kit For Enhanced Vacuum Pumps

Part No
M063903

**VACUUM PUMP PULLEY V BELT, OFFSET**

- Allows Moroso Vacuum Pumps to be installed in cars with minimal drive mandrel space
 - Hard coat anodized
 - Offset 7/8", 5" diameter pulley uses stock (3-bolt) mounting pattern with 1.16" bolt circle
 - Use with Moroso Vacuum Pump Nos. 22640, 22641, 22642, 22644, 22840, 22842 and 22843
- Offset Vacuum Pump Pulley **M064887**

**VACUUM PUMP PULLEY, GILMER TYPE**

- Fits Moroso Racing Vacuum Pumps or similar "smog" pumps that use OE-style, 3-bolt mounting pattern; accepts standard Gilmer belts with 1/2" width or less
 - Direct, bolt-on installation
 - Precision machined from aircraft-quality aluminum
 - Use with Moroso 3- or 4-Vane Vacuum Pump Nos. 22640, 22641, 22642, 22643, 22644, 22840, 22842 and interchangeable drive components
- Vacuum Pump Pulley, Gilmer Type **M064888**

**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. Precision machined from the highest grade aircraft aluminum and hard coat anodized for extended service life. Deep V-groove ensures belt retention under all racing conditions. Machined with six holes to reduce weight. 5"-diameter pulley uses stock (3-bolt) mounting pattern with 1.16" bolt circle. Designed in collaboration with acclaimed Pro Stock engine builder Dale Eicke. May be used with Moroso Vacuum Pump No. 22640 and 22641 and crankshaft Pulley No. 23520 and 23523

A.I.R. Pump V-Belt Pulley M064885

**V-Belt Crankshaft Pulleys**

Ideal for driving alternators and/or vacuum pumps at optimum speed. Fits any 1" dia. crank-driven mandrel with 1/8" x 1/8" keyway. CNC machined from billet aluminum with hard coat anodized finish. May be used with Moroso Vacuum Pump No. 22640 and 22641 and Vacuum Pump Pulley No. 64885

2.5" V-Belt Crankshaft Pulley M023520
4" V-Belt Crankshaft Pulley M023523

**Vacuum Pump Pulley, Gilmer Type**

Fits Moroso Racing Vacuum Pumps or "smog" pumps that use OE-style, 3-bolt mounting pattern; accepts standard Gilmer belts with 3/8-pitch and 3/4" width. 28 tooth, 3-5/16" o.d. Direct, bolt-on installation Precision machined from aircraft-quality aluminum with hard coat anodized finish for extended service life.



Use with Moroso 3 or 4 Vane Racing Vacuum Pumps No. 22640/22641 and Interchangeable Drive Components

Vacuum Pump Pulley, Gilmer Type M064886

BILLET ALUMINUM EQUALIZING PLATES WITH FITTINGS

Includes 1/8" NPT Fitting and -12AN Fitting. Allows the vacuum pump and vacuum gauge to be connected. Can also be used as a drain back location

Fuel Pump Block-Off Plate, SBC

Fuel Pump Block-Off Plate, BBC, Ford and Chrysler



M065397
M065398

POSITIVE SEAL VENTED FITTING

- Designed to greatly simplify the plumbing of a vacuum pump
 - Screws into side of valve cover
 - Provides leak free o-ring seal on any flat valve cover surface
 - No welding required
 - Blue anodized aluminum
- 12AN Fitting, Positive Sealing. **M022635**

**POSITIVE SEAL 1/8" NPT FITTING**

This handy fitting is designed to facilitate connection of a vacuum gauge to the valve cover without welding. Includes o-rings.

Positive Seal 1/8" NPT Fitting M022632

**BILLET ALUMINUM VACUUM RELIEF VALVES**

Replaces 22638 and 22639

- Two styles (Part No. 22637) allow fastening through valve covers or (Part No. 22636) threaded directly into intake manifold
- Vacuum relief point is adjustable by shimming an internal spring to get the precise amount of vacuum desired
- Can be disassembled for easy cleaning and maintenance and will work with any vacuum level
- They are made of 6061 T6 Billet aluminum and have a smooth, attractive finish

M022636 Billet Aluminum Vacuum Relief Valve, 3/8" NPT. (22638)

M022637 Billet Aluminum Vacuum Relief Valve, 3/4"-16 Thread. (22639)

**Vacuum Pump Regulator**

Regulator screws directly into the vacuum pump's -12AN inlet 360 degree directional adjustability Prevents the need for drilling additional holes in the valve cover

Anodized - Clear

Vacuum Pump Regulator M022633

**VACUUM PUMP REGULATOR**

- Regulator screws directly into vacuum pump's -12AN inlet--no need to drill additional holes in the valve cover
- 360° directional adjustability by turning the built-in adjustment knob to get the precise amount of vacuum desired
- Tightening the integral locknut keeps the adjustment locked until the next adjustment is needed
- Can be disassembled for easy cleaning and maintenance and will work with any vacuum level
- Made from 6061 billet aluminum with a clear anodized finish
- Prevents pulling excess oil out of the crankcase

M022629 Vacuum Pump Regulator, Easy Adjustable Knob

**BILLET ALUMINUM ADJUSTABLE****VACUUM RELIEF VALVES 12AN, Adjustable**

- Vacuum relief point is adjustable by turning the built-in adjustment knob to get the precise amount of vacuum desired. Tightening the integral locknut keeps the adjustment locked until the next adjustment is needed.
 - Can be disassembled for easy cleaning and maintenance and will work with any vacuum level
 - They are made of 6061 aluminum and have a smooth, attractive finish
- M022631 Mounts through sheet metal**

**CVR 4-VANE****VACUUM PUMP**

- Can be used on wet or dry-sump engines
 - Designed with precision sealed roller bearings
 - 4.375" O.D. body, 5.050" from back of pump to pulley mounting flange
 - Precision machined from T6-6061 aluminum
 - Clear hard anodized for extended wear
 - Can be driven as high as 8000 RPM
 - Supplied with two -12AN fittings
 - Supplied with vacuum pump mounting bracket to SBC and BBC cylinder heads or any engine using a motorplate
 - Achieves greater vacuum sooner
 - Maintenance free
- 4-Vane Mechanical Vacuum Pump Kit CVRVP625K**

**CVR 5" VAC PUMP PULLEY**

5" Diameter V-Groove Pulley For CVRVP625K 4-Van Vacuum Pump CVRVS28



ACCUMULATORS & ACCESSORIES



ACCUMULATORS

Moroso Oil Accumulators provide an instantaneous supply of oil when pressure falls below a safe level. Our professional series Accumulator, designed for all-out competition, is now available with a 3- or 1.5-quart capacity. The 1.5-quart version is perfect for Sport Compacts and other vehicles with 4- and 6-cylinder engines while the 3-quart version is for V8 engines. Moroso Accumulators can also be used to manually pre-lube engines before starting to prevent cold-start scuffing and premature bearing wear.

Accumulator, 3 quart capacity, 20-1/8" x 4-1/4" **MO23900**
Accumulator, 1.5 quart capacity, 10" x 4-1/4" **MO23901**
Accumulator, 3 quart capacity, 23" x 4-3/4" **MO23902**
Accumulator 'o' ring kit **MO97530**

ACCUMULATOR MOUNTS

Designed to be easily fastened to any flat surface, these brackets provide safe, sure mount for Moroso Accumulators and include T-Bolt type clamps which are accepted by NHRA.

Accumulator Mount for MO23900 & MO23901 **MO23920**
Accumulator Mount for MO23902 **MO23921**

ONE WAY OIL CHECK VALVE

1/2" NPT to 1/2" NPT one way valve for use with oil accumulators and oil coolers to prevent of oil drain-back.

Check Valve, One Way **MO23875**

12 VOLT SOLENOID VALVE

The 12 volt solenoid valve allows remote control of fluid flow from the driver's seat and is used when using an accumulator to pre lube an engine. Each side of the solenoid valve contains a 1/2" NPT female port and a 1/2" NPT male nipple is also to suit other plumbing needs. The solenoid valve is open when toggle switch is on, when switched off remains closed. Includes toggle switch and 16 gauge wire. A 20-Amp fuse must be used between the power source and the switch.

Solenoid Valve with 1/2" NPT female ports **MO23905**

VAC-U-PAN SYSTEMS



CRANKCASE EVACUATION SYSTEM

• Reduces crankcase pressure throughout entire rpm range for increased piston ring seal, reduced intake charge contamination, and fewer oil leaks

• Track and dyno tests prove significant increases in engine performance
 • Includes 2 each: Oil Separators/Breathers, Breather/Filler Cap Grommets, One-Way Check Valve and Weld-In Nipple for header collector

MO25900

Crankcase Evacuation System.



UNIVERSAL CRANKCASE EVACUATION SYSTEM

For racing applications. Breathers install into 1.25" valve cover holes. Drill and weld the one way valves into the headers to remove excess gases from the engine. Kit includes: 2 x breathers, 2 x grommets, 2 x hose clamps and 2 x one way valve bodies. Hose not included.

RPCP2050

Crankcase Evacuation System

Crankshaft Evacuation System

Designed primarily for drag race applications, this crankcase evacuation system is designed to reduce pressure build-up in the engine crankcase, providing for better piston ring seal, less intake charge contamination, and reduced oil leaks caused by high crankcase pressures, while increasing engine performance. Kit includes two chrome plated Mopar style push-on valve cover breathers, two breather grommets, two check valves and two 3-1/4" long, 45 degree cut/threaded tubes, which must be welded into collectors.

MG6002

Crankcase Evacuation System

MO68780

Replacement Breather Cap

OIL HEATERS

OIL PREHEATERS

• Heater element designed specifically for heating oil; does not scorch or boil the oil like "converted water heater" designs
 • 212 watts of power raises temperature of 12 quarts of oil 60°F in about 30 minutes
 • Element screws into place; available with aluminum or steel 1" NPT fitting
 • 120 volt rating; includes detachable 7-foot cord
 • Length of heating element is 4-1/2" from fitting to tip

MO23990 Oil Preheater, Internal, Steel fitting.

EXTERNAL HEATING PADS

• New and improved lamination process
 • Excellent for pre-heating of oil pans, tanks and automatic transmission pans
 • Available with self-adhesive or hook/spring attachment methods
 • Etched foil design distributes heat evenly
 • Superior grade silicone outer shell resists oil and dirt

MO23995 External Heating Pad, 6" x 12", hook and spring attachment. 360 Watts. 8" 110V cord.

MO23996 External Heating Pad, 5" x 7", self-adhesive. 400 Watts(min). Heats oil from 66°F to 160°F in only 25 minutes. 36" 110V cord.

Perterson Oil Tank Heaters

Pre-heating of oil in dry or wet sump systems is important to ensure good lubrication on initial startup. Immersion style does a great job of pre-heating your oil, however, it requires welding a bung into the tank. 300 Watt immersion style heater. 240 volt detachable cord. Come complete with both steel and aluminum 1/2" NPT bungs.

PFS08-0300

OIL PANS / SUMPS

RUSSELL Street & Strip Pans

• EXTRA CAPACITY
 • WINDAGE TRAY
 • CRANK SCRAPER

FORD 302-351C CORTINA/CAPRI INCLUDES PICKUP **RP2104**

FORD 302W CAPRI/CORTINA INCLUDES PICKUP **RP2105**

FORD 351W CAPRI/CORTINA INCLUDES PICKUP **RP2106**

FORD 351W XM-XE FALCON **RP2003**

FORD 429-460 XR-XE FALCON **RP2008**

HOLDEN 149-202 HQ-WB/LH-UC TORANA **RP2108**

HOLDEN 149-202 LC-LJ TORANA **RP2109**

HOLDEN 149-202 VB-VK COMMODORE **RP2110**

HOLDEN 253-308 VB-VN COMMODORE **RP2102**

HOLDEN 253-308 LC-LJ **RP2103**

HOLDEN/CHEV 262-400 LH-LX-UC TORANA **RP2202LH**

HOLDEN/CHEV 262-400 LC-LJ TORANA **RP2202LJ**

HOLDEN/CHEV 396-454 HQ-WB CHEV **RP2204**

HOLDEN HQ-WB 308 HI-VOL OIL PICK UP **RP2101-PU**

HOLDEN HQ-WB SBC HQ-WB, 2-PCE SEAL R/H **RP2201-RH**

LH LX UC TORANA SBC WITH **RP2202LH-1PC**

1 PIECE REAR SEAL, RH DIP **RP2202LH-RH**

LH-UC TORANA SBC RH DIP, 2PC SEAL **RP2202LJ-1PC**

LC-LJ TORANA SBC, 1 PC REAR SEAL **RP2202LJ-RH**

LC LJ TORANA SBC, **RP2202LJ-RH**

2 PIECE REAR SEAL R/H DIPSTICK **RP2308HK**

HOLDEN HK-HG SBC,

HOLDEN HK-HG 253-308 EXCHANGE

RP2308HK

RP2308HK

RP2308HK

RP2308HK

RP2308HK

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RP2308HK



PROFORM CHROME STREET OIL PANS

Attractive chrome plated, stock style oil pans. Use with stock style oil pickups.

Application **Part No.**
 Chev Small Block 1955-79, LH Dipstick **PR66162**
 Chev Small Block 1980-85, RH Dipstick **PR66132**
 Chev Big Block 1965-90, RH Dipstick **PR66611**
 Chrysler Small Block 273-340 1964-87 **PR66188**
 Chrysler Big Block 361-440 & 426 Hemi **PR66189**
 Ford 289-302 Windsor 1965-87 **PR66187**



MR Gasket Finned Oil Pan

Fully polished finned aluminium oil pan is precision die-cast and machined for a perfect fit. Pan is complete with drain plug and mounting bolts. 5 quart capacity. **MG5415 Chev SB 1955-79 (except 62-67 Chevy II), Corvette 1955-65**

Magnetic Oil Pan Drain Plug

The magnetic drain plug accumulates metal particles found in the oil, preventing possible damage to the engine. 1/2"-20 Thread. Fits all Chevrolet, Chrysler 1962-83; Ford 1957-83; all Pontiac V8; Olds 1966-83 **MG15**



LS1 F-Body Oil Pan

The original-equipment oil pan on 1998-2002 LS1-powered Camaros and Firebirds, this low-profile, rear sump oil pan fits all LS-series engines. Includes gasket, drain plug, bolts and sensor. Pickup, windage tray, dipstick and tube sold separately.

F-Body LS1 Oil Pan **GM12628771**
Oil Pickup **GM12558251**
Windage Tray **GM12558253**
Dipstick Tube **GM12551577**
Dipstick **GM12551581**



GM LS retrofit engine oil pans

GM's popular LS engines are finding their way into a large variety of vehicles. They make great power, plus they're very durable and reliable. Unfortunately, the factory LS pans don't always fit or they hang too low for today's hot rods. Holley's new LS Retro-fit Engine Oil Pan is designed to help! It provides maximum clearance to the chassis and ground, plus provides an OEM fitment for durability and proper sealing.

GM LS RETRO-FIT OIL PAN 1955-87 GM/MUSCLE CAR/CLASSIC CAR/TRUCKS H0302-1



GM LS Retro-fit Engine

Oil Pan With Extra Clearance

• Designed for LS engine retrofit installations in GM muscle/classic car and truck chassis requiring more oil pan to chassis clearance around the front half of the oil pan. Perfect for: 67-69 Camaro/Firebird, 68-74 Nova/Apollo/Ventura/Omega

• NOTE - Oil pan #302-2 may not be used with LS7 engines or "stroker" engines greater than 3.62".

• Can be used anywhere a GM F-Body oil pan can be used

• New applications will be added as testing confirms fitment

• Provides OEM fitment - OEM oil filter mounting, OEM oil cooler port provision, OEM engine NVH suppression, OEM flange gasket and sealing, proper structural rigidity and OEM bell-housing attachments.

• Provides maximum clearance for vehicles where the steering linkage is behind the engine crossmember.

• Cast and machined aluminum
 • Complete kit includes sump baffle, OE style pick-up tube, sump plug, oil filter stud, oil passage cover, etc.

GM LS Retro-fit Oil Pan - 1955-87 GM/Muscle Car/Classic Car/Trucks H0302-2



STANDARD REPLACEMENT OIL PANS

AeroFlow now offer factory style steel replacement pans for most popular V8 engines. Save repairing your rusty, beaten up, leaky 40 year old oil pans or searching wrecking yards for substandard replacements! Available in chrome, black and raw unpainted finishes.

SUPER OIL PANS

AeroFlow's range of super oil pans available for most popular V8 engines are the perfect choice for street or track driven high performance engines. These pans start out as new stamped steel pans which are customised with specially designed extra oil capacity wings. These wings allow extra oil capacity without affecting ground clearance which helps maintain more constant oil temperatures for reliability and feature windage trays and crank scrapers. Available in chrome, black and raw unpainted finishes.



Magnetic Drain Plug 1/2"-20

AeroFlow's magnetic drain plug traps particles to prevent recirculation and engine damage. Fits most pans in the market and features a 1/2"-20 thread. **AF59-2001**



Holden 253-308 HQ-WB Holden, Torana LH-UC

AF82-7002C
AF82-7002BLK
AF82-7002

Chrome
Black
Raw



Chevy S/B Chev LH dipstick rear Sump

AF82-9005C
AF82-9005BLK
AF82-9005

Chrome
Black
Raw



Chevy S/B Chev RH dipstick rear Sump

AF82-9092C
AF82-9092BLK
AF82-9092

Chrome
Black
Raw



Chevy S/B Chev RH dipstick 1986 onwards

AF82-9414C
AF82-9414BLK
AF82-9414

Chrome
Black
Raw



Ford 289-302W front sump

AF82-9078C
AF82-9078BLK
AF82-9078

Chrome
Black
Raw



Ford 351C front sump

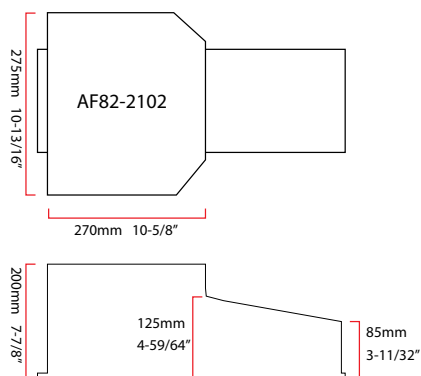
AF82-9310C
AF82-9310BLK
AF82-9310

Chrome
Black
Raw



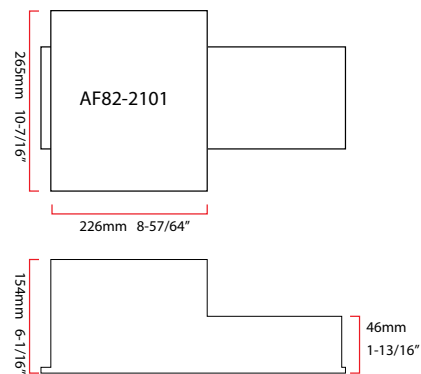
Holden (GM Australia) 253-308 VB -VT

AF82-2102



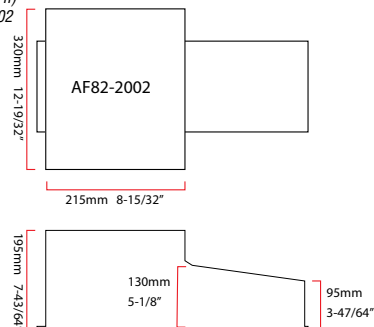
Holden (GM Australia) 253-308 HQ -WB, LH-UC

AF82-2101



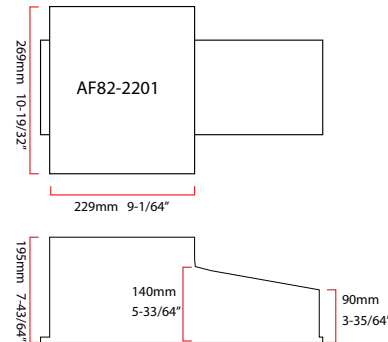
Ford 289W - 302W XR to XF Falcon (Ford Australia)

Fits: Ford, Mercury & Cobra kit car front sump applications (except Mustang II)
AF82-2002



S/B Chev into (GM Australia) HQ-WB

2pc rear main seal
Fits: Most chassis (except 1962-67 Chevy II, V8 Vega & Monza)
AF82-2201



S/B Chev into (GM Australia) HQ-WB

1pc rear main seal
Fits: Most chassis (except 1962-67 Chevy II, V8 Vega & Monza)
AF82-2201-1PC
Dimensions same as AF82-2201



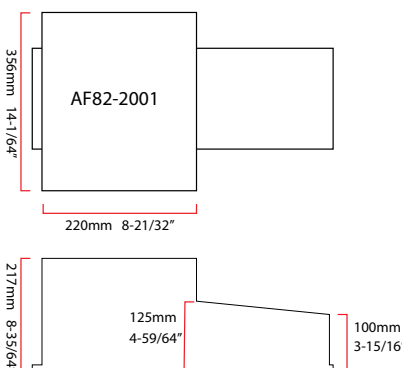
S/B Chev into (GM Australia) HQ-WB

2pc R/H Dipstick
Fits: Most chassis (except 1962-67 Chevy II, V8 Vega & Monza)
AF82-2201-RH
Dimensions same as AF82-2201



Ford 302C / 351C XR to XF Falcon (Ford Australia)

Fits: Most front sump production chassis (except Mustang II)
AF82-2001





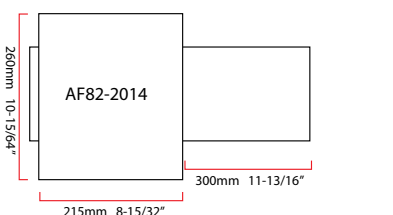
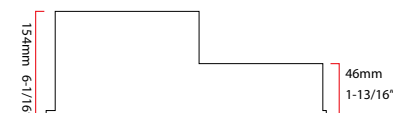
LS Series Chevy into Holden (GM Australia) HQ-WB

Conversion pan for rear sump applications. With trap door.

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

AF82-2014

AF82-2012 with oil filter mount

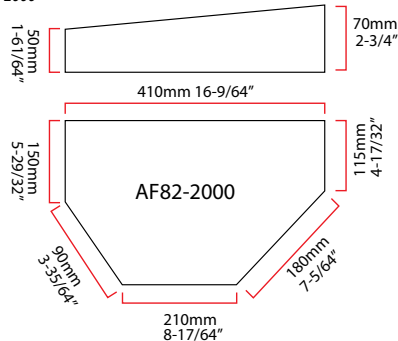


Nissan SR20 180SX - 200SX Silvia S13 - S15

(Pan has trap doors & 1/2" NPT port)

Fits: Rear wheel drive applications, 4.5L capacity

AF82-2000



VT-VZ LS Chev

VE-VF LS Chev

LS CHEVY COMPETITION BAFFLE INSERT

LS series Chevy's are prone to oil starvation at high speed cornering, braking and acceleration, especially at high RPM where oil windage is more common. Aeroflow's baffle plate with trap doors completely encloses the oil pump pickup for protection and oil starvation in racing conditions and when oil level is low. This baffle plate with trap doors is a direct replacement for the stock baffle. Manufactured from aircraft grade aluminium and designed to fit Commodore VT - VF. Note: Some modifications required to fit early LS pans.

AF82-2010 VT-VZ LS Chev baffle insert suits Commodore / GTO pan

AF82-2011 VE-VF LS Chev baffle insert suits Commodore / G8 pan

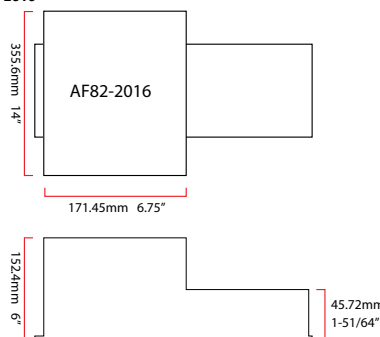


To suit LS Series Chevy into Front Sump Holden

Conversion pan for front sump applications. With trap door.

Fits: 1978-2007 front sump Holden Commodores can also be used in additional applications; check dimensions for clearance. Designed to be used with OEM pickup GM part# 12572654.

AF82-2016



Oil Pan Pick Ups

AF82-2407 Suits front sump Holden V8

AF82-2406 Suits Rear sump Holden V8

AF82-2405 Suits rear sump LS into Holden

AF82-2408 LS oil pickup tube support brace.



Oil pickup suits rear sump AF82-2014



CHEVROLET SMALL BLOCK

Fits Chev Small Block pre-1980 Blocks with Driver-side Dipstick. Suits most chassis but may need cross-member modification.

- 7 Quart Capacity, 8-1/4" Deep • Kicked out sump
- Accepts strokes up to 4.125" with steel rods
- Provision for Universal Dipstick Kit No. M025970
- Compatible with most starter/flywheel combinations

Description

Deep Sump, Steel, Clear Zinc Plated

Pickup for Stock Style Oil Pumps

Pickup for Chev Big Block Oil Pump

Oil Pump & Pickup Package - Std Volume

Oil Pump & Pickup Package - High Volume

Windage Tray

Oil Pan Baffle

Crank Scraper

Part No.

M020195

M024170

M024320

M022124

M022134

M023020

M023000

M025800

CHEVROLET SMALL BLOCK

Fits Chev Small Block Pre-1980 and aftermarket blocks with stock width oil pan rails.

- 7 Quart Capacity, 8-1/4" Deep
- 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 use with 168 and 153-tooth flywheel combinations
- Clears most cross-members

Description

SBC with LH Dipstick, Clear Zinc Plated Steel

Pickup for Stock Style Oil Pumps

Pickup for Chev Big Block Oil Pump

Oil Pump & Pickup Package - Std Volume

Oil Pump & Pickup Package - High Volume

Universal Dipstick Kit

Part No.

M021017

M024170

M024320

M022124

M022134

M025970

CHEVROLET SMALL BLOCK

Fits most chassis with Dart/Rocket Blocks but may need cross-member modification.

- Kicked out sump
- 7 Quart Capacity, 8-1/4" Deep
- Trap door baffle for improved oil control
- Increases rigidity for improved fit and sealing
- Reduced Oil Temperature
- Compatible with most starter/flywheel combinations

Street Performance Deep Sump, Painted Steel

M020192



CHEVROLET SMALL BLOCK

Application: 1986

and Newer Blocks

with a One Piece

Rear Main Seal

Wet Sump, 7 Quart

Capacity, 7.5" Deep

• 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

Chevrolet Small Block M021320



DART/ROCKET BLOCK

Dart/Rocket

Block Fits: Most

chassis with

Dart/Rocket Blocks,

8 1/4" Deep

(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

Dart/Rocket Block

M020193



Moroso Small Block Chev 7 Quart Oil Pans

- 7 Quart (6.6 Litre) Capacity
- Accepts up to 3.80" stroke with steel rods
- Kicked-out sump
- Trap door baffle for improved oil control
- Compatible with most starter/flywheel combinations
- Will clear most stock exhaust and headers
- Optional crank scraper & uni-directional windage tray screen

S/B Chev Pre-1980, L/H Dipstick M020190

S/B Chev Pre-1980, L/H Dipstick, with Crank Scraper & Windage Tray M020191

S/B Chev 1980-85 & Dart SHP, R/H Dipstick M020200

S/B Chev 1980-85 & Dart SHP, R/H Dipstick, with Crank Scraper & Windage Tray M020201

S/B Chev 1986-on, R/H Dipstick, 1-Piece Rear Seal M020205

S/B Chev 1986-on, R/H Dipstick, 1-Piece Rear Seal with Crank Scraper & Windage Tray M020206

Oil Pickup for MEM-155HV Oil Pump (S/B Chev) M024360

DART IRON EAGLE CHEVROLET SMALL BLOCK

Wet Sump, 7 Quart Capacity,
8-1/4" Deep
Steel, Clear
Zinc,
Dart/Rocket
Block

•Accepts 4.25"
strokes with steel
rods

- For use with 168-tooth flywheel combination
- Partition-louvered windage tray
- Cross-member modifications may be required

Dart Iron Eagle Chevrolet Small Block MO201019

**CHEVROLET SMALL BLOCK ROAD RACE BAFFLED OIL PAN**

Fits most GM chassis (except 1962-'67 Chevy II, V-8 Vega and Monza), Rear Sump is 7.5" deep, 12" wide and 10.5" long

- 7 Quart Capacity
- Clears 4.125" stroke with most steel rods
- Fits 4 bolt Dart, GM and Merlin main caps
- 3 trap door baffles, 2 runners for oil control in Road Racing, also makes an excellent Drag Race oil pan
- Has a built in crank scraper, removable screen windage tray and anti-slosh to free up horsepower
- Rear Sump is 7.5" Deep, 12" wide and 10.5" long
- Steel with a clear zinc finish
- Compatible with most starter/flywheel combinations

Description	Part No.
SB Chev Pre-1980, 2-Piece Main, L/H Dipstick	MO21813
SB Chev 1980-85, 2-Piece Main, R/H Dipstick (Dart SHP)	MO21814
SB Chev 1986-On, 1-Piece Main, R/H Dipstick	MO21815
Oil Pick-Up 5/8", Moroso 22101 or Mellings ME55 & ME55A Pump	MO24212
Oil Pick-Up 5/8", Moroso 22111 or Mellings ME55HV & M10550 Pump	MO24213

**MOROSO DART LS NEXT OIL PAN**

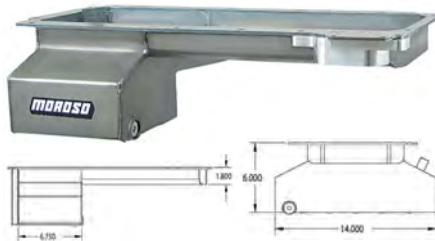
- Kit includes Dart LS Next oil pan and Moroso Part No 22934, Billet Aluminium Spacers with mounting hardware
- Oil pan has a 3/16" thick precision laser cut steel rail specifically designed for the LS Next Engine Block
- Features a trap door baffle and a removable windage tray that wraps around the oil pump for horsepower savings and oil control
- Has a 16 gauge steel sump to stand up to the toughest racing conditions
- Front of the oil pan is 2 1/4" deep to the beginning of the 6" deep sump
- The sump is 8 1/4" long and 8 3/4" wide
- Clears 4.125" stroke with most steel rods
- The included billet aluminium spacers, mount between the engine block and the oil pan with the supplied mounting hardware, sealing via the built in O-ring groove and requires a stock GM LS Gasket

Description	Part No.
Moroso Dart LS Next Oil Pan 7 Quart (6.6 Liters)	MO20144
Pick-Up To Suit MO20144 Oil Pan	MO24144

**DART LS NEXT OIL PAN SPACER KIT**

- This oil pan spacer kit contains a right and left billet aluminium spacers, mounting hardware that is included in Moroso Part No. 20144 Dart LS Next Oil Pan Kit
- This spacer kit is designed to mount the following GM LS oil pans"; Moroso, O.E.M. or other aftermarket oil pans to DART LS Next engine blocks
- Billet Aluminium Spacers have a built in oil ring groove on the side that mounts between the spacer and the engine block, on the other side of the spacer is a smooth surface that oil pan gasket mounts between it and the oil pan
- Includes mounting hardware, billet aluminium spacers have mounting holes for A/C and P/S brackets

Oil Pan Spacer Kit, Dart LS Next, non-skirted engine block
MO22934

**CHEV & HOLDEN LS SERIES**

Fits: LS Engine Conversions that require a Front Sump (Check Measurements). Features a race proven diamond shape four trap door assembly and removable anti-slosh baffle that keeps oil contained in oil pump pick up area during Drifting, Road Racing and Drag Racing

- Wet Sump, 6.5 Quart Capacity, 6" Deep, 14" Wide, 7.75" Long, Baffled
- Oil pan has a thick precision laser cut steel rail with a clear zinc finish
- Clears 4.125" stroke with most steel rods
- Oil Pan Design moves oil away from the rotating assembly for oil control and horsepower saving
- Accepts GM Part #12558253 Windage Tray with modification
- Designed to be used with 2004-2006 Pontiac GTO O.E.M. Oil Pump Pick up, GM Part #12572654
- Two straight -10AN fittings for remote filter installation includes -10AN Male billet aluminium oil filter adapter has a 1/4" N.P.T. sensor port
- Dipstick Fitting for required oil pan mounted dipstick
- Magnetic Drain Plug

Description	Part Number
Chev & Holden LS Series Oil Pan	MO20146
Oil Pick-up suit MO20138 & MO20146	MO24052

**CHEV & HOLDEN LS SERIES**

Wet Sump 5 Quart Capacity, 6" Deep, 8.5" Wide, 8.375" Long
Engine Application: GM LS Series Fits: LS Engine Conversions that require a Rear Sump (Check Measurements)

- Oil pan has a thick precision laser cut steel rail with a durable fabricated steel sump plated with a clear zinc finish
- Fabricated, durable steel construction is more adaptable to add fittings, change finishes and weighs less than cast aluminium construction
- Clears 4.125" stroke with most steel rods and can be used with Moroso No. 22941 Windage Tray
- Front of the oil pan is 1.813 " deep to the beginning of the 6" Deep, 8.107" Wide and 8.378" long sump
- Anti-climb baffle
- Features a billet aluminium adapter that allows a 13/16" thread Moroso or O.E.M. oil filter to be mounted in the stock location, no need to run a remote oil filter
- Magnetic drain plug and uses a stock dipstick

Description	Part No.
Chev & Holden LS Series Oil Pan	MO20145

**CHEV & HOLDEN LS SERIES FRONT PAN WITH OIL FILTER ADAPTER**

- Oil pan has a thick precision laser cut steel rail with a clear zinc finish
- Clears 4.25" stroke with most steel rods
- Features a race proven diamond shape four trap door assembly and removable anti-slosh baffle that keeps oil contained in oil pump pick up area during Drifting, Road Racing and Drag Racing
- Oil Pan Design moves oil away from the rotating assembly for oil control and horsepower saving
- Accepts GM Part #12558253 Windage Tray with modification
- Designed to be used with 2004-2006 Pontiac GTO O.E.M. Oil Pump Pick up, GM Part #12572654
- Features a detachable, billet aluminium Spin-On oil filter adapter with a 1/4" N.P.T. sensor port that accepts a 13/16" thread Moroso Part No. 22463 or O.E.M. Spin-On oil filter
- Dipstick Fitting for required oil pan mounted dipstick
- Magnetic Drain Plug

Description	Part No.
Chev & Holden LS Series Front Pan With Oil Filter Adapter	MO20138

CHEV & HOLDEN LS SERIES

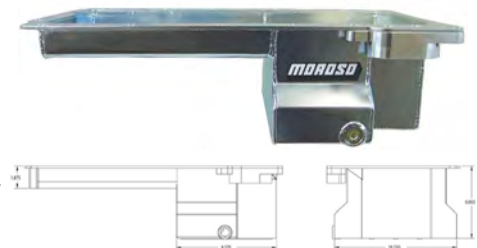
Chev & Holden
LS Series engines,
Fits HQ-WB (not
commodore)

1967-92 Camaro, 1968-78 Nova,
1965-72 Chevelle, 1953-96 Corvette.

Designed with a deeper front sump allowing the installation of a Windage Tray (MO22941 sold separately)

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

Description	Part No.
Chev & Holden LS Series Louvered Windage Tray	MO20141 MO22941.

**CHEV & HOLDEN LS SERIES ROAD RACE OIL PAN**

GM LS SERIES, REAR SUMP SWAP, ROAD RACE BAFFLED, REMOTE FILTER Fits: '68-72 Nova, '65-72 Chevelle, '67-'69 Camaro, Can also be used in additional applications check dimensions for clearance

- Oil pan has a thick precision laser cut steel rail with a clear zinc finish
- Clears 4.125" stroke with most steel rods and can be used with Moroso No. 22941 Windage Tray
- Front of the oil pan is 1 7/8" deep to the beginning of the 6" deep sump
- The sump is 9-11/16" long and 10 1/4" wide
- Features a race proven diamond shape four trap door assembly and anti-slosh baffle that keeps oil contained in oil pump pick up area during road racing and drag racing
- The 7 Quart Capacity moves the oil away from the rotating assembly for oil control and horsepower saving
- Included billet aluminium adapter with Two straight -10AN fittings for remote filter installation
- Uses stock dipstick

Description	Part No.
Chev & Holden LS Series Road Race Oil Pan	MO20148

**CHEV & HOLDEN LS1 / LS6**

Chev & Holden LS-1/ LS-6

engines. Fits late
model F-Body
Camaro & Firebird.

Does not fit Holden Commodore.

- 6 Quart Capacity, 6" Deep
- 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

Deep Sump, Fully Fabricated Aluminium Pan MO21150

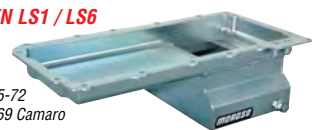
CHEV & HOLDEN LS1 / LS6

Chev & Holden
LS-1/ LS-6 engines.

Fits HQ-WB Holden,
1968-72 Nova, 1965-72
Chevelle and 1967-69 Camaro
for clearance

- 7 Quart Capacity, 6" Deep
- -10AN fitting for remote filter
- Trap-door baffling for improved oil control
- Clears 4.125" stroke with most steel rods
- Use Stock Dipstick

Description	Part No.
Clear Zinc Plated, Steel Pan	MO20140
Pickup for Stock or High Volume Oil Pumps	MO24050

**CHEVROLET BIG BLOCK**

Fits: Most Chassis with
Mark IV Engines, Stock
Replacement for GM Stock
2 or 4 Bolt Main
Blocks.

- 5 Quart Capacity, 7-3/4" Deep
- Anti-slosh internal baffling
- Accepts up to 4.25" stroke with steel rods

Stock Configuration, Steel, Clear Zinc Plating MO20449

CHEVROLET BIG BLOCK

Big Block Chevy Gen IV, fits
most chassis where
crossmember modification
has been done

- 6 Quart Capacity, 8" Deep
- 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
- Compatible with most starter/flywheel combinations

Description	Part No.
Street Performance Deep Sump, Painted Steel	MO20405
Windage Tray	MO23030
Oil Pan Baffle	MO23010
Crank Scraper	MO25830
Universal Dipstick Kit	MO25970



CHEVROLET BIG BLOCK GEN V & VI

Fits: Most GM Chassis, including 1964-72 Chevelle, Cutlass, Skylark, Tempest/GTO using Gen V & VI Engines.

- Kicked out sump
- 6 Quart Capacity, 8" Deep
- Accommodates the stock GM main-cap mounted windage tray
- Trap-door baffling for improved oil control
- Accepts strokes up to 4.625" with steel rods
- Compatible with most starter/flywheel combinations

Description

Street Performance Deep Sump, Painted Steel
Pickup for Stock Style Oil Pumps
Windage Tray
Oil Pan Baffle
Crank Scraper
Universal Dipstick Kit

Part No.
MO20413
MO24440
MO23030
MO23010
MO25830
MO25970



CHEVROLET BIG BLOCK - DRAG RACE

Fits Gen IV Blocks in Competition Eliminator, Super Gas, Super Comp and Bracket cars with no crossmember under engine.

- 7 Quart Capacity, 8" Deep
- Aluminium fabricated oil pan, utilizing "race" pan rail bolt pattern
- Double kick-out ensures large stroke and main cap clearance
- 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 billet oil pumps
- Billet end seals ensure consistent sealing surface
- Accepts 4.75" stroke with aluminium rods

Description

Drag Racing Fabricated Aluminium Pan
Pickup for Stock Style Oil Pumps
Pickup (Offset to middle of sump)

Part No.
MO21600
MO24440
MO24441



CHRYSLER SMALL BLOCK 273-340

Fits Chrysler 273-340 small block in most production chassis.

- Anti slosh baffling
- 8 Quart Capacity, 10" Deep
- Compatible with most starter/flywheel combinations

Description

Street Performance Deep Sump, Painted Steel
Pickup for Stock Style Oil Pumps

Part No.
MO20710
MO24700



CHRYSLER SMALL BLOCK 360

Fits Chrysler 360 small block in most production chassis.

- 8 Quart Capacity, 10" Deep
- Anti slosh baffling
- Compatible with most starter/flywheel combinations

Description

Street Performance Deep Sump, Painted Steel
Pickup for Stock Style Oil Pumps

Part No.
MO20730
MO24700



FORD 289-351 WINDSOR

Fits: All Ford and Mercury cars and trucks originally equipped with front sump pans

- 7 Quart Capacity, 8" Deep • Kicked out sump
- Oil retention baffle
- Will clear 302 and 351W 4-Bolt center mains only
- Will not clear 4-Bolt front and rear main caps without mods
- Compatible with most starter/flywheel combinations
- Requires Universal Dipstick Kit MO25970

Description

289-302W Clear Zinc Plated Steel
351W Clear Zinc Plated Steel
Pickup for MO20502 with Stock Oil Pumps
Pickup for MO20507 with Stock Oil Pumps
Louvered Windage Tray for MO20502

Part No.
MO20502
MO20507
MO24520
MO24507
MO22930



FORD 289-302 WINDSOR

289-302W Oil Pan, Steel, Clear Zinc, Kicked-Out Front Sump

- 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 289-302W with 4-bolt centre mains only
- Will not clear 289-302W with 4-bolt Front and Rear Main Caps
- Works with most starter/flywheel combinations
- Clear zinc plating for durability and corrosion resistance
- Requires Universal Dipstick Kit No. 25970
- For use with 4-piece, front sump gasket

Description

Pickup for 289-302 with Stock Style Oil Pumps
Pickup for 351 with Stock Style Oil Pumps

Part No.
MO20503
MO24523
MO24507



FORD 302-351 CLEVELAND

Fits 302-351 Cleveland and 351M into most front sump production chassis except Mustang II.

- 7 Quart Capacity, 8" Deep
- Oil sump retaining system
- Reduces oil temperature • Magnetic drain plug
- Compatible with most starter/flywheel combinations

Description

Kicked out Front Sump, Clear Zinc Plated Steel
Pickup for Stock Oil Pumps
Louvered Windage Tray
Tray Mounting Studs

Part No.
MO20558
MO24558
MO22939
MO38192



FORD 302-351 CLEVELAND

Stock replacement style, front sump pan for 302-351 Cleveland and 351M. Fits most chassis.

- Magnetic drain plug
- Oil sump retaining system
- 6 Quart Capacity, 8-1/4" Deep
- Compatible with most starter/flywheel combinations

Description

Stock Configuration, Front Sump, Unplated Steel
Louvered Windage Tray
Tray Mounting Studs

Part No.
MO20557
MO22939
MO38192



FORD WINDSOR DART / SVO / WORLD

Fits Ford XM-XE, Suit DART, SVO & WORLD Block, 4 Bolt Front & Rear Main Caps

- Front Sump
- Kicked-Out Sump
- Oil Retention Baffle
- Requires Universal Dipstick MO25970
- Billet Seal Ends

Sump **MO20536**
Pickup **MO24507**



FORD 351 WINDSOR

351W Oil Pan, Steel, Clear Zinc, Kicked-Out Front Sump

- Kicked-out sump increases capacity to 9 quarts, which reduces oil temperature and insures adequate supply to pickup area
- Baffling designed for street/strip & road racing
- Will clear 351W with 4-bolt centre mains only
- Will not clear 351W with 4-bolt Front and Rear Main Caps
- Works with most starter/flywheel combinations
- Clear zinc plating for durability and corrosion resistance
- For use with 4-piece, front sump gasket

Description

Ford 351 Windsor

MO2050



FORD 351 WINDSOR

351W Oil Pan, Steel, Clear Zinc, Fully Fabricated, Kicked-out Sump

- 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
- Accepts 4.250" stroke with steel rods with scraper modification
- Accepts most starter and flywheel combinations
- For use with 1-piece, rear sump gasket

Description

Ford 351 Windsor

MO20522



FORD 351 WINDSOR

351W Oil Pan, Steel, Clear Zinc, Rear Sump.

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 • Clears all 4-bolt main caps
- Works with most starter and flywheel combinations
- Requires Universal Dipstick Kit No. 25970
- For use with 1-piece, rear sump gasket

Description

Ford 351 Windsor

MO20532



FORD BIG BLOCK 429-460

Fits Ford 429-460 Big Block in tube-chassis

- Bracket and Super Classes including dragsters, roadsters, door slammers, etc.
- Wet Sump, 7 Quart Capacity, 8-1/2" Deep
- Core based oil pan, utilizing stock pan rail bolt pattern
- Increased sump capacity, and trap door baffling
- Requires Moroso Universal Dipstick MO25970
- Stock starter with 184-tooth flywheel

Description

429-460 Clear Zinc Plated Steel
Pickup (bolt on) for 4 Bolt Main & SVO Oil Pump
Universal Dipstick Kit

Part No.
MO20614
MO24505
MO25970



FORD BIG BLOCK FE 352-428

Fits Ford 352-428 FE Big Block in most front sump production chassis except Mustang II.

- Oil sump retaining system
- 7 Quart Capacity, 7-1/2" Deep
- Oil sump tray removable • Reduces oil temperature
- Magnetic drain plug

Description

Deep Front Sump, Clear Zinc Plated Steel
Pickup for Stock Style Oil Pumps

Part No.
MO20609
MO24609



MAZDA 13B ROTARY

Fits Mazda 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 crossmember modifications; also tube chassis cars. • 6-1/4 Quart Capacity, 4" Deep

- Rugged 3/8" thick billet aluminium 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)

Deep Rear Sump, Fabricated Aluminium Pan

MO20942



MITSUBISHI 4G63

Fits: 1989-92 1/2

Mitsubishi Lancer

including VR4 and EVO.

Can be used with Front and All Wheel Drive.

- 6-1/4 Quart Capacity, 6-1/2" Deep
- One piece, 1/4" thick billet aluminium pan rail
- Trap door baffles provide adequate oil control
- Built-in mounting flange allows use of the stock turbo drain tube
- 1/2" NPT pump accommodates oil temperature sender
- Includes mounting kit with hex-drive studs and serrated-face nuts
- Magnetic drain plug included

Kicked-Out Sump, Aluminium Pan

MO20960



MITSUBISHI EVO 10

Fits: 2008-Up Mitsubishi EVO 10, will fit with factory air conditioning. Oil Pan, Fabricated Aluminium, Race Baffled for Mitsubishi Evo 10, 2008-Up. Engine Application: Mitsubishi 4B11T engines

- Has a .375" thick billet aluminium oil pan rail with a fabricated .100" thick aluminium sump
- Features a race-proven, three door assembly and removable anti-slosh baffle that keeps oil contained in oil pump pickup area during road racing and drag racing
- Holds 1.5 more quarts than stock
- 1/2" NPT fitting for oil temperature sensor and O-ring style drain plug
- Includes mounting kit with hex drive steel studs and serrated-faced flange nuts
- Reuses stock air conditioning hardware and bedplate

Mitsubishi EVO 10 Fabricated Aluminium Oil Pan

MO20969



MITSUBISHI EVO 7, 8, 9, ROAD RACE

BAFFLED OIL PAN

Aluminium, Wet Sump, 6.5 Quart Capacity Engine Application: Mitsubishi 4G63T I4 Race Baffled Fits: 2001-2007 Mitsubishi Evo, 7, 8, 9 with aftermarket lower intercooler pipe

- Has a 3/8" thick billet aluminium oil pan rail with a fabricated aluminium sump that is 3/4" deeper than the stock oil pan
- Features a race-proven, trap door assembly and an anti-slosh baffle that keeps oil contained in the oil pump pick up area during road racing and drag racing
- To free up horsepower and to help with oil temps, the oil pan also features a removable windage tray and crank scraper
- Holds 1.5 more quarts than stock, 6.5 quart capacity
- Has an accommodation for stock or aftermarket oil return lines
- Includes a heavy duty, bolt-on oil pump pick up
- Magnetic drain plug and a mounting kit comprised of hex drive steel studs and serrated flange nuts are included
- Uses stock dipstick
- 1/2" NPT fitting for oil temperature sender

Description

Mitsubishi EVO 7, 8, 9, Road Race Baffled

Part No.
MO20967

NISSAN SR20DET

Engine Application:
Nissan, SR20-Rear
Wheel Drive

- Manufactured from aircraft aluminium
- Dual internal baffling insures oil control not present in an OE oil Pan • Magnetic drain plug included
- Bolt-in upgrade replaces OEM steel pan
- Use Stock Oil Pump & Pickup • 1/4" aluminium rail
- Metric studs and nuts included • Oil Temperature provision

Nissan SR20DET Fabricated Aluminium Pan MO20975



SUBARU EJ20 & EJ25

Fits Subaru EJ20/EJ25 in
Impreza Gen. 1, 2, 3, Liberty
Gen. 1, Gen. 2 and Forester

- 1 and universal applications such as Sand Rails, Clears Stock and Twin Type Headers. Competition Baffled for Rally, Road Race, Drag Race and Sand Rail.
- 5 Quart Capacity • Fabricated aluminium with billet pan rail
- Bottom of oil pan is finned for heat dissipation
- Windage tray for increased horsepower saving and oil control
- 1/2" NPT fitting for crank case ventilation or for head drain back
- 1/2" NPT fitting for oil temperature sender
- Oil pump pickup and pan gasket and mounting hardware included • Included adapter allows use of factory dipstick

EJ20 - EJ25 Oil Pan, Aluminium with Billet Rail MO20965



ACURA/HONDA B SERIES

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

- Steel, Clear Zinc
- 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

Acura/Honda B Series MO20910



FABRICATED ALUMINIUM OIL PAN

- Made from strong & lightweight aluminium
- 100% Tig welded seams
- Engineered baffles for excellent oil control and pick up feed
- Thick aluminium pan rails and seal areas for a leak free seal and to prevent warping
- Drain plug included

Application	Part No.
SB Chev 1955-86, 2-Piece Main, L/H Dipstick (4.75L) 8" Deep	RPCR4007
SB Chev 1980-85, 2-Piece Main, R/H Dipstick (4.75L) 8" Deep	RPCR4014
BB Chev 396-454 GEN 4 1966-90 (5.7L) 8" Deep	RPCR4013
GM L51/LS2 (5.2L) 6.5" Deep	RPCR4010
SB Ford 289-302 1979-95 (6.6L) 9" Deep	RPCR4011



STEEL STOCK STYLE OIL PANS

Application	Finish	Part No.
Chev SB 1955-79, LH Dipstick	Chrome	RPCR9005
Chev SB 1955-79, LH Dipstick	Orange	RPCR9005P
Chev SB 1980-85, RH Dipstick	Black	RPCR9092P
Chev SB 1986-97, RH Dipstick (one piece rear main seal)	Unplated	RPCR9414R

Chev BB 1965-90, RH Dipstick	Black	RPCR9294P
Chrysler SB 273-340 1964-87	Chrome	RPCR9311
Chrysler BB 361-440 & 426 Hemi	Unplated	RPCR9496R
Chrysler BB 361-440 & 426 Hemi	Chrome	RPCR9496

Ford 289-302 Windsor 1965-87	Unplated	RPCR9078R
Ford 351 Windsor 1967-87	Chrome	RPCR9532
Ford 302-351 Cleveland	Unplated	RPCR9310R
Ford 302-351 Cleveland	Chrome	RPCR9310
Ford 352-428 FE 1958-76	Chrome	RPCR9330
Ford 429-460 Big Block	Unplated	RPCR9343R

HOLDEN 253-304-308 HQ-WB/LH-UC OIL PANS

Chrome finish.	RPCR7002
Painted finish.	RPCR7002P
Unpainted raw finish.	RPCR7002RAW
Zinc plated finish.	RPCR7002Z

SB CHEV R/H DIPSTICK PAN SUIT DART BLOCK

Drag race oil pan SBC 8-1/4" Deep	
RH Dipstick 80-85 (Suit Dart SHP)	RPCR9731



FINNED ALUMINIUM STOCK STYLE OIL PANS

Application	Finish	Part No.
Chev SB 1955-79, LH Dipstick	Polished	RPCR8442
Chev SB 1980-85, RH Dipstick	Polished	RPCR8443
Chev SB 1986-97, RH Dipstick	Polished	RPCR8444
Ford 289-302W 1964-73	Polished	RPCR8446

DEEP STOCK STYLE OIL PAN

• 6.6L (7 qts) Capacity • 7" Deep		
Application	Finish	Part No.
Chrysler BB 361-440 & 426 Hemi	Unplated	RPCR7117R
Chrysler BB 361-440 & 426 Hemi	Black	RPCR7117P
Pickup for B & RB Big Blocks	Black	RPCR7118
Pickup for Stock 426 Hemi	Black	RPCR7119

STEEL CLAIMER STYLE OIL PAN

- Made From Thicker Gauge Steel
- 3.8L (4 qts) Capacity
- Windage Tray, Crank Scraper & 2 Trap Doors

Application	Finish	Part No.
Chev SB 1955-79, LH Dipstick	Black	RPCR7108P
Pickup for High Volume Pump	Zinc	RPCR7110



CHEV STEEL DRAG RACE OIL PANS

- 8-1/4" Deep with 1 Trap Door
- Chev SB 6.6L (7 qts) Capacity
- Chev BB 5.7L (6 qts) Capacity

Application	Finish	Part No.
Chev SB 1955-79, LH Dipstick	Chrome	RPCR9725
Chev SB 1955-79, LH Dipstick	Zinc	RPCR9725X
Chev SB 1986-On, RH Dipstick	Black	RPCR9716
Chev BB 1965-90, RH Dipstick	Zinc	RPCR9728X
Pickup for Chev SB	Zinc	RPCR9727
Pickup for Chev BB	Zinc	RPCR9730



STEEL CIRCLE TRACK OIL PAN

- 7-1/4" Deep with 2 Trap Doors
- 5.7L (6 qts) Capacity

Application	Finish	Part No.
Chev SB 1955-79, LH Dipstick	Unplated	RPCR7104R



RPC STEEL CHAMPION STYLE OIL PAN

- 6.6L (7 qts) Capacity
- 6 Trap Doors
- 2 Runners & 3 Crank Scrapers

Application	Finish	Part No.
Chev SB 1955-79, LH Dipstick	Black	RPCR7101P
Chev SB 1955-79, LH Dipstick	Unplated	RPCR7101R
Pickup for 4 Bolt Pump	Zinc	RPCR7102
Pickup for 5 Bolt Pump	Zinc	RPCR7103



FORD STEEL DRAG RACE OIL PANS

- 9" Deep
- 6.6L (7 qts) Capacity

Application	Finish	Part No.
Ford 289-302W 1965-87	Black	RPCR9737P
Pickup	Zinc	RPCR9738



MILODON OIL PANS

CHEV SMALL BLOCK STROKER LOW PROFILE

- Uses high horsepower output design. The pan front is deeper to allow the use of a full length, competition style tray included. Tray is attached in the pan by quick release fasteners to allow easy removal. The pan will fit stock crossmember cars without modification, as well as stock starters and oil filters. Will fit up to a 4" stroke with steel Carrillo or Eagle style rods.
- 8 1/4" Deep • 6 Quarts (5.7L) Capacity

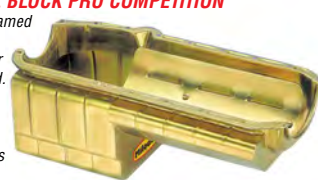
Application	Part No.
Chev Small Block 1955-79, LH Dipstick	MI30908
Chev Small Block 1986-97, RH Dipstick	MI30909
Standard Duty Pickup	MI18314
Extreme Duty Pickup	MI18316



CHEV SMALL BLOCK PRO COMPETITION

Used in stock framed cars where maximum power output is needed. Designed to fit into cross membered cars such as Camaros and Chevelles with only a reasonable amount of cross member modification. This horsepower style pan incorporates lightweight, steel construction with a full kick-out and full-length louvered tray assembly which gives maximum horsepower output. • 6 Quarts (5.7L) Capacity • 8 1/4" Deep

Application	Part No.
Chev Small Block 1955-79, LH Dipstick	MI31167
Chev Small Block 1986-97, RH Dipstick	MI31168
Standard Duty Pickup	MI18314
Extreme Duty Pickup	MI18316



CHEV SMALL BLOCK DRY SUMP

Built to be equally effective in all types of racing whether drag racing, road racing or circle track. Three 12AN fittings are used in the front, middle and rear positions. A high efficiency screen oil separator de-aerates the recovered oil before it is returned to the tank. Pro Competition design features full kick-out for maximum oil control and horsepower output. Requires small style starter.

- Measures 4" Under Crank • 5 1/2" Deep Reservoir

Chev Small Block 1955-79, LH Dipstick MI31700



CHEV SMALL BLOCK MARINE V-DRIVE

Recommended for recreational to competition boats when engine is installed in hull with flywheel forward. Full length windage tray provides maximum power while controlling oil movement, even during severe boat handling. Has a large 12AN oil drain suitable for installing an external oil drain line. Built from extra heavy 16 gauge material to handle harsh marine environment and extreme use. Pan will fit with 4" stroke crank and Carrillo / Eagle style rods.

- 8 Quarts (7.6L) Capacity • 8" Deep

Chev Small Block 1955-79, LH Dipstick MI31300
Pickup for MI31300 MI18470



CHEV SB SUIT DART SHP BLOCK

High power output design uses a deeper pan front to allow the use of a full length competition style windage to yield the most available power. Tray fastened into the pan so no extra mounting is required. Pan fits stock crossmember without modification when the correct Tall-Narrow frame and engine motor mounts are used. The Short-Wide mounts can not be used. Low profile sump allows good ground clearance, use of the stock starter and oil filter yet increases capacity. Includes high strength magnetic drain plug.

Application	Part No.
Chev SB Suit Dart SHP Block Suit RH D/Stick	MI30907



CHEV BIG BLOCK EXTRA LOW PROFILE

This pan is equally suited for use on the street or the race track. Fits all Chevy chassis, including 1966 & 67 Chevelles, except 1962-67 Nova. Oil control baffles are used to provide consistent oil pressure and subdue any unwanted, power robbing oil movement. Pans have notched rails for up to a 4-1/2" stroke with most aluminium rods without modification.

- 7 3/4" Deep • 6 Quarts (5.7L) Capacity

Application	Part No.
Chev Big Block 396-454 Mark IV	MI30970
Chev Big Block 454-502 Mark V & VI	MI30975
Pick Up For MI30970	MI18302



CHEV BIG BLOCK MARINE V-DRIVE

For recreational to competition boats with engine is installed flywheel forward. Pan is double baffled with a full length windage tray which provides maximum power while controlling oil movement even during severe boat handling. Features a water tight dipstick and large 12AN oil drain suitable for installing an external oil drain line. Built from extra heavy 16 gauge material to handle harsh marine environment and extreme use. With most aluminium rods, pan will fit up to a 4 1/2" stroke without modification • 9 Quarts (8.5L) Capacity • 8" Deep

Chev Big Block 396-454 Mark IV	MI31310
Pickup for MI31310	MI18475
Pick Up For MI30975	MI18303



CHEV BIG BLOCK PRO COMPETITION

Used in tube chassis or stock framed cars where maximum power output is needed. Designed to fit into cross membered cars such as Camaros and Chevelles with only a reasonable amount of cross member modification. This horsepower style pan incorporates lightweight, steel construction with a full kick-out and full-length louvered tray assembly which gives maximum horsepower output. Not suitable for use with Titan oil pumps. Fits 4-1/2" stroke with most aluminium rods.

• 6 Quarts (5.7L) Capacity • 8 1/2" Deep

Application	Part No.
Chev Big Block 1965-90, Mark IV	MI31187
Standard Duty Pickup	MI18301
Extreme Duty Pickup	MI18201

BIG BLOCK CHEV COMPETITION-STEEL, FULL SUMP

The most used oil pan in Super Comp, Super Gas and bracket classes today! Designed for altered, dragsters and tube chassis cars. Quick release, full length, louvered windage tray, baffles and trap doors 100% control oil movement to give consistent oil pressure and increased horsepower output. Pan includes high strength magnetic drain plug. Mk IV / V & Gen VI will fit 4 1/2" stroke with most aluminium rods

Application	Part No.
BBC FULL LENGTH PAN	MI31176

HOLDEN 253-308

Designed for the Holden V8. Features increased oil capacity which is an absolute must to handle the demands of higher RPM and horsepower while providing adequate ground clearance.

• 8 Quarts (7.6L) Capacity • 8 3/4" Deep

Application	Part No.
Holden 253-308, HQ-WB & LH-UC Torana	MI30945
Holden 253-308, LC-LJ Torana	MI30946
Pickup for all models	MI18347

CHRYSLER 318-340 & 360 STOCK REPLACEMENT

Designed for 318-340 & 360 Small Block Chrysler engines that are not used for racing and need a new stock style pan.

• 4 Quarts (3.8L) Capacity • 7 1/2" Deep

Application	Part No.
Chrysler Small Block 318-340 1960-72	MI30750
Chrysler Small Block 360 1972 & Up	MI30755

CHRYSLER 340 & 360 LOW PRO

Designed for 340 & 360 Chrysler engines where superior oil control and increased ground clearance is desired. Features increased oil capacity, which is an absolute must to handle the demands of higher RPM, while increasing oil control by raising the rear pan floor. Highly efficient horizontal baffles are used for oil control while the sump rear features added large tube header clearance. Due to pan being moved up toward crank, there is no room for a windage tray.

• 7 Quarts (6.6L) Capacity • 7 3/4" Deep

Application	Part No.
Chrysler Small Block 340	MI30936
Chrysler Small Block 360	MI30941
Pickup for 340-360	MI18346

CHRYSLER 318-340 & 360 LOW PROFILE

Designed for 318-340 Small Block Chrysler engines. Features increased oil capacity, which is an absolute must to handle the demands of higher RPM and horsepower. Recommended for all popular A, B, C and E body applications.

• 8 Quarts (7.6L) Capacity • 8 3/4" Deep

Application	Part No.
Chrysler Small Block 318-340	MI30935
Chrysler Small Block 360	MI30940
Pickup for 318-360	MI18345

FORD WINDSOR LATE MODEL - REAR SUMP

Especially designed to allow any Ford engine to be put into 1981 and up Mustangs and like chassis. Suitable for extreme street or strip applications including turbo and nitrous use. Oil control baffles 100% subdue any unwanted oil movement, which results in consistent oil pressure and increased horsepower output. All these oil pans feature the late model Ford style, leak-proof screw-in dipstick fitting in the pan and use the stock Mustang dipstick.

• 7 Quarts (6.6L) Capacity • 8 1/4" Deep

Application	Part No.
Ford 289-302 Windsor	MI31125
Ford 351 Windsor	MI31126
Pick Up For MI31125	MI18380
Pick Up For MI31126	MI18385

FORD 302-351 CLEVELAND, 289-302 WINDSOR & 351 WINDSOR FRONT SUMP

These early chassis, pre 1974 front sump, low profile designs provide both increased oil capacity, as well as maximum available ground clearance. Increased oil capacity is an absolute requirement to handle the demands of higher RPM and increased horsepower. Suitable for heavy street and strip use. Oil control baffles 100% subdue any unwanted oil movement, which results in consistent oil pressure and increased horsepower output. Will fit all stock front sump chassis, all stock starters, all stock exhausts, and nearly all headers.

Application	Part No.
Ford 289-302W Front Pan	MI30925
Pick Up For MI30925	MI18375
8• Quarts (7.6L) Capacity • 8 3/4" Depth	
Ford 351W Front Pan	MI30926
Pick Up For MI30926	MI18365
8• Quarts (7.6L) Capacity • 8 3/4" Depth	
Ford 302-351C Front Pan	MI30927
Pick Up For MI30927	MI18355
•8 Quart (7.6L) Capacity •9 1/2" Depth	

FORD 302-351 CLEVELAND REAR SUMP

Especially designed to allow any Ford engine to be put into 1981 and up Mustangs and like chassis. Suitable for extreme street or strip applications including turbo and nitrous use. Oil control baffles 100% subdue any unwanted oil movement, which results in consistent oil pressure and increased horsepower output. All these oil pans feature the late model Ford style, leak-proof screw-in dipstick fitting in the pan and use the stock Mustang dipstick.

•7 Quart (6.6L) Capacity •Front 6 1/2" Depth, Rear 8" Depth

Application	Part No.
FORD 302-351 Cleveland	MI31127
Pick Up For MI31127	MI18387

FORD 429-460 BIG BLOCK FRONT SUMP

These early chassis, pre 1974 front sump, low profile designs provide both increased oil capacity, as well as maximum available ground clearance. Increased oil capacity is an absolute requirement to handle the demands of higher RPM and increased horsepower. Suitable for heavy street and strip use. Oil control baffles 100% subdue any unwanted oil movement, which results in consistent oil pressure and increased horsepower output. Will fit all stock front sump chassis, all stock starters, all stock exhausts, and nearly all headers.

•8 Quart (7.6L) Capacity •9 1/2" Depth

Application	Part No.
FORD 429-460 BIG BLOCK	MI30929
Pick Up For MI30929	MI18396

FORD

429-460

BIG BLOCK REAR SUMP

These early chassis, pre 1974 front sump, low profile designs provide both increased oil capacity, as well as, maximum available ground clearance. Increased oil capacity is an absolute requirement to handle the demands of higher RPM and increased horsepower. Suitable for heavy street and strip use. Oil control baffles 100% subdue any unwanted oil movement, which results in consistent oil pressure and increased horsepower output. Will fit all stock front sump chassis, all stock starters, all stock exhausts, and nearly all headers. All come with a high strength magnetic drain plug.

Application	Part No.
FORD 429-460 Big Block	MI31129
Pick Up For MI31129	MI18388

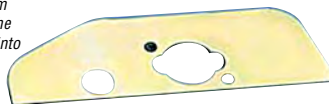
WINDAGE TRAYS & BAFFLES

PAN BAFFLE

Installed between the oil pump and rear main, this special baffle effectively prevents oil from "climbing" up the rear of the pan into the crankshaft during hard acceleration.

An easy addition to assure added horsepower.

Description	Part No.
Small Block Chevy	MI32500
Big Block Chevy	MI32505



THE "DIAMOND STRIPPER"

SCREEN WINDAGE TRAY

The most sophisticated windage tray available today! This exclusive Milodon design features hundreds of small louvers that quickly scavenge oil from crankshaft rotation, but prevents splash back common to screen-type windage trays. This is a completely finished, gold irridated part that does not require additional fitting. And it flat works! Extensive dynamometer and on - track testing verifies that Milodon "Diamond Stripper" windage trays out-perform all other screen type trays. Small Block Chevy trays will fit both the 350 and 400 bolt pattern. They will also fit right and left side dipsticks with the tray adjusted properly, as the dipstick will go underneath the tray

Application	Part No.
SB Chev 350 & 400	MI32250
BB Chev Mark IV, V & Gen VI	MI32260

SOLID, LOUVERED

WINDAGE TRAYS

Specially contoured solid trays with louvers that permit rapid return of oil to sump. This windage tray provides optimum protection against oil splash-back, and provides increased power. Ideal for street and strip applications.

Description	Part No.
CHEV LS1, LS2, LS6 & LS7	MI32150
Chev Small Block 350 (LH Dipstick)	MI32100
Chev Small Block 350 (RH Dipstick)	MI32102
Chev Small Block 400 (RH dipstick)	MI32101
Chev Big Block Mark IV, V & Gen VI	MI32200
Chrysler 318-340 & 360	MI32230
Ford 302W - Front Sump (Pre-1974)	MI32210
Ford 351W - Front Sump (Pre-1974)	MI32215
Ford 302-351C - Front Sump (Pre-1974)	MI32220
Ford 429-460 - Front Sump (Pre-1974)	MI32225
Holden 253-308	MI32246

WINDAGE TRAY INSTALL KIT

Required to properly mount the tray assembly. Adjustable mounting position allows the tray to work at its maximum potential by being as close as possible to the rotating assembly (min.100") and to avoid any unnecessary interference with the oil pan. Install with the 7/16" nuts torqued to 65 ft./lbs or 1/2" to 85 ft./lbs using oil, and the 3/8" nuts torqued to 35 ft./lbs.

Description	Part No.
Chev Small Block	MI81150
Chev Big Block	MI81151
Chrysler Small Block	MI81151
Chrysler SB 318	MI81182
Ford 302 Windsor	MI81157
Ford 351 Windsor	MI81167
Ford 302-351 Cleveland	MI81151
Ford 429-460 Big Block	MI81190
Holden 253-308	MI81157

OIL PUMP SUPPORT BRACKETS

Designed to prevent pump housing cracking in high stress and vibration conditions. Will fit aftermarket and O.E. oil pump.

Description	Part No.
Small Block Chevy	MI17200
Big Block Chevy	MI17100



CHEV OIL CONTROL KITS

These kits convert stock-type oil pans into competition style pans 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.

Description	Part No.
Oil Control Kit, SBC with LH or RH dipstick	MO23035
Oil Control Kit, BBC	MO23036



CHEV LOUVERED WINDAGE TRAYS

Louvered design allows oil thrown from rotating assembly to drain into sump without splashing back. Teflon coated for quick drainage to reduces windage and increases power. Mounts with Moroso Stud Kits or with stock extended main cap studs.

Description	Part No.
Windage Tray, SBC with LH or RH dipstick	MO23020
Windage Tray, BBC	MO23030

CRANKSHAFT WIPERS

Removes excess oil from crankshaft to reduce horsepower-robbing windage. Made from .035" steel plate which 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.

Description
Crankshaft Wiper, Small Block Chev
Crankshaft Wiper, Big Block Chev

Part No.
MO25800
MO25830

MAIN CAP BAFFLES

Designed for racing or street-performance applications to prevent oil from reaching crankshaft during hard acceleration. Mounts between rear main bearing cap and oil pump.

Description
Main Cap Baffle, Small Block Chev
Main Cap Baffle, Big Block Chev

Part No.
MO23000
MO23010

FORD WINDSOR LOUVERED WINDAGE TRAY

For Ford 5.0L Windsor engines. Will not fit blocks with 4-bolt main caps. Louvered design allows oil thrown from rotating assembly to drain into sump without splashing back, reducing windage and increasing power.

Description
Louvered Windage Tray, Ford 5.0L

Part No.
MO22930

FORD CLEVELAND LOUVERED WINDAGE TRAY

For Ford 302-351 Cleveland & 351M Engines. Fits Moroso Oil Pans MO20557 and MO20558. Louvered design allows oil thrown from rotating assembly to drain into sump without splashing back, reducing windage and increasing power.

Description
Louvered Windage Tray, Ford 302-351C & 351M
Windage Tray Mounting Kit.

Part No.
MO22939
MO38192

LOUVERED

WINDAGE TRAY

Ford 351W/SVO
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 (See Fastener Section)
MO22935 Louvered Windage Tray, Ford 351W

LOUVERED WINDAGE TRAY LS ENGINE

• 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
MO22941 Louvered Windage Tray, LS Engine

UNIVERSAL WINDAGE TRAY SCREEN

• Keeps rotating assembly free of unwanted oil to reduce horsepower robbing windage
• Screen must be trimmed for each engine application

Description
Uni-Directional Windage Tray Screen, 23" x 16"

Part No.
MO22912



ENGINE OIL RESTRICTOR KIT

• Reduces oil flow to upper engine assembly.
• Reduces power-robbing windage.
• Do not use with hydraulic lifters.
Part No. Description
AF64-2086 Pre 1986 Chevy oil restrictor kit
AF64-2097 Chevy Motown Block oil restrictor kit
AF64-2094 Ford Cleveland oil restrictor kit



LIFTER VALLEY VENTS

• Positive ventilation to upper engine
• Prevents drainback to crankshaft
• Helps stop excessive windage and horsepower loss
• All aluminium - 8 per kit
Lifter Valley Vents. Fits SBC and others 1/4" NPT with Hex Head.
MO25025



OIL RESTRICTOR KITS

• Reduces oil flow to upper engine assembly, leaving more oil available for the rod and main bearings
• Reduces power-robbing windage by reducing the volume of oil passing by the rotating assembly on its return to the pan
• Do not use with hydraulic lifters
MO22000 Oil Restrictor Kit. SBC and BBC engines, .060" orifice dia. Oil delivery holes at rear cam bearing must be tapped to install. Two per pack.
MO22010 Oil Restrictor Kit. SBC and BBC engines, .0625" orifice dia. Screws into existing lifter gallery cleaning plug holes at back of block. Two per pack.
MO22016 Oil Restrictor Kit. Fits newer GM-Style blocks (including Gen V and Gen VI), .0625" orifice diameter with oil lifter gallery bosses flush with bell housing face. Two per pack.
MO22017 Oil Restrictor Kit. Fits Merlin II blocks, .0625" orifice diameter. Screws into existing lifter gallery cleaning plug holes at back of block. Two per pack.
MO22045 Oil Restrictor Kit. Ford 302-351W and Dart Iron Eagle Ford blocks. Kit includes: Four - Cam Bearing Restrictors (used in Ford & Dart Blocks); One - 7/16" -14 Restrictor for Lifter Gallies (Ford Only); One - 1/8" NPT Restrictor for Lifter Gallies (Dart); One - 1/8" NPT Plug for Lifter Gallies (Dart).
MO22050 Oil Restrictor Kit. Ford 351 Cleveland, designed and used by Jack Roush Racing. Five per pack.

HIGH PRESSURE OIL PUMP RELIEF SPRING

Ford 351 & 400 engines
• Designed by Jack Roush
• Increases oil pressure to approximately 100psi for proper lubrication under sustained high rpm conditions
MO22850



Oil Restrictors

When building a high performance engine with a solid or solid roller cam, it is necessary to meter the amount of oil going through the lifters and up to the rocker arms. Too much oil to the top will starve the main and rod bearings and cause engine failure. These oil restrictors are simple and easy to use parts and should be considered when installing a solid lifter or a solid roller camshaft. Screws Directly Into Oil Galley with No Machine Work, .055" Orifice.

Description
Chevrolet V8 Screw-in Oil Restrictors (Pair)

Part No.
CO4917

WATER PUMPS



Hi-PERFORMANCE VICTOR SERIES ALUMINIUM WATER PUMPS

Small-Block Chevy - Standard Rotation

Short-Style Pump for most 1955-72 cars and trucks (5/8" pilot shaft)

Fits all 1955-68 small-block Chevy passenger cars, 1969-70 350 c.i.d. Corvettes and 1955-72 light duty trucks. Has 3/4" ball/ball bearing. Dimension from block surface to hub: 5-5/8".

As Cast Water Pump
Polished Water Pump
EnduraShine Water Pump

ED8810
ED8820
ED88104



Long-Style Pump for 1969-87 V8, 90° V6 and 1973-86 truck (5/8" pilot shaft)

Fits all 1969-87 small-block Chevy or 90° V6 passenger cars and 1973-86 light duty trucks. Does not fit Corvettes (use #8810 or #8812) or late-model vehicles with serpentine accessory drive belts (use #8881). Has heavy-duty 3/4" ball/roller bearing. Dimension from block surface to hub: 6-15/16".

As Cast Water Pump
Polished Water Pump
EnduraShine Water Pump

ED8811
ED8821
ED88114



Short-Style Pump for 1971-82 Corvettes (3/4" pilot shaft)

Fits all 1971-82 small-block Corvettes. Comes with heavy-duty 3/4" ball/roller bearing. Dimension from block surface to hub: 5-13/16".

As Cast Water Pump

ED8812

Small-Block Chevy - Reverse Rotation

Long-Style Pump for 1987-94 V8 and 90° V6 (5/8" pilot shaft)

Fits 1987-94 small-block Chevy V8s and 90° V6s using serpentine drive belt. Does not fit LT1 or Vettes. Heavy-duty 3/4" ball/roller bearing. Dimension from block surface to hub: 6-15/16"

As Cast Water Pump
Polished Water Pump

ED8881
ED8891



Short-Style Pump for 1984-91 Corvettes (3/4" pilot shaft)

Fits all 1984-91 350 c.i.d. Corvettes. Comes with heavy-duty 3/4" ball/roller bearing. Dimension from block surface to hub: 5.80".

As Cast Water Pump
Polished Water Pump

ED8815
ED8825

Short-Style Pump for use with aftermarket serpentine belts (5/8" pilot shaft)

This pump is ideal for street rods with aftermarket serpentine belt pulleys. Comes with heavy-duty 3/4" ball/ball bearing. Dimension from block surface to hub: 5-5/8".

As Cast Water Pump
Polished Water Pump
EnduraShine Water Pump

ED8882
ED8892
ED88824



Big-Block Chevy - Standard Rotation

Short-Style Pump (5/8" pilot shaft)

Fits all 1965-68 big-block Chevy passenger cars, 1966-72 trucks and 1969-70 big-block Corvettes. Has 3/4" ball/ball bearing. Dimension from block surface to hub: 5-3/4".

As Cast Water Pump
EnduraShine Water Pump

ED8850
ED88504

Long-Style Pump (5/8" pilot shaft)

Fits 1969-87 big-blocks and some 1988-91 heavy duty trucks with Mark IV engines. Does not fit Corvettes or trucks over 1-ton. Includes 3/4" ball/roller bearing. Dimension from block surface to hub: 7-5/16".

As Cast Water Pump
EnduraShine Water Pump

ED8851
ED88514



Short-Style Pump (3/4" pilot shaft)

Fits all 1971-74 big-block Corvettes. Comes with heavy-duty 3/4" ball/roller bearing. Dimension from block surface to hub: 5-3/4".

As Cast Water Pump
Polished Water Pump

ED8852
ED8862

409 Pump (5/8" pilot shaft)

Fits 1958-65 B/B Chevy 348/409 engines. Has 3/4" ball/ball bearing. Dimension from block surface to hub: 5-1/2". Inlet diameter: 1.95".

As Cast Water Pump
EnduraShine Water Pump

ED8858
ED88584

OIL SYSTEM ACCESSORIES



Nissan RB26DETT Oil Restrictor

The design of the Tomei oil restrictor is based on the experience of developing N1 endurance and drag racing RB26DETT engines. By limiting the diameter of the orifice to 1.5mm we succeeded in securing enough lubrication to the camshaft and valve while gaining oil in the oil pan, and preventing problems associated with allowing excessive oil to reach the cylinder head.

Oil Restrictor - Nissan RB26DETT **5R-TOMEI-T191071**