



**BIG BLOCK CHEVY OIL CONTROL KIT CRANKSHAFT WIPER
P/N 23036**

Moroso Crankshaft Wipers are designed so they can be trimmed to fit the widest possible range of counterweight, rod/stroke configurations. They are to be mounted to the starter side of the block only. This Crankshaft Wiper is engineered to clear assemblies down to 3.4 inches of stroke using stock type rods. As the stroke is increased and/or larger rods used, the amount of material to be removed is increased.

Do not be alarmed at the amount of grinding and trimming with shears which may be necessary to clear your particular assembly. We recommend, .030" to .045 clearance around all moving components. After you have trimmed your wiper, be sure to smooth all edges to prevent potential engine damage due to burrs vibrating off into the crankcase. Before final assembly, double check for clearance when the crank assembly is rotated a full 360 degrees. Be sure to account for "thrust end play" while checking for proper clearance.

After final fitting and deburring, cement the wiper to the block. You can use contact cement or weatherstrip adhesive. (An alternate method is to use tiny flat head screws or pinning.) Next, install the pan gaskets in the usual manner. Due to the slightly increased height on one side, be sure to use a dab of silicone in the corners where the rubber ends meet the side rail gaskets.

WINDAGE TRAY INSTALLATION:

1. Place the baffle on the main cap studs with the louver pointing away from the crankshaft. The Moroso P/N will be on the crankshaft side.
2. Secure to studs using washers and nuts (the use of some sort of thread sealer such as Loctite or Nut-Loc is recommended).
3. When using this baffle with the oil pump mounted directly to the main cap, no trimming is required.
4. When using this baffle with a Moroso oil pump extension, trimming will be required to provide adequate clearance around the extension block.

REAR OIL PAN BAFFLE:

This baffle is designed to hold down surging oil during acceleration and will be a snug fit in the oil pan. Minor trimming may be necessary with certain oil pans. Some Chevy H.P. crankshafts have large counterweights which may scrape the anti-surge baffle. Reshaping or trimming the baffle will correct this.

The Oil Pan Baffle should be installed against the rear main bearing cap in all cases. Check carefully for fit and clearance before final assembly.

**For Technical Assistance, Call Moroso's Tech Line at
(203) 458-0542, 458-0546 8:30am – 5:00pm Eastern Time**

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Visit Us At www.moroso.com

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