



## ACCUMULATOR INSTALLATION & OPERATION INSTRUCTIONS

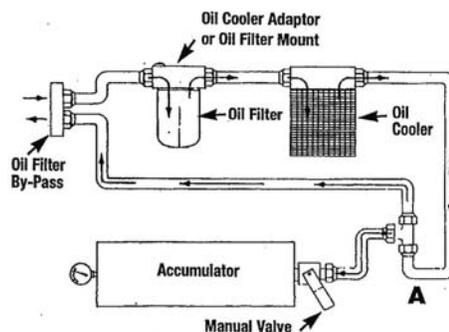
*Please read all instructions carefully before beginning installation:*

### BASIC INSTALLATION

Moroso recommends installation according to Method "A" when possible. Alternate method "B" will also work satisfactorily if Method "A" cannot be used. Decide first on the installation method that you will use, then install the unit as shown in the corresponding diagram. All oil lines should be made up of  $-10(5/8"$  I.D.) hydraulic high pressure hose with either a nylon or stainless steel covering. Any quality hose with a 400psi rating or better will work. The accumulator will work in any position.

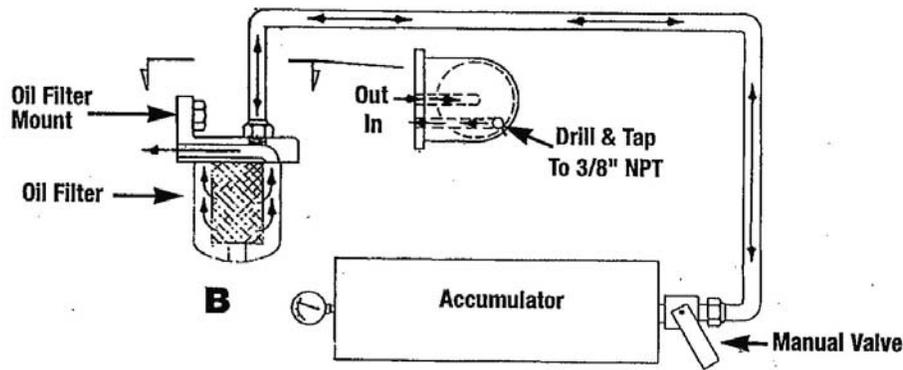
### INSTALLATION METHOD "A"

1. If you wish to retain the oil filter in the stock location, fabricate or purchase an oil cooler adaptor. (Use Moroso P/N 23690 for SB and BB Chevrolet Gen 3 engines.)
2. If you are going to install a remote oil filter an oil filter By-Pass must be used. Use Moroso P/N 23770,23782 (See catalog for applications.) Install a Moroso oil filter mount (P/N 23700 or 23710) and a oil filter, with one way check valve in the position shown in the diagram. Moroso racing oil filters and most high quality filters have a built-in check valve to prevent drain back. An oil cooler is also recommended for racing applications.
3. Connect the oil filter, cooler and Accumulator in series as shown using  $-10AN$  lines and fittings.
4. If a remote oil filter with a one way valve is not used, we recommend installing a one way check valve on the filter side of the accumulator.
5. Charge the unit as described under CHARGING THE SYSTEM.



### INSTALLATION METHOD "B"

1. Remove the oil filter from the remote mount, exposing the engine oil passages. Crank the starter over and determine which oil passage is the "IN" passage. The "IN" passage does not pump-out oil when the engine is turned over.
2. Drill and tap the oil filter mounts "IN" passage to  $3/8"$  NPT from the top, as shown in the diagram and install a  $3/8"$  NPT X  $-10AN$  double male end fitting. Install a  $1/2"$  NPT X  $-10AN$  double male end fitting on the Accumulator manual valve.
3. Connect the Accumulator to the filter fitting with  $-10AN$  female ends.
4. Charge the unit as described under CHARGING THE SYSTEM.



### CHARGING THE SYSTEM

1. After installing the unit, open manual valve (the lever should be in-line with the cylinder).
2. Remove the air valve cap and pressurize to between 60 and 100 psi air pressure.
3. Bleed off the pressure until the gauge reads 6 psi. The unit is now ready for operation.
4. Add an additional 3 quarts of oil to the engine if you are using Accumulator P/N: 23900 / 23902. Add 1-1/2 quarts if you are using Accumulator P/N: 23901 / 23903 to maintain the original oil level when the engine is started. You may also reduce the amount of oil added to the engine to lower the oil level in the pan to reduce surge conditions.

**NOTE: In the event of an engine failure, the Accumulator end plugs should be removed and the unit thoroughly cleaned with solvent, then soap and water, and finally dried with compressed air.**

### HOW TO PRE-LUBE A FRESH ENGINE

1. Remove the Accumulator tank from the car, remove the air valve core from the tank air valve, open the manual valve on the other end.
2. Using air pressure, force the internal piston from the manual valve end to the gauge end.
3. Fill the Accumulator, two quarts for P/N 23900 / 23902, one quart for P/N: 23901 / 23903, through the manual valve and then close the valve. Replace the air valve core.
4. Replace the Accumulator into the car and pressurize the unit to 100 psi through the air valve.
5. Open the manual valve and allow the Accumulator to pre-oil the new engine before it is fired up. Start the engine.
6. Shut down the engine with the manual valve open, allowing the Accumulator to empty into the engine. When it is completely empty, raise the air pressure to 40 psi, and, after approximately two minutes, bleed down the pressure to 6 psi.
7. Restart the engine, allow the Accumulator to refill, close the manual valve, and shut off the engine. The Accumulator is now ready for normal service. By opening the manual valve before the engine is started, and closing it before the engine is shut off, the engine will always be pre-lubed before it is run.

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

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