

OIL PUMP DRIVE KIT

PART# 23672

PARTS LIST

1 DRIVE HUB

1 SM. GILMER PULLEY

1 .375 ALUMINUM SPACER

1 3/16" SQUARE KEY

1.093 BELT GUIDE

1 1/8" X 2 1/4" SQ. KEY

1 STEEL STEPPED WASHER

4 10-32 ALLEN SET SCREWS 1 GILMER BELT

1.032 BELT GUIDE

1.062 BELT GUIDE

1 LG. GILMER PULLEY

2.300 ALUMINUM SPACERS

2 3/16" SPLIT PINS

1 4 1/4" BOLT

DRY SUMP OIL PUMP KIT FOR BIG BLOCK CHEVY DRAG RACE (57% REDUCTION RATIO) WITH ELECTRIC MOTOR DRIVEN WATER PUMP WITH OR WITHOUT CRANK TRIGGER IGNITION WITH OR WITHOUT 1/4" MOTOR PLATE

To be used with Moroso Part #22560 Dry Sump Oil Pump, and #22600 External Oil Pump.

NOTE: Follow step #1 and step #2 before installing dampener on crankshaft.

- 1. Place hub into dampener and use the two 3/16" holes in the hub to drill into the dampener.
- 2. Drill holes approximately 1/2" deep. Disassemble and clean all parts.
- 3. Install dampener on crankshaft and install hub into dampener. Use the two 3/16" x 1" split pins to secure hub onto dampener.
- 4. Push the long square key into the front hub shaft.
- 5. Install crank trigger wheel on dampener as per that particular manufacturer's instructions. (If you are not using a crank trigger ignition system, install the .300 aluminum spacer to replace the crank trigger wheel.)
 - Next, install the .375 aluminum spacer to give belt clearance around the crank trigger wheel attachment bolts. Using the belt guides and spacers provided, adjust the small Gilmer pulley position to get proper belt alignment. The stepped steel washer now goes over the end of the assembly.
- 6. Thread the 4 1/4" bolt into the crank through the entire drive assembly and torque to 75 ft/lbs. It is recommended that Loctite be used on this bolt.
- 7. Push the shorter square key into the dry sump pump drive shaft and slide the larger aluminum Gilmer pulley onto the pump shaft. Align the pump pulley with the drive pulley by placing a straight edge across their faces. Then install four 10-32 set screws into the pulley holes and tighten.
- 8. Install the Gilmer drive belt and adjust tension to approximately 3/8" slack. After the engine has been run and is hot, check belt tension again. It should not have less than 1/4" slack when hot. Grease and oil should be kept off the belt surfaces at all times.

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

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