Text by Paul Rachwal // Photos supplied by IAC Staff

Lubricating the Beast

IAC MOROSO

Who would you turn to for parts for your race car? A cheap part from a new company with little or no motorsports / racing experience or a more expensive one from an established manufacturer of race-proven parts with sponsorships and contingency awards? I guess each answer depends on many factors, including budget, but when you're an outfit like International Automotive & Custom (IAC), with a sport compact campaigned in professional races and classes south of the border, you need the best.

In this case, the best comes from a company whose parts are designed and built for racers, by a racer, specifically Dick Moroso, starting back in 1968. Moroso Performance Products supplied IAC with its kicked out aluminum oil pan, water pump and battery box from its sport compact line-up.

First off, Moroso's oil pan offered IAC improved oil control, thanks to its design. An integral sump tray and a 6-inch trap door baffle are two built-in features that keep the oil contained under hard acceleration and braking, conditions the race car will be subjected to over and over. Also key in racing applications, the pan reduces temperatures partly by increasing the capacity to 5.5 quarts (5.2 liters) from 5.2. The pan not only fits the H22, but also the F22 and H23 found under the hood of older Accords and 4th gen Preludes, respectively. The deeper pan also helps the engine make power by making it lose less, as the crank doesn't froth the oil as much and doesn't have to cut through it.

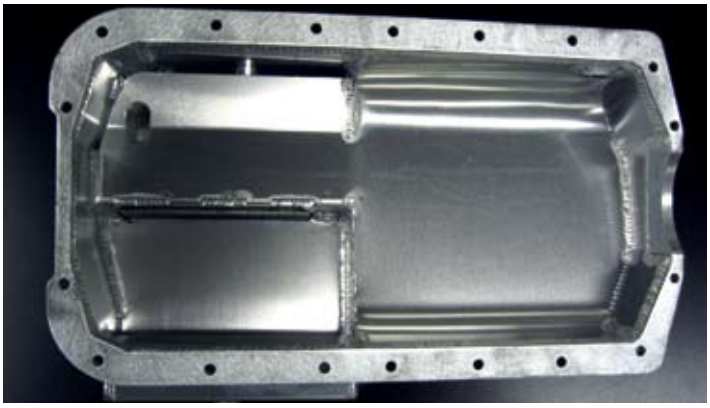
Another, less obvious advantage to the new pan is eliminating the inherent weakness of Honda's factory piece and its shallow and weak threads on the drain plug fitting. As Honda uses an aluminum crush washer for the seal, the torque required to compress it often damages the shallow bung threads, causing leaks. Moroso's fitting is solid and doesn't look like it will ever strip and a magnetic plug and extra washer are included.

The same goes for the other two connections – half-inch NPT bungs for a turbo return line and a temperature sending unit. IAC won't need these, as their motor is naturally aspirated so the included plugs will stay in place.

Installation is also fairly straightforward, once the exhaust and header is out of the way, at least in IAC's transplanted case. The one piece, 3/8-inch thick billet aluminum pan rail provides a rigid flange for leak-free sealing and accommodates a stock pan gasket. Included with every Moroso pan is a mounting kit with hex-drive steel studs to eliminate stripping the block and serrated-face flare nuts to withstand vibration.

To further reduce parasitic losses, IAC used Moroso's remote electric water pump (part # 63570), which is more efficient as it's not driven off the crank. It needs to be remotely mounted, which is made easier thanks to four ¼-20 tapped holes machined into the base. Connections to the block are via two -12AN fittings and there is a 1-inch NPT inlet.

The final Moroso piece has little to do with engine efficiency, but everything to do with safety and rules compliance at the track. It's a sealed



battery box, and it allows IAC to put the battery in the interior of the car and not worry about fumes or damage from the elements. Made of polyethylene, the tough box is accepted by the NHRA and IHRA, and six quick-release fasteners keep the lid secure against its foam gasket. A vent tube that can be run to the outside is included and the power cables flow through rubber cable clamps and grommets. The battery is held with 3/8-inch steel rods and all mounting hardware is included. You can have it in any colour, too, as long as it's blue.

IAC's drag car is moving closer towards an all-out and professional racer, and they wouldn't have it any other way. PAS

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The Source:

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