Dick Miller Racing Inc. is an aftermarket Oldsmobile performance parts, fiberglass body parts, engine restoration, engine building, and GM and Ford bolt on suspension business.

Dick Miller, owner of Dick Miller Racing Inc. began his working life as a journeyman meat cutter in the Michigan area. He attended and graduated from a computer programming institute in Toledo OH, while working as a purchasing agent for an auto related supplier. When this company relocated it's facility in 1983, Dick opened Custom Computer Services, which develops software for a variety of business applications. Dick still writes and modifies all the computer software being used at DMRI. DMRI was established in July of 1992 and incorporates his one and only passion, drag racing! Just like racing, Dick is hands on with the business and he enjoys the personal contact with his customers. Dick being recognized as an expert in Oldsmobile engine building has had many engine building articles published in major magazines such as Hot Rod, Popular Hot Rodding, and Car Craft.

After totaling his Dad's 56 Oldsmobile and then his Dad's 57 Oldsmobile while only 16 years old Dick developed a passion for driving Oldsmobiles fast. Dick continued his love affair with fast cars in 1969, racing with Olds power, of course. He still has the 1970 Cutlass W-31 which he purchased new. His list of other race vehicles has included a 1970 442, a 1974 Omega and a custom built 1991 tube chassis Cutlass which ran both NHRA and IHRA in the Super Comp and Quick Rod fields while capable of elapsed times in the 8.5 second range for the quarter mile and reaching speeds over 159 miles per hour. He is a former national record holder and has competed in local, state, and national events, including winning at all levels with his Olds powered vehicles and is the owner of not only an IHRA Walley but also a NHRA one as well. Dick occasionally races his 1970 W-31 with ET's in the mid 10 second range while still completely street licensed and legal.

In 1995 Dick wanted to expand his Oldsmobile parts business. With his years of winning racing experience and suspension tuning he decided to come out with his DMRI line of rear bolt on suspension systems. This line was to be simple enough that it could just be bolted on yet as effective as a professionally custom built system. Since it fit a Cutlass similar kits would also fit a Chevelle, GS, GTO, Camaro, Firebird, and Ford Mustang. With many upgrades over the years the DMRI systems have become known as the best working, strongest, lightest weight, and most adjustable systems on the market. His expert technical advice and suspension knowledge has earned Dick a reputation as one of the most knowledgeable suspension experts in the business.

As the owner of DMRI, Dick's commitment to quality, his belief that customers are the biggest asset, and his past experience and lifelong passion helps him focus on the present and not the past. Watch dickmillerracing.com for additional new products as they are developed.
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RETURN & CLAIM INFORMATION
DMRI must me notified within 5 days of the receipt of the order that there is an issue. Material damaged during shipment must be reported directly to the carrier. All returns will need a return authorization number and will be subject to a 15% restocking fee. All items must be returned freight prepaid and in a saleable condition. There are no returns on special order items. Absolutely no cash refunds - credit towards merchandise only.

WARRANTY
Products manufactured by DMRI exclusively will (if properly installed according to our instructions) be warranted to cover the replacement of product only and does not cover installation, labor, or damages to other parts. Name brand products not manufactured exclusively for DMRI will be warranted by the manufacturer’s terms and are not the responsibility of DMRI. We will not assume liability for personal or property damage through the use of our products.

DISCLAIMER
Due to the fact that most of the parts in this catalog are for performance use only, they are recommended for off road use only and may not be legal for sale or use on pollution controlled vehicles in your state.

PARTS AVAILABILITY
Due to the decreasing availability of Oldsmobile original equipment and after market equipment DMRI cannot guarantee parts availability and we may need to occasionally substitute the next best part available.

PRICING
A price list was included with this catalog. Prices are subject to change without notice. Be sure to check the current pricing when placing an order or inquiring on the availability of a part.

PAYMENT
We accept Master Card, Visa, Discover Card, American Express, Money Orders, Checks, and (C.O.D. to established U.S customers only). Check for the current C.O.D. charge. All checks will require a 21 day waiting period for the clearance of the check before the shipment of merchandise. All Air shipments must be prepaid. All freight charges will be F.O.B. Hernando Mississippi. All items will be shipped UPS unless they are too large or to an area not serviced by UPS. On all orders not able to be shipped by UPS, DMRI will determine and ship the best way possible. All head work, crank kits, and engine assemblies must be 50% prepaid and complete payment must be received before shipment will be made. All engine work cannot be applied to a credit card.

ORDERING
Phone orders (662-233-2301) can be placed Monday thru Friday 9AM CST to 5PM CST. Orders will be accepted by Fax (662-233-2381) 24 hrs a day, 7 days a week. Currently technical assistance for orders is available during all phone order hours.
Providing continuous lubrication for moving parts in an internal combustion engine can be a real problem. By nature of its design, the internal combustion engine uses combustion in a confined chamber to drive reciprocating pistons which in turn use leverage to rotate a crankshaft at some relative torque/horsepower value. However, because of this reciprocating motion lubricating oils can be squeezed out and cause direct contact between the moving parts and an increase in friction which then leads to wear, more friction, and subsequent failure.

It is not possible to completely eliminate friction between surfaces in motion. The same factors that cause friction contribute to wear between moving solids. This wear and increased friction is initiated by localized bonding due to adhesion between the two surfaces. In adhesive wear, bonding between contacting surfaces eventually results in fracturing of material from one of both of the surfaces. If the bond of one surface is stronger than the bond of the other surface, transfer of material may occur. If surface features are fractured, wear debris is formed which then becomes the separating media and results in more wear from abrasion.

Other than racing engines the majority of bearing wear occurs during initial startup. Turning a crank that has no oil pressure due to setting overnight and then adding the force of that piston’s combustion to the steel reciprocating motion causes premature bearing wear. Racing engines also have an additional problem with increased cylinder pressure and therefore creating a greater load trying to squeeze the oil out between the bearing and crank.

Those of you that have the ability to fine tune an engine that starts at the mere touch of the key, as I used to pride myself on, may not be doing your engine a favor. I used to be dissatisfied with Electronic Fuel Injection cars, that seemed to need to crank for a longer than necessary time before starting, versus faster starting carbureted engines. After giving it some careful thought the engine actually will live longer by not starting immediately therefore giving the engine time to create some oil pressure before combustion as the EFI engines do.

We sell bearings with a dry film lubricant applied to help protect the engine during marginal lubrication periods. Dry film lubricants are solid, naturally lubricating materials permanently bonded to the load bearing surface. Their purpose is to help maintain separation and clearance between two parts in motion and to assist the oil in maintaining its hydrodynamic wedge. The cost is about the price of the bearing itself and certainly worth the additional cost for greatly increasing the life of your engine bearings and crank.

**TECH TIP:** I personally use dry film lubricant coated Michigan 77 bearings and Lucas Oil assembly lube in all engines I build.

**LUC-4** Lucas oil assembly lube eliminates dry starts. Use on bearings, cams, lifters and valve train to help prevent galling and scuffing. Compatible with all oils. Comes in 4 oz size.

**LUC-8** Same as LUC-4 except comes in 8 oz size for those who build several engines.

**MIC-SH-1354-S** Michigan 77 cam bearings. 260 thru 455 engines. Full round STD only

**MIC-SH-1354-S-C** Same as MIC-SH-1354-S except dry film lubricant coated for longer life. A must for serious performance.


**MIC-MS-805-P-C** Same as MIC-MS-805-P except dry film lubricant coated for longer life. A must for serious performance.

**MIC-MS-805-P-D** Same as MIC-MS-805-P except the oil holes are pre-drilled and chamfered to 17/64” for better oiling.

**MIC-MS-805-P-C-D** Same as MIC-MS-805-P-C except the oil holes are pre-drilled and chamfered to 17/64” for better oiling.

MIC-MS-804-P-C Same as MIC-MS-804-P except dry film lubricant coated for longer life. A must for serious performance.

MIC-MS-804-P-D Same as MIC-MS-804-P except the oil holes are pre-drilled and chamfered to 17/64” for better oiling.

MIC-MS-804-P-C-D Same as MIC-MS-804-P-C except the oil holes are pre-drilled and chamfered to 17/64” for better oiling.

Tech Tip: Oldsmobile V8 engines (1965 thru 1990) need oiling improvements for any type of performance applications. Tip 1: One of the items that need to be addressed is the drilling of the oil feed hole in the main bearing half that is inserted into the block. The oil feed hole should be enlarged to 17/64” and then deburred. Next using a felt tip pen number the back of the bearing according to the position they will be used in. Then insert the bearing halves into the block in the position they will be used. With a felt tip pen mark any areas of the block protruding into the bearing oil feed hole that will restrict the flow of the oil to the bearing. Then remove the bearing and with a die grinder remove the material marked with the felt tip pen. This along with cross drilling (big block only) the crank and using one of our 7 quart oil pan set ups will assure adequate oil to the main bearings and then rod bearings. We sell main bearings already drilled for this application. Tip 2: Another area to improve is to restrict the oil to the cam bearings which are over oiled from the factory. Cam bearing oil restrictors (#DMR-5104) will do this without danger of starving the cam bearings for oil as does redrilling the cam bearing with a smaller oil feed hole. Tip 3: If a mechanical camshaft (flat or roller tappet) is being used you will need to use (#DMR-5100-L) valve lifter bore restrictors. Mechanical lifters do not have the internal oil restriction that hydraulic lifters do thus causing a loss of oil pressure and excessive oil under the valve covers.

MIC-CB-745-H Michigan 77 HP rod bearings for use with DMR-5465 stroker crank. For use with 2.000” rod journals. +.001-Std-001-010-020.


MIC-CB-663-H Michigan 77 HP rod bearings for use with DMR-5466 stroker crank. For use with 2.100” rod journals. +.001-Std-001-010-020.


MIC-CB-743-H Michigan 77 HP rod bearings for use with DMR-5466 stroker crank. For use with 2.200” rod journals. +.001-Std-001-010-020.


MIC-CB-684-P-C Same as MIC-CB-684-P except dry film lubricant coated for longer life. A must for serious performance.


MIC-CB-542-P-C Same as MIC-CB-542-P except dry film lubricant coated for longer life. A must for serious performance.
DMR-5022 Stick shift pilot bearing adapter. A new solution to an old problem. Convert a GM automatic transmission crankshaft to a manual shift crank without taking the crank out of the block. Knurled for a sure fit with self alignment for a perfect fit and smooth running and shifting. Requires modest shortening of input shaft with common tools. Also for engines that are using a midplate resulting in the transmission being moved rearward and not engaging the stock pilot bearing far enough. Fits Oldsmobile 260-455, Buick 350-455, Cadillac 400-500, Pontiac 326-455, and Chevrolet 305-502.


TECH TIP: To properly install either DMR-5022 or DMR-5023 coat the knurled edges with red Loctite before driving the bearing into the crank.

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BOLTS & STUDS

All of our critical area bolt or stud kits are made using ARP nuts, washers, and studs or bolts. ARP takes a number of steps to ensure that it's fasteners are the best money can buy. For example, you can have two bolts that look virtually identical. Both made with 8740 chrome moly steel, heat treated to the same level, and have similar tensile strength. One will go more than 10,000,000 cycles without missing a beat and the other will fail at a scant 5,000 cycles. Why? To begin with, there are four grades for an alloy like 8740. There's Commercial, Aircraft, CHQ, and SDF (seamless free). ARP uses only premium grade SDF, even tough its twice as expensive as Aircraft quality. Forging is done in house to stringent standards. Then the material is heat treated before final machining. It's easier to first machine the parts while the material is softer, and that's what most companies do. But ARP's testing has shown the threads have up to 1000% better fatigue strength if they're rolled after heat treat. Most companies simply toss everything into a bin for heat treating. ARP goes to the trouble to put each fastener vertically in special racks to assure an even 360 degree penetration in heat treating. ARP builds in quality every step of the way just as I do at DMR. That is why all the engines built at DMR will have ARP nuts, washers, and studs or bolts in all critical areas.

TECH TIP: When installing a part with many studs or bolts always torque in steps. Start in the middle of the part and work your way toward the outside in a clockwise movement. If the bolt/stud calls for 85# torque use steps of 25#, 50#, 75#, and then 85#. Here is the most important part. Repeat each step until you feel no movement in any of the bolts/studs. If you feel movement in any of the bolts/studs repeat that step until you don’t. If you are using oil as a lubricant follow the standard torque specifications for the size of the bolt. If you are using a lubricant such as our LUC-4 assembly lube be sure to follow the recommended torque specifications from the manufacturer minus 5 to 10 pounds. Being a more slippery lubricant than oil it will have a heavier clamping load than wanted using the same specs as you would for oil. If using the ARP assembly lube follow the ARP recommendations.

ARP-100-9903 Bolt assembly lube. This lube was selected by ARP because of its repeatable lubricity therefore giving repeatable torque numbers assembly after assembly. Follow ARP torque figures when assembling bolts using this lubricant.

TECH TIP: I personally use Lucas Oil assembly lube in all engines I build. I use it on the threads and torque the fastener to factory specs minus five (-10) ft pounds.

LUC-4 Lucas oil assembly lube eliminates dry starts. Use on bearings, cams, lifters and valve train to help prevent galling and scuffing. Compatible with all oils. Comes in 4 oz size.

LUC-8 Same as LUC-4 except comes in 8 oz size for those who build several engines.

TECH TIP: To properly install an Olds damper bolt, use red LocTite on a grade 8 bolt or better and torque to 180 ft pounds.

DMR-5117 New Cad plated stock length grade 8 crankshaft damper bolt for all 330-350-400-403-425-455 Oldsmobile engines. Includes washer.

DMR-5118 New Cad plated 2-3/8” length grade 8 crankshaft damper bolt for all 330-350-400-403-425-455 Oldsmobile engines. To be used when using aftermarket SFI dampers that require a longer bolt for proper thread engagement. Includes washer.

DMR-8738 Damper bolt washer.

ARP-180-2501 ARP chrome moly crankshaft damper bolt for all 330-350-400-403-425-455 Oldsmobile engines. The strongest in the industry. Includes washer.

TECH TIP: To properly install a Olds flexplate or flywheel bolt, use red LocTite and torque to 85 ft pounds.

ARP-100-2901 ARP chrome moly 12 point flexplate bolts. Requires no washer.

ARP-100-2801 ARP chrome moly 12 point flywheel and inertia flexplate bolts. Requires no washers.
TECH TIP: I personally use studs whenever possible. I have done my own testing using LUC-4 assembly lube. Bolts will always fail before studs. A bolt will have rotational twist along with stretch where a stud will have mostly stretch because the nut and washer are absorbing the twist.

DMR-4x7/16 4” x 7/16” stud. Purchased individually.

DMR-4.5x7/16 4.5” x 7/16”stud. Purchased individually.

DMR-4.25x1/2 4.25” x 1/2” stud. Purchased individually.

DMR-4.4x1/2 4.4” x 1/2” stud. Purchased individually.

DMR-5x1/2 5” x 1/2” stud. Purchased individually.

DMR-5.4x1/2 5.4” x 1/2” stud. Purchased individually.

DMR-5.75x1/2 5.75” x 1/2” stud. Purchased individually.

DMR-9680 Stud hole bushings to reduce 1/2” stud/bolt holes for use with 7/16 studs.

ARP-200-8636 7/16” x 20 black heat treated hex nuts by ARP. Use as replacement nuts in our kits or anywhere a quality nut is needed to prevent galling and inaccurate torque readings. Package of 10.

ARP-200-8606 Same as ARP-200-8636 except purchased individually.

ARP-300-8303 7/16” x 20 black heat treated nuts by ARP. Uses a 12 point 1/2” socket. Purchased individually. Use where there is not enough room for ARP-200-8606.

ARP-200-8532 7/16” heat treated black chamfered washers. Use as replacement washers in our kits or anywhere a washer is needed to prevent galling and inaccurate torque readings. Package of 10.

ARP-200-8512 Same as ARP-200-8532 except purchased individually.

ARP-200-8637 1/2” x 20 black heat treated hex nuts by ARP. Use as replacement nuts in our kits or anywhere a quality nut is needed to prevent galling and inaccurate torque readings. Package of 10.

ARP-200-8607 Same as ARP-200-8637 except purchased individually.

ARP-300-8304 1/2” x 20 black heat treated nuts by ARP. Uses a 12 point 9/16” socket. Purchased individually. Use where there is not enough room for ARP-200-8607.

ARP-200-8533 1/2” heat treated black chamfered washers. Use as replacement washers in our kits or anywhere a washer is needed to prevent galling and inaccurate torque readings. Package of 10.

ARP-200-8513 Same as ARP-200-8533 except purchased individually.

ARP-185-4001 ARP-7/16 chrome moly head stud kit. For all Oldsmobile V-8 engines except 403 and 350 diesel. Helps eliminates blown head gaskets and gives better compression seal. Includes studs, nuts, and washers.

ARP-184-4004 ARP-1/2 chrome moly head stud kit. Fits 350 diesel, 77-80 350 and 403, and any other 350 thru 455 block that has been drilled and tapped for 1/2” head bolts. Helps eliminates blown head gaskets and gives better compression seal. Includes studs, nuts, and washers.

DMR-18256 7/16” jam nut for main stud kit when using a DMR-5850 full length windage tray. Purchased individually.

DMR-18258 Same as DMR-18256 except 1/2”.
BOLTS & STUDS

TECH TIP: Using ARP MOLY LUBE or THREAD SEALER on 7/16 studs torque to 70 ft lbs. Using 30 wt oil on 7/16 studs torque to 85 ft lbs. Be sure to lubricate under the head of the bolt or both sides of the washer if using a stud as well as the threads.


ARP-184-5401-G Same as ARP-184-5401 except designed for girdle application.

ARP-184-5401-GW Same as ARP-184-5401-G except designed for main stud girdle and full length windage tray. Includes hardware for mounting full length windage tray.

ARP-184-5401-S Same as ARP-184-5401 except includes 3 pieces DMR-5946 straps. Helps eliminate main caps from moving around and increases main bearing life. For high performance applications also order DMR-5496 strap for #1 main. Main caps must be cut 1/2”.

ARP-184-5401-SW Same as ARP-184-5401-S except designed for windage tray application. Includes hardware for mounting full length windage tray.

ARP-184-5401-W Same as ARP-184-5401 except includes hardware for mounting full length windage tray.

TECH TIP: Using ARP MOLY LUBE or THREAD SEALER on 1/2 studs torque to 85 ft lbs. Using 30 wt oil on 1/2” studs torque to 110 ft lbs. Be sure to lubricate under the head of the bolt or both sides of the washer if using a stud as well as the threads.

ARP-185-5401 ARP 1/2” chrome moly main stud kit for 350 Diesel-400-425-455 Oldsmobile big block engines. Helps eliminate main caps from moving around and increases main bearing life. Includes studs, nuts, and washers.

ARP-185-5401-G Same as ARP-185-5401 except designed for main stud girdle application.

ARP-185-5401-GW Same as ARP-185-5401-G except designed for main stud girdle and full length windage tray. Includes hardware for mounting full length windage tray.

ARP-185-5401-S Same as ARP-185-5401 except includes 3 pieces DMR-5941 straps. Helps eliminate main caps from moving around and increases main bearing life. For high performance applications also order DMR-5491 strap for #1 main. Main caps must be cut 1/2”.

ARP-185-5401-SW Same as ARP-185-5401-S except designed for windage tray applications. Includes hardware for mounting full length windage tray.

ARP-185-5401-W Same as ARP-185-5401 except includes hardware for mounting full length windage tray.

DMR-5874 Use this ARP stud kit when mounting DMR-5942 small block Billet Main Bearing Caps. Includes 10 studs, nuts, and washers.

DMR-5875 Use this ARP stud kit when mounting DMR-5943 big block Billet Main Bearing Caps. Includes 10 studs, nuts, and washers.


DMR-5870-G Same as DMR-5870 except 1/2“ and fits 350 Diesel-400-425-455 Oldsmobile engines.

DMR-5870-GW Same as DMR-5870 except for use with a main stud girdle.
BOLTS & STUDS

DMR-5427 Oil pan stud kit to help oil pan gaskets from pushing out. Works well with DMR-5496 oil pan gasket.

DMR-5425 ARP 3/8” chrome moly oil pump studs and nuts. For proper installation of all Oldsmobile V-8 oil pumps.

DMR-5426 Valve cover stud kit for all Oldsmobile V-8 engines except 403. The easiest way to install new valve cover gaskets is to use studs to hold the gasket in place while installing the valve cover. Includes 20 bolts, nuts, and washers.

DMR-5426-2 Same as DMR-5426 except fits 403 Oldsmobile V-8 engines. Includes 10 bolts, nuts, and washers.

ARP-100-7101 ARP chrome moly rocker arm studs. 7/16 top and bottom thread. To be used with aluminum roller rocker arms and guide plates. Set of 16.

COM-4542-16 Rocker arm studs. 5/16 bottom thread (stock) & 3/8 top thread including hex nut design.

ARP-134-7104 ARP chrome moly rocker arm studs. 7/16 top and 3/8 bottom thread. To be used with aluminum roller rocker arms and guide plates. Set of 16.

DMR-4543-16 Rocker arm studs. 5/16 bottom thread (stock) & 3/8 top thread including no hex nut design.

TECH TIP: Instead of using factory accessory head bolts our studs may be used and should have excess thread left over. Drill the hole in the accessory bracket to slide over the remaining threads after the nut and washer have been torqued in place and use one of our DMR-18256 or DMR-18258 jamb nuts to secure the bracket.

ARP-180-3600 ARP 7/16” chrome moly head bolts and precision ground washers for all V-8 Oldsmobile engines up to 77 except diesel. Does not include accessory bolts.

ARP-180-3700 ARP 7/16” chrome moly head bolts and precision ground washers for all V-8 Oldsmobile engines up to 77 except diesel. This is the ultimate head bolt. Will secure cylinder head to block as well as studs. Does not include accessory bolt.

ARP-185-3602 ARP 1/2” chrome moly head bolts. Fits 350 diesel, 77-80 350 and 403, and any other 350 thru 455 block that has been drilled and tapped for 1/2” head bolts. Does not include accessory bolts.

ARP-184-5001 ARP 7/16” chrome moly main bolts and washers. Fits 260-403 V-8s except diesel. Replace stock bolts that stretch and do not hold torque properly.

ARP-185-5001 Same as ARP-184-5001 except 1/2” and fits 350 Diesel-400-425-455Oldsmobile engines.

DMR-5211 Stainless 12 point intake bolts for cast iron or aluminum intakes. Fits all V-8 stock manifold, W-30, W-31, Edelbrock 2151 Performer, and Offenhauser Tunnel Ram.

DMR-5212 Same as DMR-5211. Fits stock 307, and Edelbrock 3711-7111 Performer RPM.

DMR-5213 Same as DMR-5211. Fits Edelbrock 2730 Torker.

DMR-5214 Same as DMR-5211. Fits Offenhauser Porta-Sonic and Super Sonic.

DMR-5215 Same as DMR-5211. Fits Edelbrock 400-455 O4B and O4BQJ, and 350 OL4B and OL4BQJ.
BOLTS & STUDS

DMR-5216 Same as DMR-5211. Fits aluminum S/B & B/B Edelbrock Victor Olds take #2810 or #2811 or #2812.

ARP-1-3/4x3/8 Stainless intake bolt each.

ARP-2-1/2x3/8 Stainless intake bolt each.

ARP-3x3/8 Stainless intake bolt each.

ARP2x3/8 Stainless intake bolt each.

ARP-1-1/4x3/8 Stainless intake bolt each.

ARP-1x3/8 Stainless intake bolt each.

MRG-915-A Header bolts. 3/8 x .750". Package of 10.

ARP-400-1101 ARP stainless header bolts. 3/8 x .750". Package of 10.


MRG-5010 Chrome plated oil pan bolt set. Replace those old funky oil pan bolts with new chrome plated ones. Includes 18 bolts.

MRG-910 Grade 8 pressure plate bolts. 6 point 3/8 x 16. A must for maximum protection.

DMR-5350 Rocker pivot bolts. 5/16" used stock rocker arm pivot bolts. These are a special length and are hard to find. Sold each.


ARP-185-6001 ARP chrome moly rod bolts for all 68-69 400-455 Oldsmobile engines. The strongest in the industry. Sets of 16.

**TECH TIP: For proper stud and bolt installation resulting in proper clamping loads, first look at the surface that the nut or bolt head will contact. It must be completely flat (not galled) and at a perfect parallel to the block side surface of the head. If it is not be sure to take the head to your machine shop and have it spot faced (nut surface resurfaced), as you will not have accurate torque readings if the nut and washer or bolt head is not making 100% contact of the surface. Be sure to use a hardened washer between the nut or bolt head that won’t distort (I recommend the ones that come with our ARP brand bolt and stud kit). Also check to be sure that the unthreaded portion of the bolt or stud is shorter in distance than the thickness of the head. Be sure to measure the threaded hole to be sure it is deeper than the threads on the stud or bolt. Additionally with studs it is important that you only screw them in finger tight and then back them out 1/8 turn. This will assure the stud to be parallel with the stud hole when the nut and washer is installed. The two main things we are trying not to do is: bottom out the stud in the hole, or have the unthreaded shank portion of the stud contact the block. As with the surface that the nut and washer contacts, the bottom of the hole cannot be guaranteed to be perfectly flat. If the stud contacts the bottom of the hole or the unthreaded portion of the shank bottoms out at the top of the hole it can cause the stud to tilt and the threads of the block will not align with the stud perfectly, causing non uniform stress, creating inaccurate torque readings. Either of these two problems can cause the nut to bear more on one side than the other and also cause the stud to bend, again resulting in inaccurate torque readings. The bending will also cause premature failure to the stud.**
TECH TIP: Installing DMR-5001, DMR-5002, or DMR-5004 timing chain sets. Rotate the engine to TDC just after the #1 intake valve closes. Install the chain set as usual. Check the installed degree of the cam. Rotate back to the same TDC and remove ONLY the cam sprocket and chain. Rotate ONLY the cam sprocket and chain to the desired hole and reinstall the chain and sprocket. Re-check the installed degree of the cam. The holes from the original factory dowel pin hole going clockwise will advance the cam 2-4-6-8 degrees at the crank. The holes from the original factory dowel pin hole going counter clockwise will retard the cam 2-4-6-8 degrees at the crank. If your chain set installs and removes hard you can drill and tap two holes in the chain sprocket to allow the use of a DMR-01120 damper puller.

DMR-5007 Camshaft degree tool. Replace your valve lifter with this 6" long (.842” on one end and .921” on the other) tool to allow easier access and better readings for your dial gauge. Will work with any 1965 to present Oldsmobile V-8 engine flat tappet hydraulic or mechanical cam.

DMR-5021 A must for every tool box. This tool is specifically for installation of all Oldsmobile camshafts. By helping steady the camshaft, it will help protect your camshaft and camshaft bearings from unnecessary damage while installing or removing your camshaft. Precision made and designed to fit snugly over the camshaft gear locator boss. This tool makes installing cams so much easier you won’t believe you could have lived without it.

COM-159 A special mixture of extreme pressure additives no longer available in off the shelf motor oils. Provides added protection during critical engine break-in. A must for all flat tappet cam installations.

DMR-5001 1/2” pitch, street and strip, all-steel timing chain set. Designed on the latest in X-Y-Z measuring equipment available for accuracy, this degreed camshaft sprocket has multiple dowel pin holes for advancing cams 2-4-6-8 degrees or retarding cams 2-4-6-8 degrees. No need for offset bushings. Used with a two piece front cover, part number DMR-5282-S, camshaft timing can be easily and quickly changed at the track for immediate testing and results. Fits 330-350-400-425-455 Oldsmobile engines. This timing chain set has less harmonics than a roller chain set and less stretch wear. For mild street use. Not recommended for high performance or racing applications.

DMR-5002 Same as DMR-5001 except we use DMR-9-3113 True Roller timing chain set.

DMR-5004 Same as DMR-5002 except we use CRA-80975-1 Billet Roller timing chain set.

DMR-5282-S Split front cover to allow the cam to be removed, advanced, or retarded without removing the lower half of the front cover, harmonic damper and oil pan. The front pan seal retainer is removed and re-welded in it’s proper position for a good pan seal.

DMR-8490 Camshaft thrust bolt factory stock.

DMR-5120 Bronze cam spacer .041 thick. To prevent or correct worn blocks caused by camshaft moving back and forth in block. To be used with DMR-5740 thrust button. DMR-5040 crank spacer recommended.

DMR-5740 Camshaft thrust button bolt. Stops camshaft from moving back and forth in engine, giving perfect valve timing and greater timing chain life. Includes new cam bolt and bronze button. Fits all 64-84 except diesel. DMR-5120 cam spacer is required and DMR-5040 crank spacer is recommended. If necessary, file the front of the cam bolt (not the bronze button) to achieve .004 to .005 clearance (end play) from the front cover.

DMR-5040 Crankshaft timing gear spacer. .040 steel spacer. This spacer slides onto the crankshaft and then you install the timing gear. Corrects timing chain alignment when using DMR-5120 camshaft spacer.
DMR-5745 Camshaft thrust button kit. Stops camshaft from moving back and forth in engine, giving perfect valve timing and greater timing chain life. Includes new cam bolt and bronze button. Fits all 64-84 except diesel. DMR-5120 cam spacer is included and DMR-5040 crank spacer. If necessary, file the front of the cam bolt (not the bronze button) to achieve .004 to .005 clearance (end play) from the front cover.

COM-5200 Vacuum reserve tank for power brake reserve. Supplies needed vacuum for power brakes. Recommended for use with any camshaft larger than 266 degrees duration. Comes with tank, bracket and vacuum connector.

DMR-5121 Adapter to use Diesel roller cam cores with standard timing chain.

DMR-5150 Offset camshaft bushings kit. 0-2-4 (+/-) degree for precise cam timing. Made especially for Oldsmobile. .500 outer diameter and stock camshaft dowel pin diameter I.D. Camshaft sprocket dowel pin hole must be drilled to .500”.

DMR-5155 Same as DMR-5150 except bushings for 0-1-2 -3-4 (+/-) degree. Bushings.

POW-101800 When disassembling a hydraulic or mechanical flat tappet-cam engine, lifters must be kept organized in the sequence in which they were installed. Each lifter creates a unique wear pattern on the cam lobes and once this wear pattern is established, the lifter becomes the mate to that lobe. The organizer keeps the lifters organized and protected when the rest of the engine is being worked on.

TECH TIP: If you don’t find the exact camshaft you need I will (prepaid) custom design and grind one to fit your particular needs. The following information will help you determine if the cams listed will meet your needs.

Lobe separation is calculated by dividing the sum of the intake lobe centerline and the exhaust lobe centerline by 2. Lobe separation is ground into the cam and cannot be changed like the lobe centerline can. Cam timing is advanced when the intake lobe centerline is a lower number than the lobe separation angle. Likewise a cam is retarded when the intake lobe centerline is a higher number than the lobe separation angle. Advancing a cam should improve bottom end power which will increase torque converter stall and improve launches. Narrowing the lobe separation (smaller) increases the amount of overlap for a given duration increasing midrange torque and faster revving engines. Widening the lobe separation (larger) results in a broader power band and more peak power. Carbureted street cars work best with 110-112 degree of lobe separation angle. The same car with fuel injection will need 112-114 degree of lobe separation angle. High compression race car engines with high stall converters and large carburetors need 106-110 degree lobe separation angle.

A guideline for choosing the right performance hydraulic cam for your streetable 350 (assuming 9.5:1 compression) is approximately 220 degrees at .050 lift using 110-112 degree lobe separation which should result in good low end torque and drivability with a 1500-5000 RPM power band. Above 220 degrees and you trade low to mid range power for mid to high range power. If using a solid cam, for the same power band, use 8-10 degrees more .050 duration. A 455 engine will need 10-14 degrees more .050 duration. For each 500 RPM rise in the power band 5-7 degrees more .050 duration is needed. Once the right duration has been determined the lobe with the most lift should result in the most power. Always check valve to piston clearance before ordering a cam with lifts over stock.

Higher compression ratios will allow for more duration. Higher duration cams are weak in the lower RPM range and you can compensate by using more compression. If you don’t the cam will not respond in the lower RPM range. When listed always follow the compression guide line listed with a particular cam.

The following special custom cams have been dynoed and the proven horsepower/torque numbers are listed. All require an adjustable valve train.

<table>
<thead>
<tr>
<th>Cam number</th>
<th>Dur@50</th>
<th>Dur@006</th>
<th>Gross/Lift</th>
<th>Lobe/Sep</th>
</tr>
</thead>
<tbody>
<tr>
<td>DMR-1441</td>
<td>236/240</td>
<td>287/293</td>
<td>.553/.544</td>
<td>108/102</td>
</tr>
</tbody>
</table>

This hydraulic roller cam in a 355 cu in 350 Olds engine with cast iron DMR S/B ported heads made 425.2 horsepower @ 5800 RPM and 425.4 torque @ 5100 RPM using 10.25 compression on 91 octane pump gas. Excellent for high performance street use. Needs 2500+ converter, intake, headers, and 3.73 gears. Lopey idle.
### DMR-1520

<table>
<thead>
<tr>
<th>Cam number</th>
<th>Dur@50</th>
<th>Dur@006</th>
<th>Gross/Lift</th>
<th>Lobe/Sep</th>
</tr>
</thead>
<tbody>
<tr>
<td>DMR-1520</td>
<td>260/266</td>
<td>303/313</td>
<td>.595/.608</td>
<td>112/108</td>
</tr>
</tbody>
</table>

This mechanical flat tappet cam in a 365 cu in 350 Olds engine with DMR ported aluminum heads made 487 horsepower @ 6400 RPM and 434.1 torque @ 5200 RPM using 11:1 compression on 93 octane pump gas. Excellent for street/strip use. Needs a 3500 converter, Intake, headers and 3.90 gears.

### DMR-1522

<table>
<thead>
<tr>
<th>Cam number</th>
<th>Dur@50</th>
<th>Dur@006</th>
<th>Gross/Lift</th>
<th>Lobe/Sep</th>
</tr>
</thead>
<tbody>
<tr>
<td>DMR-1522</td>
<td>250/256</td>
<td>293/308</td>
<td>.555/.560</td>
<td>110/107</td>
</tr>
</tbody>
</table>

This hydraulic flat tappet cam in a 365 cu in 350 Olds engine with DMR ported aluminum heads made 445.4 horsepower @ 6200 RPM and 440 torque @ 4600 RPM using 10.25 compression on 91 octane pump gas. Excellent for street/strip. Needs a 3500 converter, intake, headers and 3.90 gears. Rough idle.

### DMR-1530

<table>
<thead>
<tr>
<th>Cam number</th>
<th>Dur@50</th>
<th>Dur@006</th>
<th>Gross/Lift</th>
<th>Lobe/Sep</th>
</tr>
</thead>
</table>

This hydraulic flat tappet cam in a 461 cu in 455 Olds engine with DMR cast iron B/B ported heads made 486.9 horsepower @ 5100 RPM and 600 torque @ 3800 RPM using 10.3 compression on 91 octane pump gas. Excellent for performance street use. Needs with 2000 converter and 3.23+ gears in a heavy car.

### DMR-1540

<table>
<thead>
<tr>
<th>Cam number</th>
<th>Dur@50</th>
<th>Dur@006</th>
<th>Gross/Lift</th>
<th>Lobe/Sep</th>
</tr>
</thead>
</table>

This mechanical roller cam in a 461 cu in 455 Olds engine with DMR ported aluminum heads made 577.6 horsepower @ 6000 RPM and 579.7 torque @ 4800 RPM using 12:1 compression on 91 octane pump gas. Needs ported heads that flow in the 360 CFM range. Excellent for bracket racing. Needs a 4000+ converter, intake, headers and 4.10+ gears. Very rough idle.

### DMR-1570

<table>
<thead>
<tr>
<th>Cam number</th>
<th>Dur@50</th>
<th>Dur@006</th>
<th>Gross/Lift</th>
<th>Lobe/Sep</th>
</tr>
</thead>
<tbody>
<tr>
<td>DMR-1570</td>
<td>236/246</td>
<td>280/289</td>
<td>.596/.608</td>
<td>114/111</td>
</tr>
</tbody>
</table>

This mechanical flat tappet cam in a 466 cu in 455 Olds engine with DMR ported aluminum heads made 577.9 horsepower @ 5500 RPM and 596.3 torque @ 4900 RPM using 11:1 compression on 91 octane pump gas. Needs ported heads that flow in the 355 CFM range. Excellent for strip use. Needs a 3000+ converter, intake, headers and 3.90+ gears.

### DMR-1620

<table>
<thead>
<tr>
<th>Cam number</th>
<th>Dur@50</th>
<th>Dur@006</th>
<th>Gross/Lift</th>
<th>Lobe/Sep</th>
</tr>
</thead>
<tbody>
<tr>
<td>DMR-1620</td>
<td>236/246</td>
<td>280/289</td>
<td>.552/.552</td>
<td>112/108</td>
</tr>
</tbody>
</table>

This hydraulic flat tappet cam in a 461 cu in 455 Olds engine with DMR ported heads made 505.2 horsepower @ 5100 RPM and 546.5 torque @ 4200 RPM using 10:1 compression on 93 octane pump gas. Needs ported heads that flow in the 300 CFM range. Excellent for strip/strip use. Needs a 2800+ converter, intake, headers and 3.73 gears. Rough idle.

### DMR-1630

<table>
<thead>
<tr>
<th>Cam number</th>
<th>Dur@50</th>
<th>Dur@006</th>
<th>Gross/Lift</th>
<th>Lobe/Sep</th>
</tr>
</thead>
<tbody>
<tr>
<td>DMR-1630</td>
<td>267/274</td>
<td>300/307</td>
<td>.696/.696</td>
<td>108/104</td>
</tr>
</tbody>
</table>

This mechanical roller cam in a 496 cu in 455 Olds engine with DMR ported aluminum heads made 613.3 horsepower @ 5600 RPM and 618.7 torque @ 4600 RPM using 12:1 compression on 110 octane pump gas. Needs ported heads that flow in the 300 CFM range. Excellent for strip use. Needs a 3700+ converter, intake, headers and 4.56+ gears. Rough idle.

### DMR-1640

<table>
<thead>
<tr>
<th>Cam number</th>
<th>Dur@50</th>
<th>Dur@006</th>
<th>Gross/Lift</th>
<th>Lobe/Sep</th>
</tr>
</thead>
<tbody>
<tr>
<td>DMR-1640</td>
<td>278/288</td>
<td>340/352</td>
<td>.752/.722</td>
<td>110/106</td>
</tr>
</tbody>
</table>

This mechanical roller cam in an injected 511 cu in 455 Olds engine with DMR ported aluminum heads made 757 horsepower @ 6100 RPM and 713.7 torque @ 5000 RPM using 13:1 compression on 110 octane pump gas. Needs ported heads that flow in the 385 CFM range. Excellent for bracket racing use. Needs a 4500+ converter, intake, headers and 4.88+ gears. Rough idle.
CAMSHAFTS AND VALVE LIFTERS

Cam number    Dur@50    Dur@006    Gross/Lift    Lobe/Sep
DMR-1660      236/244    288/299    .553/.560    112/108
This mechanical roller cam in a 488 cu in 455 Olds engine with DMR ported aluminum heads made 524.3 horsepower @ 5000 RPM and 580.6 torque @ 4100 RPM using 8.5 compression on 93 octane pump gas. Needs ported heads that flow in the 300 CFM range. Excellent for street/strip use. Needs a 3000+ converter, intake, headers and 3.23+ gears. Also a great combo for a blower application.

Cam number    Dur@50    Dur@006    Gross/Lift    Lobe/Sep
DMR-1670      245/249    298/302    .775/.730    108/104
This mechanical roller cam in a 434 cu in 425 Olds engine with DMR ported aluminum heads made 620 horsepower @ 6200 RPM and 569 torque @ 5400 RPM using 10.5:1 compression on 91 octane pump gas. Needs ported heads that flow in the 385 CFM range. Excellent for performance street/strip use. Needs a 3000+ converter, intake, headers, and 4.10+ gears. Rough idle.

Cam number    Dur@50    Dur@006    Gross/Lift    Lobe/Sep
DMR-1690      234/240    277/284    .532/.541    112/107
This hydraulic flat tappet cam in an injected 463 cu in 455 Olds engine made 470.7 horsepower @ 5300 RPM and 515 torque @ 4200 RPM using 9.5:1 compression on 93 octane pump gas. Needs ported heads that flow in the 290 CFM range. Excellent for performance street use. Needs a 2500+ converter, intake, and 3.23+ gears.

Cam number    Dur@50    Dur@006    Gross/Lift    Lobe/Sep
DMR-1720      248/256    298/306    .586/.583    110/106
This hydraulic roller cam in a 496 cu in 455 Olds engine with DMR ported aluminum heads made 549.6 horsepower @ 5200 RPM and 624.5 torque @ 4300 RPM using 10.5:1 compression on 92 octane pump gas. Needs ported heads that flow in the 300 CFM range. Excellent for performance street/strip use. Need a 2500+ converter, intake, headers and 3.73 gears. Lopey idle.

Cam number    Dur@50    Dur@006    Gross/Lift    Lobe/Sep
This mechanical flat tappet cam in a 356 cu in 350 Olds engine with DMR ported aluminum heads made 472.6 horsepower @ 6400 RPM and 434.9 torque @ 4200 RPM using 10.5:1 compression on 91 octane pump gas. Needs ported heads that flow in the 300 CFM range. Excellent for performance street/strip with a 3000+ converter, intake, headers and 3.73+ gears. Rough idle.

Cam number    Dur@50    Dur@006    Gross/Lift    Lobe/Sep
DMR-175       260/266    310/321    .597/.608    108/104
This hydraulic roller cam in a 496 cu in 455 Olds engine with DMR ported aluminum heads made 588.8 horsepower @ 5500 RPM and 625.7 torque @ 4600 RPM using 12.5:1 compression on 110 octane pump gas. Needs ported heads that flow in the 300 CFM range. Excellent for strip use. Needs a 4000+ converter, intake, headers and 4.10+ rear gears. Rough idle.

The following “Thumper” hydraulic flat tappet and roller camshafts are the hottest cam series to hit the streets in more than a decade. Street rodbers and muscle car enthusiasts just can’t get enough of the incredible exhaust sound and equally impressive performance delivered by these innovative camshafts. Applying a new camshaft design they incorporate early exhaust opening, long duration and a generous amount of intake and exhaust overlap to maximize your engine’s nasty-idle characteristics without negatively impacting power or street ability.

Cam number    Dur@50    Dur@006    Gross/Lift    Lobe/Sep
COM-504055    227/241    279/297    .510/.496    107 Flat
 CAMSHAFTS AND VALVE LIFTERS

COM-504257
235/249 287/305 .523/.507 107 Flat

COM-504459
243/257 295/313 .534/.518 107 Flat
“BIG MUTHA THUMPER” Street/strip, rough idle, needs 9.5:1 compression, 2800+ converter, intake, gears and headers. Power range S/B 2500-6400 B/B 2300-6200.

COM-302243
227/241 283/303 .546/.530 107 Roller

COM-302445
235/249 291/311 .556/.542 107 Roller

COM-302647
243/257 299/319 .568/.553 107 Roller
“BIG MUTHA THUMPER” Street/strip, rough idle, needs 9.5:1 compression, 2800+ converter, intake, gears and headers. Requires bronze distributor gear. Power range S/B 2500-6400 B/B 2300-6200.

The following “Extreme Energy” hydraulic flat tappet camshafts are designed to take advantage of the latest improvements in valve train components and the newest developments in camshaft lobe design. Their aggressive lobe design produces better throttle response and top end horsepower than other cams with the same duration yet also deliver increased engine vacuum. Can be used in any street/strip application where both throttle response and top end horsepower are desired.

Cam number Dur@50 Dur@006 Gross/Lift Lobe/Sep

COM-42-220-4 206/212 250/260 .442/.448 110 Flat
Very strong torque, excellent mileage and smooth idle. Power range 600-4800

COM-42-221-4 212/218 256/268 .453/.456 110 Flat
Strong torque through low end and mid-range, good idle. Power range 1000-5200

COM-42-222-4 218/224 262/274 .475/.480 110 Flat
Excellent response, good mileage, needs stock converter with mild gear. Power range 1200-5600

COM-42-223-4 224/230 268/280 .485/.490 110 Flat
Good street machine, slightly rough idle, need 1800+ converter. Power range 1600-5800

COM-42-224-4 230/236 274/286 .520/.523 110 Flat
High performance street, very strong mid range, needs adjustable valve train, headers and 2200+ converter. Adjustable valve train required. Power range 1800-6000

COM-42-225-4 240/246 284/296 .541/.544 110 Flat
Street/trip, needs 9:1 compression, adjustable valve train, headers, gear and 2800+ converter. Adjustable valve train required. Power range 2300-6500

COM-42-226-4 250/256 294/306 .554/.558 110 Flat
Pro street/bracket, needs good intake, adjustable valve train, headers, gear and 3200+ converter. Adjustable valve train required. Power range 2800-6800

COM-42-413-9 210/216 262/268 .505/.505 110 Roller
CAMSHAFTS AND VALVE LIFTERS

COM-42-423-9  
224/230  276/282  .505/.505  110  Roller  

COM-42-433-9  
236/242  290/296  .515/.533  110  Roller  

The following “High Energy Camshafts” hydraulic flat tappet camshafts are designed for street applications with lower compression ratios. They can be designed to improve your engine's efficiency through its unique lobe characteristics. When installed in the correct application they can improve gas mileage and power.

<table>
<thead>
<tr>
<th>Cam number</th>
<th>Dur@50</th>
<th>Dur@006</th>
<th>Gross/Lift</th>
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</tr>
</thead>
<tbody>
<tr>
<td>COM-42-227-4</td>
<td>206/206</td>
<td>252/252</td>
<td>.433/.433</td>
<td>110</td>
</tr>
<tr>
<td>Ideal for family sedans. Good low end torque and economy, smooth idle. Power range 800-4800.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

COM-42-228-4  
212/212  260/260  .447/.447  110  
Excellent power for towing, Good performance with highway gears, smooth idle. Power range 1200-5200.

COM-42-229-4  
218/218  268/268  .456/.456  110  
Performance for mild street machines. Broad power band with noticeable idle. Power range 1500-5500.

The following “Dual Energy” hydraulic flat tappet camshafts feature more exhaust duration and lift than the intake and are designed for applications where a slight sacrifice in low end power is acceptable in exchange for increased mid and upper RPM power.

<table>
<thead>
<tr>
<th>Cam number</th>
<th>Dur@50</th>
<th>Dur@006</th>
<th>Gross/Lift</th>
<th>Lobe/Sep</th>
</tr>
</thead>
<tbody>
<tr>
<td>COM-42-207-4</td>
<td>203/215</td>
<td>255/263</td>
<td>.433/.467</td>
<td>110</td>
</tr>
<tr>
<td>Good torque and mileage, great economy and towing. Power range 1000-5000.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

COM-42-208-4  
211/223  265/273  .472/.486  110  
Strong mid range, everyday performance for stock exhaust. Power range 1200-5500.

COM-42-210-4  
219/233  275/282  .476/.508  110  
High performance/street, great power, works with stock or 2000 converter. Adjustable valve train required. Power range 1500-5800.

The following “Magnum Muscle” hydraulic flat tappet cams are for performance applications.

<table>
<thead>
<tr>
<th>Cam number</th>
<th>Dur@50</th>
<th>Dur@006</th>
<th>Gross/Lift</th>
<th>Lobe/Sep</th>
</tr>
</thead>
<tbody>
<tr>
<td>COM-42-308-4</td>
<td>224/224</td>
<td>270/270</td>
<td>.501/.501</td>
<td>110</td>
</tr>
</tbody>
</table>

COM-42-231-4  
230/230  280/280  .490/.490  110  

COM-42-114-3  
233/233  308/308  .474/.474  113  
**COM-42-236-4**


**COM-42-237-4**


*The following “Factory Muscle” hydraulic flat tappet cam is today's OEM version of yesterdays Muscle Car cams.*

Cam number | Dur@50 | Dur@006 | Gross/Lift | Lobe/Sep
--- | --- | --- | --- | ---
COM-42-114-3 | 233/233 | 308/308 | .474/.474 | 113


*The following mechanical flat tappet cam is designed for drag racing.*

**COM-42-655-5**

Great torque in full body car with 400+ cu in and 3500+ converter. Adjustable valve train required. Power range 3500-6500.

*The following hydraulic flat tappet cams are designed for marine applications.*

Cam number | Dur@50 | Dur@006 | Gross/Lift | Lobe/Sep
--- | --- | --- | --- | ---
COM-42-229-4 | 218/218 | 268/268 | .456/.456 | 110

Economy and improved power, skiing and pleasure boating. Power range 1500-5500.

**COM-42-231-4**

Great for 455 jet boat with A or B impeller. Performance and skiing. Power range 2000-6000.

**COM-42-236-4**

River or bracket performance for B impeller in jet boat. Needs adjustable valve train. Power range 2500-6500.

*The following “Voodoo” hydraulic flat tappet camshafts deliver more area under the curve than any other series of hydraulic camshafts. This means more throttle response, quicker acceleration, more vacuum, better efficiency, combined with maximum horsepower and torque.*

Cam number | Dur@50 | Dur@006 | Gross/Lift | Lobe\'Sep
--- | --- | --- | --- | ---
LUN-06800 | 207/213 | 250/256 | .466/.485 | 112/108

The best choice for all feed back OEM carb applications. Expect strong low to mid range horsepower and torque gains. Excellent for RV, pleasure boats and towing. Power range 800-5000

**LUN-06801**

213/219  256/262  .485/.499  112/108

The best choice for 350 daily driven street performance car. Good torque and horsepower with heavier emphasis on the low to mid range. Will work with A/C, power brakes, and stock converter. Fair idle. Power range 1000-5300

**LUN-06802**

219/227  262/268  .499/.510  112/108

Torque monster for 400-455 daily driven street performance car. Excellent torque and horsepower with heavier emphasis on low to mid range. Will work in ski boat applications with 455. Choppy idle. Power range 1300-5500

**LUN-06803**

227/233  268/276  .510/.522  110/106

High performance street/strip camshaft for 350 engines, touring type 400-455 cars with 9 or 9.5:1 compression. Needs 2200-2400 stall converter with 3.23 to 3.42 rear gears. Very noticeable idle. Power range 1600-5800
CAMSHAFTS AND VALVE LIFTERS

LUN-06804
233/241 276/284 .522/.539 110/106
Hot street or bracket cam for 350 engines or heavier 400-455 cars. Will need 9.5:1 compression, 2800-3000 stall converter and 3.42 to 3.73 rear gears. Will like up to 200 horsepower nitrous. Very rough idle. Power range 2000-6000

LUN-06805
227/233 268/276 .510/.522 110/106
Serious street or bracket cam for 350-455 engines in slightly lighter cars. Will need 10:1 compression or better, 3000-3500 stall converter and 3.73 to 4.11 rear gears. Will like up to 250 horsepower nitrous. Very radical idle. Power range 2400-6200

LUN-06805-LK Same as LUN-06805 except valve lifters included.

The following "Bracket Master II" hydraulic flat tappet cams are for some high performance street machines and mild performance Bracket racing applications. They provide excellent power over a broad power band and give that lopey idle so many people like.

Cam number    Dur@50 Dur@006 Gross/Lift Lobe\Sep
LUN-00080 214/224 280/290 .472/.496 112/108
Good idle. Daily performer and highway towing. Power range 1800-4600

LUN-00080-LK Same as LUN-00080 except valve lifters included.

LUN-00084
220/220 283/283 .451/.451 110/106

LUN-00084-LK Same as LUN-00084 except valve lifters included.

LUN-00083
224/234 290/300 .496/.520 112/108

LUN-00083-LK Same as LUN-00083 except valve lifters included.

The following High Efficiency hydraulic flat tappet cams are computer designed for increased performance along with improved fuel efficiency. These camshafts offer a substantial increase in low RPM performance and maintain compatibility with most OEM computer controlled vehicles.

Cam number    Dur@50 Dur@006 Gross/Lift Lobe\Sep
LUN-06181 204/214 270/280 .448/.472 112/108

LUN-06185 210/210 260/260 .470/.470 110/106

LUN-06186 218/218 268/268 .518/.518 110/106
Good idle. Good street machine or mild boat cam. Power range 1500-5200.

LUN-318A1LUN 207/207 262/262 .461/.461 112/106
Good idle. Good for power and economy with good vacuum. Power range 0000-5000.

The following hydraulic flat tappet cams are versions of OEM factory performance camshafts. They are designed for the individual who wants an exact factory replacement for their car when doing a restoration.

Cam number    Dur@50 Dur@006 Gross/Lift Lobe\Sep
LUN-11800 232/232 310/310 .480/.480 113/109
W-31 replacement cam. Power range 2800-6000.
The following “Street Master” hydraulic flat tappet cams are single pattern designed performance cams, specifically designed for hot pro street cars and some Bracket applications. They offer a tighter lobe separation for greater overlap and may require some engine modifications. These cams have a definite rough idle and operate in the 2000-6500 RPM range.

<table>
<thead>
<tr>
<th>Cam number</th>
<th>Dur@50</th>
<th>Dur@006</th>
<th>Gross/Lift</th>
<th>Lobe\Sep</th>
</tr>
</thead>
<tbody>
<tr>
<td>LUN-318A2LUN</td>
<td>217/221</td>
<td>272/276</td>
<td>.485/.485</td>
<td>110/104</td>
</tr>
<tr>
<td></td>
<td>Good idle. Moderate street with good vacuum and broad torque curve. Power range 0000-5000.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LUN-07181</td>
<td>255/225</td>
<td>275/275</td>
<td>.508/.508</td>
<td>108/104</td>
</tr>
<tr>
<td>LUN-318A3LUN</td>
<td>221/230</td>
<td>276/286</td>
<td>.485/.485</td>
<td>112/106</td>
</tr>
<tr>
<td></td>
<td>Fair idle. Largest cam recommended for daily driver. Good low end and mid range torque and horsepower. Power range 1000-6400.</td>
<td></td>
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</tr>
<tr>
<td>LUN-07183</td>
<td>245/245</td>
<td>295/295</td>
<td>.569/.569</td>
<td>108/104</td>
</tr>
</tbody>
</table>

The following “Special Purpose” hydraulic flat tappet cams are specially designed for a particular application. These camshafts are computer designed to take advantage of the maximum area under the curve without destroying valve components.

<table>
<thead>
<tr>
<th>Cam number</th>
<th>Dur@50</th>
<th>Dur@006</th>
<th>Gross/Lift</th>
<th>Lobe\Sep</th>
</tr>
</thead>
<tbody>
<tr>
<td>LUN-31801</td>
<td>288/235</td>
<td>285/300</td>
<td>.496/.496</td>
<td>110/104</td>
</tr>
<tr>
<td>LUN-31803</td>
<td>241/241</td>
<td>310/310</td>
<td>.494/.494</td>
<td>110/106</td>
</tr>
<tr>
<td>LUN-318A4LUN</td>
<td>231/239</td>
<td>288/296</td>
<td>.517/.541</td>
<td>110/104</td>
</tr>
<tr>
<td>LUN-31805</td>
<td>242/252</td>
<td>310/320</td>
<td>.520/.520</td>
<td>110/106</td>
</tr>
<tr>
<td>Rough idle. Bracket racer with 455 and 10” converter with 4.88 gear. Power range 3200-6500.</td>
<td></td>
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</tr>
<tr>
<td>LUN-31806</td>
<td>244/244</td>
<td>308/308</td>
<td>.540/.540</td>
<td>110/106</td>
</tr>
<tr>
<td>Lopey idle. Works well in weekend car or ski boat with jet drive. Power range 3000-6500.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LUN-31815</td>
<td>245/245</td>
<td>295/295</td>
<td>.569/.569</td>
<td>108/104</td>
</tr>
<tr>
<td>LUN-318A5LUN</td>
<td>239/247</td>
<td>296/304</td>
<td>.541/.565</td>
<td>108/102</td>
</tr>
</tbody>
</table>
CAMSHAFTS AND VALVE LIFTERS

The following hydraulic roller “Special Purpose” cams are specifically designed for a particular application. These camshafts are computer designed to take advantage of the maximum area under the curve without destroying valve components.

<table>
<thead>
<tr>
<th>Cam number</th>
<th>Dur@50</th>
<th>Dur@006</th>
<th>Gross/Lift</th>
<th>Lobe\Sep</th>
</tr>
</thead>
<tbody>
<tr>
<td>LUN-51803</td>
<td>209/213</td>
<td>270/279</td>
<td>.443/.477</td>
<td>112/108</td>
</tr>
</tbody>
</table>

Hydraulic roller with good idle. Improved low and mid range torque and horsepower over stock cam. Power range 1500-5200.

<table>
<thead>
<tr>
<th>Cam number</th>
<th>Dur@50</th>
<th>Dur@006</th>
<th>Gross/Lift</th>
<th>Lobe\Sep</th>
</tr>
</thead>
</table>

Hydraulic roller with good idle and improved mid range torque and horsepower. Power range 1500-5500.

<table>
<thead>
<tr>
<th>Cam number</th>
<th>Dur@50</th>
<th>Dur@006</th>
<th>Gross/Lift</th>
<th>Lobe\Sep</th>
</tr>
</thead>
<tbody>
<tr>
<td>LUN-51809LUN</td>
<td>218/226</td>
<td>287/298</td>
<td>.502/.512</td>
<td>113/110</td>
</tr>
</tbody>
</table>

Hydraulic roller with choppy idle. Excellent replacement cam for 307 motors with increased torque and horsepower. Power range 1700-5700.

<table>
<thead>
<tr>
<th>Cam number</th>
<th>Dur@50</th>
<th>Dur@006</th>
<th>Gross/Lift</th>
<th>Lobe\Sep</th>
</tr>
</thead>
<tbody>
<tr>
<td>LUN-51810LUN</td>
<td>232/242</td>
<td>290/300</td>
<td>.544/.560</td>
<td>110/106</td>
</tr>
</tbody>
</table>

Hydraulic roller with lopey idle. Excellent cam for street rods or Pro street cars with excellent mid range and top end torque and horsepower. Power range 2000-6200.

The following solid roller “Special Purpose” cams are specifically designed for a particular application. These camshafts are computer designed to take advantage of the maximum area under the curve without destroying valve components.

<table>
<thead>
<tr>
<th>Cam number</th>
<th>Dur@50</th>
<th>Dur@006</th>
<th>Gross/Lift</th>
<th>Lobe\Sep</th>
</tr>
</thead>
<tbody>
<tr>
<td>LUN-51805</td>
<td>244/244</td>
<td>304/304</td>
<td>.563/.563</td>
<td>110/106</td>
</tr>
</tbody>
</table>

Excellent street roller. Good mid range power. Power range 3000-6500.

<table>
<thead>
<tr>
<th>Cam number</th>
<th>Dur@50</th>
<th>Dur@006</th>
<th>Gross/Lift</th>
<th>Lobe\Sep</th>
</tr>
</thead>
<tbody>
<tr>
<td>LUN-51802</td>
<td>281/281</td>
<td>318/318</td>
<td>.688/.688</td>
<td>104/102</td>
</tr>
</tbody>
</table>

Super stock or bracket race for 455 with automatic transmission. Power range 4500-7600.

<table>
<thead>
<tr>
<th>Cam number</th>
<th>Dur@50</th>
<th>Dur@006</th>
<th>Gross/Lift</th>
<th>Lobe\Sep</th>
</tr>
</thead>
<tbody>
<tr>
<td>LUN-51808LUN</td>
<td>268/276</td>
<td>301/309</td>
<td>.669/.669</td>
<td>106/102</td>
</tr>
</tbody>
</table>

Rough idle, bracket racing 455. Excellent mid range and top end torque and horsepower. Needs 4500 converter, headers, 11:1 compression, 4.10 gear or better. Power range 4000-7200.

<table>
<thead>
<tr>
<th>Cam number</th>
<th>Dur@50</th>
<th>Dur@006</th>
<th>Gross/Lift</th>
<th>Lobe\Sep</th>
</tr>
</thead>
</table>

Rough idle, high performance street. Needs 2500-3000 converter, headers, 9:1 compression or better and 3.73 gears. Power range 2500-6500.

<table>
<thead>
<tr>
<th>Cam number</th>
<th>Dur@50</th>
<th>Dur@006</th>
<th>Gross/Lift</th>
<th>Lobe\Sep</th>
</tr>
</thead>
<tbody>
<tr>
<td>LUN-518A2LUN</td>
<td>259/269</td>
<td>295/305</td>
<td>.593/.593</td>
<td>110/104</td>
</tr>
</tbody>
</table>

Rough idle, high performance/mild strip. Needs 3500 converter or 4 speed, headers, 10:1 compression, and 4.10 gears or better. Power range 3500-7000.

<table>
<thead>
<tr>
<th>Cam number</th>
<th>Dur@50</th>
<th>Dur@006</th>
<th>Gross/Lift</th>
<th>Lobe\Sep</th>
</tr>
</thead>
<tbody>
<tr>
<td>LUN-518A3LUN</td>
<td>255/263</td>
<td>288/296</td>
<td>.668/.668</td>
<td>109/102</td>
</tr>
</tbody>
</table>

Rough idle, high performance street/strip. Needs 3000 converter, headers, 10:1 compression, and 4.10 gears or better. Power range 2500-7000.

<table>
<thead>
<tr>
<th>Cam number</th>
<th>Dur@50</th>
<th>Dur@006</th>
<th>Gross/Lift</th>
<th>Lobe\Sep</th>
</tr>
</thead>
</table>

Rough idle. Good for bracket racing in the 10 second range. Needs 4000-4500 converter, headers, 10:1+ compression, and 4.56 gears or better. Power range 4000-7000.

<table>
<thead>
<tr>
<th>Cam number</th>
<th>Dur@50</th>
<th>Dur@006</th>
<th>Gross/Lift</th>
<th>Lobe\Sep</th>
</tr>
</thead>
<tbody>
<tr>
<td>LUN-518A5LUN</td>
<td>275/283</td>
<td>306/314</td>
<td>.683/.683</td>
<td>108/102</td>
</tr>
</tbody>
</table>

# CAMSHAFTS AND VALVE LIFTERS

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Code</th>
<th>Diameter</th>
<th>Ratio</th>
<th>Compression</th>
<th>Gears</th>
<th>Power Range</th>
</tr>
</thead>
</table>

**TECH TIP:** .921” diameter flat tappet valve lifters are approximately .155” taller than .842” diameter lifters and require a shorter pushrod.

- **DMR-213-1678** Hydraulic flat valve lifter .921 diameter. Note: .921 lifters are .115 taller than .842 lifters and require a shorter pushrod. Limited supply still available.

- **DMR-213-1678-M** Mechanical flat valve lifter .921 diameter. Note: .921 lifters are .115 taller than .842 lifters and require a shorter pushrod. Limited supply still available.

- **DMR-5234680** Hydraulic roller .921 replacement lifter.


- **COM-857-16** Hydraulic roller .842 lifter by Competition Cams for Oldsmobile and Pontiac engines. Will handle cam lifts up to .650”. This lifter is made of machined steel and not cast. Will require a .430 shorter pushrod.


LUN-70990 Lunati mechanical flat (solid) lifters, are designed to maintain the precise lash needed to allow the cam to perform at its best. Hydraulic lifter. Will work with .640 lift camshafts or smaller.

LUN-71951-G Flat tappet .842 racing high performance hydraulic valve lifter by Lunati. Fits 260-307-350-400-403-425-455 Oldsmobile engines. To obtain maximum performance from this lifter, the plunger must be run at the extreme end of its travel. To keep the lifter from coming apart, the plunger is held in place by a full contact snap ring, specially designed to be an integral part of the lifter assembly, unlike a wire clip locking ring that comes apart at high RPM, destroying the lifter. Set of 16.

**TECH TIP:** By going with roller lifters, you can utilize more aggressive cam profiles to get the most in performance out of your engine. Simply put, the size (diameter) of a flat tappet lifter controls how fast the cam profile can actually lift it. As the cam rotates, the edge of the lifter impacts the leading edge of the slope of the cam lobe. If this slope is too aggressive, the lifter will actually dig into the lobe, eventually damaging the cam. While increasing the size of the lifter helps, it is not a solution. A roller lifter will usually solve this issue, as it can “roll” up virtually any lobe angle. However, there is a limit because the steeper the lobe angle, the more the side-thrust on the lifter, which can cause wear on the outside or opposite side of the lifter bore. A roller lifter camshaft is less prone to wear due to the lesser friction of the roller assembly, and the use of a hardened steel camshaft. This allows you to run higher spring pressures without sacrificing the life of the cam. The end result is that if the cam is more aggressive and opens the valves quicker, more fuel air mixture is allowed into the combustion chamber and evacuated more quickly after combustion. This means more power.

**TECH TIP:** Your compression ratio is one of three key factors in determining an engine’s cylinder pressure. The other two factors are camshaft duration at .050” lifter rise and the position of the cam in the engine (advanced or retarded). The result of how these three factors interact with one another is the amount of cylinder pressure the engine will generate. It is important to match the engine’s compression ratio with the cam you are selecting. Too little compression (or too much duration) will cause cylinder pressure to drop. This will lower the power output at any rpm. Too much compression (or too little duration) and the cylinder pressure will be too high, causing pre-ignition and/ or detonation causing you to run less ignition timing and again lose power.

**TECH TIP:** If you are familiar with solid roller set-ups, you will know that high spring pressures and low rpm or idling do not mix. The pressure from the high spring loads causes extreme amounts of heat in the roller wheels when not enough oil is supplied to cool the bearings. Your crankshaft will help to supply oil to the cam and lifters by slingering oil off of the counter weights. But, you need to be at least 1500 rpm at idle to supply enough oil sling to the cam and lifters to help cool the lifters. Running a windage tray to decrease the parasitic draw will also hinder your oil supply to the cam and lifters. Tools are available to cut a oil groove into the lifter bore to supply additional cooling oil to the roller wheel.

<table>
<thead>
<tr>
<th>Static Comp Ratio</th>
<th>2</th>
<th>4</th>
<th>6</th>
<th>8</th>
<th>10</th>
<th>12</th>
<th>14</th>
<th>16</th>
<th>18</th>
<th>20</th>
<th>22</th>
<th>24</th>
<th>26</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pump Gas</td>
<td></td>
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<tr>
<td>Race Gas</td>
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<tr>
<td>BLOWER BOOST</td>
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</tr>
<tr>
<td>6.0:1</td>
<td>6.8:1</td>
<td>7.6:1</td>
<td>8.4:1</td>
<td>9.3:1</td>
<td>10.0:1</td>
<td>10.9:1</td>
<td>11.7:1</td>
<td>12.5:1</td>
<td>13.3:1</td>
<td>14.2:1</td>
<td>15.0:1</td>
<td>15.8:1</td>
<td>16.6:1</td>
</tr>
<tr>
<td>6.5:1</td>
<td>7.4:1</td>
<td>8.3:1</td>
<td>9.2:1</td>
<td>10.0:1</td>
<td>10.9:1</td>
<td>11.8:1</td>
<td>12.7:1</td>
<td>13.6:1</td>
<td>14.5:1</td>
<td>15.3:1</td>
<td>16.2:1</td>
<td>17.1:1</td>
<td>18.0:1</td>
</tr>
<tr>
<td>7.0:1</td>
<td>8.0:1</td>
<td>8.9:1</td>
<td>9.9:1</td>
<td>10.8:1</td>
<td>11.8:1</td>
<td>12.7:1</td>
<td>13.7:1</td>
<td>14.6:1</td>
<td>15.6:1</td>
<td>16.5:1</td>
<td>17.5:1</td>
<td>18.4:1</td>
<td>19.4:1</td>
</tr>
<tr>
<td>7.5:1</td>
<td>8.5:1</td>
<td>9.5:1</td>
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*This table is approximate and is not intended to be used as exact.*
CARBURETORS AND ACCESSORIES

DMR-7709 Chrome plated, high volume, mechanical fuel pump. Produces 7-1/2 pounds pressure at 60 gallons per hour delivery rate. The only fuel pump needed for single 4-barrel application street use.


DMR-5950-1 Fuel pump block-off cover plate. Used when running with an electric fuel pump. Fits all 260 through 455 engines. Made of ¼” steel with the Oldsmobile rocket logo engraved. Gasket included.

DMR-2892 Fuel pump eccentric cam for the front of the camshaft. Also use DMR-5120 cam spacer, DMR-5740 thrust bolt and DMR-5040 crank spacer.

DMR-ROC-2258 Converts Q-jet heat style choke with round plastic rich/lean dial to an electric choke. Replaces plastic dial. Will need an electric hot wire run hot with the key in the on position.

COM-4040 This gas tank sump must be welded to the bottom of the gas tank. DO NOT TRY THIS YOURSELF. Take the tank to a qualified radiator repair shop.

DMR-5037 Send us your original gas tank sump and we will modify it to have 1/2” outlet steel fuel line with a 3/8” return line and retain the stock fuel sending unit. You may need to lower tank slightly to allow for height of your Aeroquip fittings.

DMR-5837 New stock fuel tank sump with stock size lines.

ALL-40185 25’ aluminum gas line. A must for the serious horsepower engine. You need a 1/2” line to feed those extra horses. Only so much can be pushed through a 3/8” or 5/16” gas line. Can be used in conjunction with DMR-5037 or COM-1040 gas tank sump unit.

OFF-5832 Must be used when installing Holley carburetors sideways on Offenhauser 6082-84 tunnel ram manifolds.

EDE-2732 Edelbrock adapter changes Quadrajet spread bore to Holley square bore pattern. Includes gasket.

OFF-5968 Must be used with 4500 Holley carburetors on Offenhauser 6082-84 tunnel ram manifolds.

HOL-80670 Street Avenger Carburetors by Holley. For out of the box bolt on carburetors these work well on streetable and most bracket racing engines. Good for most small block applications. 670 CFM four barrel with an adjustable vacuum secondary, four vacuum ports, no trouble electric choke, adjustable needle & seat, and built in fuel filter.

HOL-80770 Same as HOL-80670 except 770 CFM for most big block applications.

HOL-80870 Same as HOL-80670 except 870 CFM for most big block applications over 466 cu in.

TECH TIP: All of our carburetors prepared by the Carb Shop are run and tuned on a dyno before being shipped.

CAR-3301-S2 Stage “2” by the Carburetor Shop is recognized nationwide as the leading source for street and high performance Quadrajets. In most applications a primary kit is installed to facilitate part throttle curve mixture adjustment and throttle shaft bushings are installed to restore leak free operation. Custom fuel curve calibration to suite your specific application. Starting with a 750 CFM version with divorced style choke, refurbished and re-plated, stock rebuild, seal casting wells on main body to prevent leaks, new float and needle & seat, new choke pull off, all new gaskets, idle tubes and channel restrictions orifices modified to set the fuel curve on the primary side for engines with cam changes and other modifications, calibration changed as necessary for modified engines, enlarged 1-7/16” primary throttle blades are an option if the application requires it for an additional 40 CFM.
CAR-3302-S2 Same as CAR-3301-S2 except with heat style choke.

CAR-3303-S2 Same as CAR-3301-S2 except with electric style choke.

CAR-9375-S2 1050 Dominator with screw in air bleeds, annular boosters, rear jet extensions, drag race floats, and 3 circuit fuel curve.

CAR-3310-S2CTR Stage “2” 750 CFM Holley vacuum secondary four barrel carburetors built by The Carburetor Shop are built for racing and high performance street use. These carburetors are built to flow more air and produce additional power. Depending upon the class, vacuum secondary carburetors are frequently more effective on heavier drag cars where precise airflow is required to launch the car. This can be a great aid in getting a car to launch as hard as the tires will allow. All the main body surfaces are machined, and the metering blocks pressed straight. This process assures perfect gasket sealing and correct mating of all fuel and air circuits, eliminating fuel or vacuum leaks. Boosters are properly aligned. Choke horn is removed which enhances the air flow capacity in the mid to upper range. Includes internal circuit work necessary for a proper fuel curve when a high performance camshaft is used and other race modifications are made.

CAR-3310-S3CTR Same as CAR-3310-S2CTR except Stage “3” 926 CFM.

CAR-4781-S2CTR Stage “2” 850 CFM Holley double pumper four barrel carburetors built by the Carburetor Shop are built for street and modified street applications. All the main body surfaces are machined, and the metering blocks pressed straight. This process assures perfect gasket sealing and correct mating of all fuel and air circuits, eliminating fuel or vacuum leaks. Boosters are properly aligned. Choke horn is removed which enhances air flow capacity in the mid to upper range. Includes internal circuit work necessary for a proper fuel curve when a high performance camshaft is used and other race modifications are made.

CAR-4781-S3CTR Same as CAR-4781-S2CTR except Stage “3” 890 CFM. Built for race applications, all venturis are blended and contoured for maximum air flow and uniform distribution. Secondary idle circuits (four corner idle) are added along with jet extensions and contoured floats. The throttle shafts are thinned. Air flow and calibration information is included.

CAR-4781-S4CTR Same as CAR-4781-S3CTR except Stage “4” 990 CFM.

CAR-4781-S4CTR-HP Same as CAR-4781-S4CTR except Stage “4” 1040 CFM. The air inlet is radiused with precision CNC equipment.

CAR-40-200 Quadrajet carburetor primary throttle shaft bushing repair kit by the Carburetor Shop. Contains drill bit and enough bushings and screws to do 1 carburetor.

CAR-40-201 Shop refill kit for CAR-40-200. This kit by The Carburetor Shop contains enough bushings and screws to re-bush 1 Quadrajet.

**TECH TIP:** We have proven the following carburetor spacers time and time again during dyno sessions. Oldsmobile engines like spacers. If your hood clearance will allow a 1” or 2” spacer it is certainly worth the cost to try one on your particular combination. Order plastic (will help stop heat transfer) for Drag race only. Order aluminum for street/strip applications. Either one will perform equally with the same results. When starting a new engine leave a plastic spacer off until the engine is fine tuned. A backfire followed with a intake fire can melt a plastic spacer. Re-jetting may be necessary as the spacer should increase air speed which in turn should pull more fuel.

HVH-SS-4150-1 1” Tall Super Sucker carb spacer for 4150 series carburetors (race only).

HVH-SS-4150-2 2” Tall Super Sucker carb spacer for 4150 series carburetors (race only).

HVH-SS-4150-1-AL 1” Tall aluminum Super Sucker carb spacer for 4150 series carburetors.
CARBURETORS AND ACCESSORIES

HVH-SS-4150-2-AL 2” Tall aluminum Super Sucker carb spacer for 4150 series carburetors.

HVH-SS-4500-1 1” Tall Super Sucker carb spacer for 4500 series carburetors (race only).

HVH-SS-4500-2 2” Tall Super Sucker carb spacer for 4500 series carburetors (race only).

HVH-SS-4500-1-AL 1” Tall aluminum Super Sucker carb spacer for 4500 series carburetors.

HVH-SS-4500-2-AL 2” Tall aluminum Super Sucker carb spacer for 4500 series carburetors.

HVH-SS-4500-4150-2-AL 2” Tall aluminum Super Sucker spacer adapter for 4500 series carburetor to a 4150 manifold.

CAN-85252 Phenolic Resin 1/2” thick 4 hole Quadrajet carburetor spacer. Use with dual-plane intake manifolds.

CAN-85250 Phenolic Resin 1” thick 4 hole Quadrajet carburetor spacer. Use with dual-plane intake manifolds.

CAN-85150 Phenolic Resin 1” thick open plenum 4 hole Holly square bore carburetor spacer. Use with open plenum manifolds.

CAN-85160 Phenolic Resin 1” thick open plenum Holly square bore carburetor spacer. Use with open plenum manifolds.

CAN-85252 Phenolic Resin 1/2” thick 4 hole Quadrajet carburetor spacer. Use with dual-plane intake manifolds.

HOL-12-801 Max 425 HP Street/Strip. Holley 97 GPH (71 @ 4 PSI) electric fuel pump. Distinctive red color. One 3/8” inlet and one 3/8” outlet. Provides constant fuel flow with no pulsation. Compatible with gasoline only. Pressure preset at 7 PSI. Fuel pressure regulator #12-753 is included.

HOL-12-802 Max 550 HP Street/Strip. Holley 110 GPH (95 @ 7 PSI) electric fuel pump. Distinctive blue color. One -6 AN inlet and one -6 AN outlet. Provides constant fuel flow with no pulsation. Compatible with gasoline only. Pressure preset at 14 PSI. Fuel pressure regulator #12-803 is included.

HOL-12-812 Max 550 HP Street/Strip. Holley 110 GPH (95 @ 7 PSI) electric fuel pump. Distinctive blue color. One -6 AN inlet and one -6 AN outlet. Provides constant fuel flow with no pulsation. Compatible with gasoline only. Pressure preset at 14 PSI. Fuel pressure regulator #12-803 is not included.

HOL-12-815 Max 750 HP Street/Strip. Holley 140 GPH (120 @ 9 PSI) electric fuel pump. Distinctive black color. One -8 AN inlet and one -6 AN outlet. Provides constant fuel flow with no pulsation. Compatible with gasoline, alcohol or methanol. Pressure preset at 14 PSI. Fuel pressure regulator #12-803 is required.

HOL-12-705 Max 1000 HP Drag Race only. Holley 180 GPH (176 @ 9 PSI) electric fuel pump. Positive displacement gerotor design. Two -8 AN inlet ports and one -6 AN outlet port. Must have 3/8” return line to tank. Can use gasoline or alcohol. Pressure preset at 15 PSI. Needs regulator # 12-704.

HOL-12-706 Max 1500 HP Drag Race only. Holley 275 GPH (273 @ 9 PSI) electric fuel pump. Positive displacement gerotor design. Two -8 AN inlet ports and one -8 AN outlet port. Must have 3/8” return line to tank. Can use gasoline or alcohol. Pressure preset at 15 PSI. Needs regulator # 12-704.

HOL-12-753 Fuel pressure regulator for use with HOL-12-810 fuel pump.

HOL-12-803 Fuel pressure regulator for use with HOL-12-812 or HOL-12-815 fuel pumps.

HOL-12-704 Fuel pressure regulator for use with HOL-12-705 or HOL-12-706 fuel pumps.
While we do have a supply of steel cranks we will not sell them unless in a complete engine or one of our rotating assemblies. We do sell cast cranks which are cross drilled, ground, and balanced to your specifications. With newer and more modern magnification equipment we now know that Nitrating crankshafts creates surface stress cracks and we no longer provide the service for our customers or any engines we build ourselves.

DMR-5022 Stick shift pilot bearing adapter. A new solution to an old problem. Convert a GM automatic transmission crankshaft to a manual shift crank without taking the crank out of the block. Knurled for a sure fit with self alignment for a perfect fit and smooth running and shifting. Requires modest shortening of input shaft with common tools. Also for engines that are using a midplate resulting in the transmission being moved rearward and not engaging the stock pilot bearing far enough. Fits Oldsmobile 260-455, Buick 350-455, Cadillac 400-500, Pontiac 326-455, and Chevrolet 305-502.


GMC- 8526 New Crankshaft key.

DMR- 8526 Good used Crankshaft key. While supply last

DMR-5401 Used front seal crankshaft oil slinger. A must for street driven engines. Fits all V-8s, 64 to present. While supply last.

DMR-03070 Crankshaft turning socket. Slides over the end of the crankshaft and accepts 1/2” drive ratchet or breaker bar. Knurled retaining nut sandwiches the degree wheel and holds it in place. For all Oldsmobile engines.

TECH TIP: When using one of our neoprene rear crank seals always lay a 1/16” wide bead of silicone across each side of the cap starting with the seal to the outside edge of the cap to prevent oil seepage after installation.

DMR-18692 Neoprene rear main seal for small block Oldsmobile. Replaces leaky rope rear main seal. Fits 330, 350 and 403 Oldsmobile engines. Rear of crank should be polished for best result.

DMR-68135 Same as DMR-18692 except fits 400-455 big block Oldsmobile engines.

LUC-4 Lucas oil assembly lube eliminates dry starts. Use on bearings, cams, lifters and valve train to help prevent galling and scuffing. Compatible with all oils. Comes in 4 oz size.

LUC-8 Same as LUC-4 except comes in 8 oz size for those who build several engines.

TECH TIP: For examples of what can be built out of these kits see the “Engines and Engine Kits” section.

DMR-5466 This is the strongest and most reliable 466 cu crankshaft assembly for your 425 or 455 block. Kit comes with forged steel crank (balanced, cross drilled and chamfered), rod bearings, drilled main bearings, DMR-5455 7” billet rods by Oliver, Diamond custom pistons made to your specifications, moly file fit rings for proper seal and less drag, new SFI damper and bolt, new SFI flex-
CRANKSHAFTS, RODS, AND GIRDLES

plate, ARP flexplate bolts, freeze plug kit, and gasket set. This kit is for race applications but can be streetable. Used with DMR-5943 billet main bearing caps and a girdle (22360-2, 22361-2, 22362-2) this kit is the strongest set up available.

DMR-5467-S This 500 cu crankshaft assembly can be used in a 425 or 455 block. Kit comes with a steel crank (balanced, cross drilled and chamfered), rod bearings, drilled main bearings, DMR-5455 7” billet rods by Oliver, Diamond custom pistons made to your specifications, moly file fit rings for proper seal and less drag, new damper and bolt, new flexplate, ARP flexplate bolts, freeze plug kit, and gasket set. This kit is intended for street/bracket use. Used with DMR-5943 billet main bearing caps and a girdle (22360-2, 22361-2, 22362-2) for the highest torque, baddest, and strongest race engine available.

DMR-5467-C The same as DMR-5467-S except comes with a cast iron crank and DMR-5455 7” forged rods by Oliver. Use with DMR-5943 billet main bearing caps for the highest torque, and strongest street engine available.

DMR-5710-350 Reworked stock steel Oldsmobile connecting rods. Includes rod cores, magnafluxing, grinding and polishing side beams, shot peening, new ARP rod bolts, notching big-end mating surfaces for oil relief and resizing big end. These rods are one hundred percent stronger than stock Oldsmobile connecting rods. Set of 8. Fits Oldsmobile 350 engines.

DMR-5710-350-BUSH Same as DMR-5710-350 except center to center length corrected and bushing with oil hole installed in small end for free floating pistons.

DMR-5710-403 Same as DMR-5710-350 except fits Oldsmobile 403 engine.

DMR-5710-403-BUSH Same as DMR-5710-350-BUSH except fits Oldsmobile 403 engine.

DMR-5455-7-BILLET Billet steel 7” connecting rod. This rod allows the use of BB Chevrolet rod bearings and .990” wrist pins. Rods are forged from chrome moly.

DMR-5455-7-BILLET Billet steel 7” connecting rod by Oliver. This rod allows the use of BB Chevrolet rod bearings and .990” wrist pins. Rods are crafted from E4340 chrome moly, which meets the very stringent cleanliness standards of the aircraft industry. The I-beam rod features an exclusive Parabolic Beam design that reduces beam stress and delivers the highest strength to weight ratio of any connecting rod currently available. Locating dowels ensure repeatable bore sizes. Oliver designed ARP fasteners include reduced shank for precise bolt stretch and dimples in each end to allow the use of a stretch gauge. This rod and fastener combination has proven itself at the highest rpm where fasteners and rods are the most likely to experience the heaviest loading. Weighing approximately 870 grams. Crank rod journal width must be enlarged. For those of you running NOS or having high cylinder pressures DMR-5455-7 steel rods can be ordered with a hole drilled lengthwise to pressure oil the floating wrist pin.

DMR-5455-6.2-BILLET Same as DMR-5455-7-BILLET except 6.200” connecting rod. Weighing approximately 660 grams.

DMR-5455-6.0-BILLET Same as DMR-5455-7-BILLET except 6.000” connecting rod. Weighing approximately 660 grams.

CHI-200-455-00 Same as CHI-100-403-00 except available in 6.625 to 7.800 rod lengths. Blank pin end. Big end bore 2.625. Pin bore .866 to 1.156. Width .925. Big block Oldsmobile big end. Sets of 8.


DMR-5850 Full-length stainless steel formed windage tray for all Olds engines. Tray fits crankshaft counterweights so snugly no skimmer baffle is needed. Fits all oil pans except Toronado pans. Tray fits all Olds engines, 330, 350, 403, 425 and 455. DMR-5860 or DMR-5870 stud kit required for installation. This tray adds horsepower and longer engine life by removing excessive oil from reciprocating crankshaft assembly. If using with main studs and straps use ARP-184-5401-SW or ARP-185-5401-SW main stud and strap kit. Will work with main girdles part # DMR-22301 - DMR-22361.  

DMR-5946 .500 thick main cap straps. The denser material greatly strengthens the caps and helps eliminate the caps from flexing. Use if you already have the main studs or want to install a strap on #1 main cap. Fits 7/16” stud hole, 260-403 Oldsmobile engines except 350 Diesel. Purchased individually.  

DMR-5941 Same as DMR-5946 except fits 1/2” stud hole, 350 Diesel and all 400,425, and 455 Oldsmobile engines.

DMR-5942 These ultimate billet main bearing caps are built to Dick Miller Racing specs and have features other caps don’t have. These caps are made .005” wider so that the block may be machined to square the register that the cap sets in. Up to .040” may be removed to allow the main bore to be moved to the necessary location. Notches are made in the sides of the cap to allow lifting the cap from the saddle for easy removal of the cap on an assembled engine. Stud holes are spot faced perfectly flat for repeatable torque readings using hardened washers. Anodized in a Black Oxide finish to maintain a rust free appearance. Company logo laser etched into bottom of cap for easy identification. No sharp edges strengthen the caps which are made from 1045 carbon steel with a tensile strength of 90,000 PSI for the strongest materials in the industry and then machined on all surfaces. Fits 7/16” stud hole, 260-307-330-350-403 small block Oldsmobile engines except 350 Diesel. Made the right height and flat on the bottom to require minimal machine work when installing a DMR-22360, DMR-22361, or DMR-22362 main girdle.

DMR-5942-S Same as DMR-5942 except includes an ARP stud kit.

DMR-5942-S-W Same as DMR-5942 except includes an ARP stud kit and extra hardware to mount a DMR-5850 windage tray.

DMR-5943 Same as DMR-5942 except fits 425-455 Olds V-8.

DMR-5943-S Same as DMR-5943 except includes an ARP stud kit.

DMR-5943-S-W Same as DMR-5943 except includes an ARP stud kit and extra hardware to mount a DMR-5850 windage tray.

**TECH TIP:** With all the improvements in heads, cams, and valve trains allowing for additional horsepower, the blocks are being stressed far beyond their original design. Filling the block up to the bottom of the water pump holes and/or adding a main girdle will give the increased strength needed to hold up to these new horsepower levels. We have been filling blocks for street and all out racing applications for years with great success. In most cases the engine water temperature will be less than an unfilled block. I do recommend an engine oil cooler as the engine oil will run hotter.
DMR-22360-1 Made from 1/2” thick steel this halo girdle will stabilize main caps 1 thru 4 to help prevent main cap walk (flex) which will lead to premature main bearing and crank failure. Will work with DMR-5942 billet main bearing caps. Will fit stock pan and all aftermarket pans but not Toro pan. Fits 307-330-350-403 Oldsmobile engines.

DMR-22360-1-S Same as DMR-22360-1 except includes an ARP stud kit.

DMR-22360-1-S-W Same as DMR-22360-1 except includes an ARP stud kit and extra hardware to mount a DMR-5850 windage tray.

DMR-22361-1 Same as DMR-22360-1 except connects all 5 main caps for additional strength.

DMR-22361-1-S Same as DMR-22361-1 except includes an ARP stud kit.

DMR-22361-1-S-W Same as DMR-22361-1 except includes an ARP stud kit and extra hardware to mount a DMR-5850 windage tray.

DMR-22362-1 Same as DMR-22361-1 except this is a full girdle connecting all 5 main caps to the pan rails. Some machine required.

DMR-22362-1-S Same as DMR-22362-1 except includes an ARP stud kit.

DMR-22360-2 Same as DMR-22360-1 except 3/8” thick and fits 425 and 455 Oldsmobile engines.

DMR-22360-2-S Same as DMR-22360-2 except includes an ARP stud kit.

DMR-22360-2-S-W Same as DMR-22360-2 except includes an ARP stud kit and extra hardware to mount a DMR-5850 windage tray.

DMR-22361-2 Same as DMR-22360-2 except connects all 5 main caps for additional strength.

DMR-22361-2-S Same as DMR-22361-2 except includes an ARP stud kit.

DMR-22361-2-S-W Same as DMR-22361-2 except includes an ARP stud kit and extra hardware to mount a DMR-5850 windage tray.

DMR-22362-2 Same as DMR-22361-2 except this is a full girdle connecting all 5 main caps to the pan rails. Some machine required.

DMR-22362-2-S Same as DMR-22362-2 except includes an ARP stud kit.

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DMR-419048 New stock plastic timing tab indicators. Fits all V-8s 1960 to present (330-350-400-425-455) with 6.5" diameter damper.

DMR-01100 Damper install tool. A damper needs a slight press fit to absorb the damaging harmonic vibrations. This universal tool uses a thrust bearing to gently ease the balancer onto the crank snout on even the tightest of press fit applications.

DMR-01120 Damper puller. Intended to remove vibration dampers, pulleys, or any gear with tapped holes.

TECH TIP: To properly install a Olds damper bolt, use red Loctite on a grade 8 bolt or better and torque to 180 ft pounds.

ARP-180-2501 ARP chrome moly crankshaft damper bolt for all 330-350-400-403-425-455 Oldsmobile engines. The strongest in the industry. Includes washer.


DMR-5118 New O.E.M. 2-3/8” length grade 8 crankshaft damper bolt for all 330-350-400-403-425-455 Oldsmobile engines. To be used when using aftermarket SFI dampers that require a longer bolt for proper thread engagement. Includes DMR-568738 washer.

DMR-568738 Damper bolt washer

Those of you wishing to replace your original 330, early 400, or 425 damper know they are no longer available as new pieces. The only solution was to use a 350 damper and have the engine rebalanced. We can now provide you with a reconditioned damper for any size Olds engine whether it be a 330, 350, early 400, late 400, 403, 425, 455, or an original numbers matching. The old damper is heated until the neoprene is cooked out. Then it is shot blasted for stress relief, cleaned, and reassembled injecting silicone rubber and heat curing. Tests of a new stock off-the-shelf 350 damper took about 2000 pounds to separate the two rings. After the rebuilding process it took 6000 pounds of pressure before it separated. Order part number DMR-8085. We can rebuild any brand or size two piece damper with a rubber isolation ring.

DMR-8085 Rebuilt Harmonic Damper fits 330-455 Oldsmobile engine. Replace your cracked and dried out rubber dampening ring balancer with a rebuilt factory unit. Old rubber ring is cooked out. Balancer is shot blasted for stress relief and cleaning and then reassembled injecting silicone rubber and heat curing. Tests show balancer to be three times stronger than stock. Available for any engine any make with two piece rubber damping ring balancer. Recommended over 350 horsepower. Specify 330-350-400-400-403-425-455. Core deposit required or we can use your old balancer.

DMR-8085-D Same as DMR-8085 except degreed (every 5 degrees from 0 to 50 BTDC and every 90 degrees). Makes finding TDC, setting timing, degreeing cams, and adjusting valves much easier and more accurate. No high performance engine should be without one. Available for 350 and 455 engines only.

BHJ-OL-EB-263 Ductile iron (Nodular) Hub & Ring. Stronger than factory built dampers but not SFI certified. Oil proof elastomer. Degreed 0-50. Reduced gross weight. 6.1” diameter and weighs 8.9 pounds

DMR-417142-D Same as DMR-417142 except degreed (every 5 degrees from 0 to 50 BTDC and every 90 degrees). Makes finding TDC, setting timing,degreeing cams, and adjusting valves much easier and more accurate. No high performance engine should be without one. Available for 350 and 455 engines only.

TECH TIP: I personally use either a BHJ-OL-EB-7 or a BHJ-OL-IB-7 damper on all the performance engines I build because of their no failure rate. Will accept DMR-419048 timing tabs.

BHJ-OL-EB-7 All Steel SFI certified damper by BHJ has an alloy steel inner hub and an inertia ring machined from cold-drawn carbon steel tubing. 6.6” diameter and weighs 7.8 pounds.

BHJ-OL-IB-7 Same as BHJ-OL-EB-7 except for internal (neutral) balanced engines. 6.6” diameter and weighs 7.1 pounds

DMR-OL-IB-7 Made exclusively for DMR by BHJ. This SFI certified internal (neutral) balancer and crank trigger combination is to be used with fuel injection systems.

FIS-578445 The Mega Pro Damper by Doug Fisher is a totally enclosed unit for external balanced engines and is sealed to keep out the elements. It has 360 degree engraving marks. TDC and advance markings are in the original position and will accept stock timing pointers. The mega Pro features lightweight steel mounting hubs and an ultra lightweight aluminum housing. 6.5” OD and weighs 9.8 pounds.

FIS-578545 Same as FIS-578455 except 6.5” OD and weighs 8.1 pounds.

FLU-715168 Provides maximum control of destructive crankshaft vibration at all engine speeds. Extends crank and bearing life. Increases horsepower and torque. Requires no service or maintenance. Timing marks cannot slip. SFI accepted. Explosion proof. Fits 330-400-403-425-455 CID V-8 Oldsmobile externally balanced engines. 6-5/8” diameter. 12.8 lbs weight. 8.5 lbs rotating weight.

DMR-MS-442-1998 Damper repair sleeve to create a new smooth surface for the front cover seal to ride on.

DMR-22505809-3 “V” groove aluminum pulley set. Alternator pulley is 3.5”, crank pulley is 4.850”, water pump pulley 6.00”. Approximately 21% underdrive.

DMR-22505809-4 Same as DMR-22505809-3 except the crank and water pump pulley have three groves to include air conditioning.

DMR-5065-5 Billet 5 piece aluminum serpentine-belt pulley set to convert a standard V-belt system to the newer style serpentine set-up. Will fit 1965-1990 Oldsmobile V-8 engines and will work with either long or short water pumps (short pumps need spacer kit #DMR-8230). Great for show application and will help eliminate throwing belts under high RPM applications. Comes with a black hard coat finish to prevent the belt from wearing the pulleys as can happen with normal aluminum pulley sets. Includes alternator, water pump, power steering, crank, and idler pulleys plus idler pulley bracket. The water pump pulley has a “V” groove on the back to run air conditioning mounted in the factory location. Rotates in the normal factory direction. Alternator is used as belt tensioner. Uses factory brackets.

DMR-5065-3 Same as DMR-5065-5 except includes alternator, water pump, and crank pulleys.

DMR-5065-2 Same as DMR-5065-5 excepts includes alternator and crank pulleys.
DMR-8.5-256 8.5" “O” type housing positraction center section for 2.79 and lower ring and pinion gears. Comes with carrier bearings, adjustable shims and ring bolts. Built beefier and much stronger than original GM equipment for today’s higher horsepower applications.

DMR-8.5-293 Same as DMR-8.5-256 except for 2.93 - 3.23 ring and pinion gears.

DMR-8.5-342 Same as DMR-8.5-256 except for 3.42 and higher ring and pinion gears. Use with DMR-8.5-R-3.42 or DMR-8.5-R-3.90 or DMR-8.5-R-4.10.

DMR-8.5-R-3.42 3.42 ratio ring and pinion. Used in 8.5” 12-bolt “O” axle assembly.

DMR-8.5-R-3.90 Same as DMR-8.5-R-3.42 except 3.90 ratio.

DMR-8.5-R-4.10 Same as DMR-8.5-R-3.42 except 4.10 ratio.

VIC-181303 Ring gear bolts 10 pieces. Used in 8.5” 12-bolt “O” axle assembly.


DMR-W27-8812 Same as DMR-W27-8800 except fits 12 bolt Chevrolet carrier. Now you can use the more common 12 bolt axle for racing and still look like an Oldsmobile W-27 axle under your car.

DMR-W27-8510 Same as DMR-W27-8800 except fits 10 bolt ring gear with 10 bolt cover “B” or “P” type carrier.

VIC-183115 Pinion crush sleeve for 28 spline type 8.5” 12-bolt “O” axle assembly.

VIC-185085 .875” 16 thread pinion nut. Used in 8.5” 12-bolt “O” axle assembly.

VIC-186085 Pinion seal. Used in 8.5” 12-bolt “O” axle assembly.

VIC-PS100 Pinion shim kit. Used in 8.5” 12-bolt “O” axle assembly.

VIC-180999 Clutch plate kit for 2 squared tabbed styled positraction units. Used in 8.5” 12-bolt “O” axle assembly.

VIC-180995 Positraction “S” spring with 300”. Used in 8.5” 12-bolt “O” axle assembly.


VIC-DG-1850 Same as VIC-DG-1442 except fits 8.5” 10 bolt, with or without C-clip axles 1971-1990.

VIC-DG-1880 Same as VIC-DG-1442 except fits 8.8” 12 bolt, with C-clip axles 1965-1972.

VIC-EZ8510 EZ side shim kit for 28 spline axle. Used in 8.5” 12-bolt “O” axle assembly.

VIC-EZ8812 Same as VIC-EZ-8510 except fits 31 spline axle.

VIC-REM120 Master center section overhaul kit for 8.5” ring gear, 12 bolt cover, “0” axle 66-70 rear ends. Kit fits 1.625 pinion diameter, 27 spline input, 10 bolt ring gear with 12 bolt inspection cover. Includes all bearings, seals, gaskets, nut, crush collar, ring gear bolts, shims and Loctite. Used in 8.5” 12-bolt “O” axle assembly.

VIC-REM120A Same as VIC-REM120 except fits 67-68 rear ends. Kit fits 1.781 pinion diameter, 31 spline input.

VIC-REM12 Same as VIC-REM120 except fits 8.875" ring gear, 12 bolt cover, “C” axle rear ends. Kit fits 1.625 pinion diameter, 30 spline input, 12 bolt ring gear with 12 bolt inspection cover. Used in 8.875” 12-bolt “C” axle assembly.

DMR-190940 New left or Right axles for 28 spline. Must verify overall length, spline diameter and bearing diameter before order can be processed. If these cannot be verified - old axle must be submitted as sample to insure correct fit. Various bearing diameters were used and varying spline pressure angles were used. Used in 8.5” 12 bolt “O” axle assembly.
DMR-190945 Same as VIC-190940 except 31 spline.


VIC-CC8000 C-clip eliminator kit safety kit. For 30 spline axles with 1.533” bearing diameter. Used in “C” axle assembly.

VIC-CC8200 Same as VIC-CC8000 except for 1.399” bearing diameter.

**TECH TIP:** By far the most common u-joint failures start as the results of the owners attempt at making sure the driveshaft does not come out of the vehicle. It is a common misconception that a tight u-bolt and u-joint are a happy u-bolt and u-joint. This is not always true. By over tightening the u-bolt the cap becomes an oval shape and the needles are driven hard into the u-joint body and the inside of the u-joint cap. The results are burnt needles and grease and then eventual u-joint failure. Torque specifications for our u-bolt kits are: .3125” or 5/16” 1310, 3R, and 1330 u-bolts = 14 to 17 ft lbs maximum .375” or 3/8” 1350 and 1410 u-bolts = 20 to 24 ft lbs maximum

VIC-UB-1350 Differential U-Bolts for 1350 series U-Joints. 1-3/16”.

VIC-UB-1310 Same as VIC-UB-1350 except fits 1310 series U-Joints. 1-1/16”.

VIC-UB-1330 Same as VIC-UB-1350 except fits 1330 series U-Joints. 1-1/8”.

VIC-UB-3R Same as VIC-UB-1350 except fits 3R series U-Joints. 1-1/8”. Used in type “O” 12 bolt rear ends and “B” or “P” 10 bolt rear ends.

VIC-5-3022X U-Joint fits an Oldsmobile driveshaft to a Chevrolet 12 bolt rearend.

VIC-5-3147X Same as VIC-5-3022 except fits an Oldsmobile driveshaft using stock size u-joints. 1-1/8”.


VIC-EY1350-1200 4140 forged hi-performance 1350 differential yoke fits GM 8.8” 12 bolt with 1.75 seal diameter.

VIC-EY1350-6000 Same as VIC-EY1350-1200 except fits DANE 60, Chrysler 8.75” with 29 involutes spline.

VIC-EY1350-8550 Same as VIC-EY1350-1200 except fits GM with 8.5” rear.

VIC-EY1350-9280 Same as VIC-EY1350-1200 except fits Ford 9” 28 spline with Daytona bearing retainer.

VIC-EY1350-9350 Same as VIC-EY1350-1200 except fits Ford 9” 35 spline with large PRO pinion.

VIC-EY3R-8510 Reconditioned differential yoke for 8.5” 12-bolt “O” axle assembly with 1.625” pinion diameter, 1.155” - 27 spline and 1.940” seal diameter. 12 bolt inspection cover with 10 bolt ring gear 67-71. Comes complete with nut, washer, and U-bolt. Because GM B-P-O 10-12 bolt pinion yokes with 27 spline are obsolete we can no longer sell new ones. We take good used yokes and shot peen them then inspect and repair all U-joint and seal attachment areas to make a quality useable yoke for you. In some cases the seal diameter may be re-sleeved back to OEM specs “just like new”.

VIC-EY3R-8511 Same as VIC-EY3R-8510 except fits 10-bolt “B” or “P” axle assembly with 1.438” pinion diameter, 1.155” - 27 spline and 1.640” seal diameter. 10 bolt inspection cover with 10 bolt ring gear 64-67.
DMR-74305 Hi-Torque standard size starter. Designed to ensure quick starts in high compression race engines where many starts occur over a short period of time and where engines run extra hot. Built with high torque fields which increase cranking power and reduce battery drain. Rewound armatures handle heavy current demand. Heavy duty, five roller starter drives for high torque engagement. Special brushes provide high conductivity. High temperature solenoid reduces current draw, increases service life. Fits 1965 to Present 330-455 Oldsmobile engines.

DMR-510 Highest torque and most efficient starter available. 4.4:1 gear reduction. Capable of starting an engine with 19 to 1 compression. No heat soak problem. Clears all headers. Mounting bolts included. Weighs 8.5 pounds. Fits Oldsmobile and Pontiac. This is the starter our DMR headers were built around.

DUI-42720 New HEI high performance distributors prepared by Davis Unified Ignitions. 15 to 40 more horsepower. Simple one wire hookup. Includes 50,000 volt coil and Dyna-Module. Allows wider plug gaps. Upper and lower bushings for durability. No spark box needed. Will run up to 7000 RPM. Includes vacuum advance. Caps available in blue, red, black, yellow or clear.

DUI-ITK-42720 Same as DUI-42720 except includes Instant Tuning Knob. Turn counter clockwise for advancing timing 1 degree per 1/2 turn. Turn clockwise for retarding timing 1 degree per 1/2 turn. Mechanical advance only.

DUI-427211 Same as DUI-42720 except will run up to 9000 RPM. Includes vacuum advance.

DUI-427212 Same as DUI-427211 except mechanical advance only.

DUI-ITK-427212 Same as DUI-427212 except includes Instant Tuning Knob. Turn counter clockwise for advancing timing 1 degree per 1/2 turn. Turn clockwise for retarding timing 1 degree per 1/2 turn.

DUI-240001 Distributor cap and coil by DUI for HEI distributors. Comes in Black, Red, Blue, Yellow and Clear.

DUI-9068 DUI LIVEWIRES spark plug wires set for HEI ignitions. LIVEWIRES come with a space age heat resistant sleeve to provide protection from exhaust heat. Custom fit-no assembly required. Each wire is numbered on each end for the correct cylinder. Spiral wound core prevents electronic interference. No radio noise or computer interference. Fits 307-330-350-403-425-455 Oldsmobile. Available in black, blue, red, purple or yellow.

DUI-380777 This rev limiter drops one cylinder at a time very smoothly maintaining preset RPM limit. This also prevents fuel from loading up on the plugs and avoids backfires and engine damage.

DUI-380666 The serious drag racer needs a two step RPM limiting system, one limit for the transmission break and one for the top end.

DUI-380555 An adjustable timing control for DUI HEI distributors. Gives the driver hand control of the timing advance. The knob allows up to 15 degrees of adjustment. You can eliminate engine damaging detonation with a turn of the knob. If you’re towing a heavy load this puts a tremendous load on the engine. The ability to control the timing allows you to retard the timing while you’re towing. When you unhitch your load, return the timing to its normal setting.

DMR-5122 Shims to raise distributor and properly align distributor gear with cam gear. Sold in packs of three. .048 approximate thickness.
DISTRIBUTORS AND STARTERS

DMR-5132 New distributor hold down clamp.

GMC-383524 New O.E.M. stock distributor housing O-Ring. Will fit point or H.E.I. distributors. The stock O-Ring does deteriorate from heat and age and should be replaced every few years. Eliminates oil seepage. Fits all V-8’s, 64 to present.

CRA-99601-1 A street or strip Delco point type curve kit by Crane, supplied with an assortment of springs and an adjustable vacuum advance unit.

CRA-99600-1 A street or strip HEI curve kit by Crane, supplied with an assortment of springs and an adjustable vacuum advance unit.

MSD-8464 Distributor spring and bushing set by MSD for quicker advance or retard of your stock Delco trap-door distributor. Also use on MSD-8566 distributor. Will not work on HEI.

MRG-929 Distributor spring and bushing set for quicker advance or retard of your HEI distributor.

CRA-80990-1 Aluminum bronze distributor gear by Crane. A must when using roller camshafts. The ultimate in a precision-cut gear for perfect timing and maximum performance. Will work with any camshaft. Fits all Oldsmobile distributors except Accell with .491 shaft.

MSD-85661 Aluminum bronze distributor gear by MSD. A must when using roller camshafts. The ultimate in a precision-cut gear for perfect timing and maximum performance. Will work with any camshaft. Fits all Oldsmobile distributors with .500 shaft including MSD-8655.

DMR-29423 A new stock OEM cast iron distributor gear for HEI and stock GM trap door point distributors with .491 shaft. Fits all V-8s to present. Includes new 3/16 roll pin. You must drill roll pin hole in distributor to 3/16 diameter.

MSD-8566 MSD Pro Billet aluminum Oldsmobile V-8 race distributor. This distributor incorporates an electric high output magnetic pick-up, ball bearing construction, and a new designed steel distributor gear. This unit works with all of the MSD boxes. Includes cap and rotor. For a mechanical roller cam use a bronze distributor gear part number MSD-85661.

MSD-3136 MSD Heli-Core spark plug wires set for GM HEI ignitions. This wire has a metallic conductor, radio noise suppression core with high temperature jackets and silicone spark plug boots. Terminal is stainless and multi-angled for header clearance.

MSD-3119 M.S.D. Heli-Core 8 mm ignition wire. This wire has a metallic-conductor, radio-noise suppression core with high temperature jackets and silicone spark plug boots. Terminal is stainless steel and multi-angled for header clearance. This is the ultimate spark plug wire for all applications: street, strip, M.S.D. or stock ignition. Comes complete with boots and mini-wire stripper and crimper.

MSD-8950 From light bulbs to the high speed retard function on an MSD Timing Computer to air shifters, this RPM activated switch turns on almost anything. It uses MSD’s plug in modules to turn on items at an rpm you select. Can be used with any type ignition system, and the rpm modules are available separately.

MSD-8739 This neat little device by MSD plugs into your rev control and allows you to switch between two different rpm modules. For example, you can stage the car with a lower RPM and then automatically switch to the higher RPM after you release your transbreak or line lock. Can be used for many other applications.
**DISTRIBUTORS AND STARTERS**

MSD-8743 Plug in modules by MSD to activate a MSD rpm switch. Five modules in 200 rpm increments. 3000-3800 rpm. Also works with DUI rev limiters.

**MSD-8743-1** Same as MDS-8743 except 3100-3900 rpm.  
**MSD-8744** Same as MDS-8743 except 4000-4800 rpm.

**MSD-8744-1** Same as MDS-8743 except 4100-4900 rpm.  
**MSD-8745** Same as MDS-8743 except 5000-5800 rpm.

**MSD-8745-1** Same as MDS-8743 except 5100-5900 rpm.  
**MSD-8746** Same as MDS-8743 except 6000-6800 rpm.

**MSD-8746-1** Same as MDS-8743 except 6100-6900 rpm.  
**MSD-8747** Same as MDS-8743 except 7000-7800 rpm.

**MSD-8747-1** Same as MDS-8743 except 7100-7900 rpm.  
**MSD-8748** Same as MDS-8743 except 8000-8800 rpm.

**MSD-8748-1** Same as MDS-8743 except 8100-8900 rpm.

NGK-R-5670-6 NGK extended tip v-groove designed spark plugs non resistor. This is a stock type heat range. Recommended for all street-strip and low compression engines. Set of 8. For use in Oldsmobile cast iron heads.

NGK-R-5670-7 NGK extended tip v-groove designed spark plugs non resistor for bracket racing only. Recommended for all strip and high compression engines. Set of 8. For use in Oldsmobile cast iron heads.

NGKR-5670-8 NGK extended tip v-groove designed spark plugs non resistor for bracket racing only. Recommended for all strip and high compression (12:1 and higher) Olds engines. Set of 8.

NGK-R-5671A-6 NGK extended tip v-groove designed spark plugs non resistor. This is a stock type heat range. Recommended for all street-strip and low compression engines. Set of 8. For use in Bulldog Oldsmobile heads.

NGK-R-5671A-7 NGK extended tip v-groove designed spark plugs non resistor for bracket racing only. Recommended for all strip and high compression engines. Set of 8. For use in Bulldog Oldsmobile heads.

NGK-R-5671A-8 NGK extended tip v-groove designed spark plugs non resistor for bracket racing only. Recommended for all strip and high compression (12:1 and higher) engines. Set of 8. For use in Bulldog Oldsmobile heads.

CHA-RC-12-YC Champion spark plugs stock type heat range. Recommended for all street-strip and low compression engines. Set of 8. For use in Oldsmobile Edelbrock heads.

CHA-RC-9-YC Champion spark plugs for bracket racing only. Recommended for all strip and high compression engines. Set of 8. For use in Oldsmobile Edelbrock heads.

**TECH TIP:** What is your cranking compression? Is your engine down on power? Let's say you have a 12:1 compression engine and a decent cam to match your compression but with poor performance and no consistency. Check your cranking compression. Let's say it turns out to be about 150 PSI. That's really low for an engine like this. Now you have some clues to help solve your problem. 1) The static compression ratio is probably nowhere near what you believe it to be. 2) The camshaft may not be degreed properly. 3) Perhaps your not adjusting the valves correctly. 4) The rings may not have seated. 5) Or combinations of all of these.

Whether it's for street performance, oval track, drag racing, or virtually any performance application, the cranking compression should be monitored whenever you put together a fresh engine combination, change from iron to aluminum heads, change stroke, rod length, cam, pistons, heads, rocker arms, valve lash, cam timing, etc. This will now provide an excellent reference, allowing you to compare the cranking compression change to your performance change. Cylinder pressure is what will help determine what octane gasoline you run, not the static compression ratio. Ignition timing is affected accordingly.

Be sure to hold the throttle blades open and have all of the spark plugs removed when checking your cranking compression. This allows the engine to spin freely, proving the most consistent readings.
TECH TIP: HOW TO MEASURE DRIVESHAFT LENGTH. As all our driveshaft come with new slip yokes I suggest you first order the driveshaft. We will ship you a new slip yoke to install in the transmission. Take your measurement, return the new yoke with the measurements in writing, and we will make the shaft and then return it to you fully assembled and balanced. When making your measurements the car must be at it's normal ride height. Measure on the floor. DO NOT measure with the wheels hanging down from a hoist or jack stands. The proper measurement must be taken as if the car is fully loaded and running down the road to insure proper driveshaft length. Install the new yoke into the back of the transmission, push it all the way in, then pull it back 1.0”. With the help of a friend measure the center to center of the front u-joint and the rear u-joint on the differential. It is sometimes difficult to guess where the centerline of a u-joint is. By moving to the rear of the slip yoke u-joint and measuring to the rear of the differential u-joint it is the same as measuring center to center. You must fax or write us with the proper centerline to centerline dimension and your signature. 

NOTE: (NO-RETURNS). Get it right the first time.

DMR-5049-F Bolt in driveshaft loop. Fits most 1993-Present Camaro and Firebird. 4th generation only.

DMR-7027 New chrome moly 1310,1330, OR 3R series driveshaft with heavy duty U-joints. Includes slip yoke and balanced. Made from 4130 3” x .065” chrome moly. All steel yokes are 4000 series Dana yokes. 16-26 pounds per shaft average. Max length 3.0” = 52”. Max length 3.5” = 68”.

DMR-7028 Same as DMR-7027 except 1350 Pro series drag race.

DMR-7029 Same as DMR-7027 except this shaft is rifle drilled for weight savings and quicker ET. Not for street use. 14-24 pounds per shaft average.

DMR-7030 Same as DMR-7029 except 1350 Pro series drag race.

DMR-1310-AL Fabricated aluminum 1310 series driveshaft with heavy duty U-joints. Includes slip yoke. 3” x .125 wall thick 6061T6. Aluminum yokes are made from 6061T6. 14-24 pounds per shaft average.

DMR-1350-AL Same as DMR-1310-AL except 1350 series u-joints. 15-25 pounds per shaft average.

DMR-7021 Fabricated and balance new 1310, 1330, or 3R-S44 steel driveshaft with heavy duty U-joints. Includes slip yoke. 3” x .083 1020 mild steel. All steel yokes are 4000 series Dana yokes. 18-28 pounds per shaft average.

DMR-7022 Same as DMR-7021 except 1350 Pro series drag race.

DMR-SY1350-4000 4140 forged hi-performance 1350 transmission slip yoke. Fits GM 5.5” long 32 spline.

DMR-SY1350-3500 4140 forged hi-performance 1350 transmission slip yoke. Fits GM 6.9” long 27 spline.


DMR-SY1350-8330 4140 forged hi-performance 1350 transmission slip yoke. Fits Chrysler and Richmond street 5-speed 29 spline.

DMR-SY1350-4010 4140 forged hi-performance 1350 transmission slip yoke. Fits GM 5.6” long 32 spline.

TECH TIP: By far the most common u-joint failures start as the results of the owners attempt at making sure the driveshaft does not come out of the vehicle. It is a common misconception that a tight u-bolt and u-joint are a happy u-bolt and
DRIVESHAFTS

u-joint. This is not always true. By over tightening the u-bolt the cap becomes an oval shape and the needles are driven hard into the u-joint body and the inside of the u-joint cap. The results are burnt needles and grease and then eventual u-joint failure. Torque specifications for our u-bolt kits are: .3125” or 5/16” 1310, 3R, and 1330 u-bolts = 14 to 17 ft lbs maximum or .375” or 3/8” 1350 and 1410 u-bolts = 20 to 24 ft lbs maximum

VIC-UB-1350 Differential U-Bolts for 1350 series U-Joints. 1-3/16”.

VIC-UB-1310 Same as VIC-UB-1350 except fits 1310 series U-Joints. 1-1/16”.

VIC-UB-1330 Same as VIC-UB-1350 except fits 1330 series U-Joints. 1-1/8”.


VIC-5-3022X U-Joint fits an Oldsmobile driveshaft to a Chevrolet 12 bolt rearend.

VIC-5-3147X Same as VIC-5-3022 except fits an Oldsmobile driveshaft using stock size u-joints. 1-1/8”.

TECH TIP: When ordering a new driveshaft don’t forget that a driveshaft is only as strong as it’s weakest part. Since you are getting a new drive shaft with a new slip yoke and new front and rear u-joints consider beefing up the u-joints to a stronger size and ordering a new pinion yoke for that same size u-joints to make your new driveshaft is as strong as possible.


VIC-EY1350-1200 4140 forged hi-performance 1350 differential yoke fits GM 8.8” 12 bolt with 1.75 seal diameter.

VIC-EY1350-6000 Same as VIC-EY-1350-1200 except fits DANE 60, Chrysler 8.75” with 29 involute spline.

VIC-EY1350-8550 Same as VIC-EY-1350-1200 except fits GM with 8.5” rear.

VIC-EY1350-9280 Same as VIC-EY-1350-1200 except fits Ford 9” 28 spline with Daytona bearing retainer.

VIC-EY1350-9350 Same as VIC-EY-1350-1200 except fits Ford 9” 35 spline with large PRO pinion.

VIC-EY3R-8510 Reconditioned differential yoke for 8.5” 12-bolt “O” axle assembly with 1.625” pinion diameter, 1.155” - 27 spline and 1.940” seal diameter. 12 bolt inspection cover with 10 bolt ring gear 67-70. Comes complete with nut, washer, and U-bolt. We take good used yokes and shot peen them then inspect and repair all U-joint and seal attachment areas to make a quality useable yoke for you. In some cases the seal diameter may be re-sleeved back to OEM specs “just like new”.

VIC-EY3R-8511 Same as VIC-EY3R-8510 except fits 10-bolt “B” or “P” axle assembly with 1.438” pinion diameter, 1.155” - 27 spline and 1.640” seal diameter. 10 bolt inspection cover with 10 bolt ring gear 64-67.
All DMR engines are balanced, blueprinted, and assembled by Dick Miller.

As our motto says “When Only The Best Will Do”. With many possible options, the following engine kits reflects the norm in engine building combinations. We have an ample supply of cores or will use yours after we magniflux them for cracks. We will not sell our cores unless we are building an engine. All of the engines assembled at Dick Miller Racing are built to the same specifications (quality, cleanliness, blueprinting specifications, and everything is accurately measured) or it will not be assembled until it is right. We tailor each engine to the customers needs by using different compression ratios, camshafts, intakes, and carburetors. Call us for a quote for your specific needs. We can provide you with the services of removing and installing your engine.

TECH TIP: Engine builders can make claims for higher horsepower ratings than these combinations. We can and will build engines with higher horsepower ratings. However for bracket racing or street driving you need an engine with a lot of torque. It’s torque that gets a heavy car under motion not horsepower. There are no machines that measure horsepower. Horsepower is simply a mathematical function of torque vs. RPM. \( \text{HP} = \frac{(\text{RPM} \times \text{TORQUE})}{5252} \). This explanation is simplified, but to raise the horsepower in an engine properly built and tuned with no other changes will theoretically require a cam change to more duration which in return creates an engine with a higher power band (higher peek RPM range, more rear gear ratio) and quicker engine wear. So for bracket racing or street driving go with torque over horsepower every time and get an engine that will live longer.

DMR-5405 Oldsmobile V8 engine storage stand. These stands are great for storage and taking a spare engine to the races. The stand bolts to the engine mount pad on each side of the block and the lower bellhousing bolt holts. Fits all Oldsmobile V8’s, 1964 to present.

DMR-5405-W Same as DMR-5405 but comes with casters.

LUC-4 Lucas oil assembly lube eliminates dry starts. Use on bearings, cams, lifters and valve train to help prevent galling and scuffing. Compatible with all oils. Comes in 4 oz size.

LUC-8 Same as LUC-4 except comes in 8 oz size for those who build several engines.

DMR-10123 Lift plate bolts to the intake manifold carburetor flange to allow easy balanced hoist lifting of engine.

DMR-61820 Universal engine brush cleaning kit. Can be used to clean all piston bores, oil galleries, lifter bores, crankshafts, etc. For all types of engines.

The following bracket engine packages (race gas only) are complete crate engines from carburetor to oil pan and water pump to flexplate. They come dynoed, tuned, and broken in. They include a steel crank, billet rods, forged pistons, low tension file fit rings, and fully ported aluminum heads. The bore and stroke may be changed to your particular needs.

DMR-350-BRK 350 cu in + .030 with approximately 640 horsepower and 520 lb-ft torque. These engines are sold complete with matching calibrated components. Included is a carburetor, distributor, water pump, SFI flywheel, SFI damper, steel crank, billet rods, coated bearings, coated forged aluminum pistons, moly rings, custom cam and lifters, aluminum intake, ported aluminum heads, aluminum valve covers, aluminum roller rockers, 8 qt oil pan system, all necessary oil system modifications, ARP studs in all critical areas and a main bearing 5 cap halo girdle. The intake bottom and piston tops are coated with a thermal barrier, bearings, piston skirts and oil pump are lubricant coated, and the crank and rods are coated for oil shedding.

DMR-403-BRK Same as DMR-350-PG except 403 cu in+.030. With approximately 670HP and 577 lb-ft torque. This engine will include a full pan rail style girdle.


DMR-496-BRK Same as DMR-350-PG except 496 cu in (4.185x4.500). With approximately 666 HP and 650 lb-ft torque. 4.185 Bore and 4.500 stroke.

TECH TIP: When looking at peak horsepower and peak torque it is very important to look at the RPM range over which these numbers appear.

The following 93 octane street/strip pump gas engine packages are complete crate engines from carburetor to oil pan and water pump to flexplate. They come dynoed, tuned, and broken in. They include a cast crank, forged rods, forged pistons, standard tension file fit rings, and ported aluminum heads. The bore and stroke may be changed to your particular needs.

**DMR-350-PG** 350 cu in + .030 with approximately 557 horsepower and 495 lb-ft torque. These engines are sold complete with matching calibrated components. Included is a carburetor, distributor, water pump, flywheel, damper, cast crank, forged rods, coated bearings, coated forged aluminum pistons, moly file fit rings, custom cam and lifters, aluminum intake, ported aluminum heads, aluminum valve covers, aluminum roller rockers, 8 qt oil pan system, all necessary oil system modifications, ARP studs in all critical areas and a main bearing 5 cap halo girdle.

**DMR-403-PG** Same as DMR-350-PG except 403 cu in + .030. With approximately 587 HP and 556 lb-ft torque. This engine will include a full pan rail style girdle.

**DMR-455-PG** Same as DMR-350-PG except 455 cu in + .030. With approximately 569 HP and 591 lb-ft.

**DMR-496-PG** Same as DMR-350-PG except 496 cu in (4.185x4.500). With approximately 563 HP 612 lb-ft torque.

**DMR-511-PGR** Same as DMR-350-PG except 511cu in (4.250x4.500). With approximately 565 HP and 625 lb-ft torque.

The following pump gas upper end kits are dyno proven and for the do-it-yourselfer to be used as bolt-on kits with your own block.

**DMR-350-472** Build your own 472.6 horsepower with 433.7 pounds of torque like I did using your 350 + .030 cu in 10.25:1 compression short block. The following kit contains parts that are identically prepared to the ones I used and should be all you need to complete the project yourself. The parts included are specially calibrated Holly carb prepared by the Carb Shop, port matched EDE-7111-350 Edelbrock intake & gasket & DMR-5580 valley tray, chrome valve covers and breathers + gaskets, DMR-6052-9-P competition ported Edelbrock heads + Felpro head gasket, DMR-350-472 Flat tappet mechanical camshaft & lifters + roller rockers, specially calibrated DUI-42720 vacuum advance distributor + wires (red - blue - black), ARP head bolts and intake bolts + valve cover studs, and DMR-5653-GP chrome moly 1 piece push rods with oil restrictors.

**DMR-425-620** Build your own 620 horsepower with 569 pounds of torque like I did using your 425 + .030 cu in 10.5:1 compression short block. The following kit contains parts that are identically prepared to the ones I used and should be all you need to complete the project yourself. The parts included are specially calibrated Holly carb prepared by the Carb Shop, port matched EDE-2810-455 Edelbrock intake + gasket + DMR-5580 valley tray, chrome valve covers and breathers + gaskets, DMR-500001-A-P Ported Bulldog heads + Felpro head gasket, DMR-425-620 Mechanical Roller camshaft & lifters + roller rockers, specially calibrated DUI-42720 vacuum advance distributor + wires (red - blue - black), ARP head bolts and intake bolts + valve cover studs, DMR-5658-GP chrome moly 1 piece push rods with oil restrictors.

**DMR-455-552** Build your own 552.8 horsepower with 613.1 pounds of torque like I did using your 455 + .030 cu in 10.25:1 compression short block. The following kit contains parts that are identically prepared to the ones I used and should be all you need to complete the project yourself. The parts included are specially calibrated Holly carb prepared by the Carb Shop, port matched EDE-2151-455 Edelbrock intake + gasket + DMR-5580 valley tray, chrome valve covers and breathers + gaskets, DMR-6052-9-P competition ported Edelbrock heads & Felpro head gasket, DMR-455-552 Hydraulic Roller camshaft & lifters + roller rockers, specially calibrated DUI-42720 vacuum advance distributor + wires (red - blue - black), ARP head bolts and intake bolts + valve cover studs, DMR-5658-GP chrome moly 1 piece push rods with oil restrictors.

The following ported cast iron headed street strip engine packages have the block degreased, magnifluxed, aligned bored, and honed with honing plates, main caps and support straps torqued in place for perfectly round bores. All B/B cranks are cross drilled. All cranks are turned and balanced. A new 8 quart oil pan system, oil pump, damper, flexplate, cam and
lifters, timing chain, pushrods, coated cam rod and main bearings, pistons, and adjustable rocker arms are installed.

DMR-4001 Street/Strip engine. Includes DMR-3001 street strip port job. We will bolt on your valve covers, intake, distributor, and carburetor and you can drop it in.

DMR-4001-5467 Same as DMR-4001 except includes DMR-5467 496 cu in rotating assembly.

DMR-4002 Bracket engine. Includes DMR-3002 bracket porting, an adjustable 7/16 stud rocker arm system, valve covers, and port matched intake. You can bolt on your carburetor, distributor and drop it in.

DMR-4002-5467 Same as DMR-4002 except includes DMR-5467 496 cu in rotating assembly.

DMR-4003 Competition engine. Includes DMR-3003 competition porting, DMR-5466 forged steel crank rotating assembly, and DMR-5943 billet main caps and 5 cap halo girdle, SFI damper, SFI flexplate, an adjustable 7/16 stud rocker arm system, valve covers, and port matched intake. You can bolt on your carburetor, distributor, and drop it in.

DMR 4003-5467 Same as DMR-4003 except includes DMR-5467 496 cu in rotating assembly.

The following rotating assemblies can be used in your block after the necessary machine work has been performed.

DMR-5464 This 355 cu in (4.087x3.385) crankshaft assembly can be used in a 350 block. Kit comes with cast iron crank (balanced and chamfered), rod bearings, drilled main bearings, DMR-5455 6” forged rods, Diamond custom pistons made to your specifications, moly file fit rings for proper seal and less drag, new damper and bolt, new flexplate, ARP flexplate bolts, freeze plug kit, and gasket set. This kit is intended for street/some bracket use. Used with DMR-5942 billet main bearing caps for the strongest street/some bracket small block engine available.

DMR-5465 This is the strongest and most reliable 383 cu in (4.125x3.580) crankshaft assembly for your 350 block. Kit comes with forged steel crank (balanced and chamfered), rod bearings, drilled main bearings, DMR-5455 6” billet rods by Oliver, Diamond custom pistons made to your specifications, moly file fit rings for proper seal and less drag, new SFI damper and bolt, new SFI flexplate, ARP flexplate bolts, freeze plug kit, and gasket set. This kit is intended for street/some bracket use. Used with DMR-5942 billet main bearing caps and a girdle (22360-1, 22361-1, 22362-1) for highest torque, and strongest race small block engine available.

DMR-5466 This is the strongest and most reliable 466 cu in (4.185x4.250) crankshaft assembly for your 425 or 455 block. Kit comes with forged steel crank (balanced, cross drilled and chamfered), rod bearings, drilled main bearings, DMR-5455 7” billet rods by Oliver, Diamond custom pistons made to your specifications, moly file fit rings for proper seal and less drag, new SFI damper and bolt, new SFI flexplate, ARP flexplate bolts, freeze plug kit, and gasket set. This kit is intended for race use. Use with DMR-5943 billet main bearing caps and a girdle (22360-2, 22361-2, 22362-2) for the highest torque, baddest, and strongest race engine available.

DMR-5467-S This 496 cu in (4.185x4.500) crankshaft assembly can be used in a 425 or 455 block. Kit comes with a steel crank (balanced, cross drilled and chamfered), rod bearings, drilled main bearings, DMR-5455 7” forged rods by Oliver, Diamond custom pistons made to your specifications, moly file fit rings for proper seal and less drag, new damper and bolt, new flexplate, ARP flexplate bolts, freeze plug kit, and gasket set. This kit is intended for street/some bracket use. Use with DMR-5943 billet main bearing caps and a girdle (22360-2, 22361-2, 22362-2) for the highest torque, and strongest race engine available.

DMR-5467-C This 500 cu in (4.185x4.500) crankshaft assembly can be used in a 425 or 455 block. Kit comes with a cast iron crank (balanced, cross drilled and chamfered), rod bearings, drilled main bearings, DMR-5455 7” forged rods by Oliver, Diamond custom pistons made to your specifications, moly file fit rings for proper seal and less drag, new damper and bolt, new flexplate, ARP flexplate bolts, freeze plug kit, and gasket set. This kit is intended for street/some bracket use. Use with DMR-5943 billet main bearing caps for the highest torque, and strongest street/some bracket engine available.
The following re-ring kits can be used on your pistons in your block. These are some of the more popular of many sizes and combinations available.

DMR-350-C This kit includes cast iron rings, main bearings, rod bearings, and a DMR-179350 gasket set.

DMR-350-M This kit includes moly rings, main bearing, rod bearings, and a DMR-179350 gasket.

DMR-403-C This kit includes cast iron rings, main bearings, rod bearings, and a DMR-179403 gasket set.

DMR-403-M This kit includes moly iron rings, main bearings, rod bearings, and a DMR-179403 gasket.

DMR-455-C This kit fits 425-455 engines and includes cast rings iron, main bearing, rod bearings, and a DMR-179455 gasket.

DMR-455-M This kit fits 425-455 engines and includes moly rings, main bearing, rod bearings, and a DMR-179455 gasket.

The following re-ring and piston kits can be used in your block. These are some of the more popular of many sizes and combinations available.

DMR-350-LCC This kit includes 8.5:1 cast pistons, cast rings, main bearings, rod bearings, DMR-179350 gasket set. Set of 8.

DMR-350-LCM This kit includes 8.5:1 cast pistons, moly rings, main bearings, rod bearings, DMR-179350 gasket set. Set of 8.

DMR-350-LFC This kit includes 8.5:1 forged pistons, cast rings, main bearings, rod bearings, DMR-179350 gasket set. Set of 8.

DMR-350-LFM This kit includes 8.5:1 forged pistons, moly rings, main bearings, rod bearings, DMR-179350 gasket set. Set of 8.

DMR-403-LCC This kit includes 8.5:1 cast pistons, cast rings, main bearings, rod bearings, DMR-179403 gasket set. Set of 8.

DMR-403-LCM This kit includes 8.5:1 cast pistons, moly rings, main bearings, rod bearings, DMR-179403 gasket set. Set of 8.

DMR-455-LFC This kit fits 425-455 engines and includes 8.5:1 forged pistons, cast rings, main bearings, rod bearings, DMR-179455 gasket set. Set of 8.

DMR-455-LFM This kit fits 425-455 engines and includes 8.5:1 forged pistons, plasma moly rings, main bearings, rod bearings, DMR-179455 gasket set. Set of 8.

DMR-455-HFC This kit fits 425-455 engines and includes 10.25:1 forged pistons, cast rings, main bearings, rod bearings, DMR-179455 gasket set. Set of 8.

DMR-455-HFM This kit fits 425-455 engines and includes 10.25:1 forged pistons, plasma moly rings, main bearings, rod bearings, DMR-179455 gasket set. Set of 8.

DMR-5850 Full-length stainless steel formed windage tray for Olds engines. Tray fits crankshaft counterweights so snugly no skimmer baffle is needed. This tray adds horsepower and longer engine life by removing excessive oil from reciprocating crankshaft assembly. Fits all oil pans except Toronado pans. Tray fits all Olds engines, 330, 350, 403, 425 and 455. DMR-5860 or DMR-5870 stud kit required for installation. If using with main studs and straps use ARP-184-5401-SW or ARP-185-5401-SW main stud and strap kit. Will work with main girdles part # DMR-22301 - #DMR-22361.

DMR-5946 .500 thick main cap straps. Use in engines when a girdle is not going to be used. The denser material greatly strengthens the caps and helps eliminate the caps from flexing. Use if you already have the main stud kit or want to install a strap on #1 main cap. Fits 7/16" stud hole, 260-403 small block Oldsmobile engines except 350 Diesel. Purchased individually. 1/2“ must be removed from the main cap before installation.

DMR-5941 Same as DMR-5946 except fits 1/2” stud hole, 350 Diesel and all 400,425, and 455 big block Oldsmobile engines. Purchased individually.
DMR-5942 These ultimate billet main bearing caps are built to Dick Miller Racing specs and have features other caps don’t have. These caps are made .005” wider so that the block may be machined to square the register that the cap sets in. Up to .040” may be removed to allow the main bore to be moved to the necessary location. Notches are made in the sides of the cap to allow lifting the cap from the saddle for easy removal of the cap on an assembled engine. Stud holes are spot faced perfectly flat for repeatable torque readings using hardened washers. Anodized in a Black Oxide finish to maintain a rust free appearance. The company logo is laser etched into bottom of cap for easy identification. No sharp edges strengthen the caps which are made from 1045 carbon steel with a tensile strength of 90,000 PSI for the strongest materials in the industry and then machined on all surfaces. Fits 7/16” stud hole, 260-307-330-350-403 small block Oldsmobile engines except 350 Diesel. Made the right height and flat on the bottom to require minimal machine work when installing a DMR-22360, DMR-22361, or DMR-22362 main girdle.

DMR-5942-S Same as DMR-5942 except includes an ARP stud kit.

DMR-5942-S-W Same as DMR-5942 except includes an ARP stud kit and extra hardware to mount a DMR-5850 windage tray.

DMR-5943 Same as DMR-5942 except fits 425-455 Olds V-8.

DMR-5943-S Same as DMR-5943 except includes an ARP stud kit.

DMR-5943-S-W Same as DMR-5943 except includes an ARP stud kit and extra hardware to mount a DMR-5850 windage tray.

TECH TIP: With all the improvements in heads, cams, and valve trains allowing for additional horsepower, the blocks are being stressed far beyond their original design. Filling the block up to the bottom of the water pump holes and/or adding a main girdle will give the increased strength needed to hold up to these new horsepower levels. We have been filling blocks for street and all out racing applications for years with great success. In most cases the engine water temperature will be less than an unfilled block. I do recommend an engine oil cooler as the engine oil will run hotter.

DMR-22360-1 Made from 1/2” thick steel this halo girdle will stabilize main caps 1 thru 4 to help prevent main cap walk (flex) which will lead to premature main bearing and crank failure. Will work with DMR-5942 billet main bearing caps. Will fit stock pan and all aftermarket pans but not Toro pan. Fits 307-330-350-403 Oldsmobile engines.

DMR-22360-1-S Same as DMR-22360-1 except includes an ARP stud kit.

DMR-22360-1-S-W Same as DMR-22360-1 except includes an ARP stud kit and extra hardware to mount a DMR-5850 windage tray.

DMR-22361-1 Same as DMR-22360-1 except connects all 5 main caps for additional strength.

DMR-22361-1-S Same as DMR-22361-1 except includes an ARP stud kit.

DMR-22361-1-S-W Same as DMR-22361-1 except includes an ARP stud kit and extra hardware to mount a DMR-5850 windage tray.

DMR-22362-1 Same as DMR-22361-1 except this is a full girdle connecting all 5 main caps to the pan rails. Professional machine required.

DMR-22362-1-S Same as DMR-22362-1 except includes an ARP stud kit.

DMR-22362-1-S-W Same as DMR-22362-1 except includes an ARP stud kit and extra hardware to mount a DMR-5850 windage tray.

DMR-22362-2 Same as DMR-22361-2 except this is a full girdle connecting all 5 main caps to the pan rails. Professional machine required.

DMR-22362-2-S Same as DMR-22362-2 except includes an ARP stud kit.
We carry a line of fiberglass parts for nearly all 1965 to 1978 Cutlass and 1973 to 1974 Omega models. Heavy duty parts are made to bolt on and hood or trunk lid must have all springs removed. Light weight parts are made for pin on applications only. The following weights are approximate: Hoods LW = 18# and HD = 40#, Fenders LW = 10# and HD = 15#, Front ends LW = 30# and HD = 65#, Doors LW = 18#, and Bumpers LW = 8#. All parts are approximately a six week delivery and must be prepaid before they are made. The freight is collect and will be COD to the truck line.

**1966-1972 Cutlass Heavy Duty Parts**
- DMR-FCTH-06 Hood Stock 66
- DMR-FCTH-08 Hood Stock 68
- DMR-FCTH-1 Hood W30 69-70
- DMR-FCTH-1A Hood Stock 69-70
- DMR-FCTH-69 Hood Cowl 4” 69-70
- DMR-FCTH-2 Hood W30 71-72
- DMR-FCTH-2A Hood Stock 71-72
- DMR-FCTH-72 Hood Cowl 4” 71-72
- DMR-FCTI-02 Front End 71-72 No Bumper

**1966-1972 Cutlass Light Weight Parts**
- DMR-CTH-16 Hood Stock 66
- DMR-CTT-2 Trunk Lid 66
- DMR-CTF-06P Fender FR 66-67 Pair Only
- DMR-CTH-13 Hood Stock 68
- DMR-CTF-1P Fender FR 68-69 Pair Only
- DMR-CTH-2 Hood W30 69-70
- DMR-CTH-1 Hood Stock 69-70
- DMR-CTH-69 Hood Cowl 4” 69-70
- DMR-CTB-2 Bumper FR 70
- DMR-CTB-3 Bumper RE 70
- DMR-CTD-2P Door Hinged 70-72 Pair Only
- DMR-CTF-2P Fender FR 70-72 Pair Only
- DMR-CTC-1 Front End 71-72 No Bumper
- DMR-CTH-3 Hood W30 71-72
- DMR-CTH-4 Hood Stock 71-72
- DMR-CTH-72 Hood Cowl 4” 71-72
- DMR-CTX-3 Air Box For Bottom Of 69-72 Light Weight W30 Hood
- DMR-B6005 Bumper RE 71-72

**1973-1987 Cutlass Heavy Duty Parts**
- DMR-FCTH-03 Hood 442 73-75
- DMR-FCTH-3A Hood Stock 76-77
- DMR-FCTH-7 Hood Stock 78-80
- DMR-FCTH-14 Hood Cowl 2” 78-80
- DMR-FCTH-4 Hood W30 81-87
- DMR-FCTH-4A Hood Stock 81-87
- DMR-FCTH-88 Hood Cowl 2” 81-87
- DMR-FCTH-81 Hood Cowl 4” 81-87
- DMR-FCTH-81L8 Hood L-88hp 3.5” 81-87

**1973-1987 Cutlass Light Weight Parts**
- DMR-CTF-4P Fender FR 73-75 Pair Only
- DMR-CTH-14 Hood 442 73-75
- DMR-CTB-7 Bumper FR 76-77
- DMR-CTB-8 Bumper RE 76-77
- DMR-CTH-05 Hood Stock 76-77
- DMR-CTH-8 Hood Stock 78-80
- DMR-CTH-80 Hood Cowl 2” 78-80
- DMR-CTT-6 Trunk Lid 78-80
- DMR-CTH-49 Hood Cowl 4” 81-87
- DMR-CTH-7 Hood W30 81-87
- DMR-CTH-81 Hood Stock 81-87
- DMR-CTH-81L8 Hood L-88hp 3.5” 81-87
- DMR-CTH-9 Hood Cowl 2” 81-87
- DMR-CTT-7 Trunk Lid 81-87

**1973-1974 Omega Light Weight Parts**
- DMR-NOD-4P Door Hinged 72-74 Pair Only
- DMR-NOT-3 Trunk Lid 72-74
- DMR-NOT-8 Hatch 72-74
- DMR-OMH-01 Hood Stock 72-74
The gaskets listed in this section work or they wouldn’t be in the catalog. Gasket failure will fall into two categories. One being improper installation and the other using the wrong gasket for the wrong application. If you have any questions about the installation of a gasket or it’s intended usage please ask before purchasing.

I use the same gaskets as you purchase in all my applications with very few problems. I very seldom install a gasket without some sort of sealer. The type of sealer I use depends upon the application, and whether I will be taking the part off soon or maybe never. We sell several different sealers. The next time you purchase some gaskets or parts, be sure to ask for the right sealers to use for proper installation.

**TECH TIP:** When installing a part with many studs or bolts always torque in steps. Start in the middle of the part and work your way toward the outside in a clockwise movement. If the bolt/stud calls for 85# torque use steps of 25#, 50#, 75#, and then 85#. Here is the most important part. Repeat each step until you feel no movement in any of the bolts/studs. If you feel movement in any of the bolts/studs repeat that step until you don’t. If you are using oil as a lubricant follow the standard torque specifications for the size of the bolt. If you are using a lubricant such as LUC-4 assembly lube (seen in the BOLTS & STUDS section) be sure to follow the recommended torque specifications from the manufacturer since being a more slippery lubricant than oil it will have a heavier clamping load than wanted using the same specs as you would for oil.

DMR-179307 Complete overhaul gasket set. Includes composite intake gasket, exhaust gasket, DMR-5538 valve cover gaskets, front cover gasket, fuel pump gasket, water pump gasket, thermostat gasket, DMR-5496 oil pan gasket set, neoprene rear main seal, Fel-Pro Perma-Torque head gaskets and front cover seal. Fits 307 Oldsmobile engines.

DMR-179350 Same as DMR-179350 except fits 330 and 350 Oldsmobile engines.


DMR-179403 Same as DMR-179350 except fits 403 Oldsmobile engines.

DMR-179455 Same as DMR-179350 except fits 400, 425 and 455 Oldsmobile engines.

EDE-9300 Edelbrock Gasgacinch sealer. For use on gaskets as a contact cement.

**TECH TIP:** When using one of our neoprene rear crank seals always lay a 1/16” wide bead of silicone across each side of the cap starting with the seal to the outside edge of the cap to prevent oil seepage after installation.

SIL-18692 Neoprene rear main seal for small block Oldsmobile. Replaces leaky rope rear main seal. Fits 330, 350 and 403 Oldsmobile engines. The rear of the crank should be polished for best result.

SIL-68135 Same as SIL-18692 except fits 400, 425, and 455 big block Oldsmobile engines.

DMR-5538 Thicker than most thick valve cover gaskets this double extra thick .300” cork valve cover gaskets fits 330-350-400-425-455 Oldsmobile engines. Especially helpful when more rocker arm clearance is needed.

DMR-5538-2 Thicker than most thick valve cover gaskets this double extra thick .300” two ply cork and Velpoloid valve cover gaskets fits 330-350-400-425-455 Oldsmobile engines. Especially helpful when more rocker arm clearance is needed.


SCE-279076 Premium valve cover gaskets by SCE. The 3/16” gaskets are excellent sealing with the bottom side being cork and laminated to the top side which is silicone. Also order EDE-9300 gasket sealer for use on the valve cover side.

fter the engine has been run and cooled back down retorque the intake bolts. Starting with any one of the center most four bolts torque the bolts working in a clockwise direction and working outward in steps of 15, 25, and 35 ft pounds of torque. After the engine has been run and cooled back down retorque the intake bolts.

This is the way that I install a 307-330-350-403-425-455 Oldsmobile engine intake gasket (SCE-179101-SCE-179102). First all surfaces (intake, heads, and block end rails) must be cleaned and flat. To clean off the old gasket first insert a paper towel into each intake port to keep the dirt out. Then gently lay shop towels into the lifter valley being careful not to drop any debris into the engine. Be sure to inspect each runner for debris as it can hold a valve open and cause damage. Now remove all the shop towels as gently as you laid them into the lifter valley again be careful not to drop any debris into the engine. Visually inspect the lifter valley and intake runners. Be sure to run your finger thru any pools of oil feeling for debris. After cleaning the intake with the same process blow out the intake with compressed air and visually inspect for any debris. You can’t be too clean.

Now is the time to remove all the pieces of paper towel that you stuffed into each intake port to keep the dirt out. I usually use a shop vacuum to remove the worst of the debris and then gently remove the paper towels being careful not to drop anything into the engine. Be sure to inspect each runner for debris as it can hold a valve open and cause damage. Now remove all the shop towels as gently as you laid them into the lifter valley again be careful not to drop any debris into the engine. Visually inspect the lifter valley and intake runners. Be sure to run your finger thru any pools of oil feeling for debris. After cleaning the intake with the same process blow out the intake with compressed air and visually inspect for any debris. You can’t be too clean.

Trial fit the intake and strip gasket on the engine. Be sure the gasket is as large as the intake ports in the head and intake. If not, trim the gasket with a razor blade. Try looking down the intake carburetor opening to be sure the ports in the intake line up with the ports in the head. It is OK for the intake port to be slightly smaller than the head but never the other way around. What we are looking for here is to see that the intake is not to high or to low in relation to the head. Hand start all bolts to be sure you don’t need to do any custom grinding for bolt head clearance. Before removing the intake for final assembly measure the gap between the block end-rails and the intake. Take the intake block-end-rail gaskets furnished and throw them away. This is one of the few places to use silicone. One at a time lay a 1/16” to 1/8” bead of silicone around each of the water ports in the head staying 1/4” away from the inlet hole. Now lay a bead of silicone about 1/8” to 3/16” tall (or taller if above measurement indicated necessary) from the bottom of one of the rear water ports, across the rear of the block end-rail, to the bottom of the other rear water port thus connecting the two rear water ports. Do the same with the front water ports.

Determine which way the intake strip gaskets will go and place them bottom side up on a piece of newspaper. Now apply to each gasket an even coat of Edelbrock Gasgacinch (EDE-9300) around each intake port hole. This will quickly soak into the gasket material. Apply a second coat to both gaskets.

Lay the gaskets one at a time on the heads with the Gasgacinch sealer side down, being careful to line up perfectly with the intake runners and bolt holes. Hand install 2 bolts in the outermost 2 holes in each gasket. This will prevent the gasket from moving. Gently apply pressure around the water ports to press out the silicone and set the gasket in place. Clean any excess silicone from the water port. Now repeat the above Gasgacinch and silicone sealing process to the top side of the gasket including running silicone from each water port to the opposite side thus applying a second coat to the block end-rails.

Take one final look into the engine and intake for debris and you are now ready to install the intake. Carefully remove the four intake bolts holding the intake gasket in place. Have ready, within reach, the four outermost bolts to align the intake. Slowly and gently position the intake onto the engine, holding by the carburetor hole, and align the bolt holes while doing so. Keeping one hand on the intake install the four corner bolts by hand, for a few threads, to secure the intake from sliding off the block due to the slippery silicone. Now install and gently snug up all remaining bolts. Starting with any one of the center most four bolts torque the bolts working in a clockwise direction and working outward in steps or 15, 25, and 35 ft pounds of torque. After the engine has been run and cooled back down retorque the intake bolts.

PER-80697 Use on Cometic or SCE copper head gaskets to help seal minor imperfections or if the surfaces don’t have a smooth enough surface or RMA.

DMR-5008 This oil pan drain plug gasket is guaranteed to stop drain plug leaks or your money back. We have tested this gasket, under severe duty conditions with no failures. It works great. Comes in packs of 3. Fits most GM vehicles.

TECH TIP: A customer once complained that his intake was leaking oil between the intake and head on both sides near the carburetor. For oil to get past the gasket in that area one or both of the surfaces are not flat. Remember a surface may be warped from heat and the gasket will still seal until it is disassembled. Then when the part is reassembled if not resurfaced depending on the amount of warping it may now leak.

This is the way that I install a 307-330-350-403-425-455 Oldsmobile engine intake gasket (SCE-179101-SCE-179102). First all surfaces (intake, heads, and block end rails) must be cleaned and flat. To clean off the old gasket first insert a paper towel into each intake port to keep the dirt out. Then gently lay shop towels into the lifter valley being careful not to drop any debris into the engine. After scraping off all old gasket material, gently rub your finger over the surface to feel for any remaining gasket. A putty knife or gasket scraper can be used. When you feel all old gasket material has been removed, finish cleaning the surface with an evaporating cleaner like break cleaner being careful not to inhale the fumes or spray any into your eyes and don’t get any on your paint job. You can spray the cleaner onto a rag and wipe it over the surface but this will probably leave a large amount of lint which must be removed. If you have never used a take-apart oil filter you can’t imagine the amount of lint and silicone that plugs up an oil filter on a new engine. Therefore take my word for it and avoid both wherever possible.

Now is the time to remove all the pieces of paper towel that you stuffed into each intake port to keep the dirt out. I usually use a shop vacuum to remove the worst of the debris and then gently remove the paper towels being careful not to drop anything into the engine. Be sure to inspect each runner for debris as it can hold a valve open and cause damage. Now remove all the shop towels as gently as you laid them into the lifter valley again be careful not to drop any debris into the engine. Visually inspect the lifter valley and intake runners. Be sure to run your finger thru any pools of oil feeling for debris. After cleaning the intake with the same process blow out the intake with compressed air and visually inspect for any debris. You can’t be too clean.

Trial fit the intake and strip gasket on the engine. Be sure the gasket is as large as the intake ports in the head and intake. If not, trim the gasket with a razor blade. Try looking down the intake carburetor opening to be sure the ports in the intake line up with the ports in the head. It is OK for the intake port to be slightly smaller than the head but never the other way around. What we are looking for here is to see that the intake is not to high or to low in relation to the head. Hand start all bolts to be sure you don’t need to do any custom grinding for bolt head clearance. Before removing the intake for final assembly measure the gap between the block end-rails and the intake. Take the intake block-end-rail gaskets furnished and throw them away. This is one of the few places to use silicone. One at a time lay a 1/16” to 1/8” bead of silicone around each of the water ports in the head staying 1/4” away from the inlet hole. Now lay a bead of silicone about 1/8” to 3/16” tall (or taller if above measurement indicated necessary) from the bottom of one of the rear water ports, across the rear of the block end-rail, to the bottom of the other rear water port thus connecting the two rear water ports. Do the same with the front water ports.

Determine which way the intake strip gaskets will go and place them bottom side up on a piece of newspaper. Now apply to each gasket an even coat of Edelbrock Gasgacinch (EDE-9300) around each intake port hole. This will quickly soak into the gasket material. Apply a second coat to both gaskets.

Lay the gaskets one at a time on the heads with the Gasgacinch sealer side down, being careful to line up perfectly with the intake runners and bolt holes. Hand install 2 bolts in the outermost 2 holes in each gasket. This will prevent the gasket from moving. Gently apply pressure around the water ports to press out the silicone and set the gasket in place. Clean any excess silicone from the water port. Now repeat the above Gasgacinch and silicone sealing process to the top side of the gasket including running silicone from each water port to the opposite side thus applying a second coat to the block end-rails.

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GASKETS

SCE-279101 Velpoloid high temperature intake gaskets by SCE. Fits 330-350-403 Oldsmobile engines and is .062 thick. Recommended for aluminum or steel intake manifolds. Helps eliminate vacuum leaks and insures a positive seal. For best results use with EDE-9300 Edelbrock Gasgacinch sealer. See technical article at beginning of gasket section for proper installation procedure. Port size 1.300 x 2.000 x .062 thick. Gasket has silicone seal around water and intake ports on one side. Use EDE-9300 on other side.

SCE-279102 Same as SCE-279101 except fits 400-425-455 Oldsmobile engines. Port size 1.400 x 2.400 x .062 thick.

SCE-179101 Velpoloid high temperature intake gaskets by SCE. Fits 330-350-403 Oldsmobile engines and is .062 thick. Recommended for aluminum or steel intake manifolds. Helps eliminate vacuum leaks and insures a positive seal. For best results use with EDE-9300 Edelbrock Gasgacinch sealer. Port size 1.300 x 2.000 x .062.

SCE-179102 Same as SCE-179101 except fits 400-425-455 Oldsmobile engines. Port size 1.400 x 2.400 x .062.

SCE-179103 Same as SCE-179101 except fits Batten heads on Oldsmobile 350-455. Port size as cast.

SCE-179104 Same as SCE-179101 except fits Batten heads on Oldsmobile 350-455 with large port. Port size 1.500 x 2.580.

FEL-MS-96027 O.E.M. stamped, embossed steel intake manifold stock replacement gasket. Recommended for stock cast iron manifolds or aftermarket aluminum manifolds when recommended by the manufacturer. Fits 330-350-403 Oldsmobile engines.

FEL-MS-96004 Same as FEL-MS-96207 except fits 400-425-455 Oldsmobile engines.

SCE-079186 Pro-Copper copper exhaust gaskets by SCE. Cure your leaking exhaust gasket problems. Seals irregular surfaces tightly, since they are made from .062 solid annealed copper. Won’t shrink, crack or blow out. Use sealer part number EDE-9300. Does not have center divider. Designed for motor home or high heat applications.

SCE-4079 Embossed Raised Bead solid copper exhaust gasket. Designed for header and high heat applications and has center divider.


DMR-8025-E Same as DMR-8025 except raised port.

SCE-279182 Exhaust gasket for Batten heads on Oldsmobile engines 330-455. Wire reinforced graphite.

SCE-4250 Pro-Copper solid copper exhaust collector gaskets with embossed seal. Fits 2.5” collectors with 3 bolt. Won’t shrink, crack, or blow out. Use sealer part number EDE-9300.

SCE-4300 Same as SCE-4250 except fits 3” collectors with 3 bolt.

SCE-4350 Same as SCE-4250 3.5” collectors with 3 bolt.

COM-5808 Multi layer steel Head Gaskets by Cometic comprised of three layers of Stainless steel. The outer layers of the gasket are embossed and coated on both sides with a flouroelastomer rubber to meet the demands of a variety of harsh sealing environments, load conditions, and surface finishes. The center or shim layer of the gasket is comprised of an uncoated Stainless steel layer, which can be varied to accommodate multiple thickness requirements. Great for aluminum heads to cast iron blocks. Fits 4.125 bore Oldsmobile engine. Available in .027”, .030”, .036”, .040”, .045”, .051”, .060”, .065”, .071”, or .074” thickness. Using sealer part number PER-80697 will help seal surfaces with a coarser machining surface.

COM-5809 Same as COM-5808 except fits 4.200 bore Oldsmobile engine.

COM-5810 Same as COM-5808 except fits 4.400 bore Oldsmobile engine.

COM-5811 Same as COM-5808 except fits 4.270 bore Oldsmobile engine.
GASKETS

SCE-S79064 Pro-Copper solid annealed copper head gaskets by SCE for Oldsmobile engines. 4.060” bore. Won’t shrink, crack, or blow out. Requires no sealant. Ready to install. ISC (Internal Combustion Seal) head gaskets have precision fluid seals that are offset rather than stacked. The malleable copper forms around beads to limit lateral deformation providing a tight dependable seal. BUILT IN INTERNAL COMBUSTION SEAL (O’RING). NO O’RING NECESSARY. Available in .043”, .050”, .062”, .072”, .080” thickness.

SCE-S79154 Same as SCE-S79064 except 4.155” bore.
SCE-S79204 Same as SCE-S79064 except 4.200” bore.
SCE-S79254 Same as SCE-S79064 except 4.250” bore.
SCE-S79384 Same as SCE-S79064 except 4.380” bore.

SCE-T79063 Pro-Copper solid annealed copper head gaskets by SCE for Oldsmobile engines. 4.060” bore. Won’t shrink, crack, or blow out. Requires no sealant. “Titan” head gaskets have precision fluid seals that are offset rather than stacked. The malleable copper forms around beads to limit lateral deformation providing a tight dependable seal. Available in .032”, .043”, .050”, .062”, .072”, .080” thickness. Block must be o’runge.

SCE-T79153 Same as SCE-T79063 except 4.155” bore.
SCE-T79203 Same as SCE-T79063 except 4.200” bore.
SCE-T79253 Same as SCE-T79063 except 4.250” bore.
SCE-T79383 Same as SCE-T79063 except 4.380” bore.

SCE-079062 Pro-Copper solid annealed copper head gaskets by SCE for Oldsmobile engines. 4.060” bore. Won’t shrink, crack, or blow out. Use sealer part number PER-80697. Available in .021”, .032”, .043”, .050”, .062”, .072”, .080”, .093” thickness. Block must be o’runge.

SCE-079152 Same as SCE-079062 except 4.155” bore.
SCE-079202 Same as SCE-079062 except 4.200” bore.
SCE-079252 Same as SCE-079062 except 4.250” bore
SCE-079382 Same as SCE-079062 except 4.380” bore.

FEL-1155 This new high performance head gasket by Fe-Pro has a stainless steel armor (the metal formed around the combustion opening) with a prefllattened steel wire ring inside the armor. The gasket has a composite body comprised of a stainless core with Kevlar reinforced facing material and Silicone coatings on both sides of the gasket. 4.250” gasket bore allows this gasket to be used on any big block Oldsmobile including a .125” overbore. .039” compressed thickness. 9.2 gasket cc. Because of the stainless steel core on this gasket it is suitable for marine applications. This gasket has been used with good success on NOS equipped engines as long as detonation does NOT occur. Torque to fastener specifications. Let set over night. Back off 1/2 turn and retorque one bolt at a time starting in normal torque sequence.

FEL-8653PT Perma-Torque Torque head gaskets by Fel-Pro Pro. Fits 307 Oldsmobile engines. .040” thick. A must for a low compression (10 or less) perfect seal.
FEL-8506PT Same as FEL-8653PT except fits 77-80 350 Oldsmobile engines.
FEL-8507PT Same as FEL-8653PT except fits 403 Oldsmobile engines.
FEL-8171PT Same as FEL-8653PT except fits early (68-76) 330-350-400-425-455 Oldsmobile engines.

DMR-27229 Gasket to mount oil filter mount to side of block. Used in DMR-5400-R remote oil filter adapter.
DMR-382160 New O.E.M. oil pump cover plate to housing 010 thick gasket. Will not fit high volume oil pumps (where the drive gear comes thru the cover). Fits all V-8’s, 1964 to 88.

SCE-17908 Thermostat housing gasket to replace that leaking gasket or use when replacing thermostat.
FEL-TCS-13417 Front cover gasket set by Fel-Pro includes: front cover gasket, water pump gasket, front cover seal, and front oil pan seal. This gasket is .015 thick.
SCE-17900 Front timing cover gasket. This gasket is .030 thick.

SCE-17904 Front timing cover gasket. This gasket is .060 thick for additional thrust bolt clearance.

SCE-17901 Water pump gasket.

SCE-17906 New OEM gasket for Oldsmobile mechanical fuel pump or DMR-5950 fuel pump block off.

SCE-31542 .041x15’ roll 304 stainless O-ring wire and installation kit.

SCE-31563 .062x15’ roll 304 stainless O-ring wire and installation kit.

**TECH TIP:** When calling for a cam recommendation, it’s important to know what your compression ratio is. If you would like to get your combination to work properly with the least amount of trouble, find out everything you can (heads, intake, exhaust, transmission, gearing, weight of the vehicle, rpm range, etc.). This way, you will be prepared to answer any questions I might have for you to get the combination right. For instance, you do not want to design an engine around a cam; you would want to design an engine for it’s main purpose. Then, give me a call to explain your combination and what you’re looking for. I would just like to get it as close as I can the first time.

<table>
<thead>
<tr>
<th>Oldsmobile Big Block Cylinder Heads</th>
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<td>ID</td>
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As our motto says “When Only The Best Will Do”. Because we flow every pair of heads that leave the shop our quality control allows us to make the statement that our heads repeatedly flow the best possible numbers for the heads being processed. This allows us to be in a continual state of improvement without sacrificing anyone’s heads. With many possible options, the following reflects the norm in head porting combinations. We have an ample supply of cores or will use yours after we magniflux them for cracks. We will not sell our cores without doing a port job on them first. Call us for a quote for your specific needs.

The following options are for small or big block Edelbrock Oldsmobile aluminum cylinder heads.

**DMR-5058** Exhaust flow plates. These plates will increase the flow on your cast iron production heads up to 15 CFM by flattening out the floor from the short side radius to the exhaust. The plate bolts between the head and exhaust requiring two exhaust gaskets on each head. Final fitting into the runners will need to be done with hand tools to allow for the closest fit possible in the head being used. Do one runner at a time. This is a time consuming job but very high horsepower to dollar return. Made from .048” thick stainless steel.

**DMR-5337** Head pressure checking kit. This kit contains a steel plate and matching rubber gasket for both the block side and intake side. Bolt them to the head and apply air pressure to find leaks. A must for checking heads after a port job.

**TECH TIP:** Spraying a suspected area with a soapy solution will help leaks to show up easier.

The following options are for small or big block factory cast iron cylinder heads.

**DMR-3001** Street/Strip porting includes grinding and shaping valve pockets and short side radius, removing the EGR bumps and polishing the combustion chambers, 3 angle valve grind plus machining for oversized stainless valves, raising the exhaust port roof, shape and teardrop the intake and exhaust valve guides, and blend the exhaust throat after removing the EGR bump. All heads are resurfaced and fully assembled with new hydraulic cam springs.

**DMR-3002** Bracket porting includes DMR-3001 options plus widening and shaping exhaust throats, raising the intake port roof, port and shape the intake mouth, filling the heat riser with zinc alloy, and welding exhaust divider.

**DMR-3003** Competition porting includes DMR-3002 options plus drilling and chamfering push-rod holes and sleeve when necessary, extra widening of and blending of all ports for maximum flow, drilling and tapping for 7/16” stud and machining for guide plates.

**TECH TIP:** One of the biggest horsepower per dollar gain comes from filling the heat riser crossover with our DMR-5012 zinc alloy. While the EDE-2733 heat riser plugs will help keep the intake cooler they will not help the exhaust flow nearly as much as filling the crossover with zinc which will not only eliminate the heat to the carburetor, but create better flow from the center two exhaust ports by removing any reversion caused by the two center exhaust runners being open into one another.

**DMR-5012** Zinc Alloy ingots for blocking off the heat riser crossover.

**TECH TIP:** Stand head on intake side with exhaust ports up and head disassembled. Melt the zinc in cast iron pan over a propane gas burner and pour it into the exhaust port. Head may need to be ported afterwards. It takes 1810F degrees to melt and approximately 25 minutes on a large propane stove. Short filling (not up to the exhaust valve seat) should not require porting and produce close to the same results.

**TECH TIP:** I suggest coating the combustion chamber in the head as well as the valves and exhaust runners to keep the combustion heat inside the engine for more power, better exiting, and a cooler engine.

**TECH TIP:** I suggest coating the outside of the heads also so they will match the intake. Looks similar to the sterling silver found on many headers.
EDE-6051-9 Out of the box (EDE-6051) Edelbrock heads flow in the 240 cfm range on the center two intake runners and in the 250 cfm range on the outside two intake runners or equivalent to a stock “C” head. Approximately 77 cc combustion chambers. Assembled with stainless valves, guide plates and valve springs.

DMR-3004 Competition porting of the Edelbrock heads flow approximately 300 cfm for the intake runners and 200 cfm on exhaust runners. All heads are assembled and ready to bolt on.

The following options are for small or big block Bulldog Oldsmobile aluminum cylinder heads.


BUL-500001-A-455 Big block heads. Approximately 77 cc combustion chamber. Assembled with stainless valves (2.19/1.75), guide plates and valve springs. Approximately 290 CFM on the intake runners.

BUL-500001-A-B Big block heads. Approximately 77 cc combustion chambers. Assembled with stainless valves (2.19/1.75), guide plates and valve springs. Includes bowl porting for approximately 305 CFM on the intake runners.

BUL-500002-A Bare race heads. Will require a set of our Harland Sharp offset rocker arms part number HAR-SV-50046-B-5. Pushrod holes have been moved to allow better flow when doing a competition port job.


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**Oldsmobile Small Block Cylinder Heads**

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**HEADERS AND EXHAUST**

*All Header Sales Are Final - No Returns*

**DMR-6575** New “W” and “Z” header style cast iron exhaust manifolds. Made to factory specifications as far as dimensions and material content. Sold in pairs only. Why buy used manifolds that are cracked and need to be welded then resurfaced to remove the heat warp? Will fit 400-425-455 cu in Oldsmobile engines in most Oldsmobile applications.

**DMR-5058** Exhaust flow plates. These plates will increase the flow on your cast iron production heads up to 15 CFM by flattening out the floor from the short side radius to the exhaust. The plate bolts between the head and exhaust requiring two exhaust gaskets on each head. Final fitting into the runners will need to be done with hand tools to allow for the closest fit possible in the head being used. Do one runner at a time. This is a time consuming job but very high horsepower to dollar return. Made from .048” thick stainless steel. Will work with headers or cast iron exhaust manifolds.

**TECH TIP:** All DMR Oldsmobile headers listed are designed to fit an automatic or standard shift transmission and all Cutlass body styles. They were built around our high torque mini starter (part #DMR-510) for maximum starter clearance.

**DMR-6811** DMR Custom Header for 1968-1977 (Cutlass S/442/W-30) with big block engines. The highest quality header ever offered with features seen only on high priced headers. Includes ported opening for unobstructed flow, scavenger spiked collectors that direct exhaust gases to the center of the collector (for much greater efficiency), all primary tubes run inside the frame (no need to modify wheel wells), and will fit stock heads. Leaves plenty of room to raise stock ports on production heads. 1-7/8” primary with 3-½” collectors.

**DMR-6811-E** Same as DMR-6811 except fits raised port heads. Port opening has been raised .250”.

**DMR-6813** Same as DMR-6811 except 2” primary with 3-1/2” collectors.

**DMR-6813-E** Same as DMR-6811 except fits Batten heads.

**DMR-6821** Same as DMR-6811 except fits 1964-1967 (Cutlass S/442/W-30) with big block engines. 1-7/8” primary with 3-1/2” collectors.

**DMR-6821-E** Same as DMR-6821 except fits raised port heads. Port opening has been raised .250”.

**DMR-6822** Same as DMR-6821 except 2” primary with 3-1/2” collectors.

**DMR-6822-E** Same as DMR-6822 except fits raised port heads. Port opening has been raised .250”.

**DMR-6822-B** Same as DMR-6822 except fits Batten heads.

**DMR-6827** Same as DMR-6811 except fits 1978-1988 (Cutlass S/442/) with big block engines. 1-7/8” primary with 3-1/2” collectors.

**DMR-6827-E** Same as DMR-6827 except fits raised port heads. Port opening has been raised .250”.

**DMR-6829** Same as DMR-6827 except 2” primary with 3-1/2” collectors.

**DMR-6829-E** Same as DMR-6829 except fits raised port heads. Port opening has been raised .250”.

**DMR-6829-B** Same as DMR-6829 except fits Batten heads.

**DMR-6825** Same as DMR-6811 except fits 1964-1977 (Cutlass S/442/W-30) with small block engines. 1-7/8” primary with 3” collectors.

**DMR-6825-E** Same as DMR-6825 except fits raised port heads. Port opening has been raised .250”.

**DMR-6826** Same as DMR-6825 except 1-7/8” primary with 3-1/2” collectors.

**DMR-6826-E** Same as DMR-6826 except fits raised port heads. Port opening has been raised .250”.

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**All DMR headers fit inside the frame and 4-speed application**
HEADERS AND EXHAUST

*All Header Sales Are Final - No Returns*

DMR-9114 3” X-pipe universal kit.


DMR-9114-B 3” X-pipe fits 1968-1972 Cutlass with DMR headers.

DMR-9116 4” X-pipe universal kit.

DMR-41-434 90 deg mandrel bend 3” elbows.

DMR-11025 Header reducer for 2-1/2” collector to 2” exhaust pipe. Sold in pairs.

DMR-11030 Header reducer for 3” collector to 2-1/8” exhaust pipe. Sold in pairs.

DMR-11032 Header reducer for 3-1/2” collector to 3” exhaust pipe. Sold in pairs.

TECH TIP: These straight thru design mufflers are reversible for custom installation and have a perforated core for unrestricted flow with no backpressure. The best flowing muffler available with a sound unlike the others.

DMR-2216 Stainless steel. 2.5” center inlet and 2.5” center outlet. Case is 14” long and 5” x 8” oval.

DMR-2226 Same as DMR-2216 except 2.5” center inlet and 2.5” offset outlet. Case is 14” long and 5” x 8” oval.

DMR-1226 Same as DMR-2216 except 2.5” center inlet and 2.5” offset outlet. Case is 14” long and a 4” x 9” oval.

DMR-2577 Same as DMR-2216 except 2.5” offset inlet and 2.5” offset outlet. Case is 22” long and a 5” x 11” oval.

DMR-2616 Same as DMR-2216 except 2.5” center inlet and 2.5” center outlet. Case is 14” long and a 6” round.

DMR-2219 Same as DMR-2216 except 3” center inlet and 3” center outlet. Case is 14” long and 5” x 8” oval.

DMR-2229 Same as DMR-2216 except 3” center inlet and 3” offset outlet. Case is 14” long 5” x 8” oval.

DMR-2578 Same as DMR-2216 except 3” offset inlet and 3” offset outlet. Case is 22” long and a 5” x 11” oval.

DMR-1229 Same as DMR-2216 except 3” center inlet and 3” offset outlet. Case is 14” long and a 4” x 9” oval.

DMR-2619 Same as DMR-2216 except 3” center inlet and 3” center outlet. Case is 14” long and 6” round.

DMR-4216 Polished stainless steel. 2.5” center inlet and 2.5” center outlet. Case is 14” long and a 5” x 8” oval.

DMR-4246 Same as DMR-4216 except 2.5” center inlet and 2.5” center outlet. Case is 18” long and a 5” x 8” oval.

DMR-4226 Same as DMR-4216 except 2.5” center inlet and 2.5” offset outlet. Case is 14” long and a 5” x 8” oval.

DMR-4616 Same as DMR-4216 except 2.5” center inlet and 2.5” center outlet. Case is 14” long and 6” round.

DMR-4716 Same as DMR-4216 except 2.5” center inlet and 2.5” center outlet. Case is 14” long and 7” round.

DMR-4219 Same as DMR-4216 except 3” center inlet and 3” center outlet. Case is 14” long and a 5” x 8” oval.

DMR-4249 Same as DMR-4216 except 3” center inlet and 3” center outlet. Case is 18” long and a 5” x 8” oval.

DMR-4229 Same as DMR-4216 except 3” center inlet and 3” offset outlet. Case is 14” long and a 5” x 8” oval.
DMR-4619 Same as DMR-4216 except 3” center inlet and 3” center outlet. Case is 14” long and 6” round.

DMR-4719 Same as DMR-4216 except 3” center inlet and 3” center outlet. Case is 14” long and 7” round.

HOO-3101 Headers for Cutlass 65 to 75. Delta 88 71 to 75 400-425-455 Oldsmobile engines. Includes gaskets. 3” collector. 1 3/4” tubes. Automatic transmission only. Will fit 65-75 Cutlass 400-455 standard shift transmission floor mounted only.

HOO-3104 Headers for Omega 72 to 76. 260-350 Oldsmobile engines. Includes gaskets. 3” collector. 1 3/4” tubes. Automatic transmission only.

HOO-3101 Headers for Cutlass 65 to 75. Delta 88 71 to 75 400-425-455 Oldsmobile engines. Includes gaskets. 3” collector. 1 3/4” tubes. Automatic transmission only. Will fit 65-75 Cutlass 400-455 standard shift transmission floor mounted only.

HOO-3107 Headers for Cutlass 68 to 77, Trans Am 77 to 79 330-403 Oldsmobile engines. Includes gaskets. 3” collector. 1 3/4” tubes. Automatic transmission only. Will fit 68-77 Cutlass 350-403 standard shift transmission floor mounted only.

HOO-3108 Headers for Cutlass 78 to 87 330-403 engines & 80 to 85 307 with 5A heads. Includes gaskets. 3” collector. 1 3/4” tubes. Automatic transmission only. Will fit 78-87 Cutlass 330-403 standard shift transmission floor mounted only.

HOO-3201 Headers for Cutlass 68 to 72, 2” tubes with 3 1/2” collectors, fender well modifications needed, for all out competition use. 400-455 engines. Includes gaskets. 3 1/2” collector. Automatic transmission only. Will fit 68-72 Cutlass 400-455 standard transmission floor mounted only.

HOO-3202 Headers for Cutlass 68 to 72 and 77 to 79 Trans Am, inside chassis, 1 7/8” tubes with 3 1/2” collectors. For performance street and bracket racing. 400-455 engine. Includes gaskets. Automatic transmission only.

HOO-3203 Headers for Late model Cutlass 78 to 87, 1 7/8” tubes with 3 1/2” collectors, all out competition use. 455 engines. Includes gaskets. Automatic transmission only. #4 tube wraps around frame. Limits steering approximately 2” on both sides.

HOO-3901 Headers for Cutlass-442 68 to 77 350-403 engines. Includes gaskets. 2 1/2” collector. 1 5/8” tubes. Automatic transmission only. Will fit 68-77 Cutlass 350-403 standard transmission floor mounted only.

HOO-3902 Headers for Cutlass-442 65 to 75 400-455 engines and Delta 88 71-75 400-455 engines and Vista Cruiser Wagon 71-74 with 400-455 engines. Includes gaskets. 3” collector. 1 3/4” tubes. Automatic transmission only. Will fit 65-75 Cutlass-442 400-455 standard shift transmission floor mounted only.

HED-58150 Headers for Trans Am 77 to 79 with 400-455 Oldsmobile engines, 1 3/4” tubes. Includes gaskets. 3” collector. Automatic transmission only. A.C. box on passenger side may need modifications depending on motor mounts used. Will also fit 71 to 76 Delta 88 with 455 cu in engine and 78-87 Vista Cruiser Wagon with 260-403 cu in engine.


HED-55010 Exhaust headers for 1968-1975 Cutlass 442 only. One tube goes around the frame on each side. Race car header with slip on collector. Super competition header with 2” primary tubes and 3.5” collectors. Allow for extra delivery time. Will fit automatic and standard transmission with either column or floor shifters.

DMR-O350 Block hugger headers. Fits most street rods and later models without a cross member under center of engine. For small port heads. 1-5/8 tubes with a 3” collector.
DMR-O350L Same as DMR-O350 except for large port heads.

DMR-O455 Same as DMR-O350 except fits 455 Oldsmobile engines. 1-7/8 tubes with a 3” collector.

DMR-O351 Shorty style headers for 350 Oldsmobile engines. Fit very tight to the block to clear fender wells with room to spare. For small port heads. 1-7/8 tubes with 3” collectors.

DMR-O351L Same as DMR-O351 except for large port heads.

DMR-10120 Oldsmobile header flange to build 1-3/4” headers. For building your own headers.

DMR-10125 Same as DMR-10120 except for 1-7/8” headers.

DMR-10130 Same as DMR-10120 except for 2” headers.

DMR-11120 Same as DMR-10120 except for 1-3/4” headers with stubby pipes already welded in.

DMR-11125 Same as DMR-10120 except for 1-7/8” headers with stubby pipes already welded in.

DMR-11130 Same as DMR-10120 except for 2” headers with stubby pipe already welded in.


DMR-65673 2-1/8” assorted pipe kit with bends for use in making custom headers. Slip on collectors.

DMR-10931 Header hot air kit. Routes hot air for cold engines from headers to air cleaner.

Kelly Miske with his 1970 442 was the winner of the King-Of-The-Hill race class for show cars only, at the 2008 Oldsmobile Powered Nationals. Kelly uses a Dick Miller Racing rear suspension system to launch his Dick Miller Racing built engine, transmission, and torque converter.
DMR-5012 Zinc Alloy ingots. This is the best way to improve flow plus a cooler running carb for Oldsmobile cast iron heads. First block off the intake side of the head and then stand the head on the intake side with the exhaust ports up and the head disassembled. Melt the lead in a cast iron pan over a propane burner and then pour it into the exhaust port until it runs out the valve seat area. It takes 1810°F degrees to melt and approximately 25 minutes on a large propane stove. More than enough to do 1 pair of heads.

EDE-2733 Edelbrock cast iron heat riser block off plugs. A cooler carburetor makes more power. Grinding and shaping of the plugs is necessary for proper fit into the heat riser passages of the cylinder head at the intake manifold surface. For all Oldsmobile V-8s. Carefully hand fit until the plug snugly slides into the heat crossover opening except for 1/8” and then drive the rest of the plug in with a plastic hammer. Improper fit can cause them to come loose and rattle.

**TECH TIP:** Install the DMR-5580 valley tray in place of the factory style bath tub valley tray gasket. Remove the factory lifter valley tray and bolts over camshaft. Install the new tray over the camshaft using the factory bolts. While rotating the crank check for lifter and pushrod clearance. On some high lift cams reshaping of the tray may be necessary to avoid lifter interference. Permanently install the tray using red Loctite on the bolts. Use intake gasket SCE-179101 or SCE-179102.

DMR-5580 All-new aluminum bolt-in valley tray for all styles of aluminum or stock steel intake manifolds. A must for aluminum intake manifolds to keep the hot oil off the bottom of the intake. Fits all big block 400, 425 and 455 as well as small block 350 engines. Keeps intake manifold cooler for more efficient performance. Some 1972 and later 350-403 engines require mounting holes to be drilled and tapped above the #2 and #4 cam bearing housing. Will fit most manifolds, except the Toronado or small block Edelbrock 3711 Performer manifolds.

DMR-2551 New water thermostat housing.

DMR-2551-1 Used water thermostat housing. While supply last

DMR-C-5001 Thermal coat the bottom of your intake to keep the intake and carburetor cooler for more horsepower.

DMR-C-5005 Coat the outside of your intake to keep it looking new longer. Withstands most stains including race gas.

DMR-F-5000 We will weld fuel injection bungs into the intake runners of your intake manifold. We can also furnish you with the fuel rails and bungs.

DMR-5211 Stainless 12 point intake bolts for cast iron or aluminum intakes. Fits all V-8 stock manifold, W-30, W-31, Edelbrock 2151 Performer, and Offenhauser Tunnel Ram.

DMR-5212 Same as DMR-5211 except fits stock 307, and Edelbrock 3711-7111 Performer RPM.

DMR-5213 Same as DMR-5211 except fits Edelbrock 2730 Torker.

DMR-5214 Same as DMR-5211 except fits its Offenhauser Porta-Sonic and Super Sonic.

DMR-5215 Same as DMR-5211 except fits Edelbrock 400-455 O4B and O4BQJ, and 350 OL4B and OL4BQJ.
INTAKES AND ACCESSORIES

DMR-5216 Same as DMR-5211 except fits S/B & B/B Edelbrock Victor Olds take #2810 or #2811 or #2812.

TECH TIP: All Edelbrock manifolds can be ordered polished.

EDE-2812-350 Edelbrock (Air-Gap style) open plenum intake manifold for 307-330-350-403 Oldsmobile engines. Recommended for high performance, drag racing, and competition. Effective power range from 3500 to 7500. For square bore Holly carburetors. SCE-279101 intake gaskets are highly recommended. Manifold is 7-1/8” tall or 4-3/8” taller than stock. Carburetor base not angled.

EDE-3711-350 Edelbrock Performer dual plane intake manifold. 180 degree plenum design, accepts Quadrajet or Holly carburetor. Excellent manifold for 330-350-403 Oldsmobile engines, but will not fit the 260 V8. It can be used on the 307 with 5A heads if cylinder heads are port matched. SCE-179101 intake gaskets are highly recommended. Effective power range from idle to 5500. EDE-2733 adapter is required for square bore Holly carburetors. Cannot use DMR-5580 valley tray with this manifold. Manifold is stock height.

EDE-7111-350 Edelbrock Performer RPM intake manifold. Features high rise, dual plane, and 180 degree plenum. Accepts Quadrajet or standard Holly carburetor. Excellent manifold for the 330-350-403 Olds engines. Port flange has extra material above the runner to allow for use with BB Olds heads or a SB Olds. Will not fit the 260 V8. It can be used on the 307 with 5A cylinder heads if cylinder heads are port matched. SCE-179101 intake gaskets are highly recommended. Effective power range from 1500-6500. This manifold must be ported larger to fit the 455 heads. Manifold is 2” taller than stock.

OFF-5587-350 Offenhauser dual carb intake for Oldsmobile small blocks. Carburetor must be turned sideways. Will not accept Holley 4150 carbs.

TECH TIP: Edelbrock intakes (#EDE-2812-350, #EDE-2811-455, and #EDE-2810-455) will not accept MSD billet distributor (#MSD-8566) with out modifications. We can perform the distributor modifications for you.

EDE-2811-455 Edelbrock (Air-Gap style) open plenum intake manifold for 400-425-455 Oldsmobile engines. Recommended for high performance, drag racing, and competition. Effective power range from 3500 to 6500. Use Dominator Holly carburetor. SCE-279102 intake gaskets are highly recommended. Manifold is 8-3/8” tall or 5.5” taller than stock. Carburetor base not angled.

EDE-2810-455 Edelbrock (Air-Gap style) open plenum intake manifold for 400-425-455 Oldsmobile engines. Recommended for high performance, drag racing, and competition. Effective power range from 3500 to 6500. Use square bore Holly carburetor. SCE-279102 intake gaskets are highly recommended. Manifold is 8-3/8” tall or 5.5” taller than stock. Carburetor base not angled.

EDE-2151-455 Edelbrock 400-425-455 Olds duel plane, non EGR Performer, aluminum intake manifold. This manifold is recommended for street, towing, motor homes and weekend racing. SCE-179102 intake gaskets are highly recommended. Manifold is 1 3/4” taller than stock.

EDE-2730-455 Edelbrock Torker open plenum intake manifold for 400-425-455 Oldsmobile engines. Recommended for high performance, drag racing, and competition. Effective power range from 2500 to 6500. Accepts Q-Jet carb. No. ED-2732 adapter is required for square bore Holly carburetors. SCE-179102 intake gaskets are highly recommended. Manifold is 1 3/4” taller than stock.

OFF-6109-455 Offenhauser aluminum Porta Sonic open plenum, large runner intake manifold for 400-425-455 Oldsmobile engines. The carburetor base is for square bore 4150 Holley. Recommended for all high performance needs. Effective power range from 3000 to 6500. Will not work with HEI distributor. SCE-179102 intake gaskets are highly recommended.

OFF-6108-455 Offenhauser aluminum Super Sonic open plenum, large runner intake manifold for 400-425-455 Oldsmobile engines. The carburetor base is for a 1050 Dominator. Recommended for all out competition use only. Effective power range from 3500 to 7500. Will not work with HEI distributor. SCE-179102 intake gaskets are highly recommended.
**INTAKES AND ACCESSORIES**

**OFF-6082-84-455** Offenhauser dual quad tunnel ram intake manifold. Includes base and dual quad top for regular No. 1850 Holley carburetor. Recommended for all-out competition and marine use only. OFF-5832 adapters must be used when installing Holly carburetors sideways. No. OFF-5968 adapters must be used with 4500 Holley carburetors. SCE-179102 intake gaskets are highly recommended. Manifold is 8 1/16" taller than stock.

**OFF-6082-83-455** Offenhauser single quad tunnel ram intake manifold. Includes base and single quad top for regular 4150 Holley carburetor. Recommended for all-out competition and marine use only. SCE-179102 intake gaskets are highly recommended. Manifold is 8 1/16” taller than stock.

**TECH TIP:** We have proven the following carburetor spacers time and time again during dyno sessions. Oldsmobile engines like spacers. If your hood clearance will allow a 1” or 2” spacer it is certainly worth the cost to try one on your particular combination. Order plastic (will help stop heat transfer) for Drag race only. Order aluminum for street/strip applications. Either one will perform equally with the same results. When starting a new engine leave a plastic spacer off until the engine is fine tuned. A backfire followed with a intake fire can melt a plastic spacer. Re-jetting may be necessary as the spacer should increase air speed which in turn should pull more fuel.

**HVH-SS-4150-1** 1” Tall Super Sucker carb spacer for 4150 series carburetors (race only).

**HVH-SS-4150-2** 2” Tall Super Sucker carb spacer for 4150 series carburetors (race only).

**HVH-SS-4150-1-AL** 1” Tall aluminum Super Sucker carb spacer for 4150 series carburetors.

**HVH-SS-4150-2-AL** 2” Tall aluminum Super Sucker carb spacer for 4150 series carburetors.

**HVH-SS-4500-1** 1” Tall Super Sucker carb spacer for 4500 series carburetors (race only).

**HVH-SS-4500-2** 2” Tall Super Sucker carb spacer for 4500 series carburetors (race only).

**HVH-SS-4500-1-AL** 1” Tall aluminum Super Sucker carb spacer for 4500 series carburetors.

**HVH-SS-4500-2-AL** 2” Tall aluminum Super Sucker carb spacer for 4500 series carburetors.

**HVH-SS-4500-4150-2-AL** 2” Tall aluminum Super Sucker spacer adapter for 4500 series carburetor to a 4150 manifold.

**CAN-85252** Phenolic Resin 1/2” thick 4 hole Quadrajet carburetor spacer. Use with dual-plane intake manifolds.

**CAN-85250** Phenolic Resin 1” thick 4 hole Quadrajet carburetor spacer. Use with dual-plane intake manifolds.

**CAN-85150** Phenolic Resin 1” thick open plenum 4 hole Holly square bore carburetor spacer. Use with open plenum manifolds.

**CAN-85160** Phenolic Resin 1” thick open plenum Holly square bore carburetor spacer.

Use with open plenum manifolds.

**CAN-85252** Phenolic Resin 1/2” thick 4 hole Quadrajet carburetor spacer. Use with dual-plane intake manifolds.
All t-shirts come in men’s sizes of sm-med-lg-xl-g-xxl-xxxxlg and children sizes of 10-12 and 14-16. Event t-shirts will be available while supply last. Be sure to specify size.

**T-SHIRT-06** All cotton preshrunk, double thick Beefy-T highest quality white T-shirts. Front features Dick Miller Racing 2006 9th Annual 1/4 Mile Race at Norwalk OH.

**T-SHIRT-07** All cotton preshrunk, double thick Beefy-T highest quality white T-shirts. Front features Dick Miller Racing 2007 10th Annual 1/4 Mile Race at Norwalk OH.

**T-SHIRT-08** All cotton preshrunk, double thick Beefy-T highest quality white T-shirts. Front features Dick Miller Racing 2008 11th Annual 1/4 Mile Race at Norwalk OH.

**T-SHIRT-DMR** All cotton preshrunk, double thick Beefy-T highest quality black T-shirts. Front features Dick Miller Racing with car logo.

**HATS** Matching the DMR T-shirt in black and features Dick Miller Racing with car logo.

**DECAL** 2008 Dick Miller Racing decal. Florescent orange lettering on White. 3-1/2” x 7”, Mylar coated.


**PIO-124-B** block freeze plug kit. Contains all the freeze plugs to assemble the block.

**PIO-EPC-18-B** Head freeze plug kit. Contains all the freeze plugs to assemble 2 heads.

**COM-5200** Vacuum reserve tank for power brake reserve. Supplies needed vacuum for power brakes. Recommended for use with any camshaft larger than 266 degrees duration. Comes with tank, bracket and vacuum connector.

**DMR-3962** Oil Filler Tube, OEM cad-plated oil filler tube uses DMR-1828 cap with gasket.

**DMR-1828** Oil filter tube cap with gasket to fit DMR-3962 oil filler tube.

**TRA-0054** Adapter to use a Chevrolet transmission behind an Oldsmobile engine. Fits 330-455 Oldsmobile engines.


**ENE-3-1108-G** Polyurethane transmission mount for street use. Will fit GM T-350, T-400, or Powerglide.

**DMR-5033** Front motor plate to help tie the front chassis frame rails together and provide a solid mount for your engine. Will fit 330-350-400-425-455 Oldsmobile engines. Stronger than solid side mounts. 1/4 x 12.5 x 40 inch aluminum. Frame mounts will need to be fabricated. Must be used in conjunction with DMR steel mounts or DMR-5034 mid plate.
DMR-5034 Mid motor plate to strengthen the engine and transmission mounts or use as an adapter for using a Chevrolet transmission behind an Oldsmobile engine. 1/4 x 24 x 24 inch aluminum. Converter must be modified to allow for this thickness. Dual purpose Chevrolet or Buick-Olds-Pontiac bolt pattern. Frame mounts will need to be fabricated.

MOR-37932 Dowel Pins. For use when using DMR-5034 transmission to engine adapter. Extra long to allow use of 1/4” thick mid plate.


TECH TIP: For street use and to eliminate the torque rotation of the engine use a steel mount on the drivers side and a rubber mount on the passenger side.

TECH TIP: Normally, no matter the engine size being installed, use the small block mounts in a car that was originally a small block from the factory and big block mounts in a car that was originally a big block car from the factory. Then the frame mounts should not need to be changed.

DMR-5300-RM Rubber stock replacement OEM motor mounts. Fits all small block Oldsmobile engines in any car, any chassis, any body style, 260 to 403. Sold each.

DMR-5400-RM Rubber stock replacement OEM motor mounts. Fits all big block Oldsmobile engines in any car, any chassis, any body style, 400-425-455. Sold each.


DASH-PLAQUES-04 Approximately 4” x 6” aluminum dash plaques to match the t-shirt art work from the Dick Miller Racing 2004 7th Annual 1/4 Mile Race at Norwalk.

DASH-PLAQUES-05 Approximately 4” x 6” aluminum dash plaques to match the t-shirt art work from the Dick Miller Racing 2005 8th Annual 1/4 Mile Race at Norwalk.

DASH-PLAQUES-06 Approximately 4” x 6” aluminum dash plaques to match the t-shirt art work from the Dick Miller Racing 2006 9th Annual 1/4 Mile Race at Norwalk.

DASH-PLAQUES-07 Approximately 4” x 6” aluminum dash plaques to match the t-shirt art work from the Dick Miller Racing 2007 10th Annual 1/4 Mile Race at Norwalk.

DASH-PLAQUES-08 Approximately 4” x 6” aluminum dash plaques to match the t-shirt art work from the Dick Miller Racing 2008 11th Annual 1/4 Mile Race at Norwalk.
TECH TIP: Mechanical lifters (flat tappet or roller) by design do not have the same restriction built in them as a hydraulic lifter. Lifter bore oil restrictors are one of the modifications necessary to improve a stock oiling system for high performance use. Mandatory for all mechanical flat tappet or mechanical roller camshafts. The purpose of the lifter bore restrictors is to provide less oil to the upper end of the valve train and keep it down in the pan for bearing lubrication. That same reason is why all DMR pushrods have oil restrictors built in them.

DMR-5100-L Valve lifter bore restrictor kit. A must for all mechanical and mechanical roller camshafts. Includes lifter restrictors, drill, and tap. The lifter bore oiling hole must be drilled and tapped to accept these new restrictors. Be sure to use red Loctite for installation. They must be installed before the engine is assembled.

DMR-5019 This engine oiling primer tool along with your 3/8’s or 1/2” reversible drill motor, will prime your new or stored engine before you start it. A necessity for pumping up hydraulic lifters before adjustment. Also lets you check oil pressure in the engine while on the engine stand.

DMR-5110 Mandatory oil pump shim for a MEL-M22FHV high volume oil pump when running loose bearing clearances for performance applications. Will increase oil pressure from 15# to 25#. Includes a new cotter pin.

TECH TIP: Cam bearing oil restrictors are another one of the modifications necessary to improve a stock oiling system for high performance use. Customers often ask “Can’t I simply rotate and drill a smaller oil feed hole in the cam bearing?” The answer is no. Not maybe, but NO. A smaller than stock oil feed hole in the cam bearing will cause oil to react like it has hit an end to the oil feed passage and will not supply the bearing with sufficient oil. These oil restrictors have a tapered hole to prevent this from happening.

TECH TIP: Install the smooth end first using red Loctite on the knurled edge and drive the restrictor into the block until it bottoms out. Use DMR-5104-T to prevent damage to the restrictor during installation.

DMR-5019-T Installation tool to drive in cam bearing oil restrictors.

DMR-5401 Used O.E.M. front seal crankshaft oil slinger. A must for street driven engines. Fits all V-8s, 64 to present. While supply last.

TECH TIP: To install a DMR-5850 windage tray the four longer studs provided in your stud kit are to be used in #2 and #4 mains. Install the crank and main caps as usual. Next to install the windage tray stack two of the extra ARP flat washers provided in your stud kit on top of the #2 and #4 main stud nuts. Next install the tray and using red Loctite install the chrome jamb nuts provided in the stud kit and torque to 65 ft pounds.

DMR-5850 Full-length stainless steel formed windage tray for all Olds engines. Tray fits crankshaft counterweights so snugly no skimmer baffle is needed. Fits all oil pans except Toronado pans. Tray fits all Olds engines, 330, 350, 403, 425 and 455. DMR-5860 or DMR-5870 stud kit required for installation. This tray adds horsepower and longer engine life by removing excessive oil from reciprocating crankshaft assembly. If using with main studs and straps use ARP-184-5401-SW or ARP-185-5401-SW main stud and strap kit.
DMR-5301 This oil pan baffle eliminates most of the oil climbing up and sloshing around the rear of the oil pan. This baffle helps keep the oil off of the crankshaft counterweights and rods. The baffle fits between the oil pump and rear main cap. A must to help keep the oil in the sump area of the pan under hard acceleration. Fits all Olds engines, 330, 350, 403, 425 and 455. Made from .062” stainless steel.

DMR-5301-2 Same as DMR-5301-1 except .125 thick stainless. Designed to use when installing DMR-22361 or DMR22362 5 cap girdles in S/B or B/B applications to bring the rear cap up to the level of the other 4 caps.

DMR-9404 Oil pan chrome dipstick and tube. Depending upon the application some bending may be required.

TECH TIP: I use K&N oil filters in all the new engines I build for their superior filtering and higher oil pressure availability.

K&N-HP-2003 K&N oil filters have many features over and above the requirements of most vehicles. They use thicker canister walls for extra strength and durability. The heavy-duty construction will withstand higher oil pressures found only in racing environments without bursting. The drilled hole on the nut is for a safety wire attachment. Required for many types of racing, the safety wire prevents blown oil filters from falling on the track and representing a hazard to other race vehicles. K&N oil filters are ideal for high-end synthetic motor oil. K&N oil filters use resin impregnated cellulose filter media. This allows for higher flow rates while providing outstanding filtration. High filter flow rates are important in racing vehicles where heavier grade oil is used and the oil is pumped much faster than in a standard vehicle. When the engine is circulating oil at high GPM rates, the high-flow oil filter helps reduce the loss of pressure through the filtering process.


DMR-5400-R Remote engine oil filter adapter, made of 3/4” billet aluminum with 2 tapped 1/2” pipe thread holes. This allows use of a single filter mounted anywhere. Use 1/2” pipe or #8 fittings with 1/2” male ends. Allows maximum header clearance. Must use with TRA-1028 remote frame mount oil filter adapter. Includes DMR-27229 gasket.

DMR-5403 New oil filter mount attaches to side of block for mounting filter. Fits all Oldsmobile V-8 engines 330 thru 455 except Toronado.

DMR-5403-1 Used oil filter mount attaches to side of block for mounting oil filter. While supply last. Fits Oldsmobile Toronado V-8 engines.

DMR-7020-7021 O.E.M. special thread front oil galley plugs. Set of two; one with hole for oiling timing chain and one without. Sold in pairs only.

DMR-593204 External and internal rear oil galley plug. Internal plug with oil hole to oil distributor gear.

TECH TIP: All oil pan capacity ratings are for the oil pan only and do not include the filter.

DMR-5-1001 Fabricated two piece sheet aluminum oil pan. Can be used with any oil pump including the suggested Titan Oil Pump (#TIT-455-OL). Removal of the sump area allows for adjusting the oil pressure, cleaning the bottom of the pan, or replacing the oil pump without removing the entire pan.

DMR-5-1001-T Same as DMR-5-1001 except includes Titan Oil Pump and pickup (#TIT-455-OL) and oil pump drive.
OIL SYSTEMS AND ACCESSORIES

DMR-5-1001-M Same as DMR-5-1001 except pan rails are modified to accept a DMR-22362 full pan girdle.

DMR-5-1001-M-T Same as DMR-5-1001-M except includes Titan Oil Pump and pickup (#TIT-455-OL) and oil pump drive.

MIL-30305 7 quart gold irridated 1” deep oil pan. Fits all Oldsmobile V-8 engines 64 to Present except Toronado. Use DMR-HVHD-1 oil pump. Designed for street and strip use providing the increased oil capacity that is an absolute requirement to handle the demand of higher RPM and increased horsepower, especially one with the large main bearing sizes of an Oldsmobile.

DMR-305-M Same as MIL-30305 except pan rails are modified to accept a DMR-22362 full pan girdle.

DMR-30305-S Same as MIL-30305 except includes oil pan, HVHD oil pump, 3/4” pickup and chrome moly oil pump drive.

DMR-305-M-S Same as MIL-30305-S except pan rails are modified to accept a DMR-22362 full pan girdle.

MOR-20482 7 quart low profile oil pan. This oil pan is only 1” lower and a little wider for maximum road clearance. Dual exhaust or headers must be used because of the pan design. Use DMR-HVHD-1 oil pump.

DMR-482-M Same as MOR-20482 except pan rails are modified to accept a DMR-22362 full pan girdle.

DMR-20482-S Same as MOR-20482 except includes oil pan, HDHV oil pump, 3/4” pickup and chrome moly oil pump drive.

DMR-482-M-S Same as DMR-20482-S except pan rails are modified to accept a DMR-22362 full pan girdle.

MOR-20484 8 quart low profile oil pan. This oil pan is only 2” lower and a little wider. Fits all Oldsmobile V-8s. 1967 Cutlass 442 needs some pan modifications. Use DMR-HVHD-2 oil pump.

DMR-484-M Same as MOR-20484 except pan rails are modified to accept a DMR-22362 full pan girdle.

DMR-20484-S Same as Mor-20484 except includes oil pan, HDHV oil pump, 3/4” pickup, and chrome moly oil pump drive.

DMR-484-M-S Same as DMR-20484-S except pan rails are modified to accept a DMR-22362 full pan girdle.

MOR-21575 Marine 8 quart oil pan. Fits jet boats with 3 point mount. Side motor mounts with a cradle strap under engine and rear jet mounting system. A must for positive oiling and long engine life. Stock depth with trap doors. Kick outs both sides. Use DMR-HVHD-3 oil pump.

DMR-21575-S Same as MOR-21575 except includes oil pan, HDHV oil pump, 3/4” pickup, and chrome moly oil pump drive.

MOR-21631 Marine or tube chassis 10 quart oil pan for drag racing or jet boats using 4 point mount front and rear motor plate mounting system. Pan is stock depth, box type, bolt in windage tray, and trap doors. Use DMR-HVHD-3 oil pump.

DMR-21631-S Same as MOR-21631 except includes oil pan, HDHV oil pump, 3/4” pickup, and chrome moly oil pump drive.

MIL-30765 Stock depth 4 quart oil pan. Fits all Oldsmobile V-8 engines except Toronado. Use DMR-M-22F oil pump.
SPC-7453 4 quart stock depth and capacity chrome oil pan. Fits all Oldsmobile V-8 engines except Toronado. Great for that show car look. Use DMR-M-22F oil pump.

DMR-HVHD-1 High volume oil pump will pump an additional 20% more oil than other high performance pumps. Includes bolt on 1” deep 3/4” pickup tube. This pump along with our DMR-22575 chrome moly oil pump drive will insure adequate oil supply for any properly built engine.

DMR-HVHD-2 High volume oil pump will pump an additional 20% more oil than other high performance pumps. Includes bolt on 2” deep 3/4” pickup tube. This pump along with our DMR-22575 chrome moly oil pump drive will insure adequate oil supply for any properly built engine.

DMR-HVHD-3 High volume oil pump will pump an additional 20% more oil than other high performance pumps. Includes bolt on stock depth 3/4” pickup tube. This pump along with our DMR-22575 chrome moly oil pump drive will insure adequate oil supply for any properly built engine. Do not use on 4 quart pans.

DMR-M-22F Stock replacement oil pump. Includes hardened steel cover plate that helps eliminate pump cavitations.

TIT-455-OL Titan billet-aluminum wet sump oil pumps (with built in pick up) are providing “crankshaft insurance” to all type of cars. Why settle for the obsolete, passenger-car technology of spur gears? Wet-sump models share Titan’ proven gerotor pumping system. Titan’s high-volume, anti-cavitation design is super smooth to 12,000-plus rpm! A unique combination of modular designs, interchangeable housings and gear sizes enables them to provide virtually any volume desired. All Titan models utilize a unique, adjustable pressure relief that allows you to select virtually any pressure setting from 50 PSI to more than 100 PSI. (Higher spring rates are available for even more pressure, where warranted.) Technicians individually preset the pressure of your pump to suit your specific application and then bench-test it for volume and pressure. The size of the pump body is dictated by the gerotor pumping segments, which are larger in diameter than the GM-type spur gears found inside smaller housings. Order an aluminum pan that's custom-built to accommodate our oil pump (#DMR-5-1001 or DMR-5-1001-M).

DMR-22575 Chrome moly oil pump drive. A must for engine insurance. Helps eliminates twisting or flexing of oil pump drive for more accurate distributor timing and better control of oil pressure.


MOR-24461 Bolt on (¾” OD) oil pump pickup tube for 1” drop oil pans. Use with MOR-20482 1” drop 7 quart oil pan.

MOR-24462 Bolt on (¾” OD) oil pump pickup tube for 2” drop oil pans. Use with MOR-20484 2” drop 8 quart oil pan.

MOR-24463 Bolt on (¾” OD) oil pump pickup tube for stock depth oil pans. Not recommended for stock oil pans.

MIL-18411 Large diameter (¾” ID) oil pump pickup for 1” drop oil pans.

MEL-22-FHVS Bolt on stock depth pickup screen assembly.

MEL-22-FS1 Push in stock P/U tube with 1” drop.
TECH TIP: While performance coatings can add to the life of an engine and help reduce parasitic horsepower loss (therefore creating more horsepower) nothing will make up for an improperly assembled engine. Thermal coatings will keep excessive heat from unwanted areas and help produce additional horsepower. Lubricity coatings will not only create a slippery surface but also help protect vital engine parts in marginal oiling situations by retaining engine oil on the component surface during intense heat and extreme pressure. Oil shedding coatings are designed to reduce oil retention and decrease parasitic drag virtually eliminating windage power loss (creating more horsepower). Oil returns to the sump faster and enhances oil control, lowering oil temperatures and improving lubrication in your engine.

DMR-C-5001 Thermal coating of the intake manifold bottom will help maintain a cooler intake which in turn will create more horsepower by keeping the fuel in the carburetor cooler and denser as well as the incoming outside air.

DMR-C-50012 Thermal coating of the head’s combustion chambers and valve heads allows for better heat retention in the cylinder therefore creating more horsepower as well as a cooler running engine. This is also very useful on street engines with aluminum heads by reducing cylinder heat loss and thereby producing more power with the hotter cylinder. Thermal coating of the exhaust runners will create better exhaust scavenging creating better flow and more horsepower.

DMR-C-50013 Thermal coating of the piston tops allows for better heat retention in the cylinder therefore creating more horsepower as well as a cooler running engine. The piston will have a more evenly heated surface allowing an even more efficient flame travel. Heat saturation into the piston is reduced keeping more heat in the combustion chamber allowing for more fuel and less timing thus building more power.

DMR-C-5002 Lubricity coating of the oil pump housing, gears, and passages will help keep the oil cooler and create higher pressures and more horsepower due to less parasitic drag in the pump.

DMR-C-50021 Lubricity coating of the piston pins will create longer pin lift and easier rotation of the pin in the piston and helps reduce pin seizure. Also dry startup damage to the piston and pin is greatly reduced.

DMR-C-50024 Lubricity coating of the piston skirt will produce less galling and less heat saturation into the piston skirt creating greater piston and ring life. It will help increase rapid acceleration while helping maintaining a protective lubrication barrier between the piston skirt and cylinder wall.

DMR-C-50025 Lubricity coating of the valve springs greatly increases the life of the valve spring by retaining oil on the valve spring surfaces thereby reducing inner and outer spring friction and heat which is the greatest cause of spring failure.

DMR-C-50026 Lubricity coating of the main bearings will help retain oil on the bearing surface during intense heat and extreme pressure conditions. It also helps eliminate bearing failure caused by lubrication lag after engine startup.

DMR-C-50027 Lubricity coating of the rod bearings will have the same benefits as lubricity coating of the main bearings.
INFO: We keep most sizes of small or big block coated bearings in stock. See the bearing section.

DMR-C-5003 Oil shedding coating of the connecting rods reduces oil retention and decreases parasitic drag and windage related power loss.

DMR-C-50031 Oil shedding coating of the crank is an even greater advantage due to the increased mass of the crank. Reduces oil retention and decreases parasitic drag and windage related power loss.

DMR-C-50032 Oil shedding coating of the rear main cap oil passage will help promote oil pressure by creating less restriction allowing for smoother oil flow.

DMR-C-5005 Protective coating on the exterior of the intake will keep the intake new looking longer. More of a polished intake look and no longer a natural aluminum looking intake it will be resistant to oil and even race gasoline stains. The intake will not corrode and spot as a natural finish intake will.

DMR-C-50051 Protective coating on the exterior of the heads will give the same benefits as the intake.

TAV-104155 Piston installation tool. Please state size. Works great with DMR-01290. Available in most

DMR-01290 Piston knocker constructed of non marring composite material and measures a full 13” in length with 2” and 2 1/2” diameter ends. The 2 pound overall weight is achieved through the use of a chamber loaded with steel shot which provides a dead blow effect: heavy striking force without rebound.

DMR-P5350 These are Diamond custom quality flat top forged pistons made exclusively for DMR in quantity so we can sell them to you at a price far less than custom pistons. Available for 350 Oldsmobile engines in +.030, +.068. 10.25 to 1. Flat top with 3.98 cc valve relief. Approximately 556 grams. Uses less drag 1/16x1/16x3/16 ring set combination with a .980 wrist pin. Includes spiral locks. Set of 8.

DMR-P5403 Same as DMR-P5350 except for 403 Oldsmobile engines in +030 only. 75 cc head = 10.5:1. 80 cc head = 10:1. 85 cc head = 9.5:1. Flat top with 5.8 cc valve relief. Approximately 685 grams.

DMR-P5425 Same as DMR-P5350 except for 425 Oldsmobile engines in STD+.030,+.060. 10.25 to 1. Flat top with 3.98 cc valve relief. Approximately 567 grams.

DIA-CUSTOM Custom pistons by Diamond. Exactly what it says. Any compression, any ring size, power adder, etc.

DMR-5467-P Custom forged pistons for our 500 cu crankshaft assembly. Any bore. Any compression. Rings are 1/16x1/16x3/16. 9.900 wrist pins.

DMR-MT-135 Piston ring file allows you to properly file fit oversize piston rings to finished cylinder bore. Professional engine builders file rings to precise end gap for maximum performance.


TECH TIP: For added horsepower and engine longevity be sure to check out the section on performance coatings for pistons, bearings, etc.


PISTONS, RINGS, AND KITS


For all out performance and maximum horsepower we can provide you with custom ring sets with low tension back cut rings in either conventional or zero gap style ring sets. Back cut rings must have custom pistons with matching groove depth for maximum gain.

TECH TIP: The following rings sets have a cast top and second ring for quick sealing and normal rebuild applications. Also use if the block was not honed with honing plates. Sets of eight.


The following rings are a Moly top ring with a cast second ring for quick sealing and performance (non race) rebuild applications. They will work better than cast rings in an engine that was honed with honing plates. They are designed for a non file fit application however may be shown in a +5 size to indicate that they may be used as a file fit ring for those of you that wish to set your own ring end gaps.


DMR-298-K Non file fit piston rings fits Oldsmobile Late 400 engines. Available in +.030.


The following rings are a Plasma Moly top ring with a cast second ring for quick sealing and severe duty racing applications. They are designed for a file fit application as shown with the +5 sizes so that they may be used as a file fit ring for those of you that wish to set your own ring end gaps.

DMR-9219 File fit 350 Oldsmobile piston rings. Available in .035 only.


DMR-9799 File fit 403 Oldsmobile piston ring 1/16, 1/16, 3/16. Available in +.035 only.


The following re-ring kits can be used on your pistons in your block. These are some of the more popular of many sizes and combinations available.

DMR-350-C This kit includes cast iron rings, main bearings, rod bearings, and a DMR-179350 gasket set.

DMR-350-M This kit includes moly rings, main bearing, rod bearings, and a DMR-179350 gasket.

DMR-403-C This kit includes cast iron rings, main bearings, rod bearings, and a DMR-179403 gasket set.

DMR-403-M This kit includes moly iron rings, main bearings, rod bearings, and a DMR-179403 gasket set.

DMR-455-C This kit fits 425-455 engines and includes cast rings iron, main bearing, rod bearings, and a DMR-179455 gasket.

DMR-455-M This kit fits 425-455 engines and includes moly rings, main bearing, rod bearings, and a DMR-179455 gasket.

The following re-ring and piston kits can be used on your pistons in your block. These are some of the more popular of many sizes and combinations available.

DMR-350-LCC This kit includes 8.5:1 cast pistons, cast rings, main bearings, rod bearings, DMR-179350 gasket set. Set of 8.

DMR-350-LCM This kit includes 8.5:1 cast pistons, moly rings, main bearings, rod bearings, DMR-179350 gasket set. Set of 8.

DMR-350-LFC This kit includes 8.5:1 forged pistons, cast rings, main bearings, rod bearings, DMR-179350 gasket set. Set of 8.

DMR-350-LFM This kit includes 8.5:1 forged pistons, moly rings, main bearings, rod bearings, DMR-179350 gasket set. Set of 8.

DMR-350-HFC This kit includes 10.25:1 forged pistons, cast rings, main bearings, rod bearings, DMR-179350 gasket set. Set of 8.


DMR-403-LCC This kit includes 8.5:1 cast pistons, cast rings, main bearings, rod bearings, DMR-179403 gasket set. Set of 8.

DMR-403-LCM This kit includes 8.5:1 cast pistons, moly rings, main bearings, rod bearings, DMR-179403 gasket set. Set of 8.

DMR-455-LFC This kit fits 425-455 engines and includes 8.5:1 forged pistons, cast rings, main bearings, rod bearings, DMR-179455 gasket set. Set of 8.

DMR-455-LFM This kit fits 425-455 engines and includes 8.5:1 forged pistons, plasma moly rings, main bearings, rod bearings, DMR-179455 gasket set. Set of 8.

DMR-455-HFC This kit fits 425-455 engines and includes 10.25:1 forged pistons, cast rings, main bearings, rod bearings, DMR-179455 gasket set. Set of 8.

DMR-455-HFM This kit fits 425-455 engines and includes 10.25:1 forged pistons, plasma moly rings, main bearings, rod bearings, DMR-179455 gasket set. Set of 8.
**TECH TIP:** “Valve float” is normally associated with valve lifters or valve springs. Valve float (valve train separation) is the non-ability of the cam follower to stay in contact with the cam lobe. Flex in the valve train is the major cause of valve train separation. Tests have shown that the majority of the time it is caused by pushrod flex. The load put on a pushrod can cause it to act like a pole vaulter’s pole in that it will bend in the middle under load and then snap back to its original shape. This can in turn unload the lifter causing it to bounce on the cam which can cause premature cam and lifter wear and also unloads the valve spring causing the valve to float or bounce. In dyno testing horsepower has been gained by simply going to a heavier wall pushrod. That is why all DMR (non-adjustable) premium pushrods are now 1 piece, a minimum of .083 wall thickness, case hardened for guide plates (.012” - .015” deep), 4130 chrome moly and have .040” oil restrictors to provide less oil to the over oiled upper end of the valve train and keep it down in the pan for bearing lubrication.

**DMR-5231** Chrome moly 5/16” adjustable pushrods fits 330-350-403 small block Oldsmobile engines. Allows individual adjustment of each valve for perfect lifter preload and valve adjustment. Pushrods have .040 oil restrictor, leaving more oil at the bottom end and less blow by at the top end. Adjust 8.250” (+/.187). Set of 16. These can be used with guide plates if they are installed bottom side up and the intake removed. Max Open Pressure 300#.


**DMR-5235** 5/16 diameter checker used to check for right pushrod length to achieve correct rocker arm geometry. Comes with one adjustable pushrod and one super light valve spring. Fits small block Oldsmobile engine. 8.245” (+-.187).


**DMR-5239** Same as DMR-5236 except for use with high lift cams. Adjust 9.800 (+-.187).

**TECH TIP:** These pushrod ratings are for naturally aspirated engines. Engines with blowers, turbos, or superchargers will need heavier wall pushrods. Call tech to discuss any of these needs.

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The following sizes are common sizes however we will make any length necessary.

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<td>.120</td>
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**Tech Tip:** In some cases guide plates “may” need to be ground in the slot radius closest to the rocker stud to eliminate binding of the pushrod.

DMR-500-4842-8 Steel guide plates. 5/16” pushrods x 5/16” stud hole. Set of 8. You must use hardened pushrods with these guide plates. No cylinder head machining required.

DMR-500-4843-8 Steel guide plates. 5/16” pushrods x 3/8” stud hole. Set of 8. You must use hardened pushrods with these guide plates. No cylinder head machining required.

DMR-500-200 Heat treated guide plates. 5/16 pushrods x 7/16 stud hole. Adjustable in width for perfect pushrod alignment. You must use hardened pushrods with these guide plates. Head rocker pad must be machined .110 for proper installation on GM heads only. Recommended for Batton heads.
DMR-500-5451 Steel guide plates. 5/16” pushrods x 7/16” stud hole. Set of 8. You must use hardened pushrods with these guide plates. No cylinder head machining required.

DMR-500-5450 One piece guide plate for use in DMR-5069 roller rocker setup. 3/8 pushrods x 7/16 studs and made of .120” thick hardened steel. Heads must have rocker arm stud pad milled .120”. Must use pushrods with hardened ends for guide plates.

DMR-500-300 Heat treated guide plates. 3/8 pushrods x 7/16 stud hole. Adjustable in width for perfect pushrod alignment. You must use hardened pushrods with these guide plates. Head rocker pad must be machined .110 for proper installation on GM heads only. Recommended for Batton heads. Must be ground in some cases in the radius closest to the rocker stud to eliminate binding of the pushrod.


Winners of the race classes at the 11th Annual Dick Miller Racing sponsored Oldsmobile Powered Nationals held mid summer annually at Norwalk Raceway in Norwalk OH.

Super/Pro (0 to 12.99 - delay box ok).
   Winner-Paul Tester
   Runner/Up-Bob Toombs

Pro (0 to 15.99 - no delay box).
   Winner-Jeff Smith
   Runner/Up-Steve Dembowski

Stock (no electronics, no open headers, no slicks)
   Winner-Rob Thomas
   Runner/Up-Mark Prince

King Of The Hill (show cars only are eligible)
   Winner-Kelly Miske
   Runner/Up-Bob Mann
ROCKER ARMS

TECH TIP: The stock non adjustable Oldsmobile valve train worked fine with new engines as factory tolerances allowed for a fixed dimension for pushrods. Some of the reasons for installing an adjustable valve train are: dual pattern profile camshafts, any engine with a camshaft lift over .474” at the valve tip (ie smaller base circle camshaft), a new valve job, uneven valve stem tips, exhaust seats installed, or heads and/or block milled. A stock factory valve train, torqued in place with any of the engine changes listed above, may plunge the pushrod too deep or not deep enough into the lifter (preload). Preload should be in the .040” to .050” range for other than high performance engines. If lifter preload is excessive then camshaft lift and duration is lost resulting in lost performance. If the lifter preload is less than desired then excessive lifter noise to broken lifters, bent pushrods, and valves hung open can result.

HAR-V-5002 These Harland Sharp Variable Shaft rockers for Oldsmobile engines 350 thru 455 using factory heads are much stronger and better designed than any others previously offered. The Variable Shaft allows for spreading the rockers for perfect alignment. The adjusters were designed with additional strength to help eliminate cracking from over tightening. 5/16” stud for bolt on applications and may use stock pushrods and valve covers. Will handle up to 300# open spring pressure and 625 lift. Also available for 3/8” bolt applications.

HAR-SV-50045-E These Harland Sharp Variable Shaft rockers for Oldsmobile engines 350 thru 455 using Edelbrock heads are much stronger and more stable than any others previously offered. The adjusters were designed with additional strength to help eliminate cracking from over tightening. 7/16” studs. Will handle up to 700# open spring pressure. No guide plates or girdles necessary. Helps eliminate flex at high RPM with heavy spring pressure. 1.5 rocker ratio.

HAR-SV-50045-B Same as HAR-SV-50045-E except fits Bulldog heads.

HAR-SV-50045-B-5 Same as HAR-SV-50045-E except fits Bulldog race heads with .500 offset pushrod hole.

HAR-SV-50046-E Same as HAR-SV-50045-E except 1.6 rocker ratio.

HAR-SV-50046-B Same as HAR-SV-50046-E except fits Bulldog heads.

HAR-SV-50046-B-5 Same as HAR-SV-50046-B except with .500 offset pushrod hole.

HAR-SV-50047-E Same as HAR-SV-50045-E except 1.7 rocker ratio. May require some pushrod hole modifications.

HAR-SV-50047-B Same as HAR-SV-50047-E except fits Bulldog heads.

HAR-SV-50047-B-5 Same as HAR-SV-50047-B except with .500 offset pushrod hole.

HAR-SV-50048E Same as HAR-SV-50045-E except 1.8 rocker ratio. May require some pushrod hole modifications.

HAR-SV-50048-B Same as HAR-SV-50048-E except fits Bulldog heads.

HAR-SV-50048-B-5 Same as HAR-SV-50048-B except with .500 offset pushrod hole.


HAR-S-5011 7/16” Aluminum roller rocker arms and poly lock adjustable nuts. 1.6 to 1 rocker arm ratio. Set of 16 Used in DMR-5069 roller rocker arm kit. Uses ARP-100-7101 rocker studs.

DMR-5069-350 The strongest adjustable rocker arm system made for Oldsmobile V8 engines. Includes 16 Harland Sharp aluminum roller rocker arms, 16 chrome moly 3/8 push rods rated at 850 pounds of open spring pressure, 16 ARP 7/16 x 7/16 chrome moly studs, and 8 (DMR-500-5450) guide plates. Fits 330-350-403 small block Oldsmobile engines. We will alter this kit to fit your needs. Requires the heads drilled for 7/16 studs and guide plate pads milled .110”.

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ROCKER ARMS

DMR-5069-455 Same as DMR-5069-350 except fits 400-425-455 Oldsmobile engines.

DMR-5070-350 The best rocker arm system for street strip, requires no machine work. Uses roller tip rockers, 3/8” x 5/16” chrome moly studs, 5/16” guide plates, 5/16” chrome moly push rods, and 3/8” nuts. Good for .540” lift and no more than 320 open pounds spring pressure. Fits 330-350-403 Oldsmobile engines.


DMR-5071-350 The ultimate rocker arm system for street strip, requires no machine work. Uses Aluminum roller rockers, 3/8” x 5/16” chrome moly studs, 5/16” guide plates, 5/16” chrome moly push rods, and 3/8” poly lock nuts. Good for .540” lift and no more than 320 open pounds spring pressure. Fits 330-350-403 small block Oldsmobile engines. We will alter this kit to fit your needs.

DMR-5071-455 Same as DMR-5071-350 except fits 400-425-455 Oldsmobile engines.

DMR-7956 New aluminum rocker bridges for better alignment of the rockers and to restore lost lift and duration. Sold each.

DMR-401384 New stock O.E.M. steel rocker arms. Replace those worn out and noisy rockers with new GM ones.

CRA-99179 Shim pack for factory aluminum rocker arm bridge. A must if using factory style rocker set ups to correct lifter preload when using a performance cam or when heads have been milled.

**TECH TIP: For the proper rocker arm studs when not buying one of our complete kits visit the Bolt and Stud section.**

COM-19044-16 7/16 aluminum roller rocker arms and poly lock adjustable nuts. 1.6 to 1 rocker arm ratio. Set of 16. Uses ARP-100-7101 rocker studs.

CRA-80757 7/16” aluminum roller rocker arms and poly lock adjustable nuts. 1.6 to 1 rocker arm ratio. Set of 16. Uses ARP-100-7101 rocker studs.


JOM-1160 Jomar Pro Model Stud Girdle with spring loaded bars and 7/16 hex head poly lock adjusters for easy valve train adjustment. Also allows for easy removal and replacement. The kit comes with 2 aluminum girdle bars and 16-7/16 poly locks that will fit Crane, Harlan Sharp, and aluminum rocker arms. Eliminate high R.P.M. valve train rocker stud and push rod flexing.

JOM-1163 Same as JOM-1160 except fits Edelbrock and Batton heads.

ARP-300-8245 ARP has engineered a new rocker arm adjusting nut that makes it easy to set valve lash and won’t loosen up like ordinary “Poly-Locks”. 12 point head with special shouldered “stop” to hold wrench. Forged from 8740 alloy chrome moly steel and heat treated throughout, not case hardened. Set screw has flush machined tip for optimum contact and seating on stud. For 7/16” stud.

ARP-300-8244 Same as ARP-300-8245 except fits 3/8” stud.

COM-4602-16 3/8 poly lock nuts for individual roller rockers.

HAR-PL-716-K 7/16 poly lock nuts for individual Harland Sharp roller rockers.
**TECH TIP:** Rear shock mounts were not designed to hold the weight of the car up and will eventually crack and break if used for that purpose. Our NOS-7053 rear coil over kits provide additional strengthening brackets to help prevent this from happening, moves the bottom of the shock out so a coil over spring can be added, and can be mounted in the stock shock location. These kits can be 100% bolted on for classes that require bolt on only suspension parts or they may be welded in place. These kits can allow for a + or - of 1” in ride height but we also have many spring and shock combinations available for different weight cars and different ride height applications.

**NOS-7053-KDL** This kit includes longer shocks and springs for applications that require more ride height. Included are two double adjustable shocks with 24 position adjustable compression settings on one knob and 24 position adjustable extension settings on another knob for 576 possible valving positions, two springs, new upper and lower shock mount strengthening brackets, spring rotator bearings, and a spanner wrench. Approximately 1”-2” raise in ride height.

**NOS-7053-KDR** Same as NOS-7053-KDL except standard length shocks and springs are included for a normal ride height.

**NOS-7053-KDS** Same as NOS-7053-KDR except shorter shocks and springs are included for a lower ride height. Approximately 1”-2” drop in ride height.

**NOS-7053-KSL** Same as NOS-7053-KDL except the shocks are single adjustable. One knob with 12 settings will adjust the compression and extension simultaneously.

**NOS-7053-KSR** Same as NOS-7053-KDR except the shocks are single adjustable. One knob with 12 settings will adjust the compression and extension simultaneously.

**NOS-7053-KSS** Same as NOS-7053-KDS except the shocks are single adjustable. One knob with 12 settings will adjust the compression and extension simultaneously.

**TECH TIP:** The following single adjustable front shocks are also available in the “R” (race) series with firm compression and a wide range of extension settings for drag racing. Change the TC to a RC. Due to the larger body enlarging the hole in the lower “A” arm, it will be necessary to install QA1 shocks.

**QA1-TC-1958-P** 12 position single adjustable Stocker Star drag racing shocks. Fit’s the front 64-67 GM Intermediate including Chevelle and Cutlass. 5/8” piston rod diameter. One knob will adjust the compression and extension simultaneously. Comes in pairs. Can be rebuilt or revalved.

**QA1-TC-1914-P** Same as QA1-TC-1958-P except fits the front 68-88 GM Intermediate including Chevelle and Cutlass.

**QA1-TC-1661-P** Same as QA1-TC-1958-P except fits rear 64-88 GM Intermediate including Chevelle and Cutlass.

**QA1-TC-2501-P** Same as QA1-TC-1958-P except fits the rear 82-02 GM including Camaro and Firebird.

**QA1-TC-1539-P** Same as QA1-TC-1958-P except fits the rear 82-03 S-10 and Sonoma.

**QA1-MU-7855-P** Same as QA1-TC-1958-P except fits the rear of Mustang 79-95 5.0L & 96 to 04 4.6L.

**TECH TIP:** The following double adjustable shocks are not available in the “R” (race) series but are a better shock because of the separate extension and compression settings.
SHOCKS

QA1-DTC-1958-P Stocker Star 24 position adjustable compression settings on one knob and 24 position adjustable extension settings on another knob for 576 possible valving positions. Fits the front of 64-67 GM Intermediate including Chevelle and Cutlass. 5/8” piston rod diameter.

QA1-DTC-1914-P Same as QA1-DTC-1958-P except fits the front of 68-88 GM Intermediate including Chevelle and Cutlass.

QA1-DTC-1661-P Same as QA1-DTC-1958-P except fits the rear 64-88 GM Intermediate including Chevelle and Cutlass.

QA1-DTC-2501-P Same as QA1-DTC-1958-P except fits the rear 82-02 GM including Camaro and Firebird.

QA1-DTC-1539-P Same as QA1-DTC-1958-P except fits the rear 82-03 S-10 and Sonoma.

QA1-DMU-7855-P Same as QA1-DTC-1958-P except fits the rear of Mustang 79-95 5.0L & 96 to 04 4.6L.

TECH TIP: I suggest purchasing the DMR-7888-110 spanner wrench and rotator bearing with the following front coil over kits. They can be very difficult to turn when adjusting the ride height of the spring even with the car jacked up and the weight off the tires.


DMR-7888-109 Bottom spring rotator bearing allows the spring on coil over shocks to rotate much easier when making adjustments. Sold in pairs.


TECH TIP: The following single adjustable coil over front shocks are also available in the “R” (race) series with firm compression and a wide range of extension settings for drag racing. Add a R in front of the GMP.

QA1-GMP-3250-1 Front bolt-on coil over single adjustable shocks for 64-67 GM intermediates including Chevelle and Cutlass with (1500#-1700#) front end weight. One knob with 24 settings will adjust the compression and extension simultaneously. Remove the existing shocks and springs and they will bolt right back in. The lower spring end sets on the coil-over shock and the upper spring end sets in the original fame spring bucket.

QA1-GMP-3350-1 Same as QA1-GMP-3250-1 except for (1701#-1900#) front end weight.

QA1-GMP-3450-1 Same as QA1-GMP-3250-1 except for (1901#-2100#) front end weight.

QA1-GMP-3550-1 Same as QA1-GMP-3250-1 except for (2101#-2300#) front end weight.

QA1-GMP-1250-2 Same as QA1-GMP-3250-1 except for 68-72 GM intermediates including Chevelle and Cutlass with (1500#-1700#) front end weight.

QA1-GMP-1350-2 Same as QA1-GMP-1250-1 except for (1701#-1900#) front end weight.

QA1-GMP-1450-2 Same as QA1-GMP-1250-1 except for (1901#-2100#) front end weight.

QA1-GMP-1550-2 Same as QA1-GMP-1250-1 except for (2101#-2300#) front end weight.

QA1-GMP-1250-3 Same as QA1-GMP-3250-1 except for 73-88 GM intermediates including Chevelle and Cutlass and 75-79 Nova and Omega with (1500#-1700#) front end weight.

QA1-GMP-1350-3 Same as QA1-GMP-1250-3 except for (1701#-1900#) front end weight.
QA1-GMP-1450-3 Same as QA1-GMP-1250-3 except for (1901#-2100#) front end weight.

QA1-GMP-1550-3 Same as QA1-GMP-1250-3 except for (2101#-2300#) front end weight.

QA1-GMP-1250-1 Same as QA1-GMP-3250-1 except for 73-74 Nova and Omega with (1500#-1700#) front end weight.

QA1-GMP-1350-1 Same as QA1-GMP-1250-1 except for (1701#-1900#) front end weight.

QA1-GMP-1450-1 Same as QA1-GMP-1250-1 except for (1901#-2100#) front end weight.

QA1-GMP-1550-1 Same as QA1-GMP-1250-1 except for (2101#-2300#) front end weight.

QA1-DGMP-3250-1 Front bolt-on coil over double adjustable shocks for 64-67 GM intermediates including Chevelle and Cutlass with (1500#-1700#) front end weight. 24 position adjustable compression settings on one knob and 24 position adjustable extension settings on another knob for 576 possible valving positions. Remove the existing shocks and springs and they will bolt right back in. The lower spring end sets on the coil-over shock and the upper spring end sets in the original frame spring bucket.

QA1-DGMP-3350-1 Same as QA1-DGMP-3250-1 except for (1701#-1900#) front end weight.

QA1-DGMP-3450-1 Same as QA1-DGMP-3250-1 except for (1901#-2100#) front end weight.

QA1-DGMP-3550-1 Same as QA1-DGMP-3250-1 except for (2101#-2300#) front end weight.

QA1-DGMP-1250-2 Same as QA1-DGMP-3250-1 except for 68-72 GM intermediates including Chevelle and Cutlass with (1500#-1700#) front end weight.

QA1-DGMP-1350-2 Same as QA1-DGMP-1250-1 except for (1701#-1900#) front end weight.

QA1-DGMP-1450-2 Same as QA1-DGMP-1250-1 except for (1901#-2100#) front end weight.

QA1-DGMP-1550-2 Same as QA1-DGMP-1250-1 except for (2101#-2300#) front end weight.

QA1-DGMP-1250-3 Same as QA1-DGMP-3250-1 except for 73-88 GM intermediates including Chevelle and Cutlass and 75-79 Nova and Omega with (1500#-1700#) front end weight.

QA1-DGMP-1350-3 Same as QA1-DGMP-1250-3 except for (1701#-1900#) front end weight.

QA1-DGMP-1450-3 Same as QA1-DGMP-1250-3 except for (1901#-2100#) front end weight.

QA1-DGMP-1550-3 Same as QA1-DGMP-1250-3 except for (2101#-2300#) front end weight.

QA1-DGMP-1250-1 Same as QA1-DGMP-3250-1 except for 73-74 Nova and Omega with (1500#-1700#) front end weight.

QA1-DGMP-1350-1 Same as QA1-GMP-1250-1 except for (1701#-1900#) front end weight.

QA1-DGMP-1450-1 Same as QA1-GMP-1250-1 except for (1901#-2100#) front end weight.

QA1-DGMP-1550-1 Same as QA1-GMP-1250-1 except for (2101#-2300#) front end weight.

NOS-1870 Double adjustable rear drag racing shocks built exclusively for DMR by AFCO. Fits 64-88 GM Intermediate including Chevelle and Cutlass. For the true race car requiring maximum traction. Completely independent adjustment of rebound and compression. The compression is adjusted with a knob at the base of the shock from 1 (softest) to 8 (stiffest). Due to the precision of the adjuster, only a 1/2 number change is necessary to make a noticeable change. The rebound adjuster is extremely sensitive to change. 1/4 turn will make a significant change in tuning the chassis and has 12 settings to choose from. Includes mounting hardware and Tie-Bar upper mount.
## SHOCKS

**NOS-1871** Same as NOS-1870 except includes NOS-1873 shock controller.

**NOS-1871-T** Same as NOS-1870 except NOS-1873 shock controller and a NOS-1873-T digi-set timer.

**NOS-1870-S** Same as NOS-1870 except includes coil over springs.

**NOS-1872** Same as NOS-1871 except also includes coil over springs.

**NOS-1872-T** Same as NOS-1871-T except also includes coil over springs.

**NOS-1873** Shock controller by Advanced Chassis. Air operated cylinders which allow shocks to be set to hard for best control at the starting line and then soft for better down track control. Air operated in both directions. Includes: solenoid, slave cylinders and hardware, all necessary air lines and connectors, and 1/4” hose in to solenoid but less CO2 bottle and timer. Can be triggered off toggle switch for non electronics classes or micro switch mounted on the shifter. To be used on NOS-1870 shocks.

**NOS-1874** Same as NOS-1873 except to be used on NOS-1870-S coil over shocks.

**NOS-1873-T** Same as NOS-1873 except also includes a digi-set timer control which includes the timer, relay, and fuse protection all mounted on an aluminum panel and wired. This setup allows the system to be triggered with the application of a trans break and then released in a pre-set amount of time. Not for use in non-electronics classes. To be used on NOS-1870 shocks.

**NOS-1874-T** Same as NOS-1873-T except to be used on NOS-1870-S coil over shocks.

**COM-2610** 3 way adjustable drag racing shocks by Competition Engineering. Fits front of 64-67 GM intermediate including Cutlass and Chevelle. Can be adjusted to 10/90, 20/80, and 40/60.

**COM-2600** 3 way adjustable drag racing shocks by Competition Engineering. Fits front of 68-88 GM intermediate including Cutlass and Chevelle. Can be adjusted to 10/90, 20/80, and 40/60.

**COM-2750** 3 way adjustable drag racing shocks by Competition Engineering. Fits rear 5.0L Mustang. Can be adjusted to 70/30, 60/40, and 50/50.

**COM-2720** 3 way adjustable drag racing shocks by Competition Engineering. Fits rear 64-88 GM intermediate including Cutlass & Chevelle. Can be adjusted to 70/30, 60/40, and 50/50.

**STR-S-5064** Strange 10 way double adjustable rear drag racing shocks. Fits 64-88 GM Intermediate including Chevelle and Cutlass. Adjust extension with one knob and rebound with the other. Comes in pairs.

**STR-S-5264** Same as STR-S-5064 except single adjustable rear. Adjust extension only with the turn of a knob.

**STR-S-5263** Same as STR-S-5264 except fits the front of 68-88 GM Intermediate including Chevelle and Cutlass.

**STR-S-5267** Same as STR-S-5264 except fits the front of 64-67 GM Intermediate including Chevelle and Cutlass.

**DMR-7130** Front springs for GM intermediates including Cutlass & Chevelle. Lighter and taller spring. If the chassis sets at the desired ride height with taller and lighter spring the springs will have stored energy and help the front end lift faster and further. Sold in pairs. Fits 78-88. 212# light weight springs for SB. Front end weight 1600-1660.

**DMR-7135** Same as DMR-7130 except fits 78-88. 250# heavy weight springs for BB. Front end weight 1720-1820.

**DMR-7140** Same as DMR-7130 except fits 64-67. 240# med weight springs for SB. Front end weight 1690-1750.

**DMR-7150** Same as DMR-7130 except fits 64-67. 213# light weight springs for SB. Front end weight 1600-1690.
SPRINGS

DMR-7160 Same as DMR-7130 except fits 68-72. 242# light weight springs for SB. Front end weight 1610-1680.

DMR-7165 Same as DMR-7130 except fits 64-67. 241# medium weight springs for BB. Front end weight 1700-1750.

DMR-7190 Same as DMR-7130 except fits 68-72. 250# medium weight springs for BB or SM. Front end weight 1680-1750.

DMR-7195 Same as DMR-7130 except fits 64-67. 250# heavy weight springs for BB. Front end weight 1750-1810.

DMR-7200 Same as DMR-7130 except fits 68-72. 260# heavy weight springs for BB. Front end weight 1750-1810.

DMR-7205 Same as DMR-7130 except fits 78-88. 242# light weight springs for BB or SB. Front end weight 1660-1720.

DMR-7220 Same as DMR-7130 except fits 79-93 Mustang. 250# heavy weight springs for SB. Front end weight 1630-1700.

DMR-7500 Rear springs for 64-72. GM intermediate including Cutlass & Chevelle. The passenger side spring is taller and stiffer than the drivers side spring for chassis preload. To use in 64-66 cars DMR-5412 adapter is required. Sold in pairs.

DMR-7500-110 Same as DMR-7500 except the springs are lighter and taller. Both springs are the same for use with no-hop bars. If the chassis sets at desired ride height with taller and lighter springs the springs will have stored energy and help plant the tire harder and faster. To use in 64-66 cars DMR-5412 adapter is required. Sold in pairs.

NOS-500-110 Same as DMR-7500-110 except designed to use with our NOS rear suspension kits.


DMR-7520 Rear springs for 78-87 GM intermediate including Cutlass & Chevelle. The passenger side spring is taller and stiffer than the drivers side spring for chassis preload.

DMR-7520-110 Same as DMR-7520 except the springs are lighter and taller. Both springs are the same for use with no-hop bars. If the chassis sets at desired ride height with taller and lighter springs the springs will have stored energy and help plant the tire harder and faster. Sold in pairs.

NOS-520-110 Same as DMR-7520-110 except designed to use with our NOS rear suspension kits.

DMR-7510 Rear spring for 79-93 Mustang. The passenger side spring is taller and stiffer than the drivers side spring for chassis preload.

DMR-7510-110 Same as DMR-7510 except the springs are lighter and taller. Both springs are the same for use with no-hop bar. If the chassis sets at desired ride height with taller and lighter springs the springs will have stored energy and help plant the tire harder and faster. Sold in pairs.

DMR-5411 Coil spring lift kit. Mounts between the frame and the top of the spring to lift the rear of the car when more tire clearance is needed to use a specific rate spring or to just level the car. Must specify the amount of lift needed. Custom made for each application.

AIR-60733 Air lift bags for 67-72 Cutlass and Vista Cruiser station wagon, 73-84 Cutlass, Cutlass Supreme and all models Vista Cruiser, 1982 to 1987 Cutlass Supreme, Calais and Cutlass Cruiser rear wheel drive only. Use on cars with a suspension system that is designed to squat in the rear for preload adjustment. Suggested starting pressure is approximately 25# for the passenger side and 5#-10” for the drivers side.

AIR-60744 Same as AIR-60733 except for 67-72 Cutlass, F-85, and 442 except station wagon and Vista Cruiser.

AIR-60750 Same as AIR-60733 except for 64-66 Cutlass and 442 including station wagon and Vista Cruiser.
AIR-60755 Same as AIR-60733 except for 65-84 Oldsmobile 88 and 98 except station wagon, 77-93 Custom Cruiser station wagon, 71-78 Toronado, 85 Delta 88 rear wheel drive.

AIR-60797 Same as AIR-60733 except for 84-95 Cutlass Cruiser station wagon and 82 to 96 Cutlass Cierra.

AIR-60798 Air lift bags by Air Lift for 85-96 Delta 88,98 (FWD) and 96 LSS.

DMR-5028-BUSH-P 1 pair polyurethane bushing for 1 end of DMR-5028 or NOS-6028 or NOS-7028 lower or upper bars.

ENE-3-3132-G 1 pair polyurethane bushing for the rear end housing upper control arm mounts. To be used when not using No-Hop bars.

DMR-3002-H Heim joints to replace DMR Heim joints used in DMR suspension systems. Sold each.

DMR3002-A Adjusters to replace DMR adjusters used in DMR suspension systems. Sold each.

LOG BOOK
Dick Miller Racing Inc. log book for recording important information about each run you make. Record information such as carburetor changes, 60 foot times, runs on your tires, ETs, weather, track conditions, and much more. Don’t try to guess how many runs on your tires. What was the best tire pressure based on your best 60 foot? What was the distributor timing for your fastest run? All these items can help you for future tuning and faster runs. Starting a new season with a fresh engine, look up how you had everything set before. Free with a purchase of $50.00 or more.
“Over 36 years of my research, personal usage, and racing have gone into the development of the Dick Miller Racing Inc. line of suspension systems. With different levels of enhancements I suggest you call me at technical help to discuss your cars particular needs. I have horsepower levels that I use as a basis to determine which kit level you should shoot for. However, you will never over do it with any of my kits. If you go for the next higher horsepower kit you'll be ready for the future when, as we all do sooner or later, your next engine has significantly more horsepower. Thank you for looking at the best. If you settle for less you will always wonder what your car could have done. I have the experience to help you make your cars suspension do what you want it to. A DMR rear suspension system is the strongest, most adjustable, and lightest weight bolt on rear suspension system offered for rear wheel drive rear coil sprung cars. The 4130 chrome moly tubing is far superior in strength and lighter in weight than mild steel or aluminum. The Heim joints are 3/4” and bushed down to the bolt size required for far superior strength. The no-hop bars are 3/4” plate steel (not cast iron) and perfected in height so that the car’s suspension does not hit the tire to hard as other taller cast iron no-hop bars do. All bushings have grease zerks for longevity and are replaceable. All adjustable arms have double adjustable 3/4” 4140 chrome moly adjusters to allow the user to make all adjustments without removing any bolts (loosen two jamb nuts and turn the adjuster clockwise or counter clockwise to make the arm longer or shorter). I use these same parts on my 1970 Cutlass.”

“But remember just because I make the strongest yet lightest weight, most adjustable, and best working bolt on suspension systems on the market my customers success would not be as good without my experience and expert technical advise. You can talk to me as a salesman, user, designer, installer, and manufacturer. I can make my parts work while others hopefully can find the right answer in a manual.”

Dick Miller

DMR-9003 This technical manual on the dynamics of suspension physics by Dick Miller, suspension expert, is designed to help the reader understand the principle of why coil sprung rear wheel drive cars act the way they do under acceleration. Being armed with this knowledge the reader can then take advantage of the information to maximize their cars’ traction. This will give them an advantage their competitor may not have.

DMR-5041 This bolt-on leaf-link traction aid fits 82-03 S-10 and Sonoma. Made from powder coated 1-1/4”x.095 chrome moly tubing with a swing-link at the front and a double adjuster, this leaf-link bar will produce results better than a ladder bar system. The leaf-link bar will prevent the leaf spring from wrapping-up by not allowing the rearend housing to rotate upon launch. The swing link prevents binding during chassis movement and allows a full range of movement to allow for maximum tire planting by not binding which can cause tire loading and unloading. The swing-link has two height adjustment holes for adjusting how hard and quick the tire is hit upon launch. The bars can be adjusted for the amount of travel before the bar takes control and each side can be adjusted independently (preload) to allow straight line launches all without removing any bolts or components.

DMR-5047-F-350 Chrome moly torque tube (resembles a ladder bar). Designed to bolt in. Allows setting of the pinion angle and with the swing link assembly it won’t bind up the suspension when the body lifts or squats on the rear end. Most of the power is transferred to the crossmember and not the transmission tail shaft. Fits 82-02 Camaro or Firebird with 350-T transmission swap. May need “Y” pipe modifications.

DMR-5047-F-400 Same as DMR-5047-F-350 except fits 400-T transmission swap.

DMR-5047-F-A Same as DMR-5047-F-350 except fits factory automatic (480LE) transmission.

DMR-5047-F-M Same as DMR-5047-F-350 except fits factory stick transmission.

DMR-5047-F-R4 Same as DMR-5047-F-350 except fits 700-R4 trans.
SUSPENSION SYSTEMS

DMR 5049-F Suspension driveshaft loop. Fits 93-02 Camaro and Firebird. 4th generation only. A simple bolt in installation to existing holes. In some cases minor exhaust modifications may be necessary.

DMR-5048-F Suspension panhard bar. Fits 82-02 Camaro and Firebird.

DMR-5048-F-ADJ Adjustable suspension panhard bar. Fits 82-02 Camaro and Firebird.

TECH TIP: Our 5028 kits are recommended for cars with 450 horsepower or less. The basic 5028 kit has tubular chrome moly upper control arms with chrome moly double adjustable adjusters (for setting pinion angle and chassis preload for maximum traction at different tracks without removing any bolts or control arms). The more pinion angle the harder the suspension system will hit the rear tire but at a loss of horsepower to overcome the pinion angle. Therefore don’t run any more pinion angle than what your car combination needs. Adjusting chassis preload will help the car with straight line launches (not the typical GM turn to the right launch). Also fixed length tubular chrome moly lower control arms (with sway bar mounts) for rigidity, strength, and repeatable performances. Plus 3/4” plate steel no-hop bars (to change the imaginary intersection point of the upper and lower control arms if they were extended forward) which will cause the car to lift in the rear and plant the tires harder. Just as you can’t lift 100# without putting 100# additional pressure on your feet your cars chassis can’t lift the body without pushing even harder on the tires. Our no-hop bars are shorter than other brands which are to tall and can hit the tire to hard.

Due to the fact that that the car will now lift in the rear it is also recommended that the springs are changed to our lighter weight and taller rear springs which will assist the chassis in lifting by providing stored energy in the spring. Triangulation braces (5029) are highly recommended to strengthen the crossmember that the upper control arms are fastened to. The crossmember can and probably will flex and eventually crack. As it is flexing, a 1/8” flex can cause a change in your pinion angle of approximately 1 degree. On a car with 2 degrees of pinion angle that’s a 50% loss. Don’t forget shocks. You get what you pay for. A good adjustable shock is necessary to get maximum performance and have repeatable results. If you want to get rid of that typical body roll where the drivers side front corner lifts about a foot higher than the passenger side order a DMR-5413 anti roll bar. This will help eliminate the body roll and body flex plus help plant the rear tires more evenly do to a more even load on both rear tires. Most components can be purchased separately but we do offer package discounts based upon the components purchased. We have kits available to allow the use of non GM rearend in GM cars.

A-E = GM Intermediate 64-67
A-L = GM Intermediate 68-72
A-R = GM Intermediate 73-77
G = GM Intermediate 78-88
F = GM 3rd and 4th Generation Camaros & Firebirds 82-02
M = Ford Mustang 79-95 5.0L & 96-04 4.6L
W = GM 94-96 Impala SS

DMR-5028-A-E-DA This kit described above fits 64-67 GM intermediate including Cutlass and Chevelle.


DMR-5028-M-DA-S Same as DMR-5028-A-E-DA except fits Mustang 79-95 5.0L & 96 to 04 4.6L.

DMR-5035 Universal track locator kit to be bolted to the rear end axle tubes and lower control arms. By triangulating the lower control arms it will act like a track locator to help keep the rear end centered under the car. With the rear end not swinging side to side under the car, ET can be significantly reduced by forcing the rear tires to travel the same distance as the front tires thereby shortening the distance traveled. The kit will attach to DMR lower control arms set up for sway bars. NHRA accepted in stock eliminator using non adjustable lower control arms.

POW-301370 Pinion angle checker. The only way to know if your car has optimum rear end pinion angle is to check it.

DMR-5413 Universal fit anti roll bar. Some fabrication and Tig welding necessary.

DMR-5413-T Kit to mount a DMR-5413 to the roll bar in the trunk. Arms extend down thru the rear coil spring. Comes with lower mounts that bolt to the lower spring pad perch.

DMR-5413-T-S Tripod mount to be used with DMR-5413-T in a trunk mount non roll bar application.

DMR-5029-A-E A must for any GM coil sprung performance car whether using a DMR rear suspension system or stock. If your car hooks you will eventually twist or break the frame crossmember that the rear end upper control arms are fastened to. These bolt on support pieces will help eliminate this dangerous problem by triangulating both corners of the crossmember. Fits 64-67 GM intermediate including Cutlass & Chevelle.


DMR 5029-W Same as DMR-5029-A-E except fits 94-96 GM Impala SS. May require some heat shield trimming.

DMR-5025-A Non-adjustable lower only control arms. Fits 64-77 GM intermediate including Cutlass & Chevelle. Includes sway bar mount.

DMR-5025-F Same as DMR-5025-A except fits 82-02 Camaro & Firebird.

DMR-5025-G Same as DMR-5025-A except fits 78-88 GM intermediate including Cutlass & Chevelle.

DMR-5025-M Same as DMR-5025-A except fits Mustang 79-95 5.0L and 96-04 4.6L.

DMR-5025-W Same as DMR-5025-A except fits 94-96 Impala SS. 3/4” longer to center the tire in the wheel well opening. May require driveshaft lengthening.

DMR-5030-A-E-DA Adjustable upper control arms only. To use without no-hop bars or with cast iron no-hop bars. Fits 64-67 GM intermediate including Cutlass & Chevelle.


DMR-5030-M-DA Same as DMR-5030-A-E-DA excepts fits 79-95 5.0L and 96-04 4.6L Mustang.

DMR-5030-W-DA Same as DMR-5030-A-E-DA excepts fits 94-96 Impala SS.


DMR-5032-M-DA Same as DMR-5032-A-E-DA except fits Mustang 79-95 5.0L & 96 to 04 4.6L.

DMR-5032-W-DA Same as DMR-5032-A-E-DA except fits 94-96 Impala SS.

TECH TIP: Our 7028 kits have all the features that the 5028 kits have and more, and are recommended for cars with 450 horsepower or more (higher HP and/or NOS applications) or cars that need to square the rear end to get the car to roll easier or move the rearend forward or backward to allow a bigger tire on the car. The basic 7028 kit has tubular chrome moly upper control arms with chrome moly double adjustable adjusters (for setting pinion angle and chassis preload for maximum traction at different tracks without removing any bolts or control arm). The more pinion angle the harder the suspension system will hit the rear tire but at a loss of horsepower to overcome the pinion angle. Therefore don’t run any more pinion angle than what your car combination needs. Adjusting chassis preload will help the car with straight line launches (not the typical GM turn to the right launch). Also tubular chrome moly lower control arms with chrome moly double adjustable adjusters for squaring the rear end or moving it forward or rearward as necessary for maximum tire size. Plus 3/4” plate steel no-hop bars (to change the imaginary intersection point of the upper and lower control arms if they were extended forward) which will cause the car to lift in the rear and plant the tires harder. Just as you can’t lift 100# without putting 100# additional pressure on your feet your cars chassis can’t lift the body without pushing even harder on the tires. Our no-hop bars are shorter than other brands which are to tall and can hit the tire to hard. We have kits available to allow the use of non GM rearends in GM cars. The 7028 also includes diagonal links (track locaters) on the lower control arms to keep the rear end centered under the car which helps the car go straighter down the track for a shorter 1/4 mile and a quicker ET. Triangulation braces (7029) are included to strengthen the crossmember that the upper control arms are fastened to. The crossmember can and probably will flex and eventually crack. As it is flexing, a 1/8” flex can cause a change in your pinion angle of approximately 1 degree. On a car with 2 degrees of pinion angle that’s a 50% loss. These bolt on support pieces will help eliminate this dangerous problem by triangulating both corners of the crossmember.

Due to the fact that that the car will now lift in the rear it is also recommended that the springs are changed to our lighter weight and taller NOS rear springs which will assist the chassis in lifting by providing stored energy in the spring. Don’t forget shocks. You get what you pay for. A good adjustable shock is necessary to get maximum performance and have repeatable results. If you want to get rid of that typical body roll where the drivers side front corner lifts about
a foot higher than the passenger side order a NOS-7413 anti roll bar. This will help eliminate the body roll and body flex plus help plant the rear tires more evenly do to a more even load on both rear tires. Most components can be purchased separately but we do offer package discounts based upon the components purchased. We have kits available to allow the use of non GM rear end in GM cars.

A-E = GM Intermediate 64-67
A-L = GM Intermediate 68-72
A-R = GM Intermediate 73-77
G = GM Intermediate 78-88
F = GM 3rd and 4th Generation Camaros & Firebirds 82-02
M = Ford Mustang 79-95 5.0L & 96-04 4.6L
W = GM 94-96 Impala SS

NOS-7028-A-E-DA This kit described above fits 64-67 GM intermediate including Cutlass and Chevelle.


NOS-7028-M-DA Same as NOS-7028-A-E-DA except fits Mustang 79-95 5.0L & 96 to 04 4.6L. Includes adjustable height spring perches. Triangulation braces (7029) are not included.


POW-301370 Pinion angle checker. The only way to know if your car has optimum rear end pinion angle is to check it.

NOS-7413 Universal fit anti roll bar. Some fabrication and Tig welding necessary.

NOS-7413-T Kit to mount a NOS-7413 to the roll bar in the trunk. Arms extend down thru the rear coil spring. Comes with lower mounts that bolt to the lower spring pad perch.

NOS-7413-T-S Tripod mount to be used with NOS-7413-T in a trunk mount non roll bar application.

NOS-7025-A Adjustable lower only control arms plus diagonal links (track locater) on the lower control arms to help keep the rear end centered under the car which helps the car go straighter down the track for a shorter 1/4 mile and a quicker ET. Fits 65-77 GM intermediate including Cutlass & Chevelle.

NOS-7025-F Same as NOS-7025-A except fits 82-02 Camaro & Firebird.

NOS-7025-G Same as NOS-7025-A except fits 78-88 GM intermediate including Cutlass & Chevelle.

NOS-7025-M Same as NOS-7025-A except fits 79-95 5.0L and 96-04 4.6L Mustang.

NOS-7025-W Same as NOS-7025-A except fits 94-96 Impala SS. 3/4” longer to center tire in wheel well opening. May require driveshaft lengthening.

NOS-7030-A-E-DA Adjustable upper control arms only. To use without no-hop bars or with cast iron no-hop bars. Fits 64-67 GM intermediate including Cutlass & Chevelle.
**SUSPENSION SYSTEMS**


**NOS-7030-G-DA** Same as NOS-7030-A-E-DA excepts fits 78-88 GM intermediate including Cutlass & Chevelle.

**NOS-7030-M-DA** Same as NOS-7030-A-E-DA excepts fits 79-95 5.0L and 96-04 4.6L Mustang.

**NOS-7030-W-DA** Same as NOS-7030-A-E-DA excepts fits 94-96 Impala SS.

**NOS-7032-A-E-DA** Adjustable 4-link upper control arms. Includes DMR 3/4” plate steel no-hop bars with two adjustable holes provided. Fits 64-67 GM intermediate including Cutlass & Chevelle.


**NOS-7032-G-DA** Same as NOS-7032-A-E-DA except fits 78-88 GM intermediate including Cutlass & Chevelle.

**NOS-7032-M-DA** Same as NOS-7032-A-E-DA except fits Mustang 79-95 5.0L & 96 to 04 4.6L.

**NOS-7032-W-DA** Same as NOS-7032-A-E-DA except fits 94-96 Impala SS.

**TECH TIP:** Just because you have a great suspension kit in the rear, to get full potential out of it you must also address the front suspension.

**DMR-5055** Upper A-Arm ball joint spacers to allow the front of the car to lift further and transfer more weight sooner. The stock rubber bumpers should be trimmed to 3/8” and retained to prevent the A-Arms from clunking while allowing maximum travel. To be used in cars without enough front end travel. Sold in pairs.

**DMR-5250** Upper “A” arm offset shaft kit. A real problem solver for factory control arms. Most production cars do not have enough caster. Caster provides straight-line stability and reduces wander at high speed while helping to provide front end self-alignment. Caster is essential on drag cars. This kit provides 1 to 2 degrees of additional positive caster. 1 shaft and 2 rubber bushings per kit. Fits 1965-1972 GM intermediate including Cutlass and Chevelle. See below for lower “A” arm bushings.

**DMR-6148** Same as DMR-5250 except fits 1973 GM intermediate including Cutlass and Chevelle. See below for lower “A” arm bushings.

**DMR-6146** Same as DMR-5250 except fits 1974-1977 GM intermediate including Cutlass and Chevelle. See below for lower “A” arm bushings.

**DMR-6218** Same as DMR-5250 except fits 1978-1988 GM intermediate including Cutlass and Chevelle. See below for lower “A” arm bushings.
Tech Tip: I have personally had better weight transfer over a longer period of time using rubber bushings in the front “A” arms rather than polyurethane. You must grind the serrations off of one end of the steel sleeve inside the bushing.


Jay Trisel
3100# 1984 Mustang with a small block Ford engine.
Using a DMR-7028-F suspension.
Best 60’ todate 1.23. Best E.T. todate 8.02 @ 175 MPH.
**TECH TIP: Installing DMR-5001, DMR-5002, or DMR-5004 timing chain sets.** Rotate the engine to TDC just after the #1 intake valve closes. Install the chain set as usual. Check the installed degree of the cam. Rotate back to the same TDC and remove ONLY the cam sprocket and chain. Rotate ONLY the cam sprocket and chain to the desired hole and reinstall the chain and sprocket. Re-check the installed degree of the cam. The holes from the original factory dowel pin hole going clockwise will advance the cam 2-4-6-8 degrees at the crank. The holes from the original factory dowel pin hole going counter clockwise will retard the cam 2-4-6-8 degrees at the crank. If your chain set installs and removes hard you can drill and tap two holes in the chain sprocket to allow the use of a DMR-01120 damper puller.

**DMR-5001**

1/2” pitch, street and strip, all-steel timing chain set. Designed on the latest in X-Y-Z measuring equipment available for accuracy, this degreed camshaft sprocket has multiple dowel pin holes for advancing cams 2-4-6-8 degrees or retarding cams 2-4-6-8 degrees. No need for offset bushings. When used with a two piece front cover, part number DMR-5282-S, camshaft timing can be easily and quickly changed at the track for immediate testing and results. Fits 330-350-400-425-455 Oldsmobile engines. This timing chain set has less harmonics than a roller chain set and less stretch wear. For mild street use. Not recommended for high performance or racing applications.

**DMR-5002**

Same as DMR-5001 except we use True Roller timing chain set. Also comes in .005, .010 and .015 undersize.

**DMR-5004**

Same as DMR-5002 except we use Billet Roller timing chain set.

**DMR-5155**

Offset camshaft bushings. 0-1-2-3-4 degree advance or retard for precise cam timing. Made especially for Oldsmobile. .500 outer diameter and stock camshaft dowel pin diameter I.D. Camshaft sprocket dowel pin hole must be drilled to .500”.

**MIL-14000**

Camshaft gear drive fits under stock timing cover allowing you to advance or retard your camshaft in minutes. Fits all 330-350-400-425-and 455 up to 77. This gear drive is noisy and has a good sounding whine to it. We suggest using a two piece front cover, part number DMR-5282-S, for easy timing changes. Cannot use mechanical fuel pump.

**DMR-419048**

New O.E.M. stock plastic timing tab indicators. Fits all V-8s 1960 to present.

**DMR-5120**

Bronze cam spacer .041 thick. To prevent or correct worn blocks caused by camshaft moving back and forth in block. To be used with DMR-5740 thrust button. DMR-5040 crank spacer recommended.

**DMR-5740**

Camshaft thrust button bolt. Stops camshaft from moving back and forth in engine, giving perfect valve timing and greater timing chain life. Includes new cam bolt and bronze button. Fits all 64-84 except diesel. DMR-5120 cam spacer is required and DMR-5040 crank spacer is recommended. If necessary, file the front of the cam bolt (not the bronze button) to achieve .004 to .005 clearance (end play) from the front cover.

**DMR-5040**

Crankshaft timing gear spacer. .040 steel spacer. This spacer slides onto the crankshaft and then you install the timing gear. Corrects timing chain alignment when using DMR-5120 camshaft spacer.

**DMR-5745**

Camshaft thrust button kit. Includes DMR-5740 cam bolt and bronze button, DMR-5120 cam spacer, and DMR-5040 crank spacer.

**DMR-5121**

Adapter to use Diesel roller cam cores with standard timing chain.

**DMR-5282**

New front timing cover plate. The stock units tend to warp or can rust out where the water pump is bolted and should be replaced when corrosion is present.

**DMR-5282-S**

Same as DMR-5282 except the cover is split to allow the cam to be removed, advanced, or retarded without removing the lower half of the front cover, harmonic damper and oil pan. The front pan seal retainer is removed and re-welded in a better position for a good pan seal.
TECH TIP: Stock dimension between the cam bearing housing bore and front main bearing housing bore is 2.363” for BB and 2.6135 for SB.

DMR-9-3113 True Roller timing chain set. Crank gear has three-position timing setting (standard, four degree advanced and four degree retard). Use DMR-5155 offset cam bushings for precise timing when degreeing camshaft. Available in -.005, -.010, & -.015 for engines that have been aligned bored. We suggest using part number DMR-5282-S, a two piece front cover for easy timing changes. (Not recommended for majority street applications, use DMR-5001). Cannot use mechanical fuel pump. Be sure to install fuel pump eccentric.

DMR-9-3113A Same as DMR-9-3113 except a Hex-Adjustable Oldsmobile True Roller timing chain set. Allows precision 6 degree advance & 6 degree retard of camshaft using the Hex-Adjust mechanism. You can advance or retard your cam by just un-tightening the cam bolt & moving the cam clockwise to advance or counter clockwise to retard. The stock dowel pin must be replaced with a longer dowel pin, supplied with the set. We suggest using part number DMR-5282-S, a two piece front cover for ease timing changes.

CRA-80975-1 Billet Roller timing chain set. The crank sprocket has 9 positions for advancing the cam 1-2-3-4 degrees or retarding the cam 1-2-3-4 degrees.

DMR-3-494SD 1/2” pitch street and strip all steel timing chain set. This timing chain set has less harmonics than a roller chain set and less stretch wear. For mild street use. To degree your camshaft use DMR-5155 offset cam bushings or DMR-5001 timing chain set. Fits 330-350-400-425-455 Oldsmobile engines except Diesel conversions. Not recommended for high performance or racing applications.

1971 Cutlass Supreme of Chris and Linda Heminger. Chris uses a 9” Ford with DMR-7028-A-L-DA suspension system and a NOS-7413 anti roll bar to provide consistent, hard, wheels up launches for his 3400# Cutlass. His 482 cubic inch Olds engine with “C” casting heads (with DMR-5058 exhaust flow plates) and 12:1 compression on alcohol is held together with a DMR-22362-2 full pan rail girdle. Chris uses a Lunati cam with 328 duration with .472 lift and shifts the trans at 5600 RPM crossing the finish line at 6000 RPM with his 411 gears. His best E.T. to date is 10.475 with a 1.338 60 foot.
TRA-0054 Adapter to use a Chevrolet transmission behind an Oldsmobile engine. Fits 330-455 Oldsmobile engines.


ENE-3-1108-G Polyurethane transmission mount for street use. Will fit GM T-350, T-400 or Powerglide.

DMR-5333 Replace the lift pad on your floor jack with this transmission adapter and convert your floor jack into a transmission jack. The transmission is securely fastened to the jack plus it has a front lip to prevent the transmission from sliding off the jack while you tip it to roll it under the car. Great for the do it yourselfer. If you have ever replaced an automatic transmission while lying on the floor under a car (that you can’t get jacked up high enough to roll the transmission under without tipping it and having it fall of the jack) you will really appreciate this adapter.

**TECH TIP:** Standard shift patterns are P-R-N-3-2-1. Reverse patterns are P-R-N-1-2-3. A trans break with the press of a button will apply reverse while the transmission is in 1st gear locking up the transmission so the engine RPM can be raised to the desired level and then the car launched with the release of the button.


DMR-350-AUTO-M-B Same as DMR-350-AUTO-M except also includes a transmission brake. Core charge extra.

DMR-400-AUTO Turbo 400 transmission for street performance with standard pattern automatic shift. Core charge extra.

DMR-400-AUTO-R Turbo 400 transmission for Pro street performance with standard pattern automatic shift. Includes heavy duty 34 element sprag. Core charge extra.

DMR-400-AUTO-M Turbo 400 transmission for competition performance with reverse pattern manual shift. Includes extreme duty sprag. Core charge extra.

DMR-400-AUTO-M-B Same as DMR-400-AUTO-M except also includes a transmission brake. Core charge extra.

DMR-22020 Transmission brake T-400 valve body.

*The following transmission and flexplate shields are mandatory with an automatic transmission in Comp Eliminator, Super Gas, Super Comp and similar classes and are NHRA and IHRA accepted. Fits Buick-Olds-Pontiac-Chevrolet.*

CSR-837 This combination flexplate/transmission shield meets SFI 30.1 flexplate shield specifications and SFI 4.1 transmission shield specifications. This “Super Shield” composite one piece flexplate/transmission shield is designed to fit under factory floorboards. Installation is fast and simple utilizing just 4 special bolts and a Kevlar strap. Certification valid 5 years.

ATI-940070 Approved to SFI 30.1 specifications. This flexplate shield is fabricated of high strength steel and will contain flexplate or starter ring gear failure.
BAM-22151 Approved to SFI 4.1 specifications. This transmission shield is manufactured of lightweight 6061-T6 red anodized aluminum alloy and include necessary mounting hardware.

HUR-550-0002 To install a T-400 transmission into a 3RD generation “F” Body Camaro or Firebird 1982-1991. Designed to assist in replacing the stock automatic or manual transmission in V-8 applications, these kits eliminate having to fabricate custom brackets and adaptors, allowing for a relative hassle-free, bolt in installation. Each kit is complete with a new torque arm bracket, two transmission arms, cable brackets, spacers, related hardware and a new transmission crossmember. Drive shaft will need to be shortened and a new front yoke for a T-400 will need to be installed.

The following torque converters are some of the more popular converters we sell. We can custom design a converter for your application.

COA-90111-1 Coan 2200-2400 RPM stall speed 12” torque converter. This lock up converter fits 700R-4 transmissions with 30 spline input shaft.

COA-90111-0 Same as COA-90111-1 except fits 700R-4 transmissions with 27 spline input shaft.

COA-20202 Coan “Pro Street and Competition” 11” torque converters are designed for high torque, street high performance pro street and racing applications. Features include: Furnace brazed impeller and turbine blades, selected impeller/stator combinations for desired stall speed, three sets of heavy duty thrust bearings, billet steel turbine hubs, balanced and pressure tested, bolt in installation with no modifications. Available to 2500 RPM stall speed.

COA-20213 Same as COA-20202 except available in 2700-2800 RPM stall speed.

COA-20210 Same as COA-20202 except available up to 3200 RPM stall speed.

COA-20306 Coan “Street Performance” 10” torque converters are designed for use in moderate performance street applications requiring more stall speed than stock converters. Features welded impeller blades, heavy duty impeller bearings (instead of thrust washer), selected impeller/stator combinations for desired stall speed, balanced and pressure tested, bolt-in installation with no modifications. Available up to 3000 RPM stall speed.

COA-20307 Same as COA-20306 except available up to 3500 RPM stall speed.

COA-20316 Coan “Pro Street and Competition” 10” torque converters are designed for high torque, street high performance, pro street and racing applications. Features include: Furnace brazed impeller and turbine blades, selected impeller/stator combinations for desired stall speed, three sets of heavy duty thrust bearings, billet steel turbine hubs, balanced and pressure tested, bolt in installation with no modifications. Available up to 3000-3500 RPM stall speed.

COA-20317 Same as COA-20316 except available up to 3500-4000 RPM stall speed.

COA-20325 Coan “High Performance” 10” torque converters are designed for severe racing and other off road applications. Features include: Furnace brazed impeller and turbine, impeller ballooning plates and heavy duty bearing supports, selected impeller/stator combinations for desires stall speeds. Heavy duty one way clutch (sprag) assembly required for transbreak use. Billet steel turbine hub, three sets of heavy duty thrust bearings, front cover structurally designed and reinforced to prevent ballooning. Balanced and pressure tested, bolt in installation. Motor plate applications may require spacer. Available up to 3500-4000 RPM stall speed.

COA-20328 Same as COA-20325 except available up to 4000-4500 RPM stall speed.

COA-20320 Coan “Maximum Performance” 10” torque converters are Coan’s most popular converters custom built to customers specifications for bracket, pro tree, and class racing. Maximum Performance Converters are designed to match engine output to driveline chassis/engine combination to result in the best possible reaction and elapsed times. These converters have all the features of the High Performance units plus special stator machining to enhance performance and provide the option for modification should your combination ever change. Motor spacers are included at no extra charge. Custom built for your application.
COA-20330  Coan “Maximum Performance Steel Stator” 10” race torque converters are Coan’s top of the line and are CAD designed, custom fabricated, and CNC machined. Steel stators replace cast aluminum versions used in other models, making this Coan’s strongest converter with unlimited stator designs allowing for fine tuning. Recommended for blown, injected, or nitrous equipped engines. Available 3000-4500 RPM stall speed.

COA-20410  Coan “High Performance “9” torque converters are designed for severe racing and other off road applications. Features include: Furnace brazed impeller and turbine, impeller ballooning plates and heavy duty bearing supports, selected impeller/stator combinations for desires stall speeds. Heavy duty one way clutch (sprag) assembly required for transbreak use. Billet steel turbine hub, three sets of heavy duty thrust bearings, front cover structurally designed and reinforced to prevent ballooning. Balanced and pressure tested, bolt in installation. Motor plate applications may require spacer. Available up to 3500-4000 RPM stall speed.

COA-20501  Coan “Maximum Performance” 8” torque converters are Coan’s most popular converters custom built to customers specifications for bracket, pro tree, and class racing. Maximum Performance Converters are designed to match engine output to driveline chassis/engine combination to result in the best possible reaction and elapsed times. These converters have all the features of the High Performance units plus special stator machining to enhance performance and provide the option for modification should your combination ever change. Motor spacers are included at no extra charge. Available 4000-4500 RPM stall speed.

COA-20504  Same as COA-20501 except available up to 4500-5500 RPM stall speed.

COA-20510  Same as COA-20501 except custom built for your application.

COA-20530  Coan “Maximum Performance Steel Stator” 8” race torque converters are Coan’s top of the line and are CAD designed, custom fabricated, and CNC machined. Steel stators replace cast aluminum versions used in other models, making this Coan’s strongest converter with unlimited stator designs allowing for fine tuning. Recommended for blown, injected, or nitrous equipped engines. Available 4000-6500 RPM stall speed. Recommended for big blocks up to 600 C.I.


BAM-70416  Hole Shot 2000. 1900-2100 rpm. Small and big blocks. Mild performance applications. Furnace brazed and fully balanced. Fits 82-84 T-700-R4 and all T-200-C and T-200-4R(27 spline). V-8 only. Retains lockup features. This converter will not fit V6 or 4 Cylinder (except 4.3L V6).


TECH TIP: Flexplates for an automatic transmission were named that because they need to flex. The machining tolerances from all the parts involved (transmission case, the back of the block, the back of the crank, transmission input shaft, etc.) guarantee that an exact space dimension for the flexplate cannot be assured. Add to that the fact that torque converters can grow and change dimensions during use and it soon becomes apparent that a non flexing flexplate will not work without sacrificing in other areas. While an inertia style flexplate may hit the tires harder (not always what is needed) it can’t flex due to it’s rigidity. On engines for other than race a “flexible” flexplate is mandatory. A few potential problems can be cracked crank flanges, prematurely worn rear and thrust main bearings, transmission front pump failure, torque converter failure, torque converter mounting pads cracking, and many other areas. As far as inertia flexplates are concerned, do you need the extra hit on the tire? If so an inertia style flexplate can very well be the answer. I have used them with great success to achieve 60’ times in the low 1.10s in my NHRA Super Comp 91 Cutlass. Tests have shown 200 to 300 less RPM drop during shifts with an inertia style flexplate. However most performance engines are built with lightweight parts to reduce reciprocating weight. Therefore consider if you want to bolt on an additional 6-8# of extra weight to hit the tires harder after just reducing the crank rotating weight. Whether you use an inertia flexplate or not an area very often missed by engine builders is flexplate runout. It is important to measure with a dial indicator the amount of vertical runout of your flexplate. It should not be more than .005” at the outer edge. If so, the same problems as above mat occur. Measures must be taken to correct sever runout. When tightening the flexplate onto the crank be sure to work in a star pattern (not just a circle with one bolt after the other). This will torque the flexplate to the crank with an even load to help prevent runout.

VIC-RG-1660 Ring gear replacement for automatic flexplate or stick flywheel. Is your engine externally balanced with the flywheel or flexplate attached? No need to rebalance. Replace those worn starter ring gears with a new one. Welding required. OD=13.88”. ID=12.90”. .438” thick. 166 teeth. Fits 330-455 Oldsmobile engines.


VIC-FW-20-166 Inertia flexplate designed to hit the tire harder than a stock style flexplate. Will not flex and not recommended for street use. Fits 330-early400-425 Oldsmobile engines. 166 tooth for external balanced engines.


DMR-5561 Same as DMR-5565 except fits 330-early400-425 Oldsmobile external balanced engines.

DMR-5564 Same as DMR-5565 except fits 260-307-350-late400-403-455 Oldsmobile internal balanced engines.

DMR-5562 Same as DMR-5565 except fits 330-early400-425 Oldsmobile internal balanced engines.

SPC-7401 Chrome transmission dipstick tube.

COA-23401 Correct fit Chevrolet transmission dipstick tube for a T-400.

COA-33401 Correct fit Chevrolet transmission dipstick tube for a T-350.

COA-M02-8410-11 Correct fit BOP transmission dipstick tube for a T-400.

COA-M02-8410-15 Correct fit BOP transmission dipstick tube for a T-350.

DMR-5022 Stick shift crankshaft adapter bearing. Adapts any GM automatic crank to a manual stick transmission crank. Knurled for sure fit, self aligning for perfect fit and smooth running and shift. Requires modest shortening of input shaft with common tools or rough drilling of the crank.


ENE-3-1108-G Polyurethane transmission mount for street use. Will fit GM Turbo 350-400 or Powerglide.

VIC-RG-1660 Ring gear replacement for automatic flexplate or stick flywheel. Is your engine externally balanced with the flywheel or flexplate attached? No need to rebalance. Replace those worn starter ring gears with a new one. Welding required. OD=13.88”, ID=12.90”, .438” thick. 166 teeth. Fits 330-455 Oldsmobile engines.

VIC-CF8010 GM clutch release fork service kit. Fits most GM applications 66 to 91 except the following: 85-86 6 cylinder, Diesel and 305-454 C-K pick-ups, 87-92 R and V models with 6 cylinder, Diesel and 305-454 models, 84-92 Firebird & Camaro. Replaces GM part number GM-340278 and GM-4066245.

VIC-TM297 1963-1965 Muncie rebuild kit complete, for casting #, 3821704 and 3851325. All M20-M21-M22 with 1.00” diameter cluster pin. Kit includes late style synchronizer rings, small parts kit, all ball & needle bearings, small & large rear seals & bushings, all gaskets, side seals, synchronizer keys with energizer springs & Loctite.

VIC-TM297A Same as VIC-TM-297 except fits 1966-1974 Muncie rebuild kit complete, for casting #, 3885010, 3925660, and 3925661. All M20-M21-M22 with 1.00” diameter cluster pin.

DMR-M-22 Muncie 4 speed transmission wide ratio.

DMR-M-21 Muncie 4 speed transmission close ratio.

DMR-M-20 Muncie 4 speed transmission “Rock Crusher”.

The following illustration numbers can be locate in the 4-speed drawing.

VIC-M20-5050 Item 1 .091 Thrust washer use small parts kit
VIC-M20-5051 Item 1A 1.00 Thrust washer use small parts kit
VIC-M20-5050 Item 2 .891 Thrust washer use small parts kit
VIC-M20-5051 Item 2A 1.00 Thrust washer use small parts kit
VIC-M20-5050 Item 3 .891 Thrust washer use small parts kit
VIC-M20-5051 Item 3A 1.00 Needle bearings use small parts kit
VIC-M20-5050 Item 4 .891 Thrust washer use small parts kit
VIC-M20-5051 Item 4A 1.00 Thrust washer use small parts kit
<table>
<thead>
<tr>
<th>Code</th>
<th>Item</th>
<th>Description</th>
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</thead>
<tbody>
<tr>
<td>VIC-M21-8000</td>
<td>5</td>
<td>2.20 Close Cluster gear .875” pin, 27 tooth</td>
</tr>
<tr>
<td>VIC-M20-8010</td>
<td>5A</td>
<td>2.56 Wide Cluster gear .875” pin, 29 tooth</td>
</tr>
<tr>
<td>VIC-M20-8020</td>
<td>5B</td>
<td>2.52 Wide Cluster gear 1.0” pin, 25 tooth</td>
</tr>
<tr>
<td>VIC-M21-8001</td>
<td>5C</td>
<td>2.20 Close Cluster gear 1.0 pin, 27 tooth</td>
</tr>
<tr>
<td>VIC-M20-1030</td>
<td>7</td>
<td>Cluster pin .875” diameter 63-65</td>
</tr>
<tr>
<td>VIC-M20-1010</td>
<td>7A</td>
<td>Cluster pin 1.0” diameter 66-74</td>
</tr>
<tr>
<td>VIC-M20-7000</td>
<td>8</td>
<td>Bolt, retainer 63-67 w/thin casting 5/16-18th-.750 under head</td>
</tr>
<tr>
<td>VIC-M20-7001</td>
<td>8A</td>
<td>Bolt, retainer 67-74 w/thick casting 5/15-18th-.875 under head</td>
</tr>
<tr>
<td>VIC-M20-7002</td>
<td>9</td>
<td>Lock plate kit-contains 1 ea right &amp; left hand stamped lock</td>
</tr>
<tr>
<td>VIC-M20-7003</td>
<td>9A</td>
<td>Lock plate kit w/.750 bolts included</td>
</tr>
<tr>
<td>VIC-M20-7004</td>
<td>9B</td>
<td>Lock plate kit w/.875 bolts included</td>
</tr>
<tr>
<td>VIC-M20-6000</td>
<td>10</td>
<td>Front retainer, thick design. use .875 long bolt with this retainer</td>
</tr>
<tr>
<td>VIC-M20-9055</td>
<td>11</td>
<td>Retainer gasket-use master gasket kit, not sold as individuals</td>
</tr>
<tr>
<td>VIC-M20-9090-1</td>
<td>12</td>
<td>M-drive gear nut, 1.375-12L.H. thread</td>
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<tr>
<td>VIC-M20-9080</td>
<td>14</td>
<td>Frt. bearing std</td>
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<tr>
<td>VIC-M20-9081</td>
<td>14A</td>
<td>Frt. bearing HD</td>
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<tr>
<td>VIC-M20-2410</td>
<td>17</td>
<td>Main drive gear, 24 tooth, 10 spline 2.56 wide ratio 63-65</td>
</tr>
<tr>
<td>VIC-M20-2110</td>
<td>17A</td>
<td>Main drive gear, 21 tooth, 10 spline 2.52 wide ratio 66-71</td>
</tr>
<tr>
<td>VIC-M20-2126</td>
<td>17B</td>
<td>Main drive gear, 21 tooth, 26 spline 2.52 wide ratio, 71-74</td>
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<tr>
<td>VIC-M21-2610</td>
<td>17C</td>
<td>Main drive gear, 26 tooth, 10 spline 2.20 close ratio, 63-71</td>
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<tr>
<td>VIC-M21-2626</td>
<td>17D</td>
<td>Main drive gear, 26 tooth, 26 spline 2.20 close ratio 71-74</td>
</tr>
<tr>
<td>VIC-M22-2626</td>
<td>17E</td>
<td>Main drive gear, M22, 26 tooth, 26 spline 2.20 close ratio 65-74</td>
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<tr>
<td>VIC-M20-1500</td>
<td>20</td>
<td>Outer synchronizer collar</td>
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<tr>
<td>VIC-M20-1400</td>
<td>21</td>
<td>Synchronizer rings-63-65 first design-thin without step</td>
</tr>
<tr>
<td>VIC-M20-1410</td>
<td>21A</td>
<td>Synchronizer rings-66-74 second design-w/thick step</td>
</tr>
<tr>
<td>VIC-M20-5000</td>
<td>23</td>
<td>Inner synchronizer hub</td>
</tr>
<tr>
<td>VIC-M20-3000</td>
<td>27</td>
<td>Third gear 27T</td>
</tr>
<tr>
<td>VIC-M20-2000</td>
<td>28A</td>
<td>Second gear 30T,M20-M21 Model</td>
</tr>
<tr>
<td>VIC-M20-1200</td>
<td>35</td>
<td>1-2 synchronizer assy.</td>
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<tr>
<td>VIC-M20-1001</td>
<td>37</td>
<td>First gear 29T 63 first design 1.656 bore diameter</td>
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<tr>
<td>VIC-M20-1000</td>
<td>37A</td>
<td>First gear 29T-64-67 second design 1.938 bore diameter</td>
</tr>
<tr>
<td>VIC-M20-1902</td>
<td>38</td>
<td>Bushing, first gear</td>
</tr>
<tr>
<td>VIC-M20-1900</td>
<td>38A</td>
<td>Bushing, first gear, 1.938 id-1.969 OD</td>
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<tr>
<td>VIC-M20-1901</td>
<td>38B</td>
<td>Bushing, first gear</td>
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<td>Part Number</td>
<td>Item</td>
<td>Description</td>
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<tr>
<td>VIC-M20-9082</td>
<td>Item 40</td>
<td>RR bearing std</td>
</tr>
<tr>
<td>VIC-M20-9083</td>
<td>Item 40A</td>
<td>RR bearing HD</td>
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<tr>
<td>VIC-M20-3500</td>
<td>Item 43</td>
<td>Rev. slide gear</td>
</tr>
<tr>
<td>VIC-M20-9083</td>
<td>Item 44</td>
<td>Speedo drive gear 8 tooth steel</td>
</tr>
<tr>
<td>VIC-M20-1300</td>
<td>Item 45A</td>
<td>Synchronizer key kit contains 3 keys &amp; 2 springs will repair one synchronizer</td>
</tr>
<tr>
<td>VIC-M20-2027</td>
<td>Item 46</td>
<td>Mainshaft 63 21.125” long w/27 spline .625” speedometer gear width</td>
</tr>
<tr>
<td>VIC-M20-2127</td>
<td>Item 46A</td>
<td>Mainshaft 64-71 21.125” long w/27 spline 1.125 speedometer gear wide</td>
</tr>
<tr>
<td>VIC-M20-2727</td>
<td>Item 46B</td>
<td>Mainshaft 65-68 Pont &amp; Olds full size car w/27.5” long &amp; 27 spline</td>
</tr>
<tr>
<td>VIC-M22-2232</td>
<td>Item 46C</td>
<td>Mainshaft 21.75” long w/32 spline, M22 &amp; 71-74 H.D. Muncie</td>
</tr>
<tr>
<td>VIC-M20-1800</td>
<td>Item 49</td>
<td>18T front reverse idler gear</td>
</tr>
<tr>
<td>VIC-M20-1700</td>
<td>Item 50</td>
<td>Rear reverse idler gear</td>
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<tr>
<td>VIC-M20-3505</td>
<td>Item 52</td>
<td>Reverse idler shaft</td>
</tr>
<tr>
<td>VIC-M20-9084</td>
<td>Item 55</td>
<td>Bushing ext. housing with 27 spline output shaft-small seal</td>
</tr>
<tr>
<td>VIC-M20-9085</td>
<td>Item 55A</td>
<td>Bushing and seal kit with 27 spline output shaft-small seal</td>
</tr>
<tr>
<td>VIC-M20-9086</td>
<td>Item 55B</td>
<td>Bushing ext. housing with 32 spline output shaft-large seal</td>
</tr>
<tr>
<td>VIC-M20-9087</td>
<td>Item 55C</td>
<td>Bushing and seal kit with 32 spline output shaft-large seal</td>
</tr>
<tr>
<td>VIC-M20-9088</td>
<td>Item 56</td>
<td>Seal with 27 spline output shaft-small seal</td>
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<tr>
<td>VIC-M20-9089</td>
<td>Item 56A</td>
<td>Seal with 32 spline output shaft-large seal</td>
</tr>
<tr>
<td>VIC-M20-9090</td>
<td>Item 57</td>
<td>Bolt ext. housing to case 7/16-14 1.875 under head</td>
</tr>
<tr>
<td>DMR-9091</td>
<td>Item 58A</td>
<td>Speedometer gear plastic 18 tooth brown</td>
</tr>
<tr>
<td>DMR-9092</td>
<td>Item 58B</td>
<td>Speedometer gear plastic 19 tooth natural</td>
</tr>
<tr>
<td>DMR-9093</td>
<td>Item 58C</td>
<td>Speedometer gear plastic 20 tooth blue</td>
</tr>
<tr>
<td>DMR-9094</td>
<td>Item 58D</td>
<td>Speedometer gear plastic 21 tooth red</td>
</tr>
<tr>
<td>DMR-9095</td>
<td>Item 58E</td>
<td>Speedometer gear plastic 22 tooth green</td>
</tr>
<tr>
<td>DMR-9096</td>
<td>Item 58F</td>
<td>Speedometer gear plastic 23 tooth black</td>
</tr>
<tr>
<td>DMR-9097</td>
<td>Item 58G</td>
<td>Speedometer gear plastic 24 tooth yellow</td>
</tr>
<tr>
<td>DMR-9098</td>
<td>Item 58H</td>
<td>Speedometer gear plastic 25 tooth orange</td>
</tr>
<tr>
<td>VIC-M20-9106</td>
<td>Item 64</td>
<td>Lock washer 5/16, shift lever to shaft: sold in qty’s of 10</td>
</tr>
<tr>
<td>DMR-9099</td>
<td>Item 65</td>
<td>Seal speedometer drive o-ring 11/16: sold in qty’s of 10</td>
</tr>
<tr>
<td>VIC-M20-9100</td>
<td>Item 66</td>
<td>Nut 5/16-18 lock: sold in qty’s of 10</td>
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<tr>
<td>VIC-M20-9101</td>
<td>Item 67</td>
<td>Washer 11/32x11/16</td>
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<tr>
<td>VIC-M20-9102</td>
<td>Item 68</td>
<td>Seal shift rod also see items 83 &amp; 87</td>
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<td>VIC-M20-9103</td>
<td>Item 69</td>
<td>Pin reverse lever 5/32x1/4</td>
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<tr>
<td>VIC-M20-9104</td>
<td>Item 71</td>
<td>Detent ball 3/8</td>
</tr>
<tr>
<td>VIC-M20-2200</td>
<td>Item 74</td>
<td>Forks</td>
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</tbody>
</table>

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VIC-M20-8700 Item 76 Detent cam
VIC-M20-9105 Item 78 Bolt shifter cover to main case 5/16-18x.750 under head
VIC-M20-9101 Item 79 Washer shift lever 11/32x11/16, sold in qty’s of 10
VIC-M20-9100 Item 80 Nut shift lever 63-68 5/16-18, also see item 66, sold in qty’s of 10
VIC-M20-9105 Item 80A Bolt shift lever 69-74 5/16-18x.750 under head
VIC-M20-9106 Item 81 Lock washer sold in qty’s of 10
VIC-M20-9102 Item 83 Seal shifter rod
VIC-M20-9102 Item 87 Seal shifter rod also see items 83-68

VIC-M20-9091-1 Muncie transmission input shaft nut adjuster. Heat treated, plated, and closer fit than original.

VIC-M20-5050 Small parts kit fits 63-65 early Muncie with .875 diameter cluster pin for casting #’s, 3821704 and 3851325. Kit includes: 5 main shaft selective fit snap rings, 2 main drive gear front snap rings, rear bearing to adapter snap ring, mainshaft 3-4 synchronizer to mainshaft snap ring, mainshaft output yoke stop snap ring, 2 countershaft gear front & rear thrust washers, 6 countershaft gear roller bearing thrust washers, 2 reverse idler lock pins (solid & tension), reverse idler front and rear thrust washer, e-shaft cluster pin needle beading & mainshaft needle pilot bearings.

VIC-M20-5051 Same as VIC-M20-5050 except fits Muncie with 1.00 diameter cluster pin for casting #s 3885010,3925660, and 3925661.

VIC-FW-70-400 Inertia style flywheel. Fits 330-425 bolt pattern.

VIC-FW-70-455 Inertia style flywheel. Fits 350-455 bolt pattern.

DMR-FL-8020 15# aluminum flywheel to fit 425 bolt pattern with 166 teeth. SFI certified under SPEC 1.1. Neutral balanced. Manufactured for high RPM applications from certified billet material. Fits Oldsmobile 330-early400-425.

DMR-FL-8001 Same as DMR-FL-8020 except 30# steel flywheel.

DMR-FL-8002 Same as DMR-FL-8001 except 40#. May require bellhousing spacing.

DMR-FL-8003 Same as DMR-FL-8001 except external balanced.

DMR-FL-8004 Same as DMR-FL-8002 except external balanced.

DMR-FL-8021 15# aluminum flywheel to fit 455 bolt pattern with 166 teeth. SFI certified under SPEC 1.1. Neutral balanced. Manufactured for high RPM applications from certified billet material. Fits Oldsmobile 350-455.

DMR-FL-8005 Same as DMR-FL-8021 except 30# steel flywheel.

DMR-FL-8006 Same as DMR-FL-8005 except 40#. May require bellhousing spacing.

DMR-FL-8007 Same as DMR-FL-8005 except external balanced.

DMR-FL-8008 Same as DMR-FL-8006 except external balanced.
VALVE COVERS, VALVES, AND VALVE SPRINGS

DMR-5538 Thicker than most thick valve cover gaskets this double extra thick .300” cork valve cover gaskets fits 330-350-400-425-455 Oldsmobile engines. Especially helpful when more rocker arm clearance is needed.

DMR-5538-2 Thicker than most thick valve cover gaskets this double extra thick .250” two ply cork and Velpoloid valve cover gaskets fits 330-350-400-425-455 Oldsmobile engines. Especially helpful when more rocker arm clearance is needed.

BUL-500004 Extra clearance cast aluminum valve covers by Bulldog Performance. May be engraved, polished, and/or powder coated. Rounded edges for a cleaner look.

DMR-25295 Oldsmobile cast aluminum extra tall valve covers with Oldsmobile logo in block letters & Olds rocket emblems fore and aft next to “Oldsmobile”. Will fit all roller rocker arm systems and rocker arm stud girdle. WILL NOT WORK WITH A/C OR POWER BRAKE BOOSTER.

DMR-8544 Stock height, stamped steel (no name), highly polished triple chrome plated valve covers with baffles. One hole for push-in breathers. Will fit all Oldsmobile V-8 engines 1964 to present. 10 bolt holes. Sold in pairs.

DMR-7544 Same as SPC-8544 except without baffle.

DMR-9544 Tall height, stamped steel (no name), highly polished triple chrome plated valve covers with baffles. One hole for push-in breathers. Will fit all Oldsmobile V-8 engines 1964 to present. 10 bolt holes. Sold in pair.


All of our aluminum valve covers can be engraved. We can do your pattern or logo. Shown are some of the patterns we already have.

DMR-0100 sheet aluminum valve covers for 330-455 Oldsmobile engines. Designed to maximize internal clearance and reduce weight. Mounting holes have been recessed to produce a clean appearance and eliminate aluminum galling. ½” thick bottom flange for great sealing.

DMR-0100-E Same as DMR-0100 except engraved. Many patterns available or we can do your design.

DMR-0100-P Same as DMR-0100 except powder coated.

DMR-0100-E-P Same as DMR-0100 except engraved and powder coated.

MOR-68786 Positive locking oil separator/breather. Requires a 1-1/8” mounting hole. NHRA & IHRA accepted.

VALVE COVERS, VALVES, AND VALVE SPRINGS


DMR-7204 Valve cover grommet for installation of breather in DMR-7544, DMR-8544, or DMR-9544 valve cover.

DMR-7205 Valve cover grommet for installation of PCV in DMR-7544, DMR-8544, or DMR-9544 valve cover.

MOR-68800 Valve cover breather to be welded on.

The following Oldsmobile replacement exhaust valves are stainless and ideal for use in standard, unleaded, and heavy duty applications.

DMR-E-2498 Stainless 1.625. Length 4.695. 45 Deg.

The following Oldsmobile replacement intake valves are heavy duty steel and ideal for use in standard, unleaded, and heavy duty applications.

DMR-I-2499 Stainless 2.000. Length 4.667. 45 Deg.
DMR-I-3029 Stainless 1.875. Length 5.018. 30 Deg.

The following Oldsmobile valves are swirl polished stainless, chromed stems, and stellite tips. Ideal for use in all street, restoration, or tough racing applications.

DMR-SEV-2495 1.875 intake valve. 4.740 long. 45 Deg.
DMR-SEV-2496 1.564 exhaust valve. 4.740 long. 45 Deg.
DMR-SEV-2498 1.720 exhaust valve. 4.695 long. 45 Deg.
DMR-SEV-2498S 1.625 exhaust valve. 4.695 long. 45 Deg.
DMR-SEV-2499 2.000 intake valve. 4.667 long. 45 Deg.
DMR-SEV-2610 1.687 exhaust valve. 4.667 long. 30 Deg.
VALE COVERS, VALVES, AND VALVE SPRINGS

DMR-SEV-2610-45 1.687 exhaust valve. 4.667 long. 45 Deg.

DMR-SEV-2610-45-100 1.687 exhaust valve. 4.820 long. 45 Deg.

DMR-SEV-2870 1.625 intake valve. 4.675 long. 30 Deg.

DMR-SEV-2871 1.875 intake valve. 4.667 long. 45 Deg.

DMR-SEV-2993 1.500 exhaust valve. 4.695 long. 30 Deg.

DMR-SEV-3189 2.070 intake valve. 4.698 long. 30 Deg.

DMR-SEV-3205 1.750 intake valve. 4.695 long. 30 Deg.

DMR-5001E 2.072 intake valve. 4.713 long .3415 stem diameter .250 tip length. Undercut stem. 45 Deg.

DMR-5001E-100 2.072 intake valve. 4.800 long .3415 stem diameter .250 tip length. Undercut stem. 45 Deg.

DMR-5002E 1.710 exhaust valve. 4.668 long .3415 stem diameter .250 tip length. Undercut stem. 45 Deg.

DMR-5002E-100 1.710 exhaust valve. 4.800 long .3415 stem diameter .250 tip length. Undercut stem. 45 Deg.

DMR-5003E 2.125 intake valve. 4.713 long .341 steam diameter .250 tip length. Undercut stem. 45 Deg.

DMR-5003E-100 2.125 intake valve. 4.820 long .341 steam diameter .250 tip length. Undercut stem. 45 Deg.

MIL-45690 Milodon stainless 2.07” intake valves.

MIL-45695 Milodon stainless 1.71” exhaust valve.

MAN-11547 Manley stainless 1.710” exhaust valve.

MAN-11548 Manley stainless 2.072” intake valves.

TECH TIP: When ordering spring kits please specify shallow or deep seats. All engines with rotator valve spring retainers are deep spring seat heads. Be sure to check your heads closely.

The following list of valve springs are some of the more common streetable valve springs we sell. Please call tech for specific high performance valve spring applications. All dual valve springs may require head machining.

TECH TIP: “D” spring kits are designed to no longer need valve rotators on heads which originally had rotators.

COM-901-16-S Single valve spring for hydraulic flat lifters. OD = 1.494. ID = 1.080. Seat = 101 @ 1.650. Open = 242 @ 1.250. Coil bind @ 1.100. Includes retainers and keepers.

COM-995-16-S Dual valve spring for hydraulic flat or roller lifters. OD = 1.437. ID of inner = .697. Seat = 130 @ 1.700. Open = 372 @ 1.150. Coil bind @ 1.050. Includes retainers and keepers.

COM 26995-16-S Beehive valve spring for hydraulic flat or roller lifters. Bottom OD = 1.415. Top OD = 1.065. Bottom ID = 1.000. Top ID = .650. Seat = 137 @ 1.700. Open = 305 @ 1.100. Coil bind @ 1.040. Includes retainers and keepers.

COM-950-16-D Dual valve spring for mechanical flat lifters. OD = 1.464. ID of inner = .724. Seat = 133 @ 1.900. Open = 332 @ 1.300. Coil bind @ 1.200. Includes retainers and keepers. May require +.100 long valves.
**VALVE COVERS, VALVES, AND VALVE SPRINGS**

**COM 26094-16-D** Dual valve spring for mechanical flat lifters. OD = 1.550. ID of inner = .752. Seat = 178 @ 1.900. Open = A59 @ 1.275. Coil bind @ 1.200. Includes retainers and keepers. May require +.100 long valves.

**ISK-6005-S** Dual Chrome Silicon shallow valve springs. Use on Lunati camshaft LUN-00083 and larger. Fits big block heads A-B-C-CA & small block heads 1-2-3-4-5-6 and some 7-7A small block. Inst/Height: 1.750, Seat Pressure: 135 lbs, Open Pressure 285 lbs @ .550 lift, Coil Bind 1.120 - OD 1.430. Includes retainers and keepers.


**ISK-6005-S** Single Chrome Silicon shallow valve springs. Recommended for any cam up to LUN-00083. Fits big block heads A-B-C-CA & small block heads 1-2-3-4-5-6 and some 7-7A small block. Inst/Height: 1.750, Seat Pressure: 115 lbs, Open Pressure: 250 lbs @ 500 lift, Coil bind 1.080 - OD 1.450. Includes retainers and keepers.


**LUN-74500-D** Dual H-11 steel deep valve springs. H-11 steel has 5 times more chrome in the material than Chrome Silicon, plus nickel, molybdenum, and vanadium, all metals that make steel stronger and more resistant to the effects of engine temperature and fatigue. Use on Lunati high lift roller camshafts. Fits big block heads D-DA-E-F-G-H-J-K & small block heads 6-8-3A-4A-5A and some 7-7A. Inst/Height: 1.850, Seat Pressure: 125 lbs, Open Pressure: 550 lbs @ .600 lift, Coil Bind: 1.070 - OD 1.525. Includes retainers and keepers.

**LUN-72380** Valve clearance checking springs by Moroso. Sets of 8. Install valves with these springs and install head. Rotate the crank and with a dial indicator know the exact clearance before valve hits piston.

**TECH TIP:** Torque is the only thing that a driver feels when a car accelerates. Three hundred foot pounds of torque will accelerate you just as hard at 2,000 RPM as it would if you were making that torque at 4,000 RPM in the same gear. There are no machines that measure horsepower. Horsepower is simply a mathematical function of torque vs. RPM. (HP = (RPM X TORQUE) / 5252). In contrast to a torque curve (and the matching pushback into your seat), horsepower rises rapidly with RPM, especially when torque values are also climbing. Horsepower will continue to climb, even well past the torque peak, and will continue to rise as the engine speed climbs until the torque curve really begins to plummet, faster than engine RPM is rising. However, horsepower has nothing to do with what a driver feels. In layman’s terms, torque is what breaks the nut loose; horsepower is how fast the nut comes off.
MAZ-WP-135 Electrical 12 volt water pump pumps 35 gallon per minute. For street or strip use. The pump housing (not motor) comes in black, polished, chrome, red, or blue.

MAZ-WP-135-HD Electrical 12 volt water pump pumps 40 gallon per minute. For street or strip use. The pump housing (not motor) comes in black, polished, chrome, red, or blue.

MAZ-WP-135-16 Same as MAZ-WP-135 except for 16 volts.

MAZ-WP-135-HD-16 Same as MAZ-WP-135-HD except for 16 volts.

MAZ-WP-1175 Adapter for conversion to a 1.75” radiator hose. Use with MAZ water pump. Comes in black, polished, chrome, red, or blue.

MAZ-WP-1150 Same as MAZ-WP-1175 except conversion to a 1.50” radiator hose.

MAZ-WP-1125 Same as MAZ-WP-1175 except conversion to a 1.25” radiator hose.

DMR-1260-P Performance series water pumps are designed to combat engine overheating associated with higher performance and heavy load applications. Featuring a precision ground, heavy duty steel bearing that is completely sealed and lubed for life. A specially modified, high performance impeller eliminates cavitation at all RPM’s and maintains maximum volumetric flow of coolant throughout the engine thereby eliminating steam pockets trapped inside the engine block. Can help reduce engine temperature by 15-20 degrees resulting in increased horsepower. 5.95” from timing chain cover to surface where pulley mounts.

DMR-1360-P Same as DMR-1260-P except 5.57” from timing chain cover to surface where pulley mounts.

DMR-63440 Water flow restrictor plates. Mounts under water neck on intake manifold. Supplied with 3 different sized plates (5/8”, 3/4”, and 1” opening) to restrict water flow for improved heat dissipation and cooling. Allows you to control water flow (without a thermostat) for optimum efficiency. Fits all GM V-8s, GM V-6s, and small block fords. Set of three.

DMR-8230 Pulley spacer kit works with just about any GM or Ford water pump with a 5/8” or 3/4” shaft. Fits between the water pump pulley and drive flange. Allows placement of water pump pulley in perfect alignment with other components. Set of three. .060 ea. For use with DMR-22505809 V belt systems.

DMR-22505809-3 2 groove billet pulley set aluminum. Alternator pulley 3.5”, Crank pulley 4.850”, Water pump pulley 6.00”. Approximately 21% underdrive. 2 sets #DMR-8230 spacer kit will adapt short water pump to fit in place of longer A/C pump.

DMR-22505809-4 Same as DMR-22505809-3 except 3 groove.

DMR-5065-2-R Billet 2 piece aluminum Serpentine-belt pulley set to convert a standard V-belt system to the newer style Serpentine set-up. Will fit 1965-1990 Oldsmobile V-8 engines and will work with either long or short water pumps. 2 sets #DMR-8230-1 spacer kit will adapt short water pump to fit in place of longer A/C pump. Great for show application and will help eliminate throwing belts under high RPM applications. Comes with a black hard coat finish to prevent the belt from wearing the pulleys as can happen with normal aluminum pulley sets. Includes alternator and crank pulleys. Approximately 20% underdrive. For race usage.
**WATER PUMPS PULLEYS AND ALTERNATORS**

**DMR-5065-3-R** Same as DMR-5065-2-R except also includes a water pump pulley with a “V” belt groove at the rear to run an air conditioning.

**DMR-5065-5-R** Same as DMR-5065-3-R except also includes power steering and idler pulley with an idler pulley bracket.

**DMR-5065-2-S** Same as DMR-5065-2-R except NO UNDERDRIVE. For street or low RPM usage.

**DMR-5065-3-S** Same as DMR-5065-2-S except also includes a water pump pulley with a “V” belt groove at the rear to run an air conditioning.

**DMR-5065-5-S** Same as DMR-5065-3-S except also includes power steering and idler pulley plus idler pulley bracket.

**DMR-8230-1** Pulley spacer kit works with just about any GM or Ford water pump with a 5/8” or 3/4” shaft. Fits between the water pump pulley and drive flange. Allows placement of water pump pulley in perfect alignment with other components. Set of three. .060 ea. For use with DMR-5065 serpentine belt systems.

**DMR-8002** Natural finish Delco small case 100 amp alternator. One or three wire operation. 70 amps at idle allows for charging battery during low rpm operation in the pits or cruising. Great for street cars and/or race cars. Complete with chrome fan and pulley. Gold battery post. The integrated regulator is built in as an integral part of the Delcotron Generator. Installation is as simple as running a number 10 or 8 AWG wire from the battery post on the alternator directly to the positive battery post. No other wires are needed as all additional circuitry is in the regulator. The one-wire system provides turn on and shut down automatically with engine operation.

**DMR-17294** Same as DMR-8002 except chrome plated housing, fan, and pulley.
Suspension expert, Dick Miller, has written a manual designed to help the reader understand the principles of why Ford and GM coil sprung rear wheel drive cars act the way they do under acceleration and how to make it better. Being armed with this knowledge the reader can then take advantage of the information to maximize their cars’ traction. This will give them an advantage their competitor may not have.