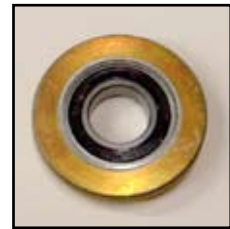


CRANKSHAFTS, RODS, AND GIRDLES

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 Nitriding 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.



DMR-5022

DMR-5023 Stick shift pilot bearing. Use in stick shift cars. Knurled for sure fit with self alignment for a perfect fit and smooth running and shifting. Fits Oldsmobile 260-455, Buick 350-455, Cadillac 400-500, Pontiac 326-455, and Chevrolet 305-502 and allows GM transmissions with Ford engines.



DMR-5023

VIC-ID-6768 Oldsmobile crankshaft & flywheel bolt pattern ID kit. This kit consist of two pieces. One for use to identify early (1964-1967) bolt patterns. One for use to identify late (1968-1990) bolt patterns. A must for everyone attending swap meets to identify those bolt patterns.



VIC-ID-6768

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-18692

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.



LUCAS OIL

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-



DMR-5466 WITH
PERFORMANCE
COATINGS

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. 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-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-5710-425 Same as DMR-5710-350 except fits Oldsmobile 425 engine.

DMR-5710-425-BUSH Same as DMR-5710-350-BUSH except fits Oldsmobile 425 engine.

DMR-5710-455 Same as DMR-5710-350 except fits Oldsmobile 455 engine.

DMR-5710-455-BUSH Same as DMR-5710-350-BUSH except fits Oldsmobile 455 engine.

EAG-CRS-673503-D Eagle forged steel crankshaft connecting rod. Fits BB Oldsmobile 6.735"



DMR-5710-455

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.



EAG-CRS-673503-D

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-5455-7-BILLET

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-100-403-00 Custom aluminum rods by Childs and Albert. Can be built to your specifications. Available in 5.000 to 6.250 rod lengths. Blank pin end. Big end bore 2.250. Pin bore .866 to .990. Width .927. Small block Oldsmobile big end. Sets of 8.

CRANKSHAFTS, RODS, AND GIRDLES

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.

CHI-5455-C Custom aluminum rods by Childs and Albert. Can be built to your specifications. Available in 6.625" to 7.800" rod lengths. BB Chevy bearings. Sets of 8.

MAN-5455-C Custom aluminum rods by Manley. Can be built to your specifications. Available in 6.135" to 7.100" rod lengths. BB Chevy bearings. 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-5850 WITH
DMR-22360-2**

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

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.*

CRANKSHAFTS, RODS, AND GIRDLES

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-22361-2

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-S

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.

Oldsmobile V8 Crankshaft Identification						
Engine	Material	Bolt Pattern	Casting #	Stroke	Year	Trans
260	Cast	Late	418882	3.385	75-81	Auto
307	Cast	Late	556607	3.385	80-90	Auto
330	Forged	Early	388776	3.385	66-67	Auto
330	Forged	Early	390275	3.385	66-67	Std
350	Cast	Late	558711	3.385	77-79	Auto
350	Nodular	Late	393654	3.385	68-74	Auto
350	Forged	Late	397885	3.385	68-69	Std
350	Cast	Late	418882	3.385	75-79	Auto
400	Forged	Early	390370	3.975	66-67	Std
400	Forged	Early	384722	3.975	66-67	Auto
400	Cast	Late	397363	4.250	68-69	Auto
403	Cast	Late	558711	3.385	77-79	Auto
403	Cast	Late	555749	3.385	77-79	Auto
425	Forged	Early	390370	3.975	66-67	Std
425	Forged	Early	384722	3.975	66-67	Auto
455	Cast	Late	397363	4.250	68-76	Auto
455	Cast	Late	397366	4.250	68-76	Auto
455	Forged	Late	400943	4.250	68	Auto
455	Forged	Late	400369	4.250	68	Auto