

DAMPERS & ACCESSORIES

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-419048

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-5117

DMR-5117 New O.E.M. stock length grade 8 crankshaft damper bolt for all 330-350-400-403-425-455 Oldsmobile engines. Includes DMR-568738 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-568738

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-8085-425

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, degreeding 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 New 350-455 OEM Damper for 330-350-400-403-425-455. Note 330 must have TDC remarked. Early 400 & 425 must be rebalanced.

DAMPERS & ACCESSORIES

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, degreing cams, and adjusting valves much easier and more accurate. No high performance engine should be without one. Available for 350 and 455 engines only.



DMR-417142-D

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



BHJ-OL-IB-7

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-22505809-3

DMR-22505809-4 Same as DMR-22505809-3 except the crank and water pump pulley have three grooves 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-5065-5

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.