

## DISTRIBUTORS AND STARTERS

**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-74305

**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.



DMR-510

**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-42720

**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 LIVEWIRE 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-240001

**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-9068

**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.



DUI-380777

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

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**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.



**DMR-5132**

**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.



**DMR-29423**

**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.

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**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? Lets 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. Lets 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.*