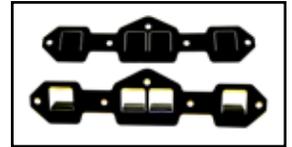


## HEADERS AND EXHAUST

*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.



**DMR-5058**

**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 3-1/2” 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-6813 except fits raised port heads. Port opening has been raised .250”.

**DMR-6813-B** Same as DMR-6813 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”.

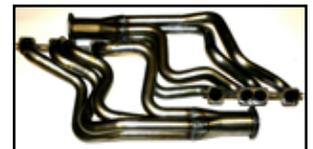
**DMR-6829-B** Same as DMR-6829 except fits Batten heads.

**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”.



**DMR-6821-E**



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-A** 3" X-pipe fits 1964-1967 Cutlass with DMR headers.

**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" collector to 3" exhaust pipe. Sold in pairs.

**DMR-11035** Header reducer for 3-1/2" collector to 2-1/2" exhaust pipe. Sold in pairs.

**DMR-11036** 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 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.

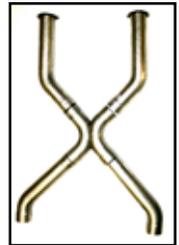
**DMR-4219** Same as DMR-4216 except 3" center inlet and 3" center outlet. Case is 14" long and a 5" x 8" oval.

**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-4616**



**DMR-9114-B**



All DMR headers have flat flanges with all tubes ported

## HEADERS AND EXHAUST

*All Header Sales Are Final - No Returns*

**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 shift 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-58060** Exhaust headers for 350 in 1968-1977 442 and 1968-1977 Cutlass. Will not fit Cutlass Supreme or "S" series engine. 1-3/4" primary tubes with 3" collectors. Will fit automatic and standard transmission floor mounted shifter and automatic transmission column mounted shifter.

**HED-58070** Exhaust headers for 260-403 in a 1978-1987 442, 1978-1987 Cutlass, and 1978-1987 Vista Cruiser Wagon. 1-3/4" primary tubes with 3" collectors. Will fit automatic and standard transmission floor mounted shifter and automatic column mounted shifter.

**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.

## HEADERS AND EXHAUST

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**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-0350

**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-0455

**DMR-65600** 1-3/4" assorted pipe kit with bends for use in making custom headers. Weld on collectors. Use with DMR-11120.

**DMR-65630** 1-7/8" assorted pipe kit with bends for use in making custom headers. Weld on collectors. Use with DMR-11125.



DMR-0351

**DMR-65642** 2" assorted pipe kit with bends for use in making custom headers. Weld on collectors. Use with DMR-11130.

**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.



All DMR headers have anti reversion cones for better exhaust



**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.**