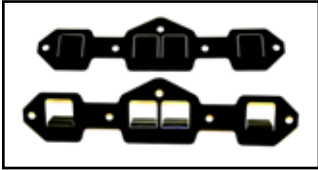


HEADS

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 magnify 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

Will work with headers or cast iron exhaust manifolds.

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.

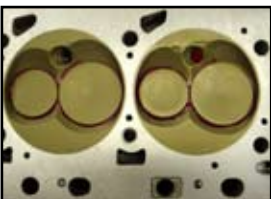
DMR-3002 Bracket porting includes DMR-3001 options plus widening and shaping exhaust throats, raising the intake port roof, port and shape the intake mouth, filling the heat riser with zinc alloy, and welding exhaust divider.

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.*



Bulldog heads with combustion chambers coated DMR-C 500012

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.*



DMR-5337



DMR-3003 ported head with center divider brased flush



DMR-5012



Edelbrock heads with combustion chambers coated DMR-C-50012

HEADS



EDE-6051-9 polished

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-350 Small block heads. Approximately 77 cc combustion chambers. Assembled with stainless valves (2.09/1.60), guide plates and valve springs. Approximately 287 CFM on the intake runners.

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.



Bulldog race head with offset pushrod holes



Bulldog race head with HAR-50046-B-5 offset rockers

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.



Bulldog head with optional D shape exhaust

DMR-3005 Competition ported BUL-500001-A-455 cylinder heads. Approximately 77 cc combustion chambers. Assembled with stainless valves, guide plates and valve springs. Approximately 350 CFM on the intake runners.

DMR-3006 Competition ported BUL-500002-A cylinder heads. Approximately 77 cc combustion chambers. Assembled with stainless valves, guide plates and valve springs. Approximately 380 CFM on the intake runners.

Oldsmobile Small Block Cylinder Heads

ID	Engine	Casting #	Intake	Exhaust	CC	Year	Unleaded
1	330	381918	1.875-45	1.562-45	64	64	No
2	330	385101	1.875-45	1.562-45	66	64-65	No
3	330	389394	1.875-45	1.562-45	65	66	No
4	330	394497	1.875-45	1.562-45	63	67	No
5	350	397742	1.875-45	1.562-45	68	68-69	No
5	350	397742	2.000-45	1.625-45	68	68-69-W31	No
6	350	403859	1.875-45	1.562-45	70	70	No
6	350	403859	2.000-45	1.625-45	70	70-W31	No
7	350	409147	1.875-45	1.562-45	69	71-72	No
7	350	409147	1.875-45	1.562-45	69	71-72	Yes
8	350	411929	1.875-45	1.625-30	79	73-76	Yes
10	260	550362	1.522-45	1.300-30	57	75-77	Yes
2A	260	418882	1.522-45	1.300-30	57	77-80	Yes
3A	350	554716	1.875-45	1.500-30	75	77-80	Yes
4A	403	554717	1.995-45	1.500-30	83	77-79	Yes
4A	403	554717	1.875-45	1.500-30	83	77	Yes
5A	307	22503317	1.750-45	1.500-30	67	80-85	Yes
6A	307	22535844	1.750-45	1.500-30	64	85-88	Yes
7A	307	22530142	1.750-45	1.500-30	64	85-90	Yes