

INTAKES AND ACCESSORIES

DMR-5012 Zinc Alloy ingots. This is the best way to improve flow plus a cooler running carb for Oldsmobile cast iron heads. First block off the intake side of the head and then stand the head on the intake side with the exhaust ports up and the head disassembled. Melt the lead in a cast iron pan over a propane burner and then pour it into the exhaust port until it runs out the valve seat area. It takes 1810F degrees to melt and approximately 25 minutes on a large propane stove. More than enough to do 1 pair of heads.



DMR-5012

EDE-2733 Edelbrock cast iron heat riser block off plugs. A cooler carburetor makes more power. Grinding and shaping of the plugs is necessary for proper fit into the heat riser passages of the cylinder head at the intake manifold surface. For all Oldsmobile V-8s. Carefully hand fit until the plug snugly slides into the heat crossover opening except for 1/8" and then drive the rest of the plug in with a plastic hammer. Improper fit can cause them to come loose and rattle.

TECH TIP: *Install the DMR-5580 valley tray in place of the factory style bath tub valley tray gasket. Remove the factory lifter valley tray and bolts over camshaft. Install the new tray over the camshaft using the factory bolts. While rotating the crank check for lifter and pushrod clearance. On some high lift cams reshaping of the tray may be necessary to avoid lifter interference. Permanently install the tray using red Loctite on the bolts. Use intake gasket SCE-179101 or SCE-179102.*

DMR-5580 All-new aluminum bolt-in valley tray for all styles of aluminum or stock steel intake manifolds. A must for aluminum intake manifolds to keep the hot oil off the bottom of the intake. Fits all big block 400, 425 and 455 as well as small block 350 engines. Keeps intake manifold cooler for more efficient performance. Some 1972 and later 350-403 engines require mounting holes to be drilled and tapped above the #2 and #4 cam bearing housing. Will fit most manifolds, except the Toronado or small block Edelbrock 3711 Performer manifolds.



DMR-5580

DMR-2551 New water thermostat housing.

DMR-2551-1 Used water thermostat housing. While supply last

DMR-C-5001 Thermal coat the bottom of your intake to keep the intake and carburetor cooler for more horsepower.



DMR-C-5001

DMR-C-5005 Coat the outside of your intake to keep it looking new longer. Withstands most stains including race gas.

DMR-F-5000 We will weld fuel injection bungs into the intake runners of your intake manifold. We can also furnish you with the fuel rails and bungs.



DMR-F-5000

DMR-5211 Stainless 12 point intake bolts for cast iron or aluminum intakes. Fits all V-8 stock manifold, W-30, W-31, Edelbrock 2151 Performer, and Offenhauser Tunnel Ram.

DMR-5212 Same as DMR-5211 except fits stock 307, and Edelbrock 3711-7111 Performer RPM.

DMR-5213 Same as DMR-5211 except fits Edelbrock 2730 Torker.

DMR-5214 Same as DMR-5211 except fits its Offenhauser Porta-Sonic and Super Sonic.



DMR-5212

DMR-5215 Same as DMR-5211 except fits Edelbrock 400-455 O4B and O4BQJ, and 350 OL4B and OL4BQJ.

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DMR-5216 Same as DMR-5211 except fits S/B & B/B Edelbrock Victor Olds take #2810 or #2811 or #2812.

TECH TIP: All Edelbrock manifolds can be ordered polished.

EDE-2812-350 Edelbrock (Air-Gap style) open plenum intake manifold for 307-330-350-403 Oldsmobile engines. Recommended for high performance, drag racing, and competition. Effective power range from 3500 to 7500. For square bore Holly carburetors. SCE-279101 intake gaskets are highly recommended. Manifold is 7-1/8" tall or 4-3/8" taller than stock. Carburetor base not angled.

EDE-3711-350 Edelbrock Performer dual plane intake manifold. 180 degree plenum design, accepts Quadrajets or Holly carburetor. Excellent manifold for 330-350-403 Oldsmobile engines, but will not fit the 260 V8. It can be used on the 307 with 5A heads if cylinder heads are ported matched. SCE-179101 intake gaskets are highly recommended. Effective power range from idle to 5500. EDE-2733 adapter is required for square bore Holly carburetors. Cannot use DMR-5580 valley tray with this manifold. Manifold is stock height.

EDE-7111-350 Edelbrock Performer RPM intake manifold. Features high rise, dual plane, and 180 degree plenum. Accepts Quadrajets or standard Holly carburetor. Excellent manifold for the 330-350-403 Olds engines. Port flange has extra material above the runner to allow for use with BB Olds heads on a SB Olds. Will not fit the 260 V8. It can be used on the 307 with 5A cylinder heads if cylinder heads are port matched. SCE-179101 intake gaskets are highly recommended. Effective power range from 1500-6500. This manifold must be ported larger to fit the 455 heads. Manifold is 2" taller than stock.



POW-9510

OFF-5587-350 Offenhauser dual carb intake for Oldsmobile small blocks. Carburetor must be turned sideways. Will not accept Holley 4150 carbs.

TECH TIP: Edelbrock intakes (#EDE-2812-350, #EDE-2811-455, and #EDE-2810-455) will not accept MSD billet distributor (#MSD-8566) with out modifications. We can perform the distributor modifications for you.

EDE-2811-455 Edelbrock (Air-Gap style) open plenum intake manifold for 400-425-455 Oldsmobile engines. Recommended for high performance, drag racing, and competition. Effective power range from 3500 to 6500. Use Dominator Holly carburetor. SCE-279102 intake gaskets are highly recommended. Manifold is 8-3/8" tall or 5.5" taller than stock. Carburetor base not angled.

EDE-2810-455 Edelbrock (Air-Gap style) open plenum intake manifold for 400-425-455 Oldsmobile engines. Recommended for high performance, drag racing, and competition. Effective power range from 3500 to 6500. Use square bore Holly carburetor. SCE-279102 intake gaskets are highly recommended. Manifold is 8-3/8" tall or 5.5" taller than stock. Carburetor base not angled.

EDE-2151-455 Edelbrock 400-425-455 Olds dual plane, non EGR Performer, aluminum intake manifold. This manifold is recommended for street, towing, motor homes and weekend racing. SCE-179102 intake gaskets are highly recommended. Manifold is 1 3/4" taller than stock.

EDE-2730-455 Edelbrock Torker open plenum intake manifold for 400-425-455 Oldsmobile engines. Recommended for high performance, drag racing, and competition. Effective power range from 2500 to 6500. Accepts Q-Jet carb. No. ED-2732 adapter is required for square bore Holly carburetors. SCE-179102 intake gaskets are highly recommended. Manifold is 1 3/4" taller than stock.

OFF-6109-455 Offenhauser aluminum Porta Sonic open plenum, large runner intake manifold for 400-425-455 Oldsmobile engines. The carburetor base is for square bore 4150 Holley. Recommended for all high performance needs. Effective power range from 3000 to 6500. Will not work with HEI distributor. SCE-179102 intake gaskets are highly recommended.

OFF-6108-455 Offenhauser aluminum Super Sonic open plenum, large runner intake manifold for 400-425-455 Oldsmobile engines. The carburetor base is for a 1050 Dominator. Recommended for all out competition use only. Effective power range from 3500 to 7500. Will not work with HEI distributor. SCE-179102 intake gaskets are highly recommended.

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OFF-6082-84-455 Offenhauser dual quad tunnel ram intake manifold. Includes base and dual quad top for regular No. 1850 Holley carburetor. Recommended for all-out competition and marine use only. OFF-5832 adapters must be used when installing Holly carburetors sideways. No. OFF-5968 adapters must be used with 4500 Holley carburetors. SCE-179102 intake gaskets are highly recommended. Manifold is 8 1/16" taller than stock.

OFF-6082-83-455 Offenhauser single quad tunnel ram intake manifold. Includes base and single quad top for regular 4150 Holley carburetor. Recommended for all-out competition and marine use only. SCE-179102 intake gaskets are highly recommended. Manifold is 8 1/16" taller than stock.

TECH TIP: *We have proven the following carburetor spacers time and time again during dyno sessions. Oldsmobile engines like spacers. If your hood clearance will allow a 1" or 2" spacer it is certainly worth the cost to try one on your particular combination. Order plastic (will help stop heat transfer) for Drag race only. Order aluminum for street/strip applications. Either one will perform equally with the same results. When starting a new engine leave a plastic spacer off until the engine is fine tuned. A backfire followed with a intake fire can melt a plastic spacer. Re-jetting may be necessary as the spacer should increase air speed which in turn should pull more fuel.*



OFF-6082-84-455

HVH-SS-4150-1 1" Tall Super Sucker carb spacer for 4150 series carburetors (race only).

HVH-SS-4150-2 2" Tall Super Sucker carb spacer for 4150 series carburetors (race only).

HVH-SS-4150-1-AL 1" Tall aluminum Super Sucker carb spacer for 4150 series carburetors.

HVH-SS-4150-2-AL 2" Tall aluminum Super Sucker carb spacer for 4150 series carburetors.

HVH-SS-4500-1 1" Tall Super Sucker carb spacer for 4500 series carburetors (race only).

HVH-SS-4500-2 2" Tall Super Sucker carb spacer for 4500 series carburetors (race only).

HVH-SS-4500-1-AL 1" Tall aluminum Super Sucker carb spacer for 4500 series carburetors.

HVH-SS-4500-2-AL 2" Tall aluminum Super Sucker carb spacer for 4500 series carburetors.

HVH-SS-4500-4150-2-AL 2" Tall aluminum Super Sucker spacer adapter for 4500 series carburetor to a 4150 manifold.

CAN-85252 Phenolic Resin 1/2" thick 4 hole Quadrajt carburetor spacer. Use with dual-plane intake manifolds.

CAN-85250 Phenolic Resin 1" thick 4 hole Quadrajt carburetor spacer. Use with dual-plane intake manifolds.

CAN-85150 Phenolic Resin 1" thick open plenum 4 hole Holly square bore carburetor spacer. Use with open plenum manifolds.

CAN-85160 Phenolic Resin 1" thick open plenum Holly square bore carburetor spacer.

Use with open plenum manifolds.

CAN-85252 Phenolic Resin 1/2" thick 4 hole Quadrajt carburetor spacer. Use with dual-plane intake manifolds.



DMR CUSTOM INTAKE