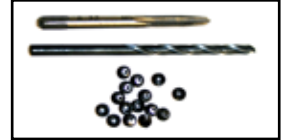


## OIL SYSTEMS AND ACCESSORIES

**TECH TIP:** Mechanical lifters (flat tappet or roller) by design do not have the same restriction built in them as a hydraulic lifter. Lifter bore oil restrictors are one of the modifications necessary to improve a stock oiling system for high performance use. Mandatory for all mechanical flat tappet or mechanical roller camshafts. The purpose of the lifter bore restrictors is to provide less oil to the upper end of the valve train and keep it down in the pan for bearing lubrication. That same reason is why all DMR pushrods have oil restrictors built in them.

**DMR-5100-L** Valve lifter bore restrictor kit. A must for all mechanical and mechanical roller camshafts. Includes lifter restrictors, drill, and tap. The lifter bore oiling hole must be drilled and tapped to accept these new restrictors. Be sure to use red Loctite for installation. They must be installed before the engine is assembled.



DMR-5100

**DMR-5019** This engine oiling primer tool along with your 3/8's or 1/2" reversible drill motor, will prime your new or stored engine before you start it. A necessity for pumping up hydraulic lifters before adjustment. Also lets you check oil pressure in the engine while on the engine stand.



DMR-5019

**DMR-5110** Mandatory oil pump shim for a MEL-M22FHV high volume oil pump when running loose bearing clearances for performance applications. Will increase oil pressure from 15# to 25#. Includes a new cotter pin.

**TECH TIP:** Cam bearing oil restrictors are another one of the modifications necessary to improve a stock oiling system for high performance use. Customers often ask "Can't I simply rotate and drill a smaller oil feed hole in the cam bearing?" The answer is no. Not maybe, but NO. A smaller than stock oil feed hole in the cam bearing will cause oil to react like it has hit an end to the oil feed passage and will not supply the bearing with sufficient oil. These oil restrictors have a tapered hole to prevent this from happening.

**TECH TIP:** Install the smooth end first using red Loctite on the knurled edge and drive the restrictor into the block until it bottoms out. Use DMR-5104-T to prevent damage to the restrictor during installation.

**DMR-5104** Cam bearing oil galley restrictor reduces oil supply to the over oiled cam bearings. Set of 4. Can be used on street engines with hydraulic camshafts. Installs in number 1-2-3-4 main housing bore oil holes leading to the cam bearings. Knurling provides an interface fit. Use red Loctite. Measure depth of all holes before installing to be sure restrictor doesn't block the oil hole in the main bearing. Does not fit 403 engines.



DMR-5104

**DMR-5104-T** Installation tool to drive in cam bearing oil restrictors.



DMR-5104-T

**DMR-5401** Used O.E.M. front seal crankshaft oil slinger. A must for street driven engines. Fits all V-8s, 64 to present. While supply last.

**TECH TIP:** To install a DMR-5850 windage tray the four longer studs provided in your stud kit are to be used in #2 and #4 mains. Install the crank and main caps as usual. Next to install the windage tray stack two of the extra ARP flat washers provided in your stud kit on top of the #2 and #4 main stud nuts. Next install the tray and using red Loctite install the chrome jamb nuts provided in the stud kit and torque to 65 ft pounds.

**DMR-5850** Full-length stainless steel formed windage tray for all Olds engines. Tray fits crankshaft counterweights so snugly no skimmer baffle is needed. Fits all oil pans except Toronado pans. Tray fits all Olds engines, 330, 350, 403, 425 and 455. DMR-5860 or DMR-5870 stud kit required for installation. This tray adds horsepower and longer engine life by removing excessive oil from reciprocating crankshaft assembly. If using with main studs and straps use ARP-184-5401-SW or ARP-185-5401-SW main stud and strap kit.



DMR-5850

## OIL SYSTEMS AND ACCESSORIES

**DMR-5301** This oil pan baffle eliminates most of the oil climbing up and sloshing around the rear of the oil pan. This baffle helps keep the oil off of the crankshaft counterweights and rods. The baffle fits between the oil pump and rear main cap. A must to help keep the oil in the sump area of the pan under hard acceleration. Fits all Olds engines, 330, 350, 403, 425 and 455. Made from .062" stainless steel.



**DMR-5301**

**DMR-5301-2** Same as DMR-5301-1 except .125 thick stainless. Designed to use when installing DMR-22361 or DMR22362 5 cap girdles in S/B or B/B applications to bring the rear cap up to the level of the other 4 caps.

**DMR-9404** Oil pan chrome dipstick and tube. Depending upon the application some bending may be required.

**TECH TIP:** *I use K&N oil filters in all the new engines I build for their superior filtering and higher oil pressure availability.*

**K&N-HP-2003** K&N oil filters have many features over and above the requirements of most vehicles. They use thicker canister walls for extra strength and durability. The heavy-duty construction will withstand higher oil pressures found only in racing environments without bursting. The drilled hole on the nut is for a safety wire attachment. Required for many types of racing, the safety wire prevents blown oil filters from falling on the track and representing a hazard to other race vehicles. K&N oil filters are ideal for high-end synthetic motor oil. K&N oil filters use resin impregnated cellulose filter media. This allows for higher flow rates while providing outstanding filtration. High filter flow rates are important in racing vehicles where heavier grade oil is used and the oil is pumped much faster than in a standard vehicle. When the engine is circulating oil at high GPM rates, the high-flow oil filter helps reduce the loss of pressure through the filtering process.

**TRA-1028** Remote mount oil filter adapter. Has 2 inlet and 2 outlet fittings using 1/2" pipe thread. Must use with DMR-5400-R block adapter.

**DMR-5400-R** Remote engine oil filter adapter, made of 3/4" billet aluminum with 2 tapped 1/2" pipe thread holes. This allows use of a single filter mounted anywhere. Use 1/2" pipe or #8 fittings with 1/2" male ends. Allows maximum header clearance. Must use with TRA-1028 remote frame mount oil filter adapter. Includes DMR-27229 gasket.

**DMR-5403** New oil filter mount attaches to side of block for mounting filter. Fits all Oldsmobile V-8 engines 330 thru 455 except Toronado.

**DMR-5403-1** Used oil filter mount attaches to side of block for mounting oil filter. While supply last. Fits Oldsmobile Toronado V-8 engines.

**DMR-7020-7021** O.E.M. special thread front oil galley plugs. Set of two; one with hole for oiling timing chain and one without. Sold in pairs only.

**DMR-593204** External and internal rear oil galley plug. Internal plug with oil hole to oil distributor gear.

**TECH TIP:** *All oil pan capacity ratings are for the oil pan only and do not include the filter.*



**DMR-5-1001**

**DMR-5-1001** Fabricated two piece sheet aluminum oil pan. Can be used with any oil pump including the suggested Titan Oil Pump (#TIT-455-OL). Removal of the sump area allows for adjusting the oil pressure, cleaning the bottom of the pan, or replacing the oil pump without removing the entire pan.



**DMR-5-1001-T**

**DMR-5-1001-T** Same as DMR-5-1001 except includes Titan Oil Pump and pickup (#TIT-455-OL) and oil pump drive.

## OIL SYSTEMS AND ACCESSORIES

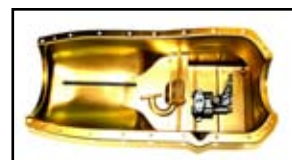
**DMR-5-1001-M** Same as DMR-5-1001 except pan rails are modified to accept a DMR-22362 full pan girdle.

**DMR-5-1001-M-T** Same as DMR-5-1001-M except includes Titan Oil Pump and pickup (#TIT-455-OL) and oil pump drive.

**MIL-30305** 7 quart gold irridated 1" deep oil pan. Fits all Oldsmobile V-8 engines 64 to Present except Toronado. Use DMR-HVHD-1 oil pump. Designed for street and strip use providing the increased oil capacity that is an absolute requirement to handle the demand of higher RPM and increased horsepower, especially one with the large main bearing sizes of an Oldsmobile.

**DMR-305-M** Same as MIL-30305 except pan rails are modified to accept a DMR-22362 full pan girdle.

**DMR-30305-S** Same as MIL-30305 except includes oil pan, HVHD oil pump, 3/4" pickup and chrome moly oil pump drive.



**DMR-30305-S**

**DMR-305-M-S** Same as MIL-30305-S except pan rails are modified to accept a DMR-22362 full pan girdle.

**MOR-20482** 7 quart low profile oil pan. This oil pan is only 1" lower and a little wider for maximum road clearance. Dual exhaust or headers must be used because of the pan design. Use DMR-HVHD-1 oil pump.

**DMR-482-M** Same as MOR-20482 except pan rails are modified to accept a DMR-22362 full pan girdle.

**DMR-20482-S** Same as MOR-20482 except includes oil pan, HDHV oil pump, 3/4" pickup and chrome moly oil pump drive.

**DMR-482-M-S** Same as DMR-20482-S except pan rails are modified to accept a DMR-22362 full pan girdle.

**MOR-20484** 8 quart low profile oil pan. This oil pan is only 2" lower and a little wider. Fits all Oldsmobile V-8s. 1967 Cutlass 442 needs some pan modifications. Use DMR-HVHD-2 oil pump.

**DMR-484-M** Same as MOR-20484 except pan rails are modified to accept a DMR-22362 full pan girdle.

**DMR-20484-S** Same as Mor-20484 except includes oil pan, HDHV oil pump, 3/4" pickup, and chrome moly oil pump drive.

**DMR-484-M-S** Same as DMR-20484-S except pan rails are modified to accept a DMR-22362 full pan girdle.

**MOR-21575** Marine 8 quart oil pan. Fits jet boats with 3 point mount. Side motor mounts with a cradle strap under engine and rear jet mounting system. A must for positive oiling and long engine life. Stock depth with trap doors. Kick outs both sides. Use DMR-HVHD-3 oil pump.

**DMR-21575-S** Same as MOR-21575 except includes oil pan, HDHV oil pump, 3/4" pickup, and chrome moly oil pump drive.

**MOR-21631** Marine or tube chassis 10 quart oil pan for drag racing or jet boats using 4 point mount front and rear motor plate mounting system. Pan is stock depth, box type, bolt in windage tray, and trap doors. Use DMR-HVHD-3 oil pump.

**DMR-21631-S** Same as MOR-21631 except includes oil pan, HDHV oil pump, 3/4" pickup, and chrome moly oil pump drive.

**MIL-30765** Stock depth 4 quart oil pan. Fits all Oldsmobile V-8 engines except Toronado. Use DMR-M-22F oil pump.

## OIL SYSTEMS AND ACCESSORIES

**SPC-7453** 4 quart stock depth and capacity chrome oil pan. Fits all Oldsmobile V-8 engines except Toronado. Great for that show car look. Use DMR-M-22F oil pump.

**DMR-HVHD-1** High volume oil pump will pump an additional 20% more oil than other high performance pumps. Includes bolt on 1" deep 3/4" pickup tube. This pump along with our DMR-22575 chrome moly oil pump drive will insure adequate oil supply for any properly built engine.

**DMR-HVHD-2** High volume oil pump will pump an additional 20% more oil than other high performance pumps. Includes bolt on 2" deep 3/4" pickup tube. This pump along with our DMR-22575 chrome moly oil pump drive will insure adequate oil supply for any properly built engine.

**DMR-HVHD-3** High volume oil pump will pump an additional 20% more oil than other high performance pumps. Includes bolt on stock depth 3/4" pickup tube. This pump along with our DMR-22575 chrome moly oil pump drive will insure adequate oil supply for any properly built engine. Do not use on 4 quart pans.

**DMR-M-22F** Stock replacement oil pump. Includes hardened steel cover plate that helps eliminate pump cavitations.

**TIT-455-OL** Titan billet-aluminum wet sump oil pumps (with built in pick up) are providing "crankshaft insurance" to all type of cars. Why settle for the obsolete, passenger-car technology of spur gears? Wet-sump models share Titan' proven gerotor pumping system. Titan's high-volume, anti-cavitation design is super smooth to 12,000-plus rpm! A unique combination of modular designs, interchangeable housings and gear sizes enables them to provide virtually any volume desired. All Titan models utilize a unique, adjustable pressure relief that allows you to select virtually any pressure setting from 50 PSI to more than 100 PSI. (Higher spring rates are available for even more pressure, where warranted.) Technicians individually preset the pressure of your pump to suit your specific application and then bench-test it for volume and pressure. The size of the pump body is dictated by the gerotor pumping segments, which are larger in diameter than the GM-type spur gears found inside smaller housings. Order an aluminum pan that's custom-built to accommodate our oil pump (#DMR-5-1001 or DMR-5-1001-M).



TIT-455-OL

**DMR-22575** Chrome moly oil pump drive. A must for engine insurance. Helps eliminates twisting or flexing of oil pump drive for more accurate distributor timing and better control of oil pressure.

**DMR-11203** Push in stock P/U tube.

**MOR-24461** Bolt on (3/4" OD) oil pump pickup tube for 1" drop oil pans. Use with MOR-20482 1" drop 7 quart oil pan.

**MOR-24462** Bolt on (3/4" OD) oil pump pickup tube for 2" drop oil pans. Use with MOR-20484 2" drop 8 quart oil pan.

**MOR-24463** Bolt on (3/4" OD) oil pump pickup tube for stock depth oil pans. Not recommended for stock oil pans.

**MIL-18411** Large diameter (3/4" ID) oil pump pickup for 1" drop oil pans.

**MEL-22-FHVS** Bolt on stock depth pickup screen assembly.

**MEL-22-FS1** Push in stock P/U tube with 1" drop.



Lucas Oil Assembly  
Lube