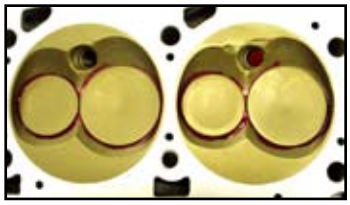
PERFORMANCE COATINGS

TECH TIP: While performance coatings can add to the life of an engine and help reduce parasitic horsepower loss (therefore creating more horsepower) nothing will make up for an improperly assembled engine. Thermal coatings will keep excessive heat from unwanted areas and help produce additional horsepower. Lubricity coatings will not only create a slippery surface but also help protect vital engine parts in marginal oiling situations by retaining engine oil on the component surface during intense heat and extreme pressure. Oil shedding coatings are designed to reduce oil retention and decrease parasitic drag virtually eliminating windage power loss (creating more horsepower). Oil returns to the sump faster and enhances oil control, lowering oil temperatures and improving lubrication in your engine.

DMR-C-5001 Thermal coating of the intake manifold bottom will help maintain a cooler intake which in turn will create more horsepower by keeping the fuel in the carburetor cooler and denser as well as the incoming outside air.

DMR-C-50012 Thermal coating of the head's combustion chambers and valve heads allows for better heat retention in the cylinder therefore creating more horsepower as well as a cooler running engine. This is also very useful on street engines with aluminum heads by reducing cylinder heat loss and thereby producing more power with the hotter cylinder. Thermal coating of the exhaust runners will create better exhaust scavenging creating better flow and more horsepower.



DMR-C-50012

DMR-C-50013 Thermal coating of the piston tops allows for better heat retention in the cylinder therefore creating more horsepower as well as a cooler running engine. The piston will have a more evenly heated surface allowing an even more efficient flame travel. Heat saturation into the piston is reduced keeping more heat in the combustion chamber allowing for more fuel and less timing thus building more power.

DMR-C-50013

DMR-C-5002 Lubricity coating of the oil pump housing, gears, and passages will help keep the oil cooler and create higher pressures and more horsepower due to less parasitic drag in the pump.

DMR-C-50021 Lubricity coating of the piston pins will create longer pin lift and easier rotation of the pin in the piston and helps reduce pin seizure. Also dry startup damage to the piston and pin is greatly reduced.

DMR-C-5002

DMR-C-50024 Lubricity coating of the piston skirt will produce less galling and less heat saturation into the piston skirt creating greater piston and ring life. It will help increase rapid acceleration while helping maintaining a protective lubrication barrier between the piston skirt and cylinder wall.

DMR-C-50025

DMR-C-50025 Lubricity coating of the valve springs greatly increases the life of the valve spring by retaining oil on the valve spring surfaces thereby reducing inner and outer spring friction and heat which is the greatest cause of spring failure.

DMR-C-50024

DMR-C-50026 Lubricity coating of the main bearings will help retain oil on the bearing surface during intense heat and extreme pressure conditions. It also helps eliminate bearing failure caused by lubrication lag after engine startup.

DMR-C-50026

DMR-C-50027 Lubricity coating of the rod bearings will have the same benefits as lubricity coating of the main bearings.

PERFORMANCE COATINGS

INFO: We keep most sizes of small or big block coated bearings in stock. See the bearing section.

DMR-C-5003 Oil shedding coating of the connecting rods reduces oil retention and decreases parasitic drag and windage related power loss.

DMR-C-50031 Oil shedding coating of the crank is an even greater advantage due to the increased mass of the crank. Reduces oil retention and decreases parasitic drag and windage related power loss.

DMR-C-50031

DMR-C-50032 Oil shedding coating of the rear main cap oil passage will help promote oil pressure by creating less restriction allowing for smoother oil flow.

DMR-C-5005 Protective coating on the exterior of the intake will keep the intake new looking longer. More of a polished intake look and no longer a natural aluminum looking intake it will be resistant to oil and even race gasoline stains. The intake will not corrode and spot as a natural finish intake will.

DMR-C-50051

DMR-C-50051 Protective coating on the exterior of the heads will give the same benefits as the intake.

CAR-4781-S4CTR 990 CFM modified carburetor. DUI-ITK-4270 distributor with external adjustment knob. DUI-9068 LIVEWIRES. DUI-380777 rev limiter. DMR-C-5005 protective coated intake. DMR-C-50051 protective coated heads. DMR-6813-RP headers Jet Hot ceramic coated. MAZ-WP-135S electric water pump. DMR-5065-2 serpentine pulley set. DMR-0100-E-P-B-4 sheet aluminum valve covers powder coated, engraved, with 4 breathers. These are all parts Dick runs on his 70 Cutlass.