

PUSHRODS & GUIDE PLATES

TECH TIP: “Valve float” is normally associated with valve lifters or valve springs. Valve float (valve train separation) is the non-ability of the cam follower to stay in contact with the cam lobe. Flex in the valve train is the major cause of valve train separation. Test have shown that the majority of the time it is caused by pushrod flex. The load put on a pushrod can cause it to act like a pole vaulters pole in that it will bend in the middle under load and then snap back to its original shape. This can in turn unload the lifter causing it to bounce on the cam which can cause premature cam and lifter wear and also unloads the valve spring causing the valve to float or bounce. In dyno testing horsepower has been gained by simply going to a heavier wall pushrod. That is why all DMR (non adjustable) premium pushrods are now 1 piece, a minimum of .083 wall thickness, case hardened for guide plates (.012” - .015” deep), 4130 chrome moly and have .040” oil restrictors to provide less oil to the over oiled upper end of the valve train and keep it down in the pan for bearing lubrication.

DMR-5231 Chrome moly 5/16” adjustable pushrods fits 330-350-403 small block Oldsmobile engines. Allows individual adjustment of each valve for perfect lifter preload and valve adjustment. Pushrods have .040 oil restrictor, leaving more oil at the bottom end and less blow by at the top end. Adjust 8.250” (+-.187). Set of 16. These can be used with guide plates if they are installed bottom side up and the intake removed. Max Open Pressure 300#.

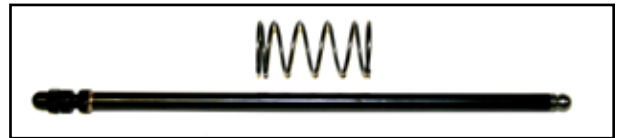
DMR-5232 Same as DMR-5231 except fits 400-425-455 big block Oldsmobile engines. Adjust 9.550” (+-.187). Set of 16.



DMR-5232

DMR-5235 5/16 diameter checker used to check for right pushrod length to achieve correct rocker arm geometry. Comes with one adjustable pushrod and one super light valve spring. Fits small block Oldsmobile engine. 8.245” (+-.187).

DMR-5236 Same as DMR-5235 except fits big block 400-425-455 Oldsmobile engine. Adjust 9.550” (+-.187).



DMR-5236

DMR-5239 Same as DMR5236 except for use with high lift cams. Adjust 9.800 (+-.187).

TECH TIP: These pushrod ratings are for naturally aspirated engines. Engines with blowers, turbos, or superchargers will need heavier wall pushrods. Call tech to discuss any of these needs.

The following sizes are common sizes however we will make any length necessary.

Part Number	Tube	Ball	Wall	Length	Max Open Pressure
DMR-5650-GP	5/16	5/16	.083	8.40	750#
DMR-5651-GP	5/16	5/16	.083	8.50	750#
DMR-5652-GP	5/16	5/16	.083	8.60	750#
DMR-5653-GP	5/16	5/16	.083	8.70	750#
DMR-5654-GP	5/16	5/16	.083	9.70	750#
DMR-5655-GP	5/16	5/16	.083	9.80	750#
DMR-5656-GP	5/16	5/16	.083	9.90	750#
DMR-5657-GP	5/16	5/16	.083	10.00	650#
DMR-5658-GP	5/16	5/16	.083	10.10	650#
DMR-5659-GP	5/16	5/16	.083	10.20	650#
DMR-5691-GP	5/16	5/16	.083	Custom	
DMR-5660-GP	5/16	5/16	.116	8.40	900#
DMR-5661-GP	5/16	5/16	.116	8.50	900#
DMR-5662-GP	5/16	5/16	.116	8.60	900#
DMR-5663-GP	5/16	5/16	.116	8.70	900#
DMR-5664-GP	5/16	5/16	.116	9.70	900#

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Part Number	Tube	Ball	Wall	Length	Max Open Pressure
DMR-5665-GP	5/16	5/16	.116	9.80	900#
DMR-5666-GP	5/16	5/16	.116	9.90	900#
DMR-5667-GP	5/16	5/16	.116	10.00	800#
DMR-5668-GP	5/16	5/16	.116	10.10	800#
DMR-5669-GP	5/16	5/16	.116	10.20	800#
DMR-5692-GP	5/16	5/16	.116	Custom	
DMR-5670-GP	3/8	5/16	.083	8.40	900#
DMR-5671-GP	3/8	5/16	.083	8.50	900#
DMR-5672-GP	3/8	5/16	.083	8.60	900#
DMR-5673-GP	3/8	5/16	.083	8.70	900#
DMR-5674-GP	3/8	5/16	.083	9.70	900#
DMR-5675-GP	3/8	5/16	.083	9.80	900#
DMR-5676-GP	3/8	5/16	.083	9.90	900#
DMR-5677-GP	3/8	5/16	.083	10.00	800#
DMR-5678-GP	3/8	5/16	.083	10.10	800#
DMR-5679-GP	3/8	5/16	.083	10.20	800#
DMR-5693-GP	3/8	5/16	.083	Custom	
DMR-5680-GP	3/8	5/16	.120	8.40	1200#
DMR-5681-GP	3/8	5/16	.120	8.50	1200#
DMR-5682-GP	3/8	5/16	.120	8.60	1200#
DMR-5683-GP	3/8	5/16	.120	8.70	1200#
DMR-5684-GP	3/8	5/16	.120	9.70	1200#
DMR-5685-GP	3/8	5/16	.120	9.80	1200#
DMR-5686-GP	3/8	5/16	.120	9.90	1200#
DMR-5687-GP	3/8	5/16	.120	10.000	1100#
DMR-5688-GP	3/8	5/16	.120	10.100	1100#
DMR-5689-GP	3/8	5/16	.120	10.200	1100#
DMR-5694-GP	3/8	5/16	.120	Custom	

TECH TIP: In some cases guide plates “may” need to be ground in the slot radius closest to the rocker stud to eliminate binding of the pushrod.



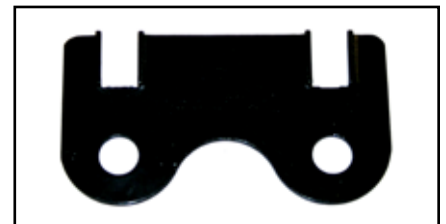
DMR-5656-GP

DMR-500-4842-8 Steel guide plates. 5/16” pushrods x 5/16” stud hole. Set of 8. You must use hardened pushrods with these guide plates. No cylinder head machining required.



DMR-5676-GP

DMR-500-4843-8 Steel guide plates. 5/16” pushrods x 3/8” stud hole. Set of 8. You must use hardened pushrods with these guide plates. No cylinder head machining required.



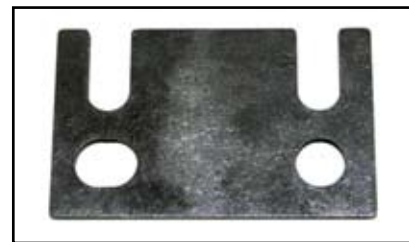
DMR-500-4842-8

DMR-500-200 Heat treated guide plates. 5/16 pushrods x 7/16 stud hole. Adjustable in width for perfect pushrod alignment. You must use hardened pushrods with these guide plates. Head rocker pad must be machined .110 for proper installation on GM heads only. Recommended for Batton heads.

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DMR-500-5451 Steel guide plates. 5/16" pushrods x 7/16" stud hole. Set of 8. You must use hardened pushrods with these guide plates. No cylinder head machining required.

DMR-500-5450 One piece guide plate for use in DMR-5069 roller rocker setup. 3/8 pushrods x 7/16 studs and made of .120" thick hardened steel. Heads must have rocker arm stud pad milled .120". Must use pushrods with hardened ends for guide plates.



DMR-50-5450

DMR-500-300 Heat treated guide plates. 3/8 pushrods x 7/16 stud hole. Adjustable in width for perfect pushrod alignment. You must use hardened pushrods with these guide plates. Head rocker pad must be machined .110 for proper installation on GM heads only. Recommended for Batton heads. Must be ground in some cases in the radius closest to the rocker stud to eliminate binding of the pushrod.

DMR-500-3876-57 One piece guide plates. 3/8 pushrods x 7/16 studs. For use on Edelbrock aluminum heads. Fixed length. Set of 8.



DMR-500-300



Winners of the race classes at the 11th Annual Dick Miller Racing sponsored Oldsmobile Powered Nationals held mid summer annually at Norwalk Raceway in Norwalk OH.

Super/Pro (0 to 12.99 - delay box ok).

Winner-Paul Tester
Runner/Up-Bob Toombs

Stock (no electronics, no open headers, no slicks)

Winner-Rob Thomas
Runner/Up-Mark Prince

Pro (0 to 15.99 - no delay box).

Winner-Jeff Smith
Runner/Up-Steve Dembowski

King Of The Hill (show cars only are eligible)

Winner-Kelly Miske
Runner/Up-Bob Mann