

TIMING CHAINS AND ACCESSORIES

TECH TIP: Installing DMR-5001, DMR-5002, or DMR-5004 timing chain sets. Rotate the engine to TDC just after the #1 intake valve closes. Install the chain set as usual. Check the installed degree of the cam. Rotate back to the same TDC and remove ONLY the cam sprocket and chain. Rotate ONLY the cam sprocket and chain to the desired hole and reinstall the chain and sprocket. Re-check the installed degree of the cam. The holes from the original factory dowel pin hole going clockwise will advance the cam 2-4-6-8 degrees at the crank. The holes from the original factory dowel pin hole going counter clockwise will retard the cam 2-4-6-8 degrees at the crank. If your chain set installs and removes hard you can drill and tap two holes in the chain sprocket to allow the use of a DMR-01120 damper puller.

DMR-5001 1/2" pitch, street and strip, all-steel timing chain set. Designed on the latest in X-Y-Z measuring equipment available for accuracy, this degreed camshaft sprocket has multiple dowel pin holes for advancing cams 2-4-6-8 degrees or retarding cams 2-4-6-8 degrees. No need for offset bushings. When used with a two piece front cover, part number DMR-5282-S, camshaft timing can be easily and quickly changed at the track for immediate testing and results. Fits 330-350-400-425-455 Oldsmobile engines. This timing chain set has less harmonics than a roller chain set and less stretch wear. For mild street use. Not recommended for high performance or racing applications.



DMR-5001

DMR-5002 Same as DMR-5001 except we use True Roller timing chain set. Also comes in .005, .010 and .015 undersize.

DMR-5004 Same as DMR-5002 except we use Billet Roller timing chain set.

DMR-5155 Offset camshaft bushings. 0-1-2-3-4 degree advance or retard for precise cam timing. Made especially for Oldsmobile. .500 outer diameter and stock camshaft dowel pin diameter I.D. Camshaft sprocket dowel pin hole must be drilled to .500".



DMR-5155

MIL-14000 Camshaft gear drive fits under stock timing cover allowing you to advance or retard your camshaft in minutes. Fits all 330-350-400-425-and 455 up to 77. This gear drive is noisy and has a good sounding whine to it. We suggest using a two piece front cover, part number DMR-5282-S, for easy timing changes. Cannot use mechanical fuel pump.

DMR-419048 New O.E.M. stock plastic timing tab indicators. Fits all V-8s 1960 to present.

DMR-5120 Bronze cam spacer .041 thick. To prevent or correct worn blocks caused by camshaft moving back and forth in block. To be used with DMR-5740 thrust button. DMR-5040 crank spacer recommended.

DMR-5740 Camshaft thrust button bolt. Stops camshaft from moving back and forth in engine, giving perfect valve timing and greater timing chain life. Includes new cam bolt and bronze button. Fits all 64-84 except diesel. DMR-5120 cam spacer is required and DMR-5040 crank spacer is recommended. If necessary, file the front of the cam bolt (not the bronze button) to achieve .004 to .005 clearance (end play) from the front cover.

DMR-5040 Crankshaft timing gear spacer. .040 steel spacer. This spacer slides onto the crankshaft and then you install the timing gear. Corrects timing chain alignment when using DMR-5120 camshaft spacer.

DMR-5745 Camshaft thrust button kit. Includes DMR-5740 cam bolt and bronze button, DMR-5120 cam spacer, and DMR-5040 crank spacer.

DMR-5121 Adapter to use Diesel roller cam cores with standard timing chain.

DMR-5282 New front timing cover plate. The stock units tend to warp or can rust out where the water pump is bolted and should be replaced when corrosion is present.

DMR-5282-S Same as DMR-5282 except the cover is split to allow the cam to be removed, advanced, or retarded without removing the lower half of the front cover, harmonic damper and oil pan. The front pan seal retainer is removed and re-welded in a better position for a good pan seal.



DMR-5282-S

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TECH TIP: Stock dimension between the cam bearing housing bore and front main bearing housing bore is 2.363" for BB and 2.6135 for SB.

DMR-9-3113 True Roller timing chain set. Crank gear has three-position timing setting (standard, four degree advanced and four degree retard). Use DMR-5155 offset cam bushings for precise timing when degreasing camshaft. Available in -.005, -.010, & -.015 for engines that have been aligned bored. We suggest using part number DMR-5282-S, a two piece front cover for easy timing changes. (Not recommended for majority street applications, use DMR-5001). Cannot use mechanical fuel pump. Be sure to install fuel pump eccentric.

DMR-9-3113A Same as DMR-9-3113 except a Hex-Adjustable Oldsmobile True Roller timing chain set. Allows precision 6 degree advance & 6 degree retard of camshaft using the Hex-Adjust mechanism. You can advance or retard your cam by just un-tightening the cam bolt & moving the cam clockwise to advance or counter clockwise to retard. The stock dowel pin must be replaced with a longer dowel pin, supplied with the set. We suggest using part number DMR-5282-S, a two piece front cover for ease timing changes.

CRA-80975-1 Billet Roller timing chain set. The crank sprocket has 9 positions for advancing the cam 1-2-3-4 degrees or retarding the cam 1-2-3-4 degrees.

DMR-3-494SD 1/2" pitch street and strip all steel timing chain set. This timing chain set has less harmonics than a roller chain set and less stretch wear. For mild street use. To degree your camshaft use DMR-5155 offset cam bushings or DMR-5001 timing chain set. Fits 330-350-400-425-455 Oldsmobile engines except Diesel conversions. Not recommended for high performance or racing applications.



1971 Cutlass Supreme of Chris and Linda Heminger. Chris uses a 9" Ford with DMR-7028-A-L-DA suspension system and a NOS-7413 anti roll bar to provide consistent, hard, wheels up launches for his 3400# Cutlass. His 482 cubic inch Olds engine with "C" casting heads (with DMR-5058 exhaust flow plates) and 12:1 compression on alcohol is held together with a DMR-22362-2 full pan rail girdle. Chris uses a Lunati cam with 328 duration with .472 lift and shifts the trans at 5600 RPM crossing the finish line at 6000 RPM with his 411 gears. His best E.T. to date is 10.475 with a 1.338 60 foot.