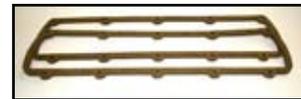


VALVE COVERS, VALVES, AND VALVE SPRINGS

DMR-5538 Thicker than most thick valve cover gaskets this double extra thick .300" cork valve cover gaskets fits 330-350-400-425-455 Oldsmobile engines. Especially helpful when more rocker arm clearance is needed.



DMR-5538

DMR-5538-2 Thicker than most thick valve cover gaskets this double extra thick .250" two ply cork and Velpoloid valve cover gaskets fits 330-350-400-425-455 Oldsmobile engines. Especially helpful when more rocker arm clearance is needed.



DMR-8544

BUL-500004 Extra clearance cast aluminum valve covers by Bulldog Performance. May be engraved, polished, and/or powder coated. Rounded edges for a cleaner look.

DMR-25295 Oldsmobile cast aluminum extra tall valve covers with Oldsmobile logo in block letters & Olds rocket emblems fore and aft next to "Oldsmobile". Will fit all roller rocker arm systems and rocker arm stud girdle. **WILL NOT WORK WITH A/C OR POWER BRAKE BOOSTER.**



DMR-25295

DMR-8544 Stock height, stamped steel (no name), highly polished triple chrome plated valve covers with baffles. One hole for push-in breathers. Will fit all Oldsmobile V-8 engines 1964 to present. 10 bolt holes. Sold in pairs.



DMR-0100-E

DMR-7544 Same as SPC-8544 except without baffle.

DMR-9544 Tall height, stamped steel (no name), highly polished triple chrome plated valve covers with baffles. Will clear roller rockers. One hole for push-in breathers. Will fit all Oldsmobile V-8 engines 1964 to present. 10 bolt holes. Sold in pair

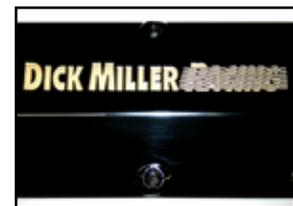


DMR-0100



DMR-0100-E

MOR-68301 Stock height, stamped steel "MOROSO" highly polished triple chrome plated valve covers. Holes for push-in breathers. Will fit all Oldsmobile V-8 engines 1964 to present. 10 bolt holes. Sold in pairs.



DMR-0100-E

EDE-4485 Stock height, stamped steel "EDELBROCK" highly polished triple chrome plated valve covers. Holes for push-in breathers. Will fit all Oldsmobile V-8 engines 1964 to present. 10 bolt holes. Sold in pairs.



DMR-0100-E

All of our aluminum valve covers can be engraved. We can do your pattern or logo. Shown are some of the patterns we already have.

DMR-0100 sheet aluminum valve covers for 330-455 Oldsmobile engines. Designed to maximize internal clearance and reduce weight. Mounting holes have been recessed to produce a clean appearance and eliminate aluminum galling. 1/2" thick bottom flange for great sealing.



**DMR-0100 bottom flange
1/2" thick**

DMR-0100-E Same as DMR-0100 except engraved. Many patterns available or we can do your design.

DMR-0100-P Same as DMR-0100 except powder coated.

DMR-0100-E-P Same as DMR-0100 except engraved and powder coated.

MOR-68786 Positive locking oil separator/breather. Requires a 1-1/8" mounting hole. NHRA & IHRA accepted.



MOR-68786

DMR-7275 Push in valve cover breather for use in DMR-7544, DMR-8544, or DMR-9544. Use with PCV hose connection.

VALVE COVERS, VALVES, AND VALVE SPRINGS

DMR-7199 Push in valve cover breather for use in DMR-7544, DMR-8544, or DMR-9544.

DMR-7204 Valve cover grommet for installation of breather in DMR-7544, DMR-8544, or DMR-9544 valve cover.

DMR-7205 Valve cover grommet for installation of PCV in DMR-7544, DMR-8544, or DMR-9544 valve cover.

MOR-68800 Valve cover breather to be welded on.

The following Oldsmobile replacement exhaust valves are stainless and ideal for use in standard, unleaded, and heavy duty applications.

DMR-E-2496 Stainless 1.562. Length 4.728. 45 Deg.

DMR-E-2498 Stainless 1.625. Length 4.695. 45 Deg.

DMR-E-2610 Stainless 1.688. Length 4.667. 30 Deg.

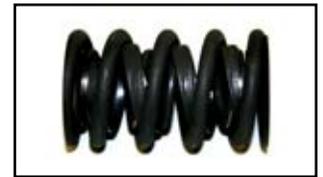
DMR-E-2809 Stainless 1.500. Length 4.920. 45 Deg.

DMR-E-2868 Stainless 1.660. Length 4.948. 45 Deg.

DMR-E-2870 Stainless 1.625. Length 4.675. 30 Deg.

DMR-E-2993 Stainless 1.500. Length 4.688. 30 Deg.

DMR-E-3028 Stainless 1.622. Length 5.028. 30 Deg.



DMR-C-50025

see performance coating section

The following Oldsmobile replacement intake valves are heavy duty steel and ideal for use in standard, unleaded, and heavy duty applications.

DMR-I-2495 Stainless 1.875. Length 4.740. 45 Deg.

DMR-I-2499 Stainless 2.000. Length 4.667. 45 Deg.

DMR-I-2810 Stainless 1.720. Length 4.912. 45 Deg.

DMR-I-2857 Stainless 2.110. Length 4.960. 30 Deg.

DMR-I-2871 Stainless 1.875. Length 4.667. 45 Deg.

DMR-I-3029 Stainless 1.875. Length 5.018. 30 Deg.

DMR-I-3189 Stainless 2.070. Length 4.698. 30 Deg.

DMR-I-3205 Stainless 1.750. Length 4.700. 30 Deg.



Edelbrock heads with combustion chambers coated DMR-C-50012

The following Oldsmobile valves are swirl polished stainless, chromed stems, and stellite tips. Ideal for use in all street, restoration, or tough racing applications.

DMR-SEV-2495 1.875 intake valve. 4.740 long. 45 Deg.

DMR-SEV-2496 1.564 exhaust valve. 4.740 long. 45 Deg.

DMR-SEV-2498 1.720 exhaust valve. 4.695 long. 45 Deg.

DMR-SEV-2498S 1.625 exhaust valve. 4.695 long. 45 Deg.

DMR-SEV-2499 2.000 intake valve. 4.667 long. 45 Deg.

DMR-SEV-2610 1.687 exhaust valve. 4.667 long. 30 Deg.



VALVE COVERS, VALVES, AND VALVE SPRINGS

DMR-SEV-2610-45 1.687 exhaust valve. 4.667 long. 45 Deg.

DMR-SEV-2610-45-100 1.687 exhaust valve. 4.820 long. 45 Deg.

DMR-SEV-2870 1.625 intake valve. 4.675 long. 30 Deg.

DMR-SEV-2871 1.875 intake valve. 4.667 long. 45 Deg.

DMR-SEV-2993 1.500 exhaust valve. 4.695 long. 30 Deg.

DMR-SEV-3189 2.070 intake valve. 4.698 long. 30 Deg.

DMR-SEV-3205 1.750 intake valve. 4.695 long. 30 Deg.



DMR-5001E

DMR-5001E 2.072 intake valve. 4.713 long .3415 stem diameter .250 tip length. Undercut stem. 45 Deg.

DMR-5001E-100 2.072 intake valve. 4.800 long .3415 stem diameter .250 tip length. Undercut stem. 45 Deg.

DMR-5002E 1.710 exhaust valve. 4.668 long .3415 stem diameter .250 tip length. Undercut stem. 45 Deg.

DMR-5002E-100 1.710 exhaust valve. 4.800 long .3415 stem diameter .250 tip length. Undercut stem. 45 Deg.

DMR-5003E 2.125 intake valve. 4.713 long .341 stem diameter .250 tip length. Undercut stem. 45 Deg.

DMR-5003E-100 2.125 intake valve. 4.820 long .341 stem diameter .250 tip length. Undercut stem. 45 Deg.

MIL-45690 Milodon stainless 2.07" intake valves.

MIL-45695 Milodon stainless 1.71" exhaust valve.

MAN-11547 Manley stainless 1.710" exhaust valve.

MAN-11548 Manley stainless 2.072" intake valves.

TECH TIP: *When ordering spring kits please specify shallow or deep seats. All engines with rotator valve spring retainers are deep spring seat heads. Be sure to check your heads closely.*

The following list of valve springs are some of the more common streetable valve springs we sell. Please call tech for specific high performance valve spring applications. All dual valve springs may require head machining.

TECH TIP: *"D" spring kits are designed to no longer need valve rotators on heads which originally had rotators.*

COM-901-16-S Single valve spring for hydraulic flat lifters. OD = 1.494. ID = 1.080. Seat = 101 @ 1.650. Open = 242 @ 1.250. Coil bind @ 1.100. Includes retainers and keepers.

COM-995-16-S Dual valve spring for hydraulic flat or roller lifters. OD = 1.437. ID of inner = .697. Seat = 130 @ 1.700. Open = 372 @ 1.150. Coil bind @ 1.050. Includes retainers and keepers.

COM 26995-16-S Beehive valve spring for hydraulic flat or roller lifters. Bottom OD = 1.415. Top OD = 1.065. Bottom ID = 1.000. Top ID = .650. Seat = 137 @ 1.700. Open = 305 @ 1.100. Coil bind @ 1.040. Includes retainers and keepers.

COM-950-16-D Dual valve spring for mechanical flat lifters. OD = 1.464. ID of inner = .724. Seat = 133 @ 1.900. Open = 332 @ 1.300. Coil bind @ 1.200. Includes retainers and keepers. May require +.100 long valves.

VALVE COVERS, VALVES, AND VALVE SPRINGS

COM 26094-16-D Dual valve spring for mechanical flat lifters. OD = 1.550. ID of inner = .752. Seat = 178 @ 1.900. Open = A59 @ 1.275. Coil bind @ 1.200. Includes retainers and keepers. May require +.100 long valves.

ISK-6005-S Dual Chrome Silicon shallow valve springs. Use on Lunati camshaft LUN-00083 and larger. Fits big block heads A-B-C-CA & small block heads 1-2-3-4-5-6 and some 7-7A small block. Inst/Height: 1.750, Seat Pressure: 135 lbs, Open Pressure 285 lbs @ .550 lift, Coil Bind 1.120 - OD 1.430. Includes retainers and keepers.

ISK-6105-D Dual Chrome Silicon deep valve springs. Use on Lunati camshaft LUN-00083 and larger. Fits big block heads D-DA-E-F-G-H-J-K & small block heads 6-8-3A-4A-5A and some 7-7A. Inst/Height: 1.812, Seat Pressure: 135 lbs, Open Pressure: 315 lbs @ .550 lift, Coil Bind: 1.120 - OD 1.430. Includes retainers and keepers.

LUN-73084-S Single Chrome Silicon shallow valve springs. Recommended for any cam up to LUN-00083. Fits big block heads A-B-C-CA & small block heads 1-2-3-4-5-6 and some 7-7A small block. Inst/Height: 1.750, Seat Pressure: 115 lbs, Open Pressure: 250 lbs @ 500 lift, Coil bind 1.080 - OD 1.450. Includes retainers and keepers.

LUN-73815-D Single Chrome Silicon deep valve springs. Recommended for any cam up to LUN-00083. Fits big block heads D-DA-E-F-G-H-J-K & small block heads 6-8-3A-4A-5A and some 7-7A. Inst/Height: 1.820, Seat Pressure: 120 lbs, Open Pressure: 312 lbs @ .570 lift, Coil Bind: 1.100 - OD 1.500. Includes retainers and keepers.

LUN-73100-D Dual Chrome Silicon deep valve springs. Use on Lunati camshaft LUN-00083 and larger. Fits big block heads D-DA-E-F-G-H-J-K & small block heads 6-7-3A-4A-5A and some 7-7A. Inst/Height: 1.850, Seat Pressure: 125 lbs, Open Pressure: 330 lbs @ .600 lift, Coil bind: 1.100 - OD 1.450. Includes retainers and keepers.

LUN-74555-D Dual H-11 steel deep valve springs. H-11 steel has 5 times more chrome in the material than Chrome Silicon, plus nickel, molybdenum, and vanadium, all metals that make steel stronger and more resistant to the effects of engine temperature and fatigue. Use on Lunati high lift roller camshafts. Fits big block heads D-DA-E-F-G-H-J-K & small block heads 6-8-3A-4A-5A and some 7-7A. Inst/Height: 1.900, Seat pressure: 230 lbs, Open Pressure: 630 lbs @ .650 lift, Coil Bind: 1.025 - OD 1.550. Includes retainers and keepers.

LUN-73126-D Single Chrome Silicon deep valve springs. Recommended for any cam up to LUN-00083. Fits big block heads D-DA-E-F-G-H-J-K & small block heads 6-8-3A-4A-5A and some 7-7A. Inst/Height: 1.800, Seat Pressure: 105 lbs, Open Pressure: 295 lbs @ .550 lift, Coil Bind: 1.100 - OD 1.500. Includes retainers and keepers.

LUN-74500-D Dual H-11 steel deep valve springs. H-11 steel has 5 times more chrome in the material than Chrome Silicon, plus nickel, molybdenum, and vanadium, all metals that make steel stronger and more resistant to the effects of engine temperature and fatigue. Use on Lunati high lift roller camshafts. Fits big block heads D-DA-E-F-G-H-J-K & small block heads 6-8-3A-4A-5A and some 7-7A. Inst/Height: 1.850, Seat pressure: 200 lbs, Open Pressure: 550 lbs @ .600 lift, Coil Bind: 1.070 - OD 1.525. Includes retainers and keepers.

MOR-62380 Valve clearance checking springs by Moroso. Sets of 8. Install valves with these springs and install head. Rotate the crank and with a dial indicator know the exact clearance before valve hits piston.

TECH TIP: *Torque is the only thing that a driver feels when a car accelerates. Three hundred foot pounds of torque will accelerate you just as hard at 2,000 RPM as it would if you were making that torque at 4,000 RPM in the same gear. There are no machines that measure horsepower. Horsepower is simply a mathematical function of torque vs. RPM. (HP = (RPM X TORQUE) / 5252). In contrast to a torque curve (and the matching pushback into your seat), horsepower rises rapidly with RPM, especially when torque values are also climbing. Horsepower will continue to climb, even well past the torque peak, and will continue to rise as the engine speed climbs until the torque curve really begins to plummet, faster than engine RPM is rising. However, horsepower has nothing to do with what a driver feels. In layman's terms, torque is what breaks the nut loose; horsepower is how fast the nut comes off.*