



(323)225-1307

**AUTOMOTIVE
PERFORMANCE
PRODUCTS**

COMPLETE CATALOG

5300 Alhambra Avenue
Los Angeles, California 90032

A BRIEF GLIMPSE AT



One of the few pioneer performance equipment manufacturers that has held out against the acquisition and control by major conglomerates, Offenhauser Sales Corp. continues to expand by innovation and imagination in their products for performance and economy-minded consumers.

"A rare blend of tradition and innovation" is more than a catch phrase. It's a way of doing business. If you were to check into a typical day's operation at the Offenhauser plant, you might see an order of cast aluminum heads for '39-'48 Ford flatheads being processed for shipping. And in the new research facility you might find engineers running a test cycle on the new dyno to determine emission levels of a new style manifold.

This issue of the Offenhauser catalog contains the latest manifolds for foreign and domestic cars including the famous Dual Port 360° and Dial-A-Flow as well as accessories for pre-World War II Ford Flatheads!

While some manifold manufacturers concentrate on racing efforts with "give away offers" and wild performance claims, Offenhauser has maintained the policy that their products will be made to the highest quality and performance standards and be available to everyone on an equal basis. Perhaps that's one of the reasons that Offenhauser manifolds are seen on more street rods. A hot rodder that builds a car from the ground up takes pride in his workmanship and that same pride carries over to the equipment he chooses for his machine.

Offenhauser innovation in the field of recreational vehicles has been publicized by every RV magazine in the business. The Dual-Port 360° is the perfect choice for economy as well as performance for 4-WD rigs, campers, motorhomes, vans, and passenger cars.

And consider the fact that Offenhauser offers for mini-cars more manifolds than all of the other manifold makers combined! Small engine and compact cars are a fact of life in today's economy. Offenhauser accurately predicted this trend several years ago and started developing a line of performance intake manifolds for 4, 6, and V-6 engines. These power boosters offer max low end torque and deliver efficiency that can increase gas mileage. There are 2 and 4 bbls in the patented famous Dual Port design, 360° Equa-Flow, and special C Manifolds. Check this catalog for complete listings.

When it comes to all out competition, Offenhauser innovation has come up with the Port-O-Sonic and the Super-Sonic, not to mention the Turbo-Thrust high rise manifold with individual runner design.

Innovation is the product of people with imagination. A combination of people with skills, curiosity, and imagination at Offenhauser makes it happen.

Fred C. Offenhauser has been designing and manufacturing performance equipment for over 40 years. From the start of his racing career at the original Offy engine plant in 1933 to president

of Offenhauser Sales Corp., his achievements and firsts in the science of automotive engineering are a result of technical insight and imagination and the desire for "a better solution."

The vital link between the factory and consumer is the sales network. In charge of sales is third generation Fred C. Offenhauser Jr., better known as Tay. He contributes to the success of the company by communicating with dealers and distributors throughout the world.

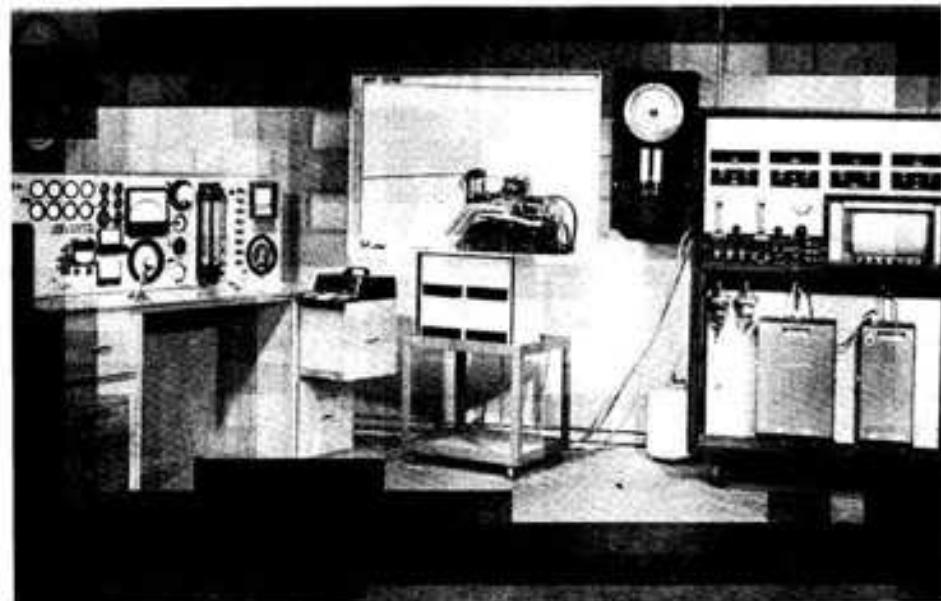
In charge of Production and Quality Control, Jim Offenhauser organizes and directs a large staff of skilled workmen as he works to maintain the Offenhauser reputation for first class technology and product quality.

While innovation and tradition are important ingredients in the manufacturing of products at Offenhauser, technology plays an equally important role. Even as you read this catalog, Offenhauser engineers are working on new designs for better performance, fewer emissions, and improved fuel economy. Over a quarter of a million dollars worth of testing equipment has been installed in a special test center at Offenhauser. Everything from a simple horsepower baseline curve to a 24 hour readout on emissions, fuel-flow, exhaust temperature, gas/air velocity and torque can be accomplished with this test center.

Many Offenhauser equipment customers have wondered why more of the top name drivers don't use or endorse Offenhauser manifolds. The fact is, many of the top names do indeed use Offenhauser manifolds. BUT, we feel that money spent to secure these endorsements could be better put to use in designing a manifold that will outperform all others. The real winner is you! When you buy a manifold with the Offenhauser name on it, you're getting the latest and best manifold that men and machinery can produce.

Over 500 manifold listings appear in this catalog. They are organized according to manifold style and represent 40 years of research and development. The Intake Manifold Coverage Chart on page 3 will help you identify which manifold styles are available for your engine and where they can be found. The selection chart on page 4 shows torque and horsepower ranges for every popular type of manifold style. Be sure to refer to it and you'll order the manifold best suited for your intended use.

Offenhauser continues to work on more projects that are based on future needs as we see them and as you see them. No matter what those needs turn out to be, you can bet that Offenhauser will meet them with the traditional innovation that has made us the **Greatest Name In Racing** for over 30 years.



The Offenhauser Research & Development facility contains the most sophisticated instrumentation in the performance industry. Digital and chart readouts assure accurate checks on every phase of testing. Over a quarter of a million dollars were spent to make this facility the best in the industry.

OFFENHAUSER INTAKE MANIFOLD COVERAGE CHART

This chart illustrates the intake manifold styles which are available for each engine series listed in our catalog. The numbers in the chart represent the pages on which listings can be found.

MANIFOLD STYLE

| | | | | | | | | | | | | | | | | |
|-----------|----------|--------------|-------------|-------------|--------------|------------------------|------------------------|-----------------------------|---------------------------|-----------------|-------------------|-----------------|-----|-----------------|------------|------------|
| DUAL PORT | C SERIES | PORT O SONIC | SUPER SONIC | DUAL X FLOW | TURBO THRUST | 360° EDUJA-FLOW (1, 2) | 360° EDUJA-FLOW (1, 2) | DUAL QUAD (Low Profile) (1) | DUAL QUAD (High Rise) (1) | TRIPLE MANIFOLD | F/M QUAD MANIFOLD | LOW PROFILE RAM | RAM | 4 CARB FACETTER | 6 CARB LOG | 8 CARB LOG |
|-----------|----------|--------------|-------------|-------------|--------------|------------------------|------------------------|-----------------------------|---------------------------|-----------------|-------------------|-----------------|-----|-----------------|------------|------------|

ENGINE SERIES

| | | | | | | | | | | | | | | | | |
|-------------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|--|
| AMC 6 CYL | 11 | 11 | | | | | | | | | | | | | | |
| AMC V8 | 7 | | | | 18 | 18 | | 22 | | | | | | | | |
| BUICK 1953-56 | | | | | | | 21 | | | 24 | | | | | 28 | |
| BUICK 1957-58 | | | | | | | 21 | | | 24 | | | | | 28 | |
| BUICK 401-425 | | | | | | | 21 | 22 | | 24 | | | | | | |
| BUICK 400-465 | | | | | 18 | 18 | | 22 | | | | | | | | |
| BUICK/OLDS/PONTIAC V6 | 6 | 19 | | | 19 | | | | | | | | | | | |
| BUICK/OLDS 215 C.I. ALUMINUM V8 | | | | | 21 | | | | 24 | | | | | | | |
| CADILLAC V8 1949-60 | | | | | | | | | 29 | 29 | | | | | 28 | |
| CHEV 1937-50 | | | | | | | | | 29 | 29 | | | | | | |
| CHEV 6 CYL 230-250-292 | | | | | 25 | | | | 28 | 28 | | | | | | |
| CHEV 395 C.I. 1955-56 | | | | | | | | | 24 | | | | | | | |
| CHEV 383-400 | 7 | 17 | 17 | 27 | 14 | 18 | 18 | 21 | 22 | 24 | 26 | 22 | 28 | 28 | | |
| CHEV 348 | | | | | | | | 21 | 22 | | | | | 28 | 28 | |
| CHEV 396-454 | 7 | 17 | 17 | 27 | 14 | 18 | 18 | 21 | 22 | | | 22 | | | | |
| CHEV V6 173 C.I. 60" | 8 | | | | | | | | | | | | | | | |
| CHEV CORVAIR | | | | | | | | | | | | | 46 | | | |
| CHEV LUV | 10 | 11 | | | | | | | | | | | | | | |
| CHEV VEGA | 11 | | | | | | | | | | | | | | | |
| CHRYSLER 1951-58 (HEMI ENGINE) | | | | | | | | | | | | | | 28 | 28 | |
| CHRYSLER 273 (THRU '69) | 7 | | | | 18 | | 21 | 22 | | | | | | | | |
| CHRYSLER 273-318 (1966-) | 7 | 17 | 27 | | 18 | | 21 | 22 | | | | | | | | |
| CHRYSLER 340-360 | 7 | 17 | 27 | 14 | 18 | 18 | | | | | | | | | | |
| CHRYSLER 383-400 | 7 | | | 14 | 18 | 18 | 21 | 22 | | 24 | | | | | | |
| CHRYSLER 413-440 | 7 | | | 15 | 18 | 18 | 21 | | | 24 | | | | | | |
| CHRYSLER 426 HEMI | | | | 15 | | | | | | | | | | | | |
| CHRYSLER 6 CYL | | | | | 25 | | | | 25 | | | | | | | |
| DATSUN 4 CYL (1600-1800-2000) | 10 | 11 | | | | | | | | | | | | | | |
| DODGE 6 CYL 1936-56 | | | | | | | | | 29 | | | | | | | |
| DODGE V8 (1953-56) (EXC 500 SERIES) | | | | | | | | | 28 | | | | | | | |
| DODGE 1958-67 (215 C.I.) | | | | | | | | | 28 | 28 | | | | | | |
| F/M 1932-53 (FLATHEAD) | | | | | | | | | 32 | 32 | 32 | | | | | |
| FORD 6 OHV 1952-59 | | | | | | | | | 29 | 29 | | | | | | |
| F/M 229 1954 | | | | | | | | | 24 | | | | | | | |
| FORD 272/292/312 (1954-61) | | | | | | | | | | | | | | 28 | | |
| FORD 289-302 | 7 | 17 | 27 | 15 | 18 | 18 | 21 | 22 | | | | | | | | |
| FORD 302 BOSS | | | | 15 | | | | | | | | | | | | |
| FORD 351 CLEVELAND 2V | 7 | 17 | 27 | | | | | | | | | | | | | |
| FORD 351 CLEVELAND 4V | 7 | 17 | 27 | 15 | 18 | 18 | | | | | | | | | | |
| FORD 400 CLEVELAND | 7 | | | | | | | | | | | | | | | |
| FORD 351 400 M | 7 | | | | | | | | | | | | | | | |
| FORD 351 WINDSOR | 7 | | | | 18 | 18 | | | | | | | | | | |
| FORD 360-390 | 7 | 17 | | | 18 | 18 | 21 | 22 | | | | | | | | |
| FORD 429-460 | 7 | 17 | | 15 | | | | | | | | | | | | |
| FORD 6 CYL (144 AND 175-201 C.I.) | | | | | | | | | | 25 | | | | | | |
| FORD 6 CYL (170-260 C.I.) | | | | | | | | | | 25 | | | | | | |
| FORD 6 CYL (240-300 C.I.) | 12 | 12 | | | | | | | | | | | | | | |
| FORD COURIER 1800 cc | 12 | 12 | | | | | | | | | | | | | | |
| FORD COURIER 2000 cc | 12 | 12 | | | | | | | | | | | | | | |
| FORD 2000 cc | 12 | 12 | | | | | | | | | | | | | | |
| FORD 2300 cc | 12 | 12 | | | | | | | | | | | | | | |
| FORD COURIER 2300 cc | 12 | 12 | | | | | | | | | | | | | | |
| FORD V6 2800 cc | 6 | | | | | | | | | | | | | | | |
| FORD V6 2600 cc | 6 | | | | | | | | | | | | | | | |
| GM 191 C.I. "IRON DUKE" 1979-83 | 10 | | | | | | | | | | | | | | | |
| JEEP V6 | 6 | 19 | | | 19 | | | | | | | | | | | |
| NASH/RAMBLER 6 CYL OHV | | | | | | | | | 31 | | | | | | | |
| OLDS 1949-53 AND 1954-56 | | | | | | | | | 21 | | | | | | 28 | |
| OLDS 1957-58 | | | | | | | | | | 24 | | | | | 28 | |
| OLDS 1959-64 | | | | | | | | | | 24 | | | | | 28 | |
| OLDS 330-403 | 7 | | | | 18 | 18 | 21 | 22 | | 24 | | | | | | |
| OLDS 400-455 | 7 | 17 | 17 | 27 | 15 | 18 | 18 | 21 | 22 | | | | | | | |
| PLYMOUTH 6 1937-56 | | | | | | | | | | 29 | | | | | | |
| PLYMOUTH V8 1955 | | | | | | | | | | 28 | 28 | | | | | |
| PONTIAC/TEMPEST 4 CYL | | | | | | | | | | 28 | 28 | | | | | |
| PONTIAC 1955-64 | | | | | | | | | | 28 | 28 | | | | | |
| PONTIAC 326-455 | 7 | | | | | | | | 21 | 22 | | | | 28 | | |
| ROVER V6 3.5L (215 C.I.) | 7 | | | | 18 | 18 | 21 | 22 | | | | | | | | |
| STUDEBAKER 6 CYL 1939-56 | | | | | | | | | | 21 | | | | | | |
| TOYOTA 4 CYL 1600/1800 cc | 12 | 12 | | | | | | | | 29 | | | | | | |
| TOYOTA 4 CYL 1900/2000/2200 cc | 10 | 13 | | | | | | | | | | | | | | |
| TOYOTA 22R (2400 cc) | 10 | 13 | | | | | | | | | | | | | | |
| TOYOTA 6 CYL | 12 | 12 | | | | | | | | | | | | | | |

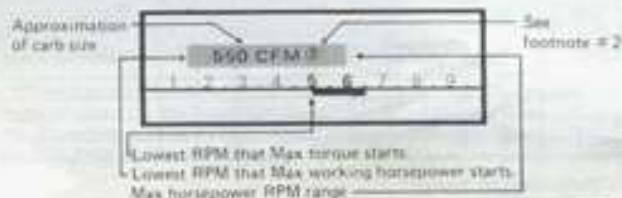
FOOTNOTES: ① SPREAD-BORE MODELS, Page 20.
② LOW PROFILE MODELS, Page 21.

OFFENHAUSER INTAKE MANIFOLD SELECTION CHART

The Offenhauser Intake Manifold Selection Chart is designed to graphically illustrate torque and horsepower ranges relative to different size carburetors in every popular type of Offenhauser manifold. The chart is very easy to read. At the bottom of this page is one example which explains the key to the entire chart. Keep in mind as you use the chart that the horsepower and torque information is based on an averaging of test results from different engine types and sizes using a variety of cams and compression ratios. Due to these variables, different results can be obtained with different engine combinations. Additional carburetion tips also appear in Offenhauser's Guide To Proper Carburetion.

| MANIFOLD TYPE | STREET & RV [®] HYD CAM 5000 TO 6000 RPM MAX | STREET & STRIP [®] % TO FULL RACE CAM 7000 MAX | STRIP-RACE RACE CAM 7000 TO 8000 |
|---|---|--|--|
| DUAL PORT V8 | 600 CFM ² 1 2 3 4 5 6 7 8 9 | Jet Boat 850 CFM ² Heavy Vehicle ^① 1 2 3 4 5 6 7 8 9 | Jet 850 CFM Boat 1 2 3 4 5 6 7 8 9 |
| DUAL PORT MINI-CAR 4 CYL 2 BBL 3 4 CYL 4 BBL VEGA, FORD 4 CYL 4 CYL 4 BBL TOYOTA, DATSUN, LUV 3 6 CYL 4 BBL | 2 STD. 2 BBL 1 2 3 4 5 6 7 8 9 390 CFM ² 1 2 3 4 5 6 7 8 9 390 CFM ² 1 2 3 4 5 6 7 8 9 390 CFM ² 1 2 3 4 5 6 7 8 9 465 CFM ² 1 2 3 4 5 6 7 8 9 | 465 CFM ² 1 2 3 4 5 6 7 8 9 465 CFM ² 1 2 3 4 5 6 7 8 9 600 CFM ² 1 2 3 4 5 6 7 8 9 | 500 CFM 1 2 3 4 5 6 7 8 9 500 CFM 1 2 3 4 5 6 7 8 9 715 CFM 1 2 3 4 5 6 7 8 9 |
| DUAL PORT 3 BUICK/JEEP V6 MUSTANG/CAPRI | 465 CFM ² 1 2 3 4 5 6 7 8 9 2 STD. 2 BBL 1 2 3 4 5 6 7 8 9 | 600 CFM ² 1 2 3 4 5 6 7 8 9 390 CFM ² 1 2 3 4 5 6 7 8 9 | 465 CFM 1 2 3 4 5 6 7 8 9 |
| "C" SERIES 4 CYL 2 BBL 4 CYL 2 BBL 6 CYL 4 BBL FORD & AMC V6 4 BBL BUICK | | HOLLEY 8200 ² 1 2 3 4 5 6 7 8 9 WEBER 32/36 ¹ 1 2 3 4 5 6 7 8 9 500 CFM ² 1 2 3 4 5 6 7 8 9 500 CFM ² 1 2 3 4 5 6 7 8 9 | HOLLEY 8200/RACE CAM 1 2 3 4 5 6 7 8 9 WEBER 32/36 RACE CAM 1 2 3 4 5 6 7 8 9 600 CFM 1 2 3 4 5 6 7 8 9 600 CFM 1 2 3 4 5 6 7 8 9 |
| PORT-O-SONIC | | 600 CFM ² 1 2 3 4 5 6 7 8 9 700 CFM ² 1 2 3 4 5 6 7 8 9 | 850 CFM 1 2 3 4 5 6 7 8 9 |
| DIAL-A-FLOW ² | 600 CFM STAGE I 1 2 3 4 5 6 7 8 9 | 650 CFM STAGE II 1 2 3 4 5 6 7 8 9 750 CFM STAGE III 1 2 3 4 5 6 7 8 9 | 850 CFM STAGE III 1 2 3 4 5 6 7 8 9 |
| 360° EQUA-FLOW V8 AND V6 SINGLE QUAD | 400 CFM ² 1 2 3 4 5 6 7 8 9 500 CFM ² 1 2 3 4 5 6 7 8 9 | 500 CFM ² 1 2 3 4 5 6 7 8 9 600 CFM ² 1 2 3 4 5 6 7 8 9 | 715 CFM ² 1 2 3 4 5 6 7 8 9 780 CFM ² 1 2 3 4 5 6 7 8 9 |
| 360° EQUA-FLOW 6 CYL. SINGLE QUAD | 460 CFM ² 1 2 3 4 5 6 7 8 9 550 CFM ² 1 2 3 4 5 6 7 8 9 | 600 CFM ² 1 2 3 4 5 6 7 8 9 | 715 CFM 1 2 3 4 5 6 7 8 9 |
| 360° EQUA-FLOW DUAL QUAD | | TWO 550 CFM ² 1 2 3 4 5 6 7 8 9 TWO 600 CFM ² 1 2 3 4 5 6 7 8 9 | TWO 850 CFM 1 2 3 4 5 6 7 8 9 TWO 750 CFM 1 2 3 4 5 6 7 8 9 |
| SUPER SONIC | | | HOLLEY 4500 1 2 3 4 5 6 7 8 9 |
| 360° EQUA-FLOW "4500" | | | HOLLEY 4500 1 2 3 4 5 6 7 8 9 |
| TURBO-THRUST SINGLE QUAD | | Boat 650 CFM Use 1 2 3 4 5 6 7 8 9 | Boat 715 CFM Use 1 2 3 4 5 6 7 8 9 |
| TURBO-THRUST DUAL QUAD | | Boat TWO 550 CFM Use 1 2 3 4 5 6 7 8 9 | Boat TWO 850 CFM Use 1 2 3 4 5 6 7 8 9 |
| LOW PROFILE RAM | | 650 CFM ² 1 2 3 4 5 6 7 8 9 TWO 550 CFM ² 1 2 3 4 5 6 7 8 9 | 850 CFM 1 2 3 4 5 6 7 8 9 TWO 650 CFM 1 2 3 4 5 6 7 8 9 |

EXAMPLE- HOW SELECTION CHART IS SET UP



FOOTNOTES

- Heavy vehicles using automatic transmission.
- Applies only where state law permits. If the vehicle came equipped with a single barrel or a 2 BBL carb, and a 2 BBL or 4 BBL is not offered as a factory option in California, then a carburetor of different size and type can only be used for off-road or racing applications in California.
- Under 300 cu. in. use 465 CFM. Anything over, use size recommended in catalog.
- Dial-A-Flow Control (insert information):
Stage I — Maximum velocity high torque factor
Stage II — Mid RPM torque and horsepower range
Stage III — Maximum RPM torque and horsepower range
Chart indicates results from unmodified parts.
- Applies to V6's only.
- EGR must be reinstalled on any engine that came factory equipped with an EGR valve and which will be driven on street where state law requires. Refer to page 18 for EGR valve adapter kits.

**HERE'S
NEWS
FROM**



4 NEW DUAL QUAD MANIFOLDS FOR CHEVROLET 396-454 OVAL PORT HEADS

First of its kind on the market! 4 New dual-quad 360° Equa=Flow Manifolds for all 396-454 Oval Port Chevrolet engines.

The new Chevrolet dual quads are engineered with the revolutionary 360° Equa=Flow design that has been proven over and over again to out-perform any other dual quad design manifold.



"YOU ASKED FOR IT — WE MADE IT!"

| Part No. | Description |
|----------|--|
| 6274 | High-Rise Dual Quad for standard Holley/Carter carburetors.* |
| 6275 | Low-Profile Dual Quad for standard Holley/Carter carburetors.* |

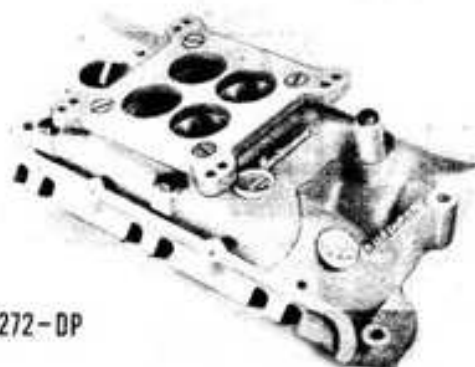
*Distance between carb centers on manifolds is 8 $\frac{1}{4}$ ". Holley carbs requiring extra space must be mounted sideways using OFFY part #5832 carb adapters and #5967 linkage. This applies to #6274 and #6275 only.

| Part No. | Description |
|----------|---|
| 6276 | High-Rise Dual Quad for Quadrajet/Thermo-Quad carburetors.* |
| 6277 | Low-Profile Dual Quad for Quadrajet/Thermo-Quad carburetors.* |

*Dual Quadrajet manifolds do not have enough area for 2 Holley spread-bores. Use Carter, early Rochester, or Holley Model #4360 carburetors. Distance between carb centers is 8 $\frac{1}{4}$ ".

CHEV/GMC/JEEP V6 (173 C.I.D., 60°) 4 BBL DUAL PORT MANIFOLD

Born for street excitement, this performance intake manifold was designed specifically for the V6 60° engine to give optimum torque and horsepower increases from low to mid RPM range. Complete dyno and street tests show an excellent 23% horsepower increase with torque gain you can really feel on the street or highway. Through the unique and patented Dual Port configuration, this manifold is designed to provide small quantities of high-velocity fuel during low end acceleration and large quantities of slow-moving fuel for maximum top-end performance.



6272-DP

PART #6272-DP

Uses Holley #0-6299 390 CFM, Holley #0-8007 390 CFM (linkage modifications necessary), Holley #0-9973 450 CFM (requires additional OFFY Adapter Plate #6264 which is available separately and is listed on page 31). A special Offenhauser Low Profile Air Cleaner #6273 (page 31) is available and clears both the air conditioning pump and distributor cap. If the stock distributor is retained, such as the one used on Chev S-10 Truck or any other GMC vehicle with the electronic advance system, a fixed timing no advance will result. The ignition timing on this type should be set approximately 15° total advance. If a full mechanical or vacuum system is used, then set the timing at about 24°-26° advance. Manifold comes with complete installation kit and linkage.

NOTE — This Manifold is not made for transverse mounted engines.

DUAL PORT 360° MANIFOLDS

V-6 Section—Page 6 Mini Car—Pages 8 to 13
V-8 Section—Page 7

HOW THE DUAL PORT INDUCTION SYSTEM WORKS

The Dual Port 360 can best be described by saying it's actually two separate manifolds in one. The entire manifold is divided from the base of the carburetor to the head flange. The percentage of separation is of course a closely guarded secret on this now patented design and it varies from engine to engine.

In operation, the primary mixture is fed into the bottom runners and the engine operates on this smaller port until driver or engine demand cuts in the secondaries — the top port. Many good things happen with this induction system. In the Dual Port, the primary system further restricts the air flow after passing the carburetor and increases it to the "speed of sound." This means that even at low engine rpm (see dyno charts) we're getting near perfect aerodynamic efficiency, or translated — more HORSEPOWER! This extra horsepower on the primaries comes from a more perfect mixture moving at near sonic speeds, a larger volume passing the intake valve and greater turbulence in the combustion chamber for a highly efficient use of fuel. The primary system (see cutaway illustration), being on the bottom uniquely provides two layers of manifold casting and a high speed mixture flow which acts as a perfect insulator for the secondary runners. And since the

CUTAWAY DUAL PORT 360° MANIFOLD



Cutaway Dual Port 360° Manifolds are now available for Sales Aids. Ideal to use as a counter display or for a salesman to carry as a sample. Completely machined and finished surfaces and polished to a high lustre. Part #6062

secondaries are insulated from engine heat, this means that when cut in the secondary mixture will be "cold" and "dense" — a further increase in performance. Then, when the secondary mixture gets to the end of the runner it is picked up and "rammed" into the combustion chamber by the sonic velocity of the primary port. Again, an aid in passing a greater, colder and more dense air/fuel mixture past the intake valve and setting up an ideal combustion chamber condition to increase horsepower output.

All the dyno tests so far — using a great variety of engines, have shown substantial horsepower increases over their entire rpm range. By measuring the "brake specific" (see dyno chart), which is the amount of fuel con-

sumed per horsepower, per hour, further proves the value of the highly efficient Dual Port system as less fuel was used to gain more horsepower.

Due to the high efficiency of the Offenhauser Dual Port Induction System, it has also proven itself capable of greatly reducing exhaust emissions in tests at an elaborate facility in the mid-west. This makes Offenhauser the FIRST speed equipment manufacturer to produce a product that reduces exhaust emissions yet increases horsepower! By taking an active interest in air pollution problems, Offenhauser engineers are attempting to help the automobile industry as a whole and to spotlight the high performance facet with their achievements.

DUAL PORT V-6 SECTION

BUICK and JEEP V-6 (Competition Manifolds are on Page 19)

Detroit's re-discovery of the V-6 doesn't surprise Offenhauser engineers at all. We've been making 360° Equa Flow manifolds for the V-6 since its original introduction in the early sixties by Buick. See Page 19. Now also available is the Dual Port design which gives the V-6 extra punch in low to mid RPM's and better gas mileage without altering the emissions. Uses standard 4bbl carb from 400 CFM to 600 CFM depending on whether it's for street or competition.

- | Part No. | Description |
|----------|---|
| *6153-DP | Buick/JEEP, 198 C.I., 1962-63 |
| *6035-DP | Buick/JEEP, 225 C.I., 1964-72 |
| *6035-DP | Buick/Olds/Pontiac, 231 C.I., 1975 (will not fit HEI) |
| *6167-DP | Buick/Olds/Pontiac, 231 C.I., 1976-78 |
- Will not fit Tall Port heads due to port size.

FOR PROPER INSTALLATION, FOLLOWING PARTS MAY BE NECESSARY

High flow, low profile, chrome air cleaner with emission control fittings.
Part #5887 for 4-3/16" carbs Part #5888 for 5-3/16" carbs



Part #6035-DP

SPECIAL INTAKE GASKETS
Part #5996 (for 6035-DP only)
Part #6168 (for 6167-DP only)

See page 16 for emission control adapter kit information.

FORD V-6 (2.6 LITRE & 2.8 LITRE) MUSTANG II, CAPRI, PINTO, BRONCO II & RANGER

Later vehicles such as Bronco II and Ranger must use 1983 or earlier stock distributor with vacuum advance or aftermarket equivalent. Manifolds also use 3 bolt water neck (Ford part # D2RY8592A).

The 2 bbl manifold uses a stock 2 stage 2 bbl carb and delivers a definite performance increase throughout all RPM ranges plus a reduction in fuel consumption.

The quad manifold (competition design) will actually allow the engine to perform with proper balance throughout all stages of RPM resulting from the high rate of velocity in the primary circuit and perfect balance that automatically results when the secondary or acceleration portion takes over.

- | Part No. | Description |
|----------|---|
| 6096-DP | FORD V6 2.8 Litre 1974 and later, for stock 2 stage 2 bbl carb. NOTE: Some 1975 & up models come stock with 1 stage 2 bbl carb. In these cases use early stock 2 stage or equivalent high performance replacement. |
| 6096T | 2 bbl top only + kit to fit 6096 manifold base. |
| *6097-DP | FORD V6 2.8 Litre 1974 and later, 4 bbl carb. (rec. Holley 0-6299) |
| *6097T | 4 bbl top only + kit to fit 6096 manifold base. |
| 6115-DP | FORD 2600CC Capri stock 2 stage 2 bbl carb. |
| 6115T | 2 bbl top only + kit to fit 6115 manifold base. |
| *6116-DP | FORD 2600CC Capri 4 bbl (Holley carb 0-6299) |
| *6116T | 4 bbl top only + kit to fit 6115 manifold base. |

*CALIFORNIA CUSTOMERS — PLEASE NOTE: Vehicles that are sold in the state of California and are used for driving on city and state highways must have the emissions equipment working as they were equipped from the factory. If the vehicle came equipped with a single barrel or a 2 barrel carb, and a 2 barrel or 4 barrel is not offered as a factory option in California, then a carburetor of different size and type can only be used for off-road or racing applications.



#6097
4 BBL

- NOTE:** 1. Manifolds below will accept 1973 and later emission control devices by using the special Offenhauser adapter kit at a nominal extra charge. Be sure and specify type of vehicle when ordering. See page 16.
 2. For proper carburetion tips, refer to page 5.
 3. For torque and power range information, refer to page 4.

| Part No. | Description | |
|--|--|---|
| 6054-DP | AMERICAN MOTORS, all V-8 1967-69 Std. 4 bbl | Jeep applications require jeep kit part #6094 (Page 46.) |
| 6055-DP | AMERICAN MOTORS, all V-8 1967-69 Spread-Bore Qjet Carb | |
| 6056-DP | AMERICAN MOTORS, all V-8 1970 and later, Std. 4 bbl Carb | |
| 6057-DP | AMERICAN MOTORS, all V-8 1970 and later, Spread-Bore Qjet Carb | |
| 6003-DP | CHEVROLET 396-454 (Large rect. heads), Std. 4 bbl Carb | |
| 6004-DP | CHEVROLET 396-454 (Large rect. heads), Spread-Bore Qjet Carb | |
| 6045-DP | CHEVROLET 396-454 (Oval Port Heads), Std. 4 bbl Carb | |
| 6046-DP | CHEVROLET 396-454 (Oval Port Heads), Spread-Bore Qjet Carb | |
| <p>NOTE: When ordering Dual Ports for the Chevy 454 — be careful! Most engines thru 1971 take 6003-DP/6004-DP. Most 1972 and later have Oval Port Heads and take 6045-DP/6046-DP. This seems to be especially true for pick-ups and vans.</p> | | |
| 6007-DP | CHEVROLET 262-400 Std. 4 bbl Carb | |
| 6008-DP | CHEVROLET 262-400 Spread-Bore Qjet Carb | |
| <p>NOTE: 6007-DP and 6008-DP come Std. without oil hole. Can be ordered "with oil" at no extra charge.</p> | | |
| 6005-DP | CHRYSLER 340-360 Std. 4 bbl Carb | Does not fit 1980 and later models with air conditioning. |
| 6006-DP | CHRYSLER 340-360 Spread-Bore Qjet Carb | |
| 6015-DP | CHRYSLER 361-383-400 Std. 4 bbl Carb | |
| 6016-DP | CHRYSLER 361-383-400 Spread-Bore Qjet Carb | |
| 6017-DP | CHRYSLER 413-440 Std. 4 bbl Carb | |
| 6018-DP | CHRYSLER 413-440 Spread-Bore Qjet Carb | |
| 6020-DP | CHRYSLER 273-318 1966 and later, Std. 4 bbl Carb | |
| 6021-DP | CHRYSLER 273-318 1966 and later, Spread-Bore Qjet Carb | |
| 6022-DP | CHRYSLER 273 thru 1965 Std. 4 bbl Carb | |
| 6023-DP | CHRYSLER 273 thru 1965 Spread-Bore Qjet Carb | |
| 6009-DP | FORD 289-302 Std. 4 bbl Carb | Does not have rear water crossover provision. |
| 6010-DP | FORD 289-302 Spread-Bore Qjet Carb | |
| 6011-DP | FORD 351 Windsor Std. 4 bbl Carb. (8 bolt holes per side) | |
| <p>NOTE: Late Ford 351 Windsor engines have 12 bolt heads. Proper manifolds are 6139-DP and 6140-DP. Be sure to check.</p> | | |
| 6012-DP | FORD 351 Windsor Spread-Bore Qjet Carb (8 bolt holes per side) | |
| 6139-DP | FORD 351 Windsor 1975 and later, Std. 4 bbl Carb (6 bolt holes per side) | |
| 6140-DP | FORD 351 Windsor 1975 and later, Spread-Bore Carb (6 bolt holes per side) | |
| 6013-DP | FORD 351 Cleveland 4 V Heads Std. 4 bbl Carb | |
| 6014-DP | FORD 351 Cleveland 4 V Heads Spread-Bore Qjet Carb | |
| <p>NOTE: Will not accept stock Ford Motorcraft Spread-Bore Carb</p> | | |
| 6110-DP | FORD 351 Cleveland 2 V Heads Std. 4 bbl Carb | |
| 6111-DP | FORD 351 Cleveland 2 V Heads Spread-Bore Qjet Carb | |
| 6141-DP | FORD 351M 1975 and later, Std. 4 bbl Carb | |
| 6142-DP | FORD 351M 1975 and later, Spread-Bore Qjet Carb | |
| 6033-DP | FORD Small Port 400 Cleveland late 1971 and later, Std. 4 bbl Carb | |
| 6034-DP | FORD Small Port 400 Cleveland late 1971 and later, Spread-Bore Qjet Carb | |
| 6060-DP | FORD 429-460 Cobra Jet (Not Boss) Std. 4 bbl Carb | |
| <p>NOTE: Part nos. 6060-DP and 6061-DP can be adapted to later style 429-460 Small Port engines. We recommend angling off the port entry of the head about 45° to coincide with the larger Cobra Jet style port. This creates a venturi effect which means added power.</p> | | |
| 6061-DP | FORD 429-460 Cobra Jet (Not Boss) Spread-Bore Qjet Carb | |
| <p>NOTE: Will not accept stock Ford Motorcraft Spread-Bore Carb.</p> | | |
| 6078-DP | FORD 332-352-360-390-406-427-428 Std. 4 bbl Carb | |
| 6119-DP | FORD 332-352-360-390-406-427-428 Spread-Bore Qjet Carb | |
| 6028-DP | OLDSMOBILE 330-350-403 Std. 4 bbl Carb | Will not fit with H.E.I. Ignition |
| 6029-DP | OLDSMOBILE 330-350-403 Spread-Bore Qjet Carb | |
| 6030-DP | OLDSMOBILE 400-455 Std. 4 bbl Carb (Toronado requires hood modification) | |
| 6031-DP | OLDSMOBILE 400-455 Spread-Bore Qjet Carb (Toronado requires hood modification) | |
| 6037-DP | PONTIAC 326-455 (except Ram Air V) 1965-1979, Std. 4 bbl Carb | Will not fit with H.E.I. Ignition |
| 6038-DP | PONTIAC 326-455 (except Ram Air V) 1965-1979, Spread-Bore Qjet Carb | |
| 7001-DP | ROVER V8 3.5 LITRE, Std. 4 bbl. Carb (Manifold is same height as stock) | |

*CALIFORNIA CUSTOMERS — PLEASE NOTE: Vehicles that are sold in the state of California and are used for driving on city and state highways must have the emissions equipment working as they were equipped from the factory. If the vehicle came equipped with a single barrel or a 2 barrel carb, and a 2 barrel or 4 barrel is not offered as a factory option in California, then a carburetor of different size and type can only be used for off-road or racing applications.

MINI-CAR/TRUCK MANIFOLDS

We have intake manifolds for all of the most popular mini engines: Datsun, Toyota, Courier, Mazda, Luv, Vega, Pinto, Capri, Jeep, etc. Most of the manifolds are available in 2 different designs (Dual Port and "C" Series) and can be drilled at the factory to accept either the stock carb or popular Holley OR Weber replacement carbs. These pages clarify manifold style differences and available accessories. Complete manifold listings begin on page 10.

DUAL PORT SERIES

The patented Dual Port is our **STREET PERFORMANCE/ECONOMY DESIGN**. A detailed explanation of the Dual Port system appears on page 6. In the Mini's, the primary section boosts the fuel mixture to nearly the "speed of sound", about 3 times faster than normal velocity. This positively gives each cylinder a full fuel charge every time to smooth out the power stroke. When engine or driver demand cuts in the secondaries, a cold (over 30° colder) and dense mixture is sent down the secondary runner to be rammed into the combustion chamber by the sonic flow of the primary runner. This adds up to: 15 - 30% more horsepower, quicker throttle response, extended RPM range, better gas mileage, quicker starting, reduction of exhaust emissions.

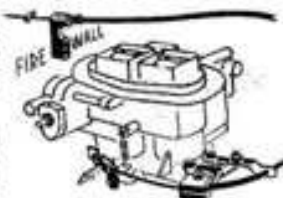
The two barrel mini Dual Ports come standard (order "DP") to accept the stock 2 stage carburetor. However, as an alternative, most can be drilled at the factory to accept the Holley 5200 series (order "DPH") or the Weber 32/36 series (order "DPW") at no extra charge.

"DPH" ACCESSORIES (HOLLEY 5200)

Some Mini Dual Ports (including Datsun, Toyota, Chevy Luv and Ford Courier), which have been drilled for the Holley 5200 carb will usually require a 1" carb spacer No. 6176 in order for the carb linkage to clear the manifold.

Also available is a linkage accessory kit (No. 6230) for CABLE OPERATED applications or CABLE CONVERSIONS when installing the "DPH" manifold. A Universal Foot Throttle Kit (No. 6244) completes the installation where a change of throttle linkage is desirable.

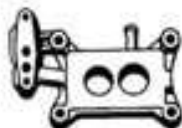
The new Holley Datsun 5200 carbs also work very well with the Dual Port. In this case, order the "DPH" and substitute our No. 6176 in place of the Holley carb plates supplied with the carb. The linkage accessory kit is not necessary.



No. 6230

- Used with ANY 4 BBL, 2BBL or single barrel carb
- Fits large variety of vehicle types and carb combinations
- Super time saver and a MUST for mini car/truck cable conversions

| PART NO. | DESCRIPTION |
|----------|---|
| 6176 | 1" Holley Carb Spacer (pictured). Recommended - See above |
| 6250 | 1/2" Holley Carb Spacer |
| 6230 | Universal Cable Linkage Accessory Kit (illustrated). Recommended - See above |
| 6232 | 1" Offset Riser (Used in place of No. 6176 on later Courier/Mazda OHC Engines where cam cover is wider than cylinder head side surface (pictured)) |
| 6235 | 1" Offset Holley 5200 Carb Adapt. (Holley 5200 to stock DP base. Fits Courier, Datsun, Luv, early Toyota, etc. with carb base measurement of 3-1/8" x 1-3/4". See Carb Conversion Chart on page 9.) |
| 6237 | Holley 5200 Carb Adapter to stock manifold. Adapts the Holley 5200 series carb to the stock manifold. Fits Courier, Datsun, Luv, early Toyota and others with carb base measurement of 3-1/8" x 1-3/4". Offsets carb 1" up and 1" away from engine. |
| 6240H | Courier 2300 cc Carb Adapter (Holley) Adapts the Holley 5200 series carb to stock Courier 2300 cc manifold base. |
| 6244 | Universal Foot Throttle Kit (illustrated) See above |



No. 6240



No. 6176

- Completes ease of cable conversion
- Great for hybrid engine conversions where change of throttle linkage is desirable.

No. 6232



No. 6244

"DPW" ACCESSORIES (WEBER 32/36)

The Weber 32/36 will not usually require any accessories. A Weber Spacer plate (No. 6234) is included with the "DPW" to ensure linkage clearance. Some minor linkage adjustments may be necessary and a Linkage Accessory Kit No. 6230 is available if required.

| PART NO. | DESCRIPTION |
|----------|--|
| 6230 | Universal Cable Linkage Accessory Kit. Available if cable conversion is necessary. (illustrated) |
| 6232 | 1" Offset Riser (used in place of No. 6234 on late Courier/Mazda OHC engines where cam cover is wider than cylinder head side surface) (pictured) |
| 6234 | Weber Spacer Plate - Included with "DPW" Manifold. (1/2" for linkage clearance) |
| 6235 | 1" Offset Weber 32/36 Carb Adapt. (Weber 32/36 to stock DP base. Fits Courier, Datsun, Luv, early Toyota, etc. with carb base measurement of 3-1/8" x 1-3/4". See Carb Conversion Chart on page 9.) |
| 6238 | Weber 32/36 Series Carb Adapter to stock Manifold. Adapts the Weber 32/36 carbs to the stock manifold. Fits Courier, Datsun, Luv, early Toyota and others with carb base measurement of 3-1/8" x 1-3/4". Offsets carb 1" up and 1" away from engine. |
| 6240W | Courier 2300 cc Carb Adapter (Weber). Adapts the Weber 32/36 series carb to stock Courier 2300 cc manifold base. |
| 6244 | Universal Foot Throttle Kit. Available if Cable Conversion is necessary. (illustrated) |

MINI-CAR/TRUCK MANIFOLDS

"C" SERIES

Customer interest proves the gaining popularity of 4 and 6 cylinder high performance. In response to this need, Offy has developed a "C" series of competition style high performance manifolds to fill the void between absolute street performance and modified street/race applications. These manifolds have been designed to accept larger carbs of a performance variety because the plenum and runners of the manifold have been opened up to carry the high volume flow required by modified engines at higher RPM's.

These manifolds come with stock emission provisions for those vehicles which might be used as modified street/race. Vehicles used in race only may block off these provisions as necessary.

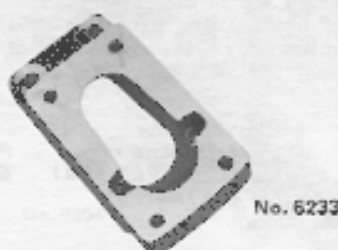
The "C" series Offy open plenum design really boosts engine breathing characteristics and greatly improves the torque in mid to higher RPM's. The torque range of these manifolds has been designed to fit into street modified and competition RPM requirements of the 4 and 6 cylinder engines. Depending on the size carb and engine type, the "C" series manifold has a fantastic range from approximately 2500 RPM delivering great performance thru 7000 + RPM. Naturally, the larger the carb, the higher the RPM range will be.

All 4 cylinder, 2 bbl "C" series manifolds are drilled to accept the two stage Holley Model 5200 carbs or popular Weber 32/36 series carbs. This manifold/carb combination is designed for modified street performance. The 6 cylinder 4 bbl "C" series manifolds will fit the standard bore 4 bbl Holley and Carter carbs.

"C" ACCESSORIES (HOLLEY 5200)

The "C" series 2 barrels come standard to accept the Holley 5200 series carbs. In most cases a one inch spacer No. 6229 will be necessary so that this type carb linkage can clear the manifold. The Holley Model 2300 two barrel requires a carb adapter No. 6231 in order to fit the "C" Series 2 barrel manifolds. This is recommended for competition only. A universal linkage accessory kit No. 6230 is also available for cable operated applications/conversions.

| PART NO. | DESCRIPTION |
|----------|---|
| 6229 | 1" Holley 5200 Carb Spacer Recommended, see above. |
| 6230 | Universal Cable Linkage Accessory Kit (Pictured pg. 8) |
| 6231 | Carb Adapter — Holley 2300 to "C" Series 2 bbl. |
| 6233 | 1" Offset Riser (Used in place of No. 6229 on late Courier/Mazda OHC engines where cam cover is wider than cylinder head side surface.) |
| 6244 | Universal Foot Throttle Kit (Pictured pg. 8) |



No. 6233

"CW" ACCESSORIES (WEBER 32/36)

The "C" Series for the Weber 32/36 must be ordered as "CW". A Weber riser plate No. 6239 is included with the "CW" to ensure linkage clearance. A universal linkage accessory kit is also available for cable operated applications/conversions.

| PART NO. | DESCRIPTION | PART NO. | DESCRIPTION |
|----------|---|----------|---|
| 6230 | Universal Cable Linkage Accessory Kit (Pictured pg. 8) | 6239 | Weber Spacer Plate — Included with "CW" Manifold (1/2" for linkage clearance) |
| 6233 | 1" Offset Riser (Used in place of No. 6239 on late Courier/Mazda OHC engines where cam cover is wider than cylinder head side surface.) | 6244 | Universal Foot Throttle Kit (Pictured pg. 8) |

"MINI" CARB ADAPTER SELECTION CHART

This chart has been designed to assist you in the selection of the proper carb adapter for most mini manifold/carburetor combinations. Several new conversions are now possible with the addition of 6 new "sandwich style" mini adapters.

| MATCH TO | MANIFOLDS (4 CYL 2 BBL MODELS) | | | | | |
|-------------------------------|--------------------------------|-------------------------------|-------------------------------|---------------------------------------|--|--------------------|
| | STOCK MANIFOLD | "DP" DUAL PORT STOCK CARB | "DPH" DUAL PORT HOLLEY CARB | "DPW" DUAL PORT WEBER CARB | "C" SERIES | |
| STOCK (3-1/8" x 1-3/4") | | | 6235A (1" offset) | 6236A (1" offset) | Not Advisable | |
| CARB TYPE | HOLLEY 5200 SERIES | 6237 (1" offset) | 6235 (1" offset) | 6176 (1" spacer) | 6176 (1" spacer) (Blend venturis to match) | |
| | | 6252 (1" sandwich) | 6252 (1" sandwich) | 6232 (1" offset) (Late Courier/Mazda) | | |
| | | 6254 (1" sandwich) Toyota 20R | 6254 (1" sandwich) Toyota 20R | | | |
| CARB TYPE | WEBER 32/36 SERIES | 6256 (1" sandwich) Toyota 22R | 6256 (1" sandwich) Toyota 22R | | 6234 (1/2" spacer) (Included with "DPW") | |
| | | 6240H (Stock Courier 2300) | | | | |
| | | 6238 (1" offset) | 6236 (1" offset) | 6234 (1/2" spacer) | | 6239 (1/2" spacer) |
| | | 6251 (1" sandwich) | 6251 (1" sandwich) | 6232 (1" offset) (Late Courier/Mazda) | | |
| 6253 (1" sandwich) Toyota 20R | 6253 (1" sandwich) Toyota 20R | | | | | |
| 6255 (1" sandwich) Toyota 22R | 6255 (1" sandwich) Toyota 22R | | | | | |
| 6240W (Stock Courier 2300) | | | | | | |
| HOLLEY 2300 | Not Advisable | Not Advisable | Not Advisable | Not Advisable | 6231 | |



SANDWICH STYLE



OFFSET STYLE



SPACER STYLE

MINI-CAR/TRUCK MANIFOLDS

4 NEW "MINI" QUAD MANIFOLDS* TOYOTA DATSUN G.M. 151 C.I.D. "IRON DUKE"

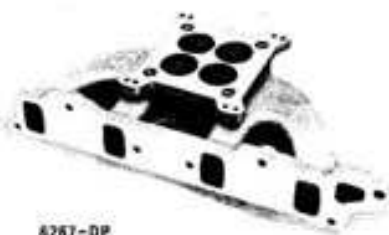
These 4 bbl Dual Ports are the newest addition to the comprehensive line of 2V and 4V Offy manifolds for domestic and import 4 cylinder applications. REAL performers, each has achieved a hefty horsepower increase with low and mid RPM torque gains you can really feel! Complete dyno and street tests have shown over 20% increase in horsepower with no loss of power in the bottom end! Recommended carburetor is the Holley 390 CFM (part #0-6299) with no modification. Some linkage adjustments are required and Offy does advise purchase of the Universal Linkage Accessory Kit (part #6230) for part #6259-DP and 6267-DP.



6259-DP

Part #
6259-DP

Application
Toyota 22R 1981
and later



6267-DP

Part #
6267-DP
Application
GM 151 c.i.d.
"IRON DUKE"
1979-1983
(crossflow head only)



6268-DP

Part #
6268-DP

Application
Datsun NAPS-Z (Z20 thru
Z23 engines)
1980-1983
(linkage kit included
with manifold)

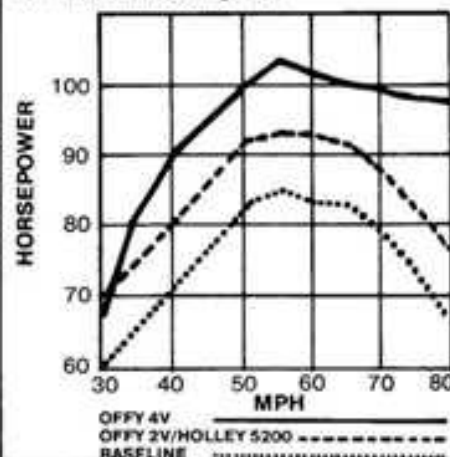


6270-DP

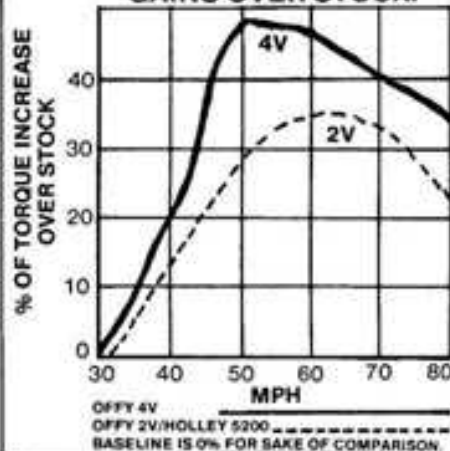
Part #
6270-DP
Application
Datsun NAPS-Z
(Z24 engine)
1983 and later
(linkage kit included
with manifold)

*NOT LEGAL FOR USE IN CALIFORNIA ON
POLLUTION CONTROLLED MOTOR VEHICLES.

Recent tests were conducted on a 1979 Toyota 4x4 at the B.A.E. Performance and Emissions Lab and the results were impressive. The 4V Offy peaked at 104 horsepower—a 10 hp increase over the Offy 2V setup and an 18 hp (20.64 percent) increase over the stock configuration.



LOOK AT THESE TORQUE GAINS OVER STOCK!

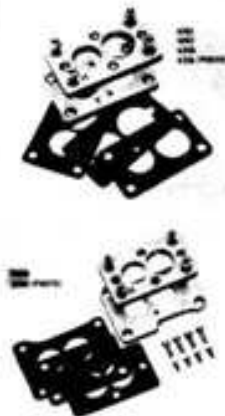


NEW "MINI" CARB ADAPTERS To fit Holley 5200 series and Weber 32/36 series carbs to Datsun, Toyota, Chevy Luv, Ford Courier, Mazda, etc.

These adapters have been designed to improve the stability of air flow into any manifold which has separate primary and secondary throats. All stock Toyota 20R and 22R manifolds are of this type, as well as many of the Chevy Luv, Ford Courier, Mazda, and Datsun models. The individual ports on our adapters allow smoother air flow than the open center style already on the market since there is no disruption from air and fuel running into the manifold divider bar. Even when used on an open plenum manifold, our adapters help to create a "ram" effect which will improve upper RPM performance. This design feature translates into better performance and economy.

OF COURSE, THESE ADAPTERS ARE AN ABSOLUTE "MUST" WHEN USED IN CONJUNCTION WITH OUR DUAL PORT MANIFOLDS.

The "sandwich" design is an advantage because the adapter unit keeps a lower profile. Assembled, each complete adapter stands 1 inch high and this includes allowance for gaskets. This is a plus in those applications where space for hood clearance is critical.



| PART NO. | APPLICATION |
|----------|---|
| 6251 | Adapts Weber 32/36 series carb to stock 3 1/4" x 1 1/4" base. Includes Datsun 1600/1800/2000cc, Chevy Luv, Ford Courier/Mazda 1800 & 2000cc, Toyota 1600/1800cc Hemi, early Toyota 18R. |
| 6252 | Adapts Holley 5200 series carb to stock 3 1/4" x 1 1/4" base. Includes applications as listed in above description. |
| 6253 | Adapts Weber 32/36 series carb to Toyota 20R engine. |
| 6254 | Adapts Holley 5200 series carb to Toyota 20R engine. |
| 6255 | Adapts Weber 32/36 series carb to Toyota 22R engine. |
| 6256 | Adapts Holley 5200 series carb to Toyota 22R engine. |

MINI-CAR/TRUCK MANIFOLDS†

AMERICAN MOTORS 6 CYLINDER

The Dual Port and "C" Series accept the Carter or Holley standard bore 4 bbl carb. Carb size recommended for DP is from 390 CFM to 500 CFM; for "C" Series — 500 CFM and larger. Use Holley No. 6299 or 8007, Carter 9400, or Carter 9500 on Dual Port — **REMOVE KICK-DOWN ARM FOR LINKAGE CLEARANCE.** This installation adds more horsepower to your 6 cyl than any other single piece of performance equipment.

Our universal linkage accessory kit (Part No. 6230) may be necessary on later models. Manifold fits with any headers conforming to stock specs. **NOT FOR AUTOMATIC TRANS. INSTALLATIONS — CHECK WITH MANUFACTURER.**

DUAL PORT

| PART NO. | APPLICATION |
|----------|--|
| 5999-DP | Thru '80 — Std Bore 4 bbl |
| 6257-DP | 1981 and later (water heated) — Std Bore 4 bbl |

"C" SERIES

| PART NO. | APPLICATION |
|----------|--|
| 6208-C | Thru '80 — Std Bore 4 bbl |
| 6258-C | 1981 and later (water heated) — Std Bore 4 bbl |



No. 6257-DP



No. 5999-DP

CHEVROLET LUV PICK UP

Manifold and accessory information is given on pages 8 and 9. Dyno and road tests have shown the Dual Port 2 bbls give a substantial horsepower increase without sacrificing fuel economy. The new 4 bbl Dual Port offers a 20% + H.P. increase with outrageous torque gains in low and mid range RPM's.

DUAL PORT - 2 BBL

| PART NO. | APPLICATION | (Stock 2 STG Carb) |
|-----------|----------------|---|
| 6059-DP | 1972-75 | (See EGR Adapter Kit No. 6106, page 16) |
| 6059-DPH* | 1972-75 | (Holley 5200 Carb) |
| 6059-DPW* | 1972-75 | (Weber 32/36) |
| 6203-DP | 1976 and later | (Stock 2 STG Carb) |
| 6203-DPH* | 1976 and later | (Use EGR from '77 or '78 models) |
| 6203-DPW* | 1976 and later | (Holley 5200 Carb) |
| | | (Weber 32/36) |



No. 6263-DP



No. 6203-DP

DUAL PORT - 4 BBL

| PART NO. | APPLICATION |
|----------|---|
| 6263-DP* | 1976 and later (Holley No. 0-6299) Order linkage No. 6230 for proper installation. |



No. 6204-C

"C" SERIES - 2 BBL

| PART NO. | APPLICATION | (Holley 5200) |
|----------|----------------|---------------|
| 6204-C* | 1976 and later | (Weber 32/36) |
| 6204-CW* | 1976 and later | (Weber 32/36) |

*Accessories may be needed. See introduction on pages 8 and 9. 4 bbl information on page 10.

CHEVROLET VEGA

DUAL PORT - 2 BBL

Accepts only a Holley 5200 or stock 2 stage 2 bbl carb. The 2 stage carb works most effectively with the exclusive Dual Port design. Complete with installation kit and instructions.

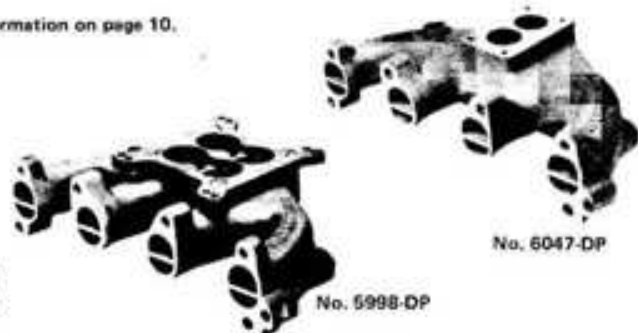
SPECIAL AIR CLEANER — Part No. 6050

| PART NO. | APPLICATION |
|----------|---------------------------|
| 6047-DP | 1971 and later — 140 C.I. |

DUAL PORT - 4 BBL

Use a Holley No. 6299 (390 CFM) or Carter No. 9400. In either case, the kick down arm must be removed. Installation kit and instructions No. 6024 are included. This installation will add more horsepower to your Vega than any other piece of performance equipment. **COMPETITION MANIFOLD.**

| PART NO. | APPLICATION |
|----------|---------------------------|
| 5998-DP | 1971 and later — 140 C.I. |



No. 6047-DP

No. 5998-DP

DATSUN 1600, 1800, 2000cc OHC

The following Dual Port and "C" Series manifolds will not work on the Datsun applications where the stock manifold has a provision for exhaust heat. Manifold and accessory information is given on pages 8, 9 and 10. New 4 bbl Dual Port gives 25% increase in horsepower with low and mid range torque gains you can really feel!

DUAL PORT - 2 BBL ①

| PART NO. | APPLICATION | (Stock 2 STG Carb) |
|-----------|------------------|--------------------|
| 6002-DP | 1600 cc 1968-74 | (Holley 5200) |
| 6002-DPH* | 1600 cc 1968-74 | (Weber 32/36) |
| 6002-DPW* | 1600 cc 1968-74 | (Weber 32/36) |
| 6138-DP | 1600 cc 1975-77 | (Stock 2 STG Carb) |
| 6138-DPH* | 1600 cc 1975-77 | (Holley 5200) |
| 6138-DPW* | 1600 cc 1975-77 | (Weber 32/36) |
| 6143-DP | 1800 cc thru '74 | (Stock 2 STG Carb) |
| 6143-DPH* | 1800 cc thru '74 | (Holley 5200) |
| 6143-DPW* | 1800 cc thru '74 | (Weber 32/36) |

Some late '74 Models take 6144-DP Series.

| PART NO. | APPLICATION | (Stock 2 STG Carb) |
|------------|-----------------|--------------------|
| 6144-DP* | 2000 cc 1974-75 | (Holley 5200) |
| 6144-DPH** | 2000 cc 1974-75 | (Weber 32/36) |
| 6144-DPW** | 2000 cc 1974-75 | (Weber 32/36) |
| 6178-DP | 2000 cc 1976-80 | (Stock 2 STG Carb) |
| 6178-DPH** | 2000 cc 1976-80 | (Holley 5200) |
| 6178-DPW** | 2000 cc 1976-80 | (Weber 32/36) |

DUAL PORT - 4 BBL

| PART NO. | APPLICATION |
|----------|--|
| 6262-DP | 1968-80 (Holley No. 0-6299) Order linkage No. 6230 for proper installation. |

"C" SERIES - 2 BBL ①

| PART NO. | APPLICATION | (Holley 5200) |
|----------|------------------|---------------|
| 6211-C* | 1600 cc 1968-74 | (Weber 32/36) |
| 6211-CW* | 1600 cc 1968-74 | (Weber 32/36) |
| 6212-C* | 1600 cc 1975-77 | (Holley 5200) |
| 6212-CW* | 1600 cc 1975-77 | (Weber 32/36) |
| 6213-C* | 1800 cc thru '74 | (Holley 5200) |
| 6213-CW* | 1800 cc thru '74 | (Weber 32/36) |
| 6214-C* | 2000 cc 1974-75 | (Holley 5200) |
| 6214-CW* | 2000 cc 1974-75 | (Weber 32/36) |
| 6215-C* | 2000 cc 1976-80 | (Holley 5200) |
| 6215-CW* | 2000 cc 1976-80 | (Weber 32/36) |



No. 6262-DP



No. 6002-DP/6143-DP

No. 6144-DP/6138-DP
(Front)No. 6144-DP/6138-DP
(Back)No. 6178-DP
(Front)No. 6178-DP
(Back)

① Must use headers on Datsun applications where stock manifold has provision for exhaust heat.

*Accessories may be needed. See introduction on pages 8, 9, and 10.

†If the 1974 or 1975 2000 cc engine measures 3 1/2" across the EGR pad on the stock manifold, use a No. 6178 manifold. If it measures 5 1/2", use a No. 6144 manifold. All engines manufactured between Sept./Oct. 1975 and 1980 use No. 6178 manifold.

† CALIFORNIA CUSTOMERS — PLEASE NOTE: Vehicles that are sold in the state of California and are used for driving on city and state highways must have the emissions equipment working as they were equipped from the factory. If the vehicle came equipped with a single barrel or a 2 barrel carb, and a 2 barrel or 4 barrel is not offered as a factory option in California, then a carburetor of different size and type can only be used for off-road or racing applications.

MINI-CAR/TRUCK MANIFOLDS†

FORD COURIER/MAZDA 1800cc

Fits the Ford Courier Mini Pick-up and the 618 Mazda piston engine. Comes complete with metric tapped holes and installation instructions. Manifold and accessory information is given on pages 8 and 9.

IF CABLE CONVERSION IS REQUIRED, ORDER LINKAGE PART NO. 6230.

DUAL PORT - 2 BBL

| PART NO. | APPLICATION |
|-----------|-----------------------------------|
| 6053-DP | 1972 and later (Stock 2 STG Carb) |
| 6053-DPH* | 1972 and later (Holley 5200) |
| 6053-DPW* | 1972 and later (Weber 32/36) |

"C" SERIES - 2 BBL

| PART NO. | APPLICATION |
|----------|------------------------------|
| 6216-C* | 1972 and later (Holley 5200) |
| 6216-CW* | 1972 and later (Weber 32/36) |



No. 6053-DP

*ACCESSORIES MAY BE NEEDED. SEE INTRODUCTION ON PAGES 8 AND 9.

Some later Ford Courier/Mazda OHC engine models have a cam cover which is wider than the cylinder head side surface. When using the Holley 5200 series or a Weber 32/36 on our 2 bbl Dual Port or "C" Series same size base, it is necessary to use our special 1" offset riser adapter in order to offset the carburetor for proper clearance. Part No. 6232 retains the separation between primary and secondary and is used with our Dual Port manifold. Part No. 6233 has an open center and is used with our "C" Series.

FORD COURIER/MAZDA 2000cc

Manifold and accessory information is given on pages 8 and 9.

IF CABLE CONVERSION IS REQUIRED, ORDER PART NO. 6230.

DUAL PORT - 2 BBL

| PART NO. | APPLICATION |
|-----------|----------------------------------|
| 6242-DP | 1979 and 1980 (Stock 2 STG Carb) |
| 6242-DPH* | 1979-1983 (Holley 5200) |
| 6242-DPW* | 1979-1983 (Weber 32/36) |

"C" SERIES - 2 BBL

| PART NO. | APPLICATION |
|----------|-------------------------|
| 6245-C* | 1979-1983 (Holley 5200) |
| 6245-CW* | 1979-1983 (Weber 32/36) |

*ACCESSORIES MAY BE NEEDED. SEE INTRODUCTION ON PAGES 8 AND 9.

Some later Ford Courier/Mazda OHC engine models have a cam cover which is wider than the cylinder head side surface. When using the Holley 5200 series or a Weber 32/36 on our 2 bbl Dual Port or "C" Series same size base, it is necessary to use our special 1" offset riser adapter in order to offset the carburetor for proper clearance. Part No. 6232 retains the separation between primary and secondary and is used with our Dual Port manifold. Part No. 6233 has an open center and is used with our "C" Series.

FORD COURIER 2300cc

Manifold and accessory information is given on pages 8 and 9.

DUAL PORT - 2 BBL

| PART NO. | APPLICATION |
|-----------|-----------------------------------|
| 6241-DP | 1978 and later (Stock 2 STG Carb) |
| 6241-DPH* | 1978 and later (Holley 5200) |
| 6241-DPW* | 1978 and later (Weber 32/36) |

"C" SERIES - 2 BBL

| PART NO. | APPLICATION |
|----------|------------------------------|
| 6246-C* | 1978 and later (Holley 5200) |
| 6246-CW* | 1978 and later (Weber 32/36) |

*ACCESSORIES MAY BE NEEDED. SEE INTRODUCTION ON PAGES 8 AND 9.

FORD 2000cc

SPECIAL OFFY INTAKE MANIFOLD GASKET AVAILABLE FOR THESE MANIFOLDS - PART NO. 6026.

DUAL PORT - 2 BBL

Uses the Holley 5200 or stock 2 stage 2 BBL carb.

| PART NO. | APPLICATION |
|----------|-------------|
| 6001-DP | thru '81 |

DUAL PORT - 4 BBL

Use Holley No. 6299 or 8007, or Carter No. 9400. In either case, the kick down arm must be removed. Linkage installation kit and instructions No. 6025 are included.

IF AUTO TRANS - ORDER LINKAGE KIT NO. 6118, COMPETITION MANIFOLD.

| PART NO. | APPLICATION |
|----------|-------------|
| 6000-DP | thru '81 |

Air Cleaner Necessary for Quad Carb Installation.

High flow, low profile, chrome air cleaner with emission control fittings. Part No. 5887 for 4-3/16" carbs.

Part No. 5888 for 5-3/16" carbs.

"C" SERIES - 2 BBL

| PART NO. | APPLICATION |
|----------|------------------------|
| 6221-C | thru '81 (Holley 5200) |
| 6221-CW | thru '81 (Weber 32/36) |



No. 6001-DP

No. 6000-DP

FORD 2300cc

DUAL PORT - 2 BBL

Uses the Holley 5200 or stock 2 stage 2 bbl carb. Must also use the stock carb plate, Ford Part No. D52E9P697AA.

| PART NO. | APPLICATION |
|----------|-------------|
| 6113-DP | thru '82 |

DUAL PORT - 4 BBL

Use Holley No. 6299 or 8007 (must remove kick down arm for clearance); or Carter No. 9400 (clears ok with no mods). LINKAGE INSTALLATION KIT - FOR STD AND AUTO TRANS - AND INSTRUCTIONS ARE INCLUDED. COMPETITION MANIFOLD.

| PART NO. | APPLICATION |
|----------|-------------|
| 6114-DP | thru '82 |

"C" SERIES - 2 BBL

| PART NO. | APPLICATION |
|----------|--|
| 6222-C | thru '82 (Holley 5200 and Weber 32/36) |

Use stock carb plate and match to either carb.



No. 6114-DP

FORD 240-300 6 CYLINDER

The Dual Port and "C" Series accept the Carter or Holley STD bore 4 bbl carb. Carb size recommended for DP is from 390 CFM to 500 CFM; for "C" Series 500 CFM and larger. Use Holley No. 6299 or 8007, Carter No. 9400, or Carter No. 9500 on Dual Port - Remove kick-down arm for linkage clearance. Carbs clear "C" Series manifold without mod. Offy universal linkage (#6230) is recommended in most installations. These manifolds on a stock 240 or 300 C.I. engine can increase HP output by 50 HP! Dyno tests on a Ford six with Dual Port manifold, headers, and cam produced as much as 115 HP over the stocker!

DUAL PORT

PART NO. 6019-DP

"C" SERIES

PART NO. 6227-C

IMPORTANT: For proper installation - following parts may be necessary. High flow, low profile, chrome air cleaner with emission control fittings.

No. 5888 for 5-3/16" carbs No. 5887 for 4-3/16" carbs



No. 6227-C

†CALIFORNIA CUSTOMERS - PLEASE NOTE: Vehicles that are sold in the state of California and are used for driving on city and state highways must have the emissions equipment working as they were equipped from the factory. If the vehicle came equipped with a single barrel or a 2 barrel carb, and a 2 barrel or 4 barrel is not offered as a factory option in California, then a carburetor of different size and type can only be used for off-road or racing applications.

TOYOTA 1600/1800cc HEMI

Dyno and road tests have proven the "DP" can give as much as a 22% HP gain over the stock manifold without sacrificing fuel economy. Manifold and accessory information is given on pages 8 and 9.

DUAL PORT - 2 BBL

| PART NO. | APPLICATION | |
|-----------|----------------|--------------------|
| 6048-DP | 1971-74 | (Stock 2 STG Carb) |
| 6048-DPH* | 1971-74 | (Holley 5200) |
| 6048-DPW* | 1971-74 | (Weber 32/36) |
| 6137-DP | 1975-78 | (Stock 2 STG Carb) |
| 6137-DPH* | 1975-78 | (Holley 5200) |
| 6137-DPW* | 1975-78 | (Weber 32/36) |
| 6205-DP | 1979 and later | (Stock 2 STG Carb) |
| 6205-DPH* | 1979 and later | (Holley 5200) |
| 6205-DPW* | 1979 and later | (Weber 32/36) |



"C" SERIES - 2 BBL

| PART NO. | APPLICATION | | | |
|----------|-------------|---------------|----------|------------------------------|
| 6218-C* | 1971-74 | (Holley 5200) | 6219-CW* | 1975-78 (Weber 32/36) |
| 6218-CW* | 1971-74 | (Weber 32/36) | 6220-C* | 1979 and later (Holley 5200) |
| 6219-C* | 1975-78 | (Holley 5200) | 6220-CW* | 1979 and later (Weber 32/36) |

*ACCESSORIES MAY BE NEEDED. SEE INTRODUCTION ON PAGES 8 AND 9.

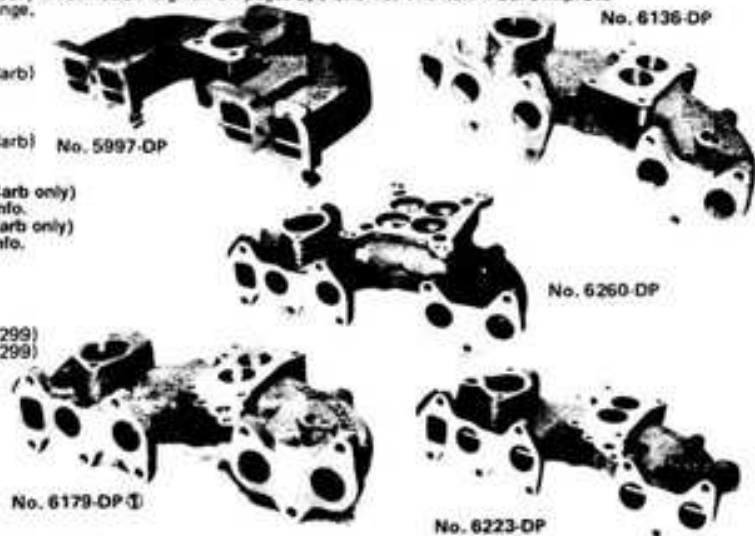
TOYOTA 1900/2000/2200cc OHC

Dyno and road tests prove the 2 bbl Dual Port gives these Toyotas as much as a 20% HP boost over the stock manifold without sacrificing fuel economy. MPG gain was as much as 15%. Manifold and accessory information is given on pages 8, 9 and 10. The new 4 bbl's improve HP over 20% with tremendous torque gains in low to mid RPM range.

DUAL PORT - 2 BBL

| PART NO. | APPLICATION | |
|-----------|--|-------------------------|
| 5997-DP | 1970-74 (also fits 18RC) | (Stock 2 STG Carb) |
| 5997-DPH* | 1970-74 (also fits 18RC) | (Holley 5200) |
| 5997-DPW* | 1/2" Holley Spacer Plate included. | |
| 6136-DP | 1970-74 (also fits 18RC) | (Weber 32/36) |
| 6136-DPH* | 1975-77 (also fits 20R) | (Stock 2 STG Carb) |
| 6136-DPW* | 1975-77 (also fits 20R) | (Holley 5200) |
| 6179-DP ⊕ | 1975-77 (also fits 20R) | (Weber 32/36) |
| 6179-DP ⊕ | 1978-79 (fits 20R) | (Stock 2 STG Carb only) |
| 6223-DP | Check with manufacturer for DPH or DPW info. | |
| | 1980 (fits 20R) | (Stock 2 STG Carb only) |

Check with manufacturer for DPH or DPW info.



DUAL PORT - 4 BBL

Order linkage No. 6230 for proper installation.

| PART NO. | APPLICATION | |
|----------|-------------|---------------------|
| 6260-DP | 1975-79 | (Holley No. 0-6299) |
| 6261-DP | 1980 20R | (Holley No. 0-6299) |

"C" SERIES - 2 BBL

| PART NO. | APPLICATION | |
|------------|--------------------------|---------------|
| 6210-C* | 1970-74 (also fits 18RC) | (Holley 5200) |
| 6210-CW* | 1970-74 (also fits 18RC) | (Weber 32/36) |
| 6209-C* | 1975-77 (also fits 20R) | (Holley 5200) |
| 6209-CW* | 1975-77 (also fits 20R) | (Weber 32/36) |
| 6217-C* ⊕ | 1978-79 (also fits 20R) | (Holley 5200) |
| 6217-CW* ⊕ | 1978-79 (also fits 20R) | (Weber 32/36) |
| 6224-C* | 1980 (fits 20R) | (Holley 5200) |
| 6224-CW* | 1980 (fits 20R) | (Weber 32/36) |

⊕ Late '79 models were fitted with 1980 engines and require the 1980 manifold. Easiest way to check which engine you have is location of water temp sending unit. In 1979 engines it is angled toward grill; in 1980 it points vertically toward hood.

*ACCESSORIES MAY BE NEEDED. SEE INTRODUCTION ON PAGES 8 AND 9.

TOYOTA 2400cc

Available in 2 bbl and 4 bbl designs, these Dual Ports give hefty performance improvements similar to the Toyota 20R engine. Most noticeable power increase comes from the new 4 bbl manifold (see page 10). Manifold and accessory information is given on pages 8, 9 and 10.

DUAL PORT - 2 BBL

| PART NO. | APPLICATION | |
|-----------|-------------------------------|--|
| 6247-DP | 1981 (22R) (Stock 2 STG Carb) | |
| 6247-DPH* | 1981 (22R) (Holley 5200) | |
| 6247-DPW* | 1981 (22R) (Weber 32/36) | |

| PART NO. | APPLICATION |
|-----------|---|
| 6266-DP | 1982 and later (22R) (stock 2 STG Carb) |
| 6266-DPH* | 1982 and later (22R) (Holley 5200) |
| 6266-DPW* | 1982 and later (22R) (Weber 32/36) |

DUAL PORT - 4 BBL

Order linkage No. 6230 for proper installation.

| PART NO. | APPLICATION | |
|----------|----------------------|-------------------------|
| 6259-DP | 1981 and later (22R) | Takes 1981 water plate. |

"C" SERIES - 2 BBL

| PART NO. | APPLICATION | |
|----------|----------------------|---------------|
| 6248-C* | 1981 and later (22R) | (Holley 5200) |
| 6248-CW* | 1981 and later (22R) | (Weber 32/36) |



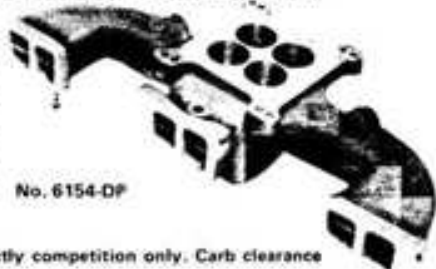
*ACCESSORIES MAY BE NEEDED. SEE INTRODUCTION ON PAGES 8 AND 9.

TOYOTA 6 CYLINDER LANDCRUISER

DUAL PORT - 4 BBL

The Dual Ports for the Landcruiser give great low and mid-range torque gains which make them excellent choices for RV and off-road use. Both fit stock air cleaner (air cleaner adapter included). Each takes std bore 4 bbl carb from 465 CFM to 600 CFM depending on intended use - normal to competition. (For normal usage, you can use the Holley R1848 465 CFM with mechanical choke or the Carter CS4758 500 CFM. There are some exceptions - see below).

| PART NO. | APPLICATION |
|----------|---|
| 6154-DP | 1968-74 (NOTE: 1974 Landcruisers with mechanical linkage must use cable linkage from 1973 FJ 40 model.) |
| 6155-DP | 1975-76 (NOTE: Must install cable linkage from 1973 FJ 40 in place of stock mechanical linkage. All models with standard vacuum brake booster can take either Holley or Carter. On models with large vacuum boosters for disc brakes you can only use a smaller size carb such as the Carter CS 4758 or Holley 1-191. Due to space problem, it will be necessary to remove the secondary diaphragm on Holley carbs.) 1977 and later Landcruisers can take either Dual Port only when headers are used. You must install cable linkage in place of stock mechanical. There is also clearance problems with disc brake vacuum booster. BE SURE TO CHECK CARBURETOR SIZE BEFORE INSTALLING ANY TYPE CARB. |



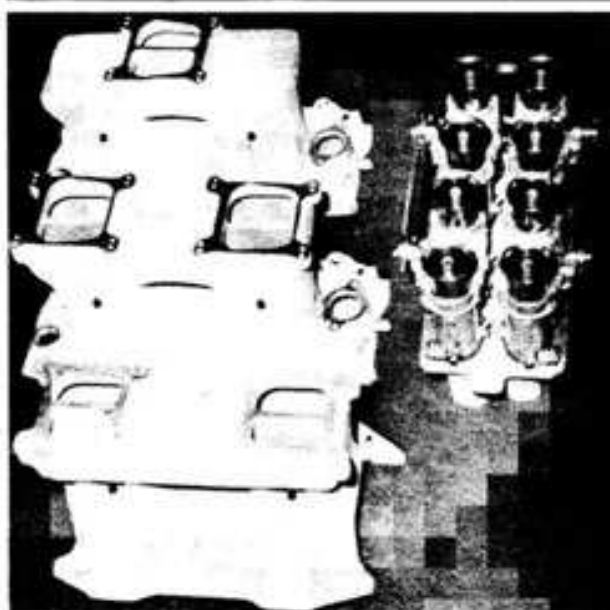
"C" SERIES - 4 BBL

The "C" Series is geared for greater mid and high range torque gains than the Dual Port. This is strictly competition only. Carb clearance problem and linkage mods same as for DP series. See above.

| PART NO. | APPLICATION |
|----------|--|
| 6225-C | 1968-74 |
| 6226-C | 1975-76 (carb clearance problem - see DP section.) |
| 6226-C | 1977 (must use headers; carb clearance problem; cable linkage nec.; see DP section.) |

† CALIFORNIA CUSTOMERS - PLEASE NOTE: Vehicles that are sold in the state of California and are used for driving on city and state highways must have the emissions equipment working as they were equipped from the factory. If the vehicle came equipped with a single barrel or a 2 barrel carb, and a 2 barrel or 4 barrel is not offered as a factory option in California, then a carburetor of different size and type can only be used for off-road or racing applications.

TURBO-THRUST — POWER PORT MANIFOLDS *



3 Weber Carb Top No. 5978
No. 5984, No. 5981, No. 5982,
& No. 5983

IMPORTANT

To receive the maximum performance from your OFFENHAUSER TURBO-THRUST manifold it is very important that you do not modify the top in any way!!!

Our reason for suggesting this is that after hundreds of hours of testing with many types of flow systems we finalized with the design that is incorporated in this unit. The center space bar is very important to stabilize the internal flow of this manifold through all stages of R.P.M. To modify in any way will definitely be detrimental to the efficiency of this engineered manifold throughout all R.P.M. Ranges.

COMPETITION MANIFOLDS

NOTE: The #5911 Base can be Special Ordered to fit the larger Ram Charger and Stage III Heads. Customer Must Port Manifold to Match Heads — \$65.00 (Net Extra)

#5940 Base can be ordered Special for Chrysler 273 through 1965 or 273-318 1966-72 using 340 gaskets and porting heads — No Extra Charge.

NOTE: Special Offenhauser blower plate is available to mount a GMC 6-71 blower to our #5904, 6161, 5908, 5911, 5944, and 5971 Turbo-Thrust Manifold bases. Order by description — Price \$375.00 List

NOTE: Blower and 4 Weber Tops are custom made for each application and will require an eight week delay upon receipt of order. (Shipping Wt. 25 lbs.)

NO OTHER COMPONENT PARTS AVAILABLE OR SUPPLIED.

TORQUE AND POWER RANGE INFORMATION ON PAGE 4

| | | |
|---|-----------------|-------------------------|
| CHEVROLET 396-454 (Large Rect. Port) | #5904 | Base Only |
| | #5905 | Single Quad Top |
| | #5906 | Dual Quad Top |
| | #5907 | Thermo Quad Dual Top |
| | #5977 | 4 Weber Carb Top |
| | #5926 | Holley 4500 Single Top |
| CHEVROLET 396-454 (Oval Port) | #6161 | Base Only |
| | #6162 | Single Quad Top |
| | #6163 | Dual Quad Top |
| | #6164 | Thermo Quad Dual Top |
| | #6165 | 4 Weber Carb Top |
| | #6166 | Holley 4500 Single Top |
| CHEVROLET 283-400 | #5921 | Base Only |
| | #5922 | Single Quad Top |
| | #5923 | Dual Quad Top |
| | #5988 | Thermo Quad Dual Top |
| | #5978 | 3 Weber Carb Top |
| | #5930 | Holley 4500 Single Top |
| | #6101 | Special Single Quad Top |
| | | |
| CHRYSLER 340-360 (See Note) | #5940 | Base Only |
| | #5941 | Single Quad Top |
| | #5943 | Dual Quad Top |
| | #5994 | Thermo Quad Dual Top |
| | #5984 | 3 Weber Carb Top |
| | #5942 | Holley 4500 Single Top |
| | #6103 | Special Single Quad Top |
| | | |
| CHRYSLER 383-400 (See Note) | #5908 | Base Only |
| | #5909 | Dual Quad Top |
| | #5910 | Single Quad Top |
| | #5989 | Thermo Quad Dual Top |
| | #5979 | 4 Weber Carb Top |
| | #5927 | Holley 4500 Single Top |

SPECIAL LINKAGE KIT AVAILABLE

Non-Progressive dual four barrel carb linkage kit. For use with dual quad tunnel ram style manifolds using in-line carb mounting. Bubble packaged for easy display.

PART NO.
6081

DESCRIPTION
TUNNEL RAM DUAL QUAD

TURBO-THRUST — POWER PORT MANIFOLDS*

A whole series of **COMPETITION** Manifolds designed to suit your particular needs. Tested and proven to outperform other so-called top performers, these manifolds appeal to not only the professional, but also to those who demand the finest performance products that can be purchased anywhere.

| | | |
|--------------------|-------|------------------------|
| CHEVY/GLEAS | #5811 | Base Only |
| #413-200 | #5812 | Dual Quad Top |
| Blue Note | #5813 | Single Quad Top |
| 1966-67 | #5814 | Thermo Quad Dual Top |
| | #5815 | 3 Water Carb Top |
| | #5822 | Wolley 4500 Single Top |
| CHEVY/GLEAS | #5814 | Base Only |
| 1966-67 | #5815 | Single Quad Top |
| | #5817 | Dual Quad Top |
| | #5818 | Thermo Quad Dual Top |
| | #5819 | 3 Water Carb Top |
| | #5822 | Wolley 4500 Single Top |

BOAT RACERS . . . ATTENTION!!

For TURBO
THRUST BASES



Part #5106

At Least! A high torque top for engines needing more at the lower R.P.M. range usually for jet type drive shafts and complete perfect performance at top R.P.M. **EXHAUSTIVE** original design in low and high torque intake and exhaust ports for jet drives.
Part #5107 Part #5108 Part #5109 Part #5106



| | | |
|-------------|-------|------------------------|
| FORD | #5814 | Base Only |
| #68-202 | #5815 | Dual Quad Top |
| | #5818 | Single Quad Top |
| | #5821 | Thermo Quad Dual Top |
| | #5823 | 3 Water Carb Top |
| | #5825 | Wolley 4500 Single Top |
| | #5822 | Spec. Single Quad Top |

| | | |
|-------------|-------|------------------------|
| FORD | #5814 | Base Only |
| #68-202 | #5815 | Single Quad Top |
| | #5818 | Dual Quad Top |
| | #5827 | Thermo Quad Dual Top |
| | #5828 | 3 Water Carb Top |
| | #5822 | Wolley 4500 Single Top |
| | #5812 | Spec. Single Quad Top |

| | | |
|---------------|-------|------------------------|
| FORD | #5814 | Base Only |
| 501 Chevrolet | #5815 | Single Quad Top |
| Quad | #5818 | Dual Quad Top |
| | #5819 | Thermo Quad Dual Top |
| | #5819 | 3 Water Carb Top |
| | #5817 | Wolley 4500 Single Top |
| | #5812 | Spec. Single Quad Top |

IMPORTANT

To insure the maximum performance from your **OFFENHAUSER TURBO-THRUST** Manifold it is very important that you do not modify the top in any way!

One reason for regarding this as vital when handling of a case of testing with many types of flow systems we tested with the engine. Gas is only forced in the ports. The other side for a very important factor for the manifold flow. This manifold design, an original design. The possibility to any way with sufficient no disturbance to the efficiency of this engineering research through use of R.P.M. ranges.

COMPETITION MANIFOLD



| | | |
|----------------|-------|------------------------|
| FORD | #5814 | Base Only |
| 429-430 | #5815 | Single Quad Top |
| Wedge Cobra | #5817 | Wolley 4500 Single Top |
| Jet (and Spec) | #5818 | Dual Quad Top |
| 1971 and later | #5819 | Thermo Quad Dual Top |
| | #5823 | 3 Water Carb Top |

| | | |
|-------------------|-----------------------------------|------------------------|
| OLDSMOBILE | #5814 | Base Only |
| 49-1985 | #5815 | Single Quad Top |
| NO 500 | #5818 | Dual Quad Top |
| | *ALSO INCLUDES FLOW TEST SIDEWAYS | |
| | #5819 | Thermo Quad Dual Top |
| | #5819 | 3 Water Carb Top |
| | #5817 | Wolley 4500 Single Top |
| | #5106 | Motor Single Quad Top |

GASKETS FOR TURBO-THRUST MANIFOLDS FITS BETWEEN BOTTOM AND TOP CASTINGS

| |
|-------------------------|
| PART NO. |
| #5809-G, 5810-G |
| #5809-G, 5811-G |
| 5844-G & 5877-G |
| #5811-G, 5821-G, 5831-G |
| 5835-G, 5840-G & 5852-G |



5809, 5810



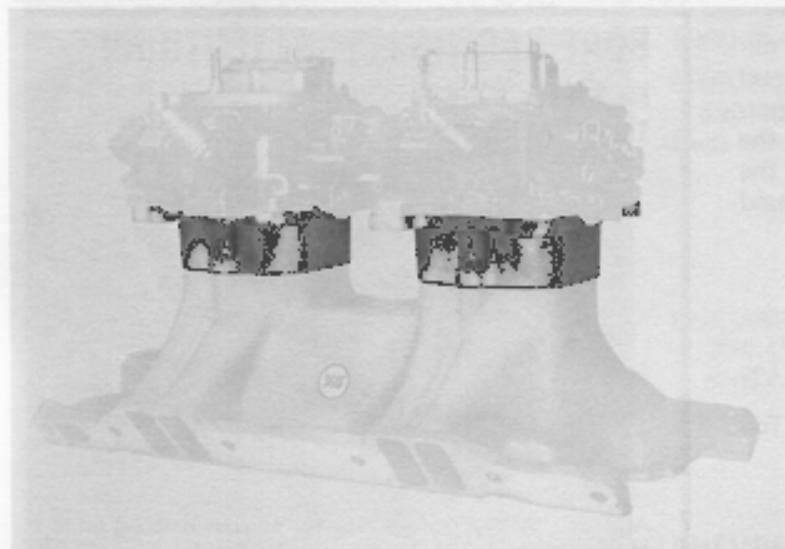
5811, 5818, 5819 & 5817



5819, 5821, 5823, 5828, 5829 & 5825

*NOT LEGAL FOR USE IN CALIFORNIA ON POLLUTION CONTROLLED MOTOR VEHICLES.

TURBO-THRUST I-R ADAPTERS



Take one Offenhauser Turbo-Thrust Power-Port manifold base and the new individual runner (I-R) adapters and you've got the most advanced competition intake system on the market!

These precision machined aluminum adapters bolt to the base of the Turbo-Thrust manifold and convert it into a genuine I-R manifold. The carb flanges will accept all Holley and Carter 4-barrel performance carburetors. Dual Holley 4500 carbs can be used with Offenhauser #5925 adapters. Offenhauser also offers special linkage kits for this set-up.

The Turbo-Thrust manifold bases are available for all popular V-8's including Ford Boss 302, 351 Cleveland and 429.

The I-R Adapters will bolt on in minutes to any Turbo-Thrust base without modifications. Gaskets and studs are included.

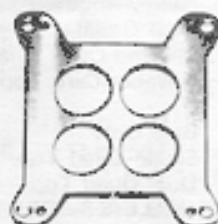
NOTE: This set will require Carburetor and Linkage Modifications and should only be used for all out competition racing. Not designed for street use. Adapters are 2" in height.

Part # (DESIGNATES PAIR)

| Part # | Description |
|--------|--|
| #6040 | Individual Runner Carb Adapters to bolt reg. Holley Carb on our #5914, 5921, 5931, 5935, 5940, and 6082 Turbo-Thrust Manifold Bases. |
| #6041 | Individual Runner Carb Adapters to bolt reg. Holley Carb on our #5904 and 6161 Turbo-Thrust Manifold Bases. |
| #6042 | Individual Runner Carb Adapters to bolt reg. Holley Carb on our #5908, 5911, 5944 and 5971 Turbo-Thrust Manifold Bases. |
| #6043 | Special Linkage for reg. Holley Carbs mounted on #6040, 6041, and 6042 Set-Up. |
| #6044 | Special Linkage for Dual Holley 4500 Carbs on above Individual Runner Set-Up. |

Description

Each EGR Adapter kit contains:
 1 Aluminum EGR valve base with bracket
 1 Aluminum Carburetor base
 2 1/2"-20 bracket bolts w/nuts, washers
 2 5/16" studs with nuts and washers
 2 Valve hold down brackets
 4 Brass NPO compression fittings
 2 pieces of aluminum tubing.



Part #6069 illustrated

EGR VALVE ADAPTER KIT

In order to meet Federal Emissions Standards, most 1973 and later vehicles use an EGR Valve to cut down emissions. This valve is bolted directly to the stock manifold on a special boss. Offenhauser engineers have been working on the problem of emissions for some time and they attacked the EGR problem head on. The result is a special adapter kit that can be used with ALL stock and high performance manifolds. While some modifications are necessary on other brands of manifolds, all Offenhauser 360°, DUAL-

PORT 360°, Port-O-Sonic manifolds will be equipped at the factory with drilled and tapped holes to use the EGR Adapter Kit. All kits use early (1973 style) EGR valves.

Tests conducted at the Offenhauser plant as well as at independent testing facilities have shown that the stock EGR valve will function as it is designed and that there is no change in engine operation when the stock EGR valve is installed according to directions, using the Offenhauser EGR Valve Adapter Kit.

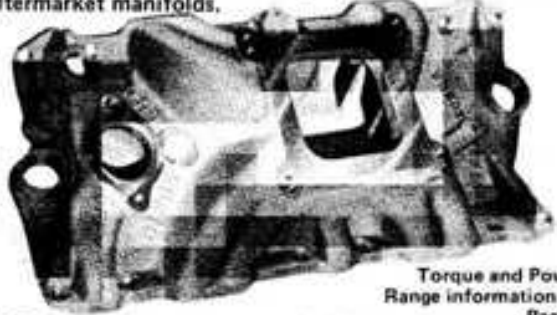
IMPORTANT! Be sure you have the proper kit for your particular installation.

| | Description | Part No. |
|----------------|--|----------|
| 1973 and later | General Motors using std. bore 4bbl carbs | #6069 |
| 1973 | General Motors using spread-bore, Qjet carbs | #6075 |
| 1973 | Chevrolet Vega using stock 2bbl carb only | #6077 |
| 1973-75 | Chevrolet Luv using stock 2bbl carb only | #6106 |
| 1973 and later | Ford Products using std. bore 4bbl carbs | #6070 |
| 1973 | Ford Products using spread-bore, Qjet carbs | #6076 |
| 1973 | American Motors using std. bore 4bbl carbs | #6079 |
| 1973 | American Motors using spread-bore, Qjet carbs | #6080 |
| 1973 | Chrysler Product 400-440 using std. bore 4bbl carbs | #6089 |
| 1973 | Chrysler Product 400-440 using spread-bore, Qjet carbs | #6090 |
| 1973 | Chrysler Product 318-360 using std. bore 4bbl carbs | #6089-1 |
| 1973 | Chrysler Product 318-360 using spread-bore, Qjet carbs | #6090-1 |
| 1973 | Oldsmobile 350-455 cu. in. using std. bore 4bbl carbs | #6092 |
| 1973 | Oldsmobile 350-455 cu. in. using spread-bore, Qjet carbs | #6093 |
| 1973 | Oldsmobile & Buick V-6 using std. bore 4bbl carbs | #6112 |

THE OFFENHAUSER *port O sonic** T.M.

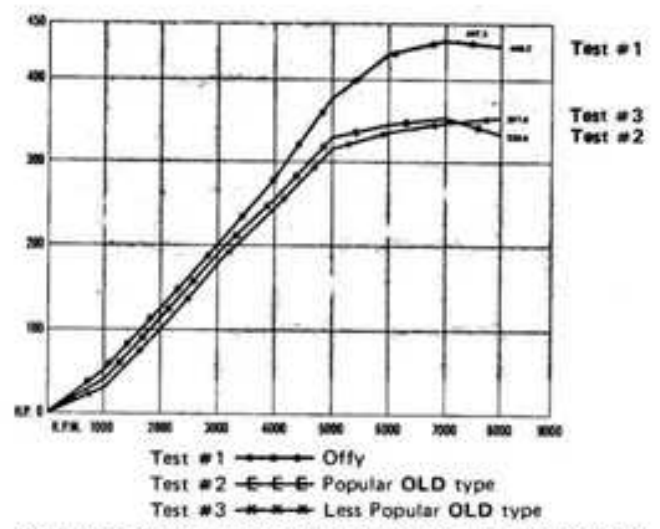
... FOR SERIOUS RACERS

Here's a manifold designed by Offy engineers for competition only. Specially designed plenums and runners match the volume of a specific engine for maximum power. Eliminates "lean/rich" condition from cylinder to cylinder commonly found with other aftermarket manifolds.



Torque and Power Range information on Page 4.

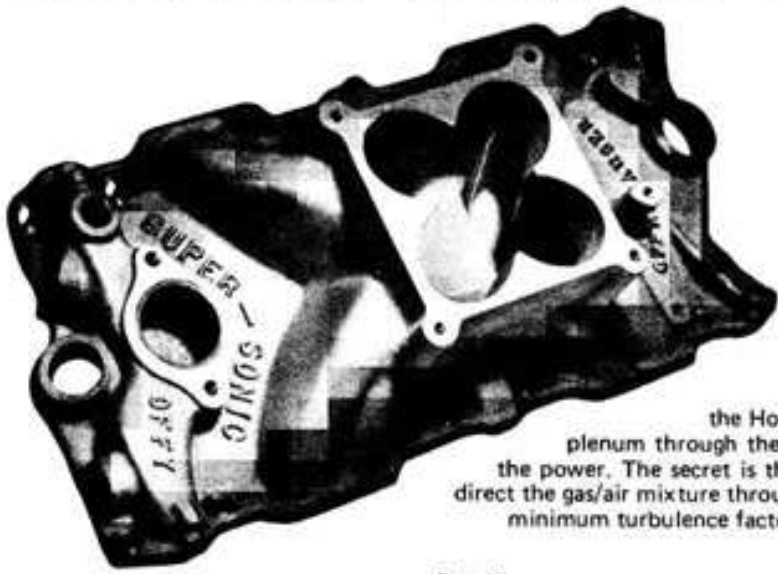
| Part No. | Application |
|---|--|
| 6063 | CHEVROLET 283-400 Std. 4 bbl Carb |
| 6064 | CHEVROLET 283-400 Spread-Bore Qjet Carb NOTE: 6063 & 6064 come Std. without oil hole. Can be ordered "with oil" at no extra charge. |
| 6065 | CHEVROLET 396-454 Large Port Std. 4 bbl Carb |
| 6066 | CHEVROLET 396-454 Large Port Spread-Bore Qjet Carb |
| *6071 | FORD 289-302 Std. 4 bbl Carb |
| *6072 | FORD 289-302 Spread-Bore Qjet Carb |
| * DOES NOT HAVE REAR WATER CROSSOVER PROVISION. | |
| 6120 | FORD 351 Cleveland 4V, Std. 4 bbl Carb |
| 6121 | FORD 351 Cleveland 4V, Spread-Bore Qjet Carb |
| 6122 | FORD 351 Cleveland 2V, Std. 4 bbl Carb |
| 6123 | FORD 351 Cleveland 2V, Spread-Bore Qjet Carb |
| 6147 | FORD 332-352-360-390-406-427-428 Std. 4 bbl Carb |
| 6148 | FORD 332-352-360-390-406-427-428 Spread-Bore Qjet Carb |
| 6157 | FORD 429-460 Small Port Std. 4 bbl Carb |
| 6157SP | FORD 429-460 Small Port — Holley 4500 Carb |
| 6158 | FORD 429-460 Small Port Spread-Bore Qjet Carb |
| 6073 | CHRYSLER 340-360 Std. 4 bbl Carb |
| 6074 | CHRYSLER 340-360 Spread-Bore Qjet Carb |
| 6145 | CHRYSLER 273-318 1966 and later Std. 4 bbl Carb |
| 6146 | CHRYSLER 273-318 1966 and later Spread-Bore Qjet Carb |
| 6109 | OLDSMOBILE 400-455 Std. 4 bbl Carb |
| 6117 | OLDSMOBILE 400-455 Spread-Bore. Qjet Carb. } NO H.E.I. |



OFFENHAUSER takes the "E" and "X" out of the performance equation and replaces it with P.O.S. (PORT O SONIC). Notice how closely the power curves parallel each other to 4000 RPM. This is typical of an independent runner open chamber manifold with the OLD style fixed runner system. OFFENHAUSER'S advanced technology has developed a sonic air flow pattern in the port that obviously makes the difference where it really counts, 4000 to 8000 RPM.

Dyno results are with a Chevrolet 327 C.I.D. engine which is modified for racing, using a modified Holley 600 cfm carburetor.

SUPER SONIC MANIFOLD*



- Designed for Holley 4500 Carb
- Competition Track & Drag Racing
- Allows carburetor to function properly at all stages of R.P.M.
- Paravanes stabilize air flow
- Totally New Concept
- Tried and Proven

A refinement of the highly successful Port-O-Sonic, the Super-Sonic is the first manifold ever designed to take full advantage of the Holley 4500 carb. From the mounting pad to the giant plenum through the big runners, the Super-Sonic is designed to produce the power. The secret is the use of 4 paravanes at the bottom of the plenum to direct the gas/air mixture through the runners in an even distribution pattern with a minimum turbulence factor. Recommended carb is Holley Part #R-7320AAA. Torque and Power Range Information on page 4.

FOR RACING ONLY!

| Part No. | Application |
|----------|------------------------------|
| 6095 | CHEVROLET 283-400 |
| 6105 | CHEVROLET 396-454 Large Port |
| 6108 | OLDSMOBILE 400-455 |

*NOT LEGAL FOR USE IN CALIFORNIA ON POLLUTION CONTROLLED MOTOR VEHICLES.

360° EQUA-FLOW HIGH RISE SINGLE QUAD MANIFOLDS*

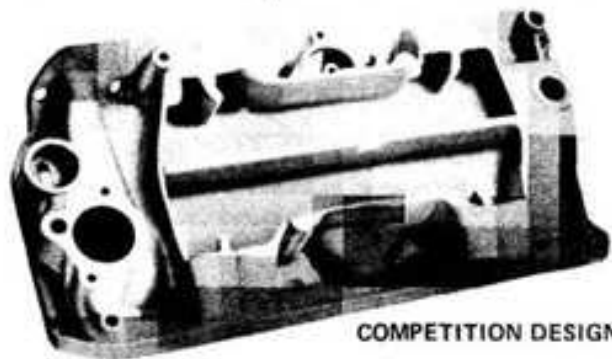
IT'S A PROVEN FACT:

Looking back, over fifteen years ago Offenhauser broke away from the old 180° design and introduced a 360° design manifold which other manifold manufacturers are now following.

You get full benefit of improved fuel passages on every single engine stroke, there is no down time with a 360° — your engine operates at full capacity at all times. So-called 180° manifolds operate on a part-time basis due to the fact that one side of the manifold is "down" while fuel is delivered to the other side of the engine.

Exclusive plenum chamber design of Offenhauser 360°

Equa-Flow Manifold wipes out flat spots in all RPM ranges. Gives you smooth . . . unrestricted flow of fuel . . . continuously. Each cylinder receives equal fuel flow without interruption or oscillation. You get vibration-free smoothness and power rammed distribution through balanced efficiency. Hands you more power off the line . . . a fantastic top end improvement. Dyno, Street-Strip Proven. Test results show a 20 H.P. increase at 6500 RPM over competitive manifolds.



COMPETITION DESIGN

The Following Manifolds fit all regular Holley and Carter AFB 4-Barrel Carburetors.

Torque and Power Range Information on page 4.



| Part No. | Model | Shipping Weight |
|--|---|-----------------|
| 5771 | American Motors all V-8 1967-69 | 21 |
| 5917 | American Motors all V-8 1970 and later | 21 |
| 5874 | Buick 400 & 430-455 thru 1971 | 20 |
| 5693 | Chevrolet 283,327,350,400 | 15 |
| NOTE: 5693 now comes std. without oil hole. Can be ordered "with oil" at no extra charge. | | |
| 5766 | Chevrolet 396-454 (Lrg. Rect. Heads) | 19 |
| 5814 | Chevrolet 396-454 (Oval Port Heads) | 19 |
| 5762 | Dodge & Plymouth 413-440 | 18 |
| 5764 | Dodge & Plymouth 361-383-400 | 19 |
| 5699 | Dodge 273 thru 1965 (will not fit early 318) | 20 |
| 5700 | Dodge 273-318 1966 and later | 20 |
| 5884 | Dodge-Plymouth 340-360 | 20 |
| 5691 | Ford 221-260-289-302 | 17 |
| NOTE: Does not have rear water crossover provision. | | |
| 5883 | Ford 351 Windsor (8 bolt holes per side) | 19 |
| 6150 | Ford 351 Windsor 1975 and later (6 bolt holes per side) | 19 |
| 5964 | Ford 351 Cleveland 4V Heads | 19 |
| 5774 | Ford 332,352,360,390,406,427-428 | 29 |
| 5768 | Oldsmobile V-8 400-425-455 | 22 |
| 5822 | Oldsmobile 330,350,403 | 22 |
| 5720 | Pontiac 326-455 1965-1979 | 14 |

CALIFORNIA CUSTOMERS — PLEASE NOTE: Vehicles that are sold in the state of California and are used for driving on city and state highways must have the emissions equipment working as they were equipped from the factory. If the vehicle came equipped with a single barrel or a 2 barrel carb, and a 2 barrel or 4 barrel is not offered as a factory option in California, then a carburetor of different size and type can only be used for off-road or racing applications.

360° Equa-Flow SINGLE QUAD HIGH-RISE MANIFOLDS*

DESIGNED ONLY FOR HOLLEY 4500 DOMINATOR CARBURETOR

Torque and Power Range Information on page 4. **NOT AN ADAPTER**

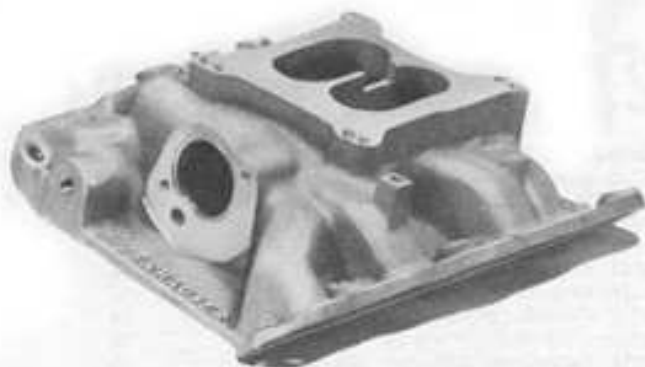
| PART NO. | MODEL | SHIPPING WEIGHT | PART NO. | MODEL | SHIPPING WEIGHT |
|----------|--|-----------------|----------|--|-----------------|
| #5950 | American Motors All V-8 1967-69 | 21 lbs. | #5957 | Chrysler 340-360 | 20 lbs. |
| #5951 | American Motors All V-8 1970 and later | 21 | #5958 | Ford 289-302 (No rear water crossover) | 17 |
| #5952 | Buick 400-455 thru 1971 | 20 | #5959 | Ford 351 Windsor | 19 |
| #5949 | Chevrolet 283-327-350 & 400 | 15 | #5966 | Ford 351 Cleveland 4 V Heads | 19 |
| #5953 | Chevrolet 396-454 Lg. Rect. Heads | 19 | #5960 | Ford 390-428 | 29 |
| #5954 | Chevrolet 396-454 Oval Port Heads | 19 | #5961 | Oldsmobile 400-455 | 22 |
| #5955 | Chrysler 413-440 | 18 | #5962 | Oldsmobile 330, 350, 403 | 22 |
| #5956 | Chrysler 361-383-400 | 19 | #5963 | Pontiac 326-455 1965-1979 | 14 |

*NOT LEGAL FOR USE IN CALIFORNIA ON POLLUTION CONTROLLED MOTOR VEHICLES.

BUICK & JEEP V-6 COMPETITION MANIFOLDS

360° Equa-Flow*

Available in the Standard A.F.B. pattern and the Quadrajet Carb pattern, All Single-Quad and All Hi-Rise design. This Manifold can also be machined for marine use up to 12°. When ordering, be sure and specify if engine is mounted towards the front or rear. No extra charge for this service.



- Part 5711 — 1962-63 for the A.F.B. or Holley Carb
- Part 5712 — 1962-63 for the Quadrajet Carb
- *Part 5713 — 1964-72 for the A.F.B. or Holley Carb
1975 (231 C.I.) A.F.B. or Holley Carb
- † Part 6169 — 1976-78 (231 C.I.) A.F.B. or Holley Carb
- *Part 5714 — 1964-72 for the Quadrajet Carb
1975 (231 C.I.) Quadrajet Carb
- † Part 6170 — 1976-78 (231 C.I.) Quadrajet Carb
(Shipping Weight 13 lbs.)

† Will not fit tallport heads due to port size.

* Will not fit H.E.I.

"NEW" "C" MANIFOLDS*

With the upsurge of interest and unlimited potential of the Buick V6 engine, Offy advances its leadership in the V6 field and introduces the C Manifold designed specifically for the Buick V6. A competition manifold, the floor of the plenum area has been modified to broaden the overall performance range and maximize efficiency in distribution.



- | PART # | DESCRIPTION |
|-------------|--|
| Part 6171-C | Buick/Olds/Pontiac, 231 C.I., 1976-78 |
| Part 6172-C | Buick/Jeep, 225 C.I., 1964-72 |
| Part 6173-C | Buick/Olds/Pontiac, 231 C.I., 1975 |
| Part 6228-C | Buick/Jeep, 198 C.I., 1962-63 |
| Part 6228-C | Buick/Olds/Pontiac, 231 C.I., 1979 and later |

Will not fit tallport heads due to port size.

BUICK & JEEP V6 ACCESSORIES



SPECIAL AIR CLEANER

#5717 — 4-3/16" Carbs

CHROME, LOW PROFILE #5718 — 5-3/16" Carbs

SPECIAL INTAKE GASKETS

- Part 5996 — Fits 5713, 5714, 6172-C Manifolds
- Part 6168 — Fits 6169, 6170, 6171-C Manifolds
- Part 6243 — Fits 6228-C Manifold

BUICK & JEEP V6 VALVE COVERS



Part #5881 — 1962-76, Late '78, '79 and later (231-B Engine)

Part #6174 — 1977 & Early '78 (231-A Engine)

NOTE: Both Can be ordered with holes
Blocked Off — same price.

Offy has valve covers to fit Buick V6 and Jeep engines (part #5881 — all models 1962-76). In 1977 and early 1978 231 cu. in. engines, a slight modification was made to the heads which changed placement of bolt holes on the valve covers. Part #6174 fits this limited application. Refer to page 30 for specific differences. Later 1978 231 cu. in. models returned to the original design and take the normal 5881 valve covers. Advise any customer with 1977 or '78 231 cu. in. engine to check carefully.

*NOT LEGAL FOR USE IN CALIFORNIA ON POLLUTION CONTROLLED MOTOR VEHICLES.

Offenhauser® 360° QUADRAJET MANIFOLDS

SINGLE QUADRAJET HIGH RISE MANIFOLDS*



#5876

Will accept Holley spread-bore, Carter TQ, and Rochester jet carbs.

| Part No. | Model | Shipping Wt. |
|----------|---|--------------|
| 5772 | American Motors, all V-8 1967-69 | 21 lbs. |
| 5918 | American Motors, all V-8 1970 and later | 21 |
| 5876 | Buick 400, 430 & 455 thru 1971 | 20 |
| 5744 | Chevrolet 283-327-350 | 15 |
| 5815 | Chevrolet 396-454 (Oval Port Heads) | 19 |
| 5767 | Chevrolet 396-454 (Lrg. Rect. Port) | 19 |
| 5748 | Chrysler 273 thru 1965 (Will not fit early 318) | 21 |
| 5749 | Chrysler 273-318 1966 and later | 20 |
| 5892 | Chrysler 340-360 | 20 |
| 5765 | Chrysler 361, 383-400 | 20 |
| 5763 | Chrysler 413-426-440 Hi Block Wedge | 18 |
| 5751 | Ford 221, 260, 289, 302 | 18 |
| 5889 | Ford 351 Windsor | 17 |
| 5965 | Ford 351 Cleveland 4 V Heads | 17 |
| 5890 | Ford 352-390-406-427-428 | 31 |
| 5823 | Oldsmobile 330, 350, 403 | 22 |
| 5769 | Oldsmobile 400-425-455 | 22 |
| 5742 | Pontiac 326-455 1965 and later | 16 |

Torque and Power Range Information on page 4.

*CALIFORNIA CUSTOMERS — PLEASE NOTE: Vehicles that are sold in the state of California and are used for driving on city and state highways must have the emissions equipment working as they were equipped from the factory. If the vehicle came equipped with a single barrel or a 2 barrel carb. and a 2 barrel or 4 barrel is not offered as a factory option in California, then a carburetor of different size and type can only be used for off-road or racing applications.

SINGLE QUADRAJET LOW PROFILE MANIFOLDS*



#5617

Will accept Holley spread-bore, Carter TQ, and Rochester jet carbs.

| Part No. | Model | Shipping Wt. |
|----------|--|--------------|
| 5617 | Chevrolet 283-327-350-400 | 14 lbs. |
| 5602 | Ford 221-260-289-302 | 17 |
| 5609 | Dodge 273 thru 1965 (Will not fit early 318) | 19 |
| 5685 | Dodge 273-318 1966 and later | 19 |

Torque and Power Range Information on page 4.

*CALIFORNIA CUSTOMERS — PLEASE NOTE: Vehicles that are sold in the state of California and are used for driving on city and state highways must have the emissions equipment working as they were equipped from the factory. If the vehicle came equipped with a single barrel or a 2 barrel carb. and a 2 barrel or 4 barrel is not offered as a factory option in California, then a carburetor of different size and type can only be used for off-road or racing applications.

DUAL QUADRAJET HIGH RISE MANIFOLDS* COMPETITION



#5747

| Part No. | Model | Shipping Wt. |
|----------|---|--------------|
| 5743 | Buick 401-425 | 20 lbs. |
| 5885 | Buick 400, 430 & 455 | 21 |
| 5745 | Chevrolet 283, 327-350 (NO H.E.I.) | 16 |
| 5746 | Chevrolet 348 Not 409 | 21 |
| 5747 | Chevrolet 396-454 (Lrg. Rect. Port) NO H.E.I. | 19 |
| 6276 | Chevrolet 369-454 (Oval Port) (NO H.E.I.) | 20 |
| 5750 | Chrysler 361-383-400 | 21 |
| 5752 | Ford 352-390-406-427-428 | 36 |
| 5755 | Oldsmobile 330, 350, 403 (NO H.E.I.) | 26 |
| 5753 | Oldsmobile 59-64 | 22 |
| 5754 | Oldsmobile 400-425-455 (NO H.E.I.) | 28 |
| 5758 | Pontiac 1955-64 | 24 |
| 5757 | Pontiac 326-455 1965 and later (NO H.E.I.) | 23 |

Torque and Power Range Information on page 4.
Carburetor Information at bottom of page 21.

*NOT LEGAL FOR USE IN CALIFORNIA ON POLLUTION CONTROLLED MOTOR VEHICLES.

DUAL QUADRAJET LOW PROFILE MANIFOLDS* COMPETITION



#5603

| Part No. | Model | Shipping Wt. |
|----------|--|--------------|
| 5618 | Buick 401-425 | 18 lbs. |
| 5603 | Chevrolet 283, 327-350-400 | 14 |
| 5610 | Chevrolet 348 Not 409 | 19 |
| 5605 | Chevrolet 396, 454 Large Port (NO H.E.I.) | 18 |
| 6277 | Chevrolet, 369-454 (Oval Port) (NO H.E.I.) | 19 |
| 5607 | Dodge 361, 383-400 | 19 |
| 5608 | Ford 352-390-406-427-428 | 35 |
| 5606 | Oldsmobile 1959-64 | 20 |
| 5612 | Oldsmobile 400, 425, 455 | 26 |
| 5666 | Oldsmobile 330, 350, 403 | 23 |
| 5604 | Pontiac 1955-64 | 22 |
| 5611 | Pontiac 326-455 1965 and later (NO H.E.I.) | 21 |

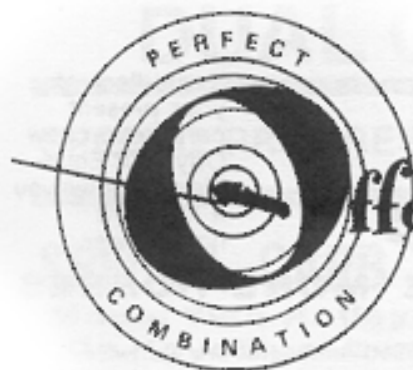
Torque and Power Range Information on page 4.
Carburetor Information at bottom of page 21.

*NOT LEGAL FOR USE IN CALIFORNIA ON POLLUTION CONTROLLED MOTOR VEHICLES.

SPECIAL DUAL QUAD LINKAGE KITS

Progressive dual quad linkage kits are for use with any dual quad manifold using in-line carb mounting.

| PART NO. | DESCRIPTION |
|----------|---------------------------|
| 6068 | DUAL QUAD IN-LINE LINKAGE |



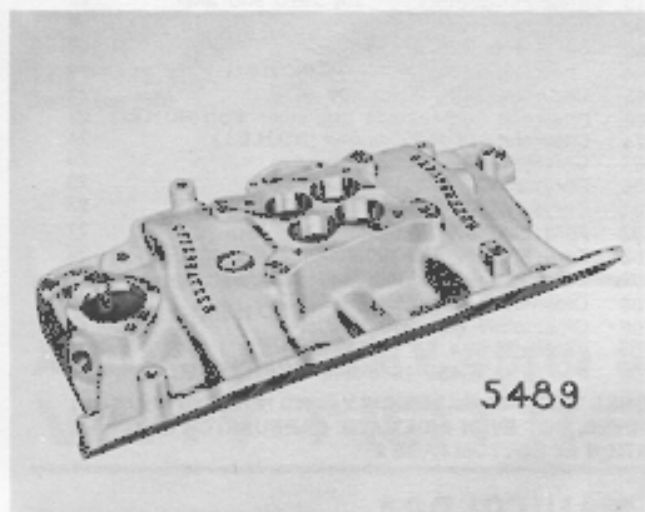
360° Equa-Flow Offenhauser MANIFOLDS

PRODUCE MORE HORSES

Offenhauser 360° Equa-Flow Manifolds are engineered to overcome the problem of starved cylinders by providing the flow characteristics necessary for maximum horsepower output. 360° Equa-Flow design means that every cylinder receives the same amount of fuel/air mixture.

LOW PROFILE DUAL & SINGLE QUAD MANIFOLDS

DRILLED FOR AFB and HOLLEY CARBURETORS



5489

SINGLE QUAD MANIFOLDS

Torque and Power Range Information on page 4.

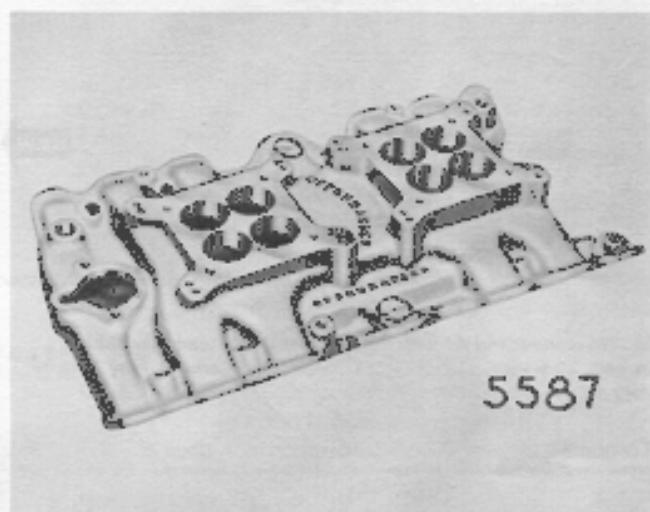
| Part No. | Model | Shipping Wt. |
|----------|--|--------------|
| 5616 | Chevrolet 283-327-350-400 | 14 lbs. |
| 5489 | Dodge-Plymouth 273 thru 1965 | 19 |
| 5613 | Dodge-Plymouth 273-318 1966 and later | 19 |
| 5493 | Ford 221-260-289-302 | 16 |
| 5165 | Rover 3.5L 215 C.I. Alum. V-8. (Also Olds F85 & Buick Spec. thru 1963.) Has heat provision. Rec. 390 CFM carb for street. | 15 |
| 5182 | Rover 3.5L 215 C.I. Alum. V-8. (Also Olds F85 & Buick Spec. thru 1963.) Competition model — no heat. Requires remote thermostat housing. | 13 |

CALIFORNIA CUSTOMERS — PLEASE NOTE: Vehicles that are sold in the state of California and are used for driving on city and state highways must have the emissions equipment working as they were equipped from the factory. If the vehicle came equipped with a single barrel or a 2 barrel carb, and a 2 barrel or 4 barrel is not offered as a factory option in California, then a carburetor of different size and type can only be used for off-road or racing applications.

DUAL QUAD CARB INFORMATION

We recommend AFB carbs for all Dual Quad manifolds to preclude possible carb clearance problems. When using Holley carbs, it may be necessary to mount them sideways or move them forward and rear. See adapters #3832 and #5860 on page 23. These carb adapters do not solve the clearance problem in every case. **BE SURE AND CHECK.**

NOTE — Dual Quadjet manifolds do not have enough area for 2 Holley spread-bores. Use Carter, early Rochester, or Holley Model 4360.



5587

DUAL QUAD MANIFOLDS

COMPETITION MANIFOLDS

Torque and Power Range Information on page 4.
Carburetor Information at bottom of page 21.

| Part No. | Model | Shipping Wt. |
|----------|---|--------------|
| 3412 | Buick 1953-56 | 17 lbs. |
| 3556 | Buick 1957-58 | 17 |
| *5191 | Buick 401-425 | 17 |
| 5492 | Chevrolet (348) | 20 |
| *5253 | Chevrolet 283-327-350-400 (NO H.E.I.) | 15 |
| 5594 | Chevrolet 396-427-454 lrg. rect. port NO H.E.I. | 20 |
| 6275 | Chevrolet 369-454 oval port (NO H.E.I.) | 21 |
| 5206 | Chrysler B Series 413 cu. in. V-8 & 426 cu. in. 440 Hi Block Wedge Engine | 20 |
| *5488 | Dodge, Plymouth 273 cu. in V-8 Barracuda, Dart, Valiant thru 1965 | 20 |
| *5615 | Dodge, Plymouth 273-318 V-8 1966 and later | 20 |
| 5186 | Dodge, Plymouth 361 & 383-400 Engine Low Block | 20 |
| *5486 | Ford 221-260-289-302 | 19 |
| 5407 | Ford 332-352-360-390-406-427-428 | 29 |
| 3200 | Oldsmobile 1949-53 (no heat) | 23 |
| 3285 | Oldsmobile 1954-56 (no heat) | 24 |
| 5183 | Oldsmobile 1959-64 | 21 |
| 5589 | Oldsmobile 400, 425, 455 | 24 |
| 5587 | Oldsmobile 330-350-403 | 23 |
| 5162 | Pontiac 1955-64 | 24 |
| 5499 | Pontiac 326-455 1965 and later NO H.E.I. | 23 |

* WORKS WITH AFB CARBS ONLY — NO HOLLEYS WHATSOEVER NOT EVEN SIDWAYS.

NOT LEGAL FOR USE IN CALIFORNIA ON POLLUTION CONTROLLED MOTOR VEHICLES.



360° Equi-Flow Offenhauser MANIFOLDS

PRODUCE MORE HORSES

Regardless of your present carburetion new Offy 360° Equi-Flow will give you a lot more horsepower.

While the highly-advanced new Offenhauser 360° manifolds are not twice efficient as the old 180° models, they are certainly in a class by themselves.

DUAL QUAD HIGH-RISE MANIFOLDS* DRILLED FOR AFB and HOLLEY CARBURETORS



5882

NOTE: We recommend AFB Carbs for most Dual Quad Manifolds due to carb clearance. In order to use Holley Carbs it may be necessary to use our adapters #5880 or #5832. BE SURE AND CHECK.

COMPETITION MANIFOLDS

Torque and Power Range Information on page 4.

NEW

| Part No. | Model | Shipping Weight |
|----------|---|-----------------|
| 5785 | American Motors, all V-8 1967-69 | 22 lbs. |
| 5919 | American Motors, all V-8 1970 and later | 22 |
| *5692 | Buick 401-425 | 19 |
| 5882 | Buick 400, 430 & 455 | 22 |
| *5694 | Chevrolet 283-327-350-400 (NO H.E.I.) | 19 |
| 5695 | Chevrolet 348 — Not 409 | 23 |
| 5696 | Chevrolet 396-427-454 Lrg. Rect. Port (NO H.E.I.) | 23 |
| 6274 | Chevrolet 389-454 oval port (NO H.E.I.) | 24 |
| *5697 | Chrysler 273 thru 1965 | 23 |
| *5698 | Chrysler 273-318 1966 and later | 23 |
| 5701 | Chrysler 361, 363-400 low block | 23 |
| *5702 | Ford 221, 260, 289-302 | 21 |
| 5703 | Ford 332-352-360-390-406-427-428 | 32 |
| 5704 | Oldsmobile 59-64 | 26 |
| 5705 | Oldsmobile 400-425-455 | 28 |
| 5706 | Oldsmobile 330, 350, 403] NO H.E.I. | 25 |
| 5707 | Pontiac 55-64 | 27 |
| 5708 | Pontiac 326-455 1965 and later NO H.E.I. | 20 |

* WORKS WITH AFB CARBS ONLY — NO HOLLEYS WHATSOEVER, NOT EVEN SIDEWAYS. CARBURETOR INFORMATION AT BOTTOM PAGE 21

CHEVROLET RAM MANIFOLDS*

283-350-400 CHEVROLET V-8

Designed, Engineered and Proven to deliver Maximum Performance for the Competition Engines. Carb Bases drilled to accept most any combination of Large Quad Carburetors. Works with stock height valve covers only.

Part No. 5593

Shipping Wt. 32 lbs.

COMPLETE LINKAGE FOR ABOVE . . . Part No. 5590



5593

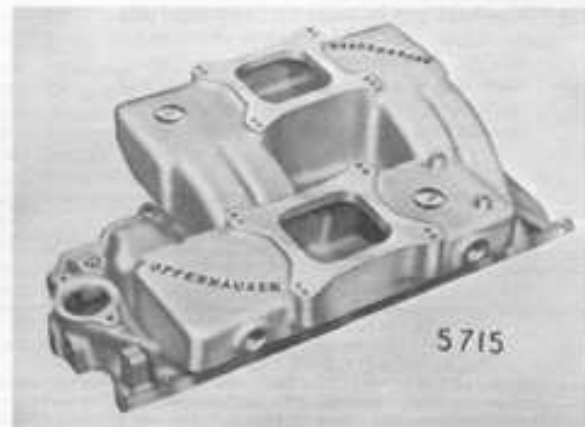
396-402-427-454 CHEVROLET V-8

Dyno-Tested to Offer The Ultimate in Power Performance. Manifold Ports are Matched to The Hi-Performance Heads. Designed to Accept Most Any Combination of Quad Carburetors. Works with stock height valve covers only.

Part No. 5715

Shipping Wt. 34 lbs.

COMPLETE LINKAGE FOR ABOVE Part No. 5716



5715

COMPETITION MANIFOLDS

NOTE: Accommodates Most Special Ignitions if Not Over 5-1/4" in Diameter.

*NOT LEGAL FOR USE IN CALIFORNIA ON POLLUTION CONTROLLED MOTOR VEHICLES.

DUAL QUAD ACCESSORIES

23

SPECIAL PROGRESSIVE LINKAGE KIT FOR IN-LINE CARBS #6068

SPECIAL CARB ADAPTERS

Mount Two Holley Carburetors
On Your Dual Quad Manifold

HOW! . . . Sideways, staggered, of course!!!!
This can be done on a 360° type manifold only . . . not old style 180°'s.

Carburetors are placed in opposite directions enabling the installation of large C.F.M. Holley Carburetors when needed.

Part #5832
(Designates Pair)



LINKAGE KIT

For use with our popular #5832 adapters



Due to the size of the carburetors, it's necessary to mount them on the manifold "crossways" — one carb facing one way and one the other — so the primaries feed into each chamber properly and uniformly. Offenhauser quality components throughout, kit contains everything you need for this hot set-up.

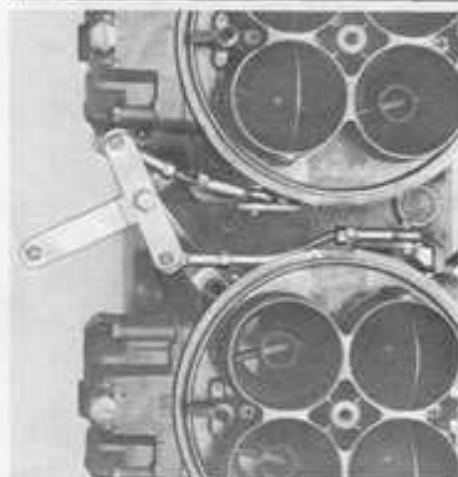
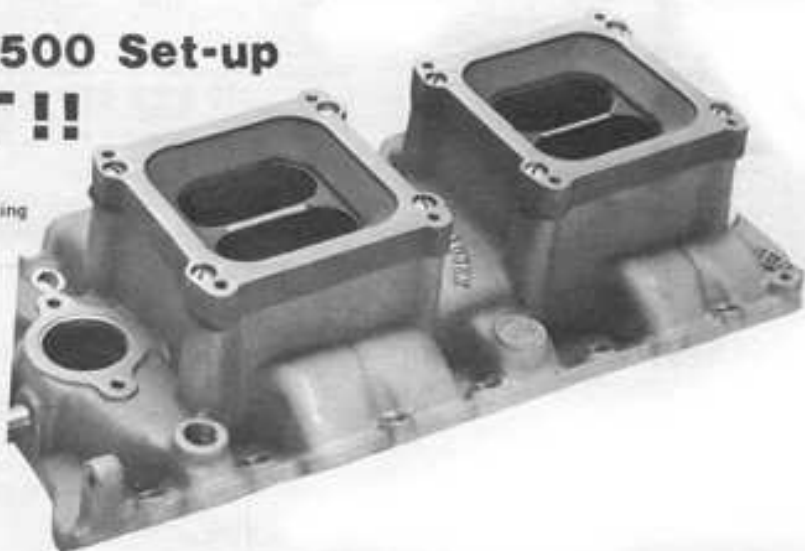
Part #5967

A DUAL HOLLEY 4500 Set-up WHY NOT!!

These special Offenhauser adapters permit mounting the 4500 Holley carburetors sideways on dual quad manifolds.

For the fellows who really want to go all the way, try this hot set-up. But you must have at least 8 1/2 inches between centers at carburetor pads.

Part #5968 (EA)



SPECIAL LINKAGE for DUAL HOLLEY 4500 Set-up

This linkage is made just for the Dual Holley 4500 carb set-up. Remember, you must have at least 8 1/2 inches between centers at carburetor pads.

Part #5969

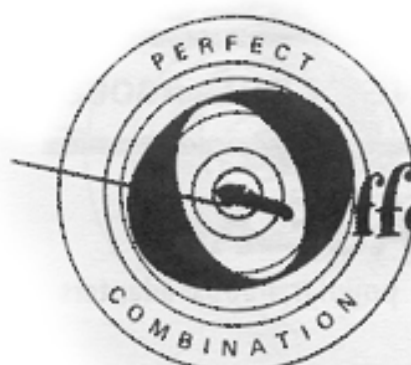
HOLLEY ADAPTERS

for Regular Dual Quad Manifolds

Part #5880
(Designates Pair)



Permits carburetors to be spaced 1/2" each way which in some cases will allow installation of Holley Carbs. Also can be used to space carbs to front or rear of Manifolds.



360° Equi-Flow Offenhauser MANIFOLDS

PRODUCE MORE HORSES

DELIVER FULL FUEL CHARGE TO EACH CYLINDER WITH NO COMPROMISE

DUAL & TRIPLE COMBINATION MANIFOLDS*



Incorporating the famous and ORIGINAL Offenhauser dual-triple design. Winning two-way combination. Dual set-up for street use. Triple manifold for competition. Performance proven for high speed. Delivers all the power. Increases engine efficiency. DRILLED FOR EITHER 3 BOLT STROMBERG OR SMALL 4 BOLT ROCHESTER CARBURETORS WITH SIDE FUEL INLET. BE SURE TO SPECIFY 3 BOLT OR 4 BOLT WHEN ORDERING. WILL NOT FIT HOLLEY CARBS. Linkage no longer available.

COMPETITION MANIFOLDS

| Part No. | Model | Shipping Wt. | Part No. | Model | Shipping Wt. |
|----------|---|--------------|----------|---|--------------|
| 3413 | Buick 1953-56 | 16 | 5164 | Olds F85 & Buick Special Dual Manifold either 3 or 4 Bolt Carbs. 215-1961-63 Aluminum Block | 15 |
| 3557 | Buick 1957-58-59 LeSabre only | 15 | 4060 | Oldsmobile 1954-56 | 17 |
| 5190 | Buick 401, 425 | 16 | 4061 | Oldsmobile 1957-58 | 18 |
| 3287 | Chevrolet 1955-56, 265 | 18 | 5019 | Oldsmobile 1959-64 | 17 |
| 3558 | Chevrolet 283, 327, 350, 400 | 20 | 5028 | Pontiac thru 1960 | 20 |
| 5207 | Chrysler "B" Series 413-426-440 Hi Block Wedge | 15 | 5161 | Pontiac 1961-64 | 20 |
| 5196 | Dodge-Plymouth 361 & 383-400 engine Low Block | 14 | | | |
| 2726 | Ford & Mercury 1954 239 cu. in. (3 Bolt Carbs only) | 13 | | | |

THESE MANIFOLDS MUST BE ORDERED AS "3 BOLT" OR "4 BOLT." SEE ABOVE.

7 MANIFOLDS FOR* ROCHESTER TRI-POWER

Following are manifolds that are now available drilled to accommodate the Rochester TRI-POWER carburetors set.

Linkage no longer available



| Part No. | Shipping Wt. |
|--------------------------------------|--------------|
| OLDSMOBILE | |
| 5257-TP - 1954-56 | 17 |
| 5258-TP - 1957-58 | 19 |
| 5259-TP - 1959-64 | 18 |
| DODGE, PLYMOUTH | |
| 5260-TP - 361-383-400 | 17 |
| CHRYSLER "B" | |
| 5261-TP - 413-426-440 Hi Block Wedge | 17 |
| PONTIAC | |
| 5255-TP - Thru 1960 | 18 |
| 5256-TP - 1961-64 | 20 |

"BIG CARBS"*

Accepts 3 large base Rochester 2GC carbs. Area equal to 5 Stromberg 97's.

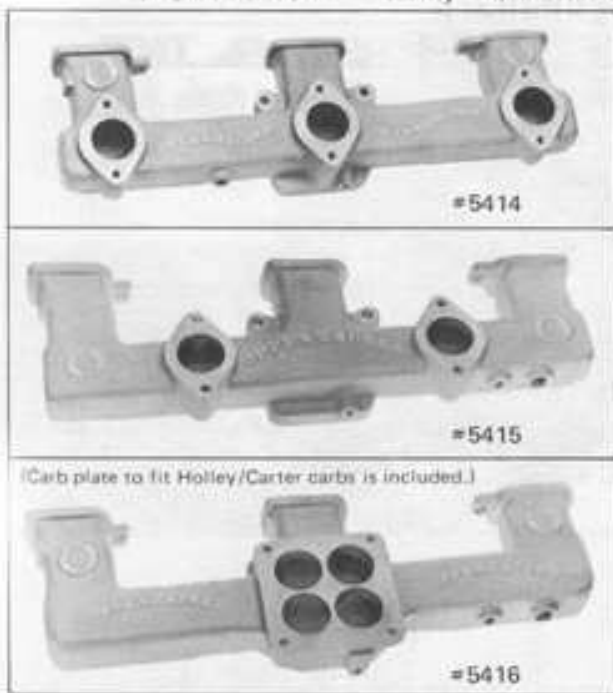
Linkage no longer available



| Part No. | Shipping Wt. |
|---|--------------|
| CHEVROLET | |
| 5254 - 283-327-350 Large Ports - 3 large carbs | 14 |
| CHRYSLER "B" | |
| 5261 - 413-426-440 Hi Block Wedge 3 large carbs | 17 |
| DODGE, PLYMOUTH | |
| 5260 - 361-383-400 Low Block - 3 large carbs | 17 |
| OLDSMOBILE | |
| 5257 - 1954-56 - 3 large carbs | 17 |
| 5258 - 1957-58 - 3 large carbs | 19 |
| 5259 - 1959-64 - 3 large carbs | 18 |
| OLDS F-85 AND BUICK SPECIAL | |
| 5262 - 1961-63 - 2 large carbs - 215-1961-63 Aluminum V-8 | 15 |
| PONTIAC | |
| 5255 - Thru 1960 - 3 large carbs | 18 |
| 5256 - 1961-64 - 3 large carbs | 20 |

*NOT LEGAL FOR USE IN CALIFORNIA ON POLLUTION CONTROLLED MOTOR VEHICLES.

**CHEVROLETS — 194, 230, 250, 292 ENGINES, 1962 And Later *
PONTIAC — 230, 250 ENGINES, 1966 And Later (OHV ONLY)***



Here are three different manifold combinations that can be used on this already proven engine, any of the manifolds function exceptionally well. The three and dual carb manifolds are designed to accommodate stock carburetors. All manifolds are complete with installation kit and instructions.

NOTE: Will not fit 1975 and later Chevrolet engines where manifold is integral part of head.

Three carburetor manifold complete with **PROGRESSIVE LINKAGE**

Part No. 5414 Shipping Wt. 10½ lbs.

Dual carburetor manifold complete with kit.

Part No. 5415 Shipping Wt. 9 lbs.

Quad carburetor manifold complete with kit.

Part No. 5416 Shipping Wt. 13 lbs.

Polished aluminum valve cover for above engine.

Part No. 5417 Shipping Wt. 12 lbs.

Uses oil breather cap such as CP Auto Products Part No. 70126 or equivalent. Note: Must use earlier 1½" valve springs and retainers.



(Carb plate to fit Holley/Carter carbs is included.)

BARRACUDA QUAD MANIFOLD — VALIANT, LANCER & DART *

170 and 225 cu. in. Engines. "With Heat" accommodates most any quad carburetor. Complete with installation kit. Uses std. 4-bbl carb from 400 CFM to 550 CFM depending on whether for street or competition.

NOTE: 5270 Installation Kit is designed for standard trans only. If you have a CABLE OPERATED carb linkage with automatic trans, then order Part #5270A. THIS IS A KIT ONLY AND MUST BE ORDERED SEPARATELY FROM MANIFOLD.

**1970 AND LATER FORD 170-200-250 C.I. 6 CYL
TRIPLE MANIFOLD***



This 360° manifold is designed to use a 1974 or earlier stock carburetor in the center and two smaller venturi carburetors on each end. (Small 2 bolt-2-5/8"). The special throttle linkage is a progressive type, which opens the center carb first and then the end ones. Manifold comes complete with linkage and detailed instructions for proper installation. **NOTE:** It is necessary to remove the cylinder head to install the manifold.

Part No. 5970 Shipping Wt. 7 lbs.



Part #5270 Shipping Wt. 12 lbs.

**BARRACUDA, VALIANT, LANCER
1960-68 & DART 1962-68**

170 and 225 cu. in. Engines Dual manifold stock single throat carbs complete with installation kit.



Part #5041 Shipping Wt. 13 lbs.

**1960-69 FALCON, COMET & MUSTANG
TRIPLE MANIFOLDS ***

with Complete Installation Kit . . . Progressive Throttle System
Will fit either standard or automatic transmissions.



Part #5017 144 cu. in. Engines Shipping Wt. 8 lbs.

Part #5205 1961-69 170-200 cu. in. Engines Shipping Wt. 9 lbs.

**BARRACUDA, VALIANT, LANCER
& DART VALVE COVERS**

Fits all "Slant Six" engines — Valiant—Lancer—Dart. Beautiful highly polished Aluminum.



Part #5284 Shipping Wt. 10 lbs.

*NOT LEGAL FOR USE IN CALIFORNIA ON POLLUTION CONTROLLED MOTOR VEHICLES.

3 COMBINATIONS OF THE FABULOUS OFFENHAUSER LOW PROFILE RAM

327-350-400 CHEVROLET



5893



Part No. 5901 Single quad top for Convertible Base

Shipping Wt. 9 lbs.

Part No. 5948 Holley Single Quad Top for 4500 Carb

Part No. 5893 Convertible Base
Shipping Wt. 19 lbs.

Yes, that is correct — three different combinations are available for this low profile ram manifold base.

- SINGLE QUAD*
- DUAL QUAD*
- THREE WEBER CARBURETORS*

Hundreds of hours of dyno testing have proven that the Offenhauser low profile ram manifold is designed to suit your particular needs. Would you believe 50 HORSEPOWER more than a single quad High rise with the single quad low profile. Yes!! that is a fact with a smooth performance that makes your engine respond equally as well on the street as on the drag strip. No flat spots from low R.P.M. to extreme top end. Prices include gaskets and cap screws when ordered as a unit. Remember! The 3 tops will fit the same Base. Part No. 5893.

COMPETITION MANIFOLD

DISTRIBUTOR INFO: WILL NOT ACCEPT LARGER THAN STOCK SIZE DISTRIBUTOR.

LOW PROFILE DUAL RAM

Shipping Wt. 28½ lbs.

The dual quad is even stronger than the single quad which would really appeal to the all-out racer. 20 Horsepower plus over 7,000 R.P.M. or a total increase of over 70 Horsepower plus when compared to the single quad high rise manifolds that are now being used.



Same Convertible Base
Part No. 5893
Dual quad top
Part No. 5903



5902

SPECIAL DUAL LINKAGE FOR ABOVE FITS CARTER OR HOLLEY CARBS

Designed especially for this dual setup, using only high quality fittings. This setup is definitely recommended for top performance. Part No. 5902

* CALIFORNIA CUSTOMERS — PLEASE NOTE: Vehicles that are sold in the state of California and are used for driving on city and state highways must have the emissions equipment working as they were equipped from the factory. If the vehicle came equipped with a single barrel or a 2 barrel carb, and a 2 barrel or 4 barrel is not offered as a factory option in California, then a carburetor of different size and type can only be used for off-road or racing applications.

TRIPLE WEBER COMBINATION*

THREE WEBER CARBURETORS. Would you believe even a better combination in low R.P.M. ranges than the dual quad. Then really comes on after 6,000 to 8,000 plus R.P.M.s. Out performs dual quad throughout all ranges. The amazing thing is that the combination can be driven on the street also. There again Offenhauser engineers with their famous 360° theory have made this, usually considered temperamental carburetor, into a combination that does not require a professional Weber specialist to properly balance. This unique turbo-velocity design within the manifold harmonizes the triple carburetor system into an unbelievably smooth flowing power unit.

Part No. 5899

3 Weber Carb Top for Convertible Base No. 5893



5899

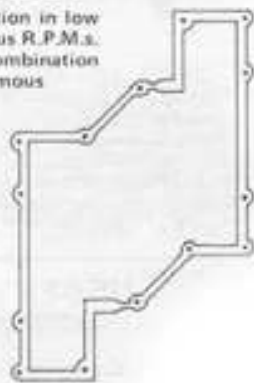
COMPETITION MANIFOLD

Strictly designed to be acceptable by the professional racer as well as the enthusiast.



5900

Special Linkage for Triple Weber setup.
Part No. 5900



This choice of three different combinations on our new Turbo-velocity base has really turned quite a few heads in the so-called higher echelon of knowledgeable engine specialists. Look for articles that will appear shortly in national publications. Be the first one in your area to have this entirely new performer. It proves again that Offenhauser engineers are capable of always producing the finest performance products that can be purchased anywhere.

GASKET

IMPORTANT!!! The gasket used between top and base of this manifold will have to be replaced every once in a while because your customer must take apart to remove manifold base. Therefore you should have some in stock.

Part No. 5897 Note: Gasket is furnished with units — either top or base when ordered.

*NOT LEGAL FOR USE IN CALIFORNIA ON POLLUTION CONTROLLED MOTOR VEHICLES.

DIAL-A-FLOW*

27



TEST DATA

The chart at right shows HP curves using the Dial-A-Flow manifold and Flow Control Inserts as they are shipped from the factory. These figures were the average of three different engines and depict the performance profiles of the Dial-A-Flow manifold system. Maximum results can be gained by using pre-jetted carbs with specific FCI's. The stock carburetor can be used with the Stage I insert and the Stage II insert. Additional power gains can be made by use of larger CFM carbs with the Stage II and Stage III inserts.

Different cam designs, porting techniques, compression ratios, bore-stroke ratios, carburetor size and type, and piston designs all have an effect on how the manifold responds to the demands of the engine. Only the Dial-A-Flow manifold with its flow control inserts will allow you to alter the internal flow patterns within the same manifold to suit your personal requirements.

The flow control insert allows you to control air flow patterns in several different ways.

1. It regulates the volume of air flow by means of its size relative to the manifold receiver area size.
2. It controls the velocity of air flow through the manifold by its shape and size.
3. It controls the direction of air flow by its shape and location in the receiver area.
4. It controls distribution of fuel and air flow to each cylinder by its shape and size and location in the manifold.
5. It controls manifold reversions by the use of paravanes in four different locations mounted on the insert.
6. The flow control inserts allow you to better balance all of these factors at different RPM ranges depending on your needs by being able to change the shape, size, and location of the insert in the manifold.

MANIFOLD APPLICATIONS

Manifolds can be ordered with any insert. But, unless otherwise specified, each manifold is complete with a universal flow control adapter plate and a STAGE I Flow Control Insert. Additional inserts as well as adapter plates can be ordered separately. Check with your dealer for price information.

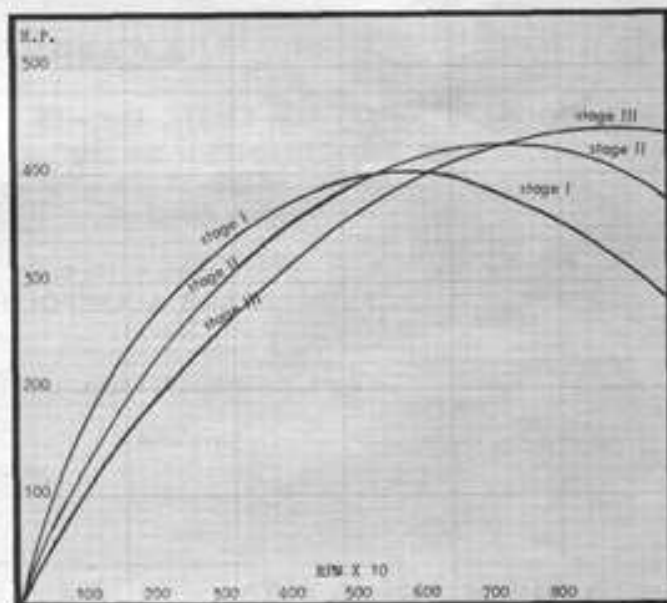
| PART NO. | APPLICATION |
|----------|---|
| 6124 | Chevrolet 283-400 Reg 4 Bbl Carb |
| 6125 | Chevrolet 396-454 Large Port Reg 4 Bbl Carb |
| 6126 | Ford 289-302 Reg 4 Bbl Carb <i>Does not have rear water crossover.</i> |
| 6127 | Ford 351-Cleveland 4V Heads Reg 4 Bbl Carb |
| 6128 | Ford 351 Cleveland 2V Heads Reg 4 Bbl Carb |
| 6129 | Chrysler 340-360 Reg 4 Bbl Carb |
| 6130 | Chrysler 273-318 (1966 and later) Reg 4 Bbl Carb |
| 6131 | Oldsmobile 400-455 Reg 4 Bbl Carb |

The DIAL-A-FLOW opens up a new way of thinking when it comes to choosing an intake manifold. The key to this new design is the specially designed plenum chamber and FLOW CONTROL INSERTS. Simply stated, the flow control inserts control the velocity, volume and flow of the gas/air mixture from the plenum through the runners to the intake ports. There are three basic inserts: STAGE I (Maximum velocity high torque factor); STAGE II (Mid RPM torque and horsepower range); STAGE III (Maximum RPM torque and horsepower range). Stage types are further explained in the manifold selection chart on page 4.

In other words, it's possible to run, say a 550-600 CFM carb, Monday through Saturday with a Stage I Insert and maintain a reasonable level of fuel economy and low speed tractability. But on Saturday night you can bolt in a Stage II Insert and, using the same carb, be competitive on the strip. In fact, since it's only a matter of un-bolting the carb, linkage and fuel fittings, you can make the change right in the pits. (To facilitate testing procedures, Offy engineers outfitted carburetors with "quick-change" fittings that are very practical and available through speed shops everywhere.)

Now the best part; the Dial-A-Flow manifold can be tailored to your individual requirements by modifying the Flow-Control Inserts. They're made of 316 alloy that can easily be shaped with rotary files or carborundum, yet they're tough enough to take the extreme temperatures found in the plenum chamber. And unlike a manifold that costs a hundred bucks, if you slip with the grinder, it's only a few bucks to replace the insert.

The DIAL-A-FLOW by Offenhauser represents performance, economy, versatility as well as a challenge to hot rodders.



FLOW CONTROL INSERTS

The following are part numbers for Flow Control Inserts and Universal Adapter Plate. Keep in mind that flow inserts and adapter plate fit any of the Dial-A-Flow manifolds except for Cleveland applications as noted.

| PART NO. | APPLICATION |
|----------|--|
| 6132 | Flow Control Insert - STAGE I Order 6132-C for Cleveland Application. |
| 6133 | Flow Control Insert - STAGE II Order 6133-C for Cleveland Application. |
| 6134 | Flow Control Insert - STAGE III Order 6134-C for Cleveland Application. |
| 6135 | Universal Flow Control Adapter Plate |
| 6151 | Special Gasket (for use between Adapter Plate and Manifold Top) |

Note that any of the three FCIs can be ordered with the manifold. If no specific designation is made when the manifold is ordered, it will automatically come with a Stage I Flow Control Insert. Keep in mind that the Flow Control Inserts are designed to work with a Std. 4 bbl Carb only.

*NOT LEGAL FOR USE IN CALIFORNIA ON POLLUTION CONTROLLED MOTOR VEHICLES.

pacesetters

6 CARBURETOR MANIFOLDS



"CHEV"—WITH HEAT
Two Chevrolet manifolds — can be used from 2 to 6 carburetors. 3 bolt carbs only
283-327-350
#3924 Wt. 17 lbs.
348 ENGINE — Not 409
#3925 Wt. 17½ lbs.
• Balanced Design • Rectangular Passage
• Jet Air Flo • Venturi Intake Passage



#3918—ALL—Cadillac thru '63 Wt. 14 lbs.
3919—'49-'58 Olds Wt. 14 lbs.
4064—'59-'66 Olds Wt. 14½ lbs.
3922—'53-'56 Buick Wt. 12½ lbs.
3923—'57-'66 Buick Wt. 14 lbs.
3946—ALL—Pont. thru 1960 Wt. 15½ lbs.
5163—'61-'64 Pontiac Wt. 17 lbs.
3947—'54-'61 Ford 272,292&312 Wt. 14½ lbs.
4062—'51-'58 Chry. exc. "B" Eng. Wt. 14 lbs.
(Includes 392-HEMI)

CHRYSLER 8—CARBURETOR PACESETTER

#4063—8 Carburetor — 1951-'58 Chrysler
Except "B" Engine
(Includes 392 HEMI) Shipping Wt. 14 lbs.



WATER OUTLET — OLDSMOBILE

3920—1949-56
3921—1957-58
5197—1959-68

"CHEV" MANIFOLD — with heat

327 & 283 ENGINE '55 thru '67
348 ENGINE '58 thru '62

These are available for either the 283 cu. in. or 348 Impala engines. Can be ordered for 3 bolt carbs or 4 bolt carbs. SPECIFY.

#5024 — Chev. 283-327-350
#5025 — Chev. 348 Not 409



"327" and "283" 350 Engines, Large Ports — Four Large Carbs!

#5263 Wt. 18 lbs.

"348" Engines, Large Ports, Four Large Carbs! Not 409.

#5264 Wt. 19 lbs.



4-CARB

PONTIAC-TEMPEST MANIFOLD

no heat — 4 cylinder only — no kit

FOR DODGE 1955-57, 315 CUBIC INCHES AND 500 ENGINES

DUAL QUAD

and 1958—325 cu. in. engines only.

#3614—Manifold only



Shipping Wt. 15½ lbs.

TRIPLE CARB MANIFOLD

This unit may be ordered for either stock 4-bolt carburetors or Stromberg and Holley 3-bolt type. Be sure to specify.

#3615—Manifold only Wt. 16½ lbs.



LINKAGE
NO LONGER
AVAILABLE



3 BOLT CARB SET-UP



4 BOLT CARB SET-UP

Available in 3 or 4 bolt mounting complete with thermostat Control Body. If 4 bolt carbs are used, this manifold will only accommodate 2 carbs. Note: 3 bolt Stromberg Carbs are used there is not enough room on top for air cleaners.

There is no heat in manifold, therefore will not function properly in extreme cold weather. Not recommended for novice—should be used when engine is ALL OUT, camshaft, increased compression ratio, etc., for proper functioning.

#5307.....Shipping Wt. 11 lbs.

DODGE 1953-56 PLYMOUTH 1955

All exc. 315 cubic inch Dodge eng

No. 3372—3 bolt Carbs only

#3372—Manifold only



Shipping Wt. 12 lbs.

LINKAGE
NO LONGER
AVAILABLE

DODGE V8 1953-56 EXCEPT 500 SERIES

#1185—Dual manifold . . . Less Kit Wt. 14 lbs.

#1189—Valve Cover Caps, polished, per pair Wt. 6½ lbs.

PLYMOUTH V8 1955 only

#3130—Dual manifold . . . Less Kit Wt. 14 lbs.

1190



1186



1189



STUDEBAKER V8 1951-55

#1190—Valve Covers, polished per pair Wt. 13½ lbs.

SPORTS CAR OWNERS —

BEAUTIFUL VALVE COVER for—

- TRIUMPH TR-2
- TRIUMPH RENOWNED
- DORETTI
- MORGAN PLUS 4
- STD. VANGUARD



Part #3132 Shipping Wt. 8 lbs.

CALIFORNIA CUSTOMERS — PLEASE NOTE: Vehicles that are sold in the state of California and are used for driving on city and state highways must have the emissions equipment working as they were equipped from the factory. If the vehicle came equipped with a single barrel or a 2 barrel carb, and a 2 barrel or 4 barrel is not offered as a factory option in California, then a carburetor of different size and type can only be used for off-road or racing applications.

INTAKE MANIFOLDS & VALVE COVERS



Intake manifolds are cast of high grade aluminum alloy, expertly engineered and precision machined . . . manifolds provide increased power, economical operation, and a smoother, better balanced engine.

Equalized fuel distribution to all cylinders allows engine to operate at maximum efficiency throughout all stages of RPM . . . in addition the custom appearance of our products is a great improvement where pride of ownership is prevalent.

All manifolds on this page are complete with throttle brackets and instructions unless listed "less kit."

Our valve covers have special finned-top, cast-aluminum alloy and highly polished for added engine beauty. Valve covers help reduce engine heat and rocker arm noise.

CHEVROLET 235-261 6 CYL 1937-59 (with oil filter mounting)

| Application | Part No. | Shipping Wt. |
|--|----------|--------------|
| Dual Manifold, Std. Trans. 1937-1953 (also fits 216) | 1034 | 10 |
| Dual manifold, Power Glide — 1950-1952 | 1035 | 11 |
| *Dual manifold, Std. & Power Glide — 1953-59 | 1035 | 11 |
| Triple manifold, Std. Trans. 1937-1952 (also fits 216) | 1177 | 10 |
| Triple manifold, Power Glide — 1950-1952 | 1409 | 12 |
| *Triple manifold, Std. & Power glide — 1953-1959 | 1409 | 12 |
| Valve Cover, polished — 1937-53 | 1036 | 10 |
| Valve Cover, polished — 1954-62 complete with studs | 2731 | 11 |



FORD 6 OHV 223 1952-56

| Application | Part No. | Shipping Wt. |
|--|----------|--------------|
| Dual manifold, Std. Trans. — 1952-53 | 1082 | 9 |
| Dual Manifold, Automatic Trans. — 1952-53 (Less Kit) | 2462 | 9 |
| Dual manifold, Std. Trans. — 1954-56 | 2728 | 9 |
| *Dual Manifold, Std. Trans. 1957-59 | 2728-8 | 9 |
| Dual manifold, Automatic Trans. — 1954-56 (Less Kit) | 2729 | 9 |
| Triple manifold, Std. Trans. — 1952-53 | 3126 | 11 |
| Triple manifold, Std. Trans. — 1954-56 | 3128 | 12 |
| *Triple manifold, Std. Trans. — 1957-59 | 3128-8 | 12 |
| Valve Cover, polished | 1083 | 11 |

*1959 Chevrolet & Ford 6 manifolds will fit later engines thru 1963, however there is not adequate hood clearance on passenger car models.

CADILLAC V-8 1949-60

| Application | Part No. | Shipping Wt. |
|--------------------------------|----------|--------------|
| Dual manifold — Less Kit | 1080 | 15 |
| Valve Cover, polished per pair | 1037 | 12 |

STUDEBAKER CHAMPION 6 CYLINDER 1939-56

| Application | Part No. | Shipping Wt. |
|-------------------------|----------|--------------|
| Dual Manifold — 1939-52 | 2706 | 10 |
| Dual Manifold — 1953-56 | 2708 | 10 |

PLYMOUTH & DODGE 6 1937-56

| Application | Part No. | Shipping Wt. |
|--|----------|--------------|
| Dual Manifold, Plymouth 1937-56 | 2691 | 8 |
| Dual Manifold, Dodge 6 1938-56 | 2374 | 8 |
| Dual Manifold, Dodge 6 1938-1954 (½ to 1½ Ton Truck) | 2375 | 8 |

*CALIFORNIA CUSTOMERS — PLEASE NOTE: Vehicles that are sold in the state of California and are used for driving on city and state highways must have the emissions equipment working as they were equipped from the factory. If the vehicle came equipped with a single barrel carburetor, and a 2 barrel or 4 barrel carburetor is not offered as a factory option in California, then a carburetor of different size and type can only be used for off-road or racing applications.



Offenhauser VALVE COVERS

Offenhauser valve covers add the final touch to an engine. Manufactured from the finest aluminum and polished to a high luster. Besides adding beauty to a powerful engine, these valve covers reduce valve noise and dissipate heat.

| Part No. | Model | Shipping Wt. | Part No. | Model | Shipping Wt. |
|----------|--|--------------|----------|--|--------------|
| 3773 | American Motors, all V-8 1966 and later | 14 | 5498 | Dodge-Plymouth & Chrysler 383-400-413-427 cu. in. 1965 and Later | 14 |
| 3416 | Buick 1953-66, 401 & 425 | 11 | 5490 | Dodge-Plymouth, all 273 cu. in. eng. 318, 340-360 (Will not fit early 318) | 12 |
| 5881 | Buick V-6 & Jeep 1962-76, Late 78, 1979 (8-5/8" center to center of bolts, top & bottom) | 9 | 2727 | Ford 1954-57 272-312 cu. in. engine | 14 |
| 6174 | Buick V-6 & Jeep 1977 & Early 78 (Center to center of bolts: Top 8 5/8" Bottom 8 3/8") | 9 | 5412 | Ford 302-352-360-390-406-427-428 | 12 |
| 5189 | Buick Special V-8 & Tempest V-8 Alum. Engine (with angle, 4 bolts) | 12 | 5487 | Ford 221-260 & 289-302 | 11 |
| 1037 | Cadillac 1949-60 | 12 | 5595 | Oldsmobile 1965-up, and all 400-425-455 | 10 |
| 3298 | Chevrolet 1955-58, 283 | 11 | 5188 | Oldsmobile F-85 Alum. V-8 (no angle, 5 bolts) | 11 |
| 4056 | Chevrolet 327-350-400 1959 and Later | 11 | 3296 | Oldsmobile 1949-56 | 12 |
| 5042 | Chevrolet 348-409 | 16 | 3286-7 | Oldsmobile 1957-58 | 13 |
| 5614 | Chevrolet 396-427 | 12 | 4059 | Oldsmobile 1959-64 | 12 |
| 5276 | Corvair | 8 | 5043 | Pontiac all thru 1979 | 14 |
| 5187 | Dodge-Plymouth & Chrysler 361-383 & 413 B Engines thru 1964 | 14 | 5327 | Pontiac Tempest 4 cyl. | 8 |
| | | | 5189 | Rover 3.5L 215 C.I. Alum. V8 (With angle, 4 bolts) | 12 |
| | | | 1190 | Studebaker 239-259/289 | 12 |
| | | | 5591 | Toyota 6 cyl. thru 1967 | 12 |

NOTE: 1. Any valve covers that have oil holes can be ordered without — no extra charge.
2. Polished valve cover breathers — See page 49.



3416



5490



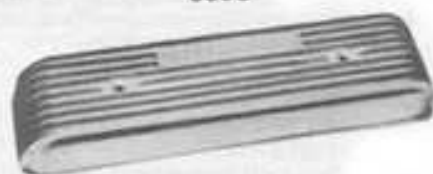
5595



4056



2727



3286 & 3286-7



5042



5412



5773



5614



5487



5043



5187



5881



5276

2 NEW CARBURETOR ADAPTERS



Part #6264

ADAPTS HOLLEY MODEL 4360 CARBS TO SMALL QUAD BASE (3-3/4" x 3-7/8"). KIT INCLUDES GASKETS AND ALL NECESSARY HARDWARE.



Part #6265

ADAPTS HOLLEY MODEL 4360 CARBS TO STANDARD HOLLEY AND CARTER BASE. KIT INCLUDES GASKETS AND ALL NECESSARY HARDWARE.

SUPER "LOW PROFILE" AIR CLEANER FOR 4 CYL., 6 CYL., & V6 ENGINES

A DEFINITE MUST WITH OUR NEW CHEV/GMC/JEEP V6 (60°) INTAKE MANIFOLD #6272-DP.

- BEAUTIFUL POLISHED ALUMINUM FINISH
- LOW PROFILE DESIGN
- REPLACEABLE PAPER FILTER
- FITS MOST ALL 5-1/8" DIAMETER CARBS (except Carter TQ)
- SMALL SIZE TO FIT IN SMALL ENGINE COMPARTMENT
9" DIAMETER — 2-1/8" HEIGHT
- BUBBLE-PACKED FOR ATTRACTIVE DISPLAY



Part #6273

This new low profile "mini" air cleaner is especially suited for 4 cyl., 6 cyl., and V6 engines where space is limited and hood clearance is minimal. It requires only 2-1/8" clearance from top of carburetor to hood. Comes complete with PCV fitting so that the PCV can be reconnected where desired. A dimple is provided on the air cleaner bottom to clear the float adjusting screw on the front bowl of most Holley carburetors.

NASH RAMBLER MANIFOLD OHV ENGINES*

Accommodates two stock carburetors complete with kit and installation instructions.

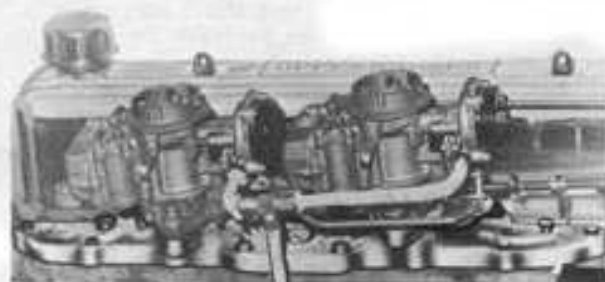
Part #5404 1956 thru 1964.

Fits all cast iron 6-0.H.V. cylinder engines

Part #5405 1961 thru 1966.

Fits all aluminum 6-0.H.V. cylinder engines

Shipping Wt. 4 lbs.



*NOT LEGAL FOR USE IN CALIFORNIA ON POLLUTION CONTROLLED MOTOR VEHICLES.

FORD & MERCURY INTAKE MANIFOLDS 1932 TO 1953



Offenhauser intake manifolds are cast of high grade aluminum alloy, expertly engineered and precision machined . . . manifolds provide increased power, economical operation, and a smoother, better balanced engine.

Equalized fuel distribution to all cylinders allows engine to operate at maximum efficiency throughout all stages of RPM . . . in addition the custom appearance of our products is a great improvement where pride of ownership is prevalent.

| Application | Part No. | Shipping Wt. |
|---|----------|--------------|
| • Regular Dual Manifold, 1949-53 | 1075 | 12 |
| • Super Dual Manifold, 1949-53 Complete with generator bracket (Not recommended for use with automatic transmission.) | 1076 | 14 |
| • Triple Manifold, 1949-53 Complete with generator bracket (Not recommended for use with automatic transmission.) | 1077 | 14 |
| • Single Carburetor four-throat manifold, 1949-53 | 1078 | 14 |
| • Super dual manifold, 1942-48 Complete with generator and fan carrier brackets. | 1073 | 14 |
| • Triple manifold, 1942-48 Complete with generator and fan carrier brackets. | 1074 | 15 |
| • Regular dual manifold, 1932-48 | 1090 | 12 |
| • Single Carburetor Four-Throat manifold, 1932-48 | 1079 | 14 |
| • Super dual manifold, 1932-41 Complete with generator bracket. | 1071 | 12 |
| • Triple manifold, 1932-41 Complete with generator bracket. | 1072 | 14 |



1949 - 53 Catalog No. 1075
1932 - 48 Catalog No. 1090



1949 - 53 Catalog No. 1076



1949 - 53 Catalog No. 1077

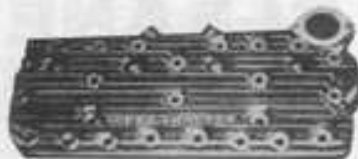


1949 - 53 Catalog No. 1078
1932 - 48 Catalog No. 1079

*DUAL MANIFOLDS AT LEFT CAN BE MACHINED TO ACCEPT THE HOLLEY 3 BOLT 2110 CARBS AT NO EXTRA CHARGE IF ORDERED "FOR 2110 CARB."

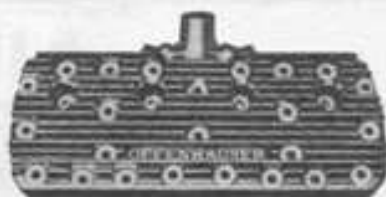
CAST ALUMINUM HIGH COMPRESSION FORD & MERCURY CYLINDER HEADS 1939-53

TO ORDER HEADS PART NO. DESIGNATES PAIR



1949-1953

Shipping Wt. 34 lbs.



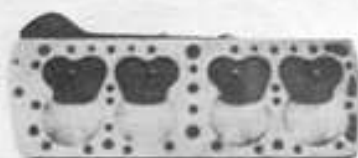
1939-1948

Shipping Wt. 34 lbs.



V8-60

Shipping Wt. 39 1/2 lbs.



Part #1069 See Chart—Specify Ratio



Part #1058 See Chart—Specify Ratio



Part #1070 See Chart—Specify Ratio

- Extra heavy aluminum alloy construction.
- Precision cast with maximum rib design.
- Cooler running with more water capacity.
- More fin area for rapid heat dissipation.
- Water jackets close to critical heat points.
- Finest available for street, highway or competition use.
- Extremely popular because of superior workmanship and proven quality.

In the selection of a power head, do not be misled by high compression ratios. It is true, that if every power factor involved were 100% efficient, then the higher the compression ratio, the more power developed.

However, where the engine is not custom made, it very often proves that a lower compression ratio will produce a higher overall efficiency.

For special compression ratios, advise bore, stroke, and whether block is relieved.

BLOCK OFF PLATES

Fuel pump block off plates for following:
42-48 Ford and Mercury Flathead
* 5265



COMPRESSION RATIO CHART

| Engine Size | Bore | Stroke | Head Numbers | | | | | Cubic Inch Displacement |
|--------------|--------|--------|--------------|---------|---------|---------|---------|-------------------------|
| | | | No. 415 | No. 400 | No. 375 | No. 350 | No. 325 | |
| | 3 1/16 | 3 3/4 | 7.1 | 7.6 | 7.9 | 8.5 | 9.2 | 229.02 |
| | 3 1/16 | 3 7/8 | 7.2 | 7.7 | 8.2 | 8.8 | 9.5 | 228.28 |
| | 3 1/16 | 4 | 7.4 | 7.9 | 8.4 | 9 | 9.8 | 235.648 |
| | 3 3/16 | 3 3/4 | 7.4 | 7.9 | 8.5 | 9.2 | 9.9 | 295.312 |
| | 3 3/16 | 3 7/8 | 7.7 | 8.2 | 8.8 | 9.4 | 10.2 | 247.288 |
| | 3 3/16 | 4 | 8.0 | 8.5 | 9 | 9.7 | 10.5 | 285.272 |
| | 3 3/16 | 4 1/8 | 8.2 | 8.7 | 9.3 | 9.9 | 10.8 | 283.24 |
| | 3 5/16 | 3 3/4 | 8.1 | 8.6 | 9.1 | 9.8 | 10.6 | 298.48 |
| | 3 5/16 | 3 7/8 | 8.3 | 8.8 | 9.4 | 10.1 | 10.9 | 287.096 |
| | 3 5/16 | 4 | 8.6 | 9.1 | 9.7 | 10.4 | 11.3 | 375.112 |
| | 3 5/16 | 4 1/8 | 8.8 | 9.3 | 9.9 | 10.7 | 11.6 | 284.328 |
| | 3 7/8 | 3 3/4 | 8.3 | 8.8 | 9.4 | 10.1 | 10.9 | 284.304 |
| | 3 7/8 | 3 7/8 | 8.6 | 9.1 | 9.7 | 10.4 | 11.3 | 277.328 |
| | 3 7/8 | 4 | 8.9 | 9.4 | 10 | 10.7 | 11.6 | 286.272 |
| | 3 7/8 | 4 1/8 | 9.1 | 9.6 | 10.3 | 11.1 | 11.9 | 295.26 |
| V8-60 Engine | Bore | Stroke | No. 300 | No. 275 | No. 250 | | | |
| | 2.600 | 3.200 | 9.5 | 10.5 | 11.5 | 125.912 | | |

EXAMPLE: No. 400 indicates 400 valve clearance

The above approximate compression ratios are figured on unrelieved blocks, ratio is lowered depending upon depth of relief.

FORD & MERCURY ACCESSORIES by Offenhauser

| Application | Part No. |
|-------------|----------|
|-------------|----------|

AIR HORN ADAPTER

Installs on 4-throat carburetors (4 3/16" dia. neck) under low hoods..... 2748

CARBURETOR LINKAGE

Positive action with no lost motion. Single and double linkages, rod lengths 3 1/2", 7", 9".

| | |
|----------------------------------|------|
| 3 1/2 inch Single | 1001 |
| 7 inch Single | 1002 |
| 9 inch Single | 1003 |
| 3 1/2 inch Double | 1004 |
| 7 inch Double | 1005 |
| 9 inch Double | 1006 |
| Throttle Rod Sleeve — 3/16" Hole | 1007 |
| Throttle Rod Sleeve — 1/4" Hole | 3498 |
| Carb Arm (fits old 3 bolt carbs) | 6180 |

FUEL BLOCKS

Bright finish. Equalizes fuel pressure to all carburetors, dual, triple or four. Mounts on firewall of any make automobile; use flexline or neoprene hose to carburetor and fuel pump..... 1081

GENERATOR BRACKETS

| | |
|--------------------------------|------|
| Thru 1948 — Left hand straight | 1093 |
| Right hand vertical | 1094 |
| 1949 — 1953 — Right hand | 1095 |
| Left hand | 1096 |

FINNED COVER

For Manifold Carburetor Pad — 3 bolt..... 1097

V-8 FORD & MERCURY THROTTLE LINKAGE

| | |
|--|------|
| For all Regular Duals, Adjustable, Non-Progressive | 2864 |
| For all Super Duals, Adjustable, Non-Progressive | 2865 |
| For all Triples, Adjustable, Non-Progressive | 2866 |
| For all Triples, Adjustable, Progressive | 6271 |

SPECIAL INTAKE MANIFOLD GASKETS

Dual purpose intake manifold gaskets made exactly the proper size for porting; may be used for template on block and manifold, then as gaskets when finished. Will fit from 1932-53 Ford & Mercury..... 1180

MISCELLANEOUS

| | |
|---|------|
| Fan Carrier Bracket | 3499 |
| Top Water Outlet | 3496 |
| Small Four Bolt Carb Cover Pad | 3495 |
| Large Four Bolt Carb Cover Pad 2GC | 5248 |
| Fuel Log | 3148 |
| 45° Elbow for Generator Clearance — 1949-53 | 3497 |
| Oil Filter Bracket | 3494 |

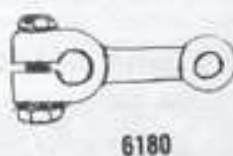


2GC CARBURETOR PAD COVER
For large base two throat carburetors.
Part No. 5248

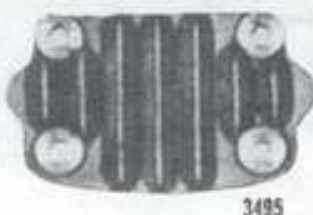


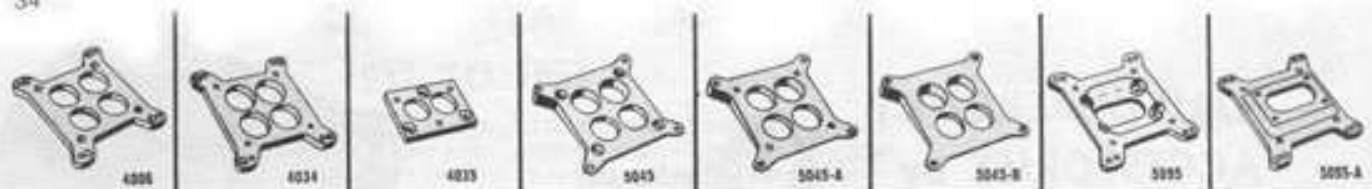
THRU 1948

A
Part No. 1093
B
Part No. 1094
1949-53
Right Hand
Part No. 1095
Left Hand
Part No. 1096



3496





3880



3898

SMALL 2 BOLT
ADAPTION ALARGE 2 BOLT
ADAPTION B

3 BOLT ADAPTION

SMALL 4 BOLT
ADAPTION A2GC 4 BOLT
ADAPTION B

Average shipping weight on 2 bolt, 3 bolt & 4 bolt carb adapters is 1 lb.

2 BOLT ADAPPTIONS

- # 3858 accepts 3 bolt Carb on 2 bolt adaption A base
- 3859 accepts 3 bolt carb on 2 bolt adaption B base
- 5710 accepts 4 bolt adaption A Carb on 2 bolt adaption B base.

3 BOLT ADAPPTIONS

- 3124 Marine leveling block, with Allens 8", 10", 12" Specify desired angle. Engine mounted forward in boat.
- 3125 Marine leveling block, same as above, but engine mounted Reverse in boat.
- 3314 accepts two 3 bolt carbs on either Quad adaption A or B base. Complete with Allens.
- 3660 accepts two 3 bolt carbs on Quad adaption C base.
- 3858 accepts 3 bolt carb on 2 bolt adaption A base
- 3859 accepts 3 bolt carb on 2 bolt adaption B base
- 3860 accepts 3 bolt carb on 4 bolt adaption A base
- 4035 accepts 3 bolt carb on 4 bolt adaption A base. (must drill 1 hole in manifold base)
- 5096 accepts quad adaption B or C, on 3 bolt manifold base.
- 5096-A accepts 3 bolt carb on quad adaption B, or C base.
- 5159 accepts 4 bolt adaption A carb on 3 bolt manifold base.
- 5452 accepts 4 bolt adaption C carb on 3 bolt manifold base.
- 5452-A accepts 3 bolt carb on 4 bolt adaption C base.

4 BOLT ADAPPTIONS

- # 3124-5-4B. Marine leveling block. Accepts 4 bolt adaption A carb to same base. 8, 10, 12"
- 3860 accepts 3 bolt carb on 4 bolt adaption A base
- 4035 accepts 3 bolt carb on 4 bolt adaption A base. (must drill 1 hole in manifold base)

4 Bolt Adaptions (Continued)

- # 5095 accepts quad adaption B or C on 4 bolt adaption A
- 5095-A accepts 4 bolt adaption A carb on quad adaption B or C base.
- 5159 accepts 4 bolt adaption A carb on 3 bolt manifold base.
- 5283 accepts quad adaption B or C on 4 bolt adaption B base.
- 5283-A accepts 4 bolt adaption B carb on quad adaption B or C base.
- 5413 accepts quad adaption B or C on 4 bolt adaption C base.
- 5413-A accepts 4 bolt adaption C carb on quad adaption B or C base.
- 5451 accepts 4 bolt adaption C carb on 4 bolt adaption A base.
- 5451-A accepts 4 bolt adaption A carb on 4 bolt adaption C base.
- 5452 accepts 4 bolt adaption C carb on 3 bolt manifold base.
- 5452-A accepts 3 bolt carb on 4 bolt adaption C manifold base.
- 5710 accepts 4 bolt adaption A Carb on 2 bolt adaption B base.

QUAD ADAPPTIONS

- # 3311 accepts quad adaption B carb on quad adaption A base.
- 3314 accepts two 3 bolt carbs on either quad adaption A or B base. Complete with Allens.
- 3409 8" leveling block, for oval track racing. Accepts quad adaption B carb on Quad adaption A manifold base.
- 3409-A 8" leveling block for oval track racing. Accepts quad adaption A or B on same size manifold base.
- 3409-B 8" leveling block for oval track racing. Accepts quad adaption B only carb on same size manifold base.



3858



3859



5710



3124



3125



3314



3660



3858



3859



3860



5710



5719



5775

Competition-Quality Gaskets for manifold carb bases that accommodate 3-barrel Holley Carburetor. Can also be used on the same base with quad carburetor. Part #5775

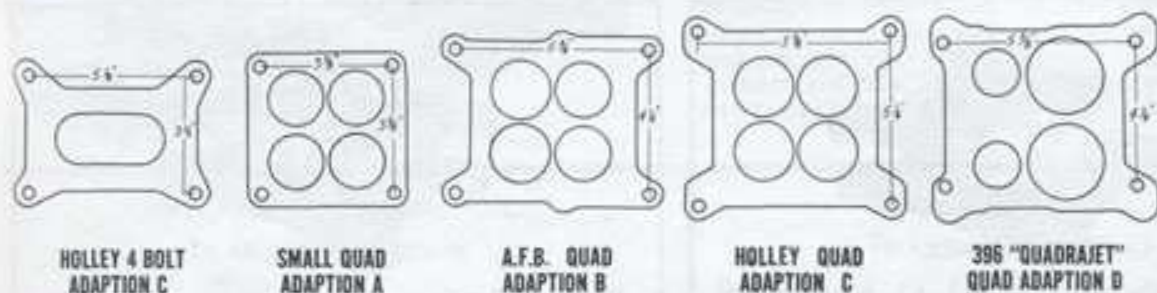
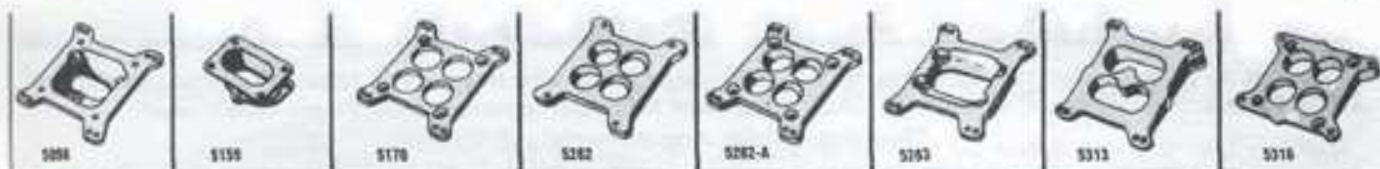
The GENUINE



Offenhauser

Carb Adaptors are now

BEAUTIFULLY SKIN PACKAGED!!



HOLLEY 4 BOLT
ADAPTION C

SMALL QUAD
ADAPTION A

A.F.B. QUAD
ADAPTION B

HOLLEY QUAD
ADAPTION C

396 "QUADRAJET"
QUAD ADAPTION D

Average shipping weight on Quad Carb adapters is 1½ lbs.

Quad Adaptors (Continued)

- # 3464 Marine leveling block. Accepts either quad adaption A or B carb on same size manifold base. Specify 12" or 15" angle.
- 3465 Marine leveling block. Accepts quad adaption B carb on quad adaption A manifold base. 12" or 15", specify.
- 3660 accepts two 3 bolt carbs on quad adaption C base.
- 4006 accepts quad adaption C carb on either quad adaption A or B base.
- 4034 accepts quad adaption A or B carb on quad adaption C manifold base.
- 5045 8" leveling block for oval track racing. Accepts quad adaption C carb on quad adaption A base.
- 5045-A 8" leveling block for oval track racing. Accepts quad adaption A or C on same size manifold base.
- 5045-B 8" leveling block for oval track racing. Accepts quad adaption C carb on same size manifold base.
- 5095 accepts quad adaption B or C on 4 bolt adaption A base.
- 5095-A accepts 4 bolt adaption A carb on quad adaption B or C base.
- 5096 accepts quad adaption B or C carb on 3 bolt manifold base.
- 5096-A accepts 3 bolt carb on quad adaption B or C manifold base.
- 5170 accepts either quad adaption B or C on quad adaption A base.
- 5282 accepts quad adaption B carb on 283 Chev. quad adaption B base . . . but has tapered ports.
- 5282-A accepts either quad adaption B or C on quad adaption A base. Also has tapered ports.
- 5283 accepts quad adaption B or C on 4 bolt adaption B base.
- 5283-A accepts 4 bolt adaption B carb on quad adaption B or C base.

Quad Adaptors (Continued)

- # 5313 Marine leveling block. Accepts both quad adaptions B or C on same size manifold base. 12" only.
- 5316 8" leveling block for oval track racing. Accepts quad adaption B on quad adaption A manifold base.
- 5316-A 8" leveling block for oval track racing. Accepts quad adaption B carb on same size manifold base.
- 5413 accepts quad adaption B or C on 4 bolt adaption C base.
- 5413-A accepts 4 bolt adaption C carb on quad adaption B or C base.
- 5437 accepts quad adaption C carb on quad adaption B base; but has tapered ports.
- 5438 accepts quad adaption C carb on quad adaption B manifold base.
- 5583 7" leveling block. Accepts quad adaption C carb on same size manifold base.
- 5583-A 7" leveling block. Accepts quad adaption B or C carbs on quad adaption A base.
- 5583-B 7" leveling block. Accepts quad adaption B carb on same size manifold base.
- 5584 5" leveling block. Accepts quad adaption C carb on same size manifold base.
- 5585 accepts quad adaption B or C on quad adaption B manifold base. But mounts carb at 90° angle, sideways.
- 5596 accepts quad adaption D on quad adaption B manifold base.
- 5597 accepts quad adaption D on quad adaption C manifold base.
- 5619 2 inch Hi-Riser block. Accepts both quad adaption B or C on either quad adaption B or C base. Complete with gasket & studs & nuts.
- 5719 Marine Leveling block. Accepts Quadrajel adaption D Carb on same size manifold base. Specify 8", 10" or 12", complete with studs, nuts & gaskets.



5413



5437



5438



5451



5451-A



5492



5583



5584



5596



5597



5619



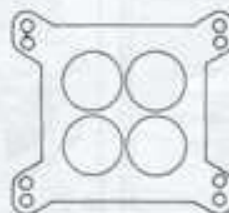
**SMALL QUAD
CARB BASE**

Fits Small Quad
Carburetor Base.
Part #5495



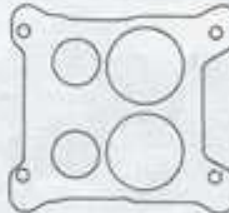
**CHEV. 409
CARB. GASKET**

Special gasket to be used be-
tween manifold and 409 Car-
buretor. Part #5298



LARGE A.F.B. HOLLEY

Fits Large A.F.B. · Holley · Etc.
Carburetors.
Part #5496



**SPREAD-BORE
QUADRAJET**

Carb Gasket
Part #5690

HI RISE CARBURETOR ADAPTERS

In answer to popular demand Offenhauser has engineered these new adapters to raise the existing carburetor 2" on different applications where a HI RISE action can be advantageous for better gas flow.

Shipping Weight Approximately 3 lbs.



2" Universal Adapter

Part #6058

Like our very popular #5619 carb adapter only with an open center. Drilled to accept either Holley or AFB type four barrel carburetors to same base manifold.



2" Universal Adapter

Part #5619

Fits any quad or single quad manifold. Fits all quad carbs except new quadrajet and early quad bases.



Part #5818

3 Bbl. Holley new profile base to same base on manifold.



Part #5831

3 Bbl. Holley to regular quad base.



Part #5820

Quad Carburetor to Quadrajet base.



Part #5830

Quadrajet Carburetor to regular quad carburetor base.



Part #5821

Quadrajet Carburetor to Quadrajet base.



Part #5758

2" Hi-Rise Adapter for

3 Bolt Stromberg Carbs

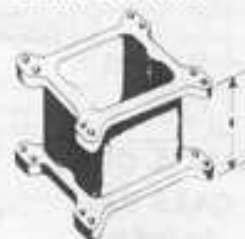
Part #5759

2" Hi-Rise Adapter for

Small 4 Bolt Rochester

Carbs (1-7/8"x3 1/4")

**SUPER
COMPETITION**



Part #6091

4" Hi-Rise

Universal Adapter

1" HOLLEY AND AFB CARB RISER



Engineered to raise the Holley standard bore and AFB carbs on applications where a HI RISE action can be advantageous to better gas flow. This spacer is especially suited for the roundy-round cars when there is one inch limit on carb risers. Complete with extra long studs, washers, and nuts. Hole for vacuum takeoff is provided. **PART # 6175**

CARTER/HOLLEY 4 BARREL To Quadrajet Manifold



Part #5816

Part #5816R

Reverse of above: Spread-Bore/
DJ Carb to standard Holley base.

Includes all necessary screws, studs and gaskets.

HOLLEY 3 BARREL To Quadrajet Manifold

*Designed to flow fuel properly...
not just another carb adapter!*

Part #5817



Includes all necessary screws, studs and gaskets.

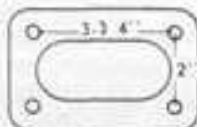
HOLLEY 4500 CARB ADAPTOR

Fits 4500 To Regular
AFB Manifold Base

Part #5925



HOLLEY 500cfm ADAPTOR



Bolt a Holley 500cfm to a 2-GC 4-bolt base. Stock linkage can be used on most applications. Comes tapped and includes special counter-wink cap screws for easy installation.

Part #5895

Part #5895A

Reverse of above: 2-GC 4-bolt
carb to Holley 500cfm base

CARB ADAPTER CARTER THERMO-QUAD CARBS



Part #5896-A

A new carburetor adapter to accept the Carter Thermo-Quad and Holley Spread-Bore carbs to regular A.F.B. base.

Part #5896

Spread-Bore and Thermo-Quad
Carbs to Holley Manifold base
adapter.

Part #5896A
ILLUSTRATED

VOLKSWAGEN CARB ADAPTORS

for use on Stock Manifold



Part #5894
#6027

No. 5894 Accepts Holley R4691-AAS Bug Spray and Carter CS 6123 Dune Buggy Deuce. Stock manifold thru 1970.

No. 6027 - Accepts Holley R4691-AAS and Carter CS 6123. Stock manifold 1971 and later.

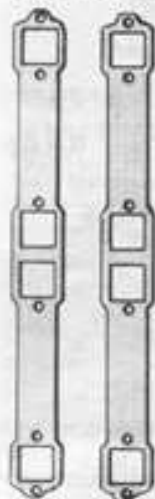


Offenhauser 360° Equa-Flow

SPECIAL MANIFOLD GASKETS

A must to provide a positive seal between Manifold and Head. We recommend using our INTAKE GASKETS when installing an Offenhauser Manifold.

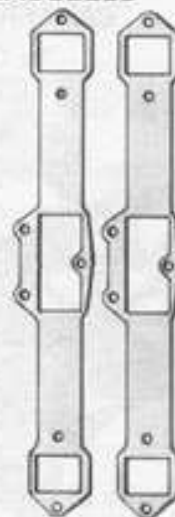
ALL OFFENHAUSER GASKETS INDIVIDUALLY PACKAGED & LABELLED



#5418

EXHAUST MANIFOLD GASKETS

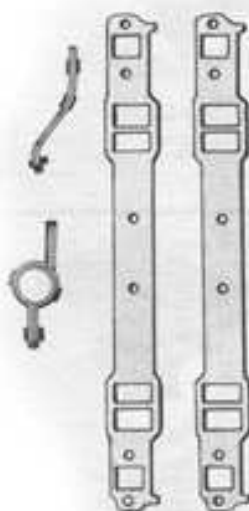
| | |
|------|---|
| 5689 | BUICK 401-425 |
| 5418 | CHEVROLET 265-400 |
| 5419 | CHEVROLET 348 |
| 5601 | CHEVROLET 396-454 |
| 5421 | PONTIAC 389-455 |
| 5688 | CHRYSLER 273-318 |
| 5423 | FORD 332-428 |
| 5424 | FORD 260-302 |
| 5425 | OLDSMOBILE 1954-56 |
| 5426 | OLDSMOBILE 1957-58 |
| 5427 | OLDSMOBILE 1959-60 |
| 5428 | OLDSMOBILE 1961-63 |
| 5687 | OLDSMOBILE 400-455 |
| 5429 | BUICK SPECIAL & OLDS F-85 Aluminum V-8 |



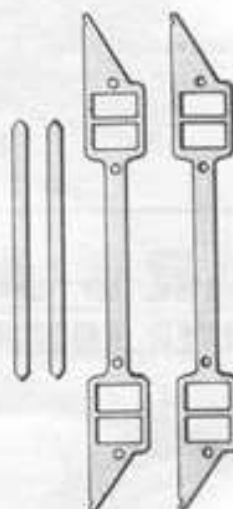
#5428

INTAKE MANIFOLD GASKETS

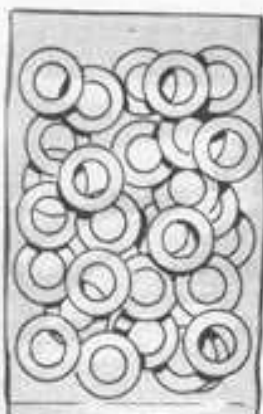
| | |
|------|---|
| 5875 | AMERICAN MOTORS V-8 1966 and later |
| 3928 | BUICK 1953-56 |
| 5431 | BUICK 1957-64 |
| 5996 | BUICK V-6 & JEEP V-6 1964-72, 1975 |
| 6168 | BUICK/OLDS/PONTIAC, 231 C.I., 1976-78 |
| 6243 | BUICK/OLDS/PONTIAC, 231 C.I., Tall Port, 1979 |
| 3880 | CADILLAC 1949-62 |
| 3926 | CHEVROLET 265-283 |
| 5172 | CHEVROLET 283 with F.I. Heads |
| 5305 | CHEVROLET 327-350 |
| 4038 | CHEVROLET 348 |
| 5598 | CHEVROLET 396-427 Oval Port Heads |
| 5599 | CHEVROLET 396-454 Rect. Port Heads |
| 3929 | CHRYSLER 1951-58 |
| 5433 | CHRYSLER 1957-65 318 |
| 5491 | CHRYSLER 273-318 1966 and later |
| 5434 | CHRYSLER 361-383 "B" BLOCK |
| 5435 | CHRYSLER 413-440 "B" BLOCK |
| 6100 | FORD MUSTANG & CAPRI 2800 C.C. Engine |
| 6152 | FORD MUSTANG & CAPRI 2600 C.C. Engine |
| 3930 | FORD 272-312 |
| 5430 | FORD 260-302 with Cork Seals |
| 5037 | FORD & LINCOLN 383-430 |
| 5891 | FORD 351 WINDSOR |
| 6051 | FORD 351 CLEVELAND 4 V HEADS |
| 6052 | FORD 332-428 |
| 6206 | FORD 429-460 Cobra Jet |
| 6026 | FORD PINTO 2000C.C. |
| 3312 | OLDSMOBILE 1949-53 |
| 3313 | OLDSMOBILE 1954-56 |
| 3931 | OLDSMOBILE 1957-58 |
| 5211 | OLDSMOBILE 1959-64 |
| 6207 | OLDSMOBILE 330-350 |
| 5776 | OLDSMOBILE 400-455 |
| 5432 | OLDSMOBILE F-85 & BUICK SPECIAL Aluminum V-8 |
| 3932 | PONTIAC 1955-60 |
| 5212 | PONTIAC 1961-64 |
| 5600 | PONTIAC 1965 and later |
| 3933 | STUDEBAKER V-8 |



#5172



#5435



HEAD BOLT WASHERS for CHEVROLET V-8 MADE of SPECIAL HARDENED STEEL

- Permits More Uniform Torque
- Provides More Uniform Gasket Sealing
- Eliminates Galling & Breakage of Cylinder Head Bosses
- Eliminates The Major Cause of Gasket Leakage

PART #5411 Shipping Wt. ½ lb. set of 34

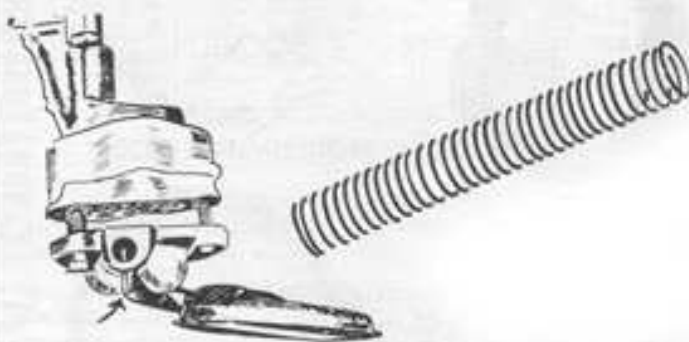


HEADLIGHT BRACKETS

Cast aluminum, airplane wing type design, highly polished right and lefthand sides. Meets state requirements on proper height in most installations. Very sturdy.

#5140—Per Pair Shipping Wt. 2½ lbs.

Dual Headlight Brackets for Quad (4) Lights.
#5198—Per Pair Shipping Wt. 4 lbs.



HI-PRESSURE OIL PUMP RELIEF SPRINGS

This spring approximately doubles all pressure which would give 60 to 100 PSI. For Oldsmobile and Chevrolet engines with solid valve lifters for COMPETITION ONLY! ATTRACTIVE DISPLAY CARD

| Part # | Vehicle/Engine | BOX OF 10 |
|--------|---|-----------|
| #4032 | Oldsmobile thru 1965 | " |
| #4033 | Chevrolet V8 and 6 cyl. | " |
| #4042 | Pontiac V8 thru 1965 | " |
| #4044 | Chrysler V8 thru 1965 | " |
| #5208 | Cadillac 1949-56 | " |
| #5209 | Buick 1937-56 | " |
| #5210 | Ford, Falcon and T-Bird 1958-69 332-352 Falcon 144 cu. in., also 1959-61 430 | " |

Shipping Wt. Per Box ½ lb.

RAM INDUCTION ADAPTERS

This sensational creation by Offenhauser has more than proved itself over the recent years as the easiest and most inexpensive method of giving your engine that RAM effect. These adapters can be bolted on your present set-up, either single or dual quad and then removed for street use if necessary. Made to accommodate most quad carburetors.

Part #5457 Shipping Wt. 6 lbs.
Part #5581—Dual Carb. Linkage Kit
Part #5582—Single Carb. Linkage Kit



5497



ENGINE ADAPTERS

Put extra punch in your Ford or Mercury. Install a big, powerful, overhead valve V8 Engine the easy way . . . with an OFFENHAUSER engine adapter.

For 32-48 Ford or 39-50 MERCURY & Truck Transmission thru 1952

| Adapter Model | Make | Year | shpg. wt. |
|---------------|---------------------------------|--------|-----------|
| 0301 | Cadillac | 49-54 | 8½ |
| 0301 | Oldsmobile | 49-64 | 8½ |
| 0303 | Cadillac | 55-64 | 9½ |
| 0307 | Chevrolet V8 | 55-66* | 7½ |
| 0309 | Buick | 53-56 | 7½ |
| 0315 | Buick | 57-64 | 7½ |
| 0401 | Chrysler | 54-58 | 13 |
| 0401 | Plymouth | 55-61 | 13 |
| 0401 | De Soto | 52-58 | 13 |
| 0401 | Dodge | 53-58 | 13 |
| 0403 | Chrysler | 51-53 | 8½ |
| 0410 | Chrysler "B" ignitions in front | 58-61 | 11 |
| 0600 | Ford "292" | 54-64 | 9½ |
| 0600 | Mercury | 54-57 | 9½ |
| 0603 | Lincoln 430 | 58-61 | 10 |
| 0603 | Edsel | 58-59 | 10 |
| 0603 | Ford 332-428 | 58-72 | 10 |
| 0603 | Mercury ext. 368 | 58-72 | 10 |

All adapters are furnished with pilot bearing adapter and complete installation instructions. Pilot bearing adapters may be purchased separately. See listing on this page. *Must use 55-61 starter and flywheel.

For 49-64 FORD or 51-64 MERCURY TRANSMISSIONS

| Adapter Model | Make | Year | shpg. wt. |
|---------------|------------|-------|-----------|
| 0302 | Cadillac | 55-64 | 14½ |
| 0304 | Cadillac | 49-54 | 10½ |
| 0304 | Oldsmobile | 49-64 | 10½ |
| 0310 | Buick | 53-56 | 12 |
| 0402 | Chrysler | 54-58 | 17 |
| 0402 | Plymouth | 55-61 | 17 |
| 0402 | De Soto | 52-58 | 17 |
| 0402 | Dodge | 53-58 | 17 |

All adapters are furnished with pilot bearing adapter and complete installation instructions. Pilot bearing adapters may be purchased separately. See listing on this page.

PILOT BEARING ADAPTERS

| Adapter Model | Make | Year | Adapter Model | Make | Year |
|---------------|--------------|-----------|---------------|-------|---------|
| 0300-1 | Cad. & Olds. | 49-59 | 0400-1* | Chry. | thru 58 |
| 0300-2 | Olds. | Jet-a-way | 0402-1* | Chry. | thru 58 |
| 0307-1 | Chev. | 55-58 | 0410-1 | Chry. | 59 |
| 0309-1 | Buick | 53-58 | | | |
| 0309-2 | Buick | Special | | | |

*Specify ¾" or 15/16" crankshaft pilot hole

OLDS STARTER SWITCH-OVER ADAPTER

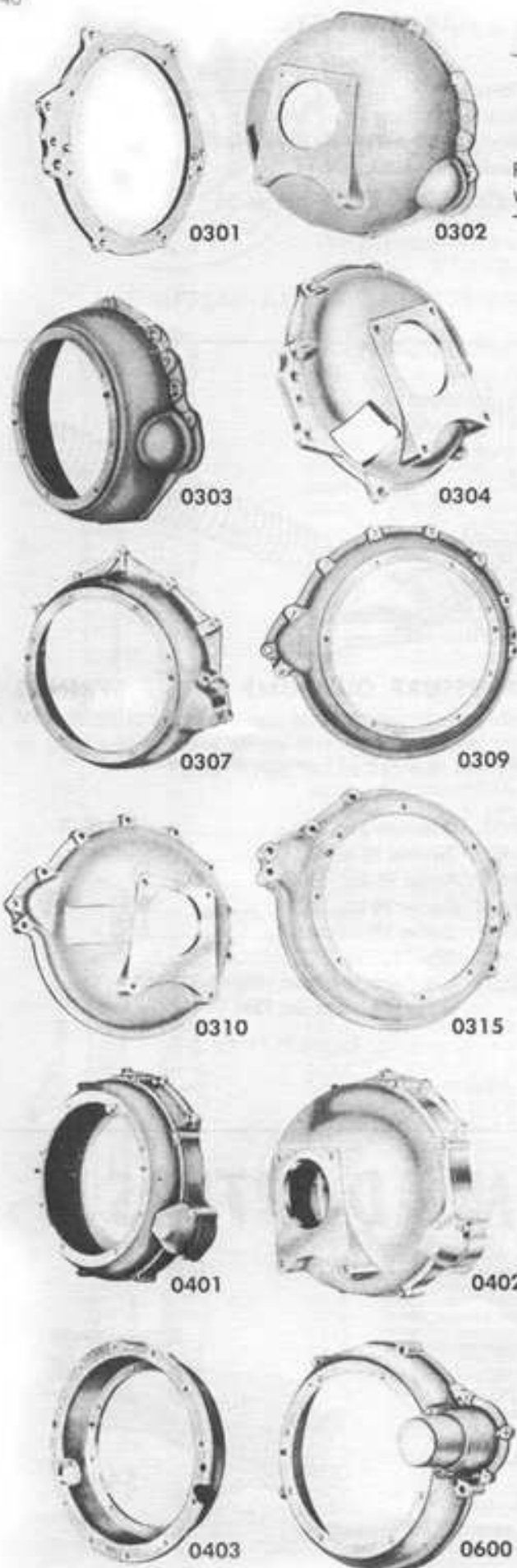
This unit is a must for all '35 thru '53 Ford and Mercury-Oldsmobile engine installations. Switches the starter motor to the right side to eliminate interference with the steering gear. Plate to re-locate oil filter is also required when starter is moved. Shipping wt. 9 lb.

3605

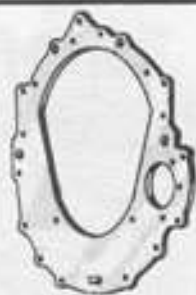
OLDS OIL BY-PASS PLATE—V-8's THRU 1958

Plate to cover the existing oil filter outlet allowing you to mount the oil filter elsewhere. Shipping wt. 1 lb.

Cat. # 3604

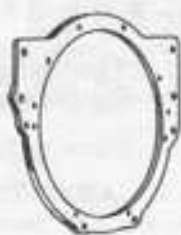


still MORE OFFENHAUSER engine adapters!



CHEVROLET

#3634 - 65-72 CHEV ohv V8 to 1952-53 FORD pass. car trans or 1932-53 FORD truck trans. On 32-48 Ford or 39-48 Merc use flywheel housing BRT6392 from Ford truck. On 49-51 Ford pass. car use flywheel housing AC6392D. Plate and pilot adapter. Shipping Wt. 6 lbs.



PONTIAC

#3606 - 55-60 PONTIAC ohv V8 to early FORD and MERCURY transmissions
Shipping Wt. 3½ lbs.



PACK-HUD-NASH

#3635 - 55-57 PACKARD, NASH, & HUDSON ohv V8 to early FORD & MERCURY transmissions
Shipping Wt. 5 lbs.



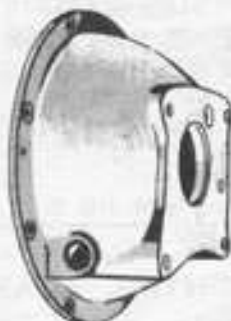
FORD

#5044 - 49-64 FORD or 51-64 MERC Transmission Bolt Flange to Cad-LaSalle Trans.
Shipping Wt. 5½ lbs.
#5160 - Above to Packard Transmission
Shipping Wt. 5 lbs.

La Salle-Cad. Trans. Adapter

Cast aluminum, sand blast finish. Has Early Ford mounting flange or bolt pattern. Adapts to any other adaptor that has Early Ford Trans. Flange. From there to Cad. or LaSalle trans. Uses stock Early Ford Clutch Release, shaft, fork, throw out bearings, etc. This allows the use of the mentioned transmissions in place of the Early Ford type. Used after the installation has been made with an Early Ford trans., and same does not stand up. When using this adaptor, no clutch linkage changes are necessary, such as pedalum pedals, slave cylinder, etc.

#3640 engine adaptor
Shipping Wt. 10 lbs.



TRANSMISSION ADAPTERS

Packard Trans. Adapters

Same as 3640 except it fits PACKARD trans.
Shipping Wt. 11 Lbs. #3641.

Buick Trans. Adapters

Same as 3640 except it fits BUICK ROADMASTER transmission. Shipping Wt. 10 lbs. #3648A

Will adapt following transmission to early FORD flange. 34-35 BUICK small; 39-42 BUICK small; 36-55 PONTIAC ALL; 34-48 OLDSMOBILE ALL.
Shipping Wt. 10 lbs.

CHEVROLET



#4041 - 1-piece CHRYSLER to early FORD and MERCURY. Must use Chrysler part #1613713.
Shipping Wt. 9 lbs.

CHRYSLER



#4013 - All CHEVROLET V8 283 cubic inch engines to CHEVROLET "6" passenger car transmission. 40 thru 54
Shipping Wt. 11½ lbs.



CHEVROLET

#4067 - CHEVROLET trans. Bolt Flange to PACKARD Trans.
Shipping Wt. 3½ lbs.

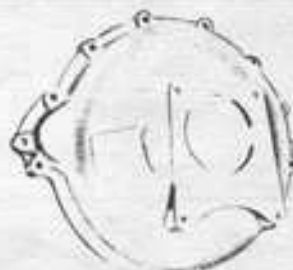


CHEVROLET

#4068 - CHEVROLET Trans. Bolt Flange to STUDEBAKER trans.
Shipping Wt. 4½ lbs.

PONTIAC

#4040 55-60 V8 engines to late FORD & MERCURY transmissions
Shipping Wt. 5½ lbs.



BUICK

#5031 - 57-64 to 49-64 FORD or 51-64 MERCURY transmissions
Shipping Wt. 12 lbs.



OLDS AND BUICK BY-PASS and BLOCK-OFF PLATES



OLDS 59 thru 63

By Pass #5317

Block-off #5318

BUICK 1961-63

By Pass #5331

Block-off #5332

OFFENHAUSER OIL BY-PASS UNITS ohv V8



When switching starter to the right side of the engine, the oil filter has to be removed. If no oil filter is to be used, the Ford oil pressure sending unit may be installed in either the "In" or "Out" openings of the By-Pass Plate. Olds uses stock spring and cap inside by-pass.

#3604 - Oldsmobile thru 1958
#3644 - Chrysler, DeSoto, Dodge, Plymouth (block-off)
#3645 - Chrysler, DeSoto, Dodge, Plymouth
#3639 - Ford, Mercury and Lincoln thru 312
#3646 - Chevrolet V8 1955-65
#3647 - Buick V8 thru 1960
Pontiac Oil By-Pass and Block-Off Plates
#5184 - Pontiac By-Pass all V-8's
#5185 - Pontiac Block-Off all V-8's

Engine Adapters

ADAPTER

Chevrolet transmission to 49-64 Ford or 51-64 Merc. Bellhousing adapter flange.

Part #5173

Shipping Wt. 3½ lbs.

Same as above only reversed to allow late Ford or Merc Trans to be connected to Chev Bellhousing adapter flange.

Part #5204

Shipping Wt. 3½ lbs.



ADAPTER

Chevrolet Transmission to early 1932-48 Ford or 1939-50 Merc. Bellhousing adapter flange.

#5174

Shipping Wt. 8½ lbs.

ADAPTER

Above adapter ¾" shorter for application where spacer plate has been used.

#5174-A

Shipping Wt. 8 lbs.



SPECIAL ADAPTER

Permits use of early Ford clutch release shaft, fork and throwout bearing, when connecting Chevrolet transmission to early Ford and Mercury adapter flange.

Part #5272

Shipping Wt. 8½ lbs.

Same as above except ½" shorter for application where spacer plate has been used.

Part #5272-A

Shipping Wt. 8 lbs.



ENGINE ADAPTER

Chevrolet V8 to 32-48 Ford or 39-50 Mercury Transmission.

Note: Must use Chev. automatic trans. plate.

Part #5192

Shipping Wt. 8 lbs.

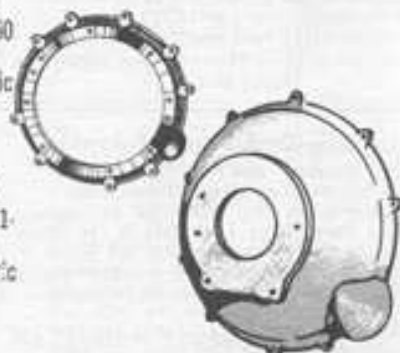
ENGINE ADAPTER

Chevrolet V8 to 49-64 Ford or 51-64 Mercury Transmission.

Note: Must use Chev. automatic trans. plate.

Part #5193

Shipping Wt. 11½ lbs.



ENGINE ADAPTER

Studebaker V8, 1949 - 55 to 32 - 48 Ford or 39 - 50 Mercury trans.

Part #5194

Shipping Wt. 11 lbs.



PONTIAC ADAPTERS

Early Trans

1961-64 Pontiac engines to 32-48 Ford or 39-50 Mercury transmissions.

#5306 Shipping Wt. 10 lbs.

Late Trans

1961-64 Pontiac engines to 49-64 Ford or 51-64 Mercury transmissions.

#5310 Shipping Wt. 14 lbs.



Corvair to Volkswagen

3 TIMES THE HORSEPOWER — EASY TO INSTALL!



5273

5280

ADAPTER

This adapter permits the Corvair engine to be bolted to the Volks transmission complete with special cap screws and grease retainer. Part #5273 Shipping Wt. 11½ lbs.

STARTER ADAPTER

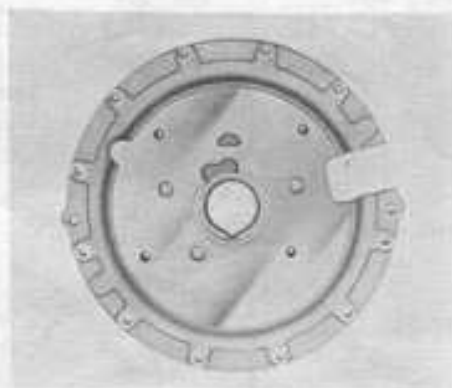
This adapter permits installation of Chevrolet 6 cylinder, 6 volt starter. Part #5280 Shipping Wt. 1½ lbs.

ENGINE ADAPTER 1951-53 CHRYSLER

to the following:

| | |
|---|-------|
| Packard Transmission | #5171 |
| Chev. 37-39 Transmission | #5166 |
| Chev. 40-54 Transmission | #5167 |
| Chev. 55-72 Transmission | #5168 |
| Chev. 55-72 Corvette Transmission | #5168 |
| Chev. 47-63 3 and 4 speed Trans..... | #5168 |
| LaSalle Transmission | #5169 |

Shipping
Wt.
12 lbs.



MORE NEW ENGINE ADAPTERS HOT

CHEVROLET 283-327-350-396-400-427-454 ENGINES
TO ALL 3 & 4 SPEED FORD TRANS. 1965 & UP

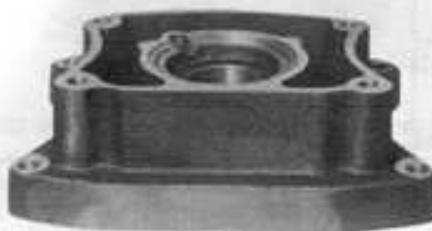
Part No. 5819

Wt. 14 lbs.



COMPLETE ENGINE ADAPTERS TO JEEP AND TOYOTA TRANSMISSIONS

| ENGINE | Part No. 3 Speed T-90 Four Wheel Drive Jeep Trans. | | Wt. | Part No. 3 Speed Toyota Trans. | | Wt. |
|--------------------------------------|---|-----|-----|--------------------------------------|-----|-----|
| | | | | | | |
| Buick '53-'56 | 5833 | 19½ | | 5834 | 17½ | |
| Buick '57-'64 (not V-6 or Alum. V-8) | 5835 | 19½ | | 5836 | 17½ | |
| Cadillac '54 | 5837 | 21 | | 5838 | 19 | |
| Cadillac '55-'64 | 5839 | 19½ | | 5840 | 17½ | |
| Chevrolet V-8 '55-'72 | 5841 | 19½ | | 5842 | 17½ | |
| Chrysler '51-'53 | 5843 | 20½ | | 5844 | 18½ | |
| Chrysler '58-61 "B" Ign. In Front | 5845 | 23½ | | 5846 | 21½ | |
| Ford 292 '54-'64 | 5847 | 21½ | | 5848 | 19½ | |
| Ford '58-'72 332-428 | 5849 | 22 | | 5850 | 20 | |
| Lincoln '58-'61 430 | 5851 | 22 | | 5852 | 20 | |
| Mercury '54-'57 292-312 | 5853 | 21½ | | 5854 | 19½ | |
| Nash-Packard-Hudson '55-'57 | 5855 | 17 | | 5856 | 15 | |
| Oldsmobile '49-'64 | 5857 | 20½ | | 5858 | 18½ | |
| Pontiac '55-'60 | 5859 | 15½ | | 5860 | 13½ | |
| Pontiac '61-'64 | 5861 | 22 | | 5862 | 20 | |
| Studebaker '49-'55 | 5863 | 23 | | 5864 | 21 | |
| With Ignition Mounted on Rear | | | | | | |
| Chrysler '54-'58 | 5871 | 25 | | 5873 | 23 | |
| De Soto '52-'58 | 5865 | 25 | | 5866 | 23 | |
| Dodge '53-'58 | 5867 | 25 | | 5868 | 23 | |



TRANSMISSION BOLT FLANGES TO JEEP & TOYOTA TRANSMISSIONS

| ENGINE | Jeep 3 Speed T-90 Four Wheel Drive | | Wt. | Toyota 3 Speed Trans. | | Wt. |
|---------------------------------------|---|----|-----|-----------------------------|--|-----|
| | | | | | | |
| Chevrolet 283/327-350 | 5824 | 7½ | | N/A | | |
| Ford & Mercury Flat Head | 5825 | 12 | | 5872 | | 10 |
| Ford 289-302 - 65-70 6 Bolt Bell Hsg. | 5826 | 8½ | | N/A | | |
| Ford & Mercury 49-64 | 5920 | 10 | | | | |

Offenhauser® Oil Filter Adapters - Block-Off Plates

OIL FILTER BY-PASS ADAPTERS

Oldsmobile 1949 thru 1958 All No. 100



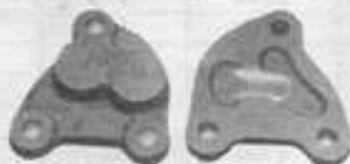
Oldsmobile 1959 thru 1964 All Exc. F-85 No. 101



Oldsmobile 1959 thru 1964 All Exc. F-85 Filter Block-Off Plate No. 101-B



Buick 1961 thru 1964 All Exc. V-6 & 215 V-8 No. 102



Buick 1961 thru 1964 All Exc. V-6 & 215 V-8 Filter Block-Off Plate No. 102-B



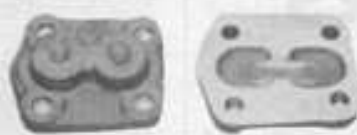
Buick 1953 thru 1960 All Exc. Special No. 103



Buick 1953 thru 1960 All Exc. Special Filter Block-Off Plate No. 103-B



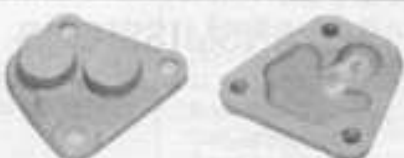
Chrysler Products V-8's 1954-'58 All No. 104



Chrysler Products V-8's 1954-58 All Filter Block-Off Plate No. 104-B



Pontiac 1959-64 All No. 105



Pontiac 1959-64 All Filter Block-Off Plate No. 105-B



"SPIN - ON" BY-PASS ADAPTER

Chrysler V-8 "B" & Hemi 1959-Up
DeSoto All 1958-Up
Dodge V-8 "B" & Hemi 1958-Up
Edsel All 1958-Up
Ford All 1957 (Late)-Up
Lincoln All 1957 (Late)-Up
Mercury All 1957 (Late)-Up
Plymouth V-8 "B" & Hemi 1959-Up
Rambler Ambassador V-6 to Engine No. N-55755 1958-59
Rambler Rebel V-8 to Engine No. G-50370 1958-59
Willys J-100 & G-230 1962-Up

No. 106



FILTER BLOCK-OFF PLATE For cars using 106 No. 106-B



BY-PASS PLATE FORD PRODUCTS All 332-428 & Lincoln 430 No. 107



FORD PRODUCTS FILTER BLOCK-OFF PLATE All 332-428 and Lincoln 430 No. 107-B



(EARLY STYLE REPLACES CANNISTER)



BOLT-ON FILTER BY-PASS KIT CHEVROLET & CORVETTE V-8 1955-67 265-350 C.I.

No. 108 By-Pass
No. 108-B Block-Off



"SPIN - ON" BY-PASS ADAPTER

Buick All V-8 and V-6 1950-Up
Cadillac All 1960-Up
Oldsmobile All 1960-Up
Pontiac All 1960-Up
Rambler Ambassador V-8 No. N-55756 1959-Up
Rambler 6 Cyl. Alum. Block 1961-Up
Studebaker Lark 6 Cyl. No. S-248301 1962-Up
Studebaker Hawk V-8 No. P-90825 1962-Up
Studebaker Avanti V-8 1962-Up

No. 109



"SPIN - ON" FILTER BLOCK-OFF PLATE For cars using 109 adapters No. 109-B

Chevrolet, all late V-8, six cylinder and Vega engines (1968 and Up)

SPIN-ON BY PASS No. 6088
SPIN-ON BLOCK OFF No. 6088-B

NEW CARB ADAPTER**HOLLEY MODEL 2300 CARBS
TO STOCK "IRON DUKE"
INTAKE MANIFOLD**

This Adapter gives added flexibility to carburetion for the "Iron Duke" GM 151 CID Engine. It adapts the Holley Model 2300 (350-500 CFM) carbs to the stock "Iron Duke" intake manifold. Stands about 2 1/4" high. No provisions for Egr. All necessary hardware included.

**Part #6269****CLEVELAND SERIES
CHOKE BLOCK-OFF**

Part #6249
Choke block-off plate for all Cleveland series intake manifolds.

**CARBURETOR STUD,
NUT, AND WASHER
KIT**

This kit includes 4-5/16" Carb Studs, 4 Nuts and 4 Washers. Sets are skin packaged for easy display.

Part # 5898**FORD 332-428**

Valley Cover Breather Hole Block-off Plate for all Intake Manifolds.

**Part # 6032****HEAVY DUTY SINGLE OIL
FILTER MOUNTING BASE****5877**

FOR HP-1 FRAM OR
EQUIVALENT OIL FILTER

Part #5877**HOSE and FITTING KIT**

Highest quality Neoprene 1/2" I.D. Hoses with precision brass ends and fittings. This hose kit is specifically designed to be used with complete line of Offy by-pass adapters and remote oil filter mounting base. 24" hose length.

Part #6067

Beautifully Bubble Packaged

PARTS FOR CORVAIR

ALUMINUM OIL PAN



A functional new oil pan which is finned both inside and out thus providing tremendous heat transfer—bearing life increased. Oil capacity increased by 2 qts. A boss is provided for installation of oil temp. gauge. A must on Super-charged and Hot Corvair engines. All surfaces special polished to a high lustre.

Part #5275

2 qt. larger capacity. Shipping Wt. 9 lbs.

Part #5309

3 qt. larger capacity. Shipping Wt. 10 lbs.

Chevrolet Corvair WING NUTS Part #5195

Highly chromed. Adds that final touch of distinction to your engine. Made especially for air cleaners on the Corvair engines.

Tapped 1/4-20 thread



Corvair to Volkswagen 3 TIMES THE HORSEPOWER — EASY TO INSTALL!



5273

5280

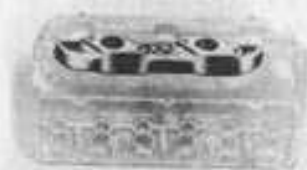
ADAPTER

This adapter permits the Corvair engine to be bolted to the Volks transmission complete with special cap screws and grease retainer. Part #5273 Shipping Wt. 1 1/2 lbs.

STARTER ADAPTER

This adapter permits installation of Chevrolet 6 cylinder, 6 volt starter. Part #5280 Shipping Wt. 1 1/2 lbs.

4 CARB MANIFOLD



Above manifold castings machined for carburetors — Do It Yourself instructions included — necessary to machine heads and Heli-Arc manifold onto them — not advisable unless customer has proper facilities available. Part #5481

BIG CARB ADAPTER



Carb adapter to allow installation of 4 bolt two throat carbs or larger Rochester 2GC type on present cylinder heads. BE SURE to specify type carbs to be used when ordering. Pkgd. per pair. Part #5382 Shipping Wt. 1 lb.

ALUMINUM VALVE COVER



5276

Cure your valve cover oil leaks with this rugged cast aluminum cover. Highly polished fins add rigidity and aid in cooling. Valve noise is also reduced because of the heavy construction. Part #5276 polished, all surfaces. Shipping Wt. 8 lbs.

PONTIAC AND CHEVROLET ADAPTER PLATES



These adapters enable the top water outlet to be placed in a forward position in relation to the engine, otherwise it is necessary to use a flex hose on late model installations.

PONTIAC Part #6098
CHEVROLET Part #6099

JEEP OWNERS ATTENTION!!



For AMERICAN MOTORS V-8 JEEPS
This top water outlet riser and choke block-off plate is necessary when installing an Offenhauser Intake Manifold on these models. Part #6094

WING NUTS FOR VALVE COVERS

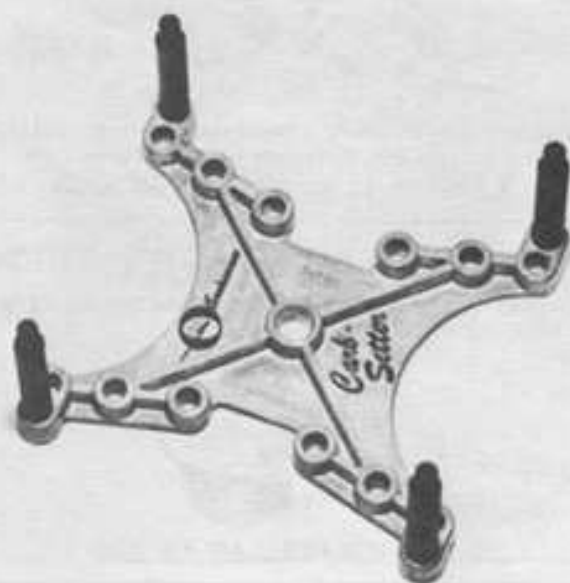


Highly chromed — very popular — adds that final touch of distinction to your custom engine.

*3509 — Tapped 5/16-24 thread

*3510 — Tapped 3/8-24 thread

CARB SETTER



An efficient, easy to handle tool that will hold most of the popular type carburetors in an upright position. You will be amazed how much faster you can repair and assemble a carburetor with this handy tool.

3475 Now Drilled to Accept All Holley Carbs.

MAIN CAP SUPPORTS

No longer necessary to install heavy Main Caps — these supports constructed of special steel complete with heat treated cap screws have been tested and proven on engines with outstanding HORSE POWER OUTPUT.

| Engine | Part # |
|--|--------|
| Ford and Mercury 59-A Blocks, Front and Center | 3407 |
| Ford and Mercury B-BA Blocks, Front and Center | 3408 |
| Chevrolet OHV-V8 265, 283, 327 & 350 | 3650 |
| Oldsmobile OHV-V8 thru 1958 | 3651 |
| Oldsmobile 1959-64 | 5252 |
| Pontiac OHV-V8 thru 1958 | 3652 |
| Pontiac OHV-V8 1959 and later | 5036 |
| Ford 260-289 | 5586 |
| Cadillac OHV-V8 | 3937 |
| Dodge and DeSoto OHV-V8 | 3938 |
| Chrysler 59-60 | 5023 |



Average Shipping Wt. 3 lbs.

CHEV FRONT COVER

accepts Stock Water Pump
Chevrolet OHV-V8 265, 283, 327
This polished aluminum cover enables the user to change or time the camshaft without removing the pan. Stock water pump can be used after pressing hub back approximately 9/16".
Use Chevrolet pulley #3724816.
Part #5770, Wt. 4-1/2 lbs.



CHEV FRONT COVER

Featuring a large polished aluminum cover plate which enables camshaft to be easily removed or timing to be changed without having to remove pan. Fits Chev V8 engines — 265, 283, 327. Shipping Wt. 4 1/2 lbs.
#5312



AIR SCOOPS

This beautiful Aluminum finned "HIGH-LIGHT POLISHED" scoop can be adapted to most hoods with very slight modification. A "MUST" for the REAL GOERS". Shipping Wt. 4 1/2 lbs.
Part #5285



THERMOSTAT CONTROL BODY

This dual purpose unit is the answer where log type manifolds or special carburetion is used on an engine where no provision has been made for heat control. Fits standard top water outlet and thermostat on Chevrolet. Has provision for temperature sending unit — also provides for heater take-off.



#5308 ... Shipping Wt. 1 1/2 lbs.

DEGREE WHEELS

Polished aluminum, very accurate, calibrated 360° in 5° increments. These will be available in three different crankshaft sizes, as follows:

| Part # | Crankshaft Size |
|--------|-----------------|
| 5032 | 1 1/4" |
| 5033 | 1 1/2" |
| 5034 | 1 3/4" |

Shipping Wt. 1 lb.



BLOCK OFF PLATES

Fuel pump block off plates for following:
42-48 Ford and Mercury Flathead

- # 5265 _____
Most all O.H.V. Engines
5266 _____
"327" and 283 cu. in. Chevrolet
5267 _____



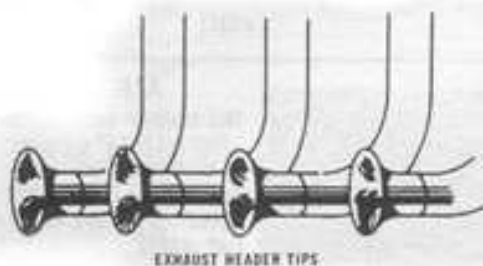
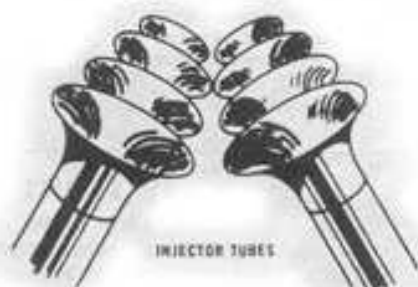
5266

5267

 **Offenhauser**

The Greatest Name in Racing

INTAKE AND EXHAUST HEADER TIPS



For maximum performance — DO IT YOURSELF!!! — Smooth finish steel for plating — Heavy gauge for easy welding.

May be used as injector tubes or exhaust header tips as shown above.

| Part # | Size |
|--------|---|
| 4026 | 1 5/8" O.D. x 1 1/2" I.D. x 1 3/4" long |
| 4027 | 1 3/4" O.D. x 1 5/8" I.D. x 1 3/4" long |

QUAD VELOCITY STACKS



Provides proper air velocity for 4 throat carbs! These polished aluminum stacks fit most Rochester, Carter, and Holley four barrel carbs.

#5314 inside dia. at base 4-3/16" #5315 inside dia. at base 5"

TWO BARREL VELOCITY STACK

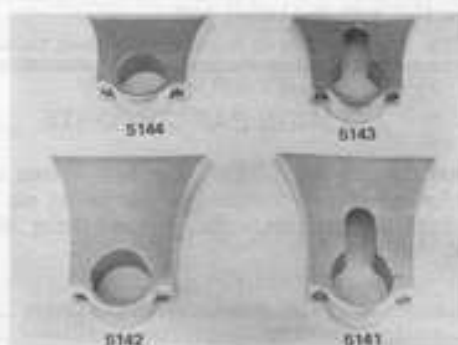
This polished chrome steel stack is for 2-5/8" diameter Stromberg and Ford Holley two barrel carbs.



#4030 REGULAR—1 1/2" high

STEERING COLUMN DROPS

Beautiful cast polished aluminum steering drops for Ford—with or without column shift. Can be reworked to fit other makes of cars.

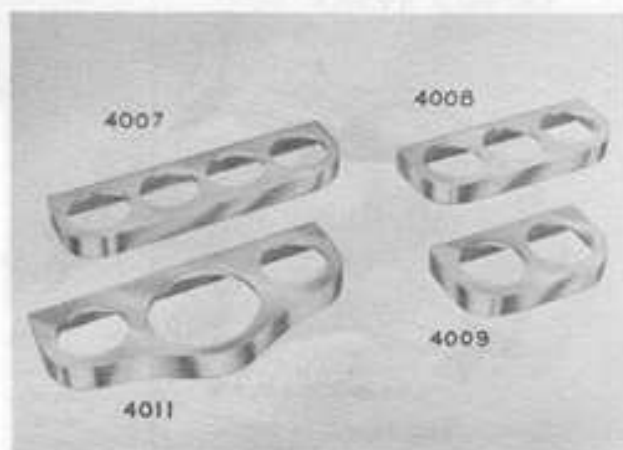


#5141—4" Drop—Column and Shift
 #5142—4" Drop—Column only
 #5143—2" Drop—Column and Shift
 #5144—2" Drop—Column only

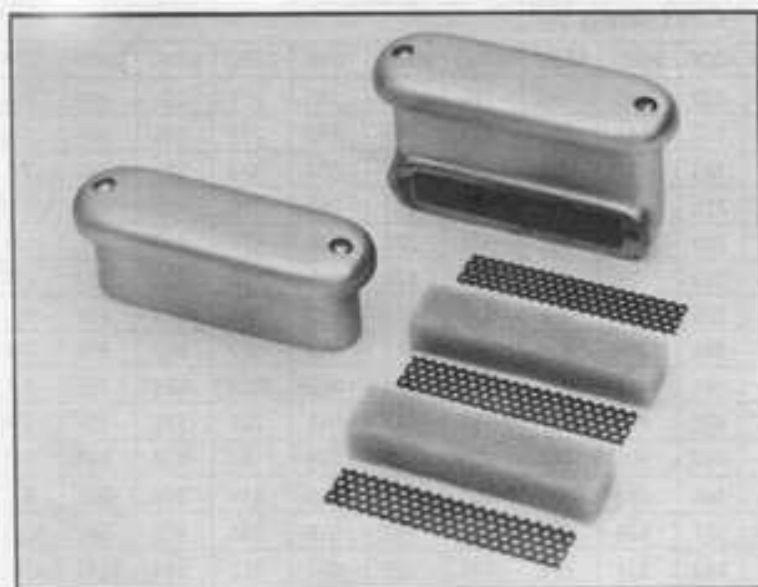
DEEP DISH DASH PANELS!

Polished Aluminum for Dragsters, Customs, Sports Cars, Boats, etc.

| WITHOUT LIGHTS | WITH LIGHTS | Size Gauges |
|----------------|--------------------------|---------------------------------------|
| Part # | Part # | |
| 4007 | 4007-L | 4-21/16" |
| 4008 | 4008-L | 3-21/16" |
| 4009 | 4009-L | 2-21/16" |
| 4010 | 4010-L | 2-21/16" & 1-33/8" |
| 4011 | 4011-L | 2-25/8" & 1-33/8" |
| 4012 | 4012-L | 2-21/16" & 1 size for Keltronic Tach. |
| 5026 | 5026-L | 2-25/8" |
| 5027 | 5027-L | 3-25/8" |
| 5046 | — DASH PANEL LIGHTS ONLY | |



KING SIZE FILTERED BREATHERS!!



NEW 5" HIGH RISE



Filtered, Two Piece, 30 Degree Angle, Vertical Breather,

Contains same quality parts as super sellers 5408-5409- & 5410.

6156

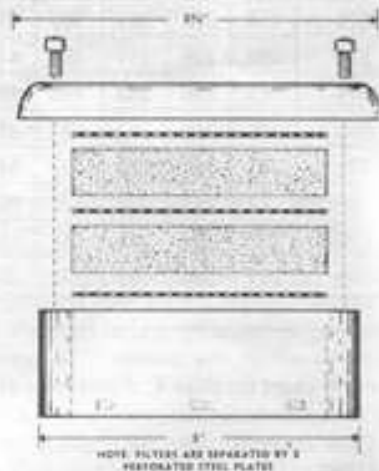
Great for higher compression engines.

POLISHED ALUMINUM

We can now offer you a breather with this new design to protect your engine from dust and foreign particles that is not a feature of other breathers being manufactured.

Filters are Polyurethane foam which has a high dust capacity, 97% of the volume is air space, giving it enormous dust retention capacity. Etched strands provide for "depth loading" and arrestance of dust up to twice the weight of the foam pad itself.

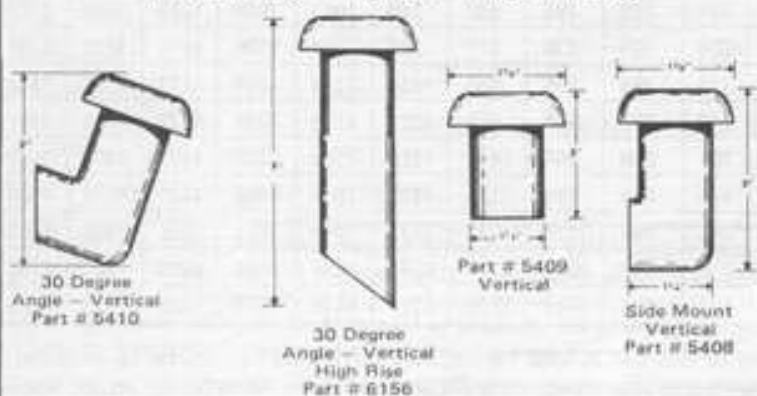
Easy to clean - resists most common detergents and solvents. So tough it can be handled without special care. Can be wrung dry and within minutes it is ready for continued service.



This rocker arm cover and valley cover engine breather is made of high quality aluminum polished all over and is adaptable to any type or make of covers and engines. Furnished with gaskets and bolts. Includes template for drilling.

- Part #5408 . . . Breather Side Mount Vertical
 - Part #5409 . . . Breather Vertical
 - Part #5410 . . . Breather 30 degree angle
 - Part #6156 . . . Breather 30 degree angle high rise
- Shipping Wt. 1 lb.

IT BREATHES - IT'S NEW - IT'S AMAZING



here's a crankcase breather that actually breathes!

OFFENHAUSER'S superior baffle design insures open air passages at all times - no oil leakage even at extremely high rpm's.



Ordinary breathers



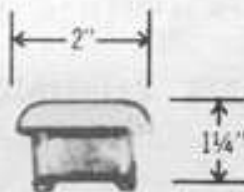
OFFENHAUSER aluminum breather, highly polished, complete with gasket, bolts and mounting instructions - available at your distributor

Shipping Wt. 1 1/2 lbs.

Part No. 4039

SMALL BREATHER

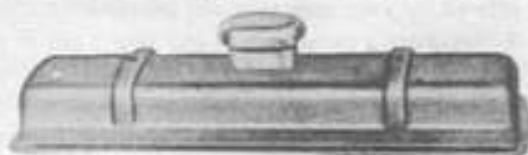
Not a false! Polished aluminum "Gets the Job Done." Approximately 2" wide at top, 1 1/4" high. Complete with Installation Instructions and Gaskets.



Part #3661JR

Shipping Wt. 1 lb

BREATHER, polished aluminum



- Designed to Relieve Pressure in Valve Covers
 - Gives Your Engine that Professional Appearance
 - Very Popular - Attractive
 - Mounts on Most Stock Valve Covers. Small - easy to install
- If breathers are to be installed on custom style valve covers, it will be necessary to remove a fin.

#3661 - Breather Shipping Wt. 1 lb

OFFENHAUSER'S GUIDE TO PROPER CARBURETION

| ENGINE C.I.D. | ENGINE R.P.M. | | | | | | | | | | | | | | | | |
|------------------|---------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| | 1000 | 1500 | 2000 | 2500 | 3000 | 3500 | 4000 | 4500 | 5000 | 5500 | 6000 | 6500 | 7000 | 7500 | 8000 | 8500 | 9000 |
| 100 | 29 | 44 | 58 | 72 | 87 | 101 | 116 | 130 | 145 | 159 | 174 | 188 | 203 | 217 | 231 | 246 | 260 |
| 125 | 36 | 54 | 72 | 90 | 109 | 127 | 145 | 163 | 181 | 199 | 217 | 235 | 253 | 271 | 289 | 307 | 326 |
| 150 | 43 | 65 | 87 | 109 | 130 | 152 | 174 | 195 | 217 | 239 | 260 | 282 | 304 | 326 | 347 | 369 | 391 |
| 175 | 51 | 76 | 101 | 127 | 152 | 177 | 203 | 228 | 253 | 279 | 304 | 329 | 354 | 379 | 405 | 430 | 456 |
| 200 | 58 | 87 | 116 | 145 | 174 | 203 | 231 | 260 | 289 | 318 | 347 | 376 | 405 | 434 | 463 | 492 | 521 |
| 225 | 65 | 98 | 130 | 163 | 195 | 228 | 260 | 293 | 326 | 358 | 391 | 423 | 456 | 488 | 521 | 553 | 586 |
| 250 | 72 | 109 | 145 | 181 | 217 | 253 | 289 | 326 | 362 | 398 | 434 | 470 | 506 | 543 | 579 | 615 | 651 |
| 275 | 80 | 119 | 159 | 199 | 239 | 279 | 318 | 358 | 398 | 438 | 477 | 517 | 557 | 597 | 637 | 676 | 716 |
| 300 | 87 | 130 | 174 | 217 | 260 | 304 | 347 | 391 | 434 | 477 | 521 | 564 | 608 | 651 | 694 | 738 | 781 |
| 325 | 94 | 141 | 188 | 235 | 282 | 329 | 376 | 423 | 470 | 517 | 564 | 611 | 658 | 705 | 752 | 799 | 846 |
| 350 | 101 | 152 | 203 | 253 | 304 | 354 | 405 | 456 | 506 | 557 | 608 | 658 | 709 | 760 | 810 | 861 | 911 |
| 375 | 109 | 163 | 217 | 271 | 326 | 380 | 434 | 488 | 543 | 597 | 651 | 705 | 760 | 814 | 868 | 922 | 977 |
| 400 | 116 | 174 | 231 | 289 | 347 | 405 | 463 | 521 | 579 | 637 | 694 | 752 | 810 | 868 | 926 | 984 | 1042 |
| 425 | 123 | 184 | 246 | 307 | 369 | 430 | 492 | 553 | 615 | 676 | 738 | 799 | 861 | 922 | 984 | 1045 | 1107 |
| 450 | 130 | 195 | 260 | 326 | 391 | 456 | 521 | 586 | 651 | 716 | 781 | 846 | 911 | 977 | 1042 | 1107 | 1172 |
| 475 | 137 | 206 | 275 | 344 | 412 | 481 | 550 | 618 | 687 | 756 | 825 | 893 | 962 | 1031 | 1100 | 1168 | 1237 |
| 500 | 145 | 217 | 289 | 362 | 434 | 506 | 579 | 651 | 723 | 796 | 868 | 940 | 1013 | 1085 | 1157 | 1230 | 1302 |
| 525 | 152 | 228 | 304 | 380 | 456 | 532 | 608 | 684 | 760 | 836 | 911 | 987 | 1063 | 1139 | 1215 | 1291 | 1367 |
| 550 | 159 | 239 | 318 | 398 | 477 | 557 | 637 | 716 | 796 | 875 | 955 | 1034 | 1114 | 1194 | 1273 | 1353 | 1432 |
| 575 | 166 | 250 | 333 | 416 | 499 | 582 | 666 | 749 | 832 | 915 | 998 | 1081 | 1165 | 1248 | 1331 | 1414 | 1497 |
| 600 | 174 | 260 | 347 | 434 | 521 | 608 | 694 | 781 | 868 | 955 | 1042 | 1128 | 1215 | 1302 | 1389 | 1476 | 1563 |
| 625 | 181 | 271 | 362 | 452 | 543 | 633 | 723 | 814 | 904 | 995 | 1085 | 1175 | 1266 | 1356 | 1447 | 1537 | 1628 |
| 650 | 188 | 282 | 376 | 470 | 564 | 658 | 752 | 846 | 940 | 1034 | 1128 | 1223 | 1317 | 1411 | 1505 | 1599 | 1693 |
| 675 | 195 | 293 | 391 | 488 | 586 | 684 | 781 | 879 | 977 | 1074 | 1172 | 1270 | 1367 | 1465 | 1563 | 1660 | 1758 |
| 700 | 203 | 304 | 405 | 506 | 608 | 709 | 810 | 911 | 1013 | 1114 | 1215 | 1317 | 1418 | 1519 | 1620 | 1722 | 1823 |

Using engine capacity and carburetor flow (converted to volume) as base figures, this complicated computer formula was designed to aid in the proper Offenhauser manifold and carburetor selection. (Refer also to the Offenhauser intake manifold selection chart on page 4. Additional carburetion information also appears there.)

The above carburetion guide is based on single quad manifold applications. For engines capable of dual quad manifolds, double the CFM listed for your application.

To find the correct size carburetor in cubic feet to use with an Offenhauser manifold, look down the column marked (Engine C.I.D.) Find the displacement nearest to your engine. Then look across the column marked (Engine R.P.M.) Locate the maximum R.P.M. capability of your engine, and where the engine C.I.D. and engine R.P.M. intersect is the minimum size carburetor in cubic feet to use on your engine for street or strip applications.

EXAMPLE: A 350 C.I.D. Chevrolet capable of 6500 R.P.M. would require a minimum carburetor size of 658 cfm, rounded off to 650 cfm.

A 350 C.I.D. Chevrolet modified and capable of 8500 R.P.M. using an Offenhauser dual manifold setup would require each four barrel carburetor to be a minimum of 861 cfm, rounded off to 850.

CARBURETION TUNING TIPS

In order to obtain all of the performance engineered into your OFFENHAUSER 360° Manifold, the following tuning tips are offered for your assistance and convenience.

1. Installing a carburetor of too large a size or CFM rating to properly match the size of engine will result in poor performance due to over-carburetion. Select the proper carburetion for the manifold and engine combination from the enclosed listings.
2. Carburetor jetting has to be altered to suit both differences in altitude and temperatures.
3. Average suggested jet size changes to compensate for temperature and altitude are as follows: Approximately three (3) thousandths leaner for each 1000 feet increase in altitude above sea level. One (1) thousandths leaner for each 30 degrees of temperature increase above a 70° average.
4. Changes in cam timing to the racing type also affect carburetor size and jetting. High lift and long duration cams need to run richer than stock.
5. Installing headers also tends to lean out the carburetion from stock so that the type of headers will also alter the amount of change.

NOTE: When any high performance or custom equipment is installed on any engine intended for use on public streets and highways, be sure to reconnect all of the emission control devices completely before operating the vehicle.

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DON'T BE MISLEAD

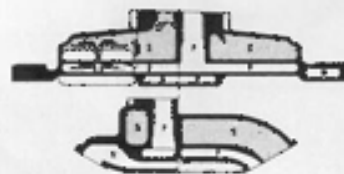
OFFENHAUSER is the only manifold manufacturer that maintains specific machines and qualified operators to produce their superior quality merchandise. Plus a control system that gives each item a personal inspection. Other manifold manufacturers, even though they will not admit it, are producing their parts on completely automated machines which results in the loss of maintaining precision tolerances. Therefore their products could not be compared with the high quality of tolerances we maintain.

Some manifold manufacturers are producing highly restricted intake manifolds and claiming fantastic mileage performance. They fail to inform the potential customer that this smaller port size limits RPM to the 4000 range. Furthermore, the overall HP curve offers no improvement over the stock factory equipment and requires a special carburetor.

The Dual-Port manifold with its patented design is not held within these limits. Overall performance from low

to maximum RPM's is stronger simply because of its unique design of being two separate intake manifolds. The primary is completely independent from the secondary portion resulting, in most cases, to be able to use your present carburetor and getting better gas mileage plus maximum performance with a minimum cash outlay.

There are over 110 different Dual-Port manifolds for 4, 6 and 8 cylinder engines available at your nearest dealer.



For the name of a dealer in your area, send a stamped, self-addressed envelope today.

CALIFORNIA CUSTOMERS — PLEASE NOTE

Vehicles that are sold in the state of California and are used for driving on city and state highways must have the emissions equipment working as they were equipped from the factory.

If the vehicle came equipped with a single barrel or a 2 barrel carb, and a 2 barrel or 4 barrel is not offered as a factory option in California, then a carburetor of different size and type can only be used for off-road or racing applications.

OVER 30 YEARS EXPERIENCE

DUAL PORT V-6 & V-8

DUAL PORT MINI-CAR

360° EQUA-FLOW

SINGLE QUAD/DUAL QUAD

HIGH RISE/LOW PROFILE

TURBO-THRUST

SUPER SONIC

PORT-O-SONIC

DIAL-A-FLOW

"C" SERIES MINI-CAR

LOW PROFILE RAM

Check catalog for listings of other types of manifolds for older applications.
Ford and Mercury cylinder heads and flathead accessories still available too!

