



AUTOMOTIVE PERFORMANCE PRODUCTS

COMPLETE CATALOG

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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.

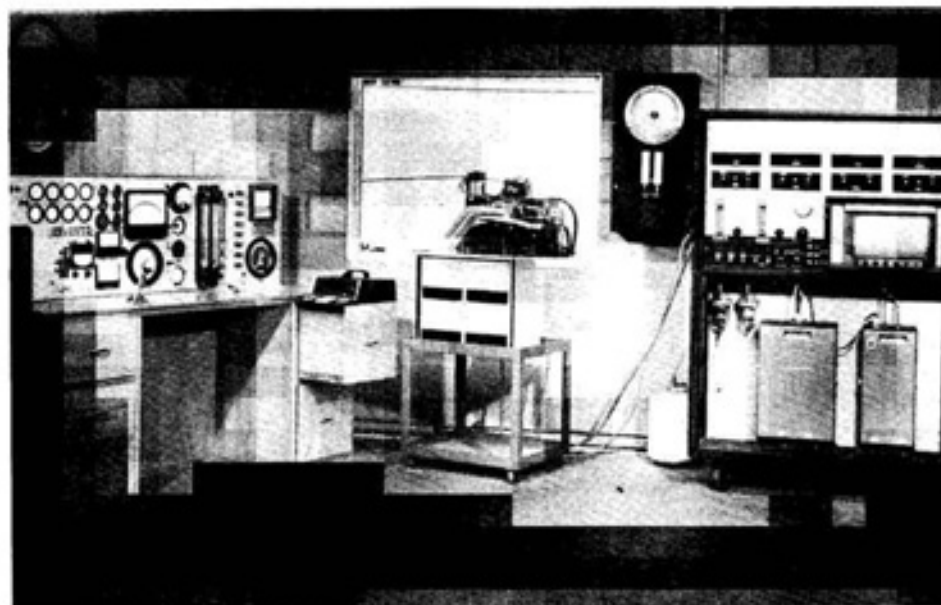
In charge of Production and Quality Control, Jim Offenhauser organizes and directs a large staff of skilled workmen as he works to maintain the Offenhauser reputation for first class technology and product quality.

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.

ENGINE SERIES	MANIFOLD STYLE													
	DUAL PORT	"C" SERIES	PORT-SONIC	SUPER SONIC	DUAL-A-FLOW	TURBO-THRUST	360° EQUA-FLOW ①②	360° EQUA-FLOW ①②	DUAL QUAD (Low Profile) ①	DUAL QUAD (High Rise) ①	TRIPLE MANIFOLD	F/M QUAD MANIFOLD	LOW PROFILE RAM	4 CARB PACESETTER
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 400-455						18	18		22					
BUICK/OLDS/PONTIAC V8	6	19				19								
BUICK/OLDS 215 C.I. ALUMINUM V8						21				24				
CADILLAC V8 1949-60										29	29			28
CHEV 1937-59										29	29			
CHEV 6 CYL 230-250-292						25				25	25			
CHEV 265 C.I. 1955-56										24				
CHEV 283-400	7		17	17	27	14	18	18	21	22		26	22	28
CHEV 348									21	22				28
CHEV 396-454	7		17	17	27	14	18	18	21	22			22	28
CHEV V6 173 C.I. 60"	5													
CHEV CORVAIR														46
CHEV LUV	10/11													
CHEV VEGA	11													
CHRYSLER 1951-58 (HEMI ENGINE)														28
CHRYSLER 273 (THRU '65)	7					18		21	22					28
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 1938-56										29				
DODGE V8 (1953-56) (EXC 500 SERIES)										28				
DODGE 1955-57 (315 C.I.)									28		28			
F/M 1932-53 (FLATHEAD)										32	32	32		
FORD 6 OHV 1952-59										29	29			
F/M 239 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 170-200 C.I.)											25			
FORD 6 CYL (170-250 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 V8 2800 cc	6													
FORD V8 2600 cc	6													
GM 151 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		24				28
OLDS 1957-58										24				28
OLDS 1959-64								21	22	24				28
OLDS 330-403	7					18	18	21	22					
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								21	22	24				28
PONTIAC 326-455	7					18	18	21	22					
ROVER V8 3.5L (215 C.I.)	7					21								
STUDEBAKER 6 CYL 1939-56										29				
TOYOTA 4 CYL 1600/1800 cc	13	13												
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.

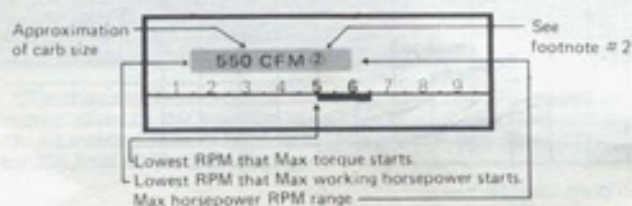
② LOW PROFILE MODELS, Page 21.

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 ② 4 CYL 4 BBL VEGA, FORD 4 CYL ② 4 CYL 4 BBL TOYOTA, DATSUN, LUV ② 6 CYL 4 BBL	2 STG. 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 9 400 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 9 600 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 ^② BUICK/JEEP V6 MUSTANG/CAPRI	465 CFM ^② 1 2 3 4 5 6 7 8 9 2 STG. 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 5200 ^② 1 2 3 4 5 6 7 8 9 WEBER 32/36 ^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	HOLLEY 5200/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 ^{① 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 II 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	V6 400 CFM ^② 1 2 3 4 5 6 7 8 9 500 CFM ^② 1 2 3 4 5 6 7 8 9 V8 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 ^⑤ 1 2 3 4 5 6 7 8 9 780 CFM ^⑤ 1 2 3 4 5 6 7 8 9
360° EQUA-FLOW 6 CYL. SINGLE QUAD	465 CFM ^② 1 2 3 4 5 6 7 8 9 550 CFM ^{② ③} 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 650 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 650 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

- ① Heavy vehicles using automatic transmission.
- ② 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.
- ③ Under 300 cu. in., use 465 CFM. Anything over, use size recommended in catalog.
- ④ 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 inserts.
- ⑤ Applies to V8's only.
- ⑥ 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 16 for EGR valve adapter kits.

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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.*

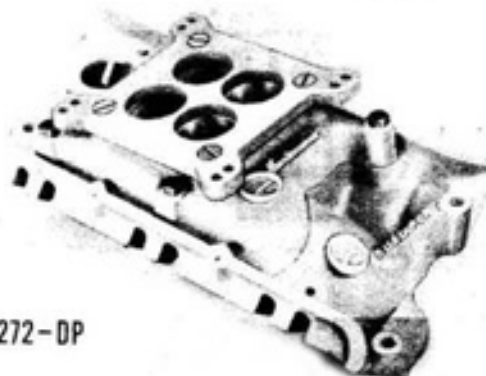
*Distance between carb centers on manifolds is 8 1/4". Holley carbs requiring extra space must be mounted sideways using OFFY part #5832 carb adapters and #5967 linkage. This applies to #6274 and #6275 only.

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 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/Jep, 198 C.I., 1962-63
- *6035-DP Buick/Jep, 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

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- 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	
	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.	
6007-DP	CHEVROLET 262-400 Std. 4 bbl Carb	
6008-DP	CHEVROLET 262-400 Spread-Bore Qjet Carb	
	NOTE: 6007-DP and 6008-DP come Std. without oil hole. Can be ordered "with oil" at no extra charge.	
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)	
	NOTE: Late Ford 351 Windsor engines have 12 bolt heads. Proper manifolds are 6139-DP and 6140-DP. Be sure to check.	
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	
	NOTE: Will not accept stock Ford Motorcraft Spread-Bore Carb	
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	
	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.	
6061-DP	FORD 429-460 Cobra Jet (Not Boss) Spread-Bore Qjet Carb	
	NOTE: Will not accept stock Ford Motorcraft Spread-Bore Carb.	
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.

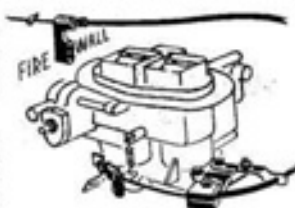
The two barrel mini Dual Ports come standard (order "DP") to accept the stock 2 stage carburetor. However, as an alternative, most can be drilled at the factory to accept the Holley 5200 series (order "DPH") or the Weber 32/36 series (order "DPW") at no extra charge.

"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



No. 6240

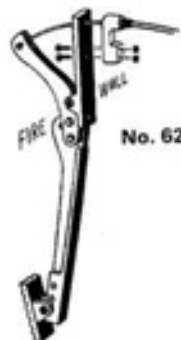
PART NO.	DESCRIPTION
6176	1" Holley Carb Spacer (pictured). Recommended — See above
6250	1/2" Holley Carb Spacer
6230	Universal Cable Linkage Accessory Kit (illustrated). Recommended — See above
6232	1" Offset Riser (Used in place of No. 6176 on later Courier/Mazda OHC Engines where cam cover is wider 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. 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)
6236	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)

"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)

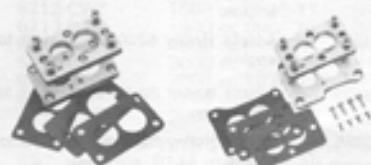
The "C" Series for the Weber 32/36 must be ordered as "CW". A Weber riser plate No. 6239 is included with the "CW" to ensure linkage clearance. A universal linkage accessory kit is also available for cable operated applications/conversions.

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.

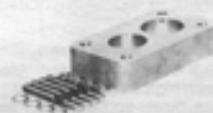
MATCH TO		MANIFOLDS (4 CYL 2 BBL MODELS)				
		STOCK MANIFOLD	"DP" DUAL PORT STOCK CARB	"DPH" DUAL PORT HOLLEY CARB	"DPW" DUAL PORT WEBER CARB	"C" SERIES
C A R B T Y P E	STOCK (3-1/8" x 1-3/4")			6235A (1" offset)	6236A (1" offset)	Not Advisable
	HOLLEY 5200 SERIES	6237 (1" offset) 6252 (1" sandwich) 6254 (1" sandwich) Toyota 20R 6256 (1" sandwich) Toyota 22R 6240H (Stock Courier 2300)	6235 (1" offset) 6252 (1" sandwich) 6254 (1" sandwich) Toyota 20R 6256 (1" sandwich) Toyota 22R	6176 (1" spacer) 6232 (1" offset) (Late Courier/Mazda)	6176 (1" spacer) (Blend venturis to match)	6229 (1" spacer) 6233 (1" offset)
	WEBER 32/36 SERIES	6238 (1" offset) 6251 (1" sandwich) 6253 (1" sandwich) Toyota 20R 6255 (1" sandwich) Toyota 22R 6240W (Stock Courier 2300)	6236 (1" offset) 6251 (1" sandwich) 6253 (1" sandwich) Toyota 20R 6255 (1" sandwich) Toyota 22R	6234 (1/2" spacer) 6232 (1" offset) (Late Courier/Mazda)	6234 (1/2" spacer) (Included with "DPW")	6239 (1/2" spacer) 6233 (1" offset) (Late Courier/Mazda)
	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"

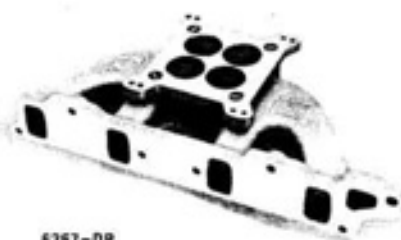
These 4 bbl Dual Ports are the newest addition to the comprehensive line of 2V and 4V Offy manifolds for domestic and import 4 cylinder applications. REAL performers, each has achieved a hefty horsepower increase with low and mid RPM range torque gains you can really feel! Complete dyno and street tests 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)



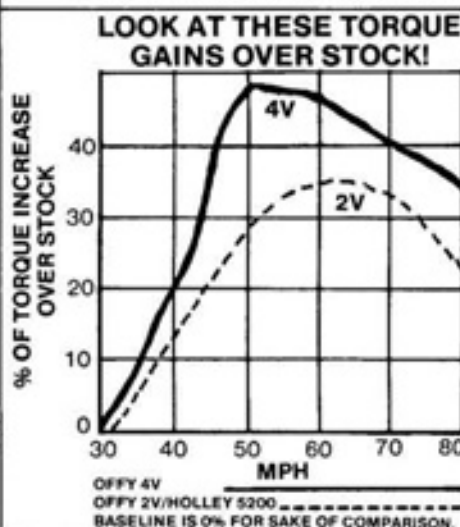
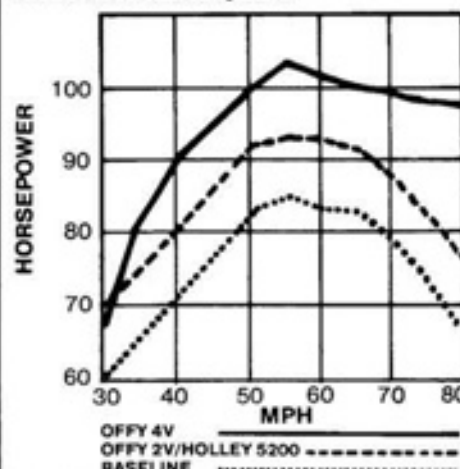
6270-DP

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.



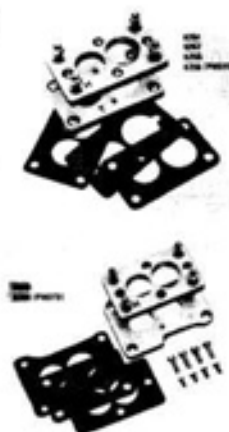
NEW "MINI" CARB ADAPTERS

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 1/2" x 1 1/2" base. Includes Datsun 1600/1800/2000cc, Chevy Luv, Ford Courier/Mazda 1800 & 2000cc, Toyota 1600/1800cc Hemi, early Toyota 18RC.
6252	Adapts Holley 5200 series carb to stock 3 1/2" x 1 1/2" 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.

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	
6059-DP	1972-75	(Stock 2 STG Carb)
		(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)
		(Use EGR from '77 or '78 models)
6203-DPH*	1976 and later	(Holley 5200 Carb)
6203-DPW*	1976 and later	(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
6204-C*	1976 and later (Holley 5200)
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. 5998-DP



No. 6047-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	
6002-DP	1600 cc 1968-74	(Stock 2 STG Carb)
6002-DPH*	1600 cc 1968-74	(Holley 5200)
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.		
6144-DP	2000 cc 1974-75	(Stock 2 STG Carb)
6144-DPH*	2000 cc 1974-75	(Holley 5200)
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	
6211-C*	1600 cc 1968-74	(Holley 5200)
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 3/4" across the EGR pad on the stock manifold, use a No. 6178 manifold. If it measures 5 1/4", 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.

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.

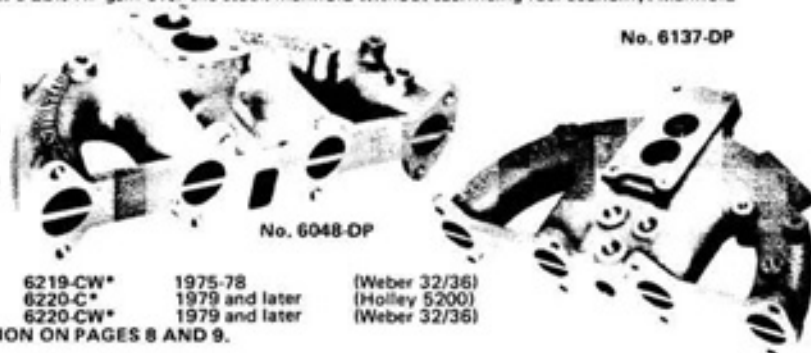
DUAL PORT - 2 BBL

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)
6218-CW*	1971-74 (Weber 32/36)
6219-C*	1975-78 (Holley 5200)
6219-CW*	1975-78 (Weber 32/36)
6219-CW*	1979 and later (Holley 5200)
6219-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*	1970-74 (also fits 18RC) (Weber 32/36)
6136-DP	1975-77 (also fits 20R) (Stock 2 STG Carb)
6136-DPH*	1975-77 (also fits 20R) (Holley 5200)
6136-DPW*	1975-77 (also fits 20R) (Weber 32/36)
6179-DP	1978-79 (fits 20R) (Stock 2 STG Carb only)
6223-DP	1980 (fits 20R) (Stock 2 STG Carb only)

Check with manufacturer for DPH or DPW info.
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)

① 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)

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.)

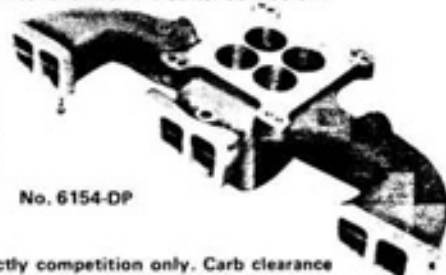
PART NO.	APPLICATION
6154-DP	1968-74 (NOTE: 1974 Landcruisers with mechanical linkage must use cable linkage from 1973 FJ 40 model.)
6155-DP	1975-76 (NOTE: Must install cable linkage from 1973 FJ 40 in place of stock mechanical linkage. All models with standard vacuum brake booster can take either Holley 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

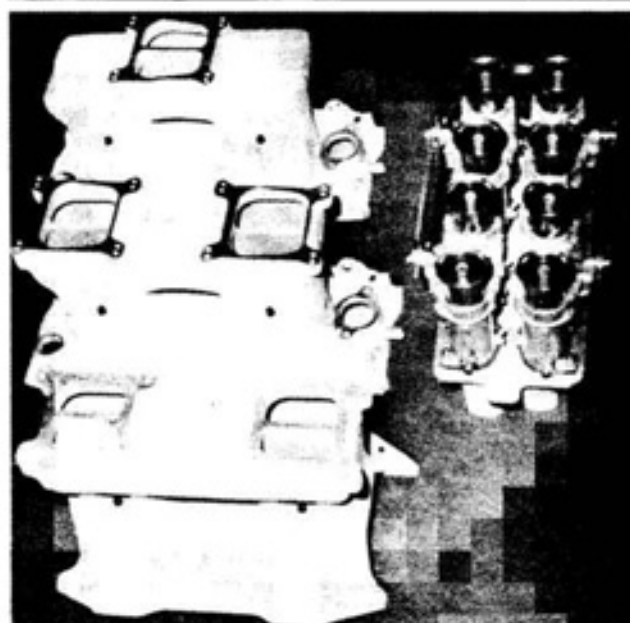
The "C" Series is geared for greater mid and high range torque gains than the Dual Port. This is strictly competition only. Carb clearance problem and linkage mods same as for DP series. See above.

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 *



TORQUE AND POWER RANGE INFORMATION ON PAGE 4

CHEVROLET #5904 Base Only
 396-454 #5905 Single Quad Top
 (Large Rect. Port) #5906 Dual Quad Top
 #5907 Thermo Quad Dual Top
 #5977 4 Weber Carb Top
 #5926 Holley 4500 Single Top

CHEVROLET #6161 Base Only
 396-454 #6162 Single Quad Top
 (Oval Port) #6163 Dual Quad Top
 #6164 Thermo Quad Dual Top
 #6165 4 Weber Carb Top
 #6166 Holley 4500 Single Top

CHEVROLET #5921 Base Only
 283-400 #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



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

CHRYSLER #5940 Base Only
 340-360 #5941 Single Quad Top
 (See Note) #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 #5908 Base Only
 383-400 #5909 Dual Quad Top
 (See Note) #5910 Single Quad Top
 #5989 Thermo Quad Dual Top
 #5979 4 Weber Carb Top
 #5927 Holley 4500 Single Top

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.

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*

15

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

CHRYSLER 413-440 (See Note page 14)

#5911	Base Only
#5912	Dual Quad Top
#5913	Single Quad Top
#5990	Thermo Quad Dual Top
#5980	4 Weber Carb Top
#5928	Holley 4500 Single Top

CHRYSLER 426 HEMI

#5944	Base Only
#5945	Single Quad Top
#5947	Dual Quad Top
#5995	Thermo Quad Dual Top
#5985	4 Weber Carb Top
#5946	Holley 4500 Single Top

BOAT RACERS . . . ATTENTION!!

For TURBO
THRUST BASES



Part #6104

At Last! A high torque top for engines needing more at the lower R.P.M. ranges mainly for Jet type drive units yet maintains perfect performance at top R.P.M. CARBURETOR RECOMMENDATION IS 800-850 CFM FOR PROP DRIVEN AND 650-700 CFM FOR JET DRIVE.

Part #6101 Part #6102 Part #6103 Part #6104



FORD 289-302

#5914	Base Only
#5915	Dual Quad Top
#5916	Single Quad Top
#5991	Thermo Quad Dual Top
#5981	3 Weber Carb Top
#5929	Holley 4500 Single Top
#6102	Spec. Single Quad Top

FORD 302 (Boss)

#5931	Base Only
#5932	Single Quad Top
#5934	Dual Quad Top
#5992	Thermo Quad Dual Top
#5982	3 Weber Carb Top
#5933	Holley 4500 Single Top
#6102	Spec. Single Quad Top

FORD 351 Cleveland (Boss)

#5935	Base Only
#5936	Single Quad Top
#5938	Dual Quad Top
#5993	Thermo Quad Dual Top
#5983	3 Weber Carb Top
#5937	Holley 4500 Single Top
#6102	Spec. Single Quad Top

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
MANIFOLD



FORD 429-460 Wedge Cobra Jet (not Boss) 1971 and later

#5971	Base Only
#5972	Single Quad Top
#5973	Holley 4500 Single Top
#5974	Dual Quad Top
#5975	Thermo Quad Dual Top
#5986	4 Weber Carb Top

OLDSMOBILE 400-455 NO HEI

#6082	Base Only
#6083	Single Quad Top
#6084	Dual Quad Top
MUST MOUNT HOLLEYS SIDEWAYS	
#6085	Thermo Quad Dual Top
#6086	3 Weber Carb Top
#6087	Holley 4500 Single Top
#6104	Marine Single Quad Top

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

PART NO.
#5904-G, 6161-G
#5908-G, 5911-G
5944-G & 5971-G
#5914-G, 5921-G, 5931-G
5935-G, 5940-G & 6082-G



5904G, 6161G



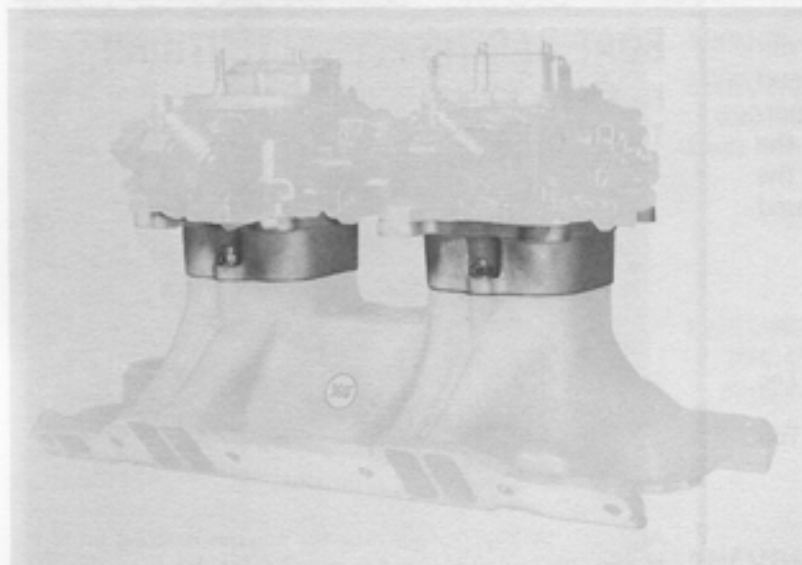
5908G, 5911G, 5944G
& 5971G



5914G, 5921G, 5931G,
5935G, 5940G & 6082G

*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.

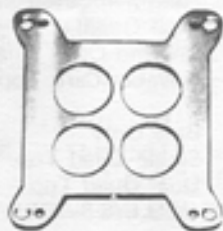
NOTE: This set will require Carburetor and Linkage Modifications and should only be used for all out competition racing. Not designed for street use. Adapters are 2" in height.

Part #
(DESIGNATES PAIR)

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.

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

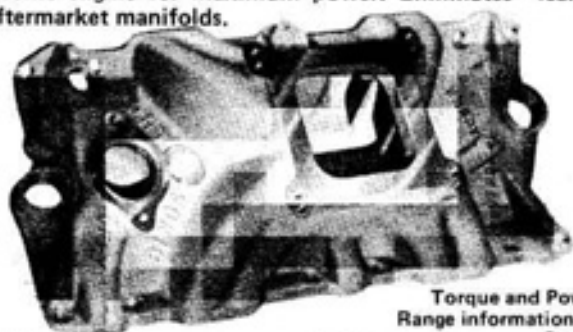
IMPORTANT! Be sure you have the proper kit for your particular installation.

	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*™

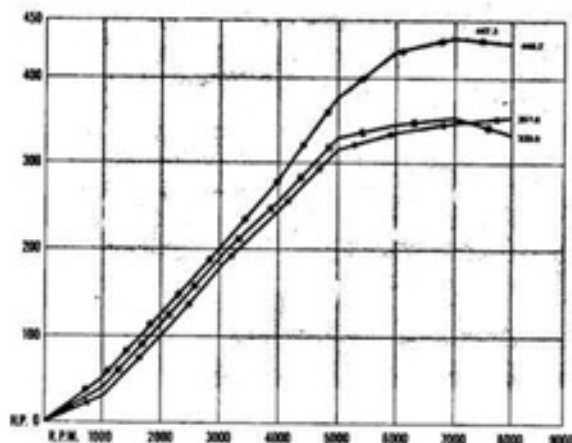
... FOR SERIOUS RACERS

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.



Test #1 — Offy
Test #2 — Popular OLD type
Test #3 — Less Popular OLD type

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.
6095
6105
6108

Application
CHEVROLET 283-400
CHEVROLET 396-454 Large Port
OLDSMOBILE 400-455

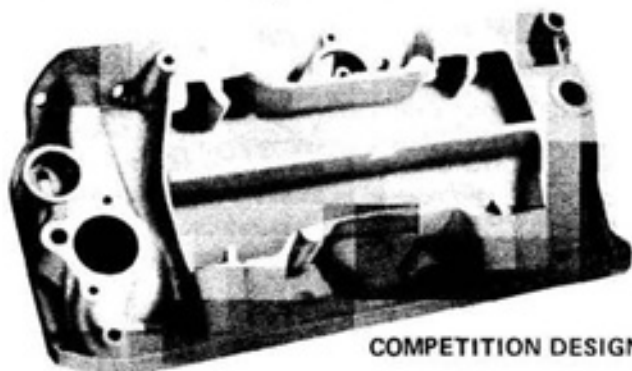
360° EQUA-FLOW HIGH RISE SINGLE QUAD MANIFOLDS†

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.

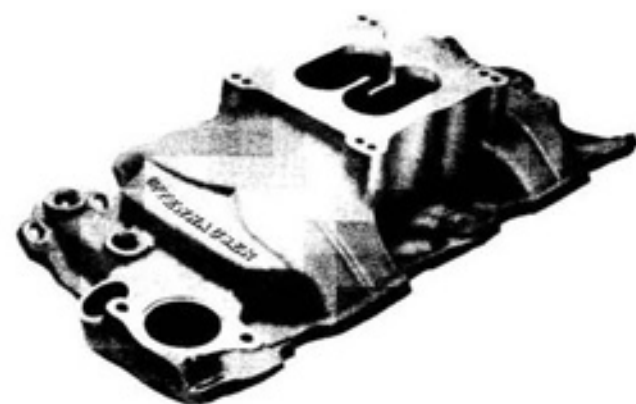
Exclusive plenum chamber design of Offenhauser 360° Equa-Flow Manifold wipes out flat spots in all RPM ranges. Gives you smooth . . . unrestricted flow of fuel . . . continuously. Each cylinder receives equal fuel flow without interruption or oscillation. You get vibration-free smoothness and power rammed 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

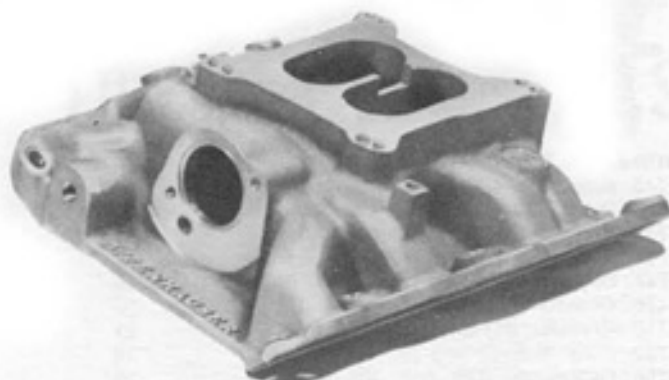
*NOT LEGAL FOR USE IN CALIFORNIA ON POLLUTION CONTROLLED MOTOR VEHICLES.

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.



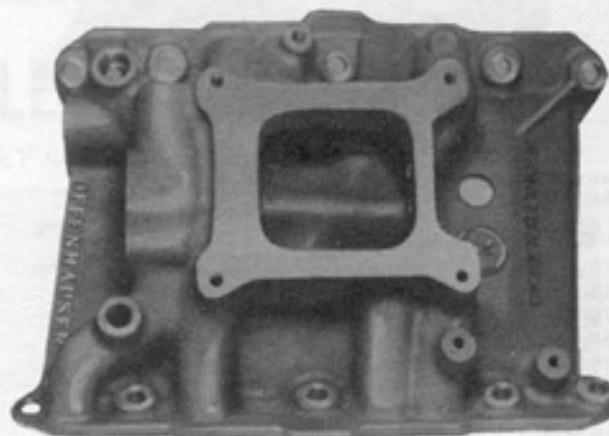
- Part 5711 — 1962-63 for the A.F.B. or Holley Carb
- Part 5712 — 1962-63 for the Quadrajet Carb
- *Part 5713 — 1964-72 for the A.F.B. or Holley Carb 1975 (231 C.I.) A.F.B. or Holley Carb
- †Part 6169 — 1976-78 (231 C.I.) A.F.B. or Holley Carb
- *Part 5714 — 1964-72 for the Quadrajet Carb 1975 (231 C.I.) 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
Will not fit tallport heads due to port size.
- Part 6172-C — Buick/Jeep, 225 C.I., 1964-72
Buick/Olds/Pontiac, 231 C.I., 1975
- Part 6173-C — Buick/Jeep, 198 C.I., 1962-63
- Part 6228-C — Buick/Olds/Pontiac, 231 C.I., 1979 and later

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 (231-3 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.

Offenhauser® 360° QUADRAJET MANIFOLDS

SINGLE QUADRAJET HIGH RISE MANIFOLDS*



#5876

Will accept Holley spread-bore, Carter TQ, and Rochester qjet 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

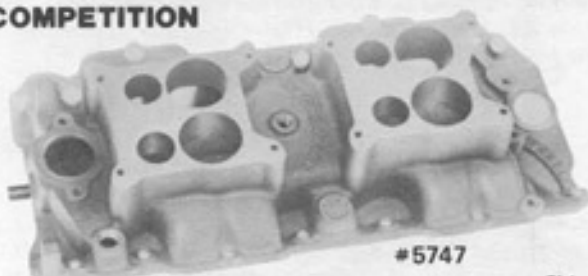
Will accept Holley spread-bore, Carter TQ, and Rochester qjet carbs.

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.)	25
5753	Oldsmobile 59-64	22
5754	Oldsmobile 400-425-455 (NO H.E.I.)	28
5756	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
5686	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.
6068

DESCRIPTION
DUAL QUAD IN-LINE LINKAGE



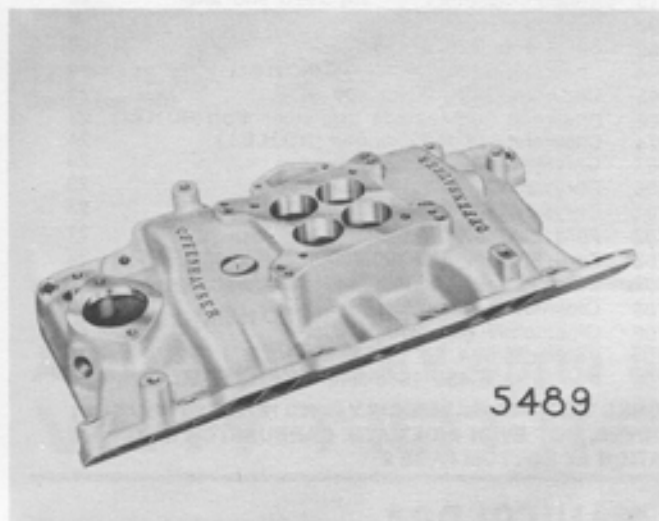
360° Equa-Flow Offenhauser MANIFOLDS

PRODUCE MORE HORSES

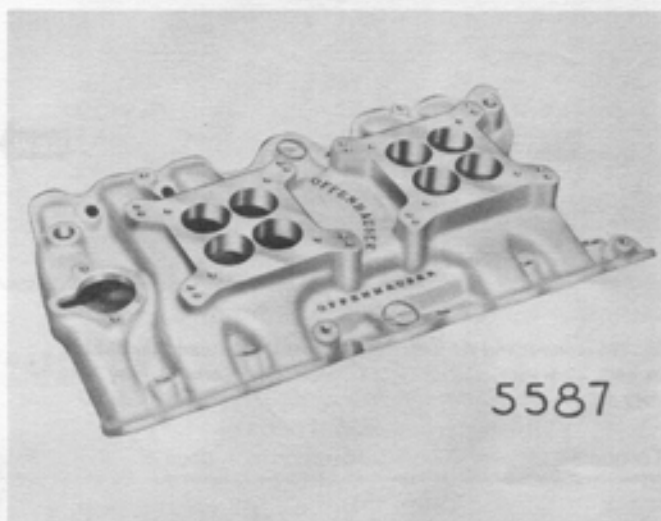
Offenhauser 360° Equa-Flow Manifolds are engineered to overcome the problem of starved cylinders by providing the flow characteristics necessary for maximum horsepower output. 360° Equa-Flow design means that every cylinder receives the same amount of fuel/air mixture.

LOW PROFILE DUAL & SINGLE QUAD MANIFOLDS

DRILLED FOR AFB and HOLLEY CARBURETORS



5489



5587

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 #5832 and #5880 on page 23. These carb adapters do not solve the clearance problem in every case. **BE SURE AND CHECK.**

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

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 SIDEWAYS.**

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

NEW



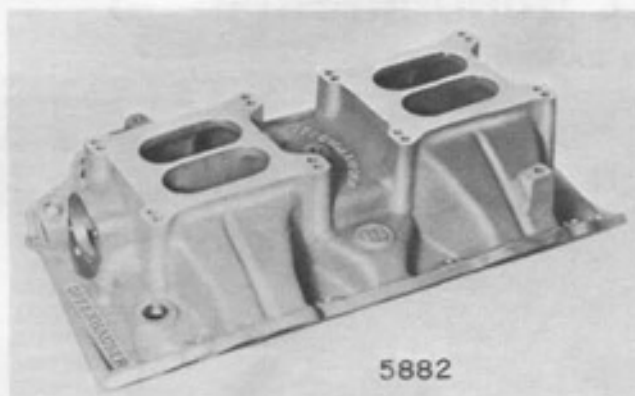
360° Equi-Flow Offenhauser MANIFOLDS

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 369-454 oval port (NO H.E.I.)	24
*5697	Chrysler 273 thru 1965	23
*5698	Chrysler 273-318 1966 and later	23
5701	Chrysler 361, 383-400 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	25
5707	Pontiac 55-64	27
5708	Pontiac 326-455 1965 and later NO H.E.I.	26

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

CHEVROLET RAM MANIFOLDS*

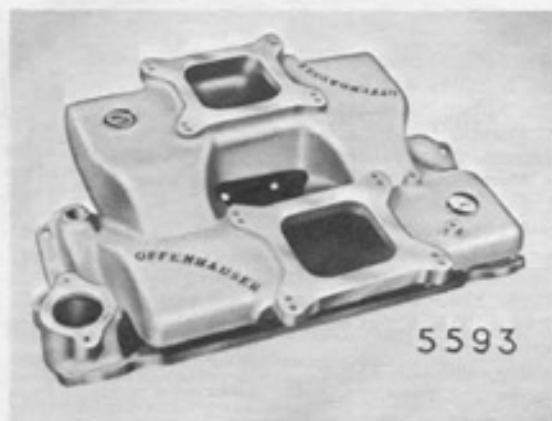
283-350-400 CHEVROLET V-8

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

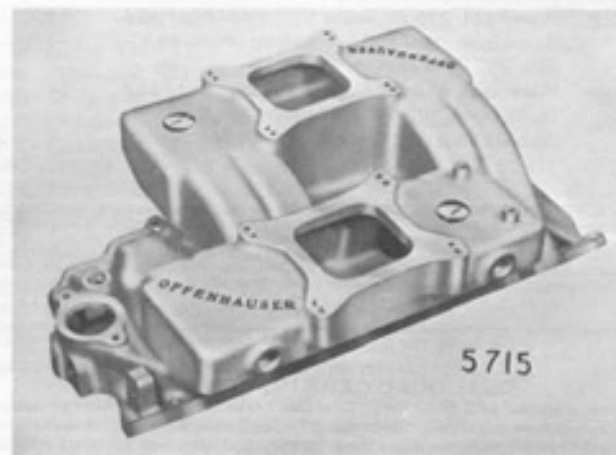
396-402-427-454 CHEVROLET V-8

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.

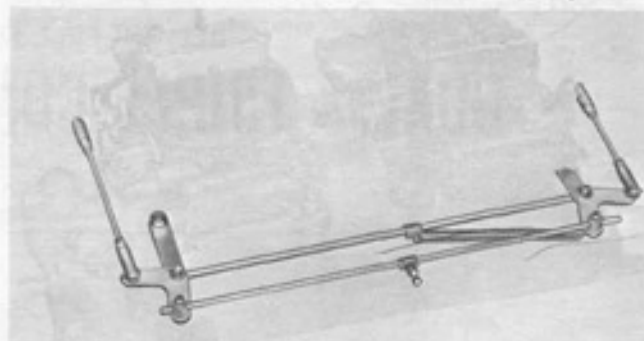
Carburetors are placed in opposite directions enabling the installation of large C.F.M. Holley Carburetors when needed.

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.

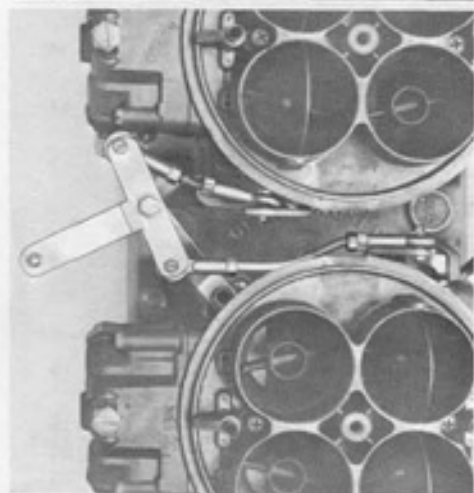
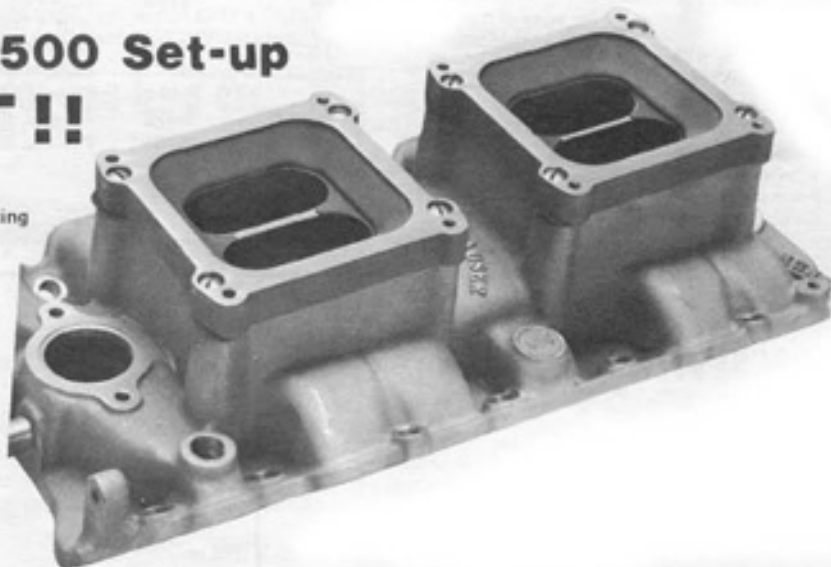
Part #5967

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°Equa-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

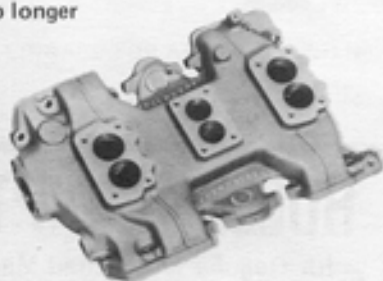
Part No.	Model	Shipping Wt.	Part No.	Model	Shipping Wt.
3413	Buick 1953-56	16	5164	Olds F85 & Buick Special Dual Manifold either 3 or 4 Bolt Carbs. 215-1961-63 Aluminum Block	15
3557	Buick 1957-58-59 LeSabre only	15	4060	Oldsmobile 1954-56	17
5190	Buick 401, 425	16	4061	Oldsmobile 1957-58	18
3287	Chevrolet 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)*



#5414



#5415

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



#5416

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.

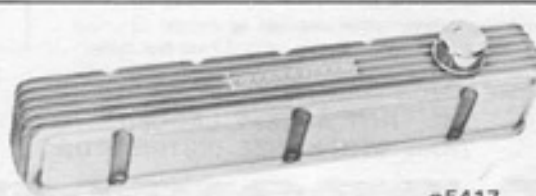
Quad carburetor manifold complete with kit.

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 1¼" valve springs and retainers.



#5417

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.

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.



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.

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.

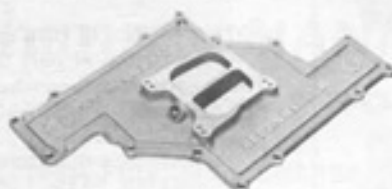
3 COMBINATIONS OF THE FABULOUS OFFENHAUSER LOW PROFILE RAM

327-350-400 CHEVROLET



5893

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



Part No. 5901 Single quad top for Convertible Base

Shipping Wt. 9 lbs.

Part No. 5948 Holley Single Quad Top for 4500 Carb

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.

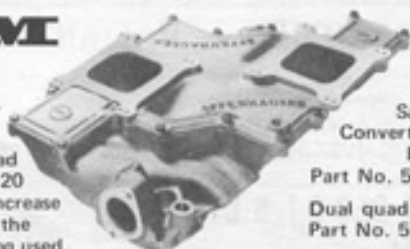
COMPETITION MANIFOLD

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

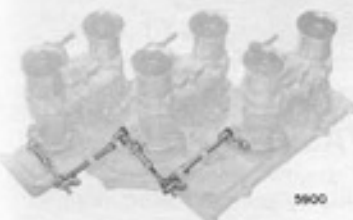
3 Weber Carb Top for Convertible Base No. 5893



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

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.

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.



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