

DIAL-A-FLOW*



TEST DATA

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

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

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

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

MANIFOLD APPLICATIONS

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

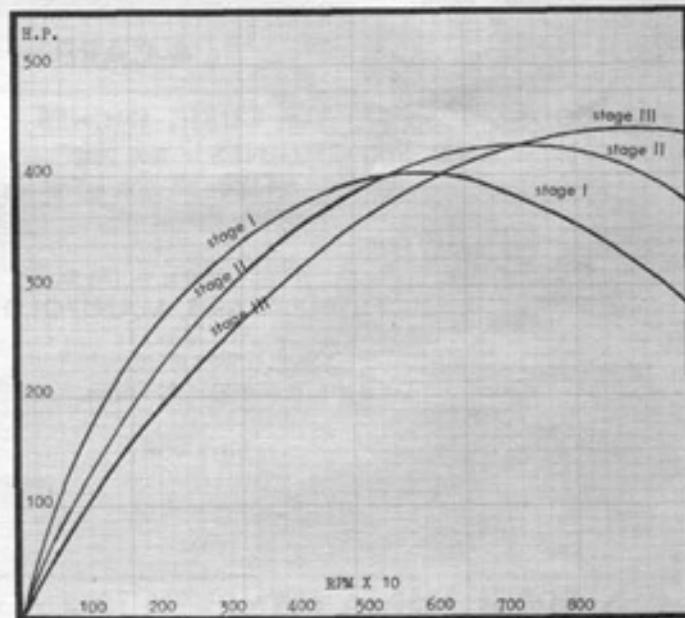
PART NO.	APPLICATION
6124	Chevrolet 283-400 Reg 4 Bbl Carb
6125	Chevrolet 396-454 Large Port Reg 4 Bbl Carb
6126	Ford 289-302 Reg 4 Bbl Carb <i>Does not have rear water crossover.</i>
6127	Ford 351 Cleveland 4V Heads Reg 4 Bbl Carb
6128	Ford 351 Cleveland 2V Heads Reg 4 Bbl Carb
6129	Chrysler 340-360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

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

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

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

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



FLOW CONTROL INSERTS

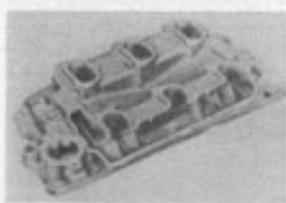
The following are part numbers for Flow Control Inserts and Universal Adapter Plate. Keep in mind that flow inserts and adapter plate fit any of the Dial-A-Flow manifolds except for Cleveland applications as noted.

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

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

pacesetters

6 CARBURETOR MANIFOLDS



"CHEV"-WITH HEAT

Two Chevrolet manifolds — can be used from 2 to 6 carburetors. 3 bolt carbs only.

283-327-350

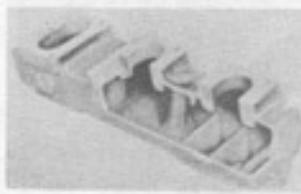
#3924 Wt. 17 lbs.

348 ENGINE — Not 409

#3925 Wt. 17½ lbs.

• Balanced Design • Rectangular Passage

• Jet Air Flap • Ventura Intake Passage



- #3918—ALL—Cadillac thru '63 Wt. 14 lbs.
 - 3919—'49-'58 Olds Wt. 14 lbs.
 - 4064—'59-'60 Olds Wt. 14½ lbs.
 - 3922—'53-'56 Buick Wt. 12½ lbs.
 - 3923—'57-'66 Buick Wt. 14 lbs.
 - 3946—ALL—Pont. thru 1960 Wt. 15½ lbs.
 - 5163—'61-'64 Pontiac Wt. 17 lbs.
 - 3947—'54-'61 Ford 272,292&312 Wt. 14½ lbs.
 - 4062—'51-'58 Chry. exc. "B" Eng. Wt. 14 lbs.
- (Includes 392 HEMI)

CHRYSLER 8-CARBURETOR PACESSETTER

#4063-8 Carburetor — 1951-'58 Chrysler
Except "B" Engine

(Includes 392 HEMI) Shipping Wt. 14 lbs.



WATER OUTLET — OLDSMOBILE

3920—1949-56

3921—1957-58

5197—1959-66

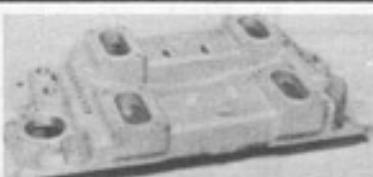
"CHEV" MANIFOLD — with heat

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

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

#5024 — Chev. 283-327-350

#5025 — Chev. 348 Not 409

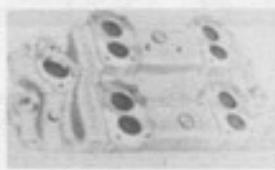


"327" and "283" 350 Engines Large Ports — Four Large Carbs!

#5263 Wt. 18 lbs.

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

#5264 Wt. 19 lbs.



4-CARB

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

and 1958—325 cu. in. engines only.

#3614—Manifold only

Shipping Wt. 15½ lbs.



TRIPLE CARB MANIFOLD

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

#3615—Manifold only Wt. 16½ lbs.



LINKAGE
NO LONGER
AVAILABLE

PONTIAC-TEMPEST MANIFOLD

no heat — 4 cylinder only — no kit



3 BOLT CARB SET-UP



4 BOLT CARB SET-UP

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

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

#5307 Shipping Wt. 11 lbs.

DODGE 1953-56 PLYMOUTH 1955

All exc. 315 cubic inch Dodge eng
No. 3372—3 bolt Carbs only

#3372—Manifold only

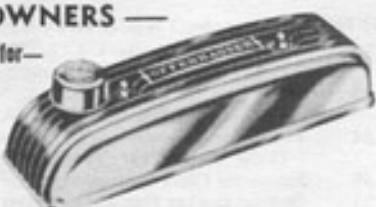
LINKAGE
NO LONGER
AVAILABLE

Shipping Wt. 12 lbs.

SPORTS CAR OWNERS —

BEAUTIFUL VALVE COVER for—

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



Part #3132 Shipping Wt. 8 lbs.

DODGE V8 1953-56 EXCEPT 500 SERIES

#1186—Dual manifold . . . Less Kit Wt. 14 lbs.

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

PLYMOUTH V8 1955 only

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



STUDEBAKER V8 1951-55

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

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

INTAKE MANIFOLDS & VALVE COVERS



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

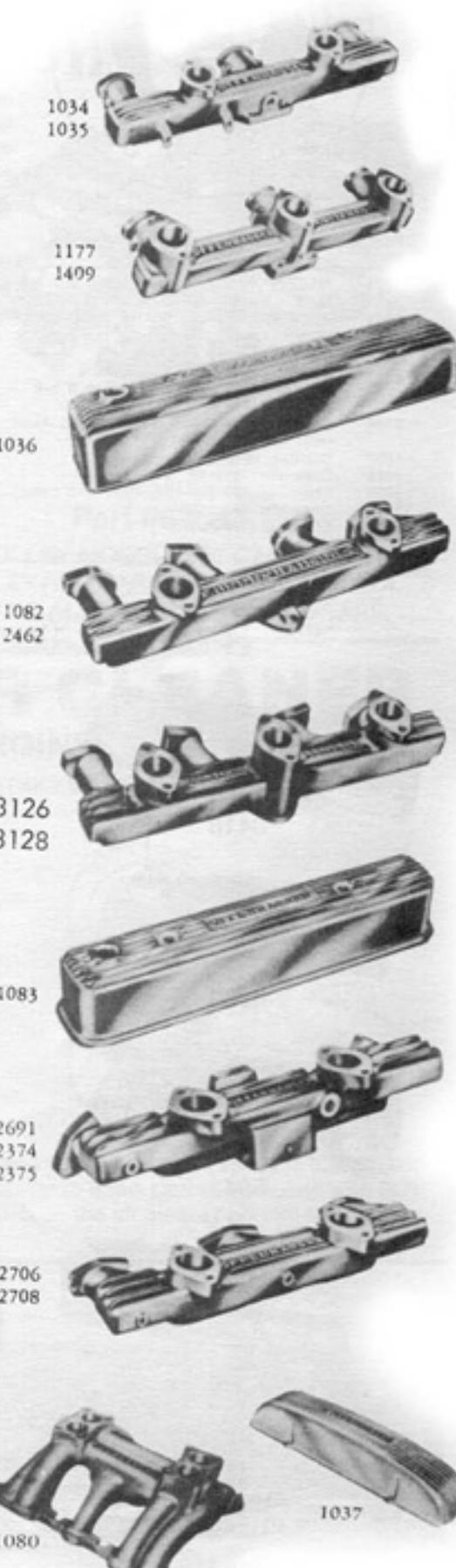
Equalized fuel distribution to all cylinders allows engine to operate at maximum efficiency throughout all stages of RPM . . . in addition the custom appearance of our products is a great improvement where pride of ownership is prevalent.

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

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

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

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



FORD 6 OHV 223 1952-56

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

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

CADILLAC V-8 1949-60

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

STUDEBAKER CHAMPION 6 CYLINDER 1939-56

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

PLYMOUTH & DODGE 6 1937-56

Application	Part No.	Shipping Wt.
Dual Manifold, Plymouth 1937-56	2691	8
Dual Manifold, Dodge 6 1938-56	2374	8
Dual Manifold, Dodge 6 1938-1954 (1/2 to 1 1/2 Ton Truck)	2375	8

*CALIFORNIA CUSTOMERS — PLEASE NOTE: Vehicles that are sold in the state of California and are used for driving on city and state highways must have the emissions equipment working as they were equipped from the factory. If the vehicle came equipped with a single barrel 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.

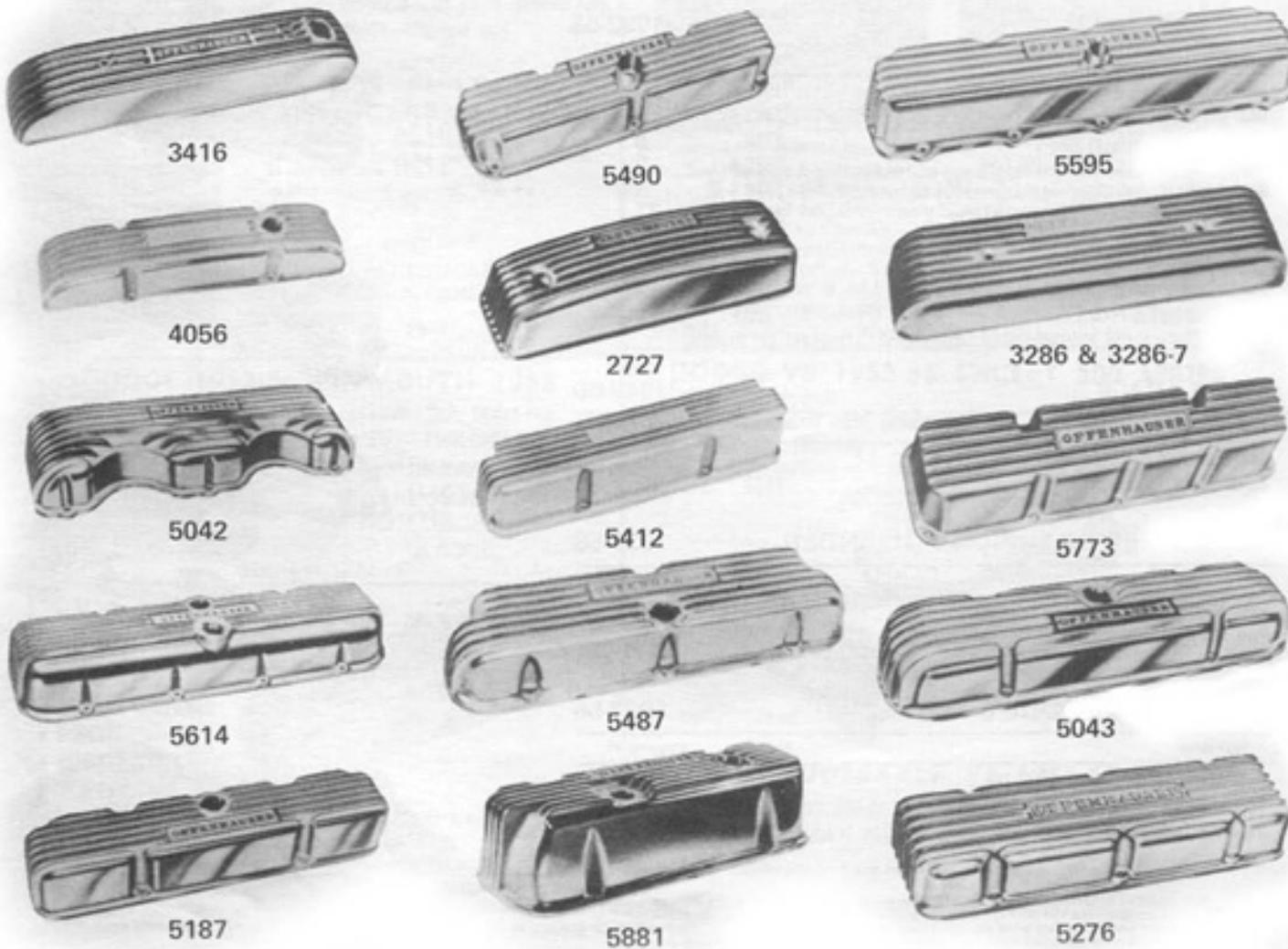


Offenhauser VALVE COVERS

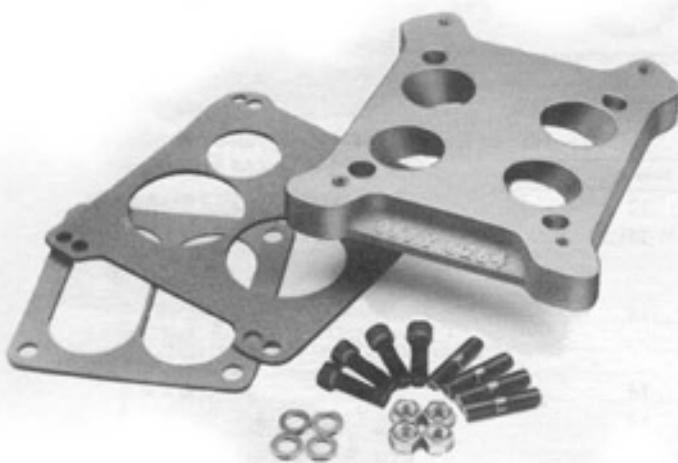
Offenhauser valve covers add the final touch to an engine. Manufactured from the finest aluminum and polished to a high lustre. Besides adding beauty to a powerful engine, these valve covers reduce valve noise and dissipate heat.

Part No.	Model	Shipping Wt.	Part No.	Model	Shipping Wt.
5773	American Motors, all V-8 1966 and later	14	5498	Dodge-Plymouth & Chrysler 383-400-413-421 10. 1965 and Later	14
3416	Buick 1953-66. 401 & 425	11	5490	Dodge-Plymouth, all 273 cu. in. eng. 318, 340-360 (Will not fit early 318)	12
5881	Buick V-6 & Jeep 1962-76, Late '78, 1979 (8 5/8" center to center of bolts, top & Bottom)	9	2727	Ford 1954-57 272-312 cu. in. engine	14
6174	Buick V-6 & Jeep 1977 & Early '78 (Center to center of bolts: Top 8 5/8" Bottom 8 3/8")	9	5412	Ford 332-352-360-390-406-427-428	12
5189	Buick Special V-8 & Tempest V-8 Alum. Engine (With angle, 4 bolts)	12	5487	Ford 221-260 & 289-302	11
1037	Cadillac 1949-60	12	5595	Oldsmobile 1965-up, and all 400-425-455	10
3288	Chevrolet 1955-58 283	11	5188	Oldsmobile F-85 Alum. V-8 (no angle, 5 bolts)	11
4056	Chevrolet 327-350-400, 1959 and Later	11	3286	Oldsmobile 1949-56	12
5042	Chevrolet 348-409	16	3286-7	Oldsmobile 1957-58	13
5614	Chevrolet 396-427	12	4059	Oldsmobile 1959-64	12
5276	Corvair	8	5043	Pontiac all thru 1979	14
5187	Dodge-Plymouth & Chrysler 361-383 & 413 B Engines thru 1964	14	5327	Pontiac Tempest 4 cyl.	8
			5189	Rover 3.5L 215 C.I. Alum. V8 (With angle, 4 bolts)	12
			1190	Studebaker 239-259/289	12
			5591	Toyota 6 cyl. thru 1967	12

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



2 NEW CARBURETOR ADAPTERS



Part #6264

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



Part #6265

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

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

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

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



Part #6273

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

NASH RAMBLER MANIFOLD OHV ENGINES*

Accommodates two stock carburetors complete with kit and installation instructions.

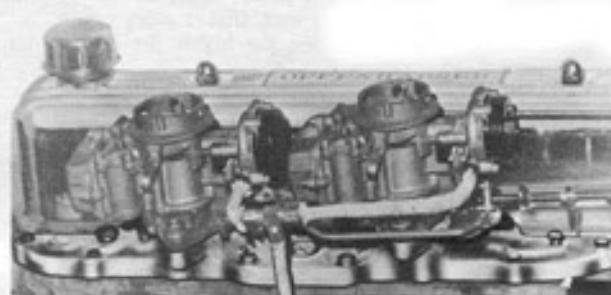
Part #5404 1956 thru 1964.

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

Part #5405 1961 thru 1966.

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

Shipping Wt. 4 lbs.



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

FORD & MERCURY INTAKE MANIFOLDS

1932 TO 1953



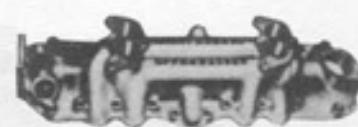
Offenhauser intake manifolds are cast of high grade aluminum alloy, expertly engineered and precision machined . . . manifolds provide increased power, economical operation, and a smoother, better balanced engine.

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

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



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



1949 - 53 . . . Catalog No. 1076



1949 - 53 . . . Catalog No. 1077

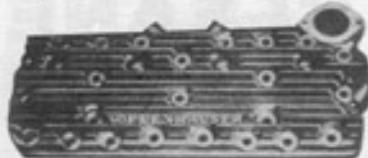


1949 - 53 . . . Catalog No. 1078
1932 - 48 . . . Catalog No. 1079

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

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

TO ORDER HEADS PART NO. DESIGNATES PAIR



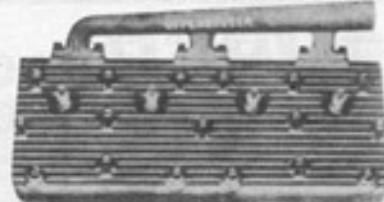
1949-1953

Shipping Wt. 34 lbs.



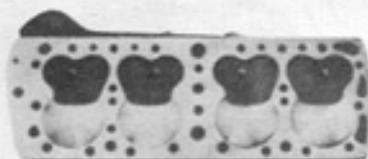
1939-1948

Shipping Wt. 34 lbs.



V8-60

Shipping Wt. 38½ lbs.



Part #1069 See Chart—Specify Ratio



Part #1068 See Chart—Specify Ratio



Part #1070 See Chart—Specify Ratio

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

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

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

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

Engine Size	Bore	Stroke	Head Numbers				Cubic Inch Displacement
			No. 425	No. 400	No. 375	No. 350	
31/16	33/4	7.1	7.6	7.9	8.5	9.2	220.92
31/16	37/8	7.2	7.7	8.2	8.8	9.5	228.28
31/16	4	7.4	7.9	8.4	9	9.8	235.648
33/16	33/4	7.4	7.9	8.5	9.2	9.9	239.312
33/16	37/8	7.7	8.2	8.8	9.4	10.2	247.288
33/16	4	8.0	8.5	9	9.7	10.5	255.272
33/16	41/8	8.2	8.7	9.3	9.9	10.8	263.24
35/16	33/4	8.1	8.6	9.1	9.8	10.6	258.48
35/16	37/8	8.3	8.8	9.4	10.1	10.9	267.096
35/16	4	8.6	9.1	9.7	10.4	11.3	275.712
35/16	41/8	8.8	9.3	9.9	10.7	11.6	284.328
33/8	33/4	8.3	8.8	9.4	10.1	10.9	268.376
33/8	37/8	8.6	9.1	9.7	10.4	11.3	277.328
33/8	4	8.9	9.4	10	10.7	11.6	286.272
33/8	41/8	9.1	9.6	10.3	11.1	11.9	295.20

V8-60 Engine Bore	Stroke	Head Numbers	Cubic Inch Displacement	
		No. 300	No. 275	No. 255
2.600	3.200	9.5	10.5	11.5

EXAMPLE: No. 400 indicates 400 valve clearance

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

BLOCK OFF PLATES

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

* 5265

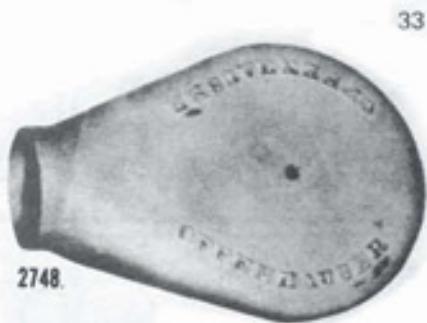


FORD & MERCURY ACCESSORIES by


Application
Part No.
AIR HORN ADAPTER

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

2748.


CARBURETOR LINKAGE

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

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

1004

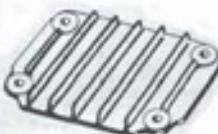
1005

1006

1001

1002

1003


2GC CARBURETOR PAD COVER

For large base two throat carburetors.

Part No. 5248

FUEL BLOCKS

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

GENERATOR BRACKETS

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

FINNED COVER

For Manifold Carburetor Pad — 3 bolt	1097
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V-8 FORD & MERCURY THROTTLE LINKAGE

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

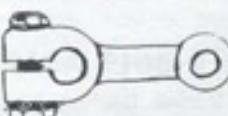
SPECIAL INTAKE MANIFOLD GASKETS

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

1081


MISCELLANEOUS

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



6180



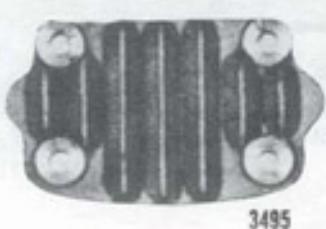
A
Part No. 1093
B
Part No. 1094
1949-53
Right Hand
Part No. 1095
Left Hand
Part No. 1096



3494



3148



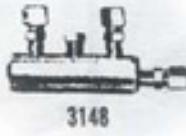
3495



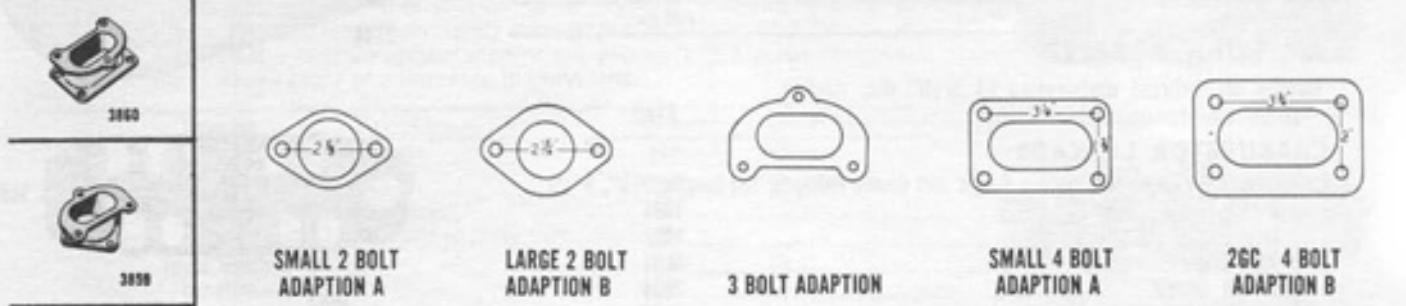
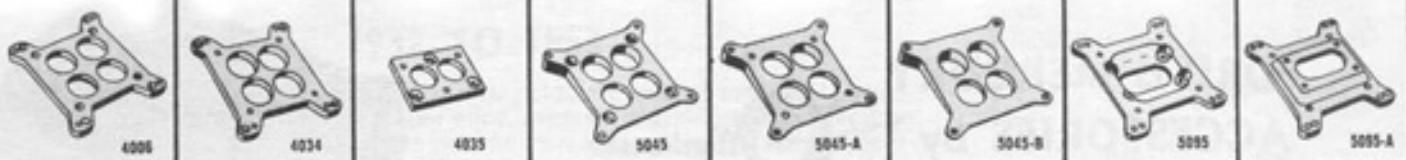
3499



3496



3496



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

2 BOLT ADAPTIONS

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

3 BOLT ADAPTIONS

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

4 BOLT ADAPTIONS

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

4 Bolt Adoptions (Continued)

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

QUAD ADAPTIONS

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



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

The GENUINE



Carb Adaptors are now

BEAUTIFULLY SKIN PACKAGED!!



5288



5158



5178



5282



5282-A



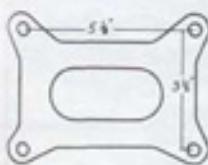
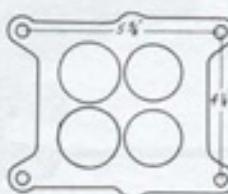
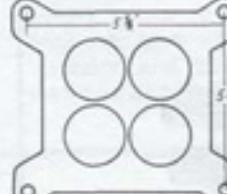
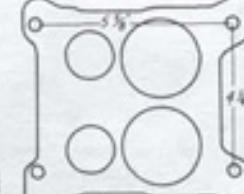
5283



5313



5316

HOLLEY 4 BOLT
ADAPTION CSMALL QUAD
ADAPTION AA.F.B. QUAD
ADAPTION BHOLLEY QUAD
ADAPTION C396 "QUADRAJET"
QUAD ADAPTION D

5413



5437



5438



5451



5451-A



5452



5583



5584



5598



5597



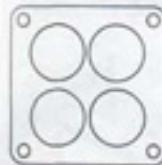
5619

Quad Adoptions (Continued)

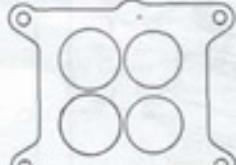
- #3464...Marine leveling block. Accepts either quad adaption A or B carb on same size manifold base. Specify 12° or 15° angle.
 3465...Marine leveling block. Accepts quad adaption B carb on quad adaption A manifold base. 12° or 15°, specify.
 3660...accepts two 3 bolt carbs on quad adaption C base.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

Quad Adoptions (Continued)

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

SMALL QUAD
CARB BASE

Fits Small Quad
Carburetor Base.
Part #5495

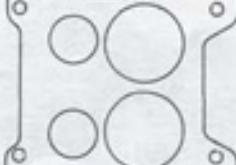
CHEV. 409
CARB. GASKET

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



LARGE A.F.B. HOLLEY

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

SPREAD-BORE
QUADRAJET

Carb Gasket
Part #5690

HI RISE CARBURETOR ADAPTERS

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

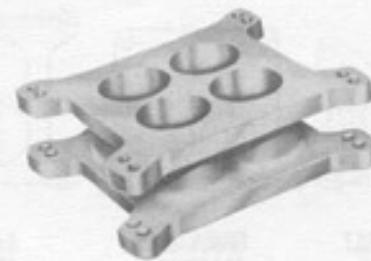
Shipping Weight Approximately 3 lbs.



2' Universal Adapter

Part #6058

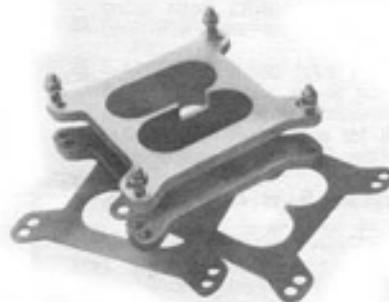
Like our very popular #5619 carb adapter only with an open center. Drilled to accept either Holley or AFB type four barrel carburetors to same base manifold.



2" Universal Adapter

Part #5619

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



Part #5818

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



Part #5831

3 Bbl. Holley to regular quad base.



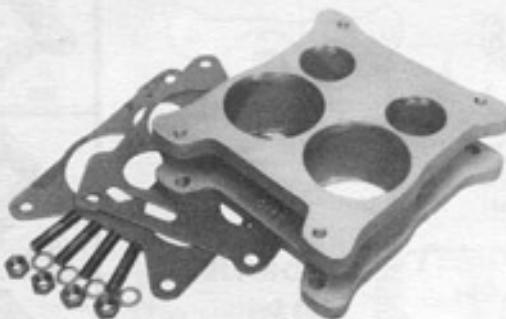
Part #5820

Quad Carburetor to Quadrajet base.



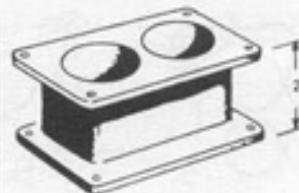
Part #5830

Quadrajet Carburetor to regular quad carburetor base.



Part #5821

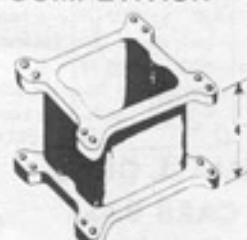
Quadrajet Carburetor to Quadrajet base.



Part #5758
2" Hi-Rise Adapter for
3 Bolt Stromberg Carbs

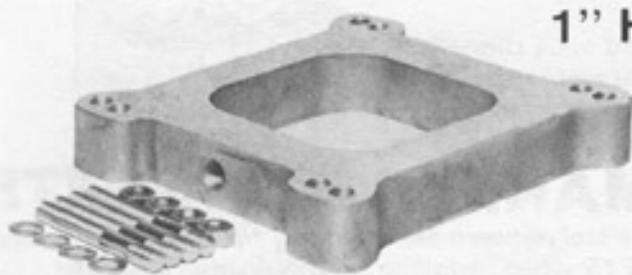
Part #5759
2" Hi-Rise Adapter for
Small 4 Bolt Rochester
Carbs (1-7/8" x 3 1/4")

SUPER COMPETITION



Part #6091
4" Hi-Rise
Universal Adapter

1" HOLLEY AND AFB CARB RISER



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

CARTER/HOLLEY 4 BARREL
To Quadrajet Manifold



Part #5816

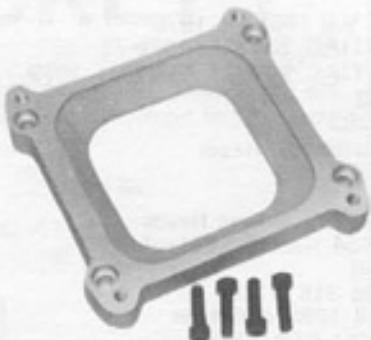
Part #5816R
Reverse of above: Spread-Bore/
QJ Carb to standard Holley base.

Includes all necessary screws, studs and gaskets.

HOLLEY 4500 CARB ADAPTOR

Fits 4500 To Regular
AFB Manifold Base

Part #5925



CARB ADAPTER CARTER THERMO-QUAD CARBS



Part #5896-A

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

Part #5896

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

Part #5896A
ILLUSTRATED

HOLLEY 3 BARREL
To Quadrajet Manifold

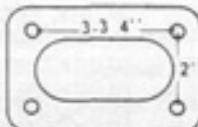
**Designed to flow fuel properly...
not just another carb adapter!**

Part #5817



Includes all necessary screws, studs and gaskets.

HOLLEY 500cfm ADAPTOR



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

Part #5895

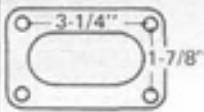
Part #5895A
Reverse of above: 2-GC 4-bolt
carb to Holley 500cfm base.

VOLKSWAGEN CARB ADAPTORS

for use on Stock Manifold



Our popular adapters permit additional carburetion to be adapted to Volkswagen engines. Out performs so-called high performance manifolds on stock setup.

Part #5894
#6027

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

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

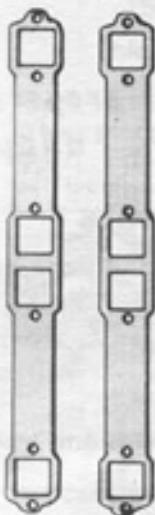


Offenhauser 360° Equa-Flow

SPECIAL MANIFOLD GASKETS

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

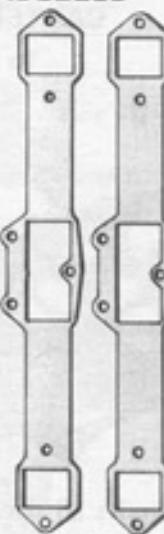
ALL OFFENHAUSER GASKETS INDIVIDUALLY PACKAGED & LABELLED



#5418

EXHAUST MANIFOLD GASKETS

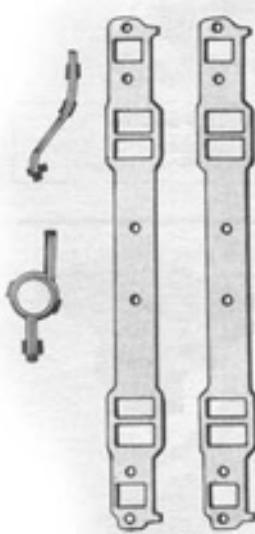
- | | |
|------|---|
| 5689 | BUICK 401-425 |
| 5418 | CHEVROLET 265-400 |
| 5419 | CHEVROLET 348 |
| 5601 | CHEVROLET 396-454 |
| 5421 | PONTIAC 389-455 |
| 5688 | CHRYSLER 273-318 |
| 5423 | FORD 332-428 |
| 5424 | FORD 260-302 |
| 5425 | OLDSMOBILE 1954-56 |
| 5426 | OLDSMOBILE 1957-58 |
| 5427 |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



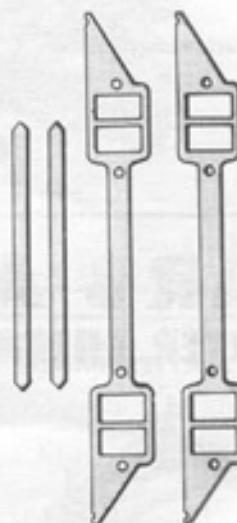
#5428

INTAKE MANIFOLD GASKETS

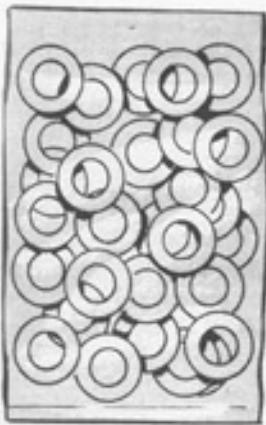
- | | |
|------|--|
| 5875 | AMERICAN MOTORS V-8 1966 and later |
| 3928 | BUICK 1953-56 |
| 5431 | BUICK 1957-64 |
| 5996 | BUICK V-6 & JEEP V-6 1964-72, 1975 |
| 6168 | BUICK/OLDS/PONTIAC, 231 C.I., 1976-78 |
| 6243 | BUICK/OLDS/PONTIAC, 231 C.I., Tall Port, 1979- |
| 3880 | CADILLAC 1949-62 |
| 3926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



#5172



#5435



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

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

PART #5411 Shipping Wt. $\frac{1}{2}$ lb. set of 34



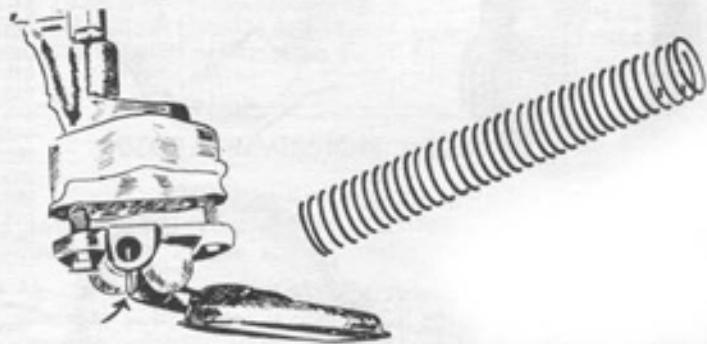
HEADLIGHT BRACKETS

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

#5140—Per Pair Wt. $2\frac{1}{2}$ lbs.

Dual Headlight Brackets for Quad (4) Lights.

#5198—Per Pair Wt. 4 lbs.



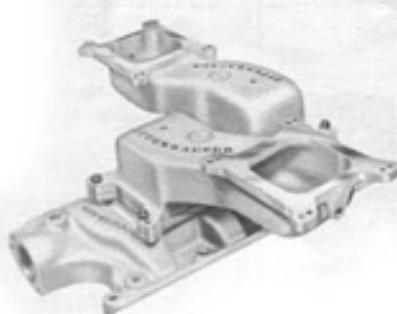
HI-PRESSURE OIL PUMP RELIEF SPRINGS

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

	BOX OF 10
#4032 Oldsmobile thru 1965	"
#4033 Chevrolet V8 and 6 cyl.	"
#4042 Pontiac V8 thru 1965	"
#4044 Chrysler V8 thru 1965	"
#5208 Cadillac 1949-56	"
#5209 Buick 1937-56	"
#5210 Ford, Falcon and T-Bird 1958-59 332-352 Falcon 144 cu. in., also 1959-61 430	"

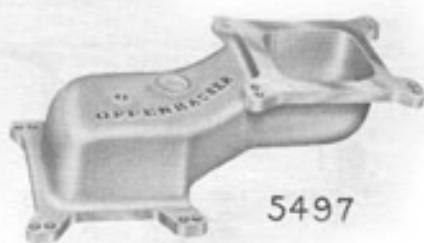
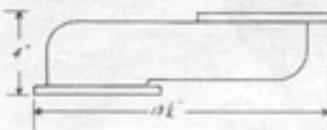
Shipping Wt. Per Box $\frac{1}{2}$ lb.

RAM INDUCTION ADAPTERS

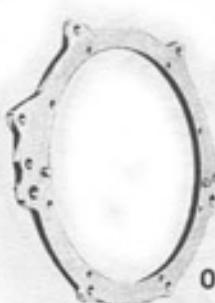


This sensational creation by Offenhauser has more than proved itself over the recent years as the easiest and most inexpensive method of giving your engine that RAM effect. These adapters can be bolted on your present set-up, either single or dual quad and then removed for street use if necessary. Made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

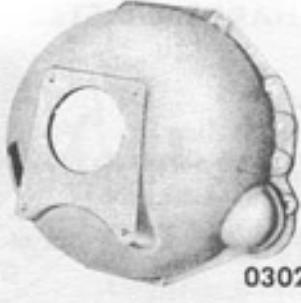
Part #5497 Wt. 6 lbs.
Part #5581—Dual Carb Linkage Kit
Part #5582—Single Carb Linkage Kit



5497



0301



0302



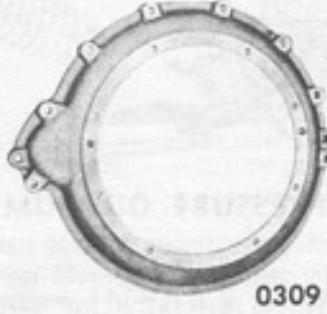
0303



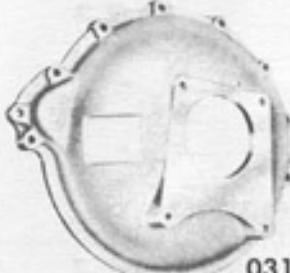
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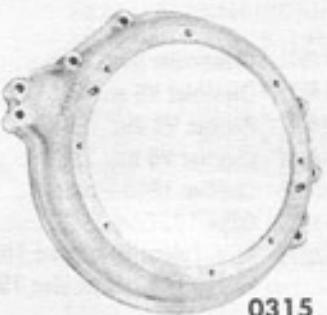
0307



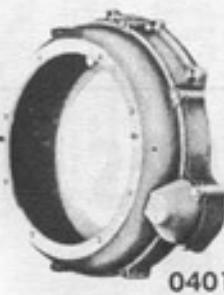
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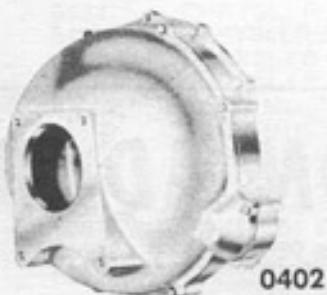
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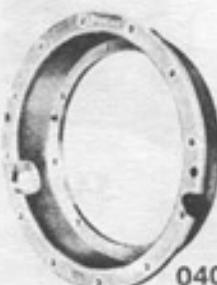
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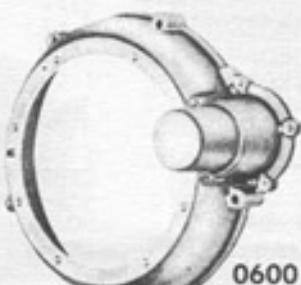
0401



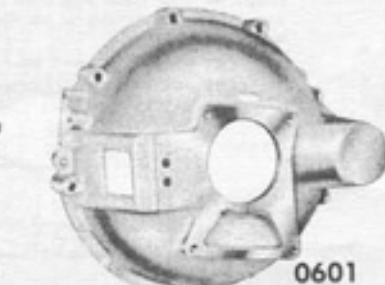
0402



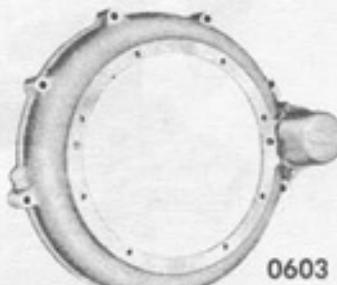
0403



0600



0601



0603

Offenhauser ENGINE ADAPTERS

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

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

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

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

For 49-64 FORD or 51-64 MERCURY TRANSMISSIONS

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

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

PILOT BEARING ADAPTERS

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

*Specify 3/4" or 15/16" crankshaft pilot hole.

OLDS STARTER SWITCH-OVER ADAPTER

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

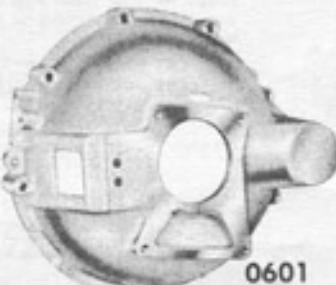
3605



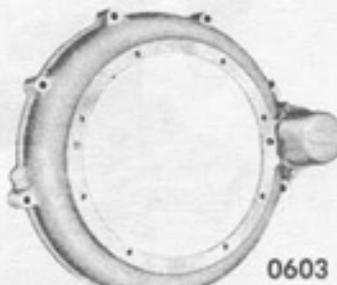
OLDS OIL BY-PASS PLATE—V-8'S THRU 1958

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

Cat. # 3604

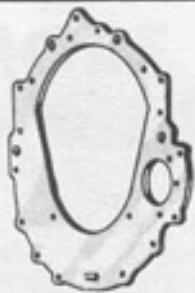


0601

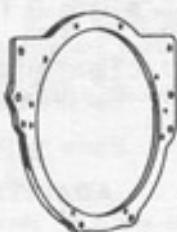


0603

still MORE OFFENHAUSER engine adapters!

**CHEVROLET**

#3634 - 55-72 CHEV ohv V8 to 1952-53 FORD pass. car trans or 1932-53 FORD truck trans. On 32-48 Ford or 39-48 Merc use flywheel housing 8RT6392 from Ford truck. On 49-51 Ford pass. car use flywheel housing AC6392D. Plate and pilot adapter. Shipping Wt. 6 lbs.

**PONTIAC**

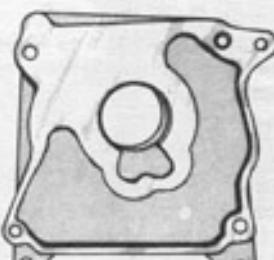
#3606 - 55-60 PONTIAC ohv V8 to early FORD and MERCURY transmissions

Shipping Wt. 3½ lbs.

**PACK-HUD-NASH**

#3635 - 55-57 PACKARD, NASH, & HUDSON ohv V8 to early FORD & MERCURY transmissions

Shipping Wt. 5 lbs.

**FORD**

#5044 - 49-64 FORD or 51-64 MERC Transmission Bolt Flange to Cad-LaSalle Trans.

Shipping Wt. 5½ lbs.

#5160 - Above to Packard Transmission

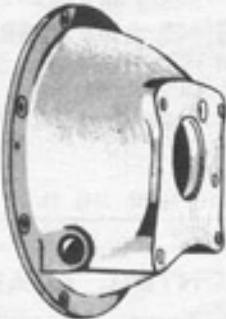
Shipping Wt. 5 lbs.

La Salle-Cad. Trans. Adapter

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

#3640 engine adaptor

Shipping Wt. 10 lbs.



TRANSMISSION ADAPTERS

Packard Trans. Adapters

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

Buick Trans. Adapters

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

#3648A

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

Shipping Wt. 10 lbs.

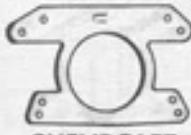
CHEVROLET

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

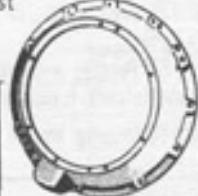
Shipping Wt. 9 lbs.

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

Shipping Wt. 11½ lbs.

**CHEVROLET**

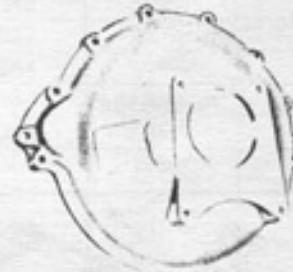
#4057 - CHEVROLET trans. Bolt Flange to PACKARD Trans. Shipping Wt. 3½ lbs.

CHRYSLER**CHEVROLET**

#4058 - CHEVROLET Trans. Bolt Flange to STUDEBAKER trans. Shipping Wt. 4½ lbs.

PONTIAC

#4040 55-60 V8 engines to late FORD & MERCURY transmissions Shipping Wt. 9½ lbs.

**BUICK**

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



OLDS AND BUICK BY-PASS and BLOCK-OFF PLATES

**OLDS 59 thru 63**

By-Pass #5317

Block-off #5318

BUICK 1961-63

By-Pass #5331

Block-off #5332

OFFENHAUSER OIL BY-PASS UNITS ohv V8



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

#3604 - Oldsmobile thru 1958

#3644 - Chrysler, DeSoto, Dodge, Plymouth (block-off)

#3645 - Chrysler, DeSoto, Dodge, Plymouth

#3639 - Ford, Mercury and Lincoln thru 312

#3646 - Chevrolet V8 1955-65

#3647 - Buick V8 thru 1960

Pontiac Oil By-Pass and Block-Off Plates

#5184 - Pontiac By-Pass all V-8's

#5185 - Pontiac Block-Off all V-8's

Engine Adapters

ADAPTER

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

Part #5173

Shipping Wt. 3½ lbs.

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

Part #5204

Shipping Wt. 3½ lbs.



ADAPTER

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

#5174

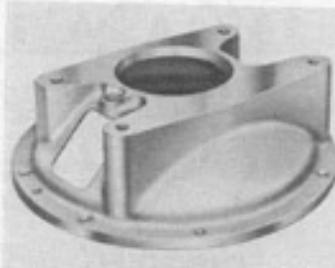
Shipping Wt. 8½ lbs

ADAPTER

Above adapter ½" shorter for application where spacer plate has been used.

#5174-A

Shipping Wt. 8 lbs.



SPECIAL ADAPTER

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

Part #5272

Shipping Wt. 8½ lbs.

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

Part #5272-A

Shipping Wt. 8 lbs.



ENGINE ADAPTER

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

Note: Must use Chev. automatic trans. plate.

Part #5192

Shipping Wt. 8 lbs.

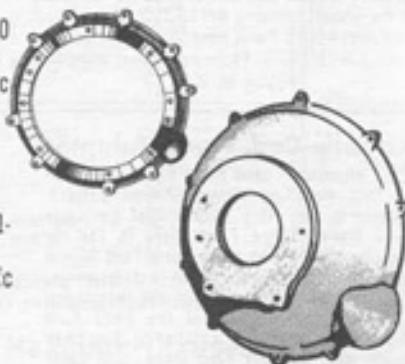
ENGINE ADAPTER

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

Note Must use Chev. automatic trans. plate.

Part #5193

Shipping Wt. 11½ lbs.

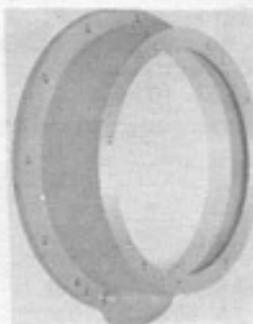


ENGINE ADAPTER

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

Part #5194

Shipping Wt. 11 lbs.

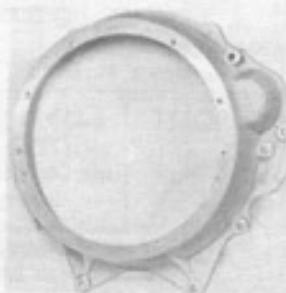


PONTIAC ADAPTERS

Early Trans

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

#5306 Shipping Wt. 10 lbs.



Late Trans

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

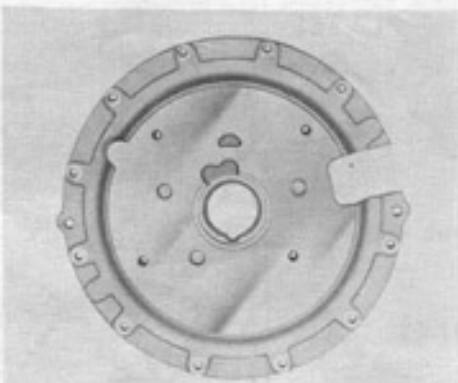
#5310 Shipping Wt. 14 lbs.

ENGINE ADAPTER 1951-53 CHRYSLER

to the following:

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

} Shipping
Wt.
12 lbs.



5273

5280

ADAPTER

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

STARTER ADAPTER

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



MORE NEW ENGINE ADAPTERS

HOT

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

Part No. 5819

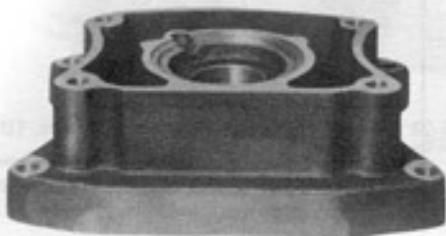
Wt. 14 lbs.



COMPLETE ENGINE ADAPTERS TO JEEP AND TOYOTA TRANSMISSIONS

ENGINE	Part No. 3 Speed T-90 Four Wheel Drive Jeep Trans.		Wt.	Part No. 3 Speed Toyota Trans.		Wt.
	5833	19%		5834	17%	
Buick '53-'56	5835	19%		5836	17%	
Buick '57-'64 (not V-6 or Alum. V-8)	5837	21		5838	19	
Cadillac '54	5839	19%		5840	17%	
Cadillac '55-'64	5841	19%		5842	17%	
Chevrolet V-8 '55-'72	5843	20%		5844	18%	
Chrysler '51-'53	5845	23%		5846	21%	
Chrysler '58-61 "B" Ign. In Front	5847	21%		5848	19%	
Ford 292 '54-'64	5849	22		5850	20	
Ford '58-'72 332-428	5851	22		5852	20	
Lincoln '58-'61 430	5853	21%		5854	19%	
Mercury '54-'57 292-312	5855	17		5856	15	
Nash-Packard-Hudson '55-'57	5857	20%		5858	18%	
Oldsmobile '49-'64	5859	15%		5860	13%	
Pontiac '55-'60	5861	22		5862	20	
Pontiac '61-'64	5863	23		5864	21	
Studebaker '49-'55						
<u>With Ignition Mounted on Rear</u>						
Chrysler '54-'58	5871	25		5873	23	
De Soto '52-'58	5865	25		5866	23	
Dodge '53-'58	5867	25		5868	23	

TRANSMISSION BOLT FLANGES TO JEEP & TOYOTA TRANSMISSIONS



ENGINE	Jeep 3 Speed T-90 Four Wheel Drive		Wt.	Toyota 3 Speed Trans.		Wt.
	5824	7%		N/A	5872	
Chevrolet 283/327-350	5825	12	5826	8%	N/A	
Ford & Mercury Flat Head	5826	10				
Ford 289-302 - 65-70 6 Bolt Bell Hsg.	5920					
Ford & Mercury 49-64						

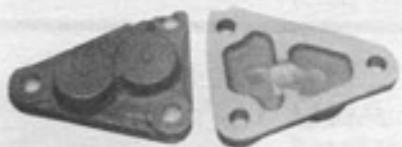


Offenhauser® Oil Filter Adapters - Block-Off Plates

OIL FILTER BY-PASS ADAPTERS
Oldsmobile 1949 thru 1958 All No. 100



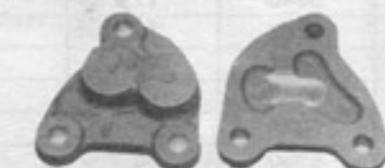
Oldsmobile 1959 thru 1964 All Exc. F-85
No. 101



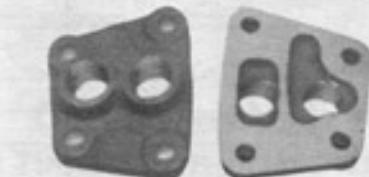
Oldsmobile 1959 thru 1964 All Exc. F-85
Filter Block-Off Plate
No. 101-B



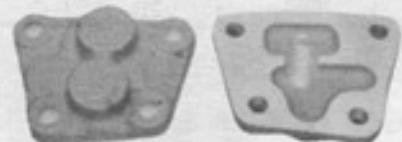
Buick 1961 thru 1964 All Exc. V-6 & 215
V-8
No. 102



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



Buick 1953 thru 1960 All Exc. Special
No. 103



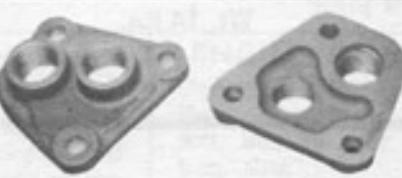
Buick 1953 thru 1960 All Exc. Special
Filter Block-Off Plate
No. 103-B



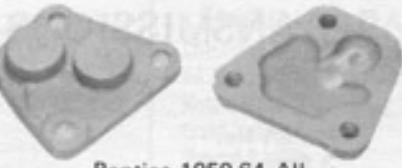
Chrysler Products V-8's 1954-'58 All
No. 104



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



Pontiac 1959-64 All
No. 105



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



"SPIN - ON" BY-PASS ADAPTER

Chrysler V-8 "B" & Hemi 1959-Up
DeSoto All 1958-Up

Dodge V-8 "B" & Hemi 1958-Up

Edsel All 1958-Up

Ford All 1957 (Late)-Up

Lincoln All 1957 (Late)-Up

Mercury All 1957 (Late)-Up

Plymouth V-8 "B" & Hemi 1959-Up

Rambler Ambassador V-6 to Engine
No. N-55755 1958-59

Rambler Rebel V-8 to Engine

No. G-50370 1958-59

Willys J-100 & G-230 1962-Up

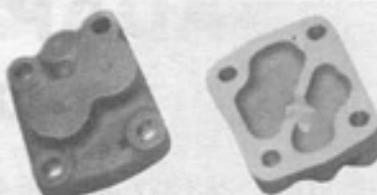
No. 106



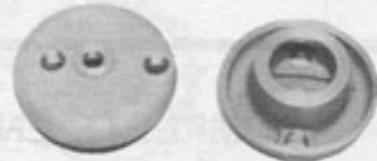
FILTER BLOCK-OFF PLATE
For cars using 106
No. 106-B



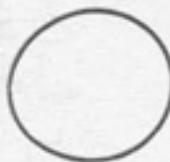
BY-PASS PLATE FORD PRODUCTS
All 332-428 & Lincoln 430 No. 107



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



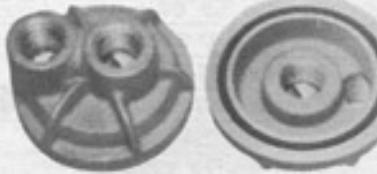
(EARLY STYLE
REPLACES CANNISTER)



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

No. 108 By-Pass

No. 108-B Block-Off



"SPIN - ON" BY-PASS ADAPTER

Buick All V-8 and V-6 1950-Up

Cadillac All 1960-Up

Oldsmobile All 1960-Up

Pontiac All 1960-Up

Rambler Ambassador V-8 No. N-55756
1959-Up

Rambler 6 Cyl. Alum. Block 1961-Up

Studebaker Lark 6 Cyl. No. S-248301
1962-Up

Studebaker Hawk V-8 No. P-90826
1962-Up

Studebaker Avanti V-8 1962-Up No. 109



"SPIN - ON" FILTER
BLOCK-OFF PLATE

For cars using 109 adapters No. 109-B

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

SPIN-ON BY PASS No. 6088

SPIN-ON BLOCK OFF No. 6088-B

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

This Adapter gives added flexibility to carburetion for the "Iron Duke" GM 151 CID Engine. It adapts the Holley Model 2300 (350-500 CFM) carbs to the stock "Iron Duke" intake manifold. Stands about 2½" high. No provisions for Egr. All necessary hardware included.

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

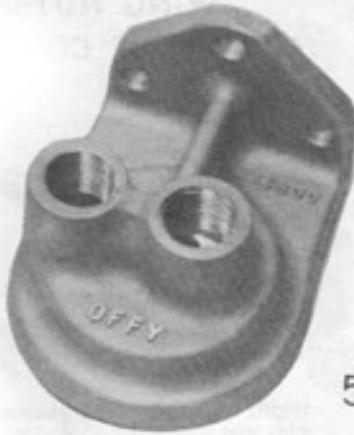
Part #6249
Choke block-off plate for all Cleveland series intake manifolds.

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

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

Part # 5898**FORD 332-428**

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

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

FOR HP-1 FRAM OR
EQUIVALENT OIL FILTER

Part #5877

HOSE and FITTING KIT

Highest quality Neoprene ½" I.D. Hoses with precision brass ends and fittings. This hose kit is specifically designed to be used with complete line of Offy by-pass adapters and remote oil filter mounting base. 24" hose length.

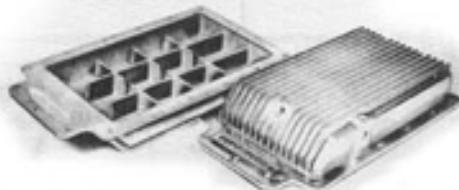
Part #6067



Beautifully Bubble Packaged

PARTS FOR CORVAIR

ALUMINUM OIL PAN



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

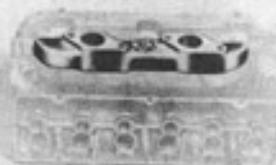
Part #5275
2 qt. larger capacity. Shipping Wt. 9 lbs.
Part #5309
3 qt. larger capacity. Shipping Wt. 10 lbs.

Chevrolet Corvair WING NUTS Part #5195

Highly chromed. Adds that final touch of distinction to your engine. Made especially for air cleaners on the Corvair engines.
Tapped 1/4-20 thread



4 CARB MANIFOLD



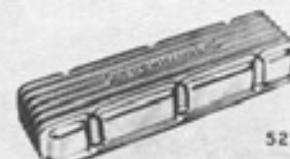
Above manifold castings machined for carburetors — Do It Yourself instructions included — necessary to machine heads and Heli-Arc manifold onto them — not advisable unless customer has proper facilities available.
Part #5481

BIG CARB ADAPTER



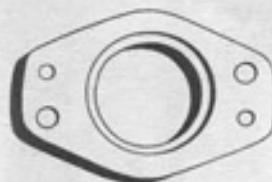
Carb adapter to allow installation of 4 bolt two throat carbs or larger Rochester 2GC type on present cylinder heads. BE SURE to specify type carbs to be used when ordering. Pkgd. per pair.
Part #5382 Shipping Wt. 1 lb.

ALUMINUM VALVE COVER



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

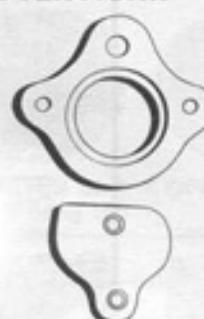
PONTIAC AND CHEVROLET ADAPTER PLATES



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

PONTIAC Part #6098
CHEVROLET Part #6099

JEEP OWNERS ATTENTION!!



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

WING NUTS FOR VALVE COVERS



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

#3509 — Tapped 5/16-24 thread
#3510 — Tapped 3/8-24 thread

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



5273

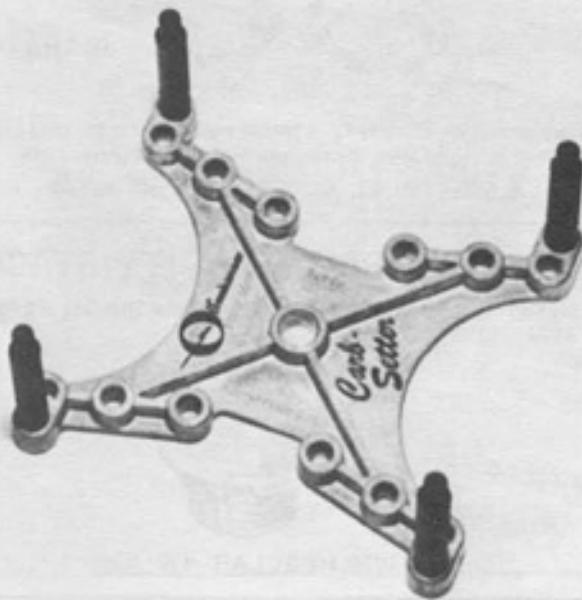
5280

ADAPTER

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

STARTER ADAPTER

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

CARB SETTER

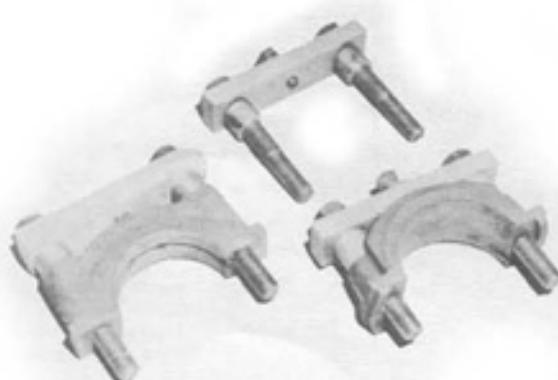
An efficient, easy to handle tool that will hold most of the popular type carburetors in an upright position. You will be amazed how much faster you can repair and assemble a carburetor with this handy tool.

#3475 Now Drilled to Accept All Holley Carbs.

MAIN CAP SUPPORTS

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

Engine	Part #
Ford and Mercury 59-A Blocks, Front and Center	3407
Ford and Mercury 8-BA Blocks, Front and Center	3408
Chevrolet OHV-V8 265, 283, 327 & 350	3650
Oldsmobile OHV-V8 thru 1958	3651
Oldsmobile 1959-64	5252
Pontiac OHV-V8 thru 1958	3652
Pontiac OHV-V8 1959 and later	5036
Ford 260-289	5586
Cadillac OHV-V8	3937
Dodge and DeSoto OHV-V8	3938
Chrysler 59-60	5023



Average Shipping Wt. 3 lbs.

CHEV FRONT COVER

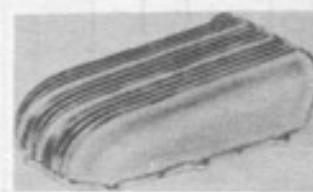
accepts Stock Water Pump
Chevrolet OHV-V8 265, 283, 327

This polished aluminum cover enables the user to change or time the camshaft without removing the pan. Stock water pump can be used after pressing hub back approximately 9/16".

Use Chevrolet pulley #3724816.
Part #5770, Wt. 4-1/2 lbs.

**CHEV FRONT COVER**

Featuring a large polished aluminum cover plate which enables camshaft to be easily removed or timing to be changed without having to remove pan. Fits Chev V8 engines—265, 283, 327. Shipping Wt. 4½ lbs. #5312

**AIR SCOOPS**

This beautiful Aluminum finned "HIGH-LIGHT POLISHED" scoop can be adapted to most hoods with very slight modification. A "MUST" for the REAL GOERS". Shipping Wt. 4½ lbs.

Part #5285

THERMOSTAT CONTROL BODY

5306

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

#5306 ... Shipping Wt. 1½ lbs.

**DEGREE WHEELS**

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

Part #	Crankshaft Size
5032	1 1/4"
5033	1 1/8"
5034	1 1/2"

Shipping Wt. 1 lb.

BLOCK OFF PLATES

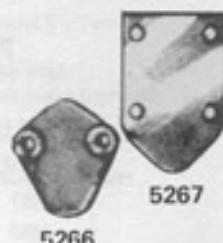
Fuel pump block off plates for following:

42-48 Ford and Mercury Flathead

#5265 Most all O.H.V. Engines

#5266 "327" and 283 cu. in. Chevrolet

#5267

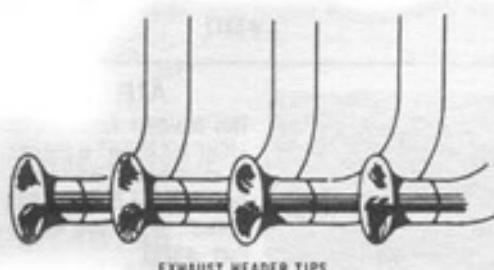
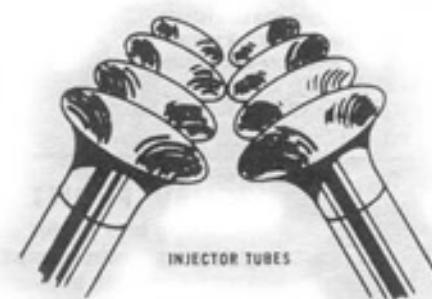


5266

5267

Offenhauser®
The Greatest Name in Racing®

INTAKE AND EXHAUST HEADER TIPS



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

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

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

QUAD VELOCITY STACKS



1 1/2" HIGH

Provides proper air velocity for 4 throat carbs! These polished aluminum stacks fit most Rochester, Carter, and Holley four barrel carbs.
#5314 inside dia. at base 4 3/16" #5315 inside dia. at base 5"

TWO BARREL VELOCITY STACK

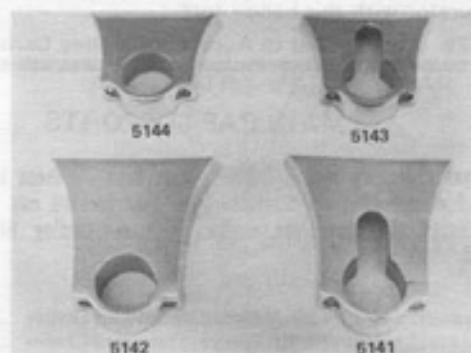
This polished chrome steel stack is for 2-5/8" diameter Stromberg and Ford Holley two barrel carbs.



#4030 REGULAR—1 1/2" high

STEERING COLUMN DROPS

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

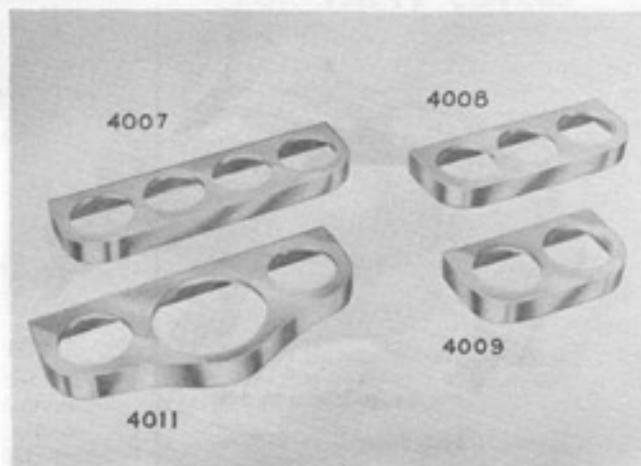


- #5141—4" Drop—Column and Shift
- #5142—4" Drop—Column only
- #5143—2" Drop—Column and Shift
- #5144—2" Drop—Column only

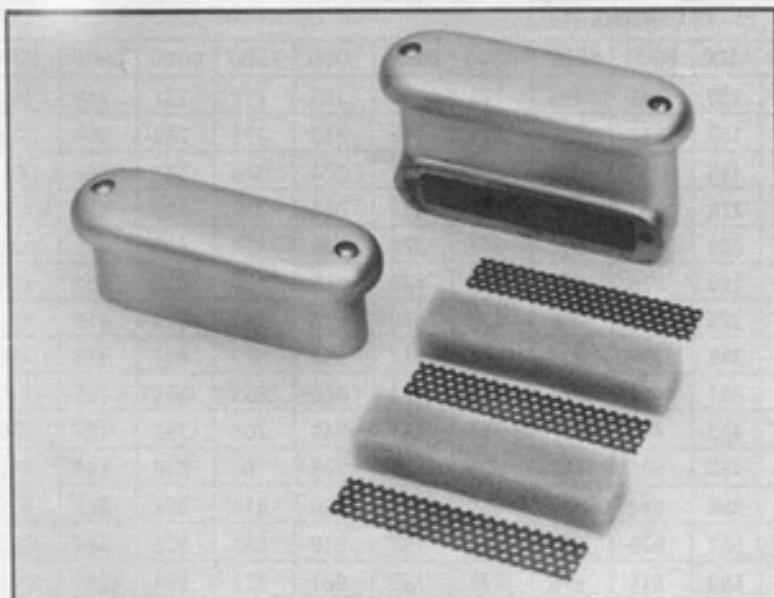
DEEP DISH DASH PANELS!

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

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



KING SIZE FILTERED BREATHERS!!



NEW 5" HIGH RISE



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

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

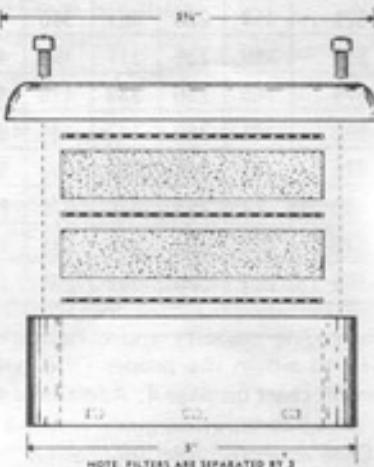
6156 Great for higher compression engines.

POLISHED ALUMINUM

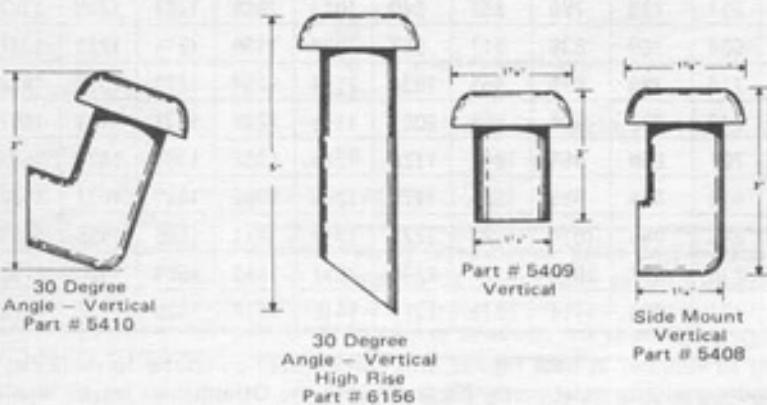
We can now offer you a breather with this new design to protect your engine from dust and foreign particles that is not a feature of other breathers being manufactured.

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

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



IT BREATHES — IT'S NEW — IT'S AMAZING



here's a crankcase breather that actually breathes!

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



ORDINARY BREATHERS

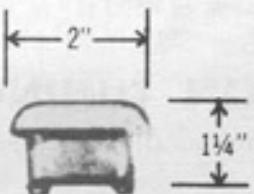


OFFENHAUSER aluminum breather, highly polished, complete with gasket, bolts and mounting instructions — available at your distributor. Shipping Wt. 1 1/2 lbs.

Part No. 4039

SMALL BREATHER

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



Part #3661JR

Shipping Wt. 1 lb

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

Part #5408 ... Breather Side Mount Vertical

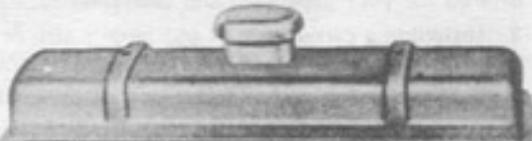
Part #5409 ... Breather Vertical

Part #5410 ... Breather 30 degree angle

Part #6156 ... Breather 30 degree angle high rise

Shipping Wt. 1 lb.

BREATHER, POLISHED ALUMINUM



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

#3661—Breather Shipping Wt. 1 lb

OFFENHAUSER'S GUIDE TO PROPER CARBURETION

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

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

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

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

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

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

CARBURETION TUNING TIPS

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

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

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

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DON'T BE MISLEAD

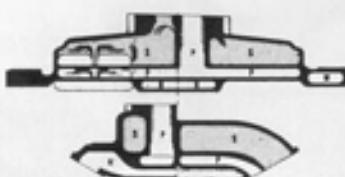
OFFENHAUSER is the only manifold manufacturer that maintains specific machines and qualified operators to produce their superior quality merchandise. Plus a control system that gives each item a personal inspection. Other manifold manufacturers, even though they will not admit it, are producing their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

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

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

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

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



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

CALIFORNIA CUSTOMERS — PLEASE NOTE

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

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

OVER 30 YEARS EXPERIENCE

DUAL PORT V-6 & V-8

DUAL PORT MINI-CAR

360° EQUA-FLOW

SINGLE QUAD/DUAL QUAD

HIGH RISE/LOW PROFILE

TURBO-THRUST

SUPER SONIC

PORT-O-SONIC

DIAL-A-FLOW

"C" SERIES MINI-CAR

LOW PROFILE RAM

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

YOUR LOCAL DEALER IS



The Greatest Name in Racing®

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255 W. Pine Street
Exeter, CA 93211
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