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DON'T BE MISLEAD

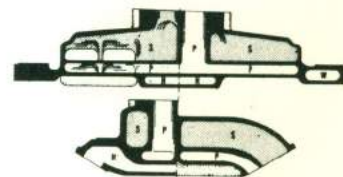
OFFENHAUSER is the only manifold manufacturer that maintains specific machines and qualified operators to produce their superior quality merchandise. Plus a control system that gives each item a personal inspection. Other manifold manufacturers, even though they will not admit it, are producing their 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 70 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.



AUTOMOTIVE PERFORMANCE PRODUCTS

COMPLETE CATALOG

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 Ollie Morris 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 country.

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.

As Chief Engineer in charge of Research and Development, Ollie Morris is known and respected internationally for his engineering expertise. Dedicated to a lifetime career of racing and research, Ollie's quest for perfection has sparked many an innovation at Offenhauser. Consider, for example, the Dual Port 360° and Dial-A-Flow concepts. Ollie's task includes not only asking questions but also finding answers and this he accomplishes with proven results.

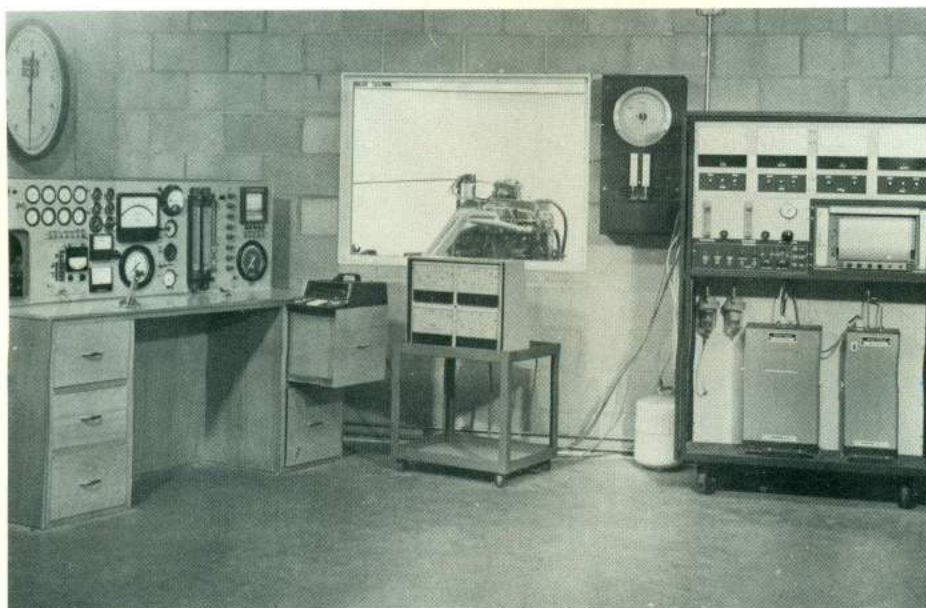
While innovation and tradition are important ingredients in the manufacturing of products at Offenhauser, technology plays an equally important role.

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.

Even as you read this catalog, Offenhauser engineers are working on new designs for better performance, fewer emissions, and improved fuel economy. One such example is the area of turbocharging. Offenhauser has entered the Turbo arena with Turbo Balance Control, a patented unit which has been extensively tested on the dyno and on the road. This component piece virtually eliminates the universal "turbo throttle-lag" syndrome in all O. E. M. and aftermarket systems.

Designed to give results with **ANY STANDARD-BORE 4 BBL MANIFOLD**, it particularly enhances our Dual Port manifolds in turbo applications. Also available is a complete line of Offenhauser turbo accessories to facilitate installation of the Turbo Balance Control system. Complete listings are on page 50.

There are even 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 them 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-O-SONIC	SUPER SONIC	DIAL-A-FLOW	TURBO-THRUST	360° EQUA-FLOW ①	360° EQUA-FLOW ① ②	DUAL QUAD (Holley 4500)	DUAL QUAD (Low Profile) ①	DUAL QUAD (High Rise) ①	TRIPLE MANIFOLD	F/M QUAD MANIFOLD	LOW PROFILE RAM
AMC 6 CYL	9	9												
AMC V8	6					18	18	22						
BUICK 1953-56								21		23				28
BUICK 1957-58								21		23				28
BUICK 401-425								21	22	23				
BUICK 400-455						18	18	22						
BUICK/OLDS/PONTIAC V6	5	19			19									
BUICK/OLDS 215 C.I. ALUMINUM V8					21				23					
CADILLAC V8 1949-60									27	27				28
CHEV 1937-59									27	27				
CHEV 6 CYL 230-250-292					25				25	25				
CHEV 285 C.I. 1955-56										23				
CHEV 283-400	6		17	17	12	14	18	18	21	22	23	26	22	28
CHEV 348									21	22				28
CHEV 396-454	6		17	17	12	14	18	18	21	22			22	
CHEV CORVAIR														46
CHEV LUV	9	9												
CHEV VEGA	9													
CHRYSLER 1951-58 (HEMI ENGINE)														28
CHRYSLER 273 (THRU '65)	6					18		21	22					28
CHRYSLER 273-318 (1966-)	6	17		12		18		21	22					
CHRYSLER 340-360	6	17		12	14	18	18							
CHRYSLER 383-400	6				14	18	18	21	22		23			
CHRYSLER 413-440	6				15	18	18	21			23			
CHRYSLER 426 HEMI					15									
CHRYSLER 6 CYL						25			25					
DATSUN 4 CYL (1600-1800-2000)	9	9												
DODGE 6 CYL 1938-56										27				
DODGE V8 (1953-56) (EXC 500 SERIES)										28				
DODGE 1955-57 (315 C.I.)											28			
F/M 1932-53 (FLATHEAD)										32	32	32		
FORD 6 OHV 1952-59										27	27			
F/M 239 1954											23			
FORD 272/292/312 (1954-61)														28
FORD 289-302	6	17		12	15	18	18	21	22					
FORD 302 BOSS					15									
FORD 351 CLEVELAND 2V	6	17		12										
FORD 351 CLEVELAND 4V	6	17		12	15	18	18							
FORD 400 CLEVELAND	6													
FORD 351 400 M	6													
FORD 351 WINDSOR	6					18	18							
FORD 360-390	6	17				18	18	21	22					
FORD 429-460	6	17			15									
FORD 6 CYL (144 C.I.)											25			
FORD 6 CYL (170-200 C.I.)											25			
FORD 6 CYL (170-250 C.I.)											24			
FORD 6 CYL (240-300 C.I.)	10	24												
FORD COURIER 1800 cc	10	10												
FORD COURIER 2000 cc	10	10												
FORD 2000 cc	10	10												
FORD 2300 cc	10	10												
FORD COURIER 2300 cc	10	10												
FORD V6 2800 cc	5													
FORD V6 2600 cc	5													
JEEP V6	5	19				19								
NASH/RAMBLER 6 CYL OHV										25				
OLDS 1949-53								21						28
OLDS 1954-56								21		23				28
OLDS 1957-58										23				28
OLDS 1959-64										23				28
OLDS 330-403	6					18	18	21	22					
OLDS 400-455	6	17	17	12	15	18	18	21	22					
PLYMOUTH 6 1937-56										27				
PLYMOUTH V8 1955										28	28			
PONTIAC/TEMPEST 4 CYL										28	28			
PONTIAC 1955-64								21	22	23				28
PONTIAC 326-455	6					18	18	21	22					
STUDEBAKER 6 CYL 1939-56										27				
TOYOTA 4 CYL 1600/1800 cc	11	11												
TOYOTA 4 CYL 1900/2000/2200 cc	11	11												
TOYOTA 22R (2400 cc)	11	11												
TOYOTA 6 CYL	11	11												

FOOTNOTES: ① SPREAD-BORE MODELS, Page 20.

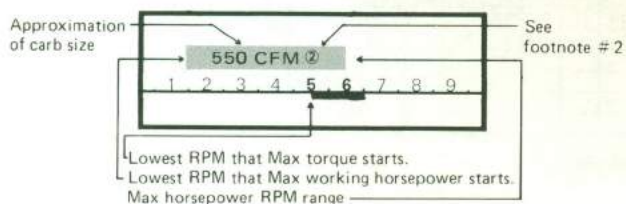
② LOW PROFILE MODELS, Page 21.

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 ^⑥ HYD CAM 5000 TO 6000 RPM MAX	STREET & STRIP ^⑥ ¾ 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 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 9 400 CFM ^{②③} 1 2 3 4 5 6 7 8 9	465 CFM ^② 1 2 3 4 5 6 7 8 9 600 CFM ^② 1 2 3 4 5 6 7 8 9	500 CFM 1 2 3 4 5 6 7 8 9 715 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 ^{④②}	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	400 CFM ^② 1 2 3 4 5 6 7 8 9 500 CFM ^② 1 2 3 4 5 6 7 8 9	500 CFM ^② 1 2 3 4 5 6 7 8 9 600 CFM ^② 1 2 3 4 5 6 7 8 9	715 CFM ^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 ^{②③} 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.
- ③ Under 300 cu. in., use 465 CFM. Anything over, use size recommended in catalog.
- ④ Dial-A-Flow 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.

DUAL PORT 360° MANIFOLDS

5

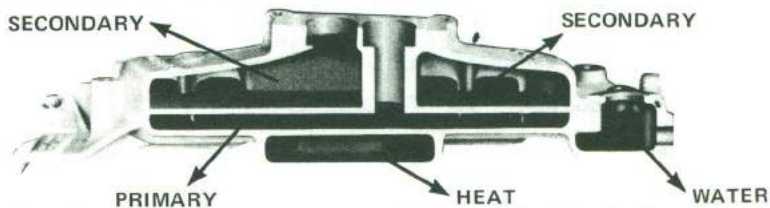
V-6 Section—Page 5 Mini Car—Pages 7 to 11
V-8 Section—Page 6

HOW THE DUAL PORT INDUCTION SYSTEM WORKS

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

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

CUTAWAY DUAL PORT 360° MANIFOLD



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

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

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

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

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

DUAL PORT V-6 SECTION

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

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

Part No. Description

- 6153-DP Buick/Jeep, 198 C.I., 1962-63
- 6035-DP Buick/Jeep, 225 C.I., 1964-72
- 6035-DP Buick/Olds/Pontiac, 231 C.I., 1975 (will not fit HEI)
- 6167-DP Buick/Olds/Pontiac, 231 C.I., 1976-78

Will not fit Tall Port heads due to port size.

FOR PROPER INSTALLATION, FOLLOWING PARTS MAY BE NECESSARY

High flow, low profile, chrome air cleaner with emission control fittings.

Part #5887 for 4-3/16" carbs

Part #5888 for 5-3/16" carbs



Part #6035-DP

SPECIAL INTAKE GASKETS

Part #5996 (for 6035-DP only)

Part #6168 (for 6167-DP only)

See page 16 for emission control adapter kit information.

FORD MUSTANG II, CAPRI, PINTO V-6

After the successful introduction of the 2800 CC V-6 manifold for the Mustang/Capri/Pinto/Bobcat, Offenhauser has followed up with a 2600CC version for the earlier engines. Both are available in 2 or 4 barrel designs.

Low RPM with a stock 2 stage 2 bbl carb really comes on the way it should for street use 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 Mustang II, Capri, Pinto 2800CC 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.
- 6097-DP FORD Mustang II, Capri, Pinto 2800CC 1974 and later, 4 bbl carb. (rec. Holley #R6299AAA or R8007AAA)
- 6115-DP FORD 2600CC Capri stock 2 stage 2 bbl carb.
- 6116-DP FORD 2600CC Capri 4 bbl (Holley carb #R6299AAA or R8007AAA)



#6097
4 BBL

V-8 DUAL PORT

360°

SINGLE QUAD HIGH-RISE MANIFOLDS

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 13.

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	
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	Will not work on models with rear water crossover port.
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 vans and some late Granadas have engines labeled as 351 Windsor. Proper manifold is 351K — refer to 6139-DP and 6140-DP. Be sure to check.		
6012-DP	FORD 351 Windsor Spread-Bore Qjet Carb	
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	
6139-DP	FORD 351K 1975 and later, Std. 4 bbl Carb (6 bolt holes per side)	
6140-DP	FORD 351K 1975 and later, Spread-Bore 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 are the best bet for 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	
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)	
NOTE: All above will not fit with H.E.I. Ignition.		
6037-DP	PONTIAC 326-455 (except Ram Air V) 1965 and later, Std. 4 bbl Carb	
6038-DP	PONTIAC 326-455 (except Ram Air V) 1965 and later, Spread-Bore Qjet Carb	
NOTE: ABOVE WILL NOT FIT WITH H.E.I. IGNITION.		

MINI-CAR/TRUCK MANIFOLDS

7

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 9.

DUAL PORT SERIES

The patented Dual Port is our **STREET PERFORMANCE/ECONOMY DESIGN**. A detailed explanation of the Dual Port system appears on page 5. 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.

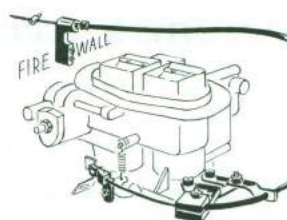
The two barrel mini Dual Ports come standard (order "DP") to accept the stock 2 stage carburetor. However, as an alternative, most can be drilled at the factory to accept the Holley 5200 series (order "DPH") or the Weber 32/36 series (order "DPW") at no extra charge.

"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 riser No. 6176 in order for the carb linkage to clear the manifold.

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

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



No. 6230

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

PART NO. DESCRIPTION

	6176	1" Holley Carb Riser Recommended — See above
NEW	6230	Universal Cable Linkage Accessory Kit Recommended — See above
NEW	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)
NEW	6235	1" Offset Holley 5200 Carb Adapt. (Holley 5200 to stock DP base. Fits Courier, Datsun, Luv, Toyota, etc. with carb base measurement of 3-1/8" x 1-3/4". See Carb Conversion Chart on page 8.)
NEW	6244	Universal Foot Throttle Kit See above



No. 6176



No. 6244

No. 6232

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

"DPW" ACCESSORIES (WEBER 32/36)

The Weber 32/36 will not usually require any accessories. A Weber riser 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

NEW	6230	Universal Cable Linkage Accessory Kit. Available if cable conversion is necessary.
NEW	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)
NEW	6234	Weber Riser Plate — Included with "DPW" Manifold (5/16" for linkage clearance)
NEW	6236	1" Offset Weber 32/36 Carb Adapt. (Weber 32/36 to stock DP base. Fits Courier, Datsun, Luv, Toyota, etc. with carb base measurement of 3-1/8" x 1-3/4". See Carb Conversion Chart on page 8.)
NEW	6244	Universal Foot Throttle Kit. Available if Cable Conversion is necessary.

MINI-CAR/TRUCK MANIFOLDS

"C" SERIES

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

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

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

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

"C" ACCESSORIES (HOLLEY 5200)

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

PART NO.	DESCRIPTION
NEW 6229	1" Holley 5200 Carb Spacer Recommended, see above.
6230	Universal Cable Linkage Accessory Kit (Pictured pg. 7)
NEW 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.)
NEW 6244	Universal Foot Throttle Kit (Pictured pg. 7)



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
NEW 6230	Universal Cable Linkage Accessory Kit (Pictured pg. 7)	NEW 6239	Weber Riser Plate — Included with "CW" Manifold (5/16" 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. 7)

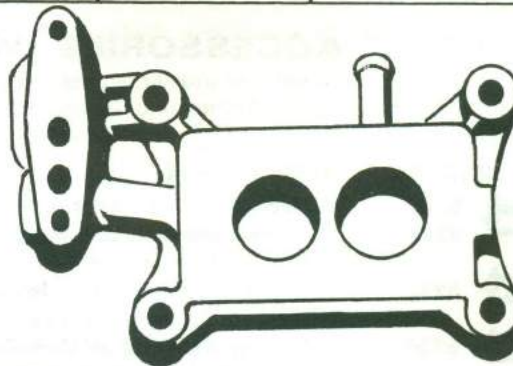
"MINI" CARB ADAPTER SELECTION CHART

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 10 New Carb Adapters.

MATCH TO		MANIFOLDS (4 CYL 2 BBL MODELS)				
		STOCK	"DP" DUAL PORT STOCK CARB	"DPH" DUAL PORT HOLLEY CARB	"DPW" DUAL PORT WEBER CARB	"C" SERIES
C A R B S	STOCK (3-1/8" x 1-3/4")			No. 6235A (1" Offset)	No. 6236A (1" Offset)	N/A*
	HOLLEY 5200 SERIES	No. 6237 (1" Offset) No. 6240H (Stock Courier 2300)	No. 6235 (1" Offset)	No. 6176 (1" Riser) No. 6232 (1" Offset) (Late Courier/Mazda)	No. 6176 (Blend Venturis to Match)	No. 6229 No. 6233 (1" Offset) (Late Courier/Mazda)
	WEBER 32/36 SERIES	No. 6238 (1" Offset) No. 6240W (Stock Courier 2300)	No. 6236 (1" Offset)	No. 6234 No. 6232 (1" Offset) (Late Courier/Mazda)	No. 6234 (Included with "DPW")	No. 6239 No. 6233 (1" Offset) (Late Courier/Mazda)
	HOLLEY 2300	N/A*	N/A*	N/A*	N/A*	6231

* Not Advisable

PART NO.	DESCRIPTION
NEW 6237	Holley 5200 Carb Adapter (to stock manifold base) Adapts the Holley 5200 series carb to the stock manifold base. Fits Courier, Datsun, Luv, Toyota and others with carb base measurement of 3-1/8" x 1-3/4". Offsets carb 1" up and 1" away from engine.
NEW 6238	Weber 32/36 Series Carb Adapter (to stock Manifold base) Adapts the Weber 32/36 carbs to the stock manifold base. Fits Courier, Datsun, Luv, Toyota and others with carb base measurement of 3-1/8" x 1-3/4". Offsets carb 1" up and 1" away from engine.
NEW 6240H	Courier 2300 cc Carb Adapter (Holley) Adapts the Holley 5200 series carb to stock Courier 2300 cc manifold base.
NEW 6240W	Courier 2300 cc Carb Adapter (Weber) Adapts the Weber 32/36 series carb to stock Courier 2300 cc manifold base.



No. 6240

MINI-CAR/TRUCK MANIFOLDS

AMERICAN MOTORS 6 CYLINDER

The Dual Port and "C" Series accept the Carter or Holley standard bore 4 bbl carb. Carb size recommended for DP is from 390 CFM to 500 CFM; for "C" Series — 500 CFM and larger. Use Holley No. 8007 (390 CFM), 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. **FOR AUTOMATIC TRANS. INSTALLATIONS — ORDER KIT NO. 5999K.**

DUAL PORT

PART NO. APPLICATION
5999-DP Thru '81 — Std Bore 4 bbl

"C" SERIES

NEW PART NO. APPLICATION
6208-C Thru '81 — Std Bore 4 bbl



No. 5999-DP

CHEVROLET LUV PICK UP

Manifold and accessory information is given on pages 7 and 8. Dyno and road tests have shown the Dual Port/stock carb set-up to give a substantial horsepower increase without sacrificing fuel economy.

DUAL PORT - 2 BBL

PART NO. APPLICATION (Stock 2 STG Carb)
6059-DP 1972-75 (See EGR Adapter Kit No. 6106, page 16)

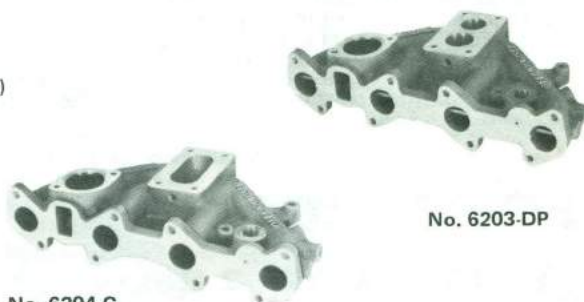
NEW 6059-DPH* 1972-75 (Holley 5200 Carb)
6059-DPW* 1972-75 (Weber 32/36)
6203-DP 1976 and later (Stock 2 STG Carb)

NEW 6203-DPH* 1976 and later (Use EGR from '77 or '78 models)
6203-DPW* 1976 and later (Holley 5200 Carb)

"C" SERIES - 2 BBL

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

*Accessories may be needed. See introduction on pages 7 and 8.



No. 6203-DP

No. 6204-C

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

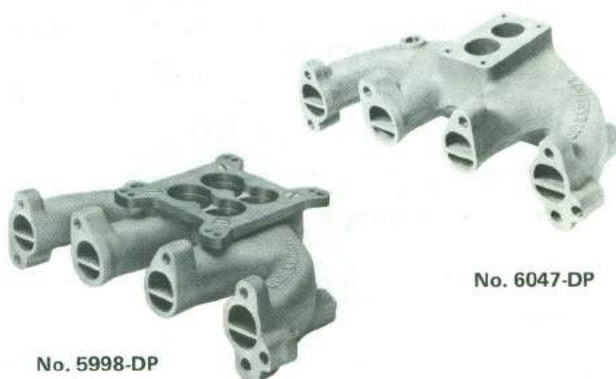
PART NO. APPLICATION
6047-DP 1971 and later — 140 C.I.

DUAL PORT - 4 BBL

Use a Holley No. 8007 (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.**

FOR PROPER INSTALLATION, FOLLOWING PARTS NECESSARY
High flow, low profile, chrome air cleaner with emission control fittings.
Part No. 5717 for 4-3/16" carbs Part No. 5718 for 5-3/16" carbs

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



No. 6047-DP

No. 5998-DP

DATSUN 1600, 1800, 2000cc OHC

The following Dual Port and "C" Series manifolds will not work on the Datsun applications where the stock manifold has a provision for exhaust heat. Manifold and Accessory Information is given on pages 7 and 8.

DUAL PORT - 2 BBL

PART NO. APPLICATION (Stock 2 STG Carb)
6002-DP 1600 cc 1968-74 (Holley 5200)

NEW 6002-DPH* 1600 cc 1968-74 (Weber 32/36)

NEW 6002-DPW* 1600 cc 1968-74 (Stock 2 STG Carb)

NEW 6138-DP 1600 cc 1975-77 (Holley 5200)

NEW 6138-DPH* 1600 cc 1975-77 (Weber 32/36)

NEW 6138-DPW* 1600 cc 1975-77 (Stock 2 STG Carb)

NEW 6143-DP 1800 cc thru '74 (Holley 5200)

NEW 6143-DPH* 1800 cc thru '74 (Weber 32/36)

NEW 6143-DPW* 1800 cc thru '74 (Weber 32/36)

"C" SERIES - 2 BBL ①

NEW PART NO. APPLICATION (Holley 5200)
6211-C* 1600 cc 1968-74 (Weber 32/36)

6211-CW* 1600 cc 1968-74 (Holley 5200)

6212-C* 1600 cc 1975-77 (Weber 32/36)

6212-CW* 1600 cc 1975-77 (Holley 5200)

6213-C* 1800 cc thru '74 (Weber 32/36)

6213-CW* 1800 cc thru '74 (Holley 5200)

6214-C* 2000 cc 1975-77 (Weber 32/36)

6214-CW* 2000 cc 1975-77 (Holley 5200)

6215-C* 2000 cc 1978-80 (Weber 32/36)

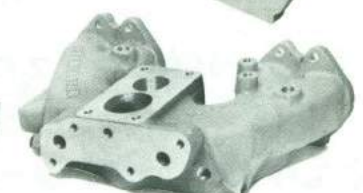
6215-CW* 2000 cc 1978-80 (Holley 5200)



No. 6002-DP



No. 6144-DP (Front)



No. 6144-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 7 and 8.

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 7 and 8.

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

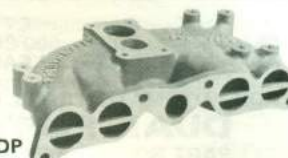
DUAL PORT - 2 BBL

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)

NEW

"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 7 AND 8.

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 7 and 8.

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

DUAL PORT - 2 BBL

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

"C" SERIES - 2 BBL

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

*ACCESSORIES MAY BE NEEDED. SEE INTRODUCTION ON PAGES 7 AND 8.

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 7 and 8.

DUAL PORT - 2 BBL

PART NO.	APPLICATION
6241-DP	1979 and later (Stock 2 STG Carb)
6241-DPH*	1979 and later (Holley 5200)
6241-DPW*	1979 and later (Weber 32/36)

"C" SERIES - 2 BBL

PART NO.	APPLICATION
6246-C*	1979 and later (Holley 5200)
6246-CW*	1979 and later (Weber 32/36)

*ACCESSORIES MAY BE NEEDED. SEE INTRODUCTION ON PAGES 7 AND 8.

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. 8007 (390 CFM) 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.

No. 6001-DP



No. 6000-DP

"C" SERIES - 2 BBL

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

FORD 2300cc

DUAL PORT - 2 BBL

Uses the Holley 5200 or stock 2 stage 2 bbl carb. Must also use the stock carb plate.

PART NO.	APPLICATION
6113-DP	thru '81

DUAL PORT - 4 BBL

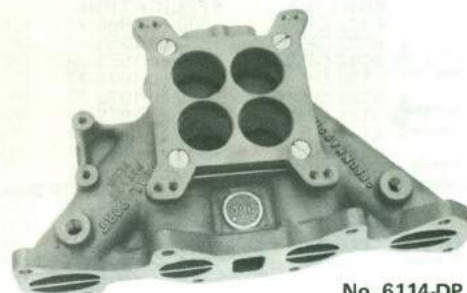
Use Holley No. 8007-390 CFM (must remove kick down arm for clearance); or Carter No. 9400 (clears ok with no mods). LINKAGE INSTALLATION KIT - FOR STD AND AUTO TRANS - AND INSTRUCTIONS ARE INCLUDED. COMPETITION MANIFOLD.

PART NO.	APPLICATION
6114-DP	thru '81

"C" SERIES - 2 BBL

PART NO.	APPLICATION
6222-C	thru '81 (Holley 5200 and Weber 32/36)

Use stock carb plate and match to either carb.



No. 6114-DP

FORD 240-300 6 CYLINDER

The Dual Port and "C" Series accept the Carter or Holley STD bore 4 bbl carb. Carb size recommended for DP is from 390 CFM to 500 CFM; for "C" Series 500 CFM and larger. Use Holley No. 8007 (390 CFM), 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 accessory kit 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.	APPLICATION
6019-DP	thru '81

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

"C" SERIES

PART NO.	APPLICATION
6227-C	thru '81

(replaces 5886)



No. 6027-C

MINI-CAR/TRUCK MANIFOLDS

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 7 and 8.

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	1979-81	(Stock 2 STG Carb)
6205-DPH*	1979-81	(Holley 5200)
6205-DPW*	1979-81	(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)
6220-C*	1979-81	(Holley 5200)
6220-CW*	1979-81	(Weber 32/36)

*ACCESSORIES MAY BE NEEDED. SEE INTRODUCTION ON PAGES 7 AND 8.



No. 6048-DP



No. 6137-DP

TOYOTA 1900/2000/2200cc OHC

Recent dyno and road tests have proven the Dual Port can give 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 7 and 8.

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 ① 1978-79 (fits 20R) These models only fit stock carb. Check with manufacturer for Holley & Weber alternative.

"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* ①	1978-79 (also fits 20R)	(Holley 5200)
6217-CW* ①	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 7 AND 8.



No. 5997-DP



No. 6136-DP



No. 6179-DP ①



No. 6223-DP

TOYOTA 2400cc

Dual Port and "C" Series will be available in spring 1981. Manifold and accessory information is given on pages 7 and 8.

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)

*ACCESSORIES MAY BE NEEDED. SEE INTRODUCTION ON PAGES 7 AND 8.

"C" SERIES - 2 BBL

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

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 useage, 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 booster 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

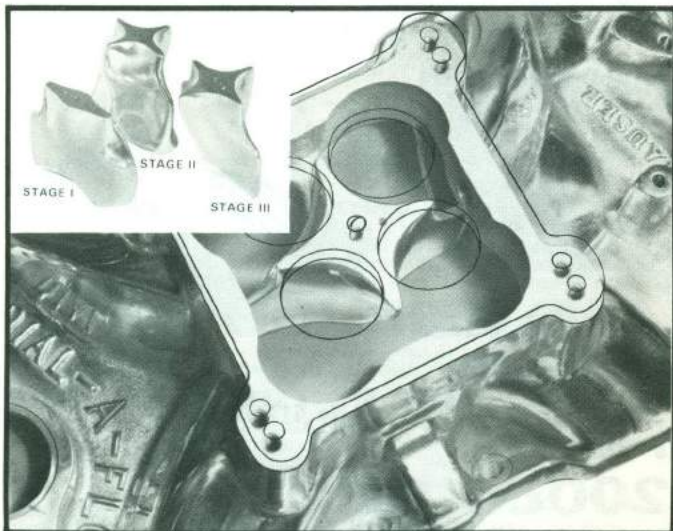
The "C" Series is geared for greater mid and high range torque gains than the Dual Port. This is strictly competition only. Carb clearance problem and linkage mods same as for DP series. See above.

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.)



No. 6154-DP

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.

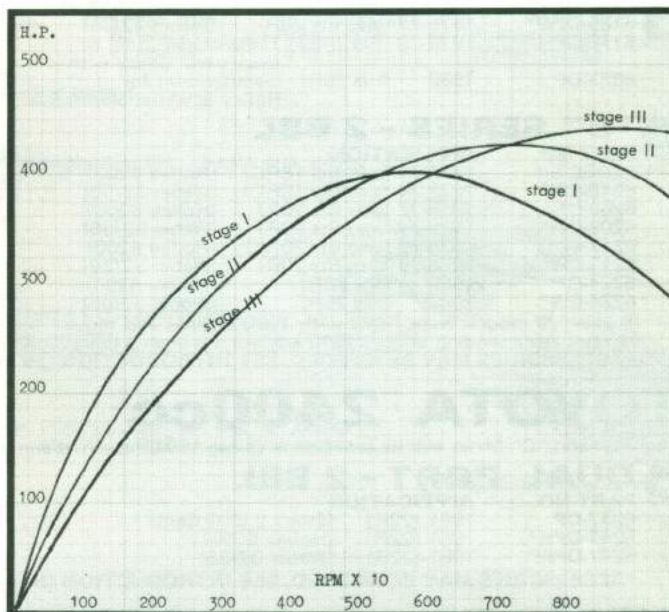
PART NO.	APPLICATION
6124	Chevrolet 283-400 Reg 4 Bbl Carb
6125	Chevrolet 396-454 Large Port Reg 4 Bbl Carb
6126	Ford 289-302 Reg 4 Bbl Carb
6127	Ford 351 Cleveland 4V Heads Reg 4 Bbl Carb
6128	Ford 351 Cleveland 2V Heads Reg 4 Bbl Carb
6129	Chrysler 340-360 Reg 4 Bbl Carb
6130	Chrysler 273-318 (1966 and later) Reg 4 Bbl Carb
6131	Oldsmobile 400-455 Reg 4 Bbl Carb

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

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

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

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



FLOW CONTROL INSERTS

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

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

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

OFFENHAUSER'S GUIDE TO PROPER CARBURETION

13

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.

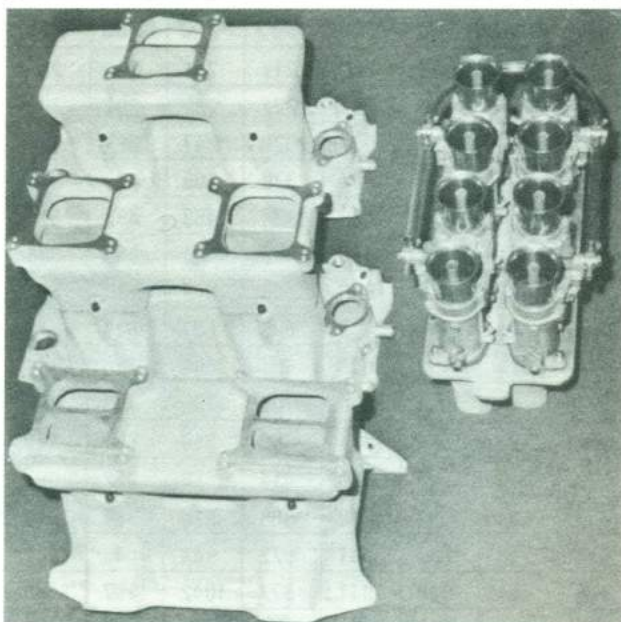
CARBURETION TUNING TIPS

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.

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 \$250.00 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 KITS AVAILABLE

Progressive dual four barrel carb linkage kits. For use with any dual quad and tunnel ram style manifolds using in-line carb mounting. Bubble package for easy display.

PART NO.

6068

6081

DESCRIPTION

DUAL QUAD

TUNNEL RAM DUAL QUAD

TURBO-THRUST — POWER PORT MANIFOLDS

A whole series of COMPETITION Manifolds designed to suit your particular needs. Tested and proven to outperform other so-called top performers, these 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



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

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

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)	#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	#6082	Base Only
	#6083	Single Quad Top
	#6084	Dual Quad Top
	#6085	Thermo Quad Dual Top
	#6086	3 Weber Carb Top
	#6087	Holley 4500 Single Top
	#6104	Spec. 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

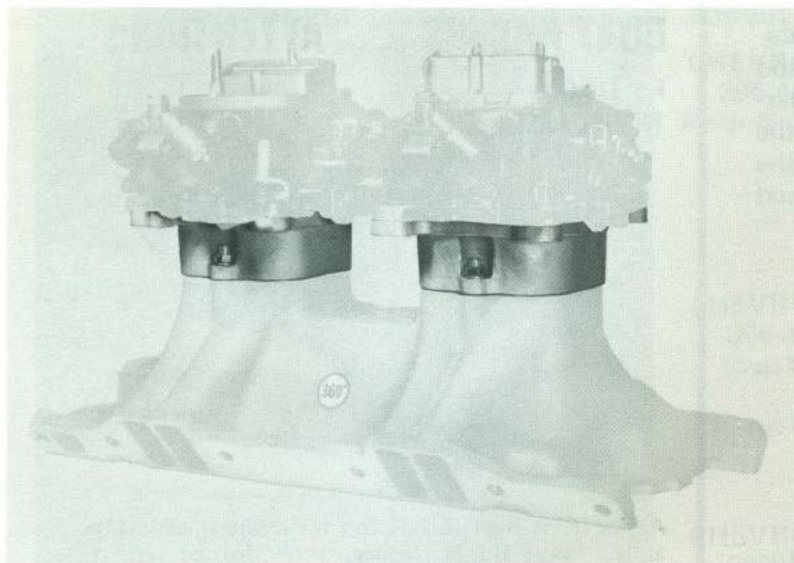


5908G, 5911G, 5944G
& 5971G



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

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.

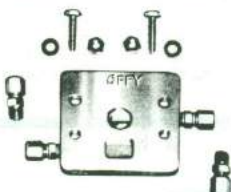
NOTE: This set will require Carburetor and Linkage Modifications and should only be used for all out competition racing. Not designed for street use. Adapters are 2" in height.

Part # (DESIGNATES PAIR)

Description

#6040	Individual Runner Carb Adapters to bolt reg. Holley Carb on our #5914, 5921, 5931, 5935 and 5940 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 Adaptor 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 NPO compression fittings
 2 pieces of aluminum tubing.



Part #6069 Illustrated

EGR VALVE ADAPTER KIT

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

PORT 360°, Port-O-Sonic manifolds will be equipped at the factory with drilled and tapped holes to use the EGR Adapter Kit.

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.

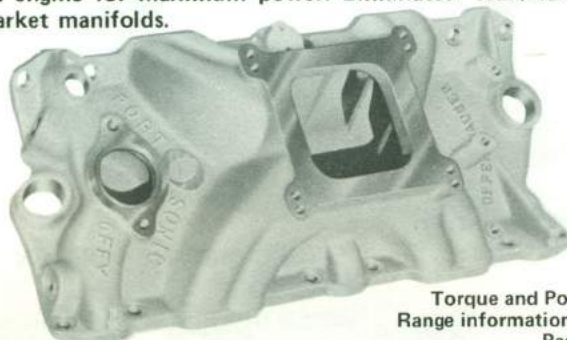
IMPORTANT! Be sure you have the proper kit for your particular installation.

	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* ¹⁷ T.M.

... FOR SERIOUS RACERS

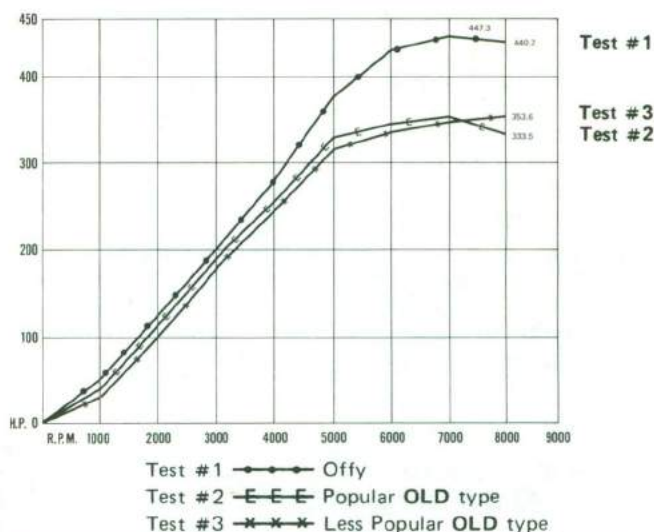
Here's a manifold designed by Offy engineers for competition only. Specially designed plenums and runners match volume for a specific engine for maximum power. Eliminates "lean/rich" condition from cylinder to cylinder commonly found with other aftermarket manifolds.



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
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
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

*WILL NOT WORK ON MODELS WITH REAR WATER CROSSOVER PORT!

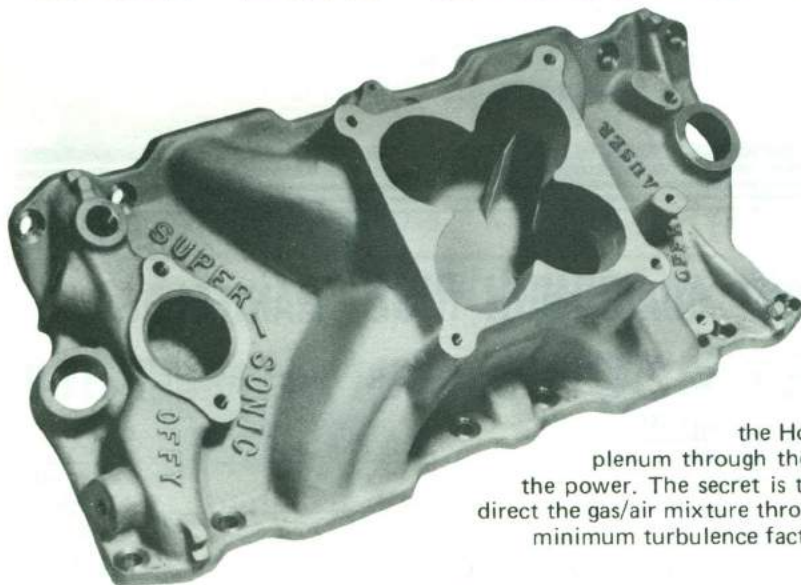


OFFENHAUSER takes the "E" and "X" out of the performance equation and replaces it with P.O.S. (PORT O SONIC). Notice how closely the power curves parallel each other to 4000 RPM. This is typical of an independent runner open chamber manifold with the OLD style fixed runner system. OFFENHAUSER'S advanced 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.

WARNING: A PORT-O-SONIC CAN BE HAZARDOUS TO YOUR COMPETITION!

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

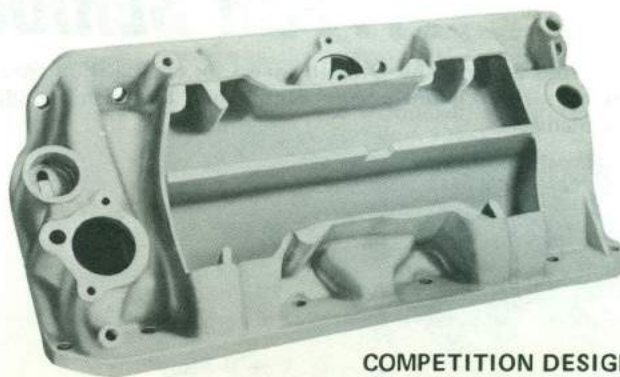
360° EQUA-FLOW HIGH RISE SINGLE QUAD MANIFOLDS

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.

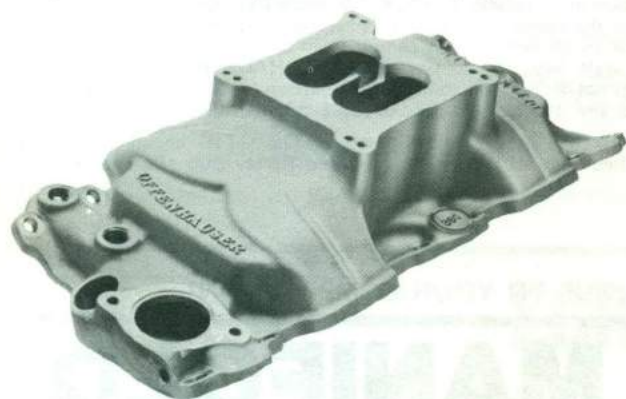
Exclusive plenum chamber design of Offenhauser 360° Equa-Flow Manifold wipes out flat spots in all RPM ranges. Gives you smooth . . . unrestricted flow of fuel . . . continuously. Each cylinder receives equal fuel flow without interruption or oscillation. You get vibration-free smoothness and power rammed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



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)	18½
5814	Chevrolet 396-454 (Oval Port Heads)	19
5762	Dodge & Plymouth 413-440	17½
5764	Dodge & Plymouth 361-383-400	18½
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: Will not work on models with rear water crossover port		
5883	Ford 351 Windsor (8 bolt holes per side)	18½
6150	Ford 351K 1975 and later (6 bolt holes per side)	18½
5964	Ford 351 Cleveland 4V Heads	18½
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 and later	14

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
#5949	Chevrolet 283-327-350 & 400	15 lbs.	#5957	Chrysler 340-360	20 lbs.
#5950	American Motors All V-8 1967-69	21	#5958	Ford 289-302	17
#5951	American Motors All V-8 1970 and later	21	#5959	Ford 351 Windsor	18½
#5952	Buick 400-455 thru 1971	20	#5966	Ford 351 Cleveland 4 V Heads	18½
#5953	Chevrolet 396-454 Lg. Rect. Heads	18½	#5960	Ford 390-428	29
#5954	Chevrolet 396-454 Oval Port Heads	19	#5961	Oldsmobile 400-455	22
#5955	Chrysler 413-440	17½	#5962	Oldsmobile 330, 350, 403	22
#5956	Chrysler 361-383-400	18½	#5963	Pontiac 326-455 1965 and later	14

Offenhauser® 360° QUADRAJET MANIFOLDS

WILL ACCEPT HOLLEY SPREAD BORE &
CARTER THERMO-QUAD CARBS also ROCHESTER QJET CARBS

SINGLE QUADRAJET HIGH RISE MANIFOLDS



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	14½
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)	20½
5749	Chrysler 273-318 1966 and later	20
5892	Chrysler 340-360	19½
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	16½
5965	Ford 351 Cleveland 4 V Heads	16½
5890	Ford 352-390-406-427-428	30½
5823	Oldsmobile 330, 350, 403	22
5769	Oldsmobile 400-425-455	22
5742	Pontiac 326-455 1965 and later	15½

Torque and Power Range Information on page 4.

SINGLE QUADRAJET LOW PROFILE MANIFOLDS



Part No.	Model	Shipping Wt.
5617	Chevrolet 283-327-350-400	14 lbs.
5602	Ford 221-260-289-302	16½
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.

DUAL QUADRAJET HIGH RISE MANIFOLDS COMPETITION



Part No.	Model	Shipping Wt.
5743	Buick 401-425	19½ lbs.
5885	Buick 400, 430 & 455 thru 1971	21
5745	Chevrolet 283, 327-350	15½
5746	Chevrolet 348 Not 409	20½
5747	Chevrolet 396-454 (Lrg. Rect. Port)	19
5750	Chrysler 361-383-400	20½
5752	Ford 352-390-406-427-428	36
5755	Oldsmobile 330, 350, 403	24½
5753	Oldsmobile 59-64	21½
5754	Oldsmobile 400-425-455	27½
5756	Pontiac 1955-64	23½
5757	Pontiac 326-455 1965 and later	22½

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

SPECIAL LINKAGE KITS

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

Part No.	Description
6068	DUAL QUAD
6081	TUNNEL RAM DUAL QUAD

DUAL QUADRAJET LOW PROFILE MANIFOLDS COMPETITION



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	17½
5607	Dodge 361, 383-400	19
5608	Ford 352-390-406-427-428	34½
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	21

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



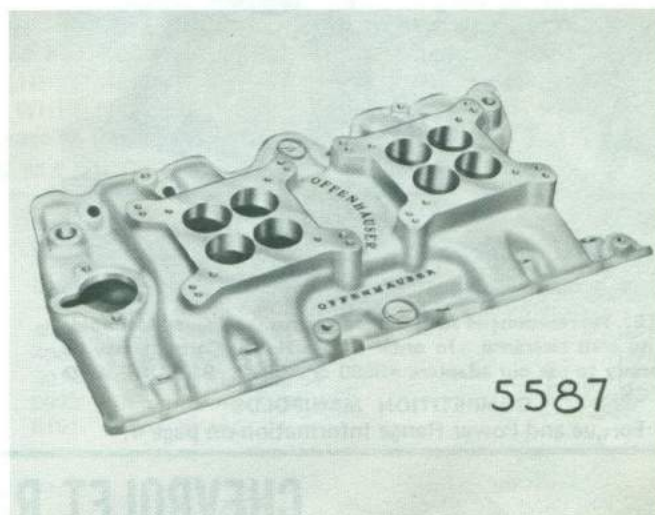
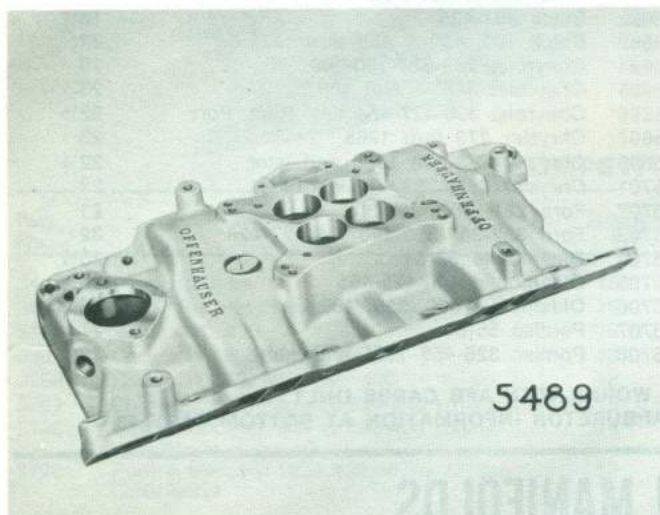
360°Equa-Flow Offenhauser MANIFOLDS

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



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	18½
5613	Dodge-Plymouth 273-318 1966 and later	19
5493	Ford 221-260-289-302	16
5165	Oldsmobile F85 & Buick Special thru 1963 (with heat) 215 C.I. Alum. V-8 Carburetion: 465 CFM for street.	15
5182	Oldsmobile F85 & Buick Special thru 1963 Competition Model (No Heat) 215 C.I. Alum. V-8 (Can be ordered 15 degrees carb mounting either way for marine use.)	13

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 38. 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 or Rochester.

DUAL QUAD 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	16½ lbs.
3556	Buick 1957-58	16½
★5191	Buick 401-425	17
5492	Chevrolet (348)	19½
★5253	Chevrolet 283-327-350-400	15
5594	Chevrolet 396-427-454 Ports matched to Hi-Performance Heads	20
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)	22½
3285	Oldsmobile 1954-56 (no heat)	23½
5183	Oldsmobile 1959-64	21
5589	Oldsmobile 400, 425, 455	24
5587	Oldsmobile 330-350-403	22½
5162	Pontiac 1955-64	24
5499	Pontiac 326-455 1965 and later	23

★WORKS WITH AFB CARBS ONLY

COMPETITION MANIFOLDS



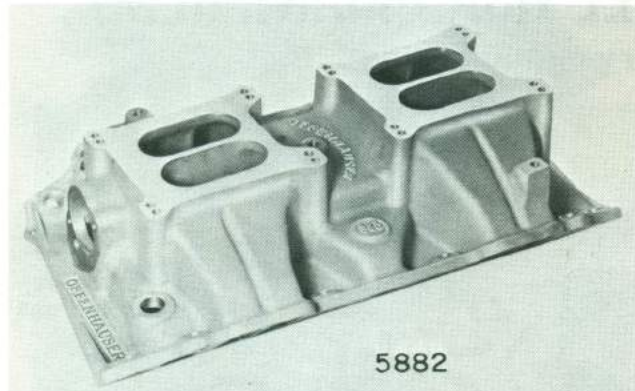
360° Equa-Flow Offenhauser MANIFOLDS

PRODUCE MORE HORSES

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

While the highly-advanced new Offenhauser 360° manifolds are not twice as 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



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.

Part No.	Model	Shipping Weight
5785	American Motors, all V-8 1967-69	21½ lbs.
5919	American Motors, all V-8 1970 and later	21½
★5692	Buick 401-425	18½
5882	Buick 400, 430 & 455 thru 1971	22
★5694	Chevrolet 283-327-350-400	19
5695	Chevrolet 348 — Not 409	23
5696	Chevrolet 396-427-454 Lrg. Rect. Port	22½
★5697	Chrysler 273 thru 1965	23
★5698	Chrysler 273-318 1966 and later	22½
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	25½
5705	Oldsmobile 400-425-455	28
5706	Oldsmobile 330, 350, 403	25
5707	Pontiac 55-64	27
5708	Pontiac 326-455 1965 and later	26

★ WORKS WITH AFB CARBS ONLY
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.

Part No. 5593

Shipping Wt. 27 lbs.

COMPLETE LINKAGE FOR ABOVE . . . Part No. 5590



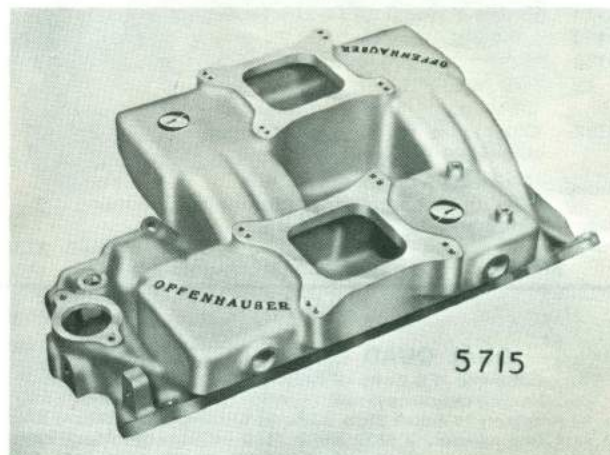
396-402-427-454 CHEVROLET V-8

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.

Part No. 5715

Shipping Wt. 29 lbs.

COMPLETE LINKAGE FOR ABOVE Part No. 5716



COMPETITION MANIFOLDS

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



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. BE SURE TO SPECIFY WHEN ORDERING.

Linkage no longer available.

COMPETITION MANIFOLDS

Part No.	Model	Shipping Wt.
3413	Buick 1953-56	16
3557	Buick 1957-58-59 LeSabre only	15
5190	Buick 401, 425	15-1/2
3287	Chevrolet 1955-56, 265	18
3558	Chevrolet 283, 327, 350, 400	18
5207	Chrysler "B" Series 413-426-440 Hi Block Wedge	15
5196	Dodge-Plymouth 361 & 383-400 engine Low Block	14
2726	Ford & Mercury 1954 239 cu. in. (3 Bolt Carbs only)	13

Part No.	Model	Shipping Wt.
5164	Olds F85 & Buick Special Dual Manifold either 3 or 4 Bolt Carbs. 215-1961-63 Aluminum Block	15
4060	Oldsmobile 1954-56	16-1/2
4061	Oldsmobile 1957-58	17-1/2
5019	Oldsmobile 1959-64	17
5028	Pontiac thru 1960	20
5161	Pontiac 1961-64	20

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	18-1/2
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

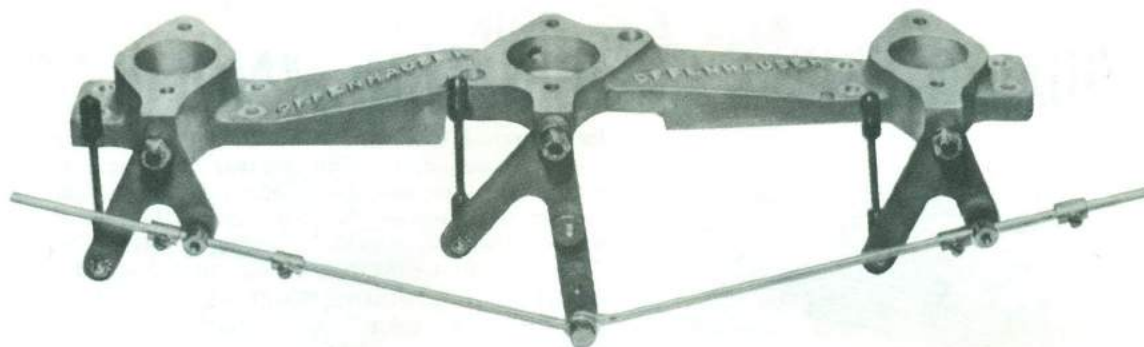


Part No.	Shipping Wt.
CHEVROLET	
5254 - 283-327-350 Large Ports - 3 large carbs	13
CHRYSLER "B"	
5261 - 413-426-440 Hi Block Wedge 3 large carbs	17
DODGE, PLYMOUTH	
5260 - 361-383-400 Low Block - 3 large carbs	17
OLDSMOBILE	
5257 - 1954-56 - 3 large carbs	17
5258 - 1957-58 - 3 large carbs	18-1/2
5259 - 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

*Did You Know?***OFFENHAUSER has 360° HIGH-RISE MANIFOLDS for the Six Cylinder Ford**

Fits all 1970 and later
170-200-250 cubic inch Ford six cylinder engines.

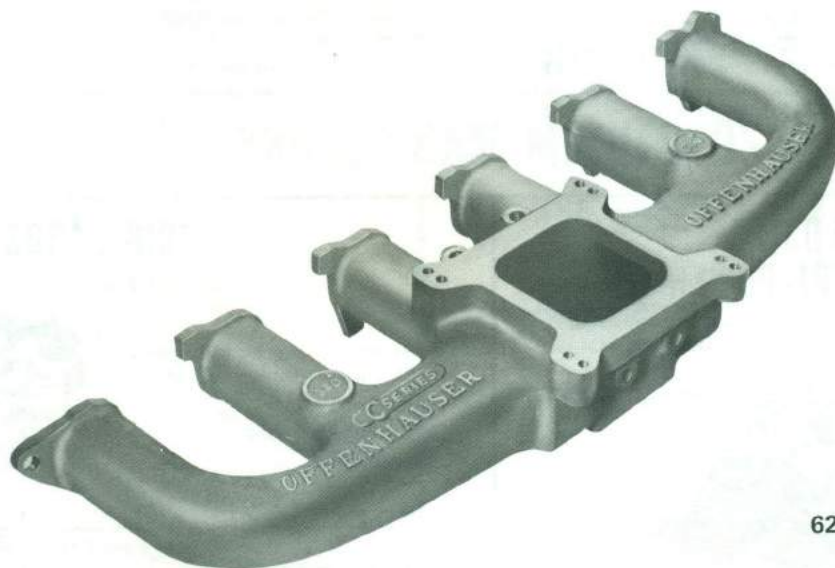
You've read about it in Hot Rod magazine and The Complete Ford Book. Now, it's here . . . The Offenhauser 360° manifold for the 170-200-250 cubic inch Ford Maverick engine. And it's a real performer!



Our new 3-carb 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. 5 lbs



6227-C

Offy's "C" Series manifold for the 240-300 cu. in. Ford 6 cylinder engines was tested extensively and proved to perform best with the 550 CFM 4 barrel carb for modified street use. A 600 CFM works out best for competition.

This manifold on a stock 240 or 300 inch engine will increase horsepower output by 50 HP! Dyno tests on a Ford six with the Offenhauser manifold and headers and cam produced as much as 115 HP over the stocker.

Part No. 6227-C Shipping Wt. 12 lbs.

OFFENHAUSER AUTOMOTIVE INNOVATIONS LEAD THE WAY

OFFENHAUSER SALES CORPORATION • 5232 ALHAMBRA AVENUE • LOS ANGELES, CALIFORNIA 90032 • TELEPHONE 213/225-1307

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 #5414 Shipping Wt. 10½ lbs.

Dual carburetor manifold complete with kit.

Part #5415 Shipping Wt. 9 lbs.

Quad carburetor manifold complete with kit.

Part #5416 Shipping Wt. 10½ lbs.

Polished aluminum valve cover for above engine.

Part #5417 Shipping Wt. 10 lbs.



#5417

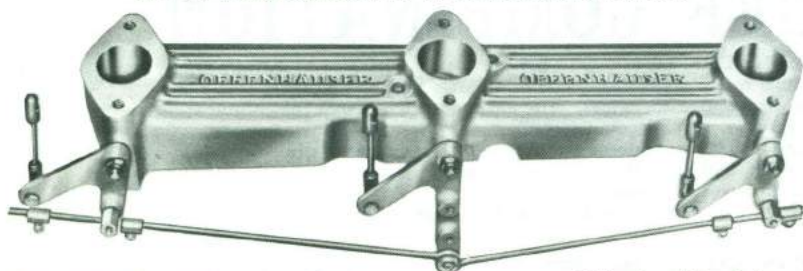
BARRACUDA QUAD MANIFOLD — VALIANT, LANCER & DART

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 Automatic trans linkage, then order Part #5270A. THIS IS A KIT ONLY AND MUST BE ORDERED SEPARATELY FROM MANIFOLD.

1960-69 FALCON, COMET & MUSTANG TRIPLE MANIFOLDS

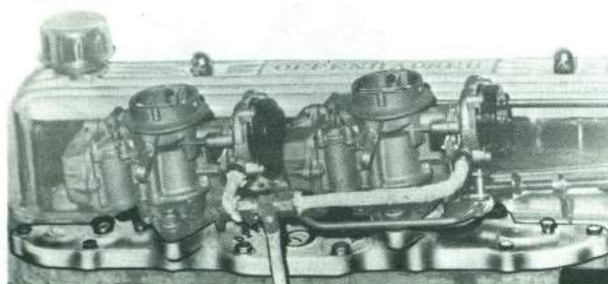
with Complete Installation Kit . . . Progressive Throttle System
Will fit either standard or automatic transmissions.



Part #5017 144 cu. in. Engines Shipping Wt. 6 lbs.
Part #5205 1961-69 170-200 cu. in. Engines . Shipping Wt. 6 lbs.

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.



Part #5270 Shipping Wt. 11½ 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. 11 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.

3 COMBINATIONS OF THE FABULOUS OFFENHAUSER LOW PROFILE RAM

327-350-400 CHEVROLET



5893



Part No. 5901 Single quad top for Convertible Base

Shipping Wt. 9 lbs.

Part No. 5948 Holley Single Quad Top for 4500 Carb

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

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

- SINGLE QUAD
- DUAL QUAD
- THREE WEBER CARBURETORS

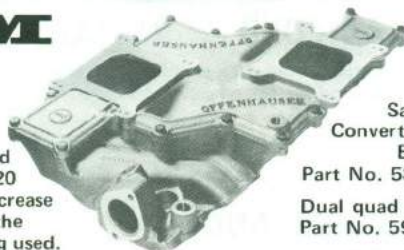
Hundreds of hours of dyno testing have proven that the Offenhauser low profile ram manifold is designed to suit your particular needs. Would you believe 50 HORSEPOWER more than a single quad High rise with the single quad low profile. Yes!! that is a fact with a smooth performance that makes your engine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

COMPETITION MANIFOLD

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

LOW PROFILE DUAL RAM

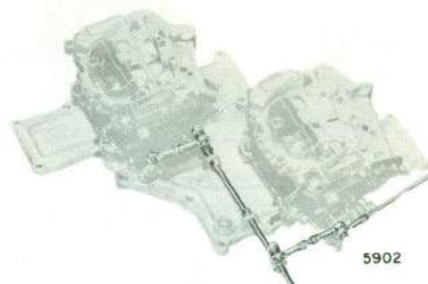
Shipping Wt. 28½ lbs.

Same
Convertible
Base

Part No. 5893

Dual quad top
Part No. 5903

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.



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

TRIPLE WEBER COMBINATION



5899

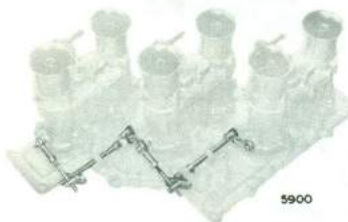
THREE WEBER CARBURETORS. Would you believe even a better combination in low R.P.M. ranges than the dual quad. Then really comes on after 6,000 to 8,000 plus R.P.M.s. Out performs dual quad throughout all ranges. The amazing thing is that the combination can be driven on the street also. There again Offenhauser 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

COMPETITION MANIFOLD

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



5900

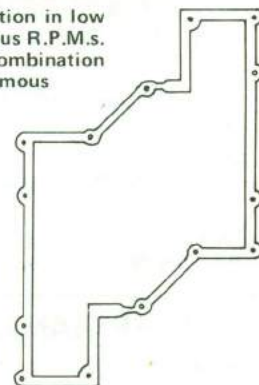
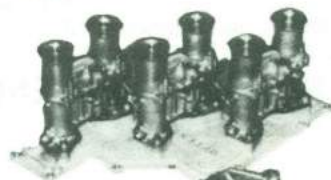
Special Linkage for
Triple Weber setup.
Part No. 5900

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.



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 1937-59 (with oil filter mounting)

Application	Part No.	Shipping Wt.
Dual manifold, Std. Trans. 1937-1952	1034	10
Dual manifold, Power Glide — 1950-1952	1035	10½
*Dual manifold, Std. & Power Glide — 1953-59	1035	10½
Triple manifold, Std. Trans. 1937-1952	1177	10
Triple manifold, Power Glide — 1950-1952	1409	12
*Triple manifold, Std. & Power Glide — 1953-59	1409	12
Valve Cover, polished — 1937-53	1036	10
Valve Cover, polished — 1954-59 complete with studs	2731	11

FORD 6 OHV 1952-56

Application	Part No.	Shipping Wt.
Dual manifold, Std. Trans. — 1952-53	1082	8½
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	8½
Triple manifold, Std. Trans. — 1952-53	3126	11
Triple manifold, Std. Trans. — 1954-56	3128	11½
*Triple manifold, Std. Trans. — 1957-59	3128-8	11½
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	14½
Triple manifold — 3 bolt Carbs less kit	3371	15
Valve Cover, polished per pair	1037	12

STUDEBAKER CHAMPION 1939-56 6 CYLINDER

Application	Part No.	Shipping Wt.
Dual Manifold — 1939-52	2706	9½
Dual Manifold — 1953-56	2708	9½

PLYMOUTH & DODGE 6, 1937-56

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



1034
1035



1177
1409



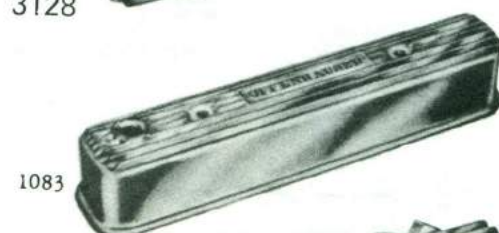
1036



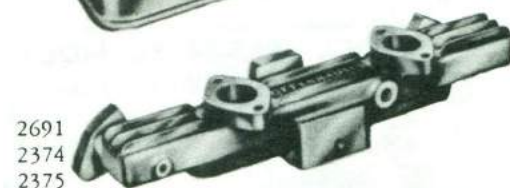
1082
2462



3126
3128



1083



2691
2374
2375



2706
2708



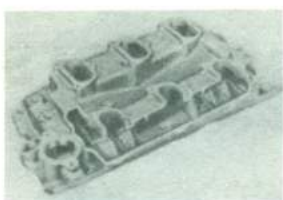
1080



1037

pacesetters

6 CARBURETOR MANIFOLDS



"CHEV"—WITH HEAT

Two Chevrolet manifolds — can be used from 2 to 6 carburetors.

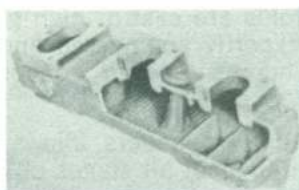
283-327-350

#3924 ... Wt. 17 lbs.

348 ENGINE — Not 409

#3925 ... Wt. 17½ lbs.

• Balanced Design • Rectangular Passage
• Jet Air Flo • Ventura Intake Passage



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

(Includes 392 HEMI)

CHRYSLER 8—CARBURETOR PACESETTER

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

(Includes 392 HEMI)

Shipping Wt. 14 lbs.



WATER OUTLET — OLDSMOBILE

3920—1949-56

3921—1957-58

5197—1959-66

"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

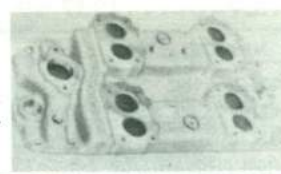


"327" and "283" 350 Engines Large Ports — Four Large Carbs!

#5263 Wt. 18 lbs.

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

#5264 Wt. 19 lbs.



4-CARB

PONTIAC-TEMPEST MANIFOLD

no heat — 4 cylinder only — no kit

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

and 1958—325 cu. in. engines only.

#3614—Manifold only



Shipping Wt. 15½ lbs.

TRIPLE CARB MANIFOLD

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

#3615—Manifold only Wt. 16½ lbs.



LINKAGE
NO LONGER
AVAILABLE



3 BOLT CARB SET-UP



4 BOLT CARB SET-UP

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

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

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

DODGE 1953-56 PLYMOUTH 1955

All exc 315 cubic inch Dodge eng

No. 3372—3 bolt Carbs only

#3372—Manifold only

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.

1190



1186



1189



STUDEBAKER V8 1951-55

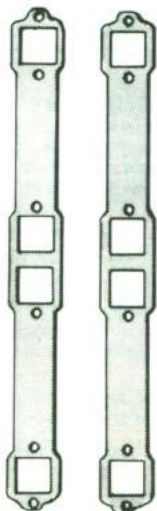
#1190—Valve Covers, polished per pair Wt. 13½ lbs.



Offenhauser 360° Equi-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.

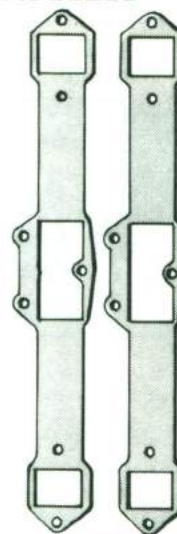
ALL OFFENHAUSER GASKETS INDIVIDUALLY PACKAGED & LABELLED



#5418

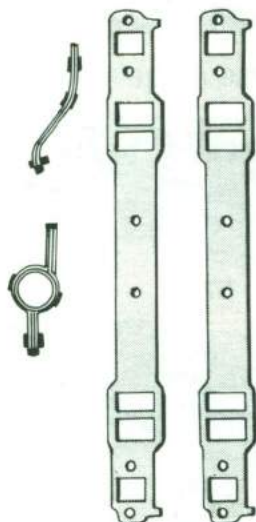
EXHAUST MANIFOLD GASKETS

5689	BUICK 401-425
5418	CHEVROLET 265-400
5419	CHEVROLET 348
5420	CHEVROLET 409
5601	CHEVROLET 396-454
5421	PONTIAC 389-455
5688	CHRYSLER 273-318
5422	CHRYSLER 361-440 "B" BLOCK
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



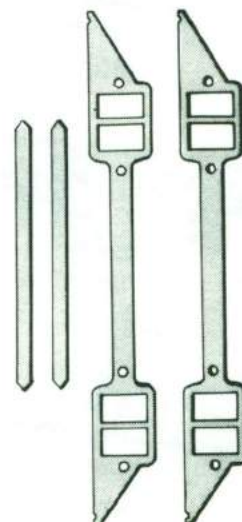
#5172

NEW

NEW

NEW

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
3927	CHEVROLET Extra Thick for Milled Heads
5172	CHEVROLET 283 with F.I. Heads
5305	CHEVROLET 327-350
4038	CHEVROLET 348
5304	CHEVROLET 409
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 2000 C.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



#5435



Offenhauser VALVE COVERS

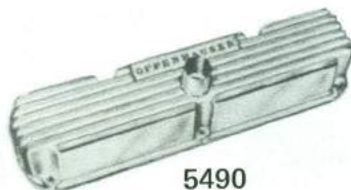
Offenhauser valve covers add the final touch to an engine. Manufactured from the finest aluminum and polished to a high lustre. Besides adding beauty to a powerful engine, these valve covers reduce valve noise and dissipate heat.

Part No.	Model	Shipping Wt.	Part No.	Model	Shipping Wt.
5773	American Motors, all V-8 1966 and later	14	5490	Dodge-Plymouth, all 273 cu. in. eng. 318, 340-360 (Will not fit early 318).	12
3416	Buick 1953-66, 401 & 425	11	2727	Ford 1954-57 272-312 cu. in. engine	13½
5881	Buick V-6 & Jeep 1962-76, Late '78, 1979 (8 5/8" center to center of bolts, top & Bottom)	9	5412	Ford 332-352-360-390-406-427-428	12
6174	Buick V-6 & Jeep 1977 & Early '78 (Center to center of bolts: Top 8 5/8" Bottom 8 3/8")	9	5487	Ford 221-260 & 289-302	11
5189	Buick Special V-8 & Tempest V-8 Alum. Engine (with angle, 4 bolts)	12	5595	Oldsmobile 1965-up, and all 400-425-455	10
1037	Cadillac 1949-60	12	5188	Oldsmobile F-85 Alum. V-8 (no angle, 5 bolts)	11
3288	Chevrolet 1955-58 "283"	11	3286	Oldsmobile 1949-56	12
4056	Chevrolet 327-350-400, 1959 and Later	11	3286-7	Oldsmobile 1957-58	13
5042	Chevrolet 348-409	16	4059	Oldsmobile 1959-64	12
5614	Chevrolet 396-427	11½	5043	Pontiac all thru 1979	13½
5187	Dodge-Plymouth & Chrysler 361-383 & 413 B Engines thru 1964	13½	5327	Pontiac Tempest 4 cyl.	8
5498	Dodge-Plymouth & Chrysler 383-400-413-426-440, 1965 and Later	13½	5276	Corvair	8
			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.
3. Specify "with PCV" if provision is desired. Must also include hole size.



3416



5490



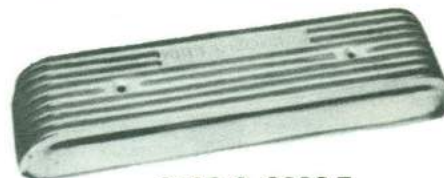
5595



4056



2727



3286 & 3286-7



5042



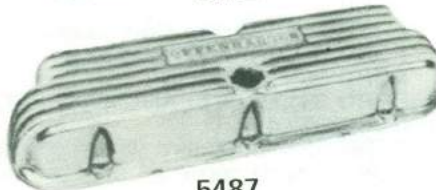
5412



5773



5614



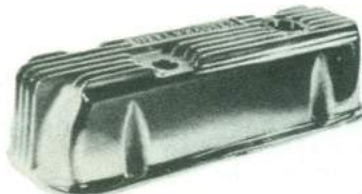
5487



5043



5187



5881

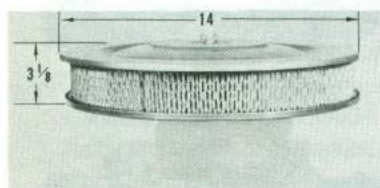


5276

Offenhauser AIR CLEANER FOR ALL SINGLE-QUAD MANIFOLDS

FITS:

- ROCHESTER
- CARTER
- HOLLEY CARBS



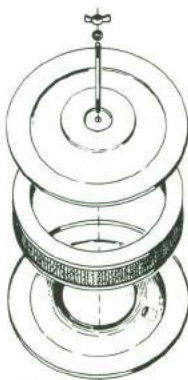
- CHROME PLATED FINISH
- LOW PROFILE DESIGN
- REPLACEABLE PAPER FILTER
- FITS ALL STANDARD CARBS
- CREATED FOR MAXIMUM ENGINE PERFORMANCE

Designed & Dyno-tested by
OFFENHAUSER Engineers
to provide the proper protection for
today's high performance engines.

- #5717 For most all 4-3/16" diameter carbs Wt. 5 lbs.
- #5718 For most all 5-3/16" diameter carbs Wt. 5 lbs.
- #5760 Special Base Plate for Rochester 4GC Series
- #5761 Replacement Cartridges for Above air cleaners

Note: Cartridges Also available from
most parts houses under

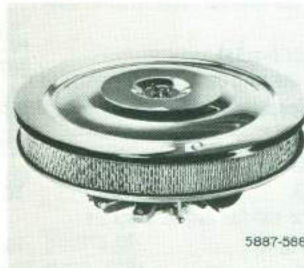
FRAM #CA-181PL, CYCLONE #AP-8,
AIR-REFINER #ARP-8, etc.



SUPER "LOW PROFILE" AIR CLEANER

Unique new design requires only 1-29/32" clearance from top of carburetor to hood — better than 1" lower than our popular No. 5717 and No. 5718 models which have been copied in appearance but not in quality.

No Air Restriction — Has Fitting For Smog Control Devices.



- #5887 For most all 4-3/16" diameter carbs Wt. 5 lbs.
- #5888 For most all 5-3/16" diameter carbs Wt. 5 lbs.
- #5888-A For 650 & 800 CFM Holley Spread-Bore carbs only Wt. 5 lbs.
- #6050 For Holley #1-206 2 bbl Carb only Wt. 5 lbs.
- #5761 Replacement Cartridges for above Air Cleaners

TOYOTA DUAL INTAKE MANIFOLD

4-CYLINDER . . . 115 CU. IN. ENGINE



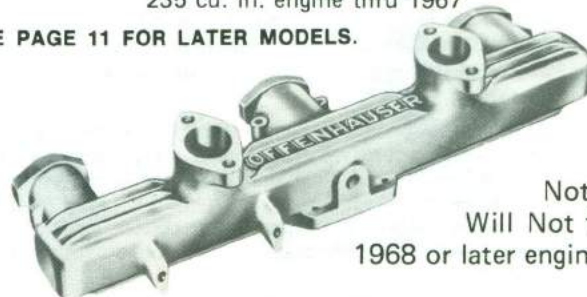
5592

Dynamometer tests showed definite power increase in all ranges. Carburetors used in these tests were two of the Holley # 1921S or 2227-1A. This is a limited production application model. Call manufacturer before ordering to ensure proper application.

Part #5592 Shipping Wt. 8 lbs.

6 CYL-135 H.P. ENG. LAND CRUISER
235 cu. in. engine thru 1967

SEE PAGE 11 FOR LATER MODELS.



Note:
Will Not fit
1968 or later engines

This is a limited production application model. Call manufacturer before ordering to ensure proper application. No carbs furnished.

PART #5588

Shipping Weight 13 lbs.

NOTE: Carburetors are not furnished

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.



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 2110 CARBS AT NO EXTRA CHARGE IF ORDERED "FOR 2110 CARB."

Application	Part No.	Shipping Wt.
* Regular Dual Manifold, 1949-53	1075	11½
* 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	13½
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	14½
* 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	11½
Triple manifold, 1932-41 Complete with generator bracket.	1072	13½

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

TO ORDER HEADS PART NO. DESIGNATES PAIR



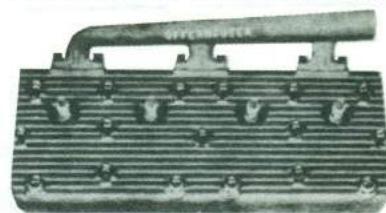
1949-1953

Shipping Wt. 34 lbs.



1939-1948

Shipping Wt. 34 lbs.



V8-60

Shipping Wt. 18½ 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.

BLOCK OFF PLATES

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



COMPRESSION RATIO CHART

Engine Size	Bore	Stroke	Head Numbers					Cubic Inch Displacement
			No. 425	No. 400	No. 375	No. 350	No. 325	
3-1/16	3-3/4	3-3/4	7.1	7.6	7.9	8.5	9.2	220.92
3-1/16	3-7/8	3-7/8	7.2	7.7	8.2	8.8	9.5	228.28
3-1/16	4	4	7.4	7.9	8.4	9	9.8	235.648
3-3/16	3-3/4	3-3/4	7.4	7.9	8.5	9.2	9.9	239.312
3-3/16	3-7/8	3-7/8	7.7	8.2	8.8	9.4	10.2	247.288
3-3/16	4	4	8.0	8.5	9	9.7	10.5	255.272
3-3/16	4-1/8	4-1/8	8.2	8.7	9.3	9.9	10.8	263.24
3-5/16	3-3/4	3-3/4	8.1	8.6	9.1	9.8	10.6	258.48
3-5/16	3-7/8	3-7/8	8.3	8.8	9.4	10.1	10.9	267.096
3-5/16	4	4	8.6	9.1	9.7	10.4	11.3	275.712
3-5/16	4-1/8	4-1/8	8.8	9.3	9.9	10.7	11.6	284.328
3-3/8	3-3/4	3-3/4	8.3	8.8	9.4	10.1	10.9	268.376
3-3/8	3-7/8	3-7/8	8.6	9.1	9.7	10.4	11.3	277.328
3-3/8	4	4	8.9	9.4	10	10.7	11.6	286.272
3-3/8	4-1/8	4-1/8	9.1	9.6	10.3	11.1	11.9	295.20
V8-60 Engine	Bore	Stroke	No. 300	No. 275	No. 255	Cubic Inch Displacement		
2.600	3.200	3.200	9.5	10.5	11.5	135.912		

EXAMPLE: No. 400 indicates .400 valve clearance

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

FORD & MERCURY ACCESSORIES by



Application

Part No.

AIR HORN ADAPTER

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

CARBURETOR LINKAGE

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

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

FUEL BLOCKS

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

GENERATOR BRACKETS

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

FINNED COVER

For Manifold Carburetor Pad — 3 bolt 1097

V-8 FORD & MERCURY THROTTLE LINKAGE

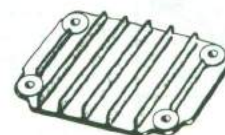
For all Regular Duals, Adjustable	2864
For all Super Duals, Adjustable	2865
For all Triples, Adjustable	2866

SPECIAL INTAKE MANIFOLD GASKETS

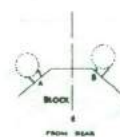
Dual purpose intake manifold gaskets made exactly the proper size for porting; may be used for template on block and manifold, then as gaskets when finished. Will fit from 1932-53 Ford & Mercury 1180

MISCELLANEOUS

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

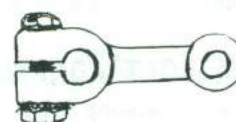


2GC CARBURETOR PAD COVER
For large base two throat carburetors.
Part No. 5248



THRU 1948

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



6180



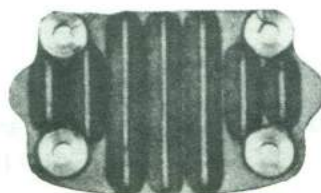
3496



3497



1097



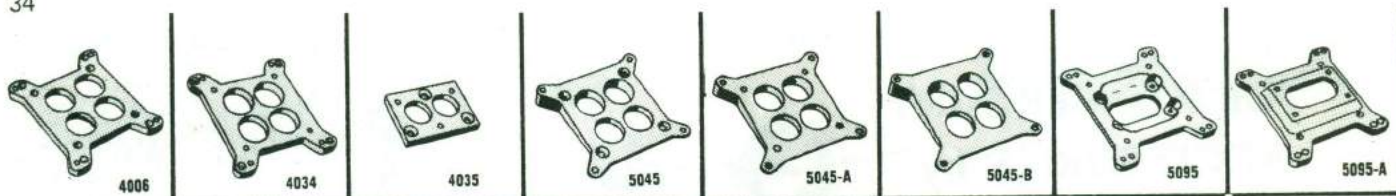
3495



3499



3148



3860



3859



3858



3660



3465



3464



3409



3314



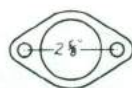
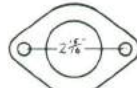
3311



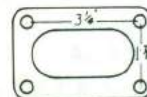
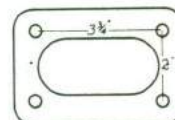
3125



3124

SMALL 2 BOLT
ADAPTION ALARGE 2 BOLT
ADAPTION B

3 BOLT ADAPTION

SMALL 4 BOLT
ADAPTION A26C 4 BOLT
ADAPTION B

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

2 BOLT ADAPPTIONS

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

3 BOLT ADAPPTIONS

- 3124...Marine...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 ADAPPTIONS

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



5710



5719



5775

4 Bolt Adapptions (Continued)

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

QUAD ADAPPTIONS

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

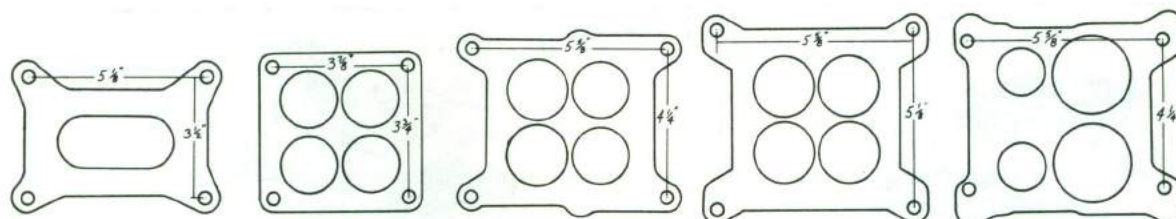
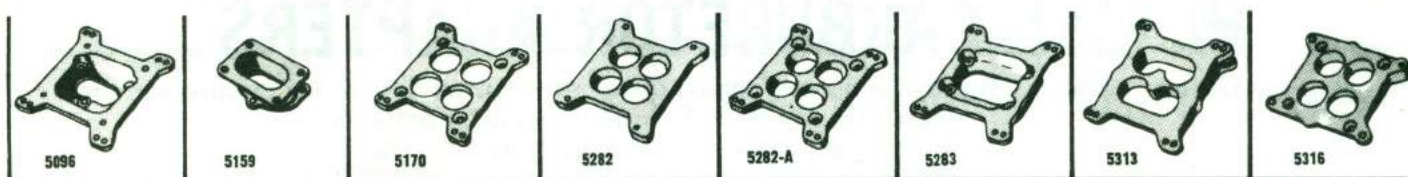
Competition-Quality Gaskets for manifold carb bases that accommodate 3-barrel Holley Carburetor. Can also be used on the same base with quad carburetor. Part #5775

The GENUINE



Carb Adaptors are now

BEAUTIFULLY SKIN PACKAGED!!



**HOLLEY 4 BOLT
ADAPTION C**

**SMALL QUAD
ADAPTION A**

**A.F.B. QUAD
ADAPTION B**

**HOLLEY QUAD
ADAPTION C**

**396 "QUADRAJET"
QUAD ADAPTION D**

Average shipping weight on Quad Carb adapters is 1 1/2 lbs.

Quad Adaptors (Continued)

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

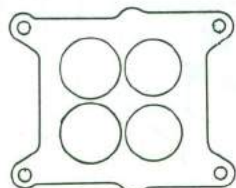
Quad Adaptors (Continued)

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



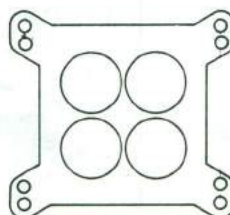
**SMALL QUAD
CARB BASE**

Fits Small Quad
Carburetor Base.
Part #5495



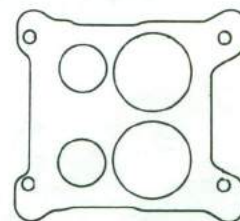
**CHEV. 409
CARB. GASKET**

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



5413



5437



5438



5451



5451-A



5452



5583



5584



5596



5597

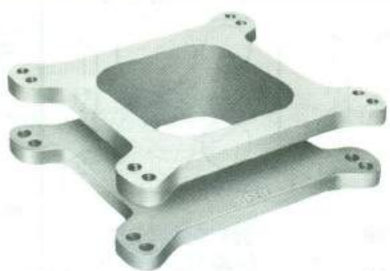


5619

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.

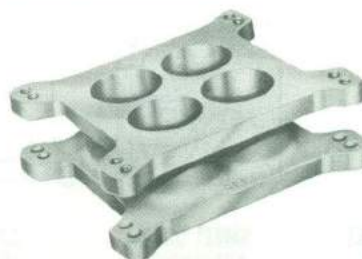
Shipping Weight Approximately 3 lbs.



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.



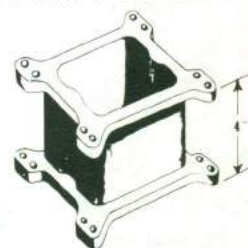
Part #5758

2" Hi-Rise Adapter for
3 Bolt Stromberg Carbs

Part #5759

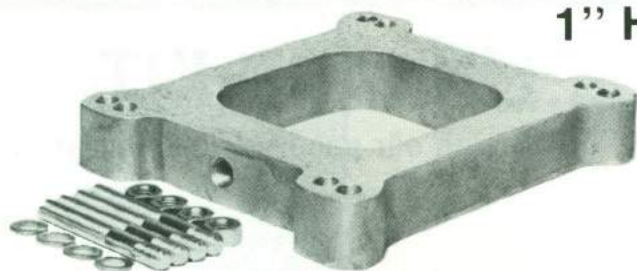
2" Hi-Rise Adapter for
4 Bolt Rochester Carbs

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 3 BARREL To Quadrajet Manifold

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



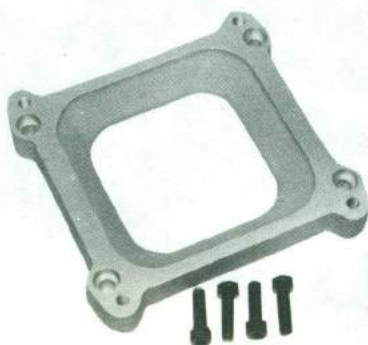
Part #5817

Includes all necessary screws, studs and gaskets.

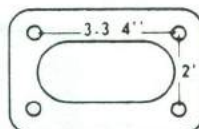
HOLLEY 4500 CARB ADAPTOR

Fits 4500 To Regular
AFB Manifold Base

Part #5925



HOLLEY 500cfm ADAPTOR



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

Part #5895

Part #5895A

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

CARB ADAPTER CARTER THERMO-QUAD CARBS



Part #5896-A

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

Part #5896

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

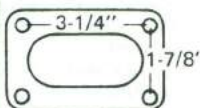
Part #5896A
ILLUSTRATED

VOLKSWAGEN CARB ADAPTORS

for use on Stock Manifold



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 AUTOMOTIVE INNOVATIONS MAKE *YOU* #1

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.

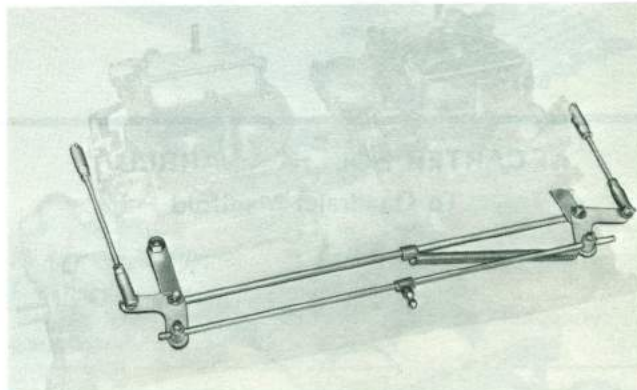
Part #5832

(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.

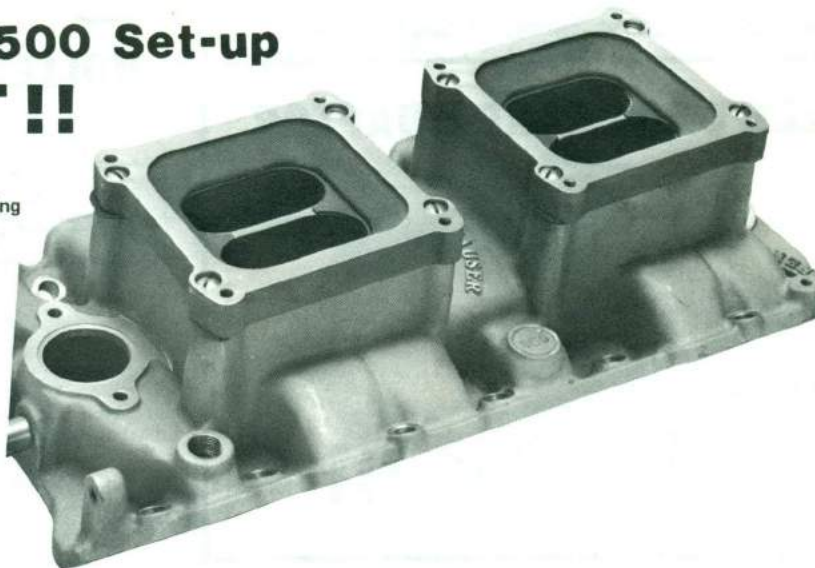
Part #5967

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 3/4 inches between centers at carburetor pads.

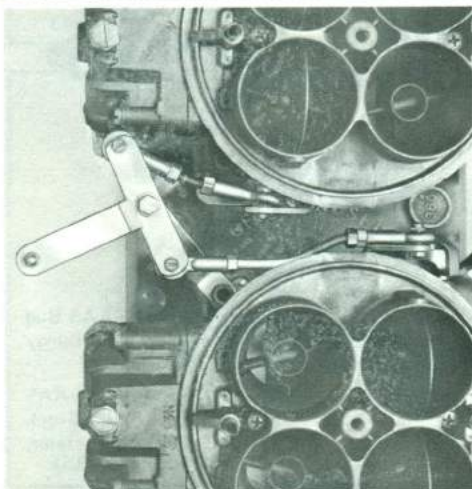
Part #5968 (EA)



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 3/4 inches between centers at carburetor pads.

Part #5969

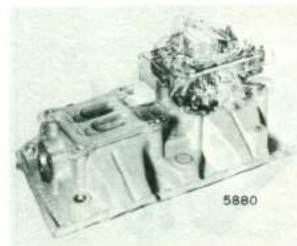


HOLLEY ADAPTERS

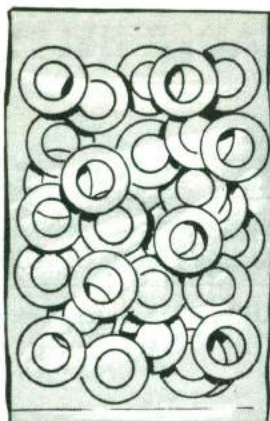
for Regular Dual Quad Manifolds

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.



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

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

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



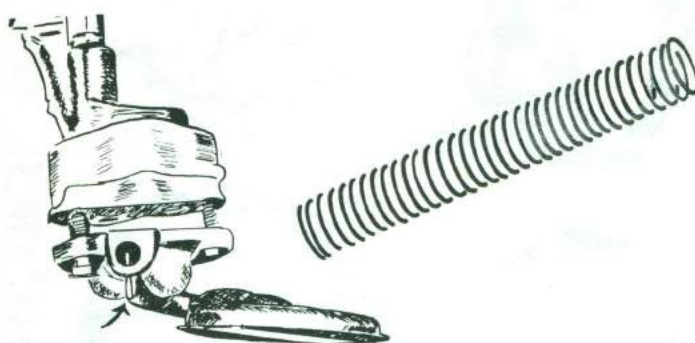
HEADLIGHT BRACKETS

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

#5140—Per Pair Wt. 2½ 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 (all)	"
#4033	Chevrolet (all)	"
#4042	Pontiac V8	"
#4044	Chrysler V8 (all)	"
#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 ½ lb.

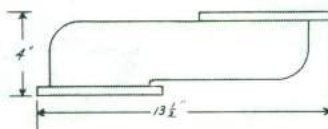
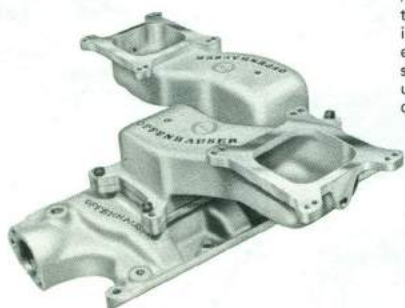
RAM INDUCTION ADAPTERS

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

Part #5497 Wt. 5 lbs.

Part #5581—Dual Carb Linkage Kit

Part #5582—Single Carb Linkage Kit



5497



ENGINE ADAPTERS

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

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

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

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

For 49-64 FORD or 51-64 MERCURY TRANSMISSIONS

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

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

PILOT BEARING ADAPTERS

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

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

OLDS STARTER SWITCH-OVER ADAPTER

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

3605

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

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

Cat. #3604



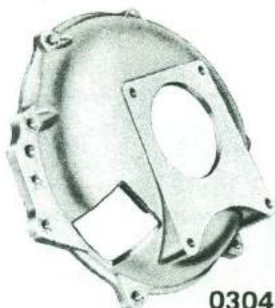
0301



0302



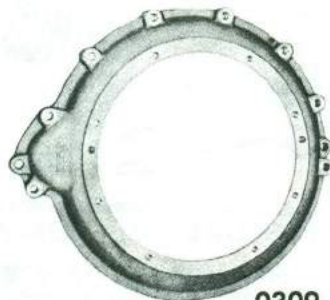
0303



0304



0307



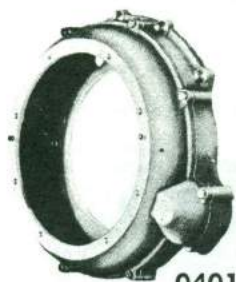
0309



0310



0315



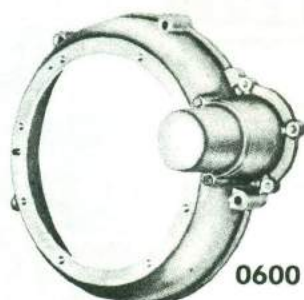
0401



0402



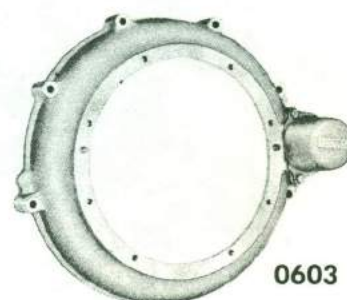
0403



0600



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.



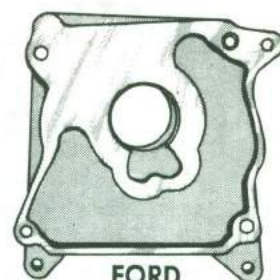
PONTIAC

#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.



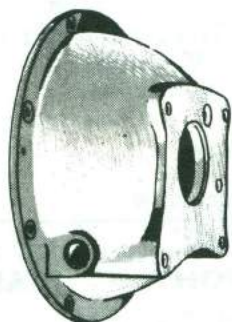
FORD

#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 transmissaion to early FORD flange. 34-35 BUICK small; 39-42 BUICK small; 36-55 PONTIAC ALL; 34-48 OLDSMOBILE ALL. Shipping Wt. 10 lbs.

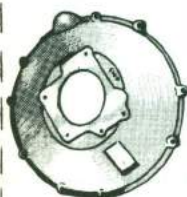
CHEVROLET

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

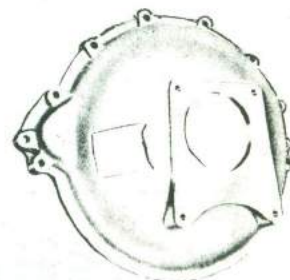
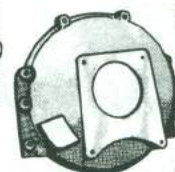
CHRYSLER

CHEVROLET

#3705 -New type adapter for CHEVROLET to CAD - LaSALLE transmission Shipping Wt. 4 lbs.

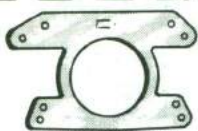


#4013 -All CHEVROLET V8 283 cubic inch engines to CHEVROLET "6" passenger car transmission. 40 thru 54. Shipping Wt. 11½ lbs.



BUICK

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



CHEVROLET

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



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.

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

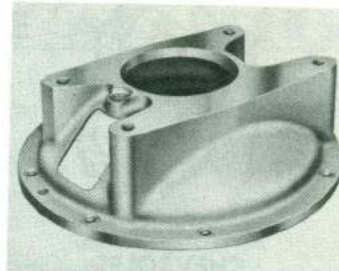
Shipping Wt. 8½ lbs

ADAPTER

Above adapter ⅝" 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 ⅝" shorter for application where spacer plate has been used.

Part #5272-A

Shipping Wt. 8 lbs.



ENGINE ADAPTER

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

Note: Must use Chev. automatic trans. plate.

Part #5192

Shipping Wt. 8 lbs.

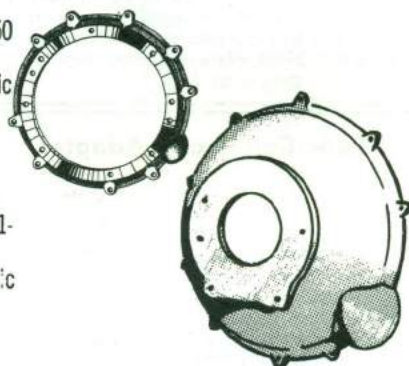
ENGINE ADAPTER

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

Note Must use Chev. automatic trans. plate.

Part #5193

Shipping Wt. 11½ lbs.

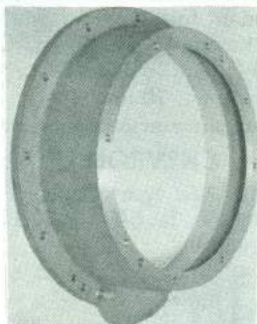


ENGINE ADAPTER

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

Part #5194

Shipping Wt. 11 lbs.



PONTIAC ADAPTERS

Early Trans

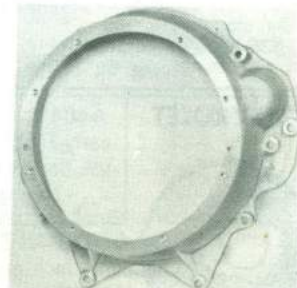
1961-64 Pontiac engines to 32-48 Ford or 39-50 Mercury transmissions.

#5306 Shipping Wt. 10 lbs.

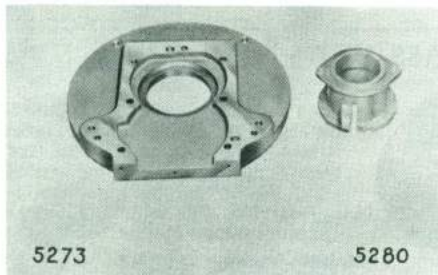
Late Trans

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

#5310 Shipping Wt. 14 lbs.



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



5273

5280

ADAPTER

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

STARTER ADAPTER

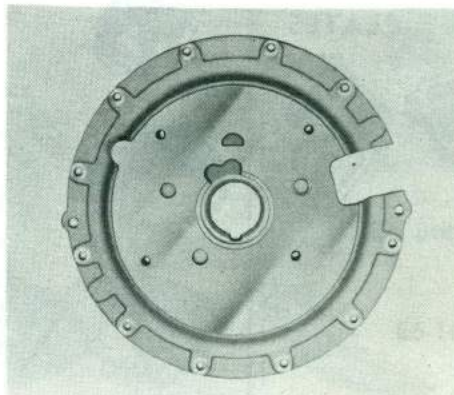
This adapter permits installation of Chevrolet 6 cylinder, 6 volt starter Part #5280 Shipping Wt. 1½ lbs.

ENGINE ADAPTER 1951-53 CHRYSLER

to the following:

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

Shipping
Wt.
12 lbs.



MORE NEW ENGINE ADAPTERS HOT

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

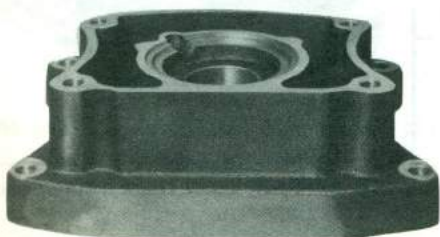
Part No. 5819

Wt. 14 lbs.



COMPLETE ENGINE ADAPTERS TO JEEP AND TOYOTA TRANSMISSIONS

ENGINE	Part No. 3 Speed T-90 Four Wheel Drive Jeep Trans.		Wt.	Part No. 3 Speed Toyota Trans.		Wt.
Buick '53-'56	5833	19½		5834	17½	
Buick '57-'64 (not V-6 or Alum. V-8)	5835	19½		5836	17½	
Cadillac '54	5837	21		5838	19	
Cadillac '55-'64	5839	19½		5840	17½	
Chevrolet V-8 '55-'72	5841	19½		5842	17½	
Chrysler '51-'53	5843	20½		5844	18½	
Chrysler '58-61 "B" Ign. In Front	5845	23½		5846	21½	
Ford 292 '54-'64	5847	21½		5848	19½	
Ford '58-'72 332-428	5849	22		5850	20	
Lincoln '58-'61 430	5851	22		5852	20	
Mercury '54-'57 292-312	5853	21½		5854	19½	
Nash-Packard-Hudson '55-'57	5855	17		5856	15	
Oldsmobile '49-'64	5857	20½		5858	18½	
Pontiac '55-'60	5859	15½		5860	13½	
Pontiac '61-'64	5861	22		5862	20	
Studebaker '49-'55	5863	23		5864	21	
<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	
Plymouth '55-'61	5869	25		5870	23	



TRANSMISSION BOLT FLANGES TO JEEP & TOYOTA TRANSMISSIONS

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

Offenhauser® Oil Filter Adapters - Block-Off Plates

OIL FILTER BY-PASS ADAPTERS

Oldsmobile 1949 thru 1958 All No. 100



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



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



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



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



Buick 1953 thru 1960 All Exc. Special
No. 103



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



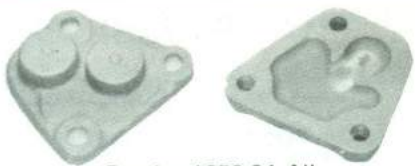
Chrysler Products V-8's 1954-'58 All
No. 104



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



Pontiac 1959-64 All No. 105



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



"SPIN - ON" BY-PASS ADAPTER

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

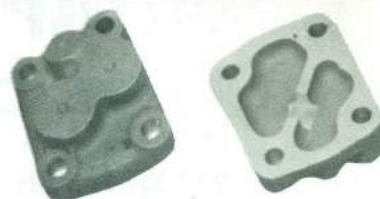
No. 106



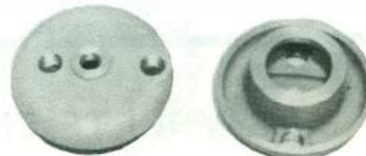
FILTER BLOCK-OFF PLATE
For cars using 106 No. 106-B



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



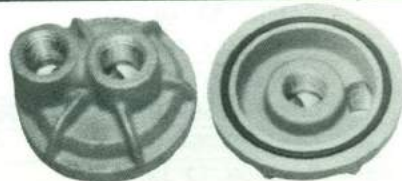
FORD PRODUCTS FILTER
BLOCK-OFF PLATE All 332-428 and
Lincoln 430 No. 107-B



BOLT-ON FILTER BY-PASS KIT CHEVROLET & CORVETTE V-8

1955-Up 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

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



CHEVROLET OIL FILTER CONVERSION KIT

- Speeds up oil changes
- Does away with bolt-on filter
- Replace with any screw on disposable type Ford filter
- For all Chevrolet V-8 Engines
- Die cast to close tolerances to meet rigid requirements maintained on all parts manufactured by Offenhauser

265-283-327-350-400 thru 1972

Also 396-427 thru 1968 Part #5827

396-427-454 1969-72 takes Part #5924

NOTE: For later Models see page 44.



CLEVELAND SERIES CHOKE BLOCK-OFF



Part #6249

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



CARBURETOR STUD, NUT, AND WASHER KIT

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

Part #5898

FORD 332-428

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



Part #6032

HEAVY DUTY SINGLE OIL FILTER MOUNTING BASE



5877

FOR HP-1 FRAM OR
EQUIVALENT OIL FILTER

Part #5877

HOSE and FITTING KIT

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

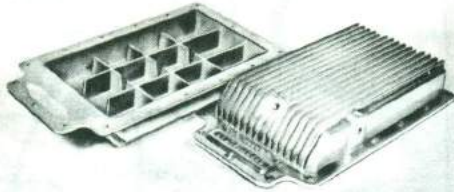
Part #6067



Beautifully Bubble Packaged

PARTS FOR CORVAIR

ALUMINUM OIL PAN



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

Part #5275

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

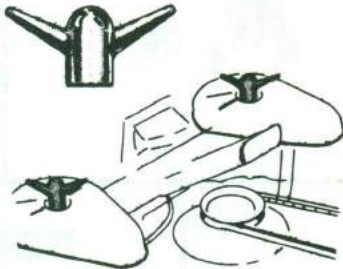
Part #5309

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

Chevrolet Corvair WING NUTS

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

Part #5195



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



5273

ADAPTER

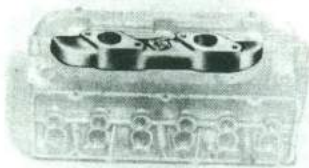
This adapter permits the Corvair engine to be bolted to the Volks transmission complete with special cap screws and grease retainer. Part #5273 Shipping Wt. 11½ lbs.

5280

STARTER ADAPTER

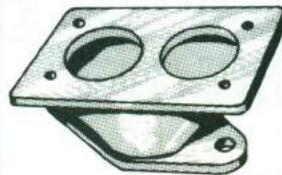
This adapter permits installation of Chevrolet 6 cylinder, 6 volt starter. Part #5280 Shipping Wt. 1½ lbs.

4 CARB MANIFOLD



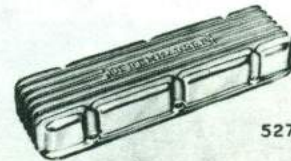
Above manifold castings machined for carburetors — Do It Yourself instructions included — necessary to machine heads and Heli-Arc manifold onto them — not advisable unless customer has proper facilities available. Part #5481

BIG CARB ADAPTER



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

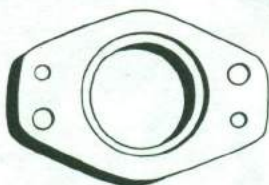
ALUMINUM VALVE COVER



5276

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

PONTIAC AND CHEVROLET ADAPTER PLATES



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

PONTIAC Part #6098
CHEVROLET Part #6099

JEEP OWNERS ATTENTION!!



For AMERICAN MOTORS V-8 JEEPS

This top water outlet riser and choke block off plate is necessary when installing an Offenhauser Intake Manifold on these models. Part #6094

WING NUTS FOR VALVE COVERS

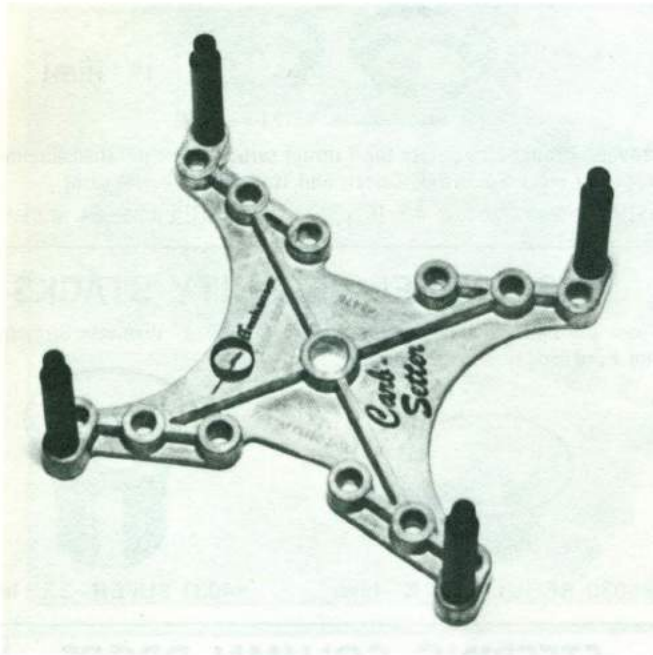


Highly chromed — very popular — adds that final touch of distinction to your custom engine.

#3509 — Tapped 5/16-24 thread

#3510 — Tapped 3/8-24 thread

CARB SETTER



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

3475 Now Drilled to Accept All Holley Carbs.

MAIN CAP SUPPORTS

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

Engine	Part #
Ford and Mercury 8-BA Blocks, Front and Center.	3408
Chevrolet OHV-V8 265, 283, 327 & 350	3650
Chevrolet Impala 348 and 409 engines.	5030
Oldsmobile OHV-V8 thru 1958.	3651
Oldsmobile 1959-64.	5252
Pontiac OHV-V8 thru 1958.	3652
Pontiac OHV-V8 1959 thru 64.	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.



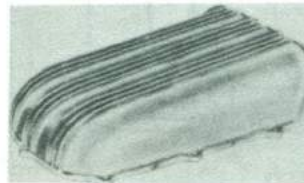
CHEV FRONT COVER

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



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

#5308 Shipping Wt. 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	1¼"
5033	1½"
5034	1½"

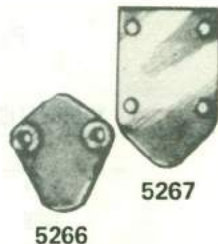
Shipping Wt. 1 lb.



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	

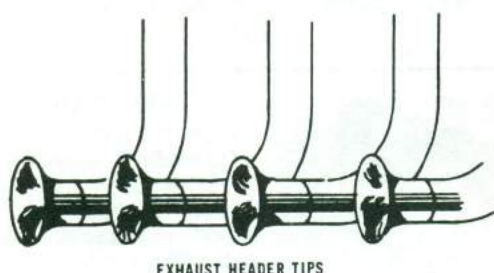
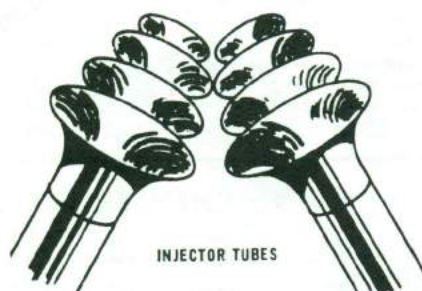


5266



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—15/8" 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 STACKS

These polished chrome steel stacks are for 2-5/8" diameter Stromberg and Ford Holley two barrel carbs.



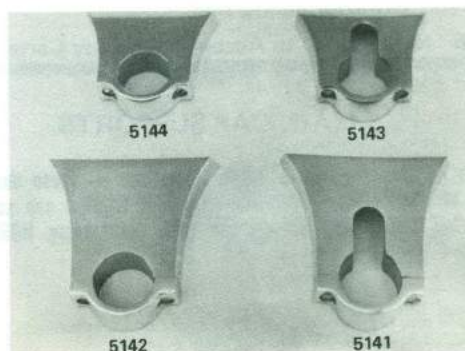
#4030 REGULAR—1 1/4" high



#4031 SUPER—3 3/4" 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

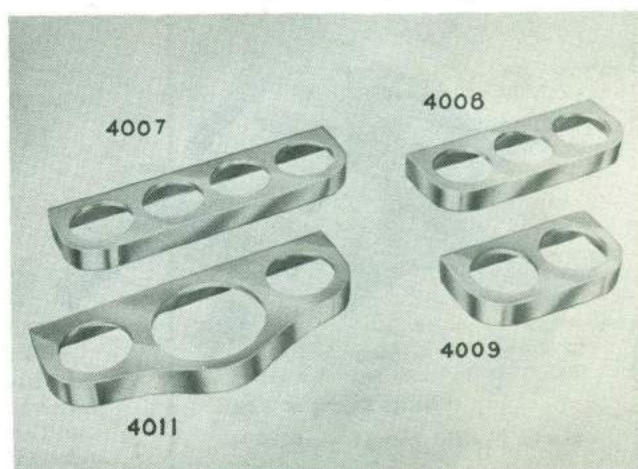
#5143—2" Drop—Column and Shift

#5144—2" Drop—Column only

DEEP DISH DASH PANELS!

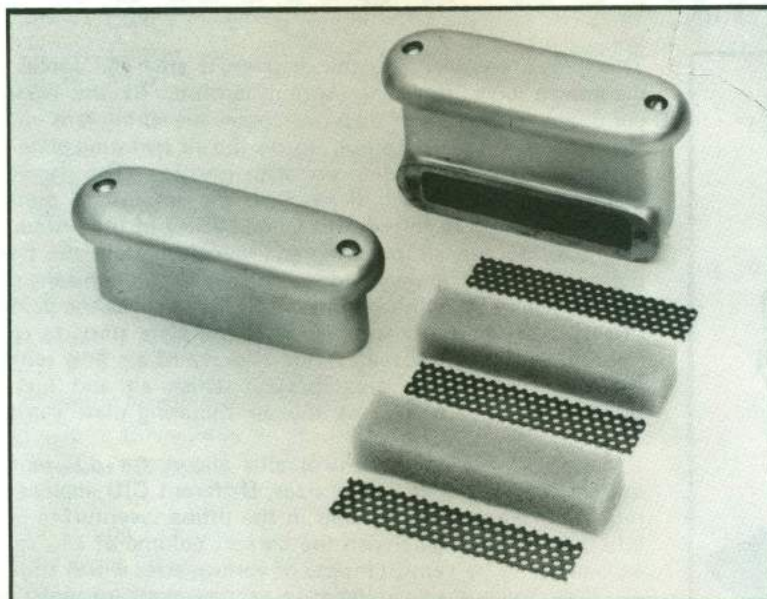
Polished Aluminum for Dragsters, Customs, Sports Cars, Boats, etc.

WITHOUT LIGHTS	WITH LIGHTS	Size Gauges
Part #	Part #	
4007	4007-L	4 - 2 1/16"
4008	4008-L	3 - 2 1/16"
4009	4009-L	2 - 2 1/16"
4010	4010-L	2 - 2 1/16" & 1 - 3 3/8"
4011	4011-L	2 - 2 5/8" & 1 - 3 3/8"
4012	4012-L	2 - 2 1/16" & 1 size for Keltronic Tach.
5026	5026-L	2 - 2 5/8"
5027	5027-L	3 - 2 5/8"
5046	—DASH PANEL LIGHTS ONLY	



KING SIZE FILTERED BREATHERS!!

49



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.

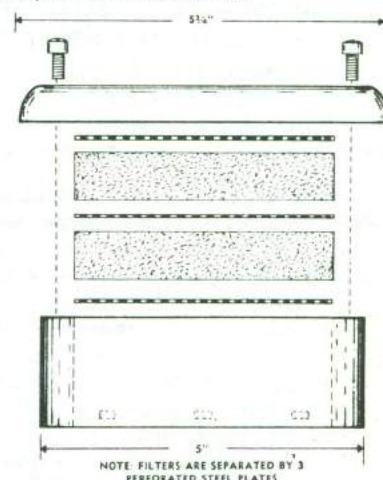
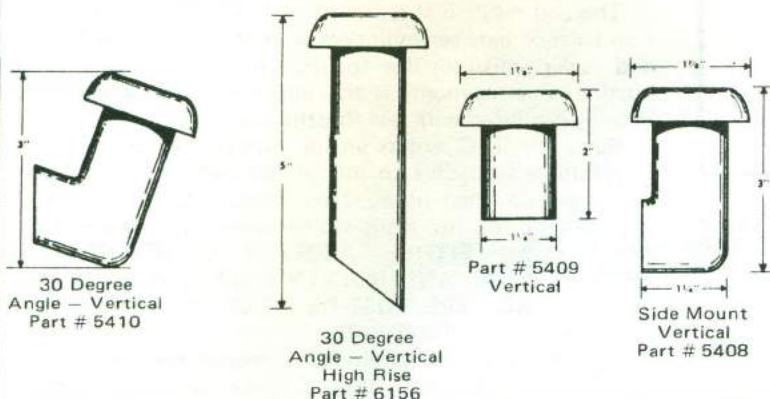
POLISHED ALUMINUM

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

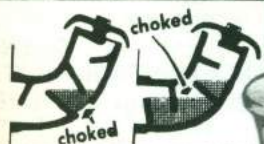


here's a crankcase breather that actually breathes!

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



ordinary breathers



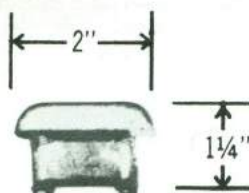
OFFENHAUSER aluminum breather, highly polished, complete with gasket, bolts and mounting instructions — available at your distributor

Shipping Wt. 1 1/2 lbs.

Part No. 4039

SMALL BREATHER

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



Part #3661JR

Shipping Wt. 1 lb

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

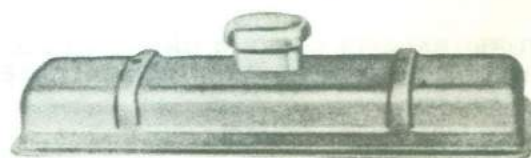
Part #5409 . . . Breather Vertical

Part #5410 . . . Breather 30 degree angle

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

Shipping Wt. 1 lb.

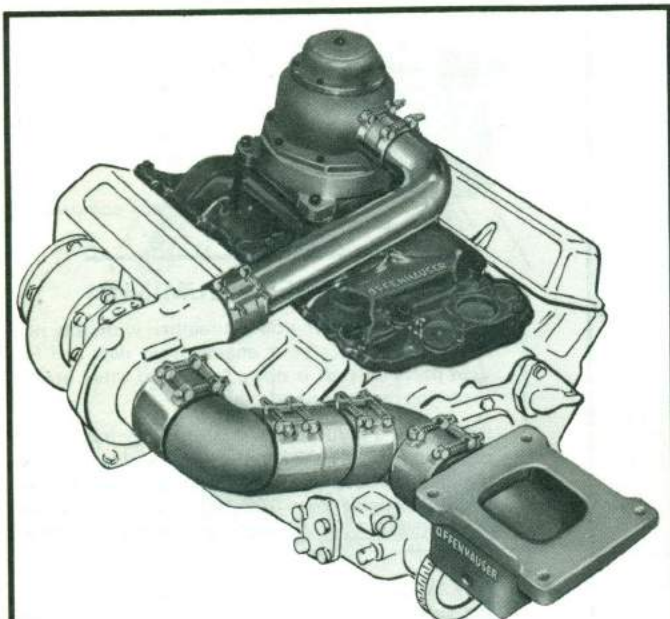
BREATHER, polished aluminum



- 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

TURBO BALANCE CONTROL



- * ELIMINATES "THROTTLE LAG"
- * INCREASES HORSEPOWER
- * IMPROVES FUEL ECONOMY
- * WORKS WITH ALL O.E.M. AND AFTER MARKET TURBO SYSTEMS
- * SMOOTHER ENGINE PERFORMANCE

The Turbo Balance Control should not be confused with boost control valves or by-pass valves. Simply stated, the TBC meters the fuel/air mixture to the intake manifold based on demand measured by vacuum. It is a demand priority valve which eliminates turbo lag by maintaining velocity ratios higher than those of the normal turbo system. The TBC balances the turbocharged engine and matches it with an air flow rate as required by the engine under varying throttle loads and altitudes. *Testing has provided fantastic results with the Offenhauser Dual Port manifold. Additional road and dyno tests have shown unbelievable results with any standard-bore 4 bbl manifold installation (O.E.M. and aftermarket) in the effective elimination of turbo lag.*

In order to better understand how the TBC works, let's follow the air/fuel mixture into it and look at the chain of events. The overall view of the installation shows the flow from the compressor section of the turbocharger unit entering the Turbo Balance Control and exiting from it into the intake manifold primary section. Air pressure builds in the receiver area of the TBC whenever engine demands increase.

This pressure enters into the diaphragm area and forces the diaphragm upward against spring tension. As the pressure continues to increase, it then overcomes the spring tension and the control rod starts to pull up on the air metering plate and moves it from a closed to an open position. The degree of opening, of course, will depend on the amount of pressure against the diaphragm and this is the beauty of the system. At this position the air pressure and velocity retain the preset balance of the diaphragm spring to maintain a constant pressure and velocity within the manifold system. As the demand of the engine becomes less, the metering plate starts to close. The volume of air decreases, but velocity of air flow remains the same because the area through which air and fuel are flowing becomes smaller as the air metering plate starts to close.

The Turbo Balance Control also allows for different requirements of various engine sizes. Different CID engines will require different size openings in the primary venturi to properly supply the engine with the correct volume of air. This is accomplished by venturi inserts of various sizes which trim the air flow to suit the volumetric requirements of small and large engines. This also allows the TBC to be adjusted to different driving requirements; so one base is all you need to suit all driving situations.

The end result is sharper throttle response, better distribution balance between cylinders, smoother engine performance, and lower emissions due to improved distribution and combustion. Fuel economy is also improved because more power is being produced with less throttle opening.

Since the TBC meters engine fuel/air mix demand at the manifold, it's possible to mount the carburetor farther from the manifold than usual. Two Turbo Carb Base styles are available — one for front facing carbs and another for side facing carbs. **EITHER ACCEPTS STANDARD BORE, SPREAD BORE, AND HOLLEY 4500 SERIES CARBURETORS. CARB TYPE MUST BE SPECIFIED WHEN ORDERING EITHER TYPE OF BASE.**

To facilitate installations, Offenhauser has designed a line of accessories for the Turbo Balance Control system. You can see them working together in the sample setup on this page. Several types of elbows and connectors are also offered. The Turbo Pressure Sleeve and Lock units are specifically designed for turbocharger use. The pressure rings at each sealing end allow for a positive seal around the tube. The center rib is a pressure seal which additionally seals and locks the two connectors together. It also assures the center location of the two connecting members.

Since each installation is unique, not every accessory will always be necessary. However, we do recommend their use wherever possible because they have all been engineered to provide maximum results for the Turbo Balance Control system.

PARTS LIST

	Part No.		Part No.
TURBO BALANCE CONTROL UNIT (Complete)	T6181	ACCESSORIES FOR TURBO BALANCE CONTROL SYSTEM	
REPLACEMENT PARTS FOR TURBO BALANCE CONTROL		Turbo Carb Base (Front Mount) (Specify carb)	T6192
Main Base	T6182	Turbo Carb Base (Side Mount) (Specify carb)	T6193
Air Cover Dome	T6183	3" O.D. 90° Elbow, Aluminum	T6194
Diaphragm Cover	T6184	2" O.D. 90° Elbow, Chromed	T6195
Air Valve Plate & Shaft Assembly	T6185	3" O.D. Connector, Aluminum 4" Length	T6196
Venturi Inserts ("C" STD with unit)	T6186A-D	3" O.D. Connector, Aluminum 6" Length	T6197
Diaphragm Spring ("C" STD with unit)	T6187	3" O.D. Connector, Aluminum 8" Length	T6198
Diaphragm	T6188	2" O.D. Turbo Pressure Sleeve & Lock	T6199
Venturi Retainer & Bolt	T6189	2 1/4" O.D. Turbo Pressure Sleeve & Lock	T6200
Base Gasket	T6190	3" O.D. Turbo Pressure Sleeve & Lock	T6201
Bolts (6ea 10/24 & 7ea 1/4x18)	T6191	Diaphragm Spring Kit (3 asst'd Pressures A,B,D)	T6202

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DON'T BE MISLEAD

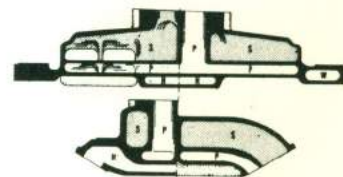
OFFENHAUSER is the only manifold manufacturer that maintains specific machines and qualified operators to produce their superior quality merchandise. Plus a control system that gives each item a personal inspection. Other manifold manufacturers, even though they will not admit it, are producing their 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 70 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

Offenhauser makes more intake manifolds for more engines than any other manufacturer.

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360° EQUA-FLOW

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HIGH RISE/LOW PROFILE

TURBO-THRUST

SUPER SONIC

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