



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 } all with ignitions mounted in rear	54-58	13	
0401		Plymouth	55-61	13
0401		De Soto	52-58	13
0401		Dodge	53-58	13
0403	Chrysler	51-53	8½	
0410	Chrysler "B" ignitions in front.	58-61	11	
0600	Ford "292"	54-64	9½	
0600	Mercury	54-57	9½	
0603	Lincoln 430	58-61	10	
0603	Edsel	58-59	10	
0603	Ford 332-428	58-72	10	
0603	Mercury 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 } all with ignitions mounted in rear	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

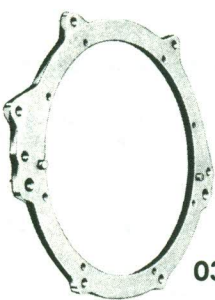
This unit is a must for all '35 thru '53 Ford and Mercury-Oldsmobile engine installations. Switches the starter motor to the right side to eliminate interference with the steering gear. Plate to re-locate oil filter is also required when starter is moved. Shipping wt. 9 lb.

3605

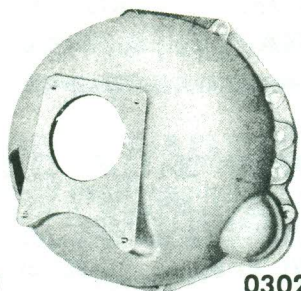
OLDS OIL BY-PASS PLATE—V-8's THRU 1958

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

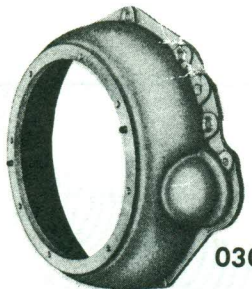
Cat. # 3604



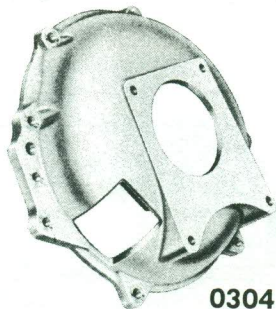
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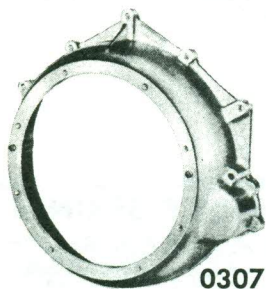
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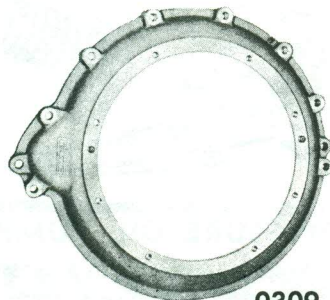
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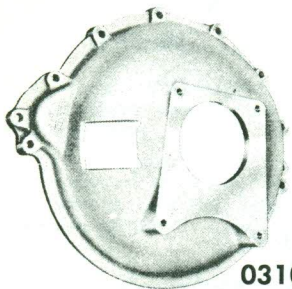
0304



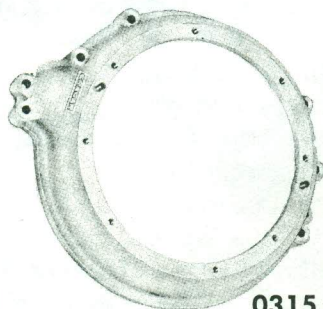
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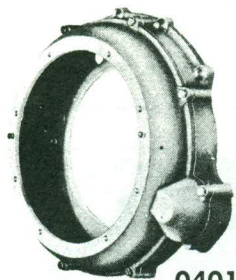
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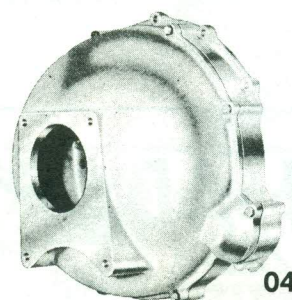
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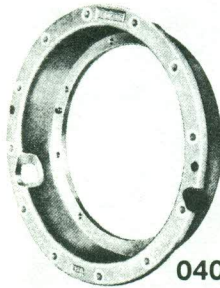
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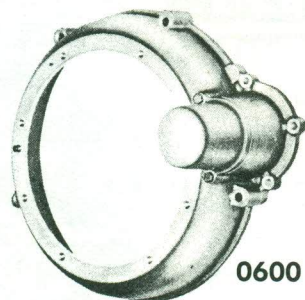
0401



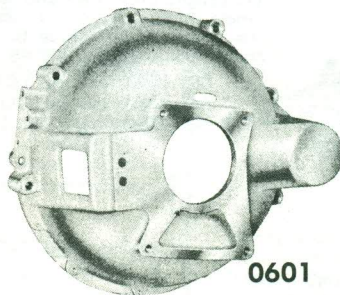
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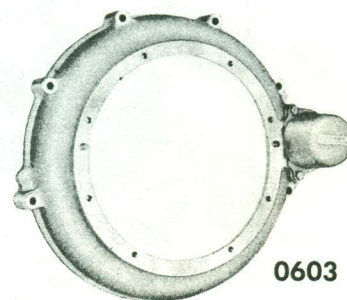
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0600



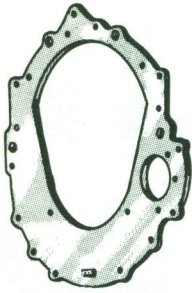
0601



0603

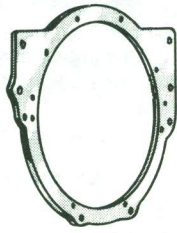


still MORE OFFENHAUSER engine adapters!



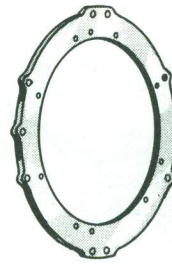
CHEVROLET

#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.



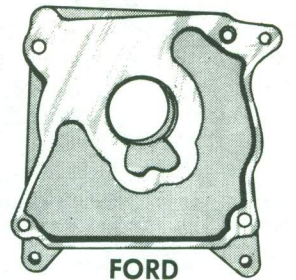
PONTIAC

#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.



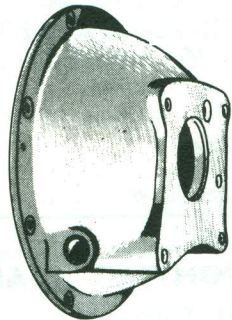
FORD

#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.

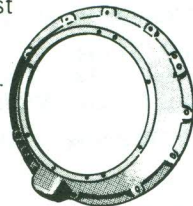
#3648A

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

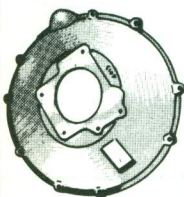
#4041 -1-piece CHRYSLER to early FORD and MERCURY. Must use Chrysler part # 1613713.
Shipping Wt. 9 lbs.

CHRYSLER

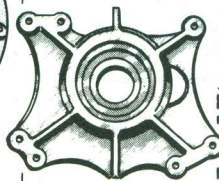


CHEVROLET

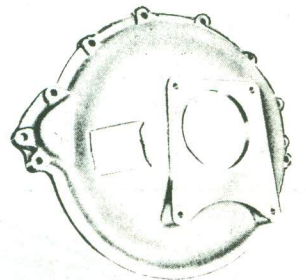
#3705 -New type adapter for CHEVROLET to CAD - LaSALLE transmission
Shipping Wt. 4 lbs.



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

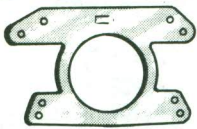


Shipping Wt. 4 lbs.



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.

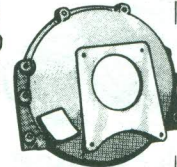


CHEVROLET

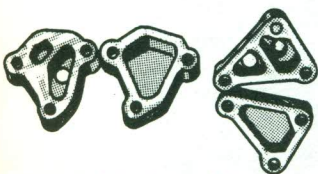
#4058 -CHEVROLET Trans. Bolt Flange to STUDEBAKER trans.
Shipping Wt. 4½ lbs.

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 5/8" 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.

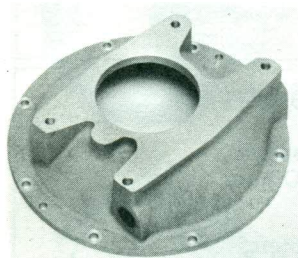
Part #5272

Shipping Wt. 8½ lbs.

Same as above except 5/8" 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.

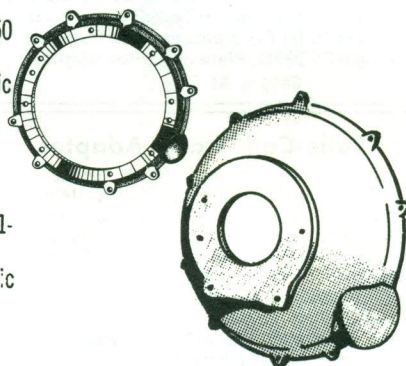
ENGINE ADAPTER

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

Note Must use Chev. automatic trans. plate.

Part #5193

Shipping Wt. 11½ lbs.

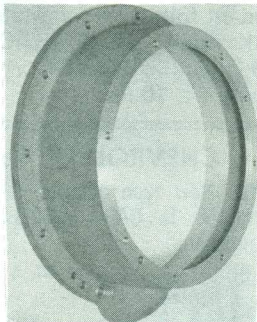


ENGINE ADAPTER

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

Part #5194

Shipping Wt. 11 lbs.



PONTIAC ADAPTERS

Early Trans

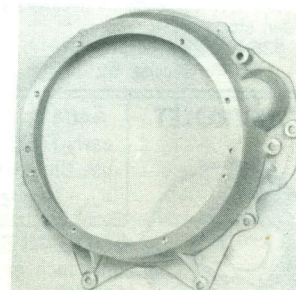
1961-64 Pontiac engines to 32-48 Ford or 39-50 Mercury transmissions.

#5306 Shipping Wt. 10 lbs.

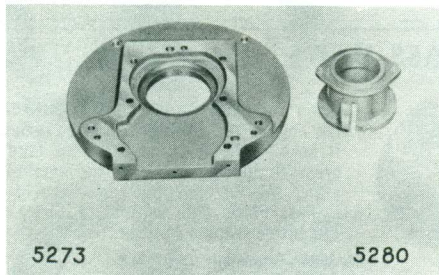
Late Trans

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!



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

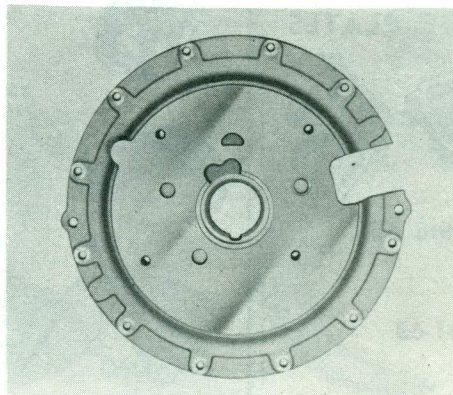
This adapter permits installation of Chevrolet 6 cylinder, 6 volt starter. Part #5280 Shipping Wt. 1½ lbs.

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

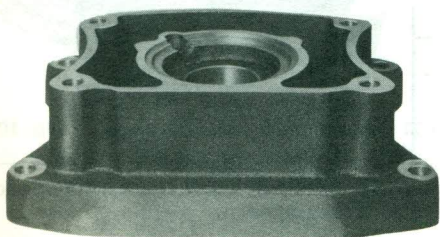
Wt. 14 lbs.



5819

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.
	Part No.	Wt.		Part No.	Wt.	
Buick '53-'56	5833	19½		5834	17½	
Buick '57-'64 (not V-6 or Alum. V-8)	5835	19½		5836	17½	
Cadillac '54	5837	21		5838	19	
Cadillac '55-'64	5839	19½		5840	17½	
Chevrolet V-8 '55-'72	5841	19½		5842	17½	
Chrysler '51-'53	5843	20½		5844	18½	
Chrysler '58-61 "B" Ign. In Front	5845	23½		5846	21½	
Ford 292 '54-'64	5847	21½		5848	19½	
Ford '58-'72 332-428	5849	22		5850	20	
Lincoln '58-'61 430	5851	22		5852	20	
Mercury '54-'57 292-312	5853	21½		5854	19½	
Nash-Packard-Hudson '55-'57	5855	17		5856	15	
Oldsmobile '49-'64	5857	20½		5858	18½	
Pontiac '55-'60	5859	15½		5860	13½	
Pontiac '61-'64	5861	22		5862	20	
Studebaker '49-'55	5863	23		5864	21	
With Ignition Mounted on Rear						
Chrysler '54-'58	5871	25		5873	23	
De Soto '52-'58	5865	25		5866	23	
Dodge '53-'58	5867	25		5868	23	
Plymouth '55-'61	5869	25		5870	23	



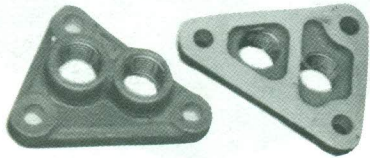
5824

TRANSMISSION BOLT FLANGES TO JEEP & TOYOTA TRANSMISSIONS

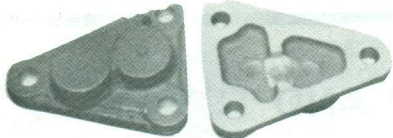
ENGINE	Jeep 3 Speed T-90 Four Wheel Drive		Wt.	Toyota 3 Speed Trans.		Wt.
	Part No.	Wt.		Part No.	Wt.	
Chevrolet 283/327-350	5824	7½	N/A			
Ford & Mercury Flat Head	5825	12	5872	10		
Ford 289-302 - 65-70 6 Bolt Bell Hsg.	5826	8½	N/A			
Ford & Mercury 49-64	5920	10				

Offenhauser® Oil Filter Adapters - Block-Off Plates

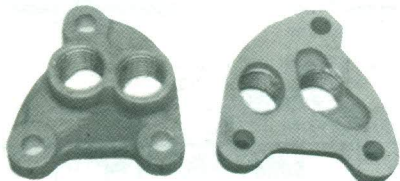
OIL FILTER BY-PASS ADAPTERS Oldsmobile 1949 thru 1958 All No. 100



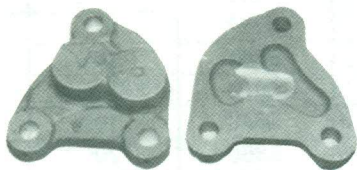
Oldsmobile 1959 thru 1964 All Exc. F-85
No. 101



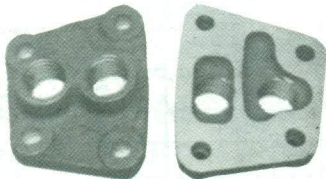
Oldsmobile 1959 thru 1964 All Exc. F-85
Filter Block-Off Plate No. 101-B



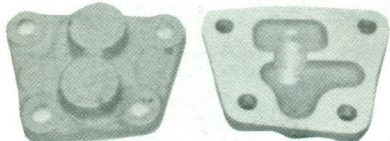
Buick 1961 thru 1964 All Exc. V-6 & 215
V-8 No. 102



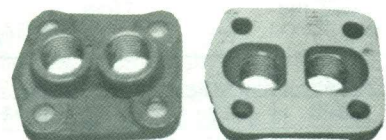
Buick 1961 thru 1964 All Exc. V-6 & 215
V-8 Filter Block-Off Plate No. 102-B



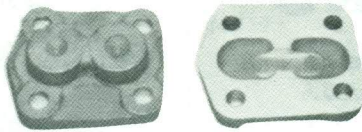
Buick 1953 thru 1960 All Exc. Special
No. 103



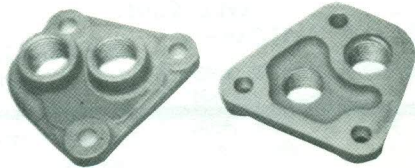
Buick 1953 thru 1960 All Exc. Special
Filter Block-Off Plate No. 103-B



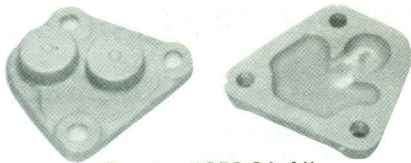
Chrysler Products V-8's 1954-'58 All
No. 104



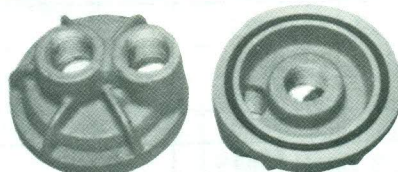
Chrysler Products V-8's 1954-58 All
Filter Block-Off Plate No. 104-B



Pontiac 1959-64 All No. 105



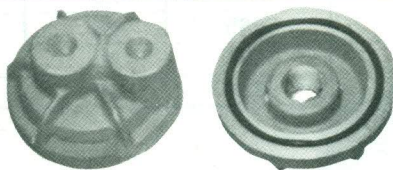
Pontiac 1959-64 All
Filter Block-Off Plate No. 105-B



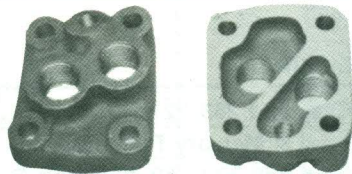
"SPIN - ON" BY-PASS ADAPTER

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

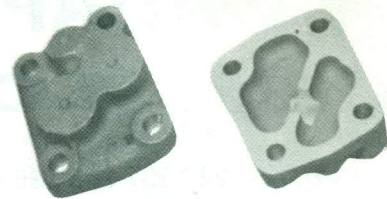
No. 106



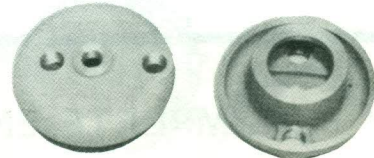
FILTER BLOCK-OFF PLATE
For cars using 106 No. 106-B



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

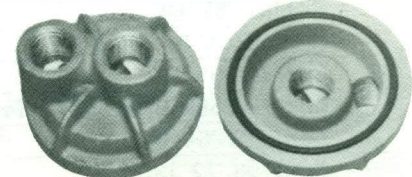
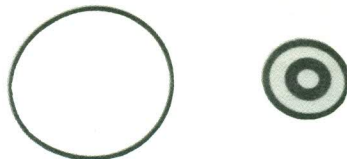


FORD PRODUCTS FILTER
BLOCK-OFF PLATE All 332-428 and
Lincoln 430 No. 107-B



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

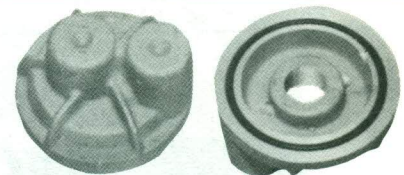
No. 108 By-Pass
No. 108-B Block-Off



"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

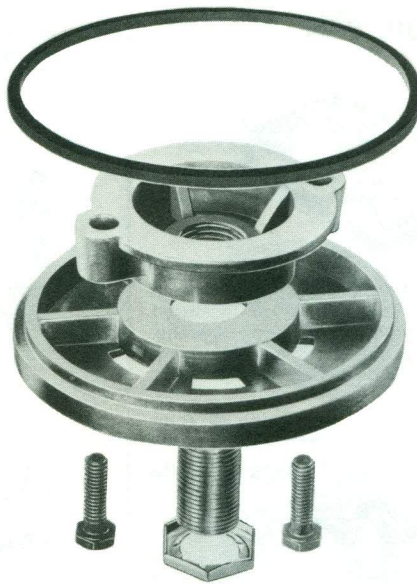
SPIN-ON BY PASS No. 6088
SPIN-ON BLOCK OFF No. 6088-B



**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

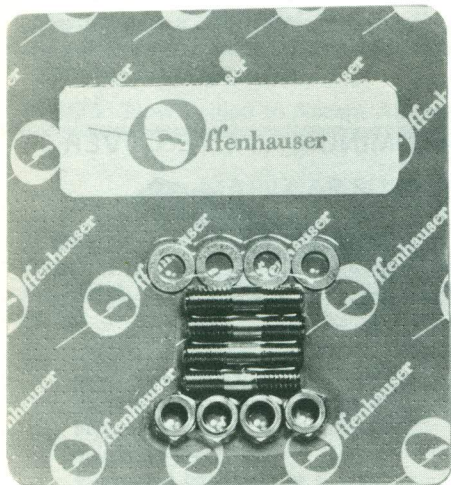
265-283-327-350-400 thru 1972
 Also 396-427 thru 1968 Part #5827
 396-427-454 1969-72 takes Part #5924
 NOTE: For later Models see page 44.



**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

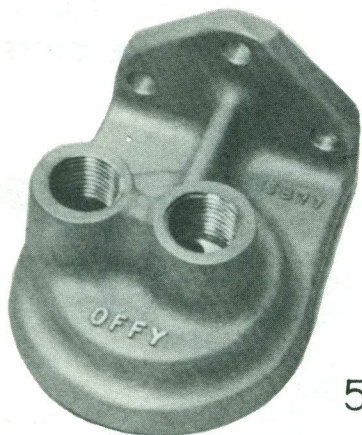
FORD 332-428

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



Part # 6032

**HEAVY DUTY SINGLE OIL
FILTER MOUNTING BASE**



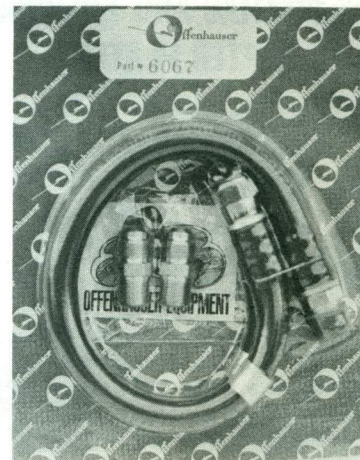
5877

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.

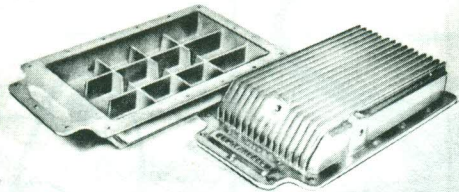
Part #6067



Beautifully Bubble Packaged

PARTS FOR CORVAIR

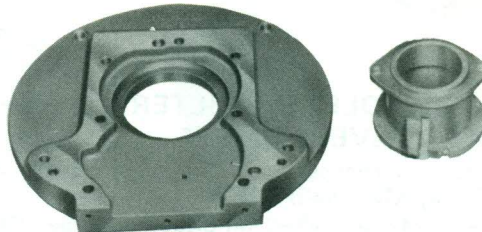
ALUMINUM OIL PAN



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.

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.

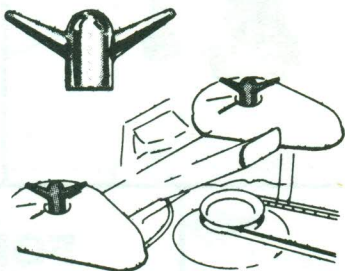
STARTER ADAPTER

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

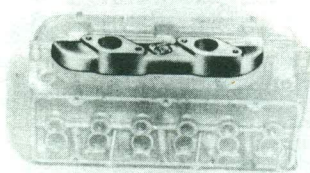
Chevrolet Corvair WING NUTS

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

Part #5195

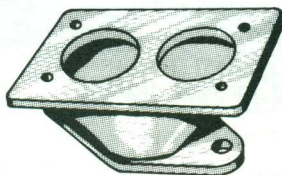


4 CARB MANIFOLD



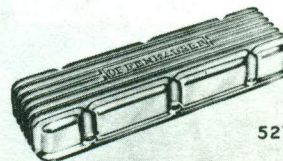
Above manifold castings machined for carburetors — Do It Yourself instructions included — necessary to machine heads and Heli-Arc manifold onto them — not advisable unless customer has proper facilities available.
Part #5481

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.

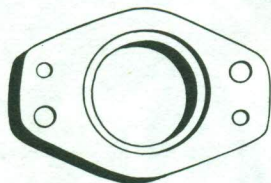
ALUMINUM VALVE COVER



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

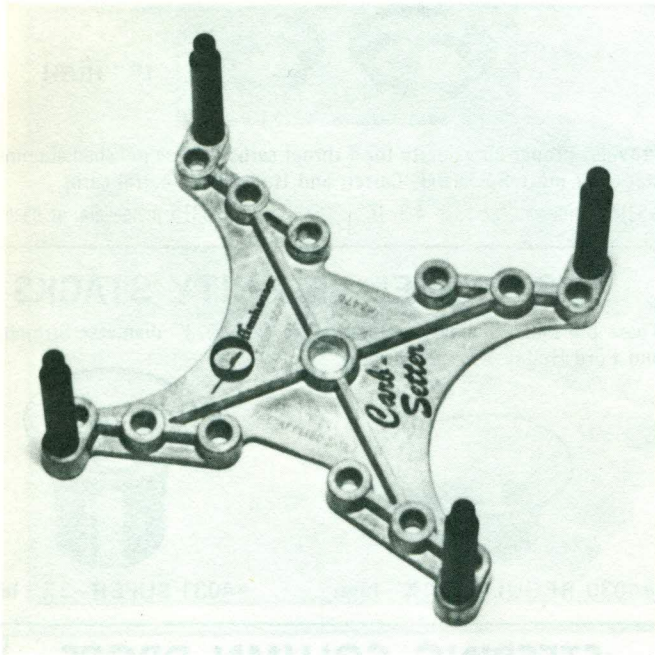
WING NUTS FOR VALVE COVERS



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



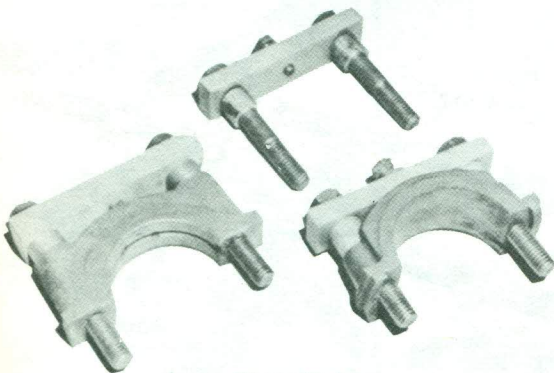
An efficient, easy to handle tool that will hold most of the popular type carburetors in an upright position. You will be amazed how much faster you can repair and assemble a carburetor with this handy tool.

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

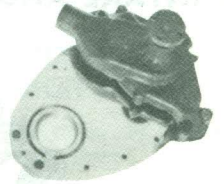


Average Shipping Wt. 3 lbs.

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.



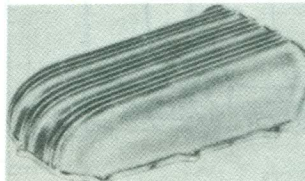
CHEV FRONT COVER

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



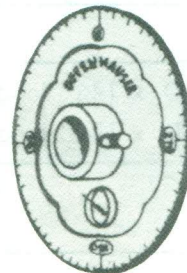
THERMOSTAT CONTROL BODY



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:

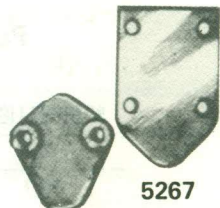
Part #	Crankshaft Size
5032	1¼"
5033	1⅜"
5034	1½"

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



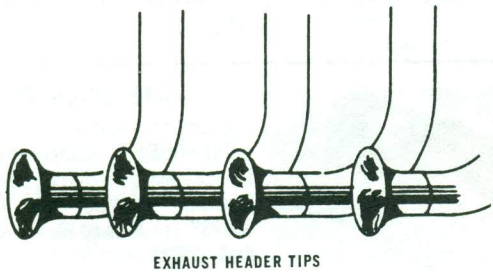
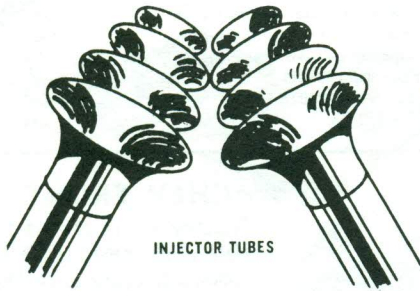
5266

5267



The Greatest Name in Racing®

INTAKE AND EXHAUST HEADER TIPS

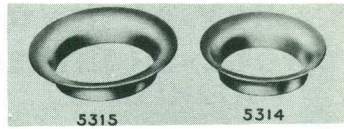


For maximum performance — DO IT YOURSELF!!! — Smooth finish steel for plating — Heavy gauge for easy welding.

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

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

QUAD VELOCITY STACKS



1 1/2" HIGH

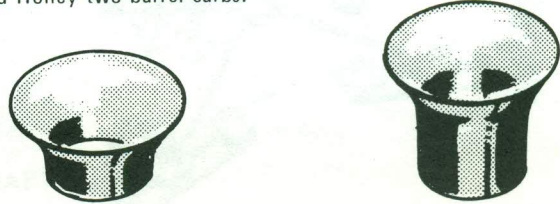
Provides proper air velocity for 4 throat carbs! These polished aluminum stacks fit most Rochester, Carter, and Holley four barrel carbs.

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

#5315 inside dia. at base 5"

TWO BARREL VELOCITY STACKS

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

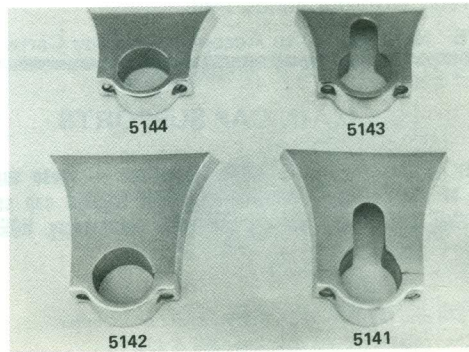


#4030 REGULAR—1 1/4" high

#4031 SUPER—3 1/4" 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

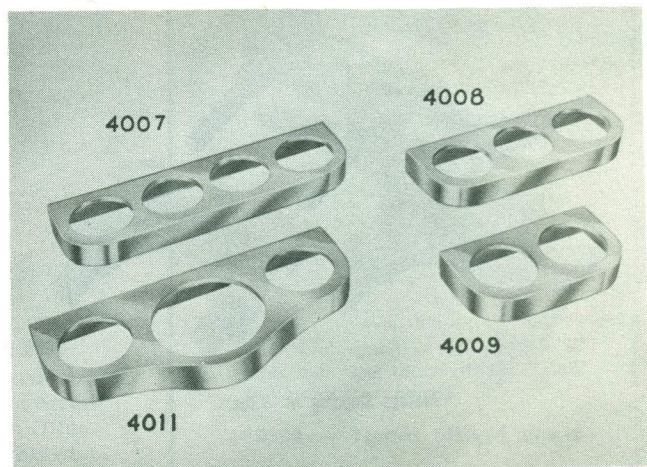
#5143—2" Drop—Column and Shift

#5144—2" Drop—Column only

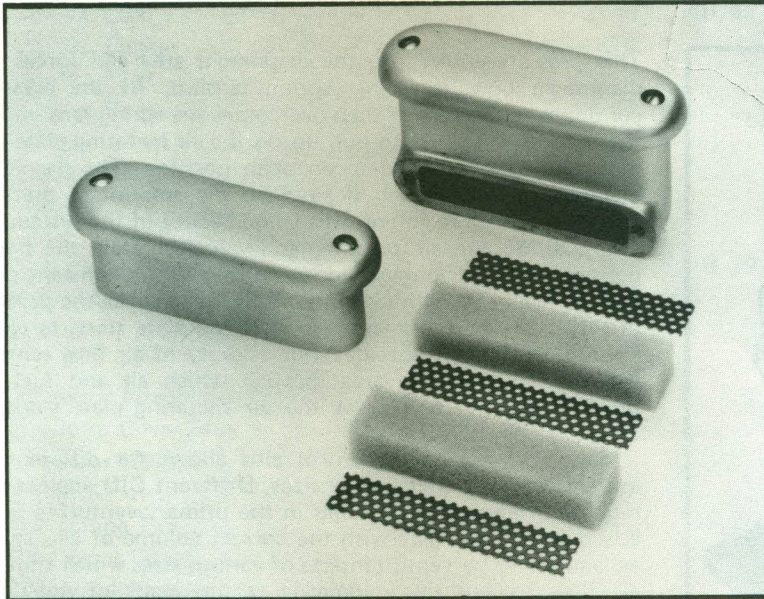
DEEP DISH DASH PANELS!

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!!



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.

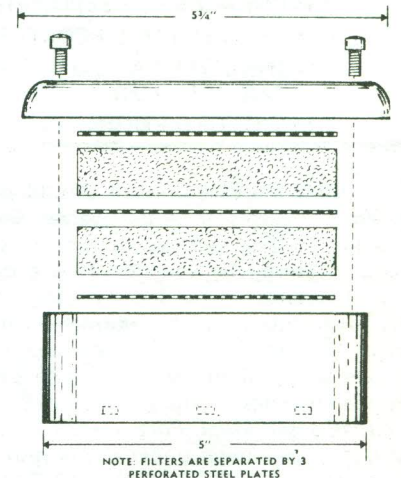
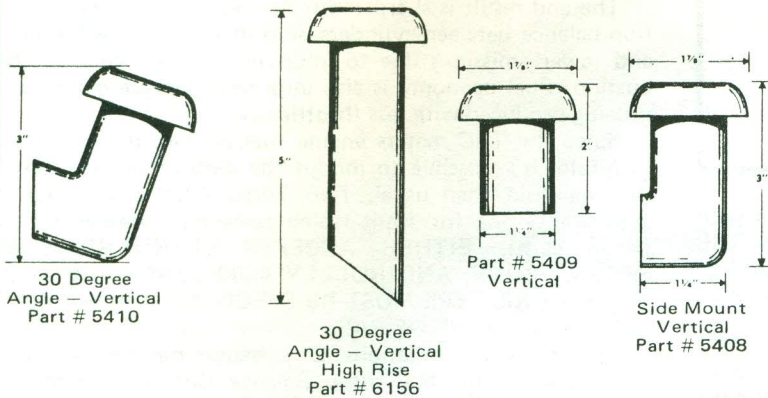
POLISHED ALUMINUM

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



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.

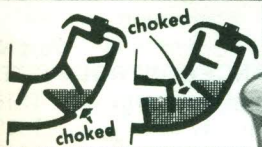
- Part #5408 . . . Breather Side Mount Vertical
 - Part #5409 . . . Breather Vertical
 - Part #5410 . . . Breather 30 degree angle
 - Part #6156 . . . Breather 30 degree angle high rise
- Shipping Wt. 1 lb.

here's a crankcase breather that actually breathes!

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



ordinary breathers



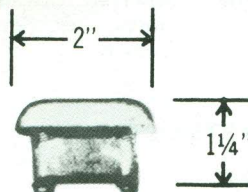
OFFENHAUSER aluminum breather, highly polished, complete with gasket, bolts and mounting instructions — available at your distributor

Shipping Wt. 1 1/2 lbs.

Part No. 4039

SMALL BREATHER

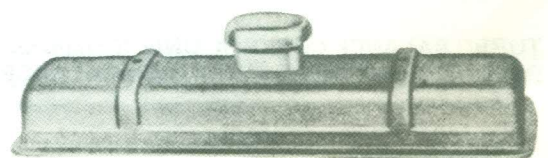
Not a false! Polished aluminum "Gets the Job Done." Approximately 2" wide at top, 1 1/4" high. Complete with Installation Instructions and Gaskets.



Part #3661JR

Shipping Wt. 1 lb

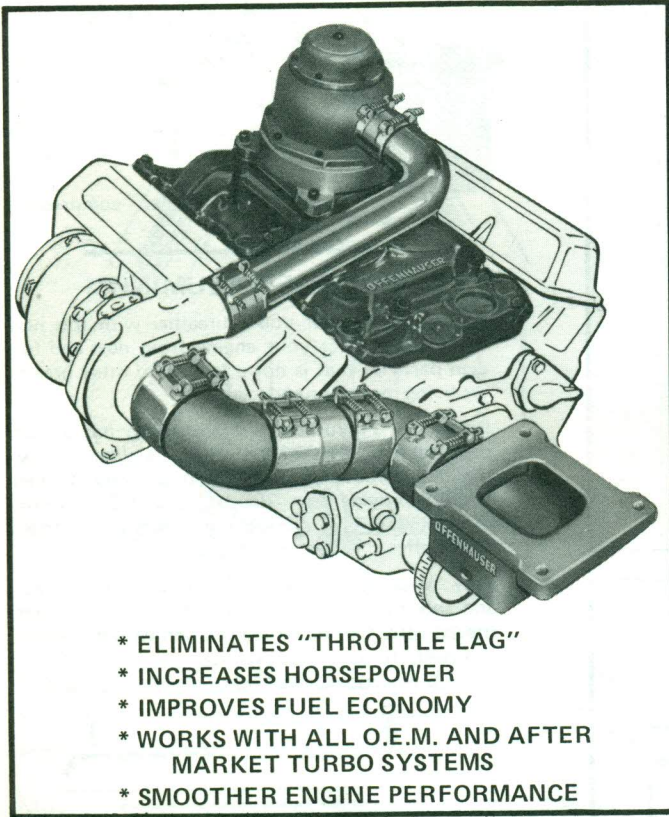
BREATHER, polished aluminum



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

#3661—Breather Shipping Wt. 1 lb

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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EGR Valve Kits	16				

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DON'T BE MISLEAD

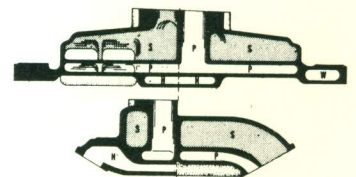
OFFENHAUSER is the only manifold manufacturer that maintains specific machines and qualified operators to produce their superior quality merchandise. Plus a control system that gives each item a personal inspection. Other manifold manufacturers, even though they will not admit it, are producing their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

DUAL PORT V-6 & V-8

DUAL PORT MINI-CAR

360° EQUA-FLOW

SINGLE QUAD/DUAL QUAD

HIGH RISE/LOW PROFILE

TURBO-THRUST

SUPER SONIC

PORT-O-SONIC

DIAL-A-FLOW

"C" SERIES MINI-CAR

LOW PROFILE RAM

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



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