



**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.

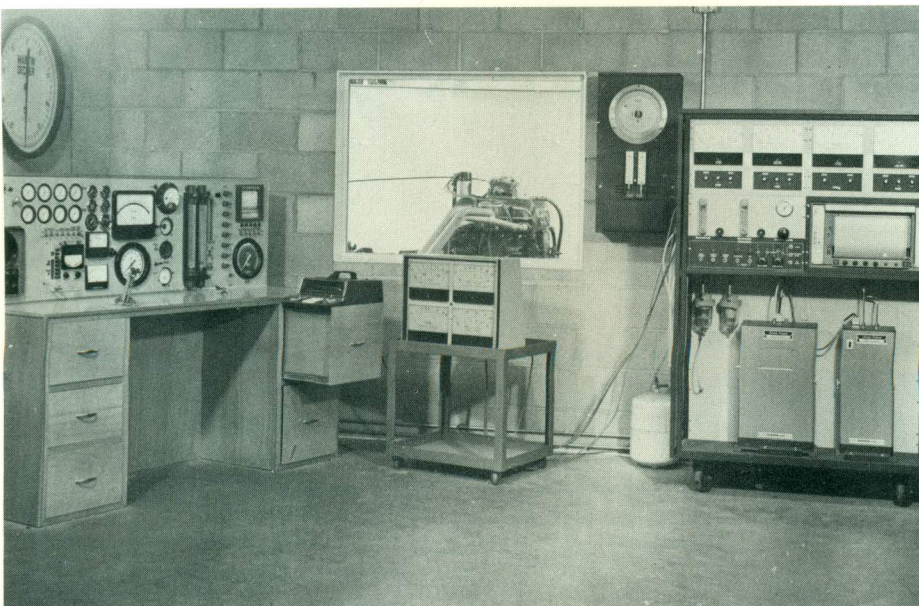
While innovation and tradition are important ingredients in the manufacturing of products at Offenhauser, technology plays an equally important role.

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 MANIFOLD	RAM	4 CARB PACESETTER	6 CARB LOG	8 CARB LOG
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 265 C.I. 1955-56										23								
CHEV 283-400	6	17	17	12	14	18	18	21	22	23			26	22	28	28		
CHEV 348								21	22						28	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	28	
CHRYSLER 273 (THRU '65)	6					18		21	22									
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		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								
PONTIAC 326-455	6					18	18	21	22							28		
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																

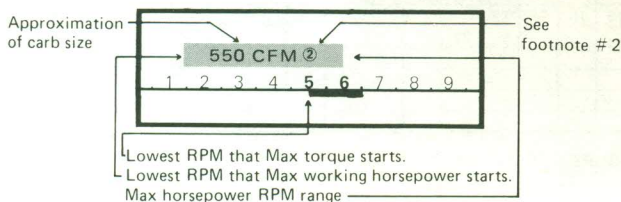
FOOTNOTES: ① SPREAD-BORE MODELS, Page 20.
 ② LOW PROFILE MODELS, Page 21.

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	465 CFM ^② 1 2 3 4 5 6 7 8 9	500 CFM 1 2 3 4 5 6 7 8 9
	400 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
DUAL PORT ^② BUICK/JEEP V6 MUSTANG/CAPRI	465 CFM ^② 1 2 3 4 5 6 7 8 9	600 CFM ^② 1 2 3 4 5 6 7 8 9	
	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	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	HOLLEY 5200/RACE CAM 1 2 3 4 5 6 7 8 9
		WEBER 32/36 ^② 1 2 3 4 5 6 7 8 9	WEBER 32/36 RACE CAM 1 2 3 4 5 6 7 8 9
		500 CFM ^② 1 2 3 4 5 6 7 8 9	600 CFM 1 2 3 4 5 6 7 8 9
		500 CFM ^② 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}		650 CFM STAGE II 1 2 3 4 5 6 7 8 9	
	600 CFM STAGE I 1 2 3 4 5 6 7 8 9	750 CFM STAGE II 1 2 3 4 5 6 7 8 9	850 CFM STAGE III 1 2 3 4 5 6 7 8 9
360° EQUA-FLOW V8 AND V6 SINGLE QUAD	V6 400 CFM ^② 1 2 3 4 5 6 7 8 9	500 CFM ^② 1 2 3 4 5 6 7 8 9	715 CFM ^⑤ 1 2 3 4 5 6 7 8 9
	V8 500 CFM ^② 1 2 3 4 5 6 7 8 9	600 CFM ^② 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 650 CFM 1 2 3 4 5 6 7 8 9
		TWO 600 CFM ^② 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	850 CFM 1 2 3 4 5 6 7 8 9
		TWO 550 CFM ^② 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

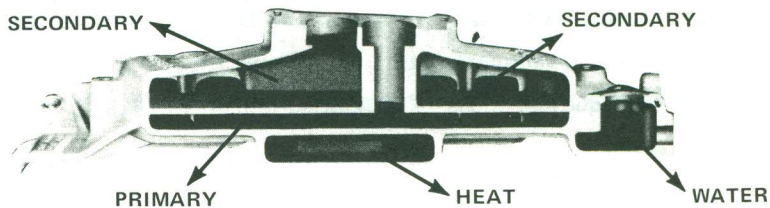
V-6 Section—Page 5 Mini Car—Pages 7 to 11
V-8 Section—Page 6

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



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
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
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.

Jeep applications require jeep kit part #6094 (Page 46.)

MINI-CAR/TRUCK MANIFOLDS

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

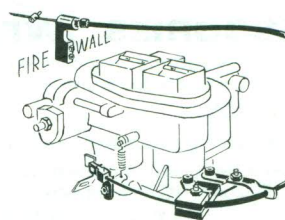
The two barrel mini Dual Ports come standard (order "DP") to accept the stock 2 stage carburetor. However, as an alternative, most can be drilled at the factory to accept the Holley 5200 series (order "DPH") or the Weber 32/36 series (order "DPW") at no extra charge.

"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.



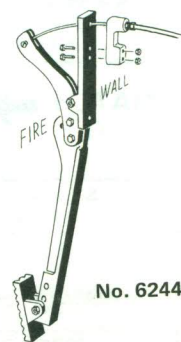
No. 6230

- 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



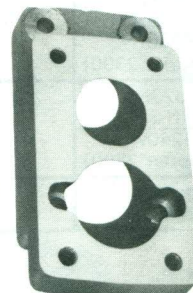
No. 6176



No. 6244

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

No. 6232



"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.

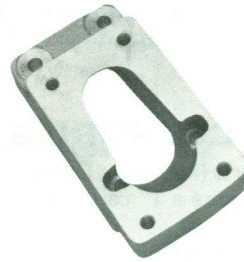
The "C" series Offy open plenum design really boosts engine breathing characteristics and greatly improves the torque in mid to higher RPM's. The torque range of these manifolds has been designed to fit into street modified and competition RPM requirements of the 4 and 6 cylinder engines. Depending on 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.
NEW → 6230	Universal Cable Linkage Accessory Kit (Pictured pg. 7)
NEW → 6231	Carb Adapter - Holley 2300 to "C" Series 2 bbl.
NEW → 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)
NEW → 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.)	NEW → 6244	Universal Foot Throttle Kit (Pictured pg. 7)

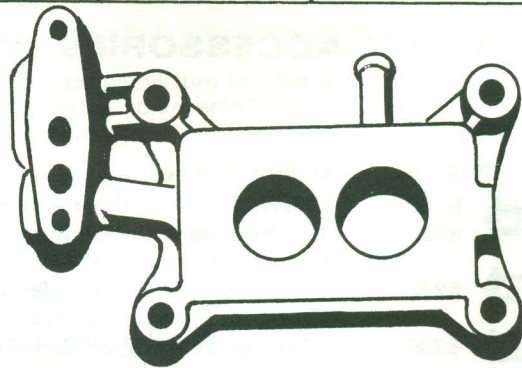
"MINI" CARB ADAPTER SELECTION CHART

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. 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. 6233 (1" Offset) (Late Courier/Mazda)
	HOLLEY 2300	N/A*	N/A*	N/A*	N/A*

* 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

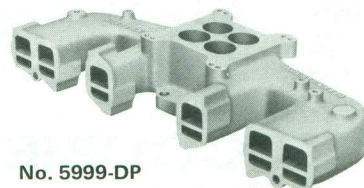
The Dual Port and "C" Series accept the Carter or Holley standard bore 4 bbl carb. Carb size recommended for DP is from 390 CFM to 500 CFM; for "C" Series — 500 CFM and larger. Use Holley No. 8007 (390 CFM), Carter 9400, or Carter 9500 on Dual Port — **REMOVE KICK-DOWN ARM FOR LINKAGE CLEARANCE.** This 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. 5999-DP APPLICATION Thru '81 — Std Bore 4 bbl

"C" SERIES

NEW PART NO. 6208-C APPLICATION 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. 6059-DP APPLICATION 1972-75 (Stock 2 STG Carb) (See EGR Adapter Kit No. 6106, page 16)

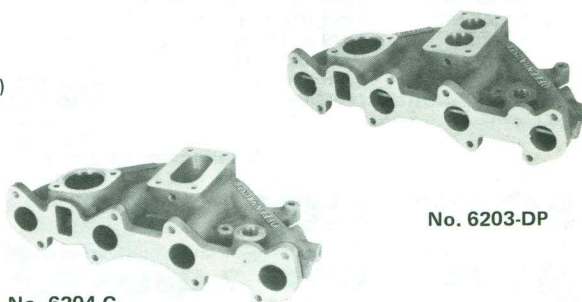
NEW 6059-DPH* 1972-75 (Holley 5200 Carb)
6059-DPW* 1972-75 (Weber 32/36)
6203-DP 1976 and later (Stock 2 STG Carb) (Use EGR from '77 or '78 models)

NEW 6203-DPH* 1976 and later (Holley 5200 Carb)
6203-DPW* 1976 and later (Weber 32/36)

"C" SERIES - 2 BBL

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

*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

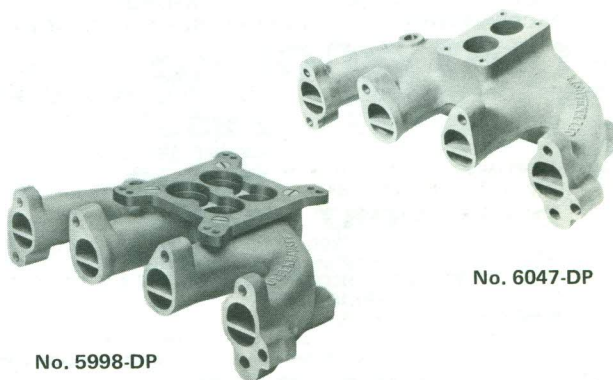
PART NO. 6047-DP APPLICATION 1971 and later — 140 C.I.

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. 5998-DP APPLICATION 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. 6002-DP APPLICATION 1600 cc 1968-74 (Stock 2 STG Carb)

NEW 6002-DPH* 1600 cc 1968-74 (Holley 5200)
6002-DPW* 1600 cc 1968-74 (Weber 32/36)

NEW 6138-DP 1600 cc 1975-77 (Stock 2 STG Carb)
6138-DPH* 1600 cc 1975-77 (Holley 5200)
6138-DPW* 1600 cc 1975-77 (Weber 32/36)

NEW 6143-DP 1800 cc thru '74 (Stock 2 STG Carb)
6143-DPH* 1800 cc thru '74 (Holley 5200)
6143-DPW* 1800 cc thru '74 (Weber 32/36)

Some late '74 Models take 6144-DP Series.

NEW 6144-DP 2000 cc 1975-77 (Stock 2 STG Carb)
6144-DPH* 2000 cc 1975-77 (Holley 5200)
6144-DPW* 2000 cc 1975-77 (Weber 32/36)

NEW 6178-DP 2000 cc 1978-80 (Stock 2 STG Carb)
6178-DPH* 2000 cc 1978-80 (Holley 5200)
6178-DPW* 2000 cc 1978-80 (Weber 32/36)

"C" SERIES - 2 BBL ①

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

6212-C* 1600 cc 1975-77 (Holley 5200)
6212-CW* 1600 cc 1975-77 (Weber 32/36)

6213-C* 1800 cc thru '74 (Holley 5200)
6213-CW* 1800 cc thru '74 (Weber 32/36)

6214-C* 2000 cc 1975-77 (Holley 5200)
6214-CW* 2000 cc 1975-77 (Weber 32/36)
6215-C* 2000 cc 1978-80 (Holley 5200)
6215-CW* 2000 cc 1978-80 (Weber 32/36)

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.



No. 6002-DP

No. 6144-DP (Front)

No. 6144-DP (Back)

No. 6178-DP (Front)

No. 6178-DP (Back)

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

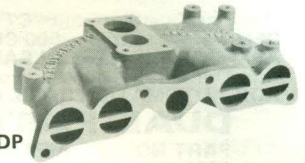
PART NO.	APPLICATION	(Stock 2 STG Carb)
6053-DP	1972 and later	(Holley 5200)
6053-DPH*	1972 and later	(Weber 32/36)
6053-DPW*	1972 and later	(Weber 32/36)

NEW

"C" SERIES - 2 BBL

PART NO.	APPLICATION	(Holley 5200)
6216-C*	1972 and later	(Weber 32/36)
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	(Stock 2 STG Carb)
6242-DP	1979 and later	(Holley 5200)
6242-DPH*	1979 and later	(Weber 32/36)
6242-DPW*	1979 and later	(Weber 32/36)

NEW

"C" SERIES - 2 BBL

PART NO.	APPLICATION	(Holley 5200)
6245-C*	1979 and later	(Weber 32/36)
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	(Stock 2 STG Carb)
6241-DP	1979 and later	(Holley 5200)
6241-DPH*	1979 and later	(Weber 32/36)
6241-DPW*	1979 and later	(Weber 32/36)

NEW

"C" SERIES - 2 BBL

PART NO.	APPLICATION	(Holley 5200)
6246-C*	1979 and later	(Weber 32/36)
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	(Holley 5200)
6221-C	thru '81	(Weber 32/36)
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

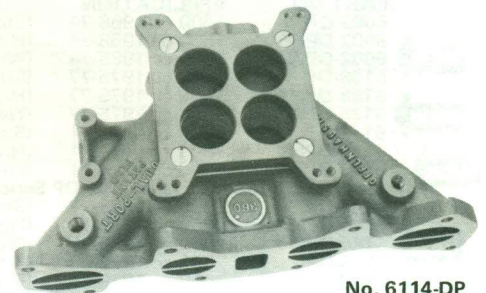
Use Holley No. 8007-390 CFM (must remove kick down arm for clearance); or Carter No. 9400 (clears ok with no mods). LINKAGE INSTALLATION KIT - FOR STD AND AUTO TRANS - AND INSTRUCTIONS ARE INCLUDED. COMPETITION MANIFOLD.

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

NEW

"C" SERIES

PART NO.	APPLICATION
6227-C	thru '81

(replaces 5886)



No. 6227-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)

NEW

NEW

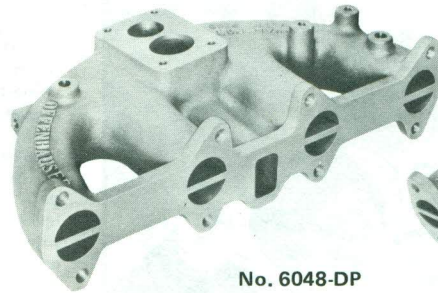
NEW

NEW

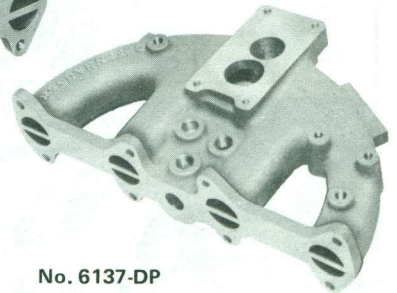
"C" SERIES - 2 BBL

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)

NEW

NEW

6179-DP ① 1978-79 (fits 20R) These models only fit stock carb. Check with manufacturer for Holley & Weber alternative.

6223-DP

1980

(fits 20R)



No. 5997-DP



No. 6136-DP

NEW

"C" SERIES - 2 BBL

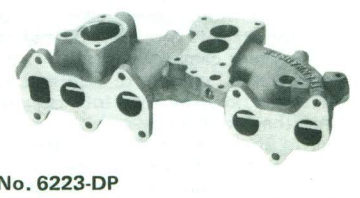
PART NO.	APPLICATION	
6210-C*	1970-74 (also fits 18RC)	(Holley 5200)
6210-CW*	1970-74 (also fits 18RC)	(Weber 32/36)
6209-C*	1975-77 (also fits 20R)	(Holley 5200)
6209-CW*	1975-77 (also fits 20R)	(Weber 32/36)
6217-C* ①	1978-79 (also fits 20R)	(Holley 5200)
6217-CW* ①	1978-79 (also fits 20R)	(Weber 32/36)
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. 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.

NEW

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.

NEW

"C" SERIES - 2 BBL

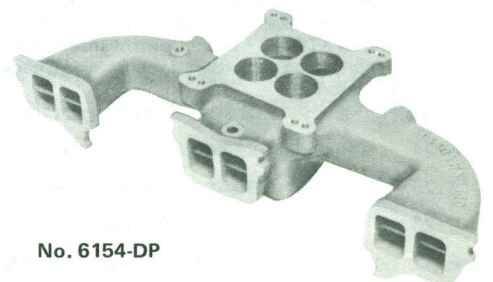
PART NO.	APPLICATION	
6248-C*	1981 (22R)	(Holley 5200)
6248-CW*	1981 (22R)	(Weber 32/36)

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.	



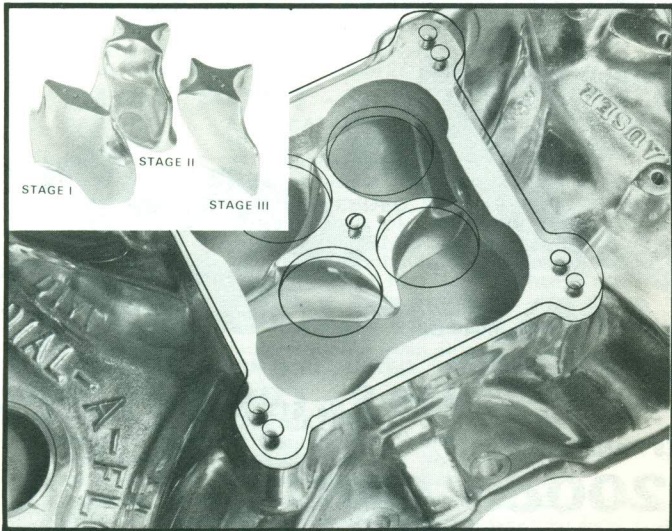
No. 6154-DP

"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.)

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.

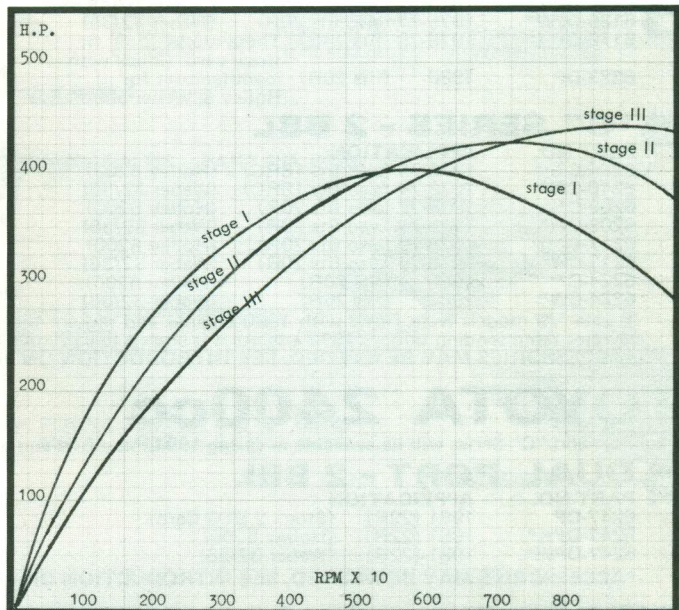
PART NO.	APPLICATION
6124	Chevrolet 283-400 Reg 4 Bbl Carb
6125	Chevrolet 396-454 Large Port Reg 4 Bbl Carb
6126	Ford 289-302 Reg 4 Bbl Carb
6127	Ford 351 Cleveland 4V Heads Reg 4 Bbl Carb
6128	Ford 351 Cleveland 2V Heads Reg 4 Bbl Carb
6129	Chrysler 340-360 Reg 4 Bbl Carb
6130	Chrysler 273-318 (1966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

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.

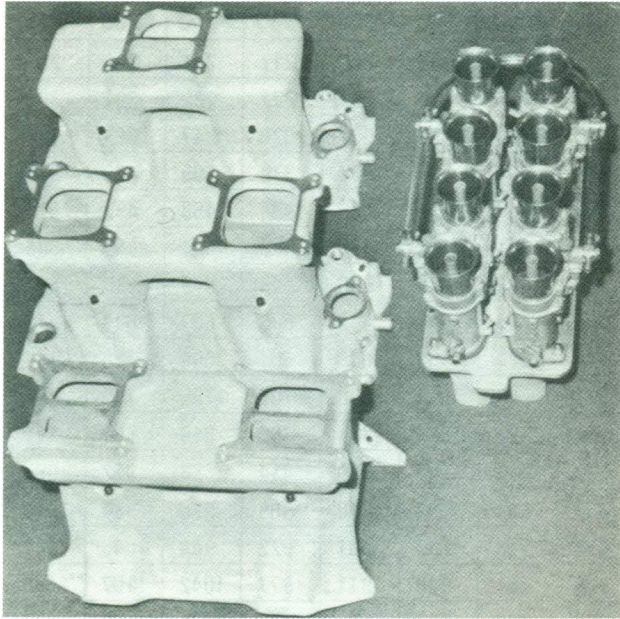
CARBURETION TUNING TIPS

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

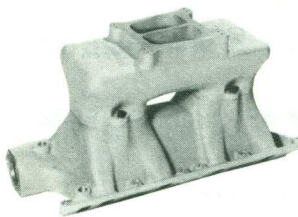
DESCRIPTION
 DUAL QUAD
 TUNNEL RAM DUAL QUAD

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.

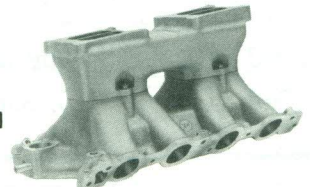
- | | | |
|--|-------|------------------------|
| CHRYSLER
413-440
(See Note
page 14) | #5911 | Base Only |
| | #5912 | Dual Quad Top |
| | #5913 | Single Quad Top |
| | #5990 | Thermo Quad Dual Top |
| | #5980 | 4 Weber Carb Top |
| | #5928 | Holley 4500 Single Top |

- | | | |
|----------------------|-------|------------------------|
| 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 |



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
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

- | | | |
|--|-------|------------------------|
| 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

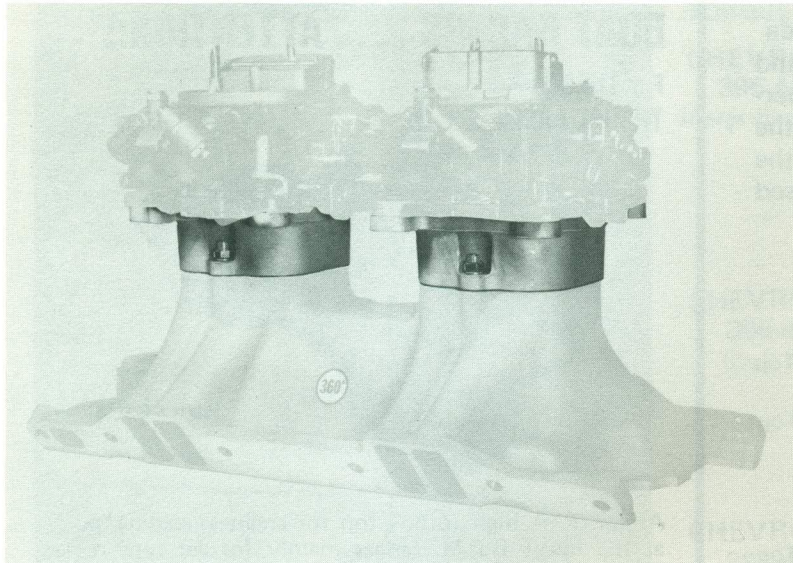


5908G, 5911G, 5944G
& 5971G



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.

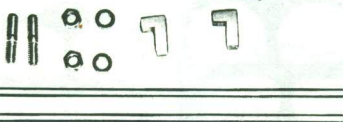
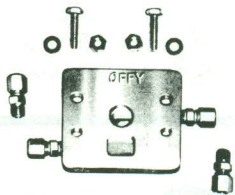
Part # (DESIGNATES PAIR)

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.

EGR VALVE ADAPTER KIT

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

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.

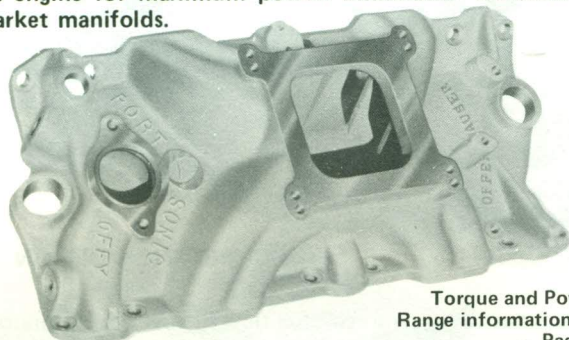
IMPORTANT! Be sure you have the proper kit for your particular installation.

	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

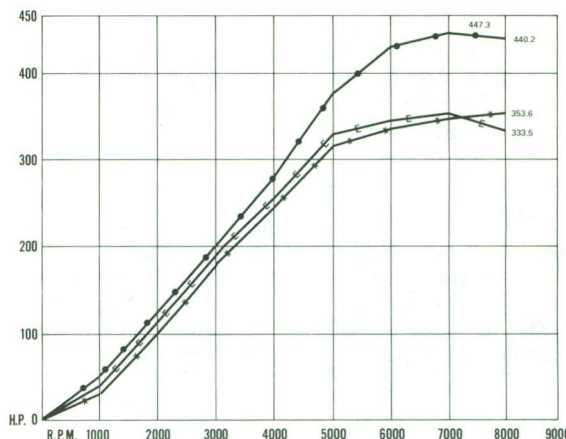
Here's a manifold designed by Offy engineers for competition only. Specially designed plenums and runners match volume for a specific engine for maximum power. Eliminates "lean/rich" condition from cylinder to cylinder commonly found with other aftermarket manifolds.



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!



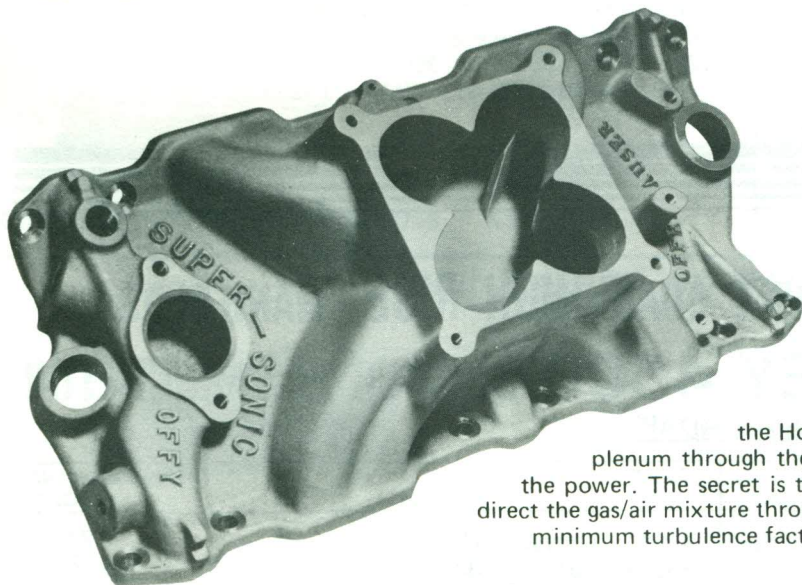
Test #1 —●—●— Offy
Test #2 —E—E—E Popular OLD type
Test #3 —X—X—X Less Popular OLD type

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

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

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

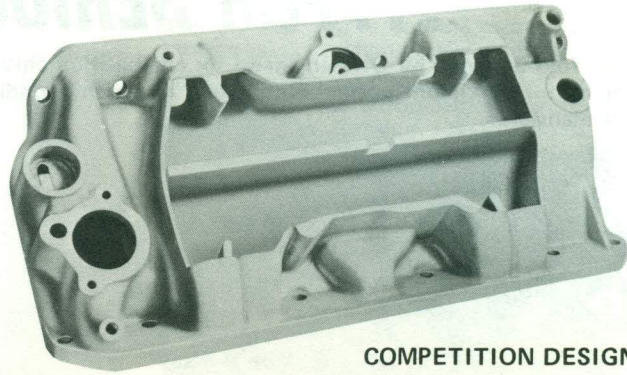
360° EQUA-FLOW HIGH RISE SINGLE QUAD MANIFOLDS

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.

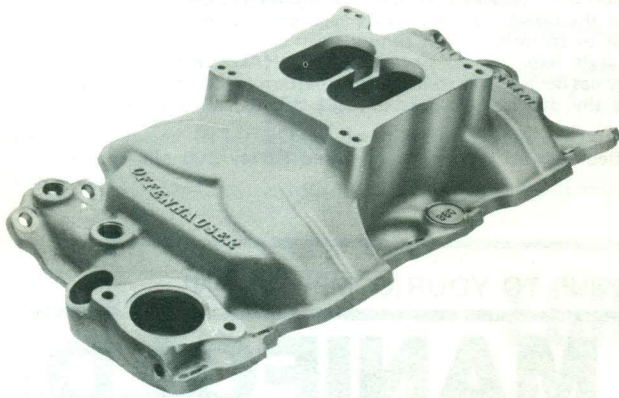
Exclusive plenum chamber design of Offenhauser 360° Equa-Flow Manifold wipes out flat spots in all RPM ranges. Gives you smooth . . . unrestricted flow of fuel . . . continuously. Each cylinder receives equal fuel flow without interruption or oscillation. You get vibration-free smoothness and power rammed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

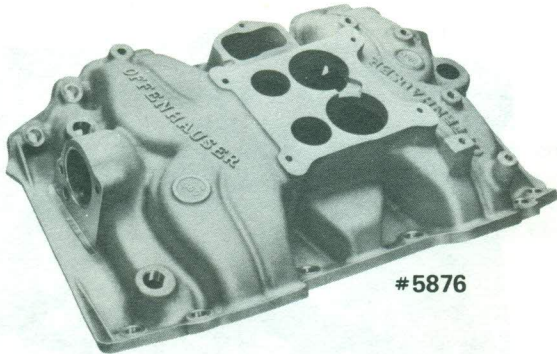
Torque and Power Range Information on page 4. NOT AN ADAPTER

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



#5876

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



#5617

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



#5747

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

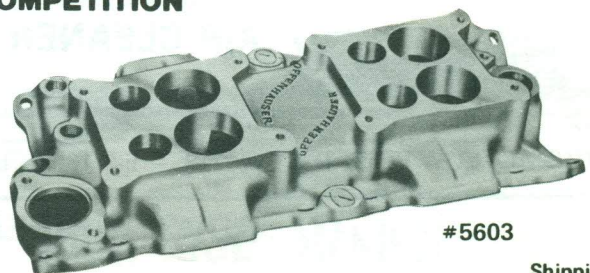
Torque and Power Range Information on page 4.
Carburetor Information at bottom of page 21.

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

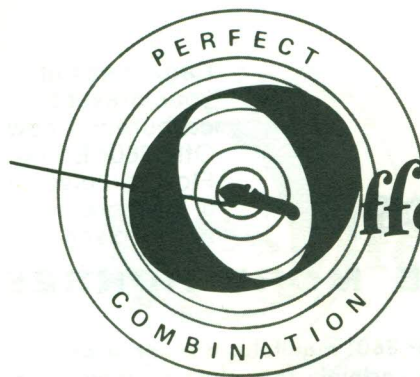
DUAL QUADRAJET LOW PROFILE MANIFOLDS COMPETITION



#5603

Part No.	Model	Shipping Wt.
5618	Buick 401-425	18 lbs.
5603	Chevrolet 283, 327-350-400	14
5610	Chevrolet 348 Not 409	19
5605	Chevrolet 396, 454 Large Port	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.



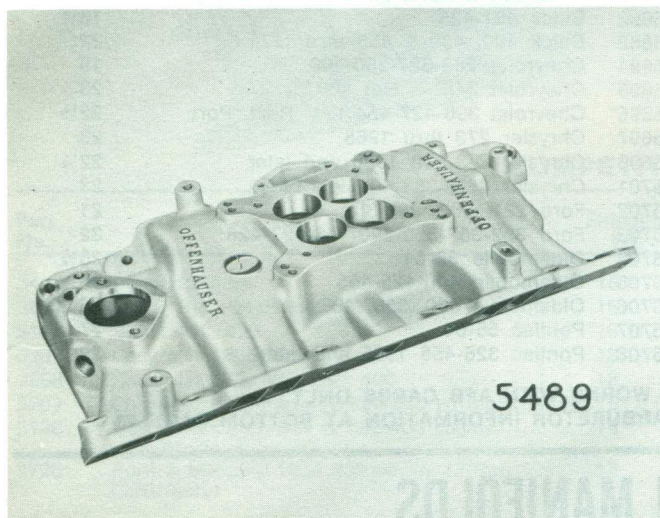
360° Equa-Flow Offenhauser MANIFOLDS

PRODUCE MORE HORSES

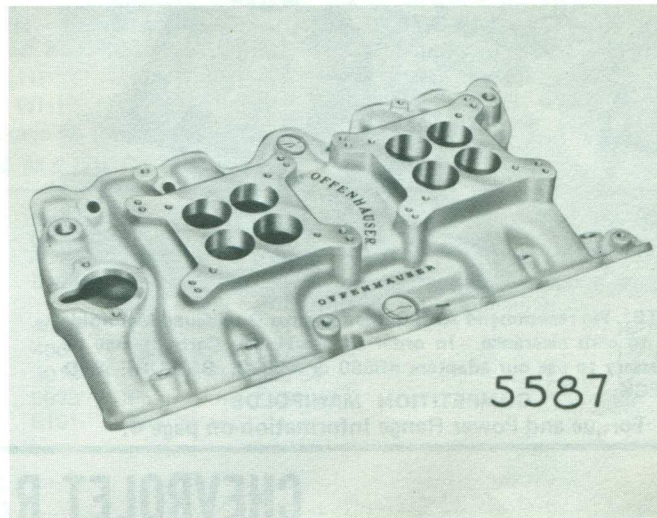
Offenhauser 360° Equa-Flow Manifolds are engineered to overcome the problem of starved cylinders by providing the flow characteristics necessary for maximum horsepower output. 360° Equa-Flow design means that every cylinder receives the same amount of fuel/air mixture.

LOW PROFILE DUAL & SINGLE QUAD MANIFOLDS

DRILLED FOR AFB and HOLLEY CARBURETORS



5489



5587

SINGLE QUAD MANIFOLDS

Torque and Power Range Information on page 4.

Part No.	Model	Shipping Wt.
5616	Chevrolet 283-327-350-400	14 lbs.
5489	Dodge-Plymouth 273 thru 1965	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