



THERMAL TUNING PRODUCTS

Exhaust Wrap

Wrapping the exhaust on a race car adds horsepower and reduces unwanted heat in the engine and driver compartments. Protects wiring and hoses from premature failure. White, black or titanium.

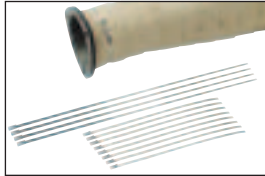


Description	1" x 15' Part No.	1" x 50' Part No.	2" x 15' Part No.	2" x 50' Part No.
White Exhaust Wrap	DSN010105	DSN010101	DSN010106	DSN010102
Black Exhaust Wrap	DSN010120	DSN010107	DSN010121	DSN010108
Titanium Exhaust Wrap	DSN010128	DSN010126	DSN010129	DSN010127

Locking Ties

DEI stainless steel locking ties can be used anywhere there is extreme heat, vibration or a need for extra strength. Locking ties are fireproof, with a melting temperature of 2500°F (1371°C).

Part No. Description
DSN010201.....8" Stainless Locking Ties, 8-Pk.
DSN010202.....14" Stainless Locking Ties, 4-Pk.



HT Silicone Coating

Coating can be used directly on surfaces or in combination with other products such as exhaust wrap. When applied to exhaust manifolds, pipes or mufflers, coating helps maintain the integrity of the surface.

Part No. Description
DSN010301.....Black HT Silicone Coating
DSN010302.....Aluminum HT Silicone Coating

Ground Shipment Only



Protect-A-Boot

Protects spark plug boots and wires from extreme radiant heat created by headers or exhaust manifolds, eliminating the risk of misfire and possible engine damage. Offered in silver, black, red or blue.



Description	Silver	Black	Red	Blue
Protect-A-Boot, Pair	DSN010501	DSN010511	—	—
Protect-A-Boot, Set of 8	DSN010502	DSN010512	DSN010522	DSN010532

Heat Shroud DSN010405

Hi-temp fiberglass fabric is bonded to an aluminized material that reflects up to 90% of radiant heat and up to 500° F. of continuous heat. Hook and loop closure allows wrapping around hoses, cables, etc. Heat Shroud is 1" dia. x 3' long.



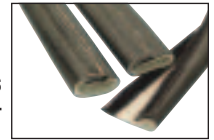
Versa-Shield DSN010402

Versa-Shield universal heat shield protects starters, carbs, fuel pumps and electrical components from heat. Versa-Shield is 7" x 24"



Fire Wrap 3000

Fire resistant, Fire Wrap 3000 withstands repeated exposure of up to 3,000° F and up to 500° F of direct, continuous heat. Inner sleeve is made of glass fiber and the outer sleeve is heavily coated with a compound of silicone rubber and iron oxide. Hook-and-loop Velcro closure eases installation and removal. Sold in 2' lengths.



Part No. Description
DSN010477.....Fire Wrap 3000, 5/8" I.D. x 2' Long
DSN010478.....Fire Wrap 3000, 1" I.D. x 2' Long
DSN010479.....Fire Wrap 3000, 1-1/2" I.D. x 2' Long

Fire Sleeve And Tape Kit

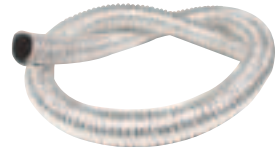
Woven fiberglass braided sleeve is coated with iron oxide silicone rubber that can withstand up to 500°F continuous and 2,000°F intermittent heat for protection of wires, lines and hoses. Kits include a 3' length of sleeve and a 1" wide x 16" length of self-bonding, self-curing fire tape.



Part No. Description
DSN010470.....Fire Sleeve And Tape Kit, 3/8" I.D. x 3'
DSN010472.....Fire Sleeve And Tape Kit, 5/8" I.D. x 3'
DSN010474.....Fire Sleeve And Tape Kit, 1" I.D. x 3'
DSN010476.....Fire Tape, 1" Wide x 36"

Cool-Tube

Convuluted nylon tubing, covered with aluminized fiberglass fabric, shields wiring, fuel lines, brake lines and other areas from extreme heat (up to 500° F.). Tubes are slit lengthwise so wires and lines do not have to be disconnected.



Description	3' Length Part No.	15' Length Part No.
Cool-Tube, 1/2" Dia.	DSN010414	DSN010415
Cool-Tube, 3/4" Dia.	DSN010406	DSN010407

Hi-Temp Shrink Tubes

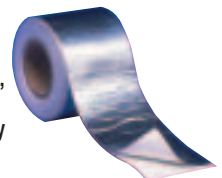
Flame-retardant tubing easily fits over the end of connectors and shrinks down to 33% of its original diameter. Fits snugly to provide a waterproof, dust proof seal. Ideal for electrical wiring, cables, etc.



Part No. Description
DSN010832.....Shrink Tube, 9mm x 4' Long
DSN010833.....Shrink Tube, 12mm x 4' Long
DSN010834.....Shrink Tube, 18mm x 4' Long
DSN010835.....Shrink Tube, 24mm x 4' Long
DSN010836.....Shrink Tube Assortment Pack, 2' Each Size (9, 12, 18 & 24mm)

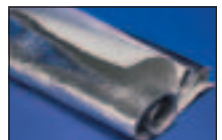
Cool-Tape DSN010408

Cool-Tape protects wiring, cables and hoses from up to 2,000° F. of radiant heat. Aluminized, 1mil thick material is bonded to fiberglass and includes a self-adhesive backing for quick, easy application. Sold in 1-3/8" wide x 15' long roll.



Heat Screen DSN010401

Aluminized radiant screen is capable of withstanding heat up to 2000°F. Screen can be applied with a high temperature glue or fastened with screws or rivets. Each screen is 36" x 40".





Sure Stop II Brake Recirculator

DPI2160

With the Sure Stop II Self-Bleeding Brake Fluid Recirculator and Master Cylinder Equalizer, the rear master cylinder feeds the front until the pressure rises. Then the front and rear master cylinders work separately. The result: reduced pedal travel, reduced rear wheel lock-up, and consistent brake balance throughout the entire race.



Sure Stop Brake Recirculator

DPI2150

Continuously circulates the brake fluid through the calipers and back to the master cylinder, eliminating heat build-up and fluid boiling.



Lock Resistant Brake Valve

DPI LBS-1 **NEW!**

Specialized LBS valve dampens and delays brake pressure without reducing pressure when the brakes are applied suddenly. Unit allows the front brakes to apply first, followed by the rears, preventing rear wheel lock-up. Maintenance free, valve requires no adjustments.

Note: Install inline to rear brakes, approximately 1"-12" before it "Y's" to the rear wheels. Head of bolts is inlet. Valve should be mounted so that bolt heads point downward, insuring that no air will be trapped.



Aluminum Steering Coupler

DPI2225

Body and slider are made of 6061-T6 aluminum. The DPI steering hub is pinless and spring-loaded for quick disconnects. The splined steel shaft must be welded to steering column.



Racing H.E.I. Distributors

Single-piece ignition delivers consistent, reliable performance up to 9,000 RPM. No other ignition box is needed. Distributor has an internal racing coil and Dyna-Module for maximum spark energy and a customized advance curve delivers exceptional throttle response. The long duration spark increases horsepower, but draws only 2-3 amps from the battery. Distributors for GM 602/604 crate motors have special advance curves and melonized distributor gears for use with the steel hydraulic roller camshaft.

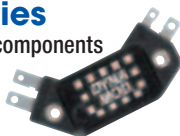
Part No.	Description
DUI127212	Chevy V-8, Red Cap
DUIS127212	Chevy V-8, "Stealth" Stock-Appearing
DUI127212-602-604	Chevy 602/604 Crate Motor, Red Cap
DUI127212-602-604BK	Chevy 602/604 Crate Motor, Black Cap
DUI318211	SB Ford 221-302, Red Cap
DUI358212	SB Ford 351W, Red Cap



GM HEI Distributor Accessories

D.U.I. offers a full selection of high performance components for popular 1974-Up GM HEI distributors.

Part No.	Description
DUI000222	Dyna-Module, Hi-Performance 4-Pin Module For 1974-90 GM Without Computer
DUI111111	Battery And Tach Connectors, Includes (1) Terminal And (1) Connector
DUI121000	Racing Coil Kit, Capable Of 9,000 RPM, Includes Cap, Rotor And Coil
DUI333333	Vacuum Advance Eliminator
DUI444444	Nylon Rotor Hold-Down Screws, Helps Prevent Misfire



Series 71 Brake Calipers

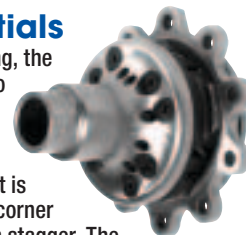
Calipers offer exceptional braking, unsurpassed rigidity and superior reliability. Manufactured from rigid billet aluminum, calipers feature an integral locking design that virtually eliminates caliper flex. Calipers use stainless steel pistons, locking bridge supports and internal crossover fluid passages.



Part No.	Description	Piston Size	Rotor Thickness
DPI71001R	RH Caliper	1-7/8"/1-3/4"	1.250"
DPI71001L	LH Caliper	1-7/8"/1-3/4"	1.250"
DPI71007LR	LH or RH Caliper	1-3/8"	1.250"

Platinum Track Differentials

Designed exclusively for circle track racing, the Platinum Track Differential applies power to each wheel independently, reducing the need for stagger. Internal helical gears apply power to each tire and the axles are not solidly connected, resulting in a car that is more consistent, self adjusts for changing corner conditions and compensates for changes in stagger. The internal preload on the side gears also offers increased stability when compared to traditional differentials. All units are manufactured in the USA from the finest aircraft grade 9310 steel, hand assembled and serial numbered prior to shipment.



Part No.	Description
DPI1250P	Quick Change, 31-Spline, Tight
DPI1450P-31-1/2	Ford 9", 31-Spline, 1/2 Tight

Replacement/Accessory Components

DPI1023	Ford 9"/Quick Change Adjusting Shim Pack, 5 Pcs.
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Liquid Gold Fortifier **NEW!** Differential Additive DPI1300

Specialized differential additive is recommended by DPI for Platinum and Gold Track differentials. Sold in 6 oz. bottle.



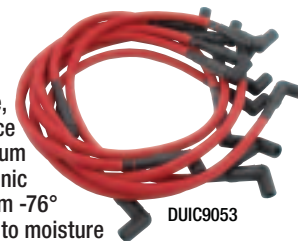
Rev Limiter DUI380777

Prevents engine damage from tire slippage or missed shifts. Compatible with D.U.I. or GM HEI distributors, rev limiter drops one cylinder at a time, preventing fuel load-up, backfires and engine damage. Set RPM limit with plug-in RPM modules. Includes 6000, 7000 and 8000 RPM modules.



"Live Wires" Spark Plug Wires

Live Wires have a spiral wound core, durable silicone outer jacket and space age, heat resistant sleeving for optimum spark travel and prevention of electronic interference. Sleeving is effective from -76° to +1,400° F., maintaining resistance to moisture and chemicals. Offered in red only, plug wires are custom fit with no assembly required.



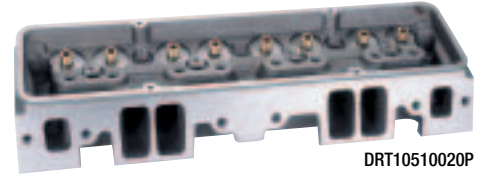
Part No.	Description
DUIC9051	SB Chevy, Under Headers, HEI Distributor/90° Plug Boots
DUIC9052	SB Chevy, Long, HEI Distributor/90° Plug Boots
DUIC9053	SB Chevy, Over Valve Covers, HEI Distributor/90° Plug Boots
DUIC9054	SB Chevy, Around Front, HEI Distributor/90° Plug Boots



Platinum Iron Eagle Cylinder Heads For SB Chevy

Increase the performance of any small block Chevy. Platinum Iron Eagle heads are offered with 180cc, 200cc, 215cc, 227cc or 230cc intake runners. High velocity 180cc heads deliver instant throttle response, while the large port 230cc heads meet the needs of large displacement, high RPM, engines. Multi-angle intake seats and hardened, radiused exhaust seats promote exceptional air flow without any additional porting. Bare heads feature bronze valve guides and a performance valve job. Heads are sold individually, bare or completely assembled. CNC-ported versions are also available.

Part No.	Description	Intake Runner	Comb. Chamber	Plug Type	Intake Valve	Exhaust Valve	Valve Spring Dia./Type
DRT10110010F	Bare Casting	180cc	49cc	Angle	2.02"	1.60"	N/A
DRT10310010P	Bare Casting	180cc	64cc	Angle	2.02"	1.60"	N/A
DRT10310010PF	Bare Casting	200cc	49cc	Angle	2.02"	1.60"	N/A
DRT10320010P	Bare Casting	200cc	64cc	Straight	2.02"	1.60"	N/A
DRT10321111P	Assembled	200cc	64cc	Straight	2.02"	1.60"	1.250"/Hyd.
DRT10321112P	Assembled	200cc	64cc	Straight	2.02"	1.60"	1.437"/Solid
DRT10510020P	Bare Casting	215cc	64cc	Angle	2.05"	1.60"	N/A
DRT10510020PF	Bare Casting	215cc	49cc	Angle	2.05"	1.60"	N/A
DRT10511122P	Assembled	215cc	64cc	Angle	2.05"	1.60"	1.437"/Solid
DRT10511123P	Assembled	215cc	64cc	Angle	2.05"	1.60"	1.550"/Solid/Roller
DRT10520020P	Bare Casting	215cc	64cc	Straight	2.05"	1.60"	N/A
DRT10521122P	Assembled	215cc	64cc	Straight	2.05"	1.60"	1.437"/Solid
DRT10620020P	Bare Casting	215cc	72cc	Straight	2.05"	1.60"	N/A
DRT10710040P	Bare Casting	230cc	64cc	Angle	2.08"	1.60"	N/A
DRT10710040PF	Bare Casting	230cc	49cc	Angle	2.08"	1.60"	N/A
DRT10720040P	Bare Casting	230cc	64cc	Straight	2.08"	1.60"	N/A
CNC-Ported							
DRT10970040	Bare Casting	227cc	72cc	Angle	2.08"	1.60"	N/A
DRT10971142	Assembled	227cc	72cc	Angle	2.08"	1.60"	1.437"/Solid
DRT10971143	Assembled	227cc	72cc	Angle	2.08"	1.60"	1.550"/Solid/Roller

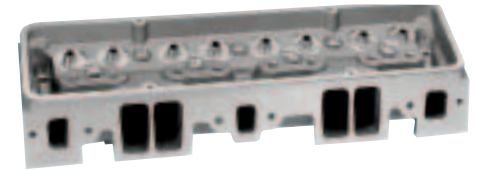


DRT10510020P

Pro 1 Cylinder Heads For SB Chevy

Affordable aluminum cylinder heads with advanced airflow technology offer outstanding air flow with no additional port work. Choose from Pro 1 200cc, 215cc or 230cc intake runners, or CNC-ported, 227cc intake runner cylinder heads. Bare casting has a multi-angle performance valve job and bronze valve guides. Valve train components for bare heads may be added by purchasing the corresponding parts kit. Head is sold individually, bare or completely assembled. CNC-ported versions are also available.

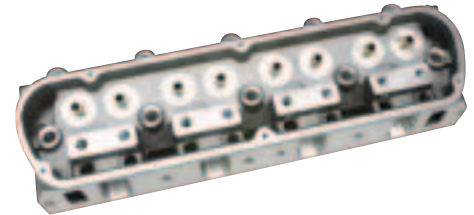
Part No.	Description	Intake Runner	Comb. Chamber	Plug Type	Intake Valve	Exhaust Valve	Valve Spring Dia./Type
DRT11310010P	Bare Casting	200cc	64cc	Angle	2.02"	1.60"	N/A
DRT11320010P	Bare Casting	200cc	64cc	Straight	2.02"	1.60"	N/A
DRT11510020P	Bare Casting	215cc	64cc	Angle	2.05"	1.60"	N/A
DRT11511123P	Assembled	215cc	64cc	Angle	2.05"	1.60"	1.550"/Solid/Roller
DRT11520020P	Bare Casting	215cc	64cc	Straight	2.05"	1.60"	N/A
DRT11710040P	Bare Casting	230cc	64cc	Angle	2.08"	1.60"	N/A
DRT11711143P	Assembled	230cc	64cc	Angle	2.08"	1.60"	1.550"/Solid/Roller
DRT11721143P	Assembled	230cc	64cc	Straight	2.08"	1.60"	1.550"/Solid/Roller
CNC-Ported							
DRT11970040P	Bare Casting	227cc	64cc	Angle	2.08"	1.60"	N/A
DRT11971143P	Assembled	227cc	64cc	Angle	2.08"	1.60"	1.550"/Solid/Roller



Pro 1 Cylinder Head For SB Ford

Pro 1 small block Ford cylinder head has 195cc intake port volume for oval track applications. Head offers exceptional flow and is made from 355-T6 aluminum with 62cc combustion chambers, raised exhaust ports and intake ports in stock locations. Sold individually. Bare or completely assembled.

Part No.	Description	Intake Runner	Comb. Chamber	Intake Valve	Exhaust Valve	Valve Spring Dia./Type
DRT13200010	Bare Casting	195cc	62cc	2.02"	1.60"	N/A
DRT13211112	Assembled	195cc	62cc	2.02"	1.60"	1.437"/Solid



Small Block Chevy Parts Kits

Dart's Parts Kits include valves, springs, steel retainers, locks, guide plates, studs and seals. Sold as one kit per cylinder head.

Part No.	Description	Valve And Spring Size	Seat Pressure	Coil Bind
DRT28111000	Parts Kit - (1) Head	2.02"/1.60", 1.250" Single	120Lbs @ 1.700"	1.170"
DRT28112000	Parts Kit - (1) Head	2.02"/1.60", 1.437 Dual	130Lbs @ 1.800"	1.080"
DRT28212000	Parts Kit - (1) Head	2.05"/1.60", 1.437 Dual	130Lbs @ 1.800"	1.080"
DRT28223000	Parts Kit - (1) Head	2.05"/1.60", 1.550 Dual	215Lbs @ 1.900"	1.200"
DRT28423000	Parts Kit - (1) Head	2.08"/1.60", 1.550 Dual	215Lbs @ 1.900"	1.200"





SB Chevy SHP Engine Blocks

All new "SHP" (Special High Performance) cast iron blocks are affordable, durable and precisely machined. Capable of handling up to 600 horsepower, heavy duty blocks have 5/8" thick decks, .230" minimum wall thickness cylinder walls, stock 9.025" deck height, ductile iron main caps and full compatibility with most standard OEM components. Offered in 4.000" or 4.125" cylinder bore versions.



Shipped Via Truck Freight

Part No.	Description	Deck Ht.	Cyl. Bore	Main Dia.	Main Caps
DRT31161111	SB Chevy	9.025"	4.000"	2.450"	Ductile Iron
DRT31161211	SB Chevy	9.025"	4.125"	2.450"	Ductile Iron

SB Chevy SHP Pro Engine Blocks **NEW!**

The SHP Pro combines the affordability and benefits of the SHP with the added features of billet main caps, big block cam bore sizing and large, .904" diameter lifter bores. All new precision machined cast iron blocks include priority main bearing oiling, siamesed bores, extra thick decks and compatibility with most OEM components. Offered in 4.000" and 4.125" bore versions.



Shipped Via Truck Freight

Part No.	Description	Deck Ht.	Cyl. Bore	Main Dia.	Main Caps
DRT31161112	Pro SHP	9.025"	4.000"	2.450"	Billet Steel
DRT31161212	Pro SHP	9.025"	4.125"	2.450"	Billet Steel

SB Chevy "Little M" Engine Blocks

An affordable alternative to searching for used small block Chevy four-bolt blocks. Cast iron blocks are an ideal base for sound, powerful engine and are compatible with standard components. Blocks have billet steel or ductile iron four-bolt main caps, extra thick cylinder walls, standard cam location, extra thick decks, and 350 or 400 main sizing.



Shipped Via Truck Freight

Part No.	Description	Deck Ht.	Cyl. Bore	Main Dia.	Main Caps
DRT31131111	"Little M"	9.025"	4.000"	2.45"	Steel
DRT31131211	"Little M"	9.025"	4.125"	2.45"	Steel
DRT31132211	"Little M"	9.025"	4.125"	2.65"	Steel
DRT31151111	"Little M Sportsman"	9.025"	4.000"	2.45"	Ductile
DRT31151211	"Little M Sportsman"	9.025"	4.125"	2.45"	Ductile
DRT31152211	"Little M Sportsman"	9.025"	4.125"	2.65"	Ductile

SB Chevy Iron Eagle Engine Blocks

Affordable iron blocks have many advantages over production small block Chevy. The cam location has been raised and the oil pan rails are spread to accommodate a stroker crank. Available in standard (9.025") or tall deck (9.325") versions with 350 or 400 main sizing. Finish machined to exact tolerances, saving the expense of blueprinting.



Shipped Via Truck Freight

Part No.	Description	Deck Ht.	Cyl. Bore	Main Dia.
DRT31121211	Iron Eagle	9.025"	4.125"	2.45"
DRT31122211	Iron Eagle	9.025"	4.125"	2.65"
DRT3112222*	Iron Eagle	9.325"	4.125"	2.65"

* Includes BB Chevy cam bearing sizing.

SB Ford SHP Engine Blocks

Small block Ford "SHP" (Special High Performance) cast iron blocks combine affordability, durability and precise machining. Capable of handling up to 600 horsepower, heavy duty blocks have 5/8" thick decks, .230" minimum wall thickness cylinder walls, stock 302 (8.200") deck height, steel main caps and full compatibility with most standard OEM components. Offered in 4.000" or 4.125" cylinder bore versions.



Shipped Via Truck Freight

Part No.	Description	Deck Ht.	Cyl. Bore	Main Dia.	Main Caps
DRT31364175	SB Ford	8.200"	4.000"	2.249"	Steel
DRT31364275	SB Ford	8.200"	4.125"	2.249"	Steel

SB Ford Iron Eagle Engine Blocks

Replacement iron blocks for small block Ford eliminate many of the stock block's inherent weaknesses. Iron Eagle blocks have steel four-bolt main caps, priority main bearing oiling and lengthened cylinder barrels to accommodate longer strokes. Available in 8.200", 9.200" or 9.500" deck height with 4.000" or 4.125" cylinder bores, and 302 or 351 Cleveland main bearing sizing.



Shipped Via Truck Freight

Part No.	Description	Deck Ht.	Cyl. Bore	Main Dia.
DRT31384175	SB Ford Iron Eagle	8.200"	4.000"	2.249"
DRT31384275	SB Ford Iron Eagle	8.200"	4.125"	2.249"
DRT31385235	SB Ford Iron Eagle	9.500"	4.125"	2.749"
DRT31385295	SB Ford Iron Eagle	9.200"	4.125"	2.749"

SB Ford Sportsman Engine Block

An economical alternative to a used small block Ford engine block. Sportsman cast iron blocks with 8.200" (302) and 9.500" (351W) deck heights features siamesed cylinders for larger overbores, scalloped water jackets for increased coolant flow, upgraded oiling system and steel main caps. Blocks are CNC-machined to accept all factory components and accessories and do not include freeze plugs, cam bearings or dowels.



Shipped Via Truck Freight

Part No.	Description	Deck Ht.	Cyl. Bore	Main Dia.
DRT31354175	302 Sportsman	8.200"	4.000"	2.249"
DRT31355135	351 Sportsman	9.500"	4.000"	2.749"
DRT31355235	351 Sportsman	9.500"	4.125"	2.749"



Lee Vandyk

Photo By: John Berglund



Boris Jurkovic

Photo By: Steve Datema



Camshaft Bearings

Standard, performance coated and roller cam bearings are for use with Dart engine blocks.

Part No.	Description
DRT32210010	SB Chevy "Iron Eagle", 2.120" O.D., Set
DRT32210020	SB Chevy "Little M", Set
DRT32210023	SB Chevy, Each
DRT32210041	SB Ford, Each
DRT32220042	Roller Cam Bearing, 55mm, Each
DRT32510000	SB Chevy/SB Ford Rear Cam Plug, 2.390" O.D., Each



Jesse Baker

Images By Shannon



Outlaw Wrap-Around Windshield

DRB5000

Windshield is mar-resistant Lexan.



Late Model Roofs

Available in white only.

Part No.	Description
DRB1000F	Series 1000 Roof, 45" Wide x 39" Long
DRB2050F	Series 2000 Roof, For Wrap Around Windows, 46" Wide x 41" Long
DRB2055F	Edge Series, 45" Wide x 41" Long



Aero Modified Roof

DRB1600F

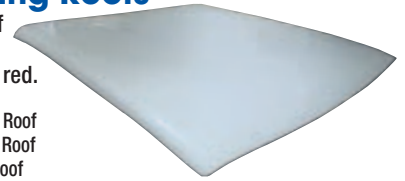
White fiberglass roof features an advanced, aerodynamic design. Roof is 49" long x 47" wide. IMCA legal.



Fiberglass Racing Roofs

Series 1500 Modified roof is 46" wide x 49" long. Available in white, black or red.

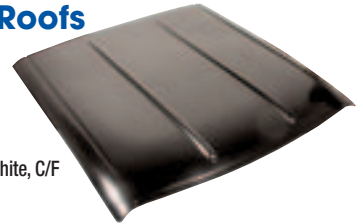
Part No.	Description
DRB1500F	White Fiberglass Roof
DRB1500F-06	Black Fiberglass Roof
DRB1500F-03	Red Fiberglass Roof



Dirt Late Model Roofs

Fiberglass roofs are 46" wide x 45" long.

Part No.	Description
DRB1550F	White Fiberglass
DRB1550F-06	Black Fiberglass
DRB1560C	Roof Rock Guard, White, C/F



Mud Deflector DRB2110F

Fiberglass deflector mounts to the hood and protects air filter.



Clear Rear Window

DRB5102

Clear rear window is Alliance/Main Event legal.



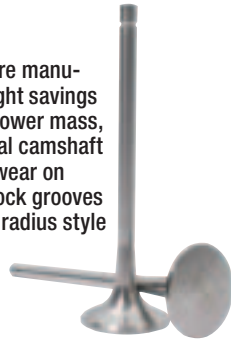
Iridium Power Spark Plugs

The most efficient, durable and longest life spark plugs available. The smallest (0.4mm) center electrode in the industry and patented U-groove ground electrode produce a precise flame front. The patented iridium alloy can withstand temperatures in excess of 4,000°F, and is six times harder and eight times stronger than platinum.



Titanium Valves

Light, strong and reliable, Del West valves are manufactured using military spec. titanium for weight savings of approximately 40% over steel alloys. With lower mass, Del West valves may be used with more radical camshaft profiles without valve float and unnecessary wear on related valvetrain components. Radius style lock grooves reduce valve stem and tip stress, and require radius style valve locks. Sold in sets of eight.



11/32" Titanium Valves

Part No.	Description	Type	Head Dia.	Overall Length
DELEV1600-2TR-8	+ .200" Long	Exhaust	1.600"	5.140"
DELEV1600-6TR-8	+ .600" Long	Exhaust	1.600"	5.540"
DELEV1600-6T25R-8	+ .600" Long/25° Seat	Exhaust	1.600"	5.540"
DELEV1625-6TR-8	+ .600" Long	Exhaust	1.625"	5.540"
DELEV1625-6T25R-8	+ .600" Long/25° Seat	Exhaust	1.625"	5.540"
DELEV1625-7TR-8	+ .700" Long	Exhaust	1.625"	5.640"
DELEV1625-8T25R-8	+ .800" Long/25° Seat	Exhaust	1.625"	5.740"
DELIV2055-1TR-8	+ .100" Long	Intake	2.055"	5.040"
DELIV2080-1TR-8	+ .100" Long	Intake	2.080"	5.040"
DELIV2080-2TR-8	+ .200" Long	Intake	2.080"	5.140"
DELIV2100-2TR-8	+ .200" Long	Intake	2.100"	5.140"
DELIV2180-6TR-8	+ .600" Long	Intake	2.180"	5.540"

Super 7° Titanium "Shoulder" Valve Locks

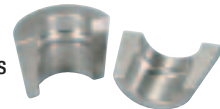
Lightweight locks are machined from high quality titanium. Sold in sets of 16 pair.



Part No.	Stem Diameter	Installed Height	Style
DEL790-C-16	11/32"	Standard	Radius
DEL791-C-16	11/32"	-.050"	Radius
DEL792-C-16	5/16"	-.050"	Radius
DEL793-C-16	5/16"	Standard	Radius
DEL794-C-16	5/16"	+.050"	Radius

Super 7° Titanium "Non-Shoulder" Valve Locks

Lightweight, non-shoulder type 7° titanium locks are among the finest and most reliable. 100% CNC-machined locks will save 3-4 grams and assure a superior valve stem fit. Sold in sets of 16 pair.



Part No.	Stem Diameter	Installed Height	Style
DEL689-C-16	11/32"	-.050"	Radius
DEL690-C-16	11/32"	Standard	Radius
DEL691-C-16	11/32"	+.050"	Radius
DEL693-C-16	5/16"	Standard	Radius

Super 7° Standard And "LTW" Titanium Retainers

Retainers are CNC-machined from billet titanium, heat treated for maximum strength and offered in standard or "LTW" lightweight designs. "LTW" retainers have a compound radius, created by removing material from the inner body, to minimize weight without compromising strength. Sold in sets of 16.



Part No.	Description	Valve Spring	Dimensions			
			A	B	C	D
DEL510-LTW-16	"LTW" Retainers	Double	1.450"	1.120"	.730"	-
DEL515-16	Standard Retainers	Double	1.500"	1.140"	.745"	-
DEL515-LTW-16	"LTW" Retainers	Double	1.450"	1.140"	.745"	-
DEL530B-LTW-16	"LTW" Retainers	Double	1.450"	1.155"	.765"	-
DEL530B-16	Standard Retainers	Double	1.495"	1.155"	.835"	-
DEL530B-LTW-16	"LTW" Retainers	Double	1.450"	1.155"	.835"	-
DEL540-LTW-16	"LTW" Retainers	Double	1.375"	1.085"	.795"	-
DEL550B-16	Standard Retainers	Double	1.500"	1.180"	.775"	-
DEL550B-LTW-16	"LTW" Retainers	Double	1.450"	1.180"	.775"	-

TECH TIP

Beehive Valve Spring Tech

Innovation is key when increasing engine efficiency and adding horsepower. Top racers, engine builders and other performance enthusiasts have learned that keeping an open mind to new products or ideas and incorporating them into their program will prevent being "stuck in time." Many innovations in automotive racing can be traced back to their origins in aircraft, often military. Nitrous oxide systems, for example, were used as performance boosters in military aircraft during World War II, long before their use in automobiles. Beehive valve springs were also first used in aircraft applications as well.

Although beehive valve springs had been used in aircraft since the early 1900's, it wasn't until their introduction during the late 1990's as standard equipment in GM LS, Ford Modular and Dodge Hemi V-8 engines that many performance enthusiasts began to take notice. NASCAR teams have embraced this venerable spring technology as well, using beehive springs on restrictor plate engines. Beehive springs continue to gain popularity in racing, particularly in classes that have strict rules regarding valve spring sizing or that disallow titanium valve train components. As a result of their increasing popularity, aftermarket manufacturers are offering beehive springs for many applications, including earlier engines originally equipped with conventional valve springs.

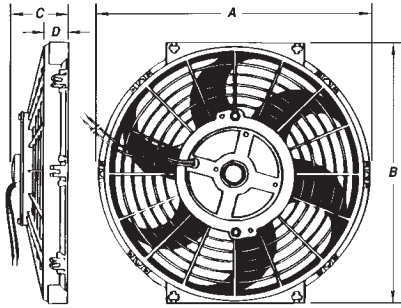
While traditional valve springs have a constant diameter, a beehive spring tapers in toward the top, making it resemble a real beehive, hence the name. Beehive springs are formed from ovate (oval) wire instead of traditional round wire. The conical shape and ovate wire yield a lighter spring for improved performance, equal stress distribution and a progressive spring rate. A beehive spring can offer more lift without increasing spring height. Most importantly, the ovate wire resists harmonics, a characteristic that eventually leads to harmful valve float. The beehive spring's smaller diameter top allows use of a smaller, specially designed retainer for further weight reduction. These retainers weigh roughly 50% less than a titanium retainer for a conventional valve spring. Engine builders know that reducing valve train weight, specifically on the valve side of the rocker arm, multiplies the lobe acceleration rate by the rocker ratio and results in increased RPM potential without loss of valve control. That is why titanium engine components have become standard equipment on many high end racing engines. Titanium components have their place in motorsports, but are typically out of the realm of the sportsman racer. A set of beehive springs and accompanying retainers can be purchased for under \$200.00.

Beehive springs have proven very reliable, however, they are generally not designed for use with camshafts that require over 200 lbs. of valve spring seat pressure or have greater than .650" valve lift. Detractors point out that, in the rare occurrence that a spring breaks, no safety margin exists due to the single spring design and that valve-to-piston contact could ruin an engine. A double or triple spring could prevent this occurrence. When beehive springs are used in racing, they should be replaced if any significant spring pressure has been lost due to fatigue.



Tornado Electric Fans

Exclusive "Swept Wing" design is more efficient than conventional, straight-blade fans and reduces amperage draw. Outer rings reduce operating vibration and the metal rod mounting systems provide easy, reliable installation. Fans can function as pullers or pushers by turning the blade over and reversing motor polarity. A Tornado fan reduces drag while robbing less horsepower.

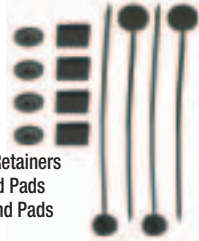


Part No.	Size	CFM	RPM	Amp Draw	A	B	C	D
DER16610	10"	650	2700	5.3	11.14"	10.6"	2.6"	1.57"
DER16612	12"	880	2100	8.8	13"	11.1"	2.5"	1.5"
DER16614	14"	1350	1750	10.5	14.45"	14"	3.2"	1.85"
DER16616	16"	2175	1680	18.4	16.75"	15.5"	3.9"	1.75"

Mounting Rod Kits

Mount most electric fans or transmission coolers to any radiator.

Part No. **Description**
 DER13001Insta-Mount Kit, 4 Plastic Rods, Pads And Retainers
 DER16743Metal Mounting Kit, 4 Metal Rods, Clips And Pads
 DER16744Nylon Mounting Kit, 4 Plastic Rods, Clips And Pads



Fan Controllers

Adjustable controllers can be set to activate at 150°-240°F; single stage controllers turn on at 180°F. Controllers automatically shut off at 10°F less than setting. A 30/40 amp relay is included.

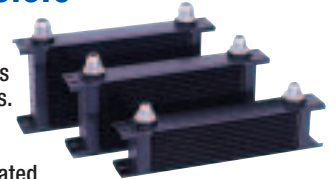
Part No. **Description**
 DER16738Single Stage (180°F), Probe Inserts Into Radiator Fin
 DER16739Single Stage (180°F), Probe Threads Into Water Jacket, 3/8" NPT
 DER16749Adjustable (150°-240°F), Probe Threads Into Water Jacket, 3/8" NPT
 DER16759Adjustable (150°-240°F), Probe Inserts Into Radiator Fin

DER16759



Stacked Plate Coolers

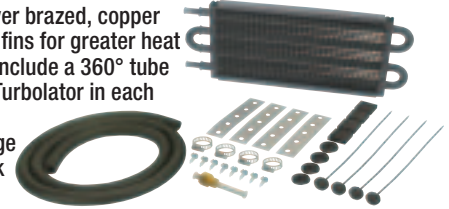
Among the most efficient heat exchangers available, Stacked Plate design units may be used as engine or transmission oil coolers. Coolers feature furnace brazed aluminum construction with 2" wide turbolator plates and integrated mounting brackets. Offered with choice of -6, -8 or -10AN male fittings.



Part No.	Description	Size	Fittings
DER51008	10 Row Stacked Plate Cooler	13" x 3" x 2"	-8AN
DER51606	16 Row Stacked Plate Cooler	13" x 5" x 2"	-6AN
DER51608	16 Row Stacked Plate Cooler	13" x 5" x 2"	-8AN
DER51610	16 Row Stacked Plate Cooler	13" x 5" x 2"	-10AN
DER52506	25 Row Stacked Plate Cooler	13" x 7" x 2"	-6AN
DER52510	25 Row Stacked Plate Cooler	13" x 7" x 2"	-10AN

Series 7000 Transmission Coolers

Coolers combine silver brazed, copper tubing with aluminum fins for greater heat dissipation. Features include a 360° tube to fin bond, patented Turbolator in each passage for increased cooling, protective edge guards and satin black powder coat finish. Coolers work equally well in a race car or a tow vehicle.



DER13101

Box Packaged Part No.	Skin Packaged Part No.	Application	GVW Rating	Dimensions	Hose End
DER13101	DER13201	Subcompact	12,000	12-3/4" W. x 5-1/8" H. x 3/4" D.	Push-On
DER13102	DER13202	Compact	14,000	16-5/8" W. x 5-1/8" H. x 3/4" D.	Push-On
DER13103	DER13203	Intermediate	18,500	16-5/8" W. x 7-5/8" H. x 3/4" D.	Push-On
DER13104	DER13204	Full-Size	20,500	16-5/8" W. x 10-1/4" H. x 3/4" D.	Push-On
DER13105	DER13205	Truck	22,500	16-5/8" W. x 12-5/8" H. x 3/4" D.	Push-On
DER13106	DER13206	Intermediate	15,500	12-3/4" W. x 7-5/8" H. x 3/4" D.	Push-On

Heavy Duty Transmission Coolers

Coolers use a proven tube and fin design, leak-proof threaded inlets and -6AN male ports. Rubber hose with swedged hose ends and hardware are included.



Part No.	Description	GVW	Size
DER13303	Heavy Duty Transmission Cooler	18,500	7-5/8" x 17-1/2" x 3/4"
DER13304	Heavy Duty Transmission Cooler	20,500	10-1/4" x 17-1/2" x 3/4"



Andrew Reaume



Jason McBride

Photos By: Jim DenHamer



CTR

CTR (Circle Track Racing) Differentials are engineered exclusively for left turn racing. CTR provides 100% traction to the left rear wheel and differential action to the right rear wheel. Ideally suited to late models, dirt modifieds or sprints, the CTR allows the driver to stay on the gas longer, enter the turns deeper and get back on the gas sooner for higher exit speeds. Also available, Detroit Locker differentials provide 100% of the torque to both drive wheels for maximum traction.



Part No.	Description	Axle Dia.	Axle Spline	Ratios
DETR18703A	CTR, Ford 9"	1.32"	31	All Exc. 2.72
DETR18705A	CTR, Quick Change	1.32"	31	All
DETR18707A	Perf. Detroit Locker, Ford 9", Large 2.00" Bearing	1.32"	31	All

Detroit Locker

The Detroit Locker maximizes traction by delivering 100% of the torque to both drive wheels. It is engineered to keep both wheels in a constant drive mode, and has the ability to automatically allow wheel speed differentiation when required. 100% locking differential provides legendary traction and ultimate performance.



Part No.	Description	Axle Dia.	Axle Spline	Ratios
DET162C59A	GM 7.5"/7.6", 10-Bolt, 1988-05	1.20"	28	3.23-Up
DET187C149A	GM 8.5", 10-Bolt, 1971-89	1.20"	28	2.73-Up
DET187C148A	GM 8.5", 10-Bolt, 1988-96	1.32"	30	2.73-5.13
DET187SL13A	Ford 9", 1957-79	1.20"	28	All Exc. 2.72
DET187SL17B	Ford 9", 1976-87	1.32"	31	All Exc. 2.72

Eaton Posi

Automatic, limited slip units with carbon friction clutches and forged gears consistently and reliably deliver equal power to both wheels. Units are rebuildable.



Part No.	Description	Axle Dia.	Axle Spline	Ratios
DET19557-010	GM 8.5", 10-Bolt Car, 1971-89	1.20"	28	2.73-Up
DET19559-010	GM 8.5", 10-Bolt Car, 1988-96	1.32"	30	2.73-Up
DET19663-010	GM 7.5", 10-Bolt, 1975-89	1.16"	26	3.23-Up

Detroit Truetrac

Truetrac's proven helical gear design eliminates friction plates, cones and springs for maintenance free traction. Power transfer is so smooth, it literally goes unnoticed by the driver. Proven design, low cost and effective performance make the Truetrac limited slip differential the ideal choice for a wide variety of vehicles.



Part No.	Description	Axle Dia.	Axle Spline	Ratios
DET911A319	GM 7.5", 10-Bolt, 1975-89	1.16"	26	3.23-Up
DET911A415	GM 7.5", 10-Bolt, 1975-89	1.16"	26	3.08-Down
DET912A317	GM 7.5"/7.6", 10-Bolt, 1988-05	1.20"	28	3.23-Up
DET913A481	GM 8.5", 10-Bolt, 1988-96	1.32"	30	2.73-5.13
DET912A587	Ford 9", 1957-79	1.20"	28	All
DET913A586	Ford 9", 1957-79	1.32"	31	All Exc. 2.72

DIAMOND

Racing Products

Forged Pistons

Diamond Pistons are forged from high strength 2618 or 4032 alloys, and are fully CNC-machined to deliver superior fit, finish and sizing. Pistons are sold in sets of eight, complete with premium 8620 steel wrist pins and round wire type locks. Diamond also offers custom pistons, available by special order. Please ask one of our sales persons for a custom piston order form, if desired.



Part No.	Bore	Stroke	Rod	Comp. Height	Comp. Ratio	Top Ring	2nd Ring	Oil Ring
Small Block Chevy ProLite Flat Top Piston Sets (Fits Most 23° Cyl. Heads)								
DIA11040-8*	4.030"	3.480"	5.700"	1.550"	9.5:1	.043"	.043"	3mm
DIA11042-8*	4.040"	3.480"	5.700"	1.550"	9.6:1	.043"	.043"	3mm
DIA11052-8*	4.030"	3.480"	6.000"	1.250"	9.5:1	.043"	.043"	3mm
Small Block Chevy Standard Series Flat Top Piston Sets (Fits Most 23° Cyl. Heads)								
DIA11101-8†	4.030"	3.480"	5.700"	1.550"	9.3:1	1/16"	1/16"	3/16"
DIA11121-8†	4.030"	3.750"	5.700"	1.425"	10.2:1	1/16"	1/16"	3/16"
DIA11131-8†	4.030"	3.480"	6.000"	1.250"	9.3:1	1/16"	1/16"	3/16"
DIA11151-8‡	4.030"	3.750"	6.000"	1.125"	10.2:1	1/16"	1/16"	3/16"
DIA11191-8‡	4.125"	3.750"	6.000"	1.125"	10.7:1	1/16"	1/16"	3/16"
DIA11192-8‡	4.155"	3.750"	6.000"	1.125"	10.8:1	1/16"	1/16"	3/16"
Small Block Chevy Standard Series Dome Piston Sets (Fits Most 23° Cyl. Heads)								
DIA11651-8†	4.030"	3.480"	5.700"	1.550"	11.6:1	1/16"	1/16"	3/16"
DIA11671-8†	4.030"	3.750"	5.700"	1.425"	11.9:1	1/16"	1/16"	3/16"
DIA11686-8†	4.030"	3.480"	6.000"	1.250"	11.6:1	1/16"	1/16"	3/16"
DIA11705-8‡	4.030"	3.750"	6.000"	1.125"	12.3:1	1/16"	1/16"	3/16"
DIA11752-8†	4.155"	3.480"	6.000"	1.250"	12.3:1	1/16"	1/16"	3/16"
DIA11765-8‡	4.125"	3.750"	6.000"	1.125"	12.4:1	1/16"	1/16"	3/16"
DIA11767-8‡	4.155"	3.750"	6.000"	1.125"	12.5:1	1/16"	1/16"	3/16"
DIA11777-8‡	4.155"	3.875"	6.000"	1.062"	12.9:1	1/16"	1/16"	3/16"
DIA11782-8‡	4.155"	4.000"	6.000"	1.000"	13.3:1	1/16"	1/16"	3/16"

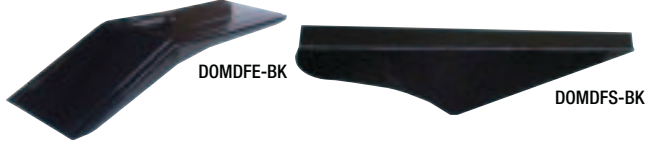
* Signifies compression ratios based upon a 66cc combustion chamber.

† Signifies compression ratios based upon a 70cc combustion chamber.

‡ Signifies pistons that include oil support rails.



Dirt Late Model Fenders



Engineered for the rigors of dirt racing, fenders are constructed from high impact plastic and are extremely flexible. Front fenders are 16" x 51" in size. Side fenders are also available. All fenders are sold in pairs.

Description	Black	Chevron Blue	Red	White	Yellow
Front Fender	DOMDFE-BK	DOMDFE-CB	DOMDFE-R	DOMDFE-W	DOMDFE-Y
Side Fender	DOMDFS-BK	DOMDFS-CB	DOMDFS-R	DOMDFS-W	DOMDFS-Y

Dirt Nose And Flares

Engineered for today's competitive Dirt Late Models, nose and flare assemblies combine innovative appearance and increased downforce. An integrated air flow tunnel increases downforce by directing air over the nose, across the hood and deck. Flares install under the nose for a seamless fit. Available lower nose supports strengthen the nose and flare assembly. Nose and flare assemblies are offered in black, red, white, blue, yellow, orange or purple. A wide variety of Nite-Glo nose graphic decal kits and hood scoops are also available. Components may also be purchased separately.



Part No. **Description**
 DOMDNP-BK-NT Nose And Flares, Black
 DOMDNP-RD Nose And Flares, Red
 DOMDNP-WH-NT Nose And Flares, White
 DOMDNP-BL-NT Nose And Flares, Blue
 DOMDNP-YE Nose And Flares, Yellow
 DOMDNP-OR Nose And Flares, Orange
 DOMDNP-PU Nose And Flares, Purple
 DOMDLNS Lower Nose Supports, Pair, No Color Option



Nite-Glo Decal Kits

Decal kits are manufactured using premium 3M reflective tape.

Part No. **Description**
 DOMDNG-CAD Cadillac STS
 DOMDNG-CAM Camaro **NEW!**
 DOMDNG-CAMRY Camry **NEW!**
 DOMDNG-CHA Charger
 DOMDNG-COR Corvette
 DOMDNG-FUS Fusion
 DOMDNG-GP Grand Prix
 DOMDNG-GTO GTO
 DOMDNG-IMP Impala SS
 DOMDNG-MC Monte Carlo
 DOMDNG-MER Mercedes
 DOMDNG-MUS Mustang
 DOMDNG-VIP Viper **NEW!**



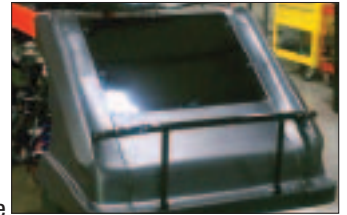
Miscellaneous Components

Part No. **Description**
 DOMDSC Shock Covers, Pair
 DOMDRSH Universal Radiator Shroud, Cut-To-Fit



Modified Nose **NEW!**

Modified nose and side panels are engineered to provide increased aerodynamics, while meeting strict UMP and IMCA sanctioning body rules. Body components are manufactured from durable, impact resistant plastic and are available in a wide variety of colors. Nose kits include center, and left and right side panels. Nose components may also be purchased separately.



Color	Nose Kit Part No.	Left Side Panel Part No.	Right Side Panel Part No.	Modified Center Part No.
Black	DOMDMNK-BK	DOMDMN-LF-BK	DOMDMN-RT-BK	DOMDMN-CT-BK
White	DOMDMNK-WH	DOMDMN-LF-WH	DOMDMN-RT-WH	DOMDMN-CT-WH
Red	DOMDMNK-RD	DOMDMN-LF-RD	DOMDMN-RT-RD	DOMDMN-CT-RD
Blue	DOMDMNK-BL	DOMDMN-LF-BL	DOMDMN-RT-BL	DOMDMN-CT-BL
Yellow	DOMDMNK-YE	DOMDMN-LF-YE	DOMDMN-RT-YE	DOMDMN-CT-YE
Orange	DOMDMNK-OR	DOMDMN-LF-OR	DOMDMN-RT-OR	DOMDMN-CT-OR
Purple	DOMDMNK-PU	DOMDMN-LF-PU	DOMDMN-RT-PU	DOMDMN-CT-PU

Sail Panels **NEW!**

Designed for use on IMCA or UMP modifieds, sail panels are constructed from impact resistant plastic. Sold per pair, but may also be purchased separately.



Color	Pair Part No.	Left Part No.	Right Part No.
Black	DOMDMSP-BK	DOMDMSP-LF-BK	DOMDMSP-RT-BK
White	DOMDMSP-WH	DOMDMSP-LF-WH	DOMDMSP-RT-WH
Yellow	DOMDMSP-YE	DOMDMSP-LF-YE	DOMDMSP-RT-YE

Sail Panel Window Decal Kit

DOMDSPG **NEW!**

The most realistic window stickers currently available. Sold per pair.



Stalker Hood Scoops

Stalker hood scoops feature a larger frontal area when compared to traditional scoops and are designed to deliver cool, fresh air to the engine from the cowl area. Manufactured from high impact plastic.



Part No. **Description**
 DOMDHS-ST1.5-CF.. 1.5" Tall Stalker Hood Scoop, Carbon Fiber Look
 DOMDHS-ST1.5-W... 1.5" Tall Stalker Hood Scoop, White
 DOMDHS-ST3.5-CF.. 3.5" Tall Stalker Hood Scoop, Carbon Fiber Look
 DOMDHS-ST3.5-W... 3.5" Tall Stalker Hood Scoop, White
 DOMDHS-ST5.5-CF.. 5.5" Tall Stalker Hood Scoop, Carbon Fiber Look

Dominator Hood Scoops



Custom molded from special, high impact plastic, hood scoops are offered in three versions.

Part No. **Description**
 DOMDHS-2.5W..... 2.5" Tall Hood Scoop, White
 DOMDHS-3.5W..... 3.5" Tall Hood Scoop, White
 DOMDHS-OPW 3.5" Open Nose Hood Scoop, White

Engine Enamel And High Heat Paint

Advanced formulas include ceramic resins for increased heat dissipation and gloss retention. Resins also offer protection from excessive heat and automotive fluids. Engine enamels resist temperatures up to 500° F.

Part No. Description

Engine Enamels

SHEDE1601.....	Ford Blue
SHEDE1606.....	Ford Dark Blue
SHEDE1607.....	Chevrolet Orange/Red
SHEDE1608.....	GM Blue
SHEDE1609.....	Chevrolet Blue
SHEDE1611.....	New Ford Gray
SHEDE1612.....	Gray Primer
SHEDE1613.....	Gloss Black
SHEDE1615.....	Aluminum
SHEDE1620.....	Chevrolet Orange
SHEDE1634.....	GM/Chrysler Low Gloss Black
SHEDE1635.....	Ford Semi-Gloss Black
SHEDE1650.....	Cast Coat Aluminum
SHEDE1651.....	Cast Coat Iron

Part No. Description

Premium Enamels

SHEDA1600.....	Gloss Black
SHEDA1603.....	Semi-Gloss Black
SHEDA1605.....	Flat Black
SHEDAP1690.....	Self-Etching Primer



SHEDE1601 SHEDE1606 SHEDE1615 SHEDAP1690

Dura-Bond

A MELLING COMPANY

Cam Bearings

American made bearings for new or used blocks have the surface characteristics of babbitt and will withstand high valve spring pressures. Use standard performance bearings with hydraulic or solid lifter cams or high performance bearings with roller cams. Most are available with fluo-ropolymer composite coating for oil retention and less friction; some are available in .010", .020", .030" and .040" oversizes. Specify sizing when ordering.



Application	Standard Performance	High Performance	High Performance Coated
Chevrolet			
SB Chevy, 1964-99 283-400	DURCH-8	DURCHP-8	DURCHP-8T
SB Chevy, 1955-63 265-327	DURCH-4	DURCHP-4	-
SB Chevy "Bowtie" Block	-	DURGMP-8	DURGMP-8T
SB Chevy Brodix Aluminum Block	DURCH-5-3	DURCHP-5-3	-
SB Chevy Dart "Little M"	-	-	DURDT-1T
GM "Rocket" Block	-	DURGMP-1	DURGMP-1T
GM LS1, 1997-02	DURCH-10	DURCHP-10	-
GM LS2/LS3, 2005-06	DURCH-23	DURCHP-23	DURCHP-23T
Ford			
SB Ford, 1962-99 221-351W	DURF-18	DURFP-18	DURFP-18T
SB Ford "SVO" Block R302/S302	-	DUR351HP	DUR351HPT
Ford 4-Cylinder, 1983-88 2.0L; 1974-97 2.3L	DURF-34	-	-

Engine Hardware Finishing Kits

Each kit includes dowel pins, cam bolts, seal housing components, woodruff keys, cam eccentrics, etc.

Part No. Description

DURFKC-1.....	SB Chevy 283-400 Without Seal Housing
DURFKC-1HP.....	SB Chevy 283-400 Without Seal Housing High Performance Kit. Also Includes Cam Lock Plate, Oil Filter Adapter Bolts And Transmission Dowels.
DURFKC-1A.....	SB Chevy 350-400 With Seal Housing, Includes Roller Block
DURFKF-1.....	SB Ford 289-351W, Late Model Carbureted
DURFKF-1A.....	SB Ford 302-351W, EFI, Includes Roller Block
DURFKP-1.....	SB Chrysler 318-360 Carbureted/EFI, Includes Roller Block



SB Chevy Forged Connecting Rods

Premium quality connecting rods are manufactured from 300M aircraft quality steel. Rods are bushed and are fitted with ARP fasteners. Choose from "L" (Light) and "UL" (Ultra Light) series. Sets of eight.



Part No.	Description	Journal	Pin	Beam	Bolt	Weight
UL (Ultra Light) Series						
DYR6000ULSBCLJARP7	6.000" Rods	2.225"	.927"	Std.	7/16"	620 Grams
L (Light) Series						
DYR6000LSBCLJARP7	6.000" Rods	2.225"	.927"	Std.	7/16"	665 Grams
DYR6000LSBCSJARP7	6.000" Rods	2.125"	.927"	Std.	7/16"	625 Grams



Phil Massuch



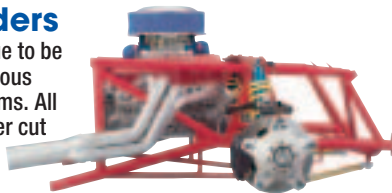
Larry Zent

Photos By: Jim DenHamer

Dynatech

Dynatech Headers

Dynatech headers continue to be a leader in high quality, serious performance exhaust systems. All header flanges are CNC laser cut and guaranteed within .003" with total warp less than .025" for best possible performance and quality.



Dirt Late Model Headers

SB Chevy equal length headers provide the best compromise between horsepower, torque and driveability. Headers have CNC-machined flanges, and 30" long primary tubes to work best in the 4500-7500 RPM range. Many of the headers listed have "stepped" primary tubes for increased exhaust velocity and are sold with collectors. When ordering, select the header with the flange matching cylinder head being used. Note: Refer to chart on the following page for exhaust flange/port identification.



American Made, Barry Wright, Bernheisel, Rocket, Bullit, Morris, Swartz 6" Setback

Standard Chevy "A" Part No.	Spread Port "B" Part No.	Chevy 18" Centered - "C"	Tube Size	Collector Size
-	-	-	1.625-1.750"	3.00"
DTH711-15410	DTH712-15410	DTH733-15410	1.750-1.875"	3.50"
-	-	DTH733-15510	1.875"	3.50"

GRT, Shaw, FAST, Warrior 6" Setback, Most Chassis With 5/8" Offset Midplate

Standard Chevy "A" Part No.	Spread Port "B" Part No.	Tube Size	Collector Size
DTH711-16010*	DTH712-16010*	1.750-1.875"	3.50"

* Signifies headers compatible with GM602/604 crate engines.

Mastersbilt, Rayburn, Dirt Tek, "New" Warrior

Standard Chevy "A" Part No.	Spread Port "B" Part No.	Chevy 18" Centered - "C"	Tube Size	Collector Size
DTH711-15710	DTH712-15710	DTH733-15710	1.750-1.875"	3.50"

80° Exhaust Elbows

Part No. Description
 DTH780-80301..... 3" Dia. Elbow
 DTH780-80351..... 3-1/2" Dia. Elbow

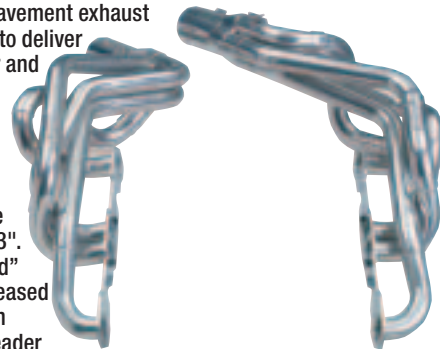


Dan DeLong

Photo By: John Berglund

Asphalt Late Model Headers

Small block Chevy pavement exhaust headers are designed to deliver maximum horsepower and torque. Headers have equal length, 35" long primary tubes, CNC-machined flanges, removable collectors and port holes that are accurate to within .003". Headers have "stepped" primary tubes for increased exhaust velocity. When ordering, select the header using the flange matching cylinder head being used (see reference on the bottom of the following page).



Port City, Lefthander, Howe XL, Victory Circle

Standard Chevy "A" Part No.	Chevy 18" Centered - "C"	Tube Size	Collector Size
DTH711-50910	-	1.625-1.750"	3.00"
DTH711-41010	DTH733-41010	1.750-1.875"	3.50"

Note: Refer to chart on the following page for exhaust flange/port identification.

Elbow Kits

Places the exhaust system parallel to the ground with the correct center-to-center distance for x-pipe or y-pipe installation. Kits include stainless steel clamps and hardware.



Part No.	Description	Dia.
DTH780-41001	Use with 3.00" Standard Collectors	3.00"
DTH780-41002	Use with 3.00" Merge Collectors	3.00"
DTH780-41051	Use with 3.50" Standard Collectors	3.50"
DTH780-41052	Use with 3.50" Merge Collectors	3.50"

SB Ford Asphalt Late Model Headers

DTH710-60110

Use with N351 Sportsman or Dart Windsor cylinder heads. Headers have "stepped" 1.750"-1.875", 33" long primary tubes and 3-1/2" collectors. Valve covers can be removed without removing headers. Headers are fully compatible with small block Ford crate engines.



Crossover Economy Headers (Asphalt or Dirt)

Small block Chevy crossover headers have non-equal length tubes for a flatter torque and horsepower curve than Dynatech's Pro Line Headers. Valve covers can be removed with headers installed.



Standard Chevy "A" Part No.	Tube Size	Collector
DTH701-14510	1.625"	3.0"
DTH701-24510	1.625"-1.750"	3.0"

Dynatech

I.M.C.A. Modified Headers

Precision-welded small block Chevy headers have the longest possible tubes for maximum torque and horsepower and are available with standard or "stepped" primary tubes.



DTH701-16510

Standard Chevy "A" Part No.	Spread Port "B" Part No.	Tube Size	Collector	Application
DTH701-16210	-	1.625"	3"	Most, Adjustable, 161/161CM
DTH701-10110	-	1.625"-1.750"	3"	Most, Adjustable, 161-98H
DTH701-10210	-	1.625"-1.750"	3"	Most, Adjustable, 161-68
DTH701-10310	-	1.625"-1.750"	3"	Dirt Works/Pierce, Long Tube
DTH701-10410	-	1.750"	3.5"	DW/Shaw/GRT/Harris, Mid-Length
DTH701-10510	-	1.750"	3.5"	Dirt Works/Pierce, Long Tube
DTH701-10610	-	1.750"-1.875"	3.5"	Dirt Works/Pierce, Long Tube
DTH701-16510*	-	1.750"	3.5"	Harris, Skyrocket
DTH701-18810*	-	1.750"	3.5"	GRT
DTH701-19810*	-	1.750"	3.5"	Dirt Works, Shaw
DTH701-29810	DTH702-29810	1.750"-1.875"	3.5"	Dirt Works, Shaw
DTH701-26510	-	1.750"-1.875"	3.5"	Harris, Skyrocket

* Signifies headers compatible with GM 602/604 crate engine applications.

Camaro Clip Headers

Small block Chevy headers fit in stock location, or with additional engine setback, and clear AFCO/Howe style rear engine mounts and stock clutch linkage. Small block Chevy headers will fit straight plug heads only.



Standard Chevy "A" Part No.	Tube Size	Collector	Application
DTH701-20910*	1.625"	3.0"	1970-80 Camaro, 1964-77 Chevelle
DTH701-30910*	1.625"-1.750"	3.0"	1970-80 Camaro, 1964-77 Chevelle
DTH701-21010	1.750"	3.5"	1970-80 Camaro, 1964-77 Chevelle
DTH701-31010	1.750"-1.875"	3.5"	1970-80 Camaro, 1964-77 Chevelle

* Signifies headers compatible with GM 602/604 crate engine applications.



Tim Stemler



Travis Stemler

Photos By: John Berglund

Monte Carlo Clip Headers

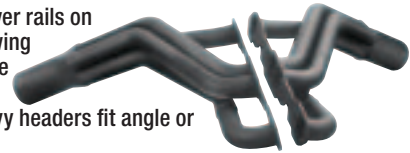
Small block Chevy Headers fit in stock location or with additional engine setback. Headers clear Allstar/Howe style rear engine mounts and stock clutch linkage. RH lower A-frame boss may need modification. Fit angle or straight plug heads and provide good ground clearance.



Standard Chevy "A" Part No.	Tube Size	Collector	Application
DTH701-21910	1.625"	3.0"	1978-86 Monte Carlo, Grand Prix, Cutlass, Regal
DTH701-31910	1.625"-1.750"	3.0"	1978-86 Monte Carlo, Grand Prix, Cutlass, Regal
DTH701-22010	1.750"	3.5"	1978-86 Monte Carlo, Grand Prix, Cutlass, Regal

Stock Clip-Over Rail Headers

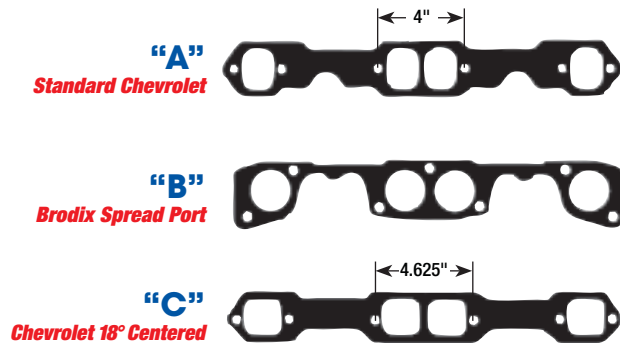
Header collectors exit over rails on stock front clip cars, allowing more flexibility with engine positioning than chassis headers. Small block Chevy headers fit angle or straight plug heads.



Standard Chevy "A" Part No.	Tube Size	Collector
DTH701-19310	1.750"	3.5"
DTH701-29310	1.750"-1.875"	3.5"

Small Block Chevy Exhaust Flanges

Pictured for reference.



Clint Forstner

Photo By: Randal Van Hooft



Tim Rivers

Photo By: John Berglund

Dynatech

Split-Flow Round Race Mufflers

The straight-thru mufflers for dirt and pavement late models, street stocks and modifieds. Meets or exceeds dB requirements at most sanctioned events. Muffler cases are 6" long x 5" dia. with 3.0" or 3.5" dia. inlet/outlet.

Part No.	Description
DTH776-06302.....	3.0" Inlet And Outlet
DTH776-06352.....	3.5" Inlet And Outlet



Split-Flow Race Mufflers

A corrosion resistant, aluminized steel muffler with high-flow, straight-thru dual pattern core for zero power loss. Only 8 lbs. and compact – 7" wide x 4-1/2" tall x 14" long – the Split-Flow meets or exceeds dB requirements of most muffler rules. Sold individually.

Part No.	Description
DTH776-14252.....	2.5" Inlet And Outlet
DTH776-14352.....	3.5" Inlet And Outlet
DTH776-14402.....	4.0" Inlet And Outlet

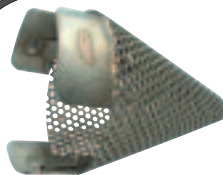


Vortex Cone

The Vortex Cone is the first muffler insert on the market that delivers significant noise reduction with little or no increase in back pressure. The 304 stainless steel cone slips inside the collector at the end of the header. High efficiency and absorption qualities coupled with low back pressure add up to a 6-8% horsepower and torque advantage over most insert mufflers.

Part No.	Description
DTH772-32510.....	3.5"
DTH772-32520.....	3.0"
DTH772-32530.....	4.0"

Note: Mounting tabs should be inset 1/2" from the end of the collector. Weld the mounting tabs to the inside of the collector, do not use rivets.



Merge Collectors For Systems

"X" Pipe Merge Collector 2x2

Dynatech "X" pipes create extra horsepower and torque by increasing the efficiency of the exhaust system behind the headers. Commonly used on cars where decibel levels are 95+-. Use with Vortex silencers when mufflers are required.

Part No.	Inlet	Outlet
DTH780-31203	3.00"	3.00"
DTH780-31201	3.50"	3.50"



"Y" Pipe Merge Collector 2x1

Dynatech "Y" pipes provide extra horsepower and torque over normal dual exhaust. In noise restricted classes, cars equipped with the "Y" pipe will outperform "X" pipe equipped cars.

Part No.	Inlet	Outlet
DTH780-21200	3.00"	3.50"
DTH780-21204	3.00"	4.00"
DTH780-21201	3.50"	3.50"
DTH780-21206	3.50"	4.00"
DTH780-21208	3.50"	5.00"



Merge Collectors For Headers

Merge collectors will squeeze out that last 5-10 horsepower. Not a typical "bolt-on and go" part, it may require dynamometer testing to reach full potential. A merge collector minimizes the area at the primary tube to collector juncture, creating a gradual transition to maintain as much exhaust velocity as possible. Maintaining exhaust gas velocity is the key to reaching maximum efficiency. Collectors are 100% TIG-welded. Sold Individually.



Part No.	Slip Over	Outlet	Material
DTH780-01513	1.625"	3.00"	Mild Steel
DTH780-01514	1.750"	3.00"	Mild Steel
DTH780-00514*	1.750"	3.50"	Mild Steel
DTH780-01515	1.875"	3.00"	Mild Steel
DTH780-00515	1.875"	3.50"	Mild Steel
DTH780-00516	2.000"	3.50"	Mild Steel

* Signifies available in ceramic coated, simply add "C" at the end of the part number.

Turndowns

Often used to reduce noise levels on race cars. Sold individually.

Part No.	Size
DTH780-00100.....	3.00"
DTH780-00200.....	3.50"
DTH780-00050.....	4.00"



Clamp Collars

For connecting extension pipes, Y-pipes, X-pipes and mufflers. Includes quick disconnect (no welding) and stainless steel band clamp. Sold individually.

Part No.	Size
DTH794-90200.....	3.00"
DTH794-90350.....	3.50"
DTH794-90400.....	4.00"



Fiber Header Gaskets

Gaskets are custom die cut to match Dynatech header flanges. Gaskets are sold individually. See the previous page for header flange reference.

Part No.	Description
DTH794-00001.....	Small Block Chevy, Standard Flange
DTH794-03001.....	Small Block Chevy, 18° Dart

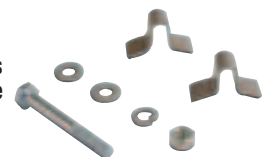


DTH794-00001

U-Tab Kits

The same kits Dynatech uses on headers fitted with slip-on collectors. Four tabs are typically used per collector.

Part No.	Description
DTH794-00310.....	U-Tab Kit, Includes (2) Tabs, (1) Bolt, (1) Nut And Washers
DTH794-00313.....	U-Tab Kit, Includes (4) Tabs, (2) Bolts, (2) Nuts And Washers
DTH794-00320.....	U-Tab Kit Includes (8) Tabs, (4) Bolts, (4) Nuts And Washers



DTH794-00310



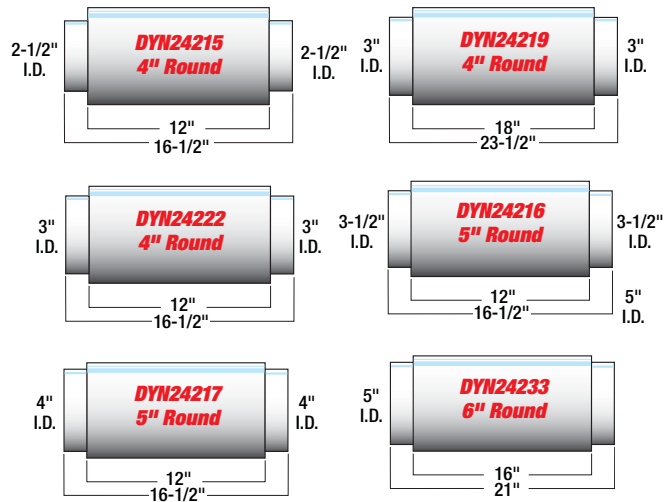
Trent Hellinga

Photo By: Jim DenHamer

Dynomax Race Series Mufflers are offered in a variety of case sizes and inlet/outlet diameters to fit virtually any system. All mufflers are straight-through design for maximum performance and are 100% aluminized for durability. All mufflers flow in either direction (unless noted).

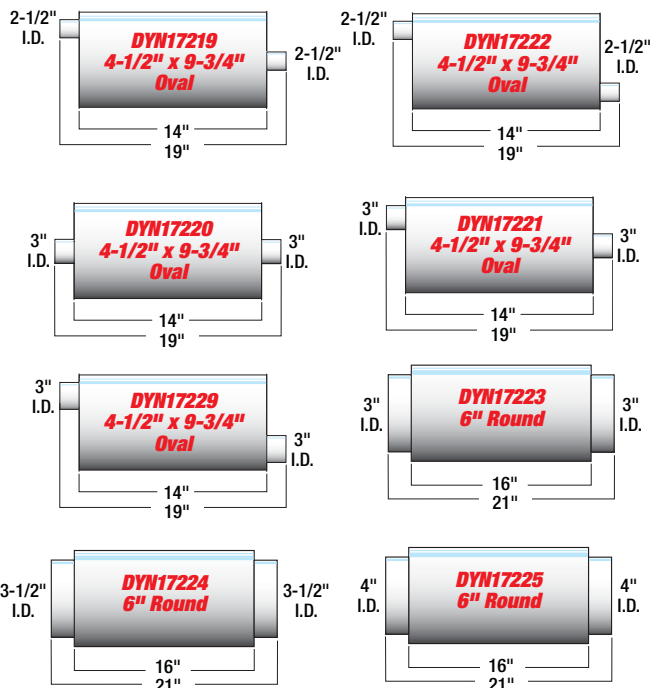
Bullet Mufflers

Lightweight, compact bullet mufflers are ideal for tight ground clearance situations. A race only muffler that provides moderate sound control.



Ultra Flo Mufflers

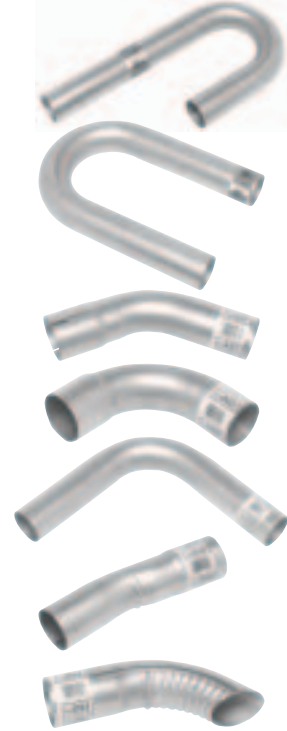
Universal Ultra Flo welded mufflers provide moderate sound reduction and still improve overall performance.



Aluminized Steel Exhaust Tubing **NEW!**

Dynomax offers a full selection of durable, aluminized 16 gauge steel exhaust tubing. Ideal when building custom headers and exhaust systems. Selected tubing is available as mandrel bent for optimized exhaust flow.

Part No.	Tube O.D.	Radius Size
J-Bend		
DYN42392	2-1/2"	3-1/2"
U-Bend		
DYN42323*	3"	5"
I.D. - O.D. 45 Degree Elbows		
DYN41437*	2-1/2"	4"
DYN42760*	3"	6"
DYN42761*	3-1/2"	7"
I.D. - O.D. 45 Degree Elbows		
DYN41438*	2-1/2"	4"
DYN41428*	3"	6"
DYN41429*	3-1/2"	6"
I.D. - O.D. 90 Degree Elbows		
DYN41002	2-1/2"	4"
DYN41365*	3"	7"
DYN41366*	3-1/2"	7"
O.D. - O.D. 90 Degree Elbows		
DYN41432*	2-1/2"	5"
DYN41434*	3"	6"
DYN41435*	3-1/2"	7"



Part No.	Diameter	Length
I.D. - Turn Downs		
DYN41250	2-1/2"	7"
DYN42448*	3"	12"
DYN42449*	3-1/2"	12"
O.D. - Turn Downs		
DYN41094	2-1/2"	10"
DYN41095*	3"	12"

* Signifieds mandrel bent tubing

Bolt-On Header Collector Extensions **DYN88007 NEW!**

Improve bottom end horsepower and torque by extending header collector length. Collector extensions, which are 3" dia. x 12" long, bolt directly to headers with 3" dia. collector flanges.



E3 Spark Plugs

E3 Spark Plugs' innovative electrode design adds power, improves fuel economy and lengthens engine life. An improved flame travels quickly and grows larger as it approaches the piston. The open electrode directly exposes the flame to the piston during the combustion process, reducing spark travel time. The "forced, edge-to-edge" spark discharge improves upon traditional racing spark plugs with "cut-back" electrodes. *Please call for applications.*





Eagle Specialty Products, Inc.

3-D H-Beam Connecting Rods

Durable and affordable 3-D forged rods are sized and finished in the U.S.A. and fitted with ARP 7/16", 190,000 PSI cap screw bolts. Many are available with premium ARP L-19, 265,000 PSI fasteners (add the suffix "L19" to the part number). All rods have alignment sleeves to positively locate the rod cap, assuring big end bore size and eliminating cap walk. Rods are bushed for use with full floating pins. Sold in weight matched sets.



Part No.	Description	Center-to-Center Length	Gram Weight	Crank Pin Dia.	Big End Width	Pin End Bore
SB Chevy						
EAGCRS5700B3D*	Large Journal, 327, 350	5.700"	630	2.100"	.940"	.927"
EAGCRS5700S3D	Small Journal, 283, 327	5.700"	670	2.000"	.940"	.927"
EAGCRS5850B3D	Large Journal, +.150"	5.850"	650	2.100"	.940"	.927"
EAGCRS5850S3D	Small Journal, +.150"	5.850"	675	2.000"	.940"	.927"
EAGCRS6000B3D*	Large Journal, +.300"	6.000"	640	2.100"	.940"	.927"
EAGCRS6000B3D2000	Large Journal, +.300" Extreme Duty	6.000"	645	2.100"	.940"	.927"
EAGCRS6000S3D	Small Journal, +.300"	6.000"	680	2.000"	.940"	.927"
EAGCRS6000BLW*	Large Journal, +.300", Lightweight	6.000"	545	2.100"	.940"	.927"
EAGCRS6000S3D2000	Small Journal, +.300", Extreme Duty	6.000"	660	2.000"	.940"	.927"
EAGCRS6000B3DL19	Lg. Journal, +.300", L19	6.000"	645	2.100"	.940"	.927"
EAGCRS6000BST	Lg. Journal, Max Stroke	6.000"	645	2.100"	.940"	.927"
EAGCRS6125B3DL19	Lg. Journal, +.425", L19	6.125"	660	2.100"	.940"	.927"
EAGCRS6125B3D	Large Journal, +.425"	6.125"	660	2.100"	.940"	.927"
EAGCRS6200B3D*	Large Journal, +.500"	6.200"	650	2.100"	.940"	.927"
EAGCRS6250B3D	Large Journal, +.550"	6.250"	665	2.100"	.940"	.927"
SB Ford 289-302						
EAGCRS5090F3D	Stock 302	5.090"	590	2.123"	.831"	.912"
EAGCRS5400C3D*	Stroker	5.400"	605	2.100"	.831"	.927"
Ford 351W						
EAGCRS5956F3D	Stock 351W	5.956"	675	2.310"	.831"	.912"

* Also stocked in ESP armor finish, simply add "9" prior to rod length. Example: EAGCRS95700B3D
 † Featherweight rods are for applications with UNDER 500 horsepower only.
 § SB Ford stroker application has SB Chevy large journal crank and piston pin sizing.

"SIR" I-Beam Connecting Rods

Affordable connecting rods offer 50% more strength. Forged from 5140 quality steel. Sold in weight matched sets of eight.



Part No.	Description	Pin	Rod Length	Gram Wt.
SB Chevy				
EAGSIR5700BPLW	Large Journal	Press Fit	5.700"	565
EAGSIR5700BBLW	Large Journal	Bushed	5.700"	560
EAGSIR5700SBLW	Small Journal	Bushed	5.700"	590
EAGSIR6000BPLW	Large Journal	Press Fit	6.000"	595
EAGSIR6000BBLW	Large Journal	Bushed	6.000"	590
EAGSIR6125BBLW	Large Journal	Bushed	6.125"	600
SB Ford 289-302				
EAGSIR5090FB	OEM Length	Bushed	5.090"	565
EAGSIR5090FP	OEM Length	Press Fit	5.090"	565
EAGSIR5400CB§	Stroker/.927" Pin/2.100" Rod	Bushed	5.400"	555
SB Ford 351W				
EAGSIR5956FB	OEM Length	Bushed	5.956"	570
EAGSIR5956FP	OEM Length	Press Fit	5.956"	570

§ SB Ford stroker application has SB Chevy large journal crank and piston pin sizing.

Silicon Bronze Wrist Pin Bushings

Part No.	Applications	I.D.	O.D.	Length
EAGB927	SB Chevy, Ford	.864"	.972"	1.050"
EAGB928	SB Chevy, Ford	.900"	.972"	1.012"



Cast Steel Crankshafts

Reliable, affordable cast steel crankshafts are the alternative to refurbished factory cranks. Perfect for up to 500 horsepower, all cranks are inspected for dimensional accuracy. Offered in standard or lightweight, pendulum cut versions.

Part No.	Engine	Rear Main	Bal.	Stroke	Notes
SB Chevy					
EAG103503480*	350	2-Pc.	Int.	3.480"	5.700" Min. Rod Length
EAG103523480	350	1-Pc.	Int./Ext.	3.480"	Balance With OEM Flexplate/Flywheel
EAG103503750*	383	2-Pc.	Ext.	3.750"	5.700" Min. Rod Length
EAG103503750L	383	2-Pc.	Int.	3.750"	5.850" Min. Rod Length
EAG103503750571*	383	2-Pc.	Int.	3.750"	5.700" Min. Rod Length
EAG103523750	383	1-Pc.	Ext.	3.750"	Not For Use With LT-1
EAG104003750	400	2-Pc.	Ext.	3.750"	5.565" Min. Rod Length
SB Ford					
EAG103023000	302	1-Pc.	Ext./28 Oz.	3.000"	Requires SIR5400CB/SIR5400C3D
EAG103023000-50	302	1-Pc.	Ext./50 Oz.	3.000"	Requires SIR5400CB/SIR5400C3D
EAG103023250	289-302	2-Pc.	Ext.	3.250"	Requires SIR5400CB/CRS5400C3D
EAG103023400	289-302	2-Pc.	Ext.	3.400"	Requires SIR5400CB/CRS5400C3D
EAG103513850	351W	2-Pc.	Ext.	3.850"	Use 351W Rod And 302 Piston

* Also stocked in ESP armor finish, simply substitute "9" in first digit of part number. Example: EAG90350480

Forged 4340 Steel Crankshafts

Unsurpassed quality and exceptional strength at an affordable price. Non-twist, 4340 forgings are ground, cross-drilled, stress-relieved, shot-peened, micro-polished and nitrided. Rod journals are indexed for correct stroke. Finally, the crank is x-rayed, magnafluxed, sonic tested and inspected. Choose from standard, lightweight and featherweight versions.



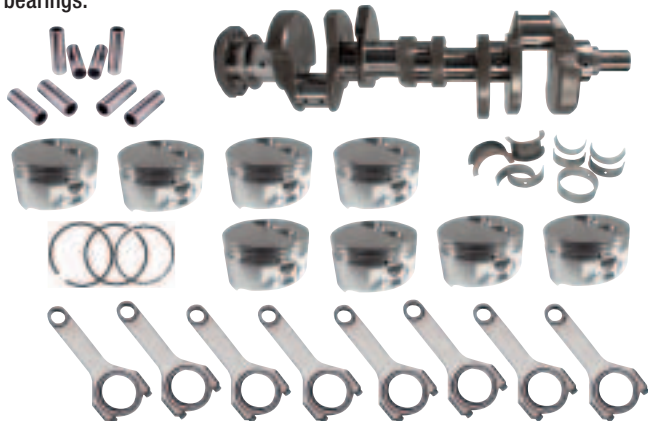
Part No.	Description	Stroke	Rod Length	Rod Journal
SB Chevy 350 (Early 2-Pc. Rear Main Seal)				
EAG435034805700*	Internal Balance	3.480"	5.700"	2.100"
EAG4350348057LA	Internal Balance - Ltw.	3.480"	5.700"	2.100"
EAG435035005700	Internal Balance	3.500"	5.700"	2.100"
EAG435035625700	Internal Balance	3.562"	5.700"	2.100"
EAG435036255700	Internal Balance	3.625"	5.700"	2.100"
EAG435037505700*	Internal Balance	3.750"	5.700"	2.100"
EAG4350375057LA	Internal Balance - Ltw.	3.750"	5.700"	2.100"
EAG435040006000	Internal Balance	4.000"	6.000"	2.100"
SB Chevy 350 (Late 1-Pc. Rear Main Seal)				
EAG435334805700	Internal Balance	3.480"	5.700"	2.100"
EAG435337505700	Internal Balance	3.750"	5.700/6.000"	2.100"
SB Chevy 350 (Ultra Lightweight - Honda Rod Journals)				
EAG4348348057FW	Internal Balance	3.480"	5.700/6.000"	1.890"
EAG4348350057FW	Internal Balance	3.500"	5.700/6.000"	1.890"
SB Chevy 400 (400 Main Sizing, No Spacer Bearings Required)				
EAG440034805700	Internal Balance	3.480"	5.700"	2.100"
EAG440037505700*	Internal Balance	3.750"	5.700"	2.100"
EAG440038756000	Internal Balance	3.875"	6.000"	2.100"
EAG440040006000	Internal Balance	4.000"	6.000"	2.100"
SB Ford 302 (5.0L) (Multi-Fit Slinger)				
EAG430230015090	Internal Balance	3.000"	5.090"	2.123"
EAG430234005400*	Internal Balance	3.400"	5.400"	2.100"
SB Ford 351W				
EAG435140006200*	3.00" Main Dia./Early Multi-Fit Slinger	4.000"	6.200"	2.311"
EAG435240006200	SVO 2.75" Main Dia.	4.000"	6.200"	2.311"
EAG435141006200	3.00" Main Dia./Early Multi-Fit Slinger	4.100"	6.200"	2.100"
EAG435241006200	SVO 2.75" Main Dia.	4.100"	6.200"	2.100"

* Also stocked in ESP armor finish, simply substitute "9" in first digit of part number. Example: EAG935034805700



Rotating Assemblies

Eagle Specialty Products offers a variety of rotating assemblies. Let "ESP" simplify the selection process. Just one part number supplies a crankshaft, connecting rods, pistons, piston rings, main and rod bearings.



SB Chevy Competition Rotating Assemblies With 4340 Crankshaft

Eagle rotating assemblies include name brand quality components, essential when assembling a durable race engine. Each kit includes "ESP" 4340 forged steel crankshaft, "ESP" pin fit 4340 H-beam 3-D connecting rods, SRP/JE forged or Keith Black hypereutectic pistons and pins, standard or file fit piston rings and Federal Mogul or Clevite 77 main and rod bearings. Small block Chevy compression ratios are based on a 64cc combustion chamber. All assemblies listed use early, 2-piece rear main seal. Please specify bore size when ordering.

Part No.	Stroke	C.I.	Rod	Piston/Type	Comp. Ratio	Rings
SB Chevy 350						
EAG12029	3.480"	355	5.700"	SRP/Inv. Dome	8.5:1	File Fit
EAG12001	3.480"	355	5.700"	SRP/Flat Top	10.3:1	File Fit
EAG12002	3.480"	355	5.700"	SRP/Dome	12.7:1	File Fit
EAG12003	3.480"	355	6.000"	SRP/Flat Top	10.3:1	File Fit
EAG12004	3.480"	355	6.000"	SRP/Dome	12.7:1	File Fit
EAG12031	3.480"	355	6.125"	SRP/Flat Top	10.3:1	File Fit
EAG12020	3.500"	357	6.000"	SRP/Flat Top	10.3:1	File Fit
EAG12021	3.500"	357	6.000"	SRP/Dome	12.7:1	File Fit
EAG12007	3.750"	383	5.700"	SRP/Inv. Dome	9.8:1	File Fit
EAG12008	3.750"	383	5.700"	SRP/Flat Top	11.0:1	File Fit
EAG12009	3.750"	383	5.700"	SRP/Dome	12.9:1	File Fit
EAG12011	3.750"	383	6.000"	SRP/Flat Top	11.0:1	File Fit
EAG12012	3.750"	383	6.000"	SRP/Dome	12.9:1	File Fit
SB Chevy 400						
EAG12501	3.750"	406	5.700"	SRP/Flat Top	11.6:1	File Fit
EAG12503	3.750"	406	6.000"	SRP/Flat Top	11.6:1	File Fit
EAG12504	3.750"	406	6.000"	SRP/Dome	13.0:1	File Fit
EAG12027	3.875"	420	6.000"	JE/Dome	13.2:1	File Fit
EAG12028	4.000"	434	6.000"	JE/Dome	13.5:1	File Fit



Chris Garrett

Photo By: John Berglund

SB Chevy Performance Rotating Assemblies With Cast Steel Crankshaft



EAG13005

Time-saving, cost effective kits combine performance, strength and durability up to 500 horsepower. Each includes cast steel crankshaft (use 2-pc. rear main seal), "SIR" I-beam connecting rods, KB or SRP pistons, Perfect Circle piston rings and Clevite 77 bearings. Specify bore size. Compression ratio is based upon 64cc combustion chamber.

Part No.	Stroke	C.I.	Rod	Piston/Type	Comp. Ratio	Rings
SB Chevy 350						
EAG13020	3.480"	355	5.700"	SRP/Inv. Dome	8.5:1	File Fit
EAG13201	3.480"	355	5.700"	KB/Inv. Dome	9.6:1	Standard
EAG13202	3.480"	355	5.700"	KB/Flat	10.2:1	Standard
EAG13021	3.480"	355	5.700"	SRP/Flat	10.3:1	File Fit
EAG13205	3.480"	355	6.000"	KB/Flat	10.2:1	Standard
EAG13022	3.480"	355	6.000"	SRP/Flat	10.3:1	File Fit
EAG13005	3.750"	383	5.700"	KB/Flat	10.9:1	Standard
EAG13006	3.750"	383	5.700"	SRP/Flat	11.0:1	File Fit
EAG13007	3.750"	383	6.000"	SRP/Flat	11.0:1	File Fit
SB Chevy 400						
EAG13010	3.750"	406	5.700"	KB/Flat	11.4:1	Standard
EAG13014	3.750"	406	5.700"	SRP/Flat	11.6:1	File Fit
EAG13015	3.750"	406	6.000"	SRP/Flat	11.6:1	File Fit

SB Ford Competition Rotating Assemblies With 4340 Crankshaft



Rotating Assemblies for small block Ford include quality "ESP" 4340 forged steel crankshaft, "ESP" pin fit 4340 H-beam 3-D connecting rods, SRP/JE forged or Keith Black hypereutectic pistons and pins, standard or file fit piston rings and Federal Mogul or Clevite 77 main and rod bearings. Please specify bore size when ordering. Small block Ford compression ratios are based on a 62cc combustion chamber. Assemblies fit Ford TFS, GT40, Canfield, Brodix Track I, OE, Dart, Windsor and Edelbrock Victor Jr. cylinder heads.

Part No.	Stroke	C.I.	Rod	Piston/Type	Comp. Ratio	Rings
EAG14002	3.000"	306	5.090"	SRP/Flat Top	9.7:1	Standard
EAG14004*	3.400"	347	5.400"	SRP/Inv. Dome	9.1:1	File Fit

* Internal balanced assembly.