

NO REPLACEMENT FOR DISPLACEMENT



DODGE CHRYSLER JEEP  
The Brands of DaimlerChrysler



104  
MOPAR  
ESSENTIALS

Supersedes All Previous Catalogs  
Catalog No. P4510654 \$3.95



# MOPAR PERFORMANCE IS MUSCLE

After 40 years, the muscle car remains an icon of power and pure automotive brawn, and Mopar Performance knows that the desire to have even more power is still in your blood.

That said, we're approaching the future with a new attitude. We have worked hard to update and improve our product line — take a look inside and you'll see what we mean. In this Essentials Guide, you can check out our exciting new parts and the hottest standards for your car. Don't see what you're looking for? Go to [Mopar.com](http://Mopar.com) and take a look at our entire line of performance parts.

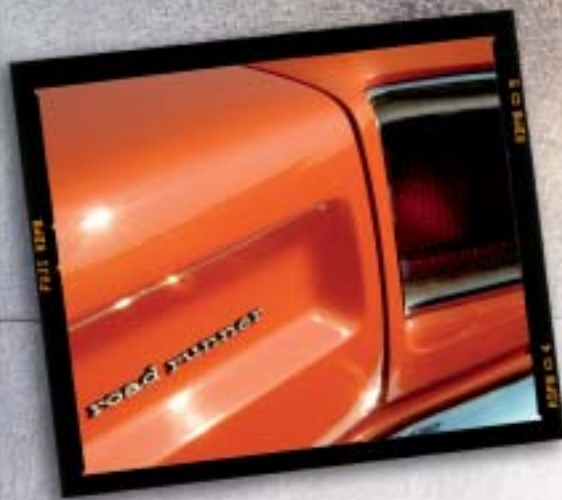
True performance is the marriage of power and knowledge. Getting a sub 10-second quarter mile from a small block V8 requires intelligence, diligence, and really good parts. Mopar Performance not only understands this concept, we wrote the book on it. And here it is. Flip through and you'll see our continued commitment to muscle machines.

The big fish! Jerry Jenkins drove his 1968 Super Stock Hemi® 'Cuda to the \$10,000 winners' circle in the 2003 Mopar Super Stock Hemi Challenge. With a Mopar Performance Hemi block and Hemi heads, this 'Cuda made a huge splash at the 2003 NHRA U.S. Nationals. Photo: Bruce Biegler

John Zarb's 1964 Dodge 330 — the perfect sleeper, courtesy of a monster 426 Max Wedge III.







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## MOPAR PERFORMANCE PARTS WARRANTY

### NOTICE

Federal and many state laws prohibit the removal, modification or rendering inoperative of any part or element of design affecting emissions or safety on motor vehicles used for transporting persons or property on a public street or highway. Violation may result in a fine of up to \$27,500 per vehicle. Mechanical and/or electronic performance parts listed in this catalog cannot be used on vehicles used on public streets or highways. These parts may be used only on vehicles used solely in sanctioned off-highway events. No other applications are intended or implied. Those parts that have been granted an exemption by the California Air Resources Board (CARB) or meet the EPA requirements of memorandum 1A are legal for highway use in California, New York and Massachusetts and are noted as such.

### NO PARTS WARRANTY

**Mopar Performance parts are sold "as is" unless otherwise noted.** This means that parts sold by Mopar Performance carry no warranty whatsoever. Implied warranties, such as warranties of merchantability, are excluded. (An implied warranty of merchantability means that the part is reasonably fit for the general purpose for which it was sold). The entire risk as to quality and performance of such parts is with the buyer. Should such parts prove defective following their purchase, the buyer and not the manufacturer, distributor or retailer, assumes the entire cost of all necessary servicing or repair.

Dodge, Chrysler and Jeep® vehicle and parts warranties are voided if the vehicle or parts are used for competition. The addition of performance parts does not by itself void a vehicle's warranty. However, added performance parts (parts not originally supplied on the vehicle from the factory) are not covered by the vehicle's warranty, and any failure that they may cause is also not covered by the vehicle's warranty.

### MOPAR PERFORMANCE CRATE ENGINE 90-DAY LIMITED WARRANTY

Mopar Performance Crate Engine Assemblies not used in competition are warranted for "parts only," AS DELIVERED against defects in materials or workmanship for 90 days from the date of purchase. The following parts, if defective, will be replaced on an exchange basis for 90 days: cylinder blocks and all internal parts; cylinder head assemblies; intake manifold; core plugs; valve covers; oil pan; timing gear; water pump; gaskets and seals. See your dealer for a copy of the warranty.

All product illustrations and specifications are based upon current information at the time of publication approval. Although descriptions are believed correct, complete accuracy cannot be guaranteed. DaimlerChrysler reserves the right to make changes at any time, without notice or obligation, in the information contained, including and without limitation to prices, incentive programs, specifications, equipment, colors, materials and to change or discontinue models.

### EMISSIONS STATEMENT

Federal law requires emissions parts on new vehicles to be warranted for at least two years or 24,000 miles, whichever comes first. Federal and many state laws also prohibit the removal, modification or rendering inoperative any part that affects emissions of safety on motor vehicles used on public streets or highways.

Many Mopar Performance parts are designated for track use or off-road use only. Installation of certain components may bring the vehicle out of compliance with safety and/or emissions standards. Mopar recommends that vehicles with parts designated in this fashion not be operated on public roads. Mopar Performance customers are responsible for complying with applicable state and local environmental regulations.

Additionally, certain performance parts may affect the emissions characteristics of the vehicle. If you install them on the vehicle, and your vehicle consequently fails a required state or local I/M (inspection and maintenance) emissions test, including any test required for maintain or renew your vehicle's registration, or if your vehicle is subject to an emissions recall, DaimlerChrysler may not be required to repair your vehicle under the emissions performance warranty, and you may be required to remove those parts at your own expense in order to obtain repairs necessary to pass the I/M test or to perform the recall.

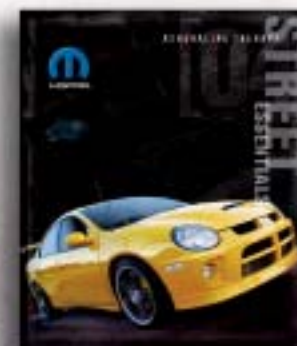
### NOTE — CALIFORNIA ONLY

The emissions laws and regulations of the state of California apply to all non-racing vehicles operated in California. Consequently, those parts marked in this catalog with an asterisk and appropriately marked on their packaging may legally be used in California only on a racing vehicle that will never be operated on public roads.

### PARTS ORDERING AND INQUIRIES

The parts in this catalog may be ordered from authorized Chrysler, Jeep and Dodge dealerships or the speed shops carrying the Mopar Performance line of products. When a part ordered has been superseded, the replacing part will be shipped automatically. The price of the replacing part may differ from the ordered part.

# START.CONTROL.SHIFT.



**MOPAR®**

DODGE CHRYSLER JEEP.  
The Brands of DaimlerChrysler

Life on the street moves at warp speed. There's no time to lose. When you want parts for your ride, you want them now. At mopar.com you can see all of the Muscle, Street, and Speed performance parts that Mopar Performance offers.



# ENGINE ASSEMBLIES



Mopar Muscle shines at Baker's of Milford, Michigan, September 2003.

## 472 HEMI 525 HORSEPOWER V8 CRATE ENGINE

The 472 Hemi crate engine with increased displacement and power is an impressive step up from the familiar 426 Hemi. 525 horsepower, 540 ft.-lbs. of torque.

**\*P5249666** 472 Hemi Crate Engine

## 426 HEMI 465 HORSEPOWER V8 CRATE ENGINE

Take out your rare numbers-matching original Hemi and replace it with our brand-new 426 Mopar Performance Crate Hemi. Here's classic power to move you! This Hemi crate engine puts 465 horsepower and 486 ft.-lbs. of torque under your right foot.

**\*P5249667** 426 Hemi Crate Engine



## 500 WEDGE 505 HORSEPOWER V8 CRATE ENGINE

Thinking about upgrading or replacing your RB engine? Mopar Performance has the solution with this 500 Wedge engine using all new components. When you're looking for power, there is no substitute for cubic inches! 505 horsepower, 590 ft.-lbs. torque.

**\*P5007628** 500 Wedge Crate Engine

## NEW! HEMI CRATE ENGINE INSTALLATION KIT

Now Mopar Performance offers these much needed parts to make your crate Hemi installation easier. Each part sold individually.

- P4510281** Crank Pulley (w/ power steering)
- P4510286** Crank Pulley (w/o power steering)
- P4510283** Crank Pulley Spacer
- P4510282** Waterpump Pulley
- P4510284** Oil Dipstick and Tube
- P4510285** Coil Bracket
- P4510287** Engine Mount Bracket (2 required)
- P4510288** LH Insulator
- P4510289** RH Insulator



## 528 HEMI® 610 HORSEPOWER V8 CRATE ENGINE

Bigger is truly better in high-performance engines. Mopar Performance offers the King Kong size 528 Hemi crate engine that cranks out a whopping 610 horsepower and 650 ft.-lbs. of torque!

**\*P5007630** 528 Hemi Crate Engine



## 500 WEDGE SHORT BLOCK ASSEMBLY

Mopar Performance's 500-cubic-inch Wedge Short Block Assembly is the ideal starting point for some truly impressive horsepower and torque numbers. Use the right combination of Mopar Performance components to build up this big block brute and you'll leave the competition in the dust.

**\*P5007665** 500 Wedge Short Block Assembly





### 435 HORSEPOWER 402 MAGNUM CRATE ENGINE

Better make sure your taillights are working, because that's all your competition will see when you drop in one of Mopar Performance's 402 Magnum Crate Engines. This stroker engine generates a whopping 435 horsepower and will make believers out of everyone, in a hurry. The 402 Magnum features big-valve, high-flowing Magnum R/T cylinder heads, hydraulic roller camshaft, an M1 single-plane intake manifold and an 8-quart oil pan. Drop one in and let her rip.

**\*P5007647** 402 Magnum Engine Assembly

### 395 HORSEPOWER 360 MAGNUM V8 CRATE ENGINE

When you're ready to put some serious distance between you and the also-rans, you can depend on Mopar Performance's 360 Magnum Crate Engine. Drop one in and put 395 horsepower and 420-ft. lbs. torque under your right foot. This engine features aluminum Magnum cylinder heads, a single plane M1 4-bbl aluminum intake manifold and hydraulic roller camshaft. Light a fire nobody will be able to put out.

**\*P5007646** 395 horsepower, V8 Magnum 360 Crate Engine



### 380 HORSEPOWER 360 MAGNUM V8 CRATE ENGINE

For those who want more horsepower, Mopar Performance offers an even hotter Magnum 360. Engineering development allows larger horsepower gains to be achieved with minor modifications. Our testing produced 380 horsepower at 5300 rpm, with peak torque output of 410 ft.-lbs. at 4400 rpm.

**\*P5249499** 380 horsepower, V8 Magnum 360 Crate Engine



### 300 HORSEPOWER 360 MAGNUM V8 CRATE ENGINE

Why take the time and expense to rebuild your old small block when you can bolt in a 300 horsepower Magnum engine for about the same cost? Dyno-testing produced 300+ horsepower at 4750 rpm. Torque output is over 375 ft.-lbs. at 4000 rpm. Perfect for mild street applications.

**\*P5249498** 300 horsepower, V8 Magnum 360 Crate Engine



### NEW! STROKER 406 SHORT BLOCK ASSEMBLY

A new addition to the Mopar Performance Parts family of short block engines, this Stroker "A" Carb 406 Short Block has all the power and reliability you can use. Features include high-performance connecting rods, cast crankshaft and pistons, and a remanufactured 360 "A" engine block. This short block does not come with camshaft, timing gear or timing set. You can order these parts separately to match your engine application — go to [mopar.com](http://mopar.com) for details.

**\*P5007841** Stroker "A" Carb 406 Short Block

### 360 SHORT BLOCK ASSEMBLIES

Mopar Performance offers complete Short Block Assemblies for both Magnum and pre-Magnum 360 engines. Select from one of the many Mopar Performance cylinder heads to complete your engine build. Ideal for Claimer or Concept engine classes. These short blocks feature a remanufactured block, along with crankshaft and connecting rods. And new for 2004 is our pre-Magnum 360 RV short block — perfect for truck and van applications.

**\*P5007849** **NEW!** RV 360 — 8.5:1 comp ratio

**\*P4876907** 360 Standard "A" — 8.5:1 comp ratio

**\*P4876908** 360 Standard "A" — 9.5:1 comp ratio

**\*P4876906** Magnum 360 — 9.3:1 comp ratio

**\*P4876913** Magnum 360 — 10.5:1 comp ratio

**NOTE:** All compression ratios are approximate. Comp ratio for **\*P5007849**, **\*P4876907** and **\*P4876908** is based on a 70cc open chamber head. Comp ratio for **\*P4876906**, and **\*P4876913** is based on a 60cc closed chamber Magnum head.

### ENGINE PAINT

Mopar Performance enamel engine paint is matched to OEM colors to keep your engine compartment looking original. 16 ounces.

**P5007733** Hemi® Restoration Orange  
1966–1971 — Street Hemi  
1969–1971 — 340, 383, 440 HP

**P4120751** Race Hemi Orange — Race Hemis (1964–65);  
Max Wedge (1962–64)

**P4120752** Turquoise — "B/RB" Big Blocks  
(1962–71 — except high-performance);  
383/440 (1969–71)

**P4120753** Black — 2.2L (1981–93); 318/360 (1983–00)

**P4349216** Street Hemi Orange — Hemi (1966–71)  
high-performance 383, 440 and 340 (1970–71)

**P4349217** Blue — all 1972–83 except 2.2L; 318 (1964–69)

**P4349218** Red — 273 (1964–69); 340 (1968–69); 360 (1964–69)

**P4529144** Yellow — Slant Six (1960s)

**P4529148** Aluminum Silver — most (1940s–1960s)

**P4529149** Gold Metallic — "Golden Lion" (late 1950s–1960s)  
Golden Commando and DeSoto Adventurer

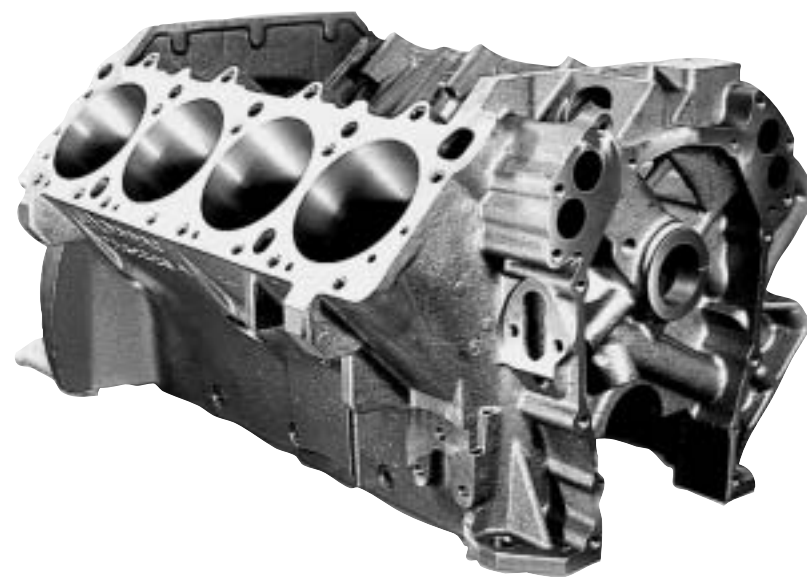
*\*Not legal for sale on pollution-controlled vehicles or vehicles registered for highway use.*

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# HEMI®

Jim Lamont's 1964 Plymouth Savoy Hemi. Most Popular at the 2003 Mopar Nationals! Loaded with class (and a lot of Mopar Performance parts). Photos: B. Rackwell



## CAMSHAFTS

All Mopar Performance cams are designed, developed, dyno'd, and track tested by engineers exclusively for your engine. A wide range of profiles is available from mild to wild and bracket to all-out racing. Each cam package contains the cam, cam lube, instruction sheet, and tappets where indicated.

Go to [mopar.com](http://mopar.com) for complete camshaft listings and specs.



## HEMI HYDRAULIC CAMSHAFTS

Part No.	Advertised Duration	@ 0.50"	O-Lap	Centerline	Lift
*P4529315	284/284	241/241	72°	106	.484/.475
*P4349259	278/278	236/236	62°	108	.495/.480
*P4349257	292/292	248/248	76°	108	.524/.507

## CAST IRON BIG BLOCKS

The legend just got better! These may look like the same street Hemi blocks that set the standard at drag strips for a generation, but they have a whole new attitude. Just check out the features:

- 100% CNC machined for accuracy and quality
- Brand-new castings made from high nickel alloy cast iron
- Thicker deck surface for improved rigidity and gasket sealing
- Ductile iron main caps are cross-bolted on the 3 center caps on all Hemi engines (just like the original)
- Stock 10.72" deck height allows installation of all standard components
- Machined to accept all standard production pieces, such as heads, manifolds, water pumps, tappets, cams and distributors

## CAST IRON HEMI STREET BLOCKS

- \*P5007667 Rough bored at 4.19"
- \*P5007668 Finish bored at 4.25"
- \*P5007669 Wedge engine mount ears finished at 4.25" (Requires special headers P4876637 — see exhaust section)
- \*P5007670 Stress-relieved — rough bored at 4.19"

## CAST IRON SIAMESED-BORE HEMI BLOCKS

- \*P5007622 Rough bored at 4.19"
- \*P5007623 Rough bored at 4.498"

## CAST IRON SIAMESED HEMI BLOCK WITH RAISED CAM

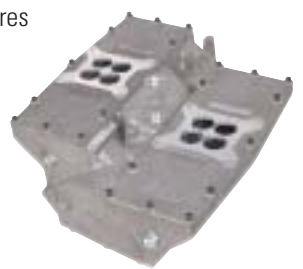
- \*P5007627 Rough bored at 4.498"
- NOTE:** Requires special UGL cam P5007713, cam gear and cover set P5007657, special oil pickup and intermediate shaft modifications.

\*Not legal for sale on pollution-controlled vehicles or vehicles registered for highway use.

## V8 CROSS RAM INTAKE MANIFOLD — 8-BBL

This aluminum cross ram intake features rectangle ports and is designed for two 4-bbl carburetors. Fits Hemi 426/472/528 engines.

- \*P5007534 V8 Cross Ram Hemi Intake Manifold



## V8 DUAL PLANE INTAKE MANIFOLD — 4-BBL

This revised 4-bbl aluminum dual plane intake manifold features a rectangle port and fits all Hemi 426/472/528 engines. Now with stock exhaust heat located on rear of manifold, just like the original dual 4-bbl production in-line manifold.

- \*P4876188 V8 Dual Plane Hemi Intake Manifold



\*Not legal for sale on pollution-controlled vehicles or vehicles registered for highway use. \*\* Late availability.

## NEW! V8 INLINE DUAL QUAD INTAKE MANIFOLD — 8-BBL\*\*

This new, aluminum in-line Hemi intake manifold is based on the marine version and is built from the original tooling! Machined to accept Holley carburetors (P4452778 rear, P4452779 front), this manifold will fit production 426 Hemi heads, provisions for manifold heat and power brakes, and retains the stock height as the production 1966–71 Street Hemi AFB Intake Manifold.

- \*P4510633 V8 Dual Quad Hemi Intake Manifold
- NOTE:** Production AFB air cleaner baseplate/lid will need to be changed or modified. Some O.E. and aftermarket linkage components and fuel lines will be needed to complete installation.

## CRANKSHAFT FORGING

These unmachined crank forgings allow you to cut custom cranks. Both require complete machining.

- P5007725 3.75" stroke — 4340 steel
- P5007726 4.15" stroke — 4340 steel

## HEMI FORGED RACE CRANKSHAFTS

High-strength, high-quality forged steel cranks. For high-performance race applications. 8-bolt flange for Hemi engine.

- P5007251 3.75" stroke, 8-bolt, full radius (balanced) — 4340 steel
- P5007250 4.15" stroke, 8-bolt, (balanced) — 4340 steel



## ENGINE TEARDOWN GASKET SET

Includes all gaskets needed for complete engine teardown. Includes oil pan, cylinder head, valve cover, chain case cover, intake manifold and oil pump gaskets.

- \*P3412083 426 Hemi V8 (1966 and later) Teardown Gasket Set







### NEW! CAST ALUMINUM 426 HEMI® VALVE COVER SET

Dress up your 426 Hemi with this handsome cast aluminum Hemi valve cover set. Painted black wrinkle and finned with Hemi logo cast in. For single-plug cylinder head applications. Uses Street Hemi valve cover rail.

- P5007796** Hemi Single-Plug Valve Cover Set
- P4120085** Race Hemi Gaskets
- P4120353** Street Hemi Gaskets



### 426 HEMI O.E. VALVE COVER SET (BLACK PAINTED)

Mopar Performance takes another giant step to help the restoration crowd with these O.E. black wrinkle 426 Hemi valve covers. Original equipment for all 1966–1971 426 Hemi engines, these stamped steel, black wrinkle covers have the spark plug wire brackets and rubber coated alternator wiring looms. The set includes left and right valve covers, chrome breather cap, metal PCV valve, chrome PCV cap, and hold-down studs and nuts.

- P4510577** **NEW!** 426 Hemi Valve Cover Set (1970–71) — black wrinkle
- P4529339** 426 Hemi Valve Cover Set (1966–69) — black wrinkle
- P4120085** Race Hemi Gaskets
- P4529339** Street Hemi Gaskets

### HEMI CHROME VALVE COVERS

Quality chrome plating to dress up your engine compartment.

- P4529338** Hemi Chrome Valve Cover
- P4120085** Race Hemi Gaskets
- P4120353** Street Hemi Gaskets



### 426 CAST IRON STREET HEMI HEADS

Mopar Performance cast iron Hemi heads are designed for more power.

- Stiffer and stronger than original with increased material to permit porting
- Same outward appearance as the original 1966–1971 (except shape of alternator boss)
- All components attach the same as original (intake, exhaust, valve guides, seats, rocker gear, etc.)
- Combustion chamber is approximately 170cc — same as original
- Machined for valve sizes of 2.25" intake and 1.94" exhaust

- \*P4529898** 426 Street Hemi Bare Machined Head
- \*P4876855** Hemi Head Assembly (service part for 426 Hemi Crate Engine)



*\*Not legal for sale on pollution-controlled vehicles or vehicles registered for highway use.*

### 426 ALUMINUM HEMI HEADS

Interchangeable with the cast iron head, but a significant weight reduction of 50 lbs. per engine set.

- Single plug per cylinder (capability for dual)
- Common 2.25" intake and 1.94" exhaust valve machining and 170cc combustion chamber
- Valve seats and guide inserts

- \*P4529336** Aluminum 426 Hemi Bare Machined Head
- \*P4876857** Aluminum Hemi Head Assembly includes valves, springs, retainers, and keepers (service part for 528 Hemi Crate Engine)



### HEMI OIL PAN

Here is a production-style oil pan for 426 Hemi engines that is stamped steel to replicate the 1970–71 E-body pan. This 6-quart pan may also be used on 383/400/440 engines for increased oil capacity.

- P4529884** Hemi Oil Pan — 6-quart rear sump
- P5007816** **NEW!** Hemi Oil Pan — 8-quart center pump (pictured)
- P5007818** 1/2 Pick-Up Tube for 8-quart pan
- P4529566** 1/2 Pick-Up Tube for 1966–69 Hemi
- P4529567** 1/2 Pick-Up Tube for 1970–71 Hemi



### OIL FILTERS

- P4529187** Red/White/Blue Restoration Oil Filter
- P4529805** Hi-Performance Red/White/Blue Restoration Oil Filter (pictured)
- P4452890** Black Finish High-Performance Oil Filter
- P4529190** Big Block/Hemi Race Oil Filter

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### HIGH-PERFORMANCE OIL PUMP ASSEMBLIES

This high-performance, high-output oil pump assembly provides a 25% increase in oil volume. Ideal replacement for stock pump in high-performance applications.

- P4286590** Hemi Oil Pump Assembly



### ALUMINUM HEMI WATER PUMP HOUSING

Has bosses for both early and late engine applications.

- P4286900** Hemi Water Pump Housing



### LIGHTWEIGHT ALUMINUM HEMI WATER PUMP

This pump is fully assembled and ready to install. Same dimensions as stock cast iron version.

- P5007643AB** Hemi Engine Water Pump

Go to [mopar.com](http://mopar.com) for complete product listings.



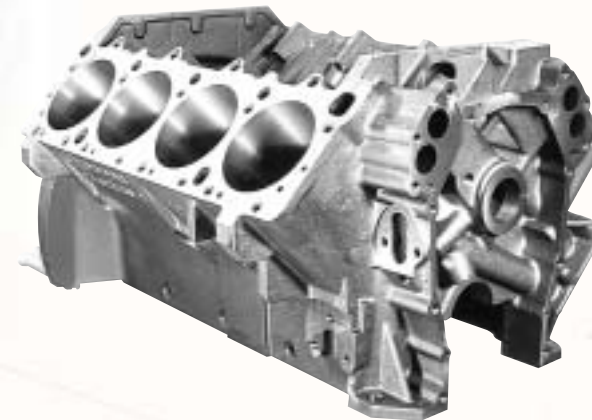
# BIG BLOCK



## CAST IRON BIG BLOCKS

The legend just got better! These may look like the same street 440 "RB" blocks that set the standard at drag strips for a generation, but they have a whole new attitude. Just check out the features:

- 100% CNC machined for accuracy and quality
- Brand-new castings made from high nickel alloy cast iron
- Thicker deck surface for improved rigidity and gasket sealing
- Ductile iron main caps which are cross-bolted on the 3 center caps on all the siamesed 440 blocks
- Stock 10.72" deck height allowing installation of all standard components
- Machined to accept all standard production pieces, such as heads, manifolds, water pumps, tappets, cams and distributors
- Machined and cast in various configurations to meet your specific requirements

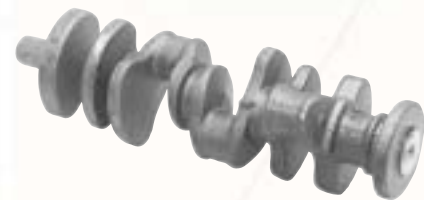


## CAST IRON WEDGE BLOCKS

- \*P5007671 Max Wedge Block, 2-bolt mains finish bored at 4.25"
- \*P5007815 440 Service Replacement Block, 2-bolt mains — finish bored at 4.32"

## CAST IRON SIAMESED-BORE BIG BLOCKS

- \*P5007624 **NEW!** Cast iron 440 Siamesed Cross-Bolt Block — rough bored at 4.19"
- \*P5007626 Cast iron 440 Siamesed Cross-Bolt Block with raised cam — rough bored at 4.498"



## CRANKSHAFT FORGING

These unmachined crank forgings allow you to cut custom cranks. Both require complete machining.

- \*P5007725 3.75" stroke — 4340 steel
- \*P5007726 4.15" stroke — 4340 steel

## BIG BLOCK "B" FORGED CRANKSHAFTS

These cranks are perfect for restoration and rebuilding "B/RB" engines. Select the crank that best fits your need.

- \*P4452995 3.75" stroke, 8-bolt (unbalanced) — 1053 steel



## BIG BLOCK "RB" FORGED RACE CRANKSHAFTS

High-strength, high-quality forged steel cranks. For high-performance race applications.

- \*P5007250 4.15" stroke, 8-bolt, (balanced) — 4340 steel
- \*P5007251 3.75" stroke, 8-bolt, full radius (balanced) — 4340 steel

\*Not legal for sale on pollution-controlled vehicles or vehicles registered for highway use.

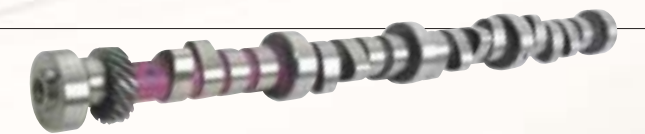
## ENGINE TEARDOWN GASKET SET

Includes all gaskets needed for complete engine teardown — oil pan, cylinder head, valve cover, chain case cover, intake manifold and oil pump gaskets.

- \*P3690175 440 V8 engine
- \*P4452113 "RB" race engine (pictured)
- \*P3690850 383 V8 engine
- \*P4452112 "B" race engine



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## CAMSHAFTS

All Mopar Performance Big Block cams are designed, developed, dyno'd, and track tested by engineers exclusively for your engine. A wide range of profiles is available from mild to wild and bracket to all-out racing. Each cam package contains the cam, cam lube, instruction sheet, and tappets where indicated.

Go to [mopar.com](http://mopar.com) for complete camshaft listings and specs.

## BIG BLOCK HYDRAULIC CAMSHAFTS

Part No.	Advertised Duration	@ 0.50"	O-Lap	Centerline	Lift
P4452783	268/284	228/241	46°	115	.450/.458
*P4452993	280/280	238/238	60°	110	.474/.474
*P4120235	284/284	241/241	68°	108	.484/.484
*P5007697	284/284	241/241	56°	114	.484/.484
*P4120237	292/292	248/248	76°	108	.509/.509

## BIG BLOCK MECHANICAL CAMSHAFTS

*P4120663	312/312	265/265	104°	106	.590/.590
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Go to [mopar.com](http://mopar.com) for complete product listings.



## "B/RB" STAGE V WEDGE CAST IRON CYLINDER HEAD



Stage V heads are interchangeable with the stock "B/RB" cylinder heads.

- Heat crossover for improved drivability
  - Standard "B/RB" valve gear, gaskets and valve covers
  - Out-flows "906" heads on intake and exhaust (stock and mildly modified)
  - Same open combustion chamber as 1968–78 production heads
  - 6-bolt valve cover, rocker shaft pedestals cast-in
- \*P4529992** Stage V machined, 2.08" intake and 1.74" exhaust
- \*P4529993** Stage V machined, 2.14" intake and 1.81" exhaust



## ALUMINUM 383/440 HEAD

- Lightweight — about 25 lbs. each
  - Uses stock valves and valve gear including rocker arms
  - Outflows original "906" head on intake and exhaust sides
  - Increase of 40 horsepower over stock (cast iron) 383/440 heads
  - Designed with smaller chamber than open chamber CI 383/440 heads
- \*P4876311** 2.14" intake and 1.81" exhaust; uses stock intake manifolds without adapter

## "B/RB" STAGE VI ALUMINUM AND MAX WEDGE STAGE VI ALUMINUM CYLINDER HEADS



Stage VI heads are made from high-strength aluminum and are interchangeable with the stock "B/RB" cylinder heads. These heads feature:

- High-strength, lightweight aluminum (40 lbs. lighter per engine set)
  - Larger intake ports that are rectangular and raised for increased output — 210cc
  - Raised exhaust ports maintain stock header pattern
  - "Closed" combustion chamber of 78cc with thick .450" deck that permits milling
  - Uses stock valve gear
  - All aluminum heads are quality checked for pressure and hardness
- \*P4529335** Stage VI Bare Machined Head, 2.14" intake and 1.81" exhaust — includes seats and bronze 3/8" guides (sold individually)
- \*P5249579** Max Wedge port window, 2.14" intake and 1.81" exhaust, small closed chamber and relocated spark plug (requires offset intake rockers)
- \*P5007834** **NEW!** Stage VI partial machined for CNC porting or hand porting

## CNC-PORTED STAGE VI CYLINDER HEADS

**\*P4876386** **NEW!** Stage VI CNC-Ported Cylinder Head — Max Wedge port, 2.25" intake and 1.81" exhaust\*\*



**\*P4876383** Stage VI CNC-Ported Cylinder Head — roller tappet cam (lifts over 0.600"), 2.18" intake and 1.81" exhaust

**NOTE:** P4876383 requires special rocker stands P5007742 and 5.400" length, 11/32" diameter valves.

## MAX WEDGE "B/RB" CAST IRON CYLINDER HEADS

- Large port window for increased airflow
- Short side radius on exhaust port for added flow
- Replaces the 1962–64 Max Wedge heads
- Uses closed combustion chamber



**P4529996** Max Wedge Stage II, machined for 2.08" intake and 1.88" exhaust, 4-bolt pattern valve cover, machined pedestals

**\*P5249824** Max Wedge Stage III, machined for 2.14" intake and 1.81" exhaust, 6-bolt pattern valve cover, cast-in pedestals, not legal for Stock or Super Stock applications

**\*P5007494** Max Wedge Stage III, machined for 2.08" intake and 1.88" exhaust, 6-bolt pattern valve cover, cast-in pedestals and revised ports

*\*Not legal for sale on pollution-controlled vehicles or vehicles registered for highway use.  
\*\* Late availability.*



## "B/RB" ENGINE BLACK WRINKLE PAINTED CAST ALUMINUM VALVE COVER SET

**P5007614** "B/RB" Black Wrinkle Painted Cast Aluminum Valve Cover Set

**P4120101** Street "B/RB" Gaskets

**P4452091** Race "B/RB" Gaskets

## "B/RB" ENGINE POLISHED CAST ALUMINUM VALVE COVER SET

**P5007616** "B/RB" Polished Cast Aluminum Valve Cover Set

**P4120101** Street "B/RB" Gaskets

**P4452091** Race "B/RB" Gaskets



## CHROME VALVE COVER SET

**P5007448** "B/RB" Chrome Valve Cover Set

**P5007458** Chrome Screws

**P4120101** Street "B/RB" Gaskets

**P4452091** Race "B/RB" Gaskets



*\*Not legal for sale on pollution-controlled vehicles or vehicles registered for highway use.*

## "B/RB" ENGINE "AS CAST" ALUMINUM VALVE COVERS

These cast aluminum valve covers are intended for serious racers. The covers are sold "as cast" so you can set up the breathers the way you want them. There's no paint to remove if welding is done.

**P5007615** "B/RB" "As Cast" Aluminum Valve Cover Set

**P4120101** Street "B/RB" Gaskets

**P4452091** Race "B/RB" Gaskets



## STAMPED ANODIZED ALUMINUM MOPAR VALVE COVER SET

**P4529199** "B/RB" Stamped Anodized Aluminum Valve Cover Set

**P4120101** Street "B/RB" Gaskets

**P4452091** Race "B/RB" Gaskets

Go to [mopar.com](http://mopar.com) for complete product listings. **17**





True Love — Rick Adams' 1970 Charger 440 R/T was the only wedding ride for Andrea and Corey Vyse in Milford, Michigan, September 2003.

### NEW! V8 CROSS RAM INTAKE MANIFOLD — DUAL 4-BBL MAX WEDGE\*\*

After 40 years, Mopar Performance is pleased to bring back the Cross Ram Max Wedge intake! This brand-new design improves airflow by as much as 20% and is fully interchangeable on all Max Wedge applications. Based on the 1964 Max Wedge intake and uses production AFB carburetors. Designed for use with Max Wedge heads on "RB" applications.

- \*P5007330 Dual-4 bbl carbs, aluminum, cross ram, rectangle port, "RB" with Max Wedge heads



### RACE V8 SINGLE PLANE INTAKE MANIFOLDS — 4-BBL

- \*P4876331 Std. 4-bbl, aluminum, single plane, large rect. port, Stage V, large port
- \*P4876337 Std. 4-bbl, aluminum, single plane, large rect. port, Max Wedge, large port
- \*P5249358 Std. 4-bbl, aluminum, single plane, large rect. port, Stage VI, "RB" full width
- \*P4876127 4500 carb, aluminum, single plane, large rect. port, Stage VI, "RB" full width
- \*P4876128 Std. 4-bbl, aluminum, single plane, Max Wedge, MW Stage VI, "RB" full width
- \*P4876129 4500 carb, aluminum, single plane, Max Wedge, MW Stage VI, "RB" full width



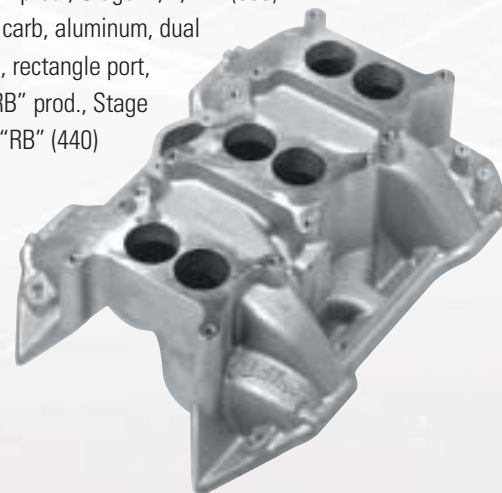
### V8 DUAL PLANE INTAKE MANIFOLDS — 4-BBL

- \*P4529117 4-bbl carb, aluminum, dual plane, rectangle port, "B" prod., "B" (383) Stage IV, V
- \*P4529118 4-bbl carb, aluminum, dual plane, rectangle Port, "RB" prod., "RB" (440) Stage IV, V



### V8 DUAL PLANE INTAKE MANIFOLDS — 6-BBL

- \*P4529055 6-bbl carb, aluminum, dual plane, rectangle port, All "B" prod., Stage IV, V, "B" (383)
- \*P4529056 6-bbl carb, aluminum, dual plane, rectangle port, All "RB" prod., Stage IV, V, "RB" (440)



### V8 SINGLE PLANE INTAKE MANIFOLDS — 4-BBL

- \*P4529462 4-bbl carb, aluminum, single plane, rectangle port, "B" prod., Stage IV, V, "B" (383)
- \*P4529463 4-bbl carb, aluminum, single plane, rectangle port, "RB" prod., Stage IV, V, "RB" (440)
- \*P4529724 4500 carb, aluminum, single plane, rectangle port, "B" prod., Stage IV, V, "B" (383)
- \*P4529725 4500 carb, aluminum, single plane, rectangle port, "RB" prod., Stage IV, V, "RB" (440)

### V8 TUNNEL RAM INTAKE MANIFOLD — 8-BBL

- \*P4529119 (2) 4-bbl carbs, aluminum, tunnel ram, rectangle port, "RB" prod., Stage IV, V, "RB" (440)





## OIL PAN PACKAGES

Each kit contains a factory engineered and approved oil pan, dipstick tube, dipstick, drain plug and washer, and an oil pickup and screen assembly for 383/400/440 "B/RB" engines. The oil pickups are engineered to maintain a proper relationship between the pan and the pickup to assure that uncovering of the pickup does not occur during hard acceleration or braking. Center sump style is used on passenger car applications, while the rear sump style is used for pickups. Windage trays may be used if desired.

- P5007807AB** "B/RB" Oil Pan — 6-quart center sump
- P5249064** "B/RB" Oil Pan — 6-quart rear sump
- P5007816** **NEW!** "B/RB" Oil Pan — 8-quart center sump (pictured)
- P4120998** "B/RB" Windage Tray — 383/400/440 (includes tray and 2 pan gaskets) — 3.75" stroker
- P5007345** "B/RB" windage tray — 500 CI Wedge (includes tray and 2 pan gaskets) — 4.15" stroker
- P4529564** "B" Pick-up Tube — 3/8" pipe, 8 qt. pan
- P5249817** "B" Pick-up Tube — 1/2" pipe, 8 qt. pan
- P4529565** "RB" Pick-up Tube — 3/8" pipe, 8 qt. pan
- P5249818** "RB" Pick-up Tube — 1/2" pipe, 8 qt. pan — siamese bore blocks (except raised cam blocks)



## OIL FILTERS

- P4529187** Red/White/Blue Restoration Oil Filter
- P4529805** Hi-Performance Red/White/Blue Restoration Oil Filter (pictured)
- P4452890** Black Finish High-Performance Oil Filter
- P4529190** Big Block/Hemi Race Oil Filter

# IT'S SHOWTIME

You've been there. You know, the weekend car shows, the summer cruises. And there they are. Hundreds of classic autos — from the huge-finned Chrysler Imperials of the late 1950's to Super Bees or Plymouth Road Runners. Thousands of people spending thousands of hours (and literally millions of dollars) to restore or rev up their favorite hunk of motorized metal.

And this is also where you'll find Mopar Performance. From the Mopar Nationals in Ohio to the Concours d' Elegance in California — and everywhere in between — Mopar Performance is there, breathing new life and more power into these proud examples of American automotive technology. And, if along the way, we can help win a "Best of Show" ribbon once in a while, so much the better.

Yeah, the awards are nice. But taking vintage iron and turning it into the car of your dreams, well, that's just heaven on earth. And those are our kind of people.



## HIGH-PERFORMANCE OIL PUMP ASSEMBLIES

This high-performance, high-output oil pump assembly provides a 25% increase in oil volume. Ideal replacement for stock pump in high-performance applications.

- \*P4286590** "B/RB" Oil Pump Assembly



## LIGHTWEIGHT ALUMINUM "B/RB" HEMI® WATER PUMP

Pump is fully assembled and ready to install. Same dimensions as stock cast iron version.

- P5007643AB** "B/RB" Water Pump

## ALUMINUM "B/RB" HEMI WATER PUMP HOUSING

Has bosses for both early and late engine applications (1968–78).

- P4286900** "B/RB" Water Pump Housing
- P2206445** Bracket for alternator



Hold it high! Jim Bodanis hoists his Best of Show award for his 1970 'Cuda 440 + 6 at the 2003 Mopar Nationals in Columbus, Ohio.



It's all about the show! Wheelstanders continue to be a favorite. And how can you miss one in Hemi Orange?

*\*Not legal for sale on pollution-controlled vehicles or vehicles registered for highway use.*



# SMALL BLOCK

*Barracuda*

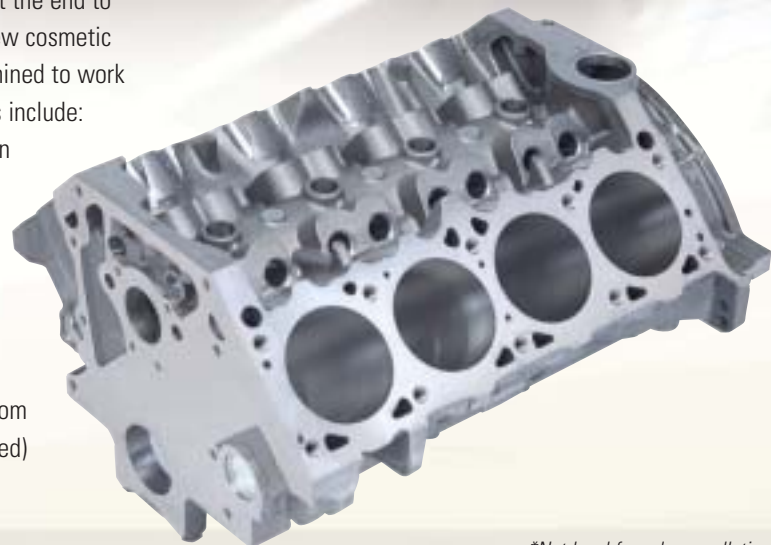


Is there any name that says "muscle" better than 'Cuda?

## 340 REPLACEMENT ENGINE BLOCK

Limited production of the original 340 block has made it very difficult to find in good condition. This new casting includes the original 340 production casting part number with an "M" added at the end to identify the new Mopar 340 block. The block has a few cosmetic differences from the original 340 block, but it is machined to work with all 340 production components. Special features include:

- Brand-new castings made from high nickel cast iron for added strength (not a thin wall casting)
- 4-bolt main bearing caps, 340 journal size
- 9.600" deck height
- Thicker webbing and pan rail (like the 340 T/A)
- Thicker deck surface
- Thicker bore in major/minor thrust directions
- Rough bore at 3.980" to allow various bore sizes from 4.000" to 4.080" size (finish bore and honing required)



- Requires the use of oil filter part number 05281090
  - Ideal block for restoration or where racing rules require a 340 block
- \*P5007552** 340 replacement block

## CAST IRON "A" ENGINE RACE BLOCKS (AKA "R3" BLOCKS)

Building on our heritage, the R3 race block family offers the latest in design technology along with the options to meet your specific needs.

All of these blocks feature:

- Process-controlled castings utilizing high-strength cast iron and a computer-controlled stress relieving process
- 100% CNC machining with full statistical process control
- Thick deck surface and 6-bolt cylinder head attachment (48° blocks) for improved sealing and reliability



- Rough bore at 3.980" with various options that provide over-bore capacities up to 4.220" (in siamesed-bore versions)
- Various options that provide deck height potentials of 8.900" to 9.560"
- Tappet angles in both 59° (stock) and 48° (improved valve train geometry)
- Thicker main webbing and pan rail for improved rigidity
- 2- and 4-bolt mains in ductile iron, billet, and aluminum options
- Both 318/340 and 360 main journal sizes
- Machining for pre-Magnum head oiling as well as motor mounts (except P4876381AB, P4876789AB and P5007360AB). All 59° blocks require special tall lifters for roller cams (see "lifters" in Cam section). Go to [mopar.com](http://mopar.com) for complete listing of R3 blocks and specs.

## CAMSHAFTS

All Purple Shaft small block cams are designed, developed, dyno'd, and track tested by engineers exclusively for your engine. A wide range of profiles is available, from mild to wild and bracket to all-out racing. Each cam package contains the cam, cam lube, instruction sheet, and tappets where indicated.

Go to [mopar.com](http://mopar.com) for complete camshaft listing and specs.



## SMALL BLOCK HYDRAULIC CAMSHAFTS

Part No.	Advertised Duration	@ 0.50"	O-Lap	Centerline	Lift
*P4452782	268/276	228/235	44°	114	.429/.444
*P4452759	260/268	221/228	44°	110	.430/.450
*P4452992	280/280	238/238	60°	110	.474/.474
*P4120231	284/284	241/241	68°	108	.484/.484
*P5007695	284/284	241/241	56°	114	.484/.484
*P4120233	292/292	248/248	76°	108	.508/.508
*P5007696	292/292	248/248	64°	114	.508/.508

## FORGED "A" ENGINE CRANKSHAFT

Surface hardened, forged small block cranks feature radiused fillets at main and rod journals.

- P5007253AB** **NEW!** 3.58" stroke, 6-bolt, 318/340 main — 4340 steel — Can be used in NASCAR and late model applications
- P5007255** 3.58" stroke, 6-bolt, 360 main — 4340 steel
- P5007252** 4.00" stroke, 6-bolt, 318/340 main — 4340 steel
- P5007254** 4.00" stroke, 6-bolt, 360 main — 4340 steel

**NOTE:** 4.00" stroke cranks require clearancing on block.



## HEAVY-DUTY CAST CRANKSHAFT

Special, heavy-duty performance cranks with radiused fillets for the small block engine. Requires balancing.

- P5007256** 4.00" stroke, 6-bolt, 318/340 main
- P5007257** 3.58" stroke, 6-bolt, 318/340 main
- P5007258** 4.00" stroke, 6-bolt, 360 main
- P5007259** 3.58" stroke, 6-bolt, 360 main

**NOTE:** 4.00" stroke cranks require clearancing on block.



### "A" ENGINE BLACK WRINKLE PAINTED CAST ALUMINUM VALVE COVER SET

Set includes 2 valve covers and oil filler cap.

**P5007611** "A" Engine Black Wrinkle Valve Cover Set

**P4452089** Race "A" Gaskets

**P5249581** Street "A" Gaskets

**P5007053** Valve Cover Retaining Screw Set



### "A" ENGINE POLISHED CAST ALUMINUM VALVE COVER SET

Set includes 2 valve covers and oil filter caps.

**P5007613** "A" Engine Polished Cast Aluminum Valve Cover Set

**P4452089** Race "A" Gaskets

**P5249581** Street "A" Gaskets

**P5007053** Valve Cover Retaining Screw Set



### "A" ENGINE "AS CAST" ALUMINUM VALVE COVERS

These cast aluminum valve covers are intended for serious racers. The covers are sold "as cast" so you can set up the breathers the way you want them. There's no paint to remove if welding is done. Set includes 2 valve covers and 2 oil filler caps.

**P5007612** "A" Engine "As Cast" Aluminum Valve Cover Set

**P4452089** Race "A" Gaskets

**P5249581** Street "A" Gaskets

**P5007053** Valve Cover Retaining Screw Set



### STAMPED STEEL CHROME VALVE COVER SET

Set includes 2 valve covers and grommets.

**P5007446** "A" Engine Chrome Valve Cover with Mopar logo

**P4452089** Race "A" Gaskets

**P5249581** Street "A" Gaskets

**P5007053** Valve Cover Retaining Screw Set



### STAMPED ALUMINUM MOPAR VALVE COVER SET

Set includes 2 Valve covers and grommets.

**P4529198** "A" engine stamped aluminum Valve Cover Set

**P4452089** Race "A" Gaskets

**P5249581** Street "A" Gaskets

**P5007053** Valve Cover Retaining Screw Set



### WIDE VALVE COVER SET – W2/W5/W7/W9

This 5-bolt, wide valve cover fits on stock production "A" engines and W2/W5/W7/W9 flanges. Uses stock production gasket.

Features reversed lip design that allows the cover to be wider on the

same gasket surface. The extra width allows for larger valve springs and longer rocker arms.

**P4876124** "A" Engine Wide Valve Cover Set

**P4452089** Race "A" Gaskets

**P5249581** Street "A" Gaskets

**P5007053** Valve Cover Retaining Screw Set



### ALUMINUM "COMMANDO" CYLINDER HEADS

High-performance cast aluminum heads for pre-Magnum engines fit the 1967–91 318s, 1968–73 340s, 1971–92 360s and all Commando crate engines built up to 1993. These heads feature:

- 100% interchangeable with cast iron 340/360 heads
  - Higher airflow 222 CFM intake flow
  - Uses 5-bolt production "A" engine valve cover design
  - Uses 3/8" valve stems
  - Uses production shaft-mounted (not W2) valve gear — oils through the head
  - Requires minor modification to rocker shafts
  - Machined for 2.02" intake and 1.60" exhaust valves
  - Designed with smaller chamber than cast iron open chamber 340/360 heads
  - Uses single production exhaust flange pattern
  - No heat crossover
  - Uses stock 340/360 Intake Manifolds
  - Intake port 177cc, chamber 60cc
  - Requires head bolt set P4876759
- \*P4876785** Aluminum Commando Head



### W2 CAST IRON ECONO CYLINDER HEADS

Flat-machined rocker pads require rocker stands and long valves for higher lifts.

- \*P5007445AB** W2 Cast Iron Race 48° Head, 65cc open chamber — with revised intake port cores
- \*P5249769** W2 Cast Iron Race 59° Head, 65cc closed chamber — 18° valve angle

### NEW! ALUMINUM ROCKER SHAFT

**P4510636** Aluminum Rocker Shaft, hardened, machined for on-center valve gear







Mopar rules the weekly summer cruises in Mt. Clemens, Michigan.

### V8 DUAL PLANE INTAKE MANIFOLD — 6-BBL/SIX PACK

**\*P4529054** 6-bbl carburetor, aluminum, dual plane, rectangle port — fits all 1967–91 “A” engines



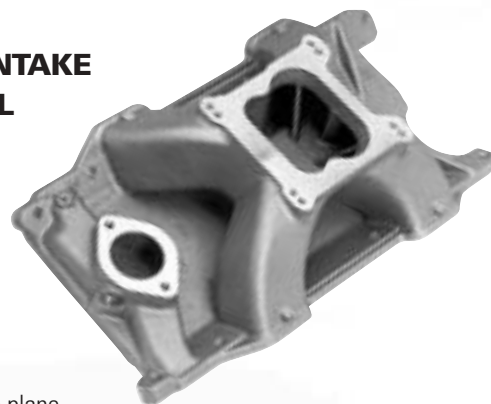
### V8 DUAL PLANE INTAKE MANIFOLDS — 2-BBL AND 4-BBL

- \*P4876335** **NEW!** 4-bbl carburetor, aluminum, dual plane, rectangle port, all std. 1967–91 heads
- \*P5249572** 4-bbl carburetor, aluminum, dual plane, oval port, W2, heads



### V8 SINGLE PLANE INTAKE MANIFOLDS — 4-BBL

- \*P4529408** 4-bbl carburetor, aluminum, single plane, oval port, W2 heads, water-heat
- \*P4529460** 4-bbl carburetor, aluminum, single plane, rectangle port, W5 heads, small runner
- \*P4876334** **NEW!** 4-bbl carburetor, aluminum, single plane, rectangle port, all std. 1967–91 heads



### OIL PAN PACKAGES

Each kit contains a factory-engineered and approved oil pan, dipstick tube, dipstick, drain plug and washer, and an oil pickup and screen assembly. The oil pickups are engineered to maintain a proper relationship between the pan and the pickup to assure that uncovering of the pickup does not occur during hard acceleration or braking. Center sump style is used on passenger car applications, while the rear sump style is used for pickups. Windage trays may be used if desired.

- P5249059** 360 Center Sump Oil Pan
- P5249060** 360 Rear Sump Oil Pan
- P5249061** 273/318/340 Center Sump Oil Pan
- P5249062** 273/318/340 Rear Sump Oil Pan

### HIGH-PERFORMANCE OIL PUMP ASSEMBLY

This high-performance, high-output oil pump assembly provides a 25% increase in oil volume. Ideal replacement for stock pump in high-performance applications.

- \*P4286589** “A” High-Performance Oil Pump Assembly



### OIL FILTERS

- P4529187** Red/White/Blue Restoration Oil Filter
- P4529805** Hi-Performance Red/White/Blue Restoration Oil Filter (pictured)
- P4452890** Black Finish High-Performance Oil Filter



### “A” ENGINE OIL PUMP KIT

Avoid oil starvation in “A” engines with this high-performance oil pump kit. Increases oil flow capacity when using stock pump and oil pan. Doesn’t require a special deep pan. Includes pump cover, rotors and attaching screws. Use with all small blocks. Installs easily.

- \*P5249620** High-Performance Oil Pump Kit

**NOTE:** Modification required with production pans.



### “A” ENGINE ALUMINUM WATER PUMPS

Basic high-flow designs. 6-blade pump is recommended for use with cast iron cylinder heads and drag racing applications. 8-blade pump is recommended for use with aluminum cylinder heads and circle track applications. Both of these pumps can be used for service replacement in 1968–91 engines.

- P5249558** “A” 6-blade Aluminum Water Pump
- P5249559** “A” 8-blade Aluminum Water Pump — increased flow

### RACE “A” ENGINE ALUMINUM WATER PUMP

Extra high flow (must be used with timing cover P4876632).

- \*P4876548** Race “A” Aluminum Water Pump





## TWIN-PLUG WHITEWASH

**1965 PLYMOUTH BELVEDERE OWNER — DENNY HUMMEL CLINTON TWP., MICH.**

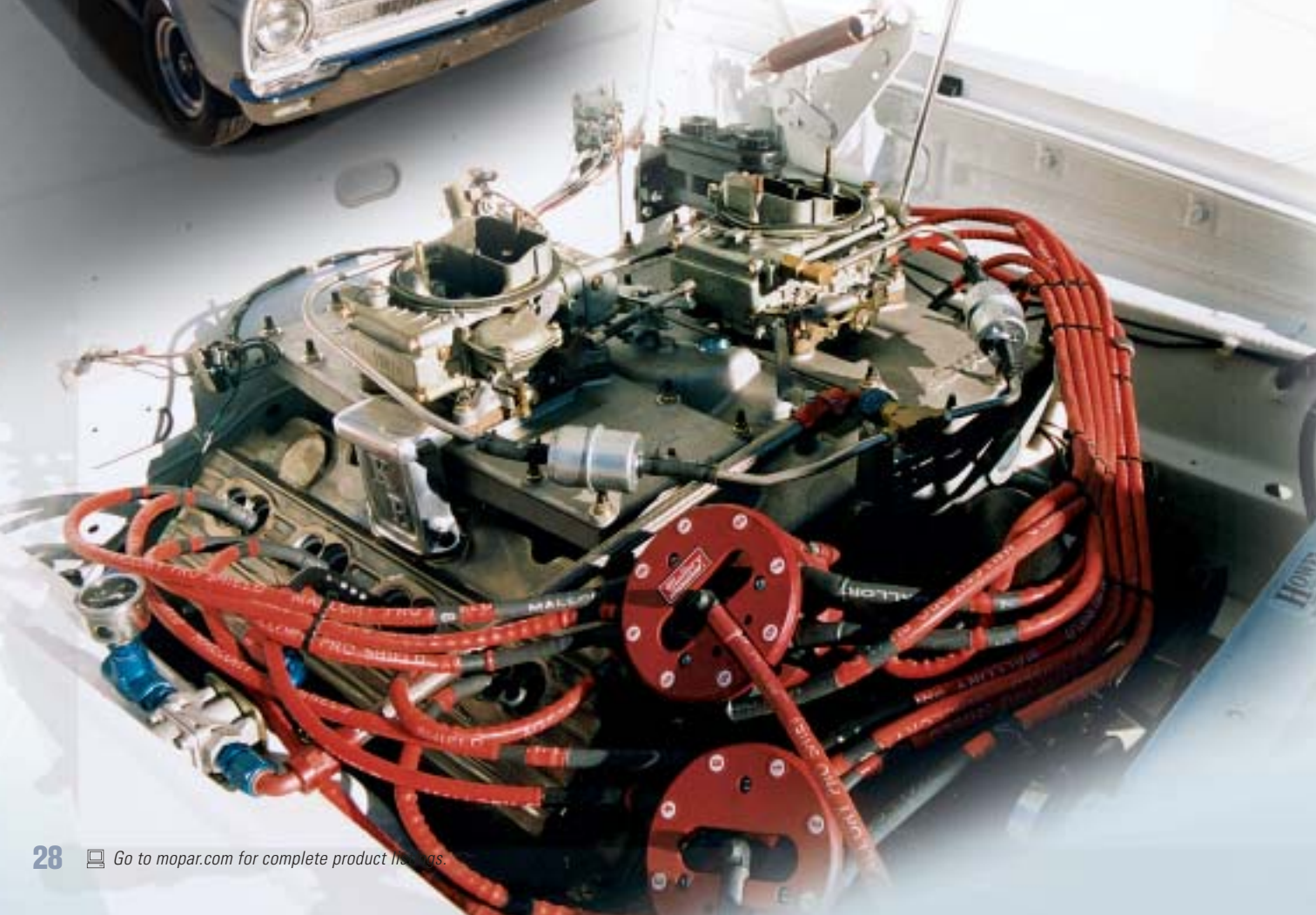
Denny Hummel comes right to the point. "When I saw this Belvedere, I knew I had to have it." At the time, the car was owned by Mopar racing legend Jack McCormack, who told Hummel he had no intention of selling. Hummel merely replied, "Someday you will, and when you do, I'll take it."

Sure enough, two years ago that day came and Hummel has been busy with it ever since. The first step was to remove the original stick six engine and replace it with a Mopar Performance Hemi crate engine. Not only that, he turned it into a very rare animal — a street-legal twin-plug Hemi®. This snarling, roaring beast produces an exhaust note that's music to your ears —

and puts a rumble in your chest! Under the hood, it's almost all Mopar Performance:

- SIAMESED-BORE HEMI BLOCK
- STREET HEMI CYLINDER HEADS
- VALVE COVERS
- CYLINDER HEADS
- INTAKE MANIFOLDS
- SHAFTS AND STANDS FOR THE VALVE TRAINS
- CROSS RAM CARBURETORS
- HEADERS
- HIGH-PERFORMANCE OIL PUMP
- LIGHTWEIGHT ALUMINUM WATER PUMP

The result has produced an incredible combination of style and power that commands attention whenever Hummel brings it to play. "I've always liked this body style and always wanted a Hemi engine," he said. "Now that I have both, who could ask for anything more?"



## THE ONE...IN RED, OF COURSE

**1969 DODGE CHARGER DAYTONA OWNER — PAUL KAUFFMANN NEWARK, N.J.**

Paul Kauffmann is a Mopar muscle maniac. "My very first car was a 1969 Super Track Pak Dodge Charger R/T," he said. "Since then, I have owned 28 Dodge Chargers (1969 through 1971) and many other Mopars."

Twenty-eight? Now that's commitment. But no matter how much you love your cars, there's always a favorite. For Kauffman, there was one special one out there that he had to have.

He explained, "While reviewing some car ads, I came across THE ONE. There she was — a 1969 Dodge Charger Daytona. She was R4 red with black stripe and interior. It was exactly what I wanted."

Kauffmann then spent 2 years restoring the car to factory standards, with the help of a number of Mopar Performance parts such as:

- GASKETS, BELTS AND HOSES
- RESTO BATTERY
- AIR CLEANER ID PLATE
- CLUTCH COMPONENTS
- RESTO OIL FILTER
- DIFFERENTIAL COMPONENTS
- PILOT, THROW-OUT AND REAR END BEARINGS

The restored 1969 Dodge Charger has won its share of awards, as Kauffman continues to attend car shows around the country towing it with his 1999 Dodge Ram 1500. "My allegiance to Mopar is very strong," he said.

Is there any other way?







Bob Karakashian (aka Mr. Six Pack) keeps the sting in his 1969 1/2 Super Bee 440 Six Pack. This "Certified Pure Stock" beast runs a 12.26 et @ 113 mph on skinny G70-15 redline tires!

## FUEL SYSTEMS

### NEW! CROSS RAM LINKAGE

For use with Hemi Cross Ram intake manifold (P5007534) and the Holley carburetors (P4452778 and P4452779).  
**P4510635** Cross Ram Linkage



### SIX PACK HOLLEY CARBURETORS

Some of the fastest vehicles of the "Muscle Car" era were Six Packs. Mopar Performance Parts offers the components to restore or build your own Six Pack car. Holley carburetors are exact reissues of the original equipment Six Pack. Order one center and two outboard carburetors to match your engine.

**\*P4349235** "RB" engine — center (1969–70)

**\*P4349236** "RB" engine — outboard (1969–70)

**\*P4349237** "RB" engine — center (1971, manual)

**\*P4349238** "RB" engine — outboard (1971)

**\*P4349235** "B" engine — center

**\*P4349239** "B" engine — outboard

**\*P4349240** "A" engine — center (manual)

**\*P4349241** "A" engine — center (automatic)

**NOTE:** All Six Pack "RB" engines use intake manifold P4529055, Six Pack "B" engines use P4529055 and Six Pack "A" engines use P4529054.



### HEMI CROSS RAM CARBURETORS

Holley carburetors were the "go fast" choice for the legendary Super Stock 426 Hemi engine. Mopar Performance brings back these original equipment Holley carbs for 1964, 1965 and 1968 race Hemis. These are the exact reissues of the original carburetors.

**\*P4452778** Hemi Cross Ram Carburetor — right hand

**\*P4452779** Hemi Cross Ram Carburetor — left hand

### NEW! THIN CARBURETOR ADAPTER

Designed with air/fuel flow technologies versus ease of machining. These adaptors are only 1/16" thick and allow the use of square bore carburetors on spread bore manifolds.

**\*P5007869** Thin Carburetor Adapter



### SIX PACK INSTALLATION KITS

Mopar Performance carries a full line of 6-bbl components for both small block and big block applications, right down to these installation kits. The kits include throttle cables, fuel tubes, coil brackets, linkage kit, choke, nuts, springs and washers. Buy the 6-bbl carbs, manifold and air cleaner, then install them with this complete O.E. reproduction kit.

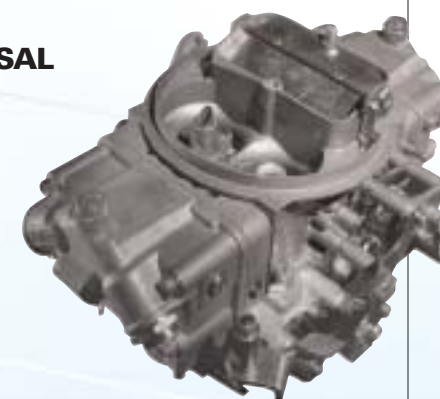
**P4529058** "A" Engine Six Pack Installation Kit

**P4529059** "B/RB" Engine Six Pack Installation Kit

### HOLLEY UNIVERSAL PERFORMANCE CARBURETORS

Vacuum secondary.

**\*P4349228** R3310 - 750 CFM



### NEW! TALL SPRING BRACKET

A tall return spring bracket for use on Mopar M1 single plane intake applications or when using 1" carb spacer.

**P4510646** Tall Spring Bracket

### NEW! 440 TALL THROTTLE BRACKET

Used to attach the throttle spring to Mopar M1 single plane intake applications or when using a 1" carb spacer.

**P4510318** 440 Tall Throttle Bracket



### NEW! KICKDOWN BRACKET

For use with auto trans kickdown cable P4510646.

**P4510319** Carburetor Kickdown Bracket

\*Not legal for sale on pollution-controlled vehicles or vehicles registered for highway use.

\*Not legal for sale on pollution-controlled vehicles or vehicles registered for highway use.

Go to [mopar.com](http://mopar.com) for complete product listings.



# EXHAUST SYSTEMS

Chargers at Baker's of Milford, Michigan. They just don't make lines like these anymore.



## SIX PACK AIR CLEANER ASSEMBLY

Built from the original tooling. Kit includes metal base, orange lid, studs, nuts, gaskets and air filter.

**P5007737AB** Six Pack Air Cleaner Assembly — Cold Air (fits all 1970–71 440 Six Pack applications equipped with Air Grabber or Ramcharger hood scoop packages)

**P4529057AB** Six Pack Air Cleaner Assembly — non cold air

**NOTE:** P5007737AB can also be used on other Six Pack applications.



## SIX PACK AIR FILTER ELEMENT

**\*P4529965AB** Resto Six Pack Hemi Air Filter

## MECHANICAL FUEL PUMPS

**\*P4007039AB** High-Output Fuel Pump — produces higher fuel flow than stock (80 gph @ 8.7 psi), for "B/RB" and Hemi engines

**\*P4007040** High Delivery Rate Fuel Pump (80 gph @ 8.7 psi), for "A" engines



## RACE 4-BBL THROTTLE BODY

Installs on Magnum MPI Intake Manifold (P5249816).

- Machined from billet aluminum
- Includes production style sensors (throttle position sensor, MAP sensor and automatic idle speed motor included)
- Will not fit production manifold
- Not designed for street use, race only

**\*P4876375AB** 4-bbl Throttle Body



## NEW! THROTTLE BODY ADAPTER

You can save time and money by using this throttle body adapter from Mopar. Although it will require minor fabrications, this adapter will allow you to use a stock Magnum throttle body on a 4-bbl carb intake.

**P5007865** Throttle Body Adapter



## ENGINE IDENTIFICATION PLATES

Mopar Performance has 16 different original style plates to cover all engines that were available during the muscle car era. For a complete listing, go to mopar.com.

**P4529071** 440 Magnum — orange

**P4529073** 383 Road Runner — orange

**P4529080** 440 Super Commando — red



## HEMI AIR HORNS

For use with Holley Hemi cross ram carburetors. Perfect for Super Stock competition or restoration. Sold as pair, includes front and rear.

**\*P5007809** Hemi Air Horns

## RACE HEADERS

Go to mopar.com for a complete listing of Mopar Performance race headers for car and truck applications.



## SPECIAL HEMI® HEADERS

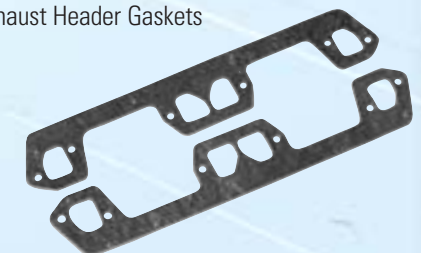
**\*P4876637** Hemi Headers — for use with Hemi block with Wedge engine mounts (P4529852 and P5007669)

**NOTE:** Headers fit B-body only.

## EXHAUST HEADER GASKET SETS

These exhaust collector and feeder gaskets are made from special extra high temperature material for added strength and durability.

- P4876102** "A" engine/Magnum V8 Exhaust Header Gaskets
- P4876103** W-2 — Dual Pattern Race Exhaust Header Gaskets
- P4876105** "B/RB" Exhaust Header Gaskets
- P5007157** W-8/W-9 Exhaust Header Gaskets
- P4876106** "B/RB" — Ported Heads Exhaust Header Gaskets
- P4876107** 426 Hemi Exhaust Header Gaskets
- P4876108** V10 truck Exhaust Header Gaskets
- P4120100** W-5/W-7 Exhaust Header Gaskets



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The Woodward Dream Cruise always has the hottest bodies!

## IGNITION/ELECTRONICS

### ORANGE IGNITION CONTROL UNIT

For a hotter spark and more capability, use a Mopar Performance high-performance electronic control unit. For general high-performance use up to 6000 rpm.

**\*P4120505** Orange ECU



### CHROME IGNITION CONTROL UNIT

For a hotter spark, use this high-performance electronic control unit. For general high-performance use up through 8000 rpm.

**\*P4120534** Chrome ECU



### SUPER GOLD IGNITION CONTROL UNIT

The Super Gold Electronic Ignition Control Unit is the culmination of several years of high-performance ignition systems development. Designed to outperform any ignition unit previously offered to Mopar racers, it will handle the high-current demand by the P3690560 high-performance coil while keeping dwell variation to less than 1° from 1000 to 10,000 rpm. Dwell is set for maximum spark output at low or high engine speeds. The Super Gold provides outstanding performance from idle to 12,000 rpm.

**\*P4120600** Super Gold ECU — race only



### ELECTRONIC CONVERSION KITS WITH VACUUM ADVANCE DISTRIBUTOR

Mopar Performance will take care of your ignition problems with an electronic ignition conversion kit. Mopar Performance magnetic impulse ignition systems offer many advantages over breaker-type ignition systems. They require less frequent tune-ups, increase secondary voltage, improve starting, eliminate irregular timing and dwell change with engine speed, and increase plug life. Conversion packages are available to convert old point-type ignitions to electronic ignitions. Packages include distributor with high-performance advance curve, wiring harness, electronic control unit, ballast resistor, and installation instructions.

**\*P3690426** 273-318-340-360 Electronic Conversion Kit

**\*P3690427** 361-383-400 Electronic Conversion Kit

**\*P3690428** 413-426W-440 and 426 Hemi® Electronic Conversion Kit



### TRUNK MOUNTED BATTERY KIT

This kit is designed for moving the battery to the trunk to improve weight distribution, which is important to drag racers. It will contribute to improved braking and less understeer in hard turns for oval racers and ralliers.

Kit will fit nearly any car. Now includes enclosed battery box for added safety. Does not include battery.

**P4349500AB** Trunk Mounted Battery Kit



### BALLAST RESISTOR — ELECTRONIC DISTRIBUTOR

**P2444641** Use with mechanical advance distributor, using P3690560, P4876832 and P4876833 coils (1/4 ohm)



**P5206436** Use with electronic ignition systems using P4120505 orange box and production coil, or with P4120889 coil (1 ohm)

### BLASTER COIL

- Cylindrical designed, oil-filled coil
- 100:1 turns ratio
- Threaded-stud primary connection and conventional "socket" style tower
- For use with P4876728, P4876729, P4876730
- \*P4876732** Black Blaster Coil (pictured)
- \*P4876733** Chrome Blaster Coil

**NOTE:** Use 1/4-ohm ballast resistor P2444641 when used with ignition kits P3690426, P3690427, P3690428.



### LIGHTWEIGHT STARTER

Coming in at 7 lbs. complete, this unit is 1 3/4 lbs. lighter than Mopar's previous lightweight starter, half the weight of the original V8 production starter, and 1" shorter. May require header/exhaust modifications on some applications. Wiring terminal extension must be removed for big block installation.

**P5249644AB** Lightweight Starter — small block

**P5007860** **NEW!** Lightweight Starter — big block/Hemi



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# AUTOMATIC TRANSMISSION



John Zarb's 1965 Belvedere Hemi® — no frills, just fast. Pure muscle to the core.

## RWD AUTOMATIC TRANSMISSION SHIFT IMPROVER PACKAGE

You can enjoy firmer, quicker shifts with this RWD shift improver package. On 1971 and later transmissions, the part-throttle kickdown is retained. Through 1986 1/2 only. For general purpose/high-performance.

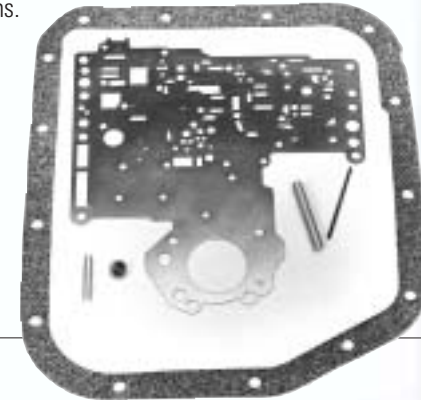
- \*P4007899 All A-904/998/999
- \*P4349469AB All A-727



## RWD OVERDRIVE A-518 AUTOMATIC TRANSMISSION SHIFT IMPROVER PACKAGES

Now you can enjoy firmer, quicker shifts with these overdrive rear-wheel drive shift improver packages. On the A-518 lockup overdrive automatic transmissions used in RWD trucks, the part-throttle kickdown function is retained along with the full shift pattern. This kit is designed for general purpose or high-performance applications.

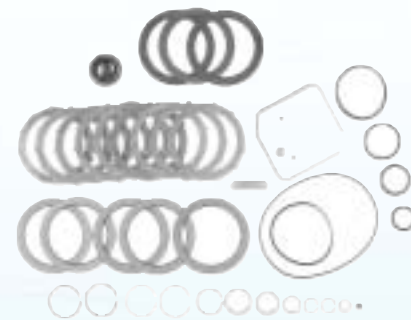
- \*P5249641 1990–95 A-518 — lockup and non lockup



## TRANSMISSION OVERHAUL KITS

Mopar Performance has packaged transmission seals, filters, gaskets, rings, bands and discs together in kits so you can overhaul your dual purpose A-904 (includes A-998 and A-999) or A-727 automatic transmission with factory quality original equipment parts.

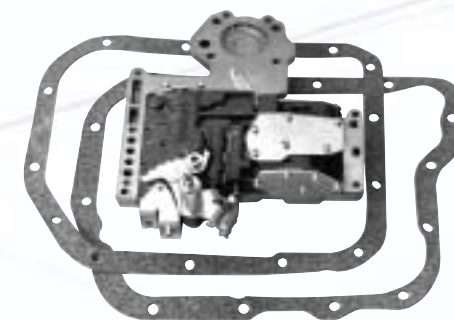
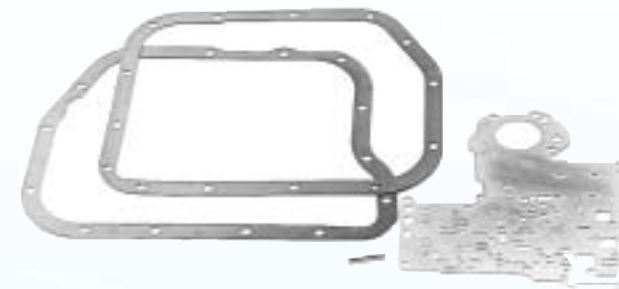
- P5007568 A-904, A-500, performance
- P5007569 A-904, A-500, race
- P5007172 A-727, performance
- P5007171 A-727, race



## SHIFT IMPROVER PACKAGE

This package offers firmer, quicker shifts for better performance and quicker ETs. Package comes complete with all necessary parts, spacer gaskets, pan gasket and simple instructions. For serious performance/racer applications. For use in non lockup applications only.

- \*P4529087 1962–70 A-727 and A-904 1971–73 A-904 6-cylinder
- \*P4529088 1971–73 A-727 and 1971–73 A-904 V8



## RWD VALVE BODY ASSEMBLY

Fits all 1966–76 Mopar Performance transmissions and 1966–83 non lockup. Reverse pattern eliminates 2-3 shift overlap. Race only.

- \*P4007291 Manual shift turbo-action

## NEUTRAL SAFETY SWITCH

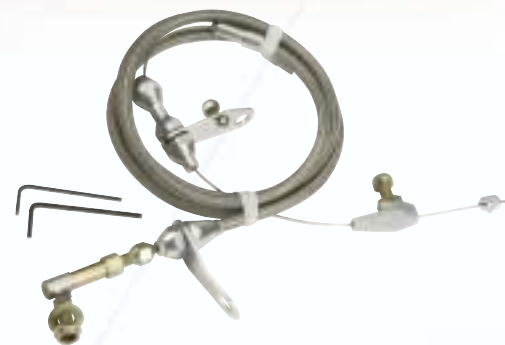
Fits 727/904 automatic transmissions from 1965–84.

- P5007747 Neutral Safety Switch

## NEW! KICKDOWN CABLE

For engine/transmission swaps when production kickdown linkage will not work or is not available.

- P4510645 Kickdown Cable



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### TORQUE CONVERTERS

Mopar Performance offers several race and street torque converters with varying stall speeds.

**\*P4876879AB** 727 up to 1995 — 175 k

**NOTE:** Go to [mopar.com](http://mopar.com) for complete listings and specs.



A little cruising to make sure everything looks, sounds and runs just right!



### RWD TORQUE CONVERTER FLEX PLATES — 7/16" BOLTS

For use with race torque converters.

- \*P4529751** SFI approved for use with 6-bolt crank flange and Hemi®, B & M or turbo action converter
- \*P4529752** SFI approved for use with 8-bolt crank flange and Hemi, B & M or turbo action converter

### RWD COMPLETE CLUTCH KIT

Dual-purpose performance A-904 (includes A-998 and A-999) or A-727 transmissions can be fixed with these front and rear clutch kits. All components are high-quality O.E. parts designed for your transmission. Kits contain front and rear discs, clutch plates and instructions.

**P4529008** A-904, A-500 performance Clutch Kit

**P4529016** A-727 performance Clutch Kit



### RWD KICKDOWN LEVER

This special 5:1 ratio kickdown lever for the A-904 and A-727 automatic transmission can be used as a replacement on the 426 Hemi transmission. Speeds up front band actuation on other A-904 and A-727 transmissions to firm up shifts.

**\*P4529023AB** Kickdown lever



### RWD AUTOMATIC TRANSMISSION DEEP OIL PAN PACKAGES

Available for A-727 and A-904 transmissions.

Extra-capacity steel pan improves cooling and lubrication of critical transmission

components. Results in better shift

performance and longer component life. Bolt-on spacer provided to lower the fluid pickup. Includes drain plug.

- P4007886AB** A-904 and A-999 non-chrome pan
- P4120162AB** A-904 and A-999 chrome-plated pan
- P3690730AB** A-727 — 1966 and later non-chrome pan
- P4120161AB** A-727 — 1966 and later chrome-plated pan

### RWD AUTOMATIC TRANSMISSION CAST ALUMINUM DEEP OIL PAN PACKAGES

Extra-capacity cast aluminum pan with fins improves cooling and lubrication of critical transmission components. Results in better shift performance and longer component life. Bolt-on spacer provided to lower the fluid pickup. Includes drain plug. Adds 2 quarts to sump. Includes extra hole for temperature gauge.



- P5007793AB** A-727 deep cast pan
- P5007794AB** A-904 deep cast pan





1970 Super Bird  
Hurst Pistol Grip  
— hold on tight!

Photo: Robert Genat

# MANUAL TRANSMISSION

## STREET/STRIP PRESSURE PLATES

Use with street/strip clutch discs.

- P4876919** 11" Hemi/440
- P4876920** 10 1/2" Hemi/440/340
- P4876921** 11" race



## MUSCLE CAR PRESSURE PLATES

Designed as replacements for early V8 muscle cars. Both are roller designs similar to original production unit. Use with muscle car clutch discs.

- P4529140** Pressure Plate 10 1/2"
- P4529141** Pressure Plate 11" (actual 10.95") scalloped 1970-72 "B/RB" Hemi

## V8 CLUTCH COVERS AND PRESSURE PLATE — RACE

- P4529406** 3100 lb. spring load, super heavy-duty for 10 1/2" clutch

## STEEL V8 FLYWHEELS — 130 TOOTH

These steel replacement flywheels weigh 30 lbs. each and are for use with 10 1/2" clutch. Not SFI approved.

- P4529142** 6-bolt Steel V8 Flywheel
- P4529143** 8-bolt Steel V8 Flywheel



## 360 CAST CRANK FLYWHEEL — 130 TOOTH

Replacement flywheel for the 360 cast crank engine with external balance. Not SFI approved. 6-bolt for 10 1/2" clutch.

- P4529110** 1971-92 — 360 Cast Crank Flywheel (not for AMC 360)
- P5249842** 1993-01 — Magnum 360 Cast Crank Flywheel, carb use only, including crate engines

## RACE STEEL V8 FLYWHEEL — 130 TOOTH

This race steel V8 flywheel weighs 18.5 lbs. and is designed for use with 10 1/2" clutch.

- \*P4876047** 6-bolt Race Steel V8 Flywheel

## NEW! HURST PISTOL GRIP SHIFTERS

Hurst Pistol Grip Shifters are back! Give your 4-speed Mopar muscle car that original look and feel it deserves with these brand-new, factory reissued pistol grip shifters from Hurst.

- P4510610** Hurst Pistol Grip Shifter — 1970 B-body non console (can also be used on 1968-1969 non console applications)
- P4510611** Hurst Pistol Grip Shifter — 1971-74 B-body non console w/center arm rest
- P4510612** Hurst Pistol Grip Shifter — 1970-74 E-body all, 1971-74 B-body w/console
- P4510614** Hurst Pistol Grip Simulated Wood Grain Insert

**NOTE:** All pistol grip sticks are the bolt-in style and are designed for use with Hurst Comp Plus shifters part number 391-6769 and install kit 373-4089.



## MUSCLE CAR CLUTCH DISCS

These discs are designed as replacements for various Dodge and Plymouth V8 muscle cars. Use with pressure plate numbers P4529140 and P4529141.

- P4529136** 10 1/2", 23 spline Clutch Disc
- P4529137** 11", 23 spline Clutch Disc
- P4529138** 10 1/2", 18 spline Clutch Disc
- P4529139** 11", 18 spline Clutch Disc



## STREET/STRIP CLUTCH DISCS

Use with street/strip pressure plates.

- P4876910** 11" Hemi/440, 18 spline Clutch Disc
- P4876911** 10 1/2" Hemi/440/340, 23 spline Clutch Disc



## NEW! A-883 4-SPEED GASKET

Complete 23-spline rebuild gasket kit for A-883 manual transmissions. Kit includes input seal, large rubber cone-style rear seal, and all necessary gaskets and seals.

- P4510639** 4-Speed Gasket

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## ALUMINUM 8 3/4" CARRIER HOUSING

This rugged aluminum center section is designed to hold up under high torque and save weight at the same time. Uses 1 3/4" large stem pinion and standard components. The 8 3/4" aluminum axle housing:

- Uses "742" style large stem ring and pinions
- Fits 8 3/4" banjo housings (up to 1974)
- Reduces weight by 44% — approximately 11 to 14 lbs. (compared to production cast iron)
- Features 6061 billet aluminum caps
- Decreases pinion deflection, 10% stiffer than cast iron housing
- Uses "742"-style bearings and shims, service parts and sure-grips like P4876118

**P4876445** Bare Housing — aluminum

**P5007585** Hardware kit

**NOTE:** Uses pinion snubber P5007483. Clearance required on 3.23 or higher ratios.



## RWD CHROME DIFFERENTIAL COVER

Attaching bolts not included.

**P3690755** Dana 60 9 3/4" axle



## 9 3/4" DANA 60 SHIM KIT

**P5249453** Fits 9 3/4" Dana 60 axle



## UNIVERSAL JOINT PACKAGE

U-joint for driveshaft use.

**P3690773** 1330 series, U-joint assembly

**P5007418** U-joint adapts 7260 driveshaft to 7290 axle yoke



## NEW! BILLET YOKE KITS

For use with 742 or 489 housing or Mopar Performance aluminum housing (P4876445). Kits include u-bolts and pinion nut.

**P4510638** 8 3/4" 10 spline Axle Yoke — 1.078" bearing cap, aluminum billet

**P4510655** 8 3/4" 10 spline Axle Yoke — 1.125" bearing cap, aluminum billet

**P4510656** 8 3/4" 10 spline Axle Yoke — 1.078" bearing cap, 4130 chromoly billet

**P4510657** 8 3/4" 10 spline Axle Yoke — 1.125" bearing cap, 4130 chromoly billet

## AXLE YOKE KITS

Complete driveshaft pinion yoke kits include yoke, U-joint retaining straps, strap hold-down bolts, yoke retaining washer and nut, and instructions (10 and 29 splines fit 8 3/4" axle only).

**P4529481AB** 29 spline, 7260 joint

**P4529483AB** 29 spline, 7290 joint

**P4876804** 10 spline, 7290 joint

**P3690771AB** Dana 60 — rear axle, U-bolt type 9 3/4" — yoke (1330 Joint)

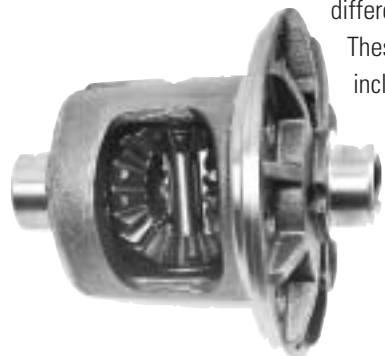


## SURE-GRIP DIFFERENTIAL ASSEMBLY

Mopar Performance supplies production replacement Sure-Grip differential assemblies for rear axles. These assemblies are complete, including instruction sheet for

high-performance applications. Designed for gear ratios of 2.76:1 and higher.

**P4876118** Fits 8 3/4" axles



## REAR AXLE BEARING SET

Specifically designed by Mopar Performance to eliminate the production bearing retainers and axle end play adjuster. Each set contains 2 axle shaft bearings, 2 bearing retainer sleeves, 2 axle shaft seals and 2 axle flange gaskets. Fits 1965 and newer axles.

**P5249444** Fits 8 3/4" and 9 3/4" axles



## U-BOLT YOKE CONVERSION — 29 SPLINE

Converts standard strap-type assembly to stronger U-bolt assembly on Dana 60 axles with type 7290 u-joints. Allows use of stock prop shaft.

**P4120714AB** U-bolt Yoke Conversion Dana 60

**P5007417AB** Yoke Kit — adapts 7290 yoke to 7260 driveshaft, 29 spline, 8 3/4" carrier



## NEW! AXLE BRACE

Keeps axle tubes from twisting under extreme loads — provides strength and rigidity to the Chrysler 8 3/4" axle.

**P4510642** 8 3/4" Axle Brace





**MOPAR  
STILL RULES  
THE STRIP!**

**THIS NEVER GETS OLD!**



Photo: Bruce Biegler

Photos: Randy Bolig



Photo: Bruce Biegler

## DEVIL IN A BLUE DRESS

**1971 DODGE DEMON OWNER — RON SILVA ALTA LOMA, CALIF.**

Ron Silva knows a diamond-in-the-rough when he sees it. After all, how many people visualize a \$550 1971 Dodge Demon ultimately doing the quarter mile in the 9s? Muscle car owners like to dream big, and Ron turned his into a fire-breathing, tire-smoking behemoth that is the terror of tracks up and down the West Coast.

Silva began with the stock unibody construction, then added a number of enhancements from Mopar Performance. Chief among them were:

- 340 R-3 ENGINE BLOCK
- W9 ALUMINUM CYLINDER HEADS
- AN ALUMINUM CARRIER MOUNTED INTO AN 8 3/4 REAR END HOUSING
- MOPAR SUPER STOCK LEAF SPRINGS
- MOPAR TORSION BARS

To ratchet up the horsepower, the block was clearanced for the rods and stoker crank. Silva spent considerable time lightening the block with hand tools, in order to squeeze out another mph or two. The final under-the-hood product displaces 474 cubic inches and lays down a cool 700 hp.

So how much of a demon is this Demon? Recently, at Mopars at the Strip in Las Vegas, the Demon turned a best time of 9.95 at 133.69 mph. Astoundingly, this was accomplished with a full interior, a small block engine and tires that were only 11.5 inches wide. Plus, he had to slow down at the end in order to pass tech. How's that grab ya?



# BRAKES



## MASTER CYLINDER ADAPTER

For use with master cylinder assemblies P5249270 and P5249271. Contains adapter and 2 retaining nuts. To be used

with brake cylinder pushrod package.

**P5249316** Converts 4-stud to 2-stud attaching style

**P5249315** Master Cylinder Adapter

## OFFSET MASTER CYLINDER ADAPTER

Designed specifically for 1968 Super Stock Hemi A-body cars. Moves master cylinder away from engine for added clearance with Hemi or 440 engine valve covers.



**P5249717** 1968 Hemi or 440 A-Body

## MASTER CYLINDER ASSEMBLIES

While you're upgrading your brakes, go the full route by adding a Mopar Performance master cylinder assembly. These master cylinders are recommended for use with Mopar Performance exclusive race disc brake kits.

**P5249270** Bore diameter: 15/16  
Displacement: 1.30 cu. in.  
Stroke: 1.42"  
Split: 63% F/37% R for cars under 2800 lbs.

**P5249271** Bore diameter: 1 1/32"  
Displacement: 1.02 cu. in.  
Stroke: 1.31"  
Split: 69% F/31% R for cars over 2800 lbs.



## NEW! ADJUSTABLE BRAKE PUSHROD

For use with P5249270 and P5249271 lightweight master cylinders.

**P4510640** Adjustable Brake Pushrod



## NEW! STAINLESS MASTER CYLINDER HEAT SHIELD

Prevents heat from exhaust header or exhaust manifolds from boiling and degrading brake fluid — perfect for big block, A-body conversions.

**P4510634** Stainless Master Cylinder Heat Shield

## LIGHTWEIGHT BRAKE PROPORTIONING VALVE



Fully adjustable if you have a split brake system front to rear. The proportioning unit is made from lightweight billet aluminum and is compact for all applications.

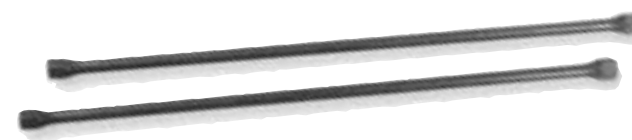
**P5249088** Lightweight Brake Proportioning Valve

## BRAKE CYLINDER PUSHROD PACKAGE

For use with master cylinder assemblies P5249270 and P5249271 and master cylinder adapter P5249315. Package contains pushrod assembly, bolt, nut, washer, adhesive, roll pin and instruction sheet.

**P5249316AB** Brake Cylinder Pushrod Package

# STEERING/SUSPENSION



## TORSION BAR SETS

### A-BODY TORSION BAR SETS — 35.7" LONG

**P5249148** .810" diameter — drag race applications

**P5249149** .870" diameter — restoration for 340 cars, improved Slant 6, 273 and 318 handling

**P5249150** .890" diameter — restoration for 383 cars, improved "A" handling.

### B- AND E-BODY TORSION BAR SETS — 41" LONG

**P5249156** .840" diameter — drag race applications

**P5249157** .920" diameter — restoration for 440 and Hemi cars, improved "A" handling

**P5249158** .960" diameter — improved "B/RB" and Hemi handling

**NOTE:** Will not fit 1973 and newer B-body applications.

## SUPER STOCK AND O.E. LEAF SPRINGS

### SUPERSTOCK

**P3412002** Right — original 1968 Hemi SS

**P3412003** Left — modified cars and all-race Hemi SS — requires rear shackle relocation on B-body car

**P3690456** Right — 3400 lbs. car weight

**P3690457** Left — Including 1964–65 SS B-body

**P3690454** Right — 3800 lbs. car weight

**P3690455** Left — B-body

**P4120865** Right — 3300 lbs. car weight

**P4120866** Left — E-body (Barracuda-Challenger) requires rear shackle relocation on B-body cars

**P3690460** Right — 3600 lbs. car weight

**P3690461** Left — E-body (Barracuda-Challenger) — requires rear shackle relocation on B-body cars

### ORIGINAL EQUIPMENT

**P4452982** Right — B-body

**P4452983** Left — B-body

**P4452984** Right — E-body

**P4452985** Left — E-body

**P4510268** **NEW!** Right XHD — A-body

**P4510269** **NEW!** Left XHD — A-body

**NOTE:** Refer to the Mopar Chassis Manual (P5007160) for additional information.



## REAR SPRING SHACKLE BUSHINGS

Sets of 8.

**P4510643** **NEW!** A-Body, high-performance polyurethane (pictured)

**P4452986** A-body (7/8"), heavy-duty rubber

**P4452987** B & E-body (1") and Super Stock springs, heavy-duty rubber

## NEW! SOLID LEAF SPRING FRONT EYE BUSHINGS

Contains (2) 1.5" aluminum spring eye bushings with steel sleeves. Improves spring reaction by cutting down on rubber deflection. Steel sleeve allows free movement of aluminum bushing.

**P4510644** Aluminum 1 1/2" diameter, 2" length



## REAR SPRING MOUNTING SEATS

Seats work with all leaf springs and all 3" diameter tube rear axles (8 1/4", 8 3/4", 9 1/4", 9 3/4").

**P4120074** Vehicles with 3" axle tubes

**P5007857** Vehicles with 3" axle tubes and Super Stock springs





### ADJUSTABLE PINION SNUBBER

Unit fits to the center front of the rear axle housing. Helps control axle wind-up by adjusting the height to the floor pan.

**P3690182** All 8 3/4" axle

**P3690181** All 9 3/4" axle



### REAR SPRING FRONT HANGER BRACKET SETS

**P4120079** Straight — 1966–70

Dodge B-body  
sedan, 1966–70  
B-body wagons

**P4120105** Straight — 1966–70

Plymouth B-body  
sedan, 1971–74  
B-body wagons

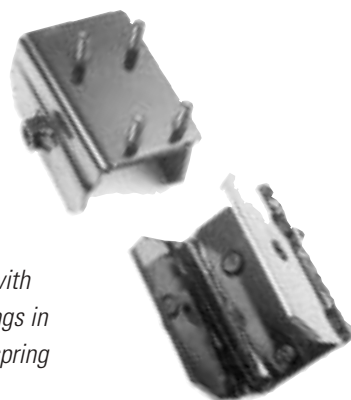
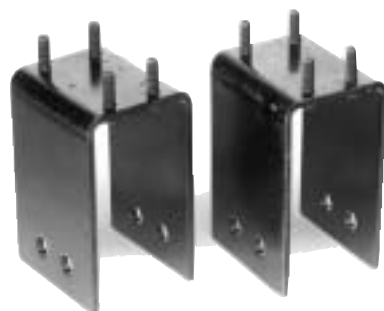
**P4120080** Straight — 1964–65 B-body  
with modification, 1970–74 E-body,  
1971–74 B-body hardtop

**P4120081** Straight — 1976–80 F-body,  
1980–83 J-body, 1977–78 M-body

**P4120077** Offset — A-body

**P4120078** Offset — E-body with Super Stock  
springs

**NOTE:** Straight hangers are 2" longer for use with Super Stock springs. Offset hangers move springs in next to frame and require offset shackles and spring seat to be moved.



### REAR SPRING SHOCK MOUNTING PLATES

These rear spring shock mounting plates are designed for RWD A, B and E-body cars. Provides lower shock pivot plus support u-bolts that hold rear spring to axle.

**P4876518** Right Shock Mounting Plate

**P4876519** Left Shock Mounting Plate



### MANUAL STEERING GEAR WORM AND BALL NUT PACKAGE

Replace your 26:1 manual steering production gear ratio set with this improved 20:1 ratio. For use on 1963–85 passenger cars.

**P4007612** Manual Gearbox



### REAR SHACKLE SETS

Packages come with bushings, side plates and nuts. Can be used for general service and special applications like spring relocation kits.

**P5249715** Straight — A body, 1 shackle only

**P5249716** Straight — B body, 1 shackle only

Offset is approximately .80" for use on super stock cars with relocated rear springs. Use with offset front hangers.

**P4120075** Offset — A-body

**P4120076** Offset — B- and E-body



### SPRING RELOCATION KIT

Moves leaf springs in 3" per side for added tire clearance. Mounts longitudinally. Requires welding. Includes front hangers, shackles, rear shackle mounts and spring mounting seats.

**P4120665AB** B- and E-bodies

**P4876558AB** A-body

**NOTE:** A-body uses small rear spring eye.



### NEW! POWER STEERING TO MANUAL STEERING ADAPTER

Allows you to convert vehicles equipped with power steering to a manual steering box.

**P4510637** Manual Steering Adapter



### BOLT-IN FRAME CONNECTOR PACKAGES

This handy prefabricated connector package lets you tie the front and rear frame longitudinally on all A- or B-bodied drag cars. Package includes 2 connectors, brackets and mounting hardware.

**P4286868** A-body 1967–76 (108" wheelbase)

**P4876658** A-body 1967–76 (111" wheelbase)

**P4286869** B-body 1966–mid 1972

**P4286870** E-body

### DRAG RACING REAR SHOCK ABSORBERS

Designed with extended length for special drag racing applications. Sold individually.

**P4529514** A-body with automatic transmission



### NEW! RALLYE WHEEL CENTER CAP

Made from original tooling with correct astrotone finish.

**P4510579** 1970 Rallye Wheel  
Center Cap, 4.500" B.C.





# GAUGES

**Mopar Performance is offering** a brand-new line of gauges featuring Mopar and SRT logos. Whether you are racing or cruising, these precision gauges can help you get the most out of your car. When the slightest change can mean the difference between winning and losing — on the strip or in a show — Mopar Performance has the winning edge.

- Lighting for all gauges is white.



## 5.0" TACHOMETER 10,000 RPM

Tachometer Signal Adapter (P4510598) required with 5.0" Tachometer.

- P4510409 Carbon face w/ White Mopar logo
- P4510419 White face w/ Blue Mopar logo
- P4510438 Silver face w/ Black Mopar logo
- P4510429 Silver face w/ Black SRT logo
- P4510598 Tachometer Signal Adapter (required)



## 2-1/16" FULL SWEEP NITROUS PRESSURE 0 - 1600 PSI

- P4510417 Carbon face w/ White Mopar logo
- P4510427 White face w/ Blue Mopar logo
- P4510445 Silver face w/ Black Mopar logo
- P4510436 Silver face w/ Black SRT logo

## 2-1/16" BOOST VACUUM 30 PSI/30

2-1/16" Boost-Vacuum 30 PSI/30" Hg with Peak Warning and Memory.

- P4510410 Carbon face w/ White Mopar logo
- P4510420 White face w/ Blue Mopar logo
- P4510526 Silver face w/ Black Mopar logo
- P4510525 Silver face w/ Black SRT logo



## 2-1/16" AIR/FUEL RATIO (LEAN TO RICH)

For 2003 models, you must order the 2002 Oxygen Sensor Kit (P4510599).

- P4510416 Carbon face w/ White Mopar logo
- P4510426 White face w/ Blue Mopar logo
- P4510444 Silver face w/ Black Mopar logo
- P4510435 Silver face w/ Black SRT logo
- P4510599 Oxygen Sensor Kit (required)



## 2-1/16" OIL PRESSURE 100 PSI

- P4510412 Carbon face w/ White Mopar logo
- P4510422 White face w/ Blue Mopar logo
- P4510440 Silver face w/ Black Mopar logo
- P4510440 Silver face w/ Black SRT logo
- P4510431 Carbon face w/ White Mopar logo



## 2-1/16" VOLTMETER 8-18 VOLTS

- P4510414 Carbon face w/ White Mopar logo
- P4510424 White face w/ Blue Mopar logo
- P4510442 Silver face w/ Black Mopar logo
- P4510433 Silver face w/ Black SRT logo



## 2-1/16" PYROMETER KIT 0°-1600° F, EGT

- P4510411 Carbon face w/ White Mopar logo
- P4510421 White face w/ Blue Mopar logo
- P4510439 Silver face w/ Black Mopar logo
- P4510430 Silver face w/ Black SRT logo



## 2-1/16" IN-DASH TACHOMETER 8000 RPM

- P4510418 Carbon face w/ White Mopar logo
- P4510428 White face w/ Blue Mopar logo
- P4510446 Silver face w/ Black Mopar logo
- P4510437 Silver face w/ Black SRT logo



## 2-1/16" WATER TEMPERATURE 100°-250° F

- P4510413 Carbon face w/ White Mopar logo
- P4510423 White face w/ Blue Mopar logo
- P4510441 Silver face w/ Black Mopar logo
- P4510432 Silver face w/ Black SRT logo

## GAUGE PODS

Available for the popular 2 1/16" gauges. Premium-grade automotive ABS is formed and trimmed to perfectly fit each application, giving a clean factory look. Easy installation with little or no modifications to the vehicle's interior.



- P4510560 2000-03 Neon and 2003-04 SRT-4 Single Gauge Pod, A-pillar mount, black finish
- P4510566 1995-99 Neon Single Gauge Pod, A-pillar mount, black finish
- P4510559 2000-03 Neon and 2003-04 SRT-4 Dual Gauge Pod, A-pillar mount, black finish
- P4510565 1995-99 Neon Single Gauge Pod, A-pillar mount, black finish
- P4510567 2001-03 PT Cruiser Dual Gauge Pod, A-pillar mount, beige finish



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They aren't wrapped in brown paper, but these books are hot! From the sweetest classic rides to the latest performance secrets, these books are the Bibles of serious car enthusiasts. Learn about the development of your favorite cars and let factory engineers put their experience to work for you. Your coffee table never had it so good.

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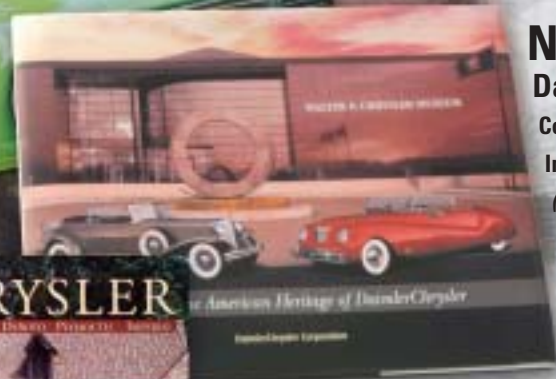
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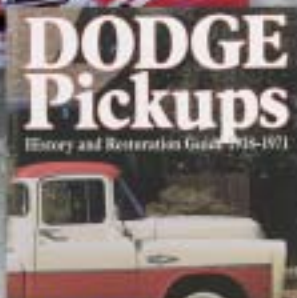
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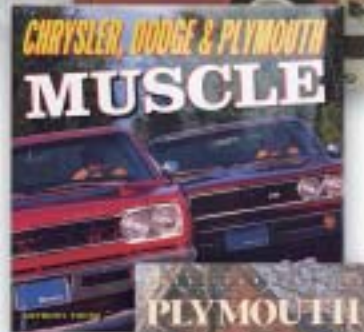
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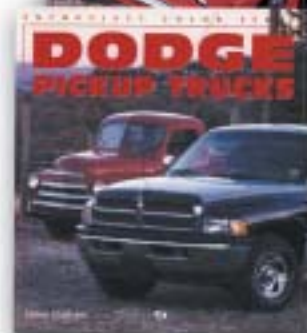
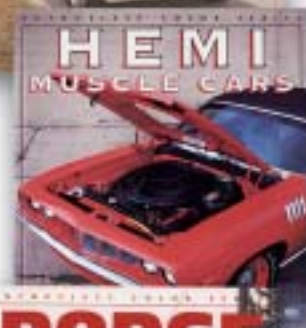
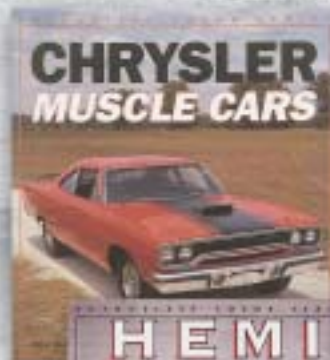
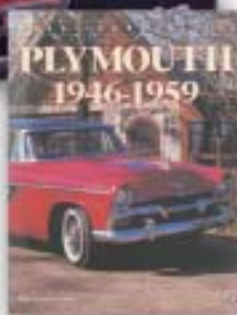
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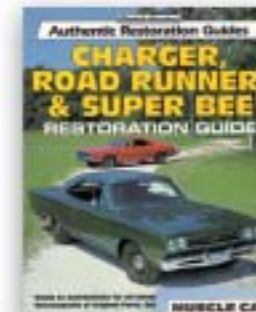
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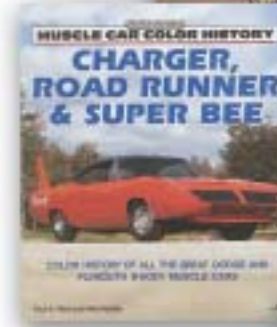
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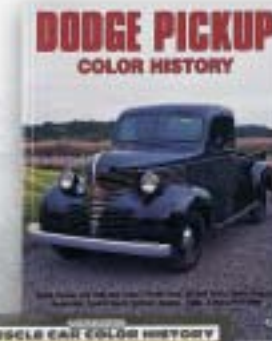
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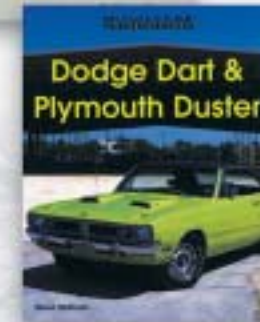
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P5007784 XXL



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Black Direct Connection Cap



▲ **P4510103**

Black Trucker Direct Connection Cap

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▲ **P5007769**

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▲ **P4510100**

Direct Connection License Plate



▲ **P4510101**

Direct Connection License Plate Frame



◀ **P4510081**

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▲ **P5007779**

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