

AUTHENTIC PERFORMANCE™

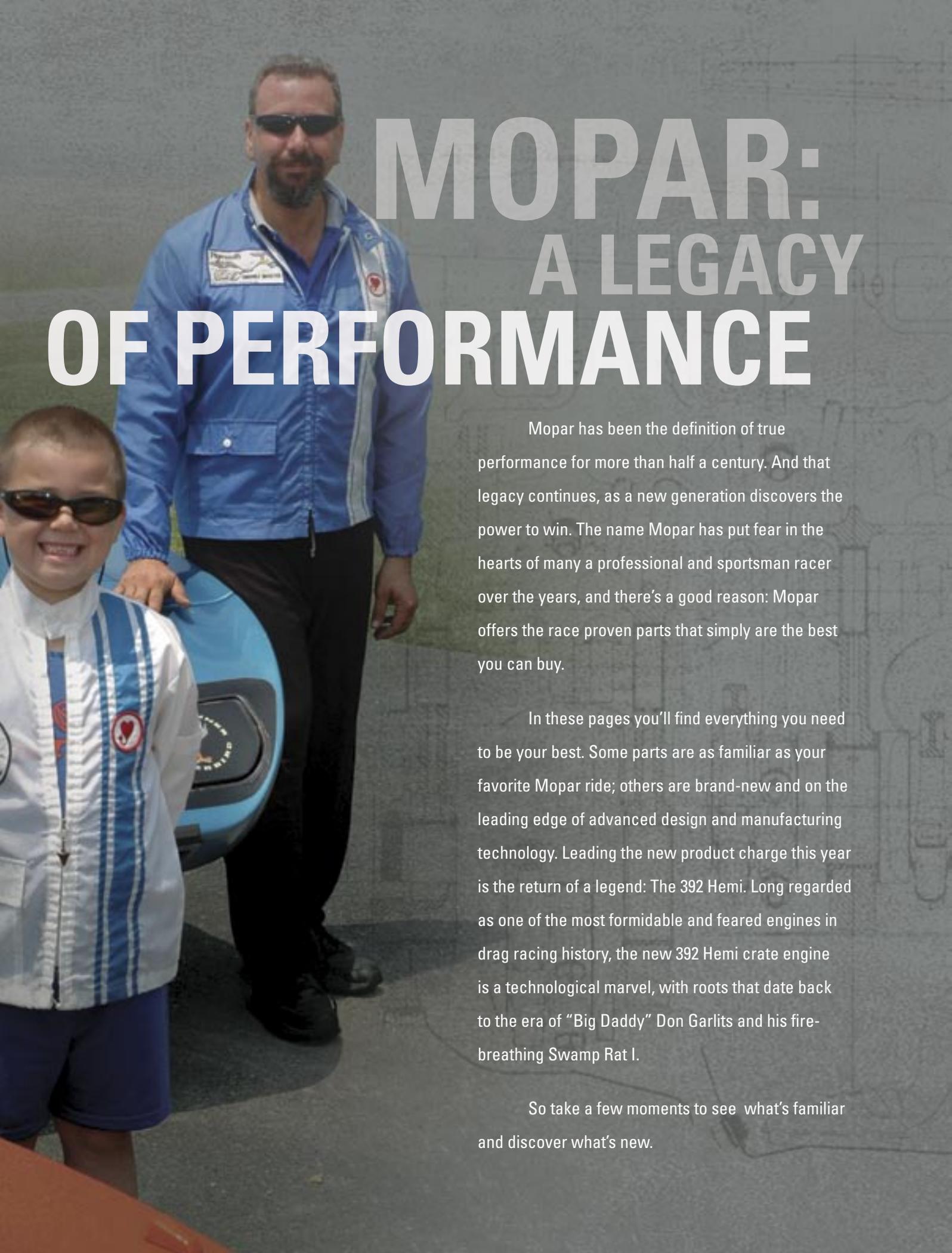


07

392 HEMI

PERFORMANCE

MUSCLE | STREET | SPEED

A man and a young boy are standing next to a blue race car. The man is wearing a blue jacket with patches and sunglasses. The boy is wearing a white and blue racing suit and sunglasses. The background is a grey wall with faint technical drawings.

# MOPAR: A LEGACY OF PERFORMANCE

Mopar has been the definition of true performance for more than half a century. And that legacy continues, as a new generation discovers the power to win. The name Mopar has put fear in the hearts of many a professional and sportsman racer over the years, and there's a good reason: Mopar offers the race proven parts that simply are the best you can buy.

In these pages you'll find everything you need to be your best. Some parts are as familiar as your favorite Mopar ride; others are brand-new and on the leading edge of advanced design and manufacturing technology. Leading the new product charge this year is the return of a legend: The 392 Hemi. Long regarded as one of the most formidable and feared engines in drag racing history, the new 392 Hemi crate engine is a technological marvel, with roots that date back to the era of "Big Daddy" Don Garlits and his fire-breathing Swamp Rat I.

So take a few moments to see what's familiar and discover what's new.

## MUSCLE:

To many, the muscle car era was a defining moment in automotive history—a brief moment in time when gasoline poured through big blocks and Hemis at a pavement-shredding rate. At Mopar, the muscle car era remains alive and well. In fact, it's celebrated. 2007 marks the 50th anniversary of a truly legendary engine: the 392 Hemi. To help commemorate that milestone, Mopar is offering a new 392 Hemi crate motor (see page 19). In its most potent form, the new 392 pumps out 540 horsepower! Think the muscle car era is dead? Not at Mopar. We've got the engines, transmissions, chassis products and dress-up parts to keep your car a classic.



## STREET:

Some of the hottest cars and trucks on the street these days wear Chrysler Group nameplates, such as the Dodge Caliber and Nitro, Chrysler 300C and Jeep Grand Cherokee SRT8. If you're a tuner/sport compact enthusiast, Mopar stands ready to help you take it to the street in style. With products like turbo upgrade kits, Katzkin leather interior packages, Kicker audio systems, and body kits, Mopar has everything you need to make your vehicle a one-of-a-kind ride. Forget the aftermarket stuff; your wheels deserve Mopar.



## SPEED:

Professional racers and weekend warriors alike know one thing: Mopar comes to race. We've been doing it right for half a century. Year in and year out, Mopar race products face grueling abuse on the proving grounds of NHRA, World of Outlaws, NASCAR and SCCA Pro Rally racetracks. And year after year, drivers at all levels of the racing world win with Mopar products. Mopar shares your passion for racing and winning. We prove it through an engineering and product development process that's second to none. Bolt on Mopar and bolt on the best!



**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 with an asterisk 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 – “AS IS”**

Mopar Performance parts beginning with a “P” prefix 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. Chrysler, Dodge 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: engine 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 limited warranty, which contains additional terms and limitations.

**MOPAR PARTS****12-MONTH LIMITED WARRANTY**

Except parts as listed above, certain parts from Mopar Performance sold over the counter or wholesaled are warranted against defects in workmanship or materials for 12 months/unlimited miles for parts (exchange) only. These parts are

identified in this catalog as having a specific part number structure. Part numbers starting with “P” are not covered under the 12-month warranty. Other parts listed in this catalog without a “P” prefix part number are covered under the 12-Month Limited Warranty described here. See your dealer for a copy of the limited warranty, which contains additional terms and limitations.

Parts installed on a Chrysler, Plymouth, Dodge or Jeep® vehicle by an authorized Chrysler, Dodge or Jeep dealer are warranted for 12 months/unlimited miles for parts (exchange) only. See your dealer for a copy of the limited warranty, which contains additional terms and limitations.

**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 or 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 to 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, Dodge and Jeep 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.

All Products 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, to the information contained in this printed document, including and without limitation to prices, specifications, equipment, colors, materials, and to change or discontinue products.

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## REAR-WHEEL DRIVE

Family / Body	From	Through	Vehicle Description	Family / Body	From	Through	Vehicle Description
4	1984	1988	Ram 50 (4x2), Ram 50 (4x4), Ram 50 (4x4) Cargo Cab	C	1988	1988	Dynasty, New Yorker
5	1984	1988	Conquest	D	1984	1988	Ram 150/250/350
A	1964	1976	Valiant, Duster	DH	2005	2005	Ram 2500/3500
A	1964	1969	Barracuda	DN	1998	2003	Durango
A	1964	1976	Dart, Demon, Swinger	DR	2002	Present	Regular & Quad Cab Pickup
AB	1989	2003	Ram Van, Wagon	E	1970	1974	Barracuda, Challenger
AM	1989	1989	Diplomat, Newport, Fifth Avenue, Gran Fury	F	1976	1980	Volare, Aspen, Super Coupe, Street Car
AN	1989	2004	Dakota	F	1985	1988	D150, D250, D350, W150, W250, AD150, AW150, 221, 157, 175, 197, 240
B	1962	1964	330, 440, Polara	HB	2004	Present	Durango
B	1962	1979	Coronet, Savoy, Satellite, Road Runner, Charger, GTX, R/T, Belvedere, Super Bee, Cordoba	HG	2006	Present	Aspen
B	1976	1978	Fury	J	1980	1983	Miranda, Cordoba
B	1977	1978	Monaco	J	1987	1988	LeBaron Coupe, LeBaron Coupe LX, LeBaron Convertible, LeBaron Convertible LX
B	1984	1988	Ram Van, Ram Wagon	KA	2006	Present	Nitro
B4	1989	1993	Ram 50 (SWB), Ram 50 (LWB), Ram 50 SE (LWB), Power RAM 50 (SWB)	LX	2004	Present	Magnum, 300, Charger
B5	1989	1990	Conquest	M	1984	1988	Diplomat, Gran Fury, Fifth Avenue, Newport
B6	1989	1990	Ram Raider	N	1987	1988	Dakota RWD/4WD
BE	1998	2002	Ram Pickup - Club Cab	ND	2005	Present	Dakota
BN	1988	1988	Premier, Monaco	NT	1984	1988	J10/J20 Pickup Truck
BR	1994	2002	Ram Pickup, Ram Cab and Chassis	PR	1997	2003	Prowler
BW	1999	2002	Ramcharger, Power Ram, Power Ram Cab and Chassis	SR	1992	2002	Viper GTS Coupe, Viper RT/10 Roadster
C	1962	1978	Imperial, New Yorker, Newport, Polara, Monaco, Royal Monaco, Fury I, II, III, GT	VA	2002	Present	Sprinter
				ZB	2003	Present	Viper
				ZH	2004	Present	Crossfire

## FRONT-WHEEL DRIVE & IMPORT

Family / Body	From	Through	Vehicle Description	Family / Body	From	Through	Vehicle Description
1	1984	1988	Colt	AL	1989	1990	Omni, Charger, Horizon, Turismo, GLH, Shelby Charger
3	1984	1988	Vista Station Wagon	AP	1989	1994	Shadow, Sundance, Shadow Convertible
AA	1989	1995	Acclaim, LeBaron, LeBaron Landau, Spirit	AQ	1989	1991	Chrysler Maserati Coupe
AC	1989	1993	Dynasty, New Yorker Landau, New Yorker Salon	AS	1989	1995	Caravan, Voyager, Town & Country
AG	1984	1993	Daytona, Laser	AY	1990	1993	Fifth Avenue, Imperial, New Yorker
AH	1989	1989	Lancer, LeBaron, LeBaron GTS, GTS	B1	1989	1992	Colt
AJ	1989	1995	LeBaron Coupe, Convertible	B2	1989	1992	Colt Summit
AK	1989	1989	Reliant, Aries, LeBaron, 600, Town & Country Wagon	B3	1989	1991	Colt Vista
				B8	1992	1996	Colt Vista, Summit

## FRONT-WHEEL DRIVE &amp; IMPORT [CONT.]

Family / Body	From	Through	Vehicle Description	Family / Body	From	Through	Vehicle Description
B9	1993	1996	Colt, Summit	KX	1984	1988	Renault Alliance/Encore
BB	1988	1992	Monaco, Premier	L	1984	1988	Omni, Charger, Rampage, Horizon, Turismo, GLH, Turismo, Scamp, Rampage, TC-3, Q24
BC	1988	1989	Medallion	LH	1993	2005	Concorde, Intrepid, Vision, 300M, New Yorker, LHS
BD	1990	1994	Laser, Talon	NS	1996	2000	Caravan, Voyager, Town & Country
CS	2003	Present	Pacifica	P	1987	1988	Sundance America, Sundance, Sundance Duster, Shadow America, Shadow, Shadow ES, Shadow Convertible
CY	1990	1993	5th Avenue, Imperial	P5	2000	2005	PT Cruiser
E	1984	1988	Caravelle, 600, New Yorker, E Class Avenger, Avenger ES (FWD), Sebring LX, LXi (FWD), Talon ESi, TSi Turbo (FWD), Talon TSi (AWD)	PL	1995	2005	Neon (US) SX 2.0 (Canada)
FJ	1995	2000	Daytona, Pacifica, Shelby, Chrysler GS Turbo II, Laser	PM	2006	Present	Dodge Caliber
G	1984	1988	Lancer, LeBaron GTS, LeBaron, GTS	PT	2000	Present	PT Cruiser
H	1985	1988	R/T Convertible	Q	1989	1989	Maserati
J4	1996	2000	Cirrus, Breeze, Stratus	RS	2001	Present	Caravan, Voyager, Town & Country
JA	1995	2000	Sebring, Stratus, Cirrus, Breeze	S	1984	1988	Caravan, Grand Caravan FWD/AWD, Caravan C/V, Voyager, Grand Voyager FWD/AWD, Town & Country FWD/AWD
JR	2001	2006	Sebring JX, Sebring JXi	ST	2001	2005	Sebring/Stratus
JX	1996	2000	LeBaron (through 1986), Reliant, Aries, Town & Country, Executive Sedan, Limousine, 600				
K	1984	1988					

## JEEP

Family / Body	From	Through	Vehicle Description	Family / Body	From	Through	Vehicle Description
C101	1966	1974	Jeepster	MK	2006	Present	Compass, Patriot
J/SJ	1964	1981	2- or 4-door wagon, 2-door pickup	SJ	1984	1991	Grand Wagoneer
CJ5	1954	1983	Jeep 2-door	TJ	1997	Present	Jeep Wrangler
CJ6	1954	1974	Jeep 2-door	WJ	1999	2004	Jeep Grand Cherokee
CJ7	1976	1986	Jeep 2-door	WK	2005	Present	Jeep Grand Cherokee
CJ8	1981	1985	Scrambler	XJ	1984	2001	Jeep Cherokee
JK	2006	Present	Wrangler Unlimited	XK	2005	Present	Jeep Commander
KJ	2002	Present	Liberty	YJ	1984	1995	Jeep Wrangler
MJ	1986	1992	Comanche	ZJ	1993	1998	Jeep Grand Cherokee

**REAR-WHEEL DRIVE (RWD)**

170 6 Cyl.  
 198 6 Cyl.  
 2.0L  
 2.2L 4 Cyl. 2 BBL Gas  
 2.2L 4 Cyl. EFI TC 1 Gas  
 2.4L 5-Spd. Man. O.D.  
 2.5L 4 Cyl. 2 BBL Gas  
 2.5L 4 Cyl. GAS (EFI)  
 2.5L 4 Cyl. TBI  
 2.5L I4 Power Tech  
 2.6L  
 2.6L 4 Cyl. 2 BBL Gas  
 2.6L TSI 5-Spd. Man.  
 2.7L I5 Mercedes Turbo Diesel  
 2.7L V6 DOHC 24V MPI  
 225 6 Cyl.  
 273 V8 Cyl. "A"  
 3.0L V6 GAS (EFI)  
 3.0L V6 MFI GAS  
 3.2L V6 SOHC 18V  
 3.2L V6 Supercharged  
 3.5L V6 H.O. 24V MPI  
 3.7L 6 Cyl. 1 BBL Gas  
 3.7L 6 Cyl. Hi-Perf. Gas  
 3.7L V6 Cyl.  
 3.9L 6 Cyl. - 2 BBL 90 Deg.  
 3.9L 6 Cyl. EFI  
 3.9L 6 Cyl. EFI 90 Deg.  
 3.9L V6 EFI Gas  
 3.9L V6 Magnum SMPI  
 3.9L V6 SMPI  
 318 V8 Cyl. "A"  
 340 V8 Cyl. "A"  
 360 V8 Cyl. "A"  
 361 V8 Cyl. "B"  
 383 V8 Cyl. "B"  
 4.2L I6 2 BBL Gas Std. Comp.  
 4.7L V8 FFV  
 4.7L V8 H.O. MPI  
 4.7L V8 MPI  
 400 V8 Cyl. "B"

413 V8 Cyl. "RB"  
 426 V8 Cyl. Hemi  
 426W V8 Cyl. "RB"  
 440 V8 Cyl. "RB"  
 5.2L V8 Cyl. 2 BBL Gas  
 5.2L V8 Cyl. 2 BBL H.D.  
 5.2L V8 Cyl. 2 BBL Propane  
 5.2L V8 Cyl. 4 BBL (Police)  
 5.2L V8 Cyl. 4 BBL Gas  
 5.2L V8 Cyl. EFI Gas  
 5.2L V8 Cyl. EFI Gas  
 5.2L V8 Cyl. LPG  
 5.2L V8 Cyl. MPI  
 5.2L V8 Cyl. MPI CNG  
 5.7L V8 Cyl. Multi-Displacement  
 5.7L V8 Cyl. SMPI  
 5.9L HO Cummins Turbo Diesel  
 5.9L I6 Cummins Turbo Diesel  
 5.9L V8 Cyl. 2 BBL Gas  
 5.9L V8 Cyl. 2 BBL H.D. Gas  
 5.9L V8 Cyl. 4 BBL Gas  
 5.9L V8 Cyl. 4 BBL H.D. Dual Exh. Gas  
 5.9L V8 EFI H.D. Gas  
 5.9L V8 EFI LD  
 5.9L V8 MPI  
 5.9L V8 SMPI  
 5.9L V8 SMPI Magnum  
 6.1L V8 SMPI  
 8.0L V10 MPI  
 8.3L V10 SFI

**FRONT-WHEEL DRIVE (FWD)**

1.0L 4 Cyl. SOHC 12V  
 1.5L 4 Cyl. 3-Spd. Auto.  
 1.5L 4 Cyl. SOHC 12V SMPI  
 1.6L 4 Cyl. 2 BBL - Gas  
 1.6L 4 Cyl. SOHC 16V HO  
 1.6L 4 Cyl. SOHC 16V SMPI  
 1.6L 4 Cyl. Turbo 5-Spd. Man.  
 1.8L 4 Cyl. MPI 5-Spd. Man.  
 1.8L 4 Cyl. SOHC 16V SEFI  
 1.8L 4 Cyl. SOHC 16V SMPI

2.0L 4 Cyl. 5-Spd. Man.  
 2.0L 4 Cyl. DOHC 16V SFI  
 2.0L 4 Cyl. DOHC 16V SMPI  
 2.0L 4 Cyl. DOHC 16V Turbo  
 2.0L 4 Cyl. SOHC 16V Hi-Perf.  
 2.0L 4 Cyl. SOHC 16V SMPI  
 2.2L 4 Cyl. 16V Turbo III (Maserati Head)  
 2.2L 4 Cyl. 2 BBL - Gas  
 2.2L 4 Cyl. 2 BBL Hi-Perf.  
 2.2L 4 Cyl. EFI - Gas  
 2.2L 4 Cyl. SFI (16V) Turbo III (Lotus Head)  
 2.2L 4 Cyl. TC Turbo I EFI  
 2.2L 4 Cyl. TC Turbo II  
 2.2L 4 Cyl. TC Turbo II (CMC)  
 2.2L 4 Cyl. TC Turbo IV (CMC)  
 2.2L 4 Cyl. Turbo Diesel  
 2.4L 4 Cyl. DOHC 16V MPI  
 2.4L 4 Cyl. DOHC 16V MPI H.O. Turbo  
 2.4L 4 Cyl. DOHC 16V SMPI  
 2.4L 4 Cyl. DOHC 16V Turbo  
 2.4L 4 Cyl. PZEV 16V DOHC  
 2.4L 4 Cyl. SOHC 16V  
 2.4L 5-Spd. Man. O.D.  
 2.4L I4 DOHC 16V H.O. Turbo  
 2.4L I4 DOHC 16V Turbo  
 2.5L 4 Cyl. EFI  
 2.5L 4 Cyl. MPI  
 2.5L 4 Cyl. SFI Turbo  
 2.5L I4 Power Tech  
 2.5L I4 SFI FF  
 2.5L I4 SPI Gas  
 2.5L Turbo I 4 Cyl. CMC  
 2.5L V6 SOHC 24V SMPI  
 2.6L 4 Cyl. 2 BBL Gas  
 2.7L V6 24V FFV  
 2.7L V6 24V w/Active Intake  
 2.7L V6 DOHC 24V MPI  
 3.0L V6 EFI Gas  
 3.0L V6 SMPI  
 3.0L V6 SOHC 24V  
 3.2L V6 SOHC 24V MPI  
 3.3L V6 CNG

3.3L V6 EFI Flex-Fuel  
 3.3L V6 MPI  
 3.3L V6 OHV  
 3.3L V6 SMPI  
 3.3L V6 SMPI FFV  
 3.3L V6 SMPI OHV  
 3.3L V6 SMPI OHV FFV  
 3.5L V6 24V MPI  
 3.5L V6 24V MPI H.O.  
 3.5L V6 SOHC 24V MPI  
 3.8L V6 OHV  
 3.8L V6 OHV SMPI  
 4.2L I6 2 BBL Gas Std. Comp.

**JEEP**

1.9L I4 Diesel RNUR  
 2.1L Turbo Diesel  
 2.4L Power Tech DOHC 16V I-4  
 2.4L Power Tech DOHC 16V SMPII-4  
 2.5L 4 Cyl.  
 2.5L 4 Cyl. 16V Turbo Diesel  
 2.5L 4 Cyl. MPI  
 2.5L I4 Cyl. Power Tech  
 2.5L I4 TBI Gas (AMC)  
 2.5L Turbo Diesel  
 2.8L 4 Cyl. Turbo Diesel  
 2.8L 6 Cyl. GM  
 3.1L 5 Cyl. Turbo Diesel  
 3.7L V6  
 304 V8 Cyl. Carb.  
 350 V8 Cyl.  
 4.0L I6 MPI Gas  
 4.0L I6 Power Tech  
 4.2L I6 2 BBL Gas Low Comp.  
 4.2L I6 2 BBL Gas Std. Comp.  
 4.7L HO V8 MPI  
 4.7L V8 MPI  
 5.2L V8 MPI Magnum  
 5.7L Hemi Multi Displacement  
 5.9L V8 (AMC)  
 5.9L V8 MPI

# HEMI®

PERFORMANCE CATALOG



# THE LEGEND LIVES ON

Hemi. Just the word evokes raw emotion with Mopar enthusiasts—and fear among competitors. The dawn of the Hemi sent a seismic shock wave through the auto industry, and drag racing in particular. Half a century after the debut of one of the most significant Hemi engines in history—the 392—the legend lives on.

For 2007, Mopar is proud to introduce the 392 Hemi Crate Engine. The new 392 Hemi Crate Engine combines proud Hemi heritage with the best of today's advanced design and manufacturing technology. It's no less than a new Hemi for a new generation of Mopar enthusiasts.





### 392 HEMI CRATE ENGINE

Modern technology plus legendary power and performance equals the awesome 392 Hemi Crate Engine. You do the math!



### BLACK WRINKLE ALUMINUM VALVE COVER

Mopar's wide selection of cast aluminum and stamped steel valve covers gives you the freedom to choose the look you want: flashy, modern or original equipment. You can't miss—every choice is correct!



### NEW! DUAL QUAD INTAKE MANIFOLD

Back by popular demand – the original 1966-71 Street In-line, Dual Quad Intake Manifold. Uses original Carter AFB carburetors and maintains mounted bosses for throttle return brackets. Features factory casting machining numbers. Designed specifically for the 426 Street Hemi.



## MOPAR 540 ALUMINUM HEMI CRATE ENGINE—650+ HORSEPOWER

Mopar's 540 cid Aluminum Hemi Carbureted Hemi Crate Engine is designed for professional street cars or for anyone who wants the horsepower and durability of a race engine with the drivability of a street engine. This Hemi is a fully water-jacketed motor with a street compatible camshaft. Its aluminum block is stronger and lighter than cast iron. Also available in a completely polished version for the extreme show car enthusiast!

**\*P5153312 540 Hemi Crate Engine—Carbureted**

**\*P5153313 540 Hemi Crate Engine—Carbureted, Polished**

### Specifications:

- All-new components
- Aluminum block with steel sleeves and cross-bolted mains
- 4.500" bore
- Aluminum cylinder heads and valve covers
- 4340 H-beam connecting rods
- 2.25" intake and 1.94" exhaust stainless steel valves
- High-performance, double-spring valve springs
- Hydraulic performance roller camshaft, degreed for maximum horsepower
- Lightweight forged racing pistons with chrome-moly performance rings
- 10.75:1 compression ratio
- Hydraulic performance roller lifters
- Raised cam location for more rod clearance
- Roller tip high-performance intake and exhaust rockers
- Forged 4340 nitrided stroker crankshaft (4.250" stroke)
- 8-quarter aluminum oil pan with billet aluminum high-volume and high-pressure external oil pump
- Aluminum water pump and housing

### Extras include:

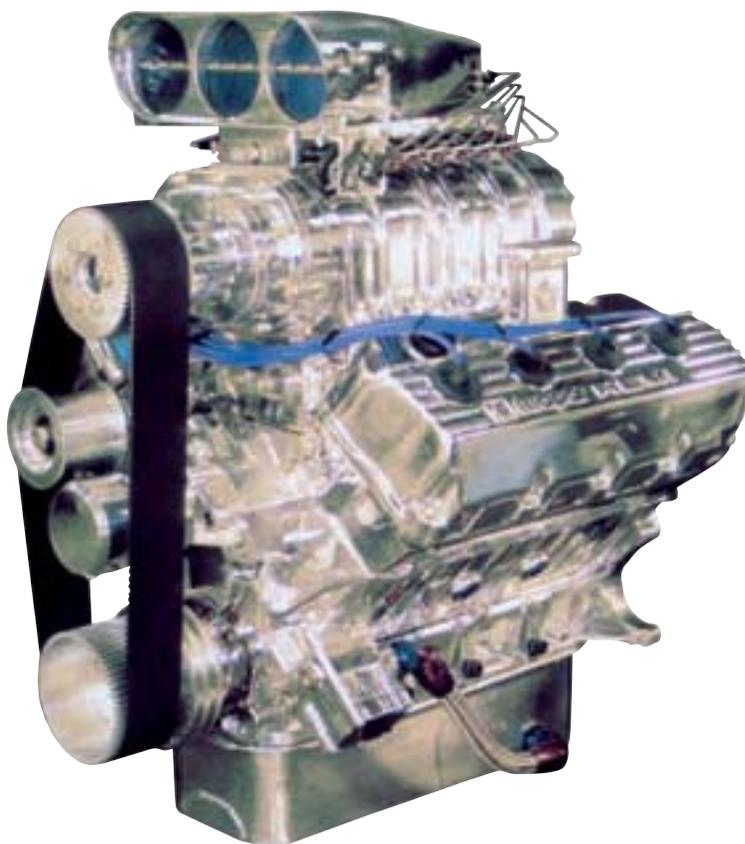
- 1/2" head studs
- 9/16" main studs
- 1/2" side bolts on mains
- Complete performance gear drive
- Racing push rods
- Heavy-duty performance engine bearings
- SFI-approved racing vibration damper
- Precision-balanced engine assembly
- Performance gaskets
- 1" diameter oil pump feed line
- Billet aluminum rocker stands
- Hardened performance rocker shafts
- Chrome-moly performance spring retainers
- Hardened valve spring keepers

**FOR MORE INFORMATION ON THE 540 ALUMINUM HEMI CRATE ENGINES, PLEASE CALL 509-467-7584.**

**Note:** Crate engines that change the emissions performance of the vehicle may not be legal for use on vehicles regulated for highway use in California and other states. Horsepower and torque ratings based on test engine. Ratings may vary on individual engines.

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



## MOPAR 540 ALUMINUM HEMI SUPERCHARGED CRATE ENGINE—900+ HORSEPOWER

Mopar's 540 cid Aluminum Hemi Supercharged Crate Engine is built with the highest quality performance parts available. This Hemi Crate Engine idles at 1,050 rpm. Peak torque is at 4,300 rpm, with peak horsepower is at 6,000 rpm. Designed with streetable cam profiles and compression ratios. Set up to run on pump gas. Aluminum block is stronger and lighter than cast iron. Also available in a completely polished version for the extreme car show enthusiast!

**\*P5153314 540 Hemi Crate Engine—Supercharged**

**\*P5153315 540 Hemi Crate Engine—Supercharged, Polished**

### Specifications:

- All-new components
- Aluminum block with steel sleeves and cross-bolted mains (4.500" bore)
- Aluminum cylinder heads and valve covers
- 4340 H-beam performance connecting rods
- 2.25" intake and 1.94" exhaust stainless steel valves with high-performance double-spring valve springs
- Hydraulic performance roller camshaft, degreed for maximum horsepower
- Lightweight forged racing pistons with chrome-moly performance rings
- 7.75:1 compression ratio
- Hydraulic performance roller lifters
- Raised cam location for more rod clearance
- Roller tip, high-performance intake rockers
- Forged 4340 nitrided stroker crankshaft (4.250" stroke)
- 8-quart aluminum oil pan with billet aluminum high-volume and high-pressure external oil pump
- Billet aluminum electric water pump
- Supercharger with 8-71 billet aluminum case, roots style
- Blower drive with 8 mm pulleys and idler bracket

### Extras include:

- 1/2" head studs
- 9/16" main studs
- 1/2" side bolts on mains
- Complete performance gear drive
- Racing push rods
- Heavy-duty performance engine bearings
- SFT-approved racing vibration damper
- Precision-balanced engine assembly
- Performance gaskets
- 1" diameter oil pump feed line
- Billet aluminum rocker stands
- Hardened performance rocker shafts
- Chrome-moly performance spring retainers
- Hardened valve spring keepers

**FOR MORE INFORMATION ON THE 540 ALUMINUM HEMI CRATE ENGINES, PLEASE CALL 509-467-7584.**

**Note:** Crate engines that change the emissions performance of the vehicle may not be legal for use on vehicles regulated for highway use in California and other states. Horsepower and torque ratings based on test engine. Ratings may vary on individual engines.

**Questions? Call the Mopar Direct Connection Techline at 1-888-528-HEMI (4364).**

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## 528 HEMI CRATE ENGINE — 610 HORSEPOWER

Bigger is truly better in high-performance engines. Mopar has developed a huge 528 Hemi Crate Engine that cranks out a whopping 610 horsepower and 650 ft.-lbs. of torque! Mopar recommends that for maximum performance, an 850/900 cfm Holley carburetor and 2-1/4" exhaust headers be used (not available through Mopar). Shown with available Cross Ram Intake (P5007534), Holley Carburetors (P4452778 and P4452779), and Hemi Air Horns (P5007809). Refer to the Hemi and Fuel Systems sections of this catalog for details.

### \*P5007630AD 528 Hemi Crate Engine — 610 Horsepower, 650 ft.-lbs. Torque

#### Specifications:

- Built with All-New Components
- Heavy-Duty, Siamese-Bore Cast Iron Block with Cross-Bolted Mains
- Aluminum Cylinder Heads
- Black Cast Aluminum Valve Covers
- Breathers
- Stainless Steel 2.25" Intake and 1.94" Exhaust Valves
- Heavy-Duty Single Valve Springs
- Premium Material Valve Stem Seals
- 292° Hydraulic Camshaft (248° duration @ .050") — 0.524"/0.543" Lift
- Forged Pistons — 4.50" Bore, 10.25:1 C.R.
- Aluminum Single Plane 4-bbl Intake Manifold — Verify Hood Clearance
- Forged Steel Crankshaft — 4.15" Stroke
- Precision Double Roller Timing Chain and Sprockets
- Chrome Front Cover
- 6-quart Rear Sump Oil Pan (1970–71 B- and E-Body Style)
- Spark Plug Wires
- High-Performance Electronic Distributor
- Heavy-Duty Engine Stand and Shipping Crate

**Note:** 10.25:1 compression ratio with aluminum heads allows the use of current high-octane premium pump gasoline. Crate engines that change the emissions performance of the vehicle may not be legal for use on vehicles regulated for highway use in California and other states. Horsepower and torque ratings based on test engine. Ratings may vary on individual engines.

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## 472 HEMI CRATE ENGINE — 525 HORSEPOWER

The 472 Hemi Crate Engine with increased displacement and power is an impressive step up from the familiar 426 Hemi. Mopar recommends the use of an 850 cfm vacuum secondary Holley carburetor and 2.00" exhaust headers (not available through Mopar).

### \*P5249666AC 472 Hemi Crate Engine — 525 Horsepower, 540 ft.-lbs. Torque

#### Specifications:

- Built with All-New Components
- Heavy-Duty Cast Iron Block with Cross-Bolted Mains
- Cast Iron Cylinder Heads
- Chrome Valve Covers
- Breathers
- Stainless Steel 2.25" Intake Valves and 1.94" Exhaust Valves
- Heavy-Duty Single Valve Springs with Dampers
- Premium Material Valve Stem Seals
- 292° Hydraulic Camshaft (248° duration @ .006") — 0.524"/0.507" Lift
- Forged Pistons — 4.250" Bore, 9.0:1 C.R.
- Aluminum Dual-Plane M1® 4-bbl Intake Manifold
- Forged Steel Crankshaft — 4.150" Stroke
- Premium Double Roller Timing Chain and Sprockets
- Front Timing Chain Cover
- 6-Quart Rear Sump Oil Pan (1970–71 B- and E-Body Style)
- 7 mm Silicone Spark Plug Wires
- Spark Plugs
- High-Performance Electronic Distributor
- Heavy-Duty Engine Stand and Shipping Crate

**Note:** 9.0:1 compression ratio allows the use of current high-octane premium pump gasoline. Crate engines that change the emissions performance of the vehicle may not be legal for use on vehicles regulated for highway use in California and other states. Horsepower and torque ratings based on test engine. Ratings may vary on individual engines.

**Questions? Call the Mopar Direct Connection Techline at 1-888-528-HEMI (4364).**

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## 426 HEMI CRATE ENGINE — 465 HORSEPOWER

Remove and store your rare numbers-matching original Hemi and replace it with a Mopar 426 Hemi Crate Engine. Here's classic power to move you—465 horsepower and 486 ft.-lbs. of torque under your right foot. For maximum performance, Mopar recommends the use of a 750 cfm Holley carburetor (P4349228) and 2.00" exhaust headers (not available through Mopar).

### \*P5249667AC 426 Hemi Crate Engine — 465 Horsepower, 486 ft.-lbs. Torque

#### Specifications:

- Built with All-New Components
- Heavy-Duty Cast Iron Block with Cross-Bolted Mains
- Cast Iron Cylinder Heads
- Chrome Valve Covers
- Breathers
- Stainless Steel 2.25" Intake Valves and 1.94" Exhaust Valves
- Heavy-Duty Single Valve Springs with Dampers
- Premium Material Umbrella-Type Valve Stem Seals
- 278° Hydraulic Camshaft (236° duration @ .050")— 0.495"/0.480" Lift
- Forged Pistons — 4.250" Bore, 9.0:1 C.R.
- Aluminum Dual-Plane M1® 4-bbl Intake Manifold
- Forged Steel Crankshaft — 3.750" Stroke
- Premium Double Roller Timing Chain and Sprockets
- Front Timing Chain Cover
- 6-Quart Rear Sump Oil Pan (1970–71 B- and E-Body Style)
- Spark Plug Wires
- High-Performance Electronic Distributor
- Heavy-Duty Engine Stand and Shipping Crate

**Note:** 9.0:1 compression ratio allows the use of current high-octane premium pump gasoline. Crate engines that change the emissions performance of the vehicle may not be legal for use on vehicles regulated for highway use in California and other states. Horsepower and torque ratings based on test engine. Ratings may vary on individual engines.



## NEW! 392 HEMI CRATE ENGINE — 525/540 HORSEPOWER

Mopar's fire-breathing, 525-horsepower fuel-injected 392 Hemi crate engine is an all-new engine assembly for a new generation of Mopar enthusiasts. Comes complete with a preprogrammed engine controller and harness to ensure compatibility with virtually any vehicle configuration. The original 392 Hemi was introduced on 1957 Chrysler and Imperial models, replacing the 354-cid version of the Hemi from 1956. Drop in a 392 Hemi and drop in a legend!

**\*P5153604 392 Hemi Crate Engine — Carbureted, 540 horsepower, 490 ft.-lbs. torque**

**\*P5153605 392 Hemi Crate Engine — SEFI, 525 horsepower, 510 ft.-lbs. torque**

**\*P5153603 392 Hemi Long Block Crate Engine**

### Specifications:

- Deep-Skirted Cast Iron Block with Cross-Bolted Mains
- CNC Ported Aluminum Twin-Plug Cylinder Heads
- Stainless Steel 2.100" Intake and 1.600" Exhaust Valves
- Ovate Wire (Beehive) Competition Valve Springs
- Viton Competition Valve Stem Seals
- 279°/285° (duration @ .006") Hydraulic Roller Camshaft with 0.584" Intake and 0.552" Exhaust Lift
- Forged Pistons (4.055" Bore)
- 10.3:1 Compression Ratio
- Aluminum Single Plane High Rise Intake Manifold with Holley 870 cfm 4-bbl. Carburetor (1)
- 4140 Forged Steel Crankshaft — 3.795" Stroke

- 4130 Forged Steel I-Beam Performance Connecting Rods — 6.200" Length
- SFI-Approved Competition Crankshaft Damper
- "Plug and Play" Wiring Harness
- 80 mm manual throttle body (2)
- Premium Tri-Metal Performance Engine Bearings
- Precision Balanced Rotating Assembly
- Distributorless Coil-On-Plug (COP) Ignition System

### "Plug & Play" Engine Management System (EMS) Features Include:

- Windows® software
- Built-In Peak and Hold Injector Drivers
- Built-In Direct Drive Ignition

- Built-In Dual Wideband UEGO Controllers (UEGO sensors not required or included)
- Sequential Fuel Injection
- Soft Cut Rev Limiters
- Onboard 512 kb Datalogger
- Definable Knock Control
- Full Idle Control
- Uses all the Factory Sensors
- Complete 392 calibration included

**Note:** 1—Carbureted Engine Only  
2—EFI Engine Only

**Note:** 10.3:1 compression ratio allows the use of current high-octane premium pump gasoline (92+ octane). Crate engines that change the emissions performance of the vehicle may not be legal for use on vehicles regulated for highway use in California and other states. Horsepower and torque rating based on test engine. Ratings may vary on individual engines.

**Questions? Call the Mopar Direct Connection Techline at 1-888-528-HEMI (4364).**

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## 5.7L HEMI CRATE ENGINE — 360 HORSEPOWER

Here's modern technology for your classic Mopar muscle car or Street Rod. Mopar offers a complete 5.7L Hemi Crate Engine with "Plug and Play" technology that makes installation into most vehicles hassle-free. The 5.7L Hemi Crate Engine produces 360 horsepower at 5,400 rpm and 360 ft.-lbs. of torque at 4,200 rpm.

- \*P4510593 5.7L Hemi Crate Engine — MPI, 360 Horsepower, 360 ft.-lbs. torque
- \*P4510594 5.7L Hemi Crate Engine — Carbureted, 360 Horsepower, 360 ft.-lbs. torque

### Specifications:

- Built with All-New Components
- Completely Assembled from Throttle Body to Oil Pan
- Cast Iron Cross-Bolted Cylinder Block Painted Hemi Orange
- Aluminum Hemi Twin-Plug Cylinder Heads
- Distinctive Chrome Valve Covers
- Heavy-Duty Cast Crankshaft
- Hydraulic Roller Camshaft
- Cast Pistons
- Aluminum M1® Single Plane MPI Intake Manifold and Throttle Body
- Production High-Flow Exhaust Manifolds
- Roller Timing Chain and Sprockets
- Production Flex Plate
- Heavy-Duty Connecting Rods
- High-Volume Oil Pump
- NGC (Next Generation Controller)
- "Plug and Play" Wiring Harness
- Heavy-Duty Engine Stand and Shipping Crate

Crate engines that change the emissions performance of the vehicle may not be legal for use on vehicles regulated for highway use in California and other states. Horsepower and torque rating based on test engine. Ratings may vary on individual engines.

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**A. Classic Hemi Engine  
Installation Components**

Now Mopar offers these much needed parts to make your 426 Hemi original production or crate engine installation easier. Each part sold individually.

- P4510281 Crank Pulley — Power Steering
- P4510286 Crank Pulley — without Power Steering
- P4510282 Water Pump Pulley
- P4510283 Crank Pulley Spacer
- P4510284 Oil Dipstick and Tube
- P4510285 Coil Bracket
- P4510287 Engine Mount Bracket — Two Required for Hemi Crate Engine Installation
- P4510288 LH Insulator
- P4510289 RH Insulator



A.

**B. Cast Iron Hemi Street Blocks**

Mopar Performance Hemi engine blocks have undergone revised, updated tooling. They are machined to closer tolerances than ever and feature increased material in the thrust area. Features the original 4.25" bore size while maintaining water flow between the cylinders (non-Siamese) for improved cooling and sealing durability. As an added feature, if you want to drop in a Hemi where a Big Block used to be, select the block that has ears cast and drilled on the sides to accommodate Big Block engine mounts (P5007669AB).

- \*P5007667AB 426 Hemi Cast Iron Street Block — Rough Bored at 4.19"
- \*P5007668AB 426 Hemi Cast Iron Street Block — Finish Bored at 4.25"
- \*P5007669AB 426 Hemi Cast Iron Street Block — Finish Bored 4.25", Cast/Drilled Ears for Big Block Wedge Engine Mounts (requires special headers)
- \*P5007670AB 426 Hemi Cast Iron Street Block — Stress-Relieved, Rough Bored at 4.19"



B.

**C. Cast Iron Hemi Siamese-Bore Blocks**

Cast Iron Siamese-Bore 426 Hemi Blocks give engine builders the flexibility for a larger bore. Blocks can be bored to the stock size of 4.25", but are specifically designed to be bored larger. Mopar recommends that you sonic check each block if you plan to exceed as-shipped bore diameters.

- \*P5007622AB 426 Hemi Cast Iron Siamese-Bore Block — Rough Bored at 4.19"
- \*P5007623AB 426 Hemi Cast Iron Siamese-Bore Block — Rough Bored at 4.498"
- \*P5007627AB 426 Hemi Cast Iron Siamese-Bore Block — Raised Cam, Rough Bored at 4.498"
- \*P5007648AB 426 Hemi Cast Iron Siamese Bore Block — No Tappet Machining



C.

**HEMI (426-BASED) ENGINE DISPLACEMENT (CUBIC INCHES)**

Bore	3.75"	Stroke 4.15"	4.50"
4.25"	426	472	511
4.31"	438	485	525
4.32"	440	487	528
4.38"	452	500	542
4.50"	477	528	573
4.53"	484	535	580
4.56"	490	542	588

## ENGINE BLOCK COMPONENTS

### A. Engine Teardown Gasket Set

All gaskets needed for complete Hemi engine teardown, including oil pan, cylinder head, valve cover, timing chain case cover, intake manifold and oil pump.

P3412083 Engine Teardown Gasket Set (1966 and Newer 426 Hemi)

### B. Rear Main Bearing Seal Retainer Kit

Kit contains engine rear main seal retainer, retainer bolts and seal package.

P4529732 Rear Main Bearing Seal Retainer Kit (426 Hemi)

### C. Oil Seal Package

Includes crank seals and installation tool.

P4271961 Oil Seal Package (426 Hemi)

### D. Block Hardware Package

Includes all necessary dowels, plugs, bushings and keys, as well as core plugs, rear cam bearing plug, drive gear bushing and head dowels.

P5249259 Block Hardware Package (426 Hemi)

### E. Core Plugs

These round, press-in engine Core Plugs fit standard or Mopar race cast iron blocks.

P5249708 Brass Core Plugs (426 Hemi)

## CRANKSHAFTS AND ACCESSORIES

### F. Forged Crankshafts — Machined

High-strength, high-quality Forged Crankshafts machined from 4340 steel. For high-performance race applications. 8-bolt flange.

\*P5007250 Forged Race Crankshaft — 4.15" Stroke, Full Radius, 8-Bolt, Balanced (426 Hemi)

\*P5007251 Forged Race Crankshaft — 3.75" Stroke, Full Radius, 8-Bolt, Balanced (426 Hemi)



A.



B.



C.



D.



E.



F.

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A.



B.



C.



D.



E.



F.

### A. NEW! 5.7L HEMI Forged Steel Performance Crankshaft

For increased horsepower, this brand-new, “factory fresh” (not remanufactured), forged steel performance crankshaft is an excellent complement to any 5.7L HEMI street or race engine. Every crankshaft is inspected for quality and is ready for balancing and installation right out of the box.

Features:

- Forged steel material for superior strength
- Full Magnaflux®/Magnaglo® inspection to ensure quality
- Precision-ground, heat treated and micro-polished to factory tolerances
- Bearing fit specs stamped into front counterweight for easy bearing selection

\*P5153479 Crankshaft (5.7L Hemi)

### B. 392 HEMI Crate Engine Crankshaft

High-strength premium quality 4104 forged steel crankshaft machined from proprietary forgings. For use in high-performance and race applications. Crank nose is machined for full-length damper key and features 2.100" rod throws and “new Hemi” 8-bolt flange – 3.795" Stroke. For 6.1L Hemi block-based stoker applications.

\*P5153578 392 Hemi Crate Engine Crankshaft

### C. Crank Key Package

Locates crank sprocket on the nose of the crankshaft. Contains two keys.

P5249822 Crank Key Package (426 Hemi)

### D. Crank Bolt Packages

Used to attach the vibration damper to the crankshaft.

P5249557AB Crank Bolt Package — 2.25" Length (Hemi with Aftermarket Dampers)

P5249562 Thin Damper Crank Bolt Package — 1.25" Length (Hemi with OEM Dampers)

## VIBRATION DAMPERS

### E. Thin Crank Vibration Damper

Designed for forged cranks and used primarily in Big Block and Hemi engines. It features 90° index markings and a symmetrical 6-bolt pattern for pulley attachment. On pre-1972 engines with stock pulleys, minor modifications will be needed to attach bottom pulley. Not SFI approved. Must use 383/440 engine pulleys (not available through Mopar).

P3830183 Thin Crank Vibration Damper

### F. Damper Degree Timing Tape

Improve timing accuracy with Damper Degree Timing Tape. Marked in 90° increments, a self-adhesive strip adheres to crank vibration damper for clear identification of marks. Permits reading spark advance up to 60° instead of only 10°–15° as on chain case timing tab. (Damper not included)

P4529070AB Damper Degree Timing Tape

**A. Vibration Damper—426 Hemi**

Features a steel ring and a universal 6-bolt front pulley mount pattern. SFI approved.

P5249699 Steel Vibration Damper (426 Hemi)

**Vibration Dampers—5.7L/6.1L 392 Hemi (Not Shown)**

ATI Super Damper, SFI approved for street and race applications. Built specifically for high-performance applications, the ATI Super Damper provides balanced dampening of torsional crankshaft vibrations at all RPM. Comes with 360-degree, laser-etched timing marks.

\*P5153630 Crate Engine Crank Damper (SFI) — 6.1L/392 Hemi

\*P5153631 Crate Engine Crank Damper (SFI) — 5.7L Hemi

**B. Oil Slinger**

Protects front seal from excessive oil contact and forces lubricant oil into chain.

P5249636 Oil Slinger (426 Hemi)

**ROLLER TIMING CHAIN AND SPROCKETS**

**C. Double Roller Chain and Sprocket Sets**

Provide added durability and decreased rotational friction versus production silent chains. Three machined keyways in crank sprocket adjust the cam timing. Kits include magnafluxed sprockets and roller timing chain.

\*P4452815 All-Out Race Chain and Sprockets — 3-Bolt Mount, Standard Size (426 Hemi)

\*P5249269 Double Roller Chain and Sprockets — 3-Bolt Mount (426 Hemi)

**D. Chrome-Plated Front Timing Chain Cover**

Includes cover, seal and gasket.

P4349816 Chrome-Plated Front Timing Chain Cover (426 Hemi)

**E. Chrome Bolt Package for Front Timing Chain Cover**

Engine chrome dress-up projects are incomplete without chrome bolts.

P4452795 Chrome Bolt Package for Front Timing Chain Cover (426 Hemi)



A.



B.



C.



D.



E.

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A.



B.



C.

## A. Front Cover Seal and Gasket

P4876280 Front Cover Seal (426 Hemi)  
 P4876769 Front Cover Gasket (426 Hemi, not shown)

## PISTONS AND CONNECTING RODS

### B. Forged Aluminum Piston — 426 Hemi

\*P4876026 Features valve notches and floating pin. Top and second rings measure 1/16"; oil rings measure 3/16". Siamese-Bore Forged Piston — 4.500" Bore, 4.500" Stroke, 6.860" Rod, 12.5:1 C.R. (426 Hemi).

### Forged Aluminum Piston and Ring Sets — 5.7L/6.1L/392

Features intake valve notch and 10.3:1 compression ratio.

\*P5153635 Forged aluminum piston set features light weight and high strength. Designed for production 4.055" bore and 3.795" stroke (392 Hemi Crate Engine "or" 6.1L — based stroker application) 0.3:1 C.R. Piston features a unique 4.5 cc dish and incorporates an intake valve notch to accommodate aggressive camshaft profiles. Features production 2005 — '06 6.1L Hemi 1.5mm, 3.0 mm ring package, unique 0.927" wrist pins and round wire pin locks.

\*P5153785 Piston ring set (0.020" oversize) designed to work with 5.7L Hemi oversize forged piston set. Features production 2005 — '06 5.7L Hemi 1.5 mm, 1.5 mm, 3.0 mm ring package.

\*P5153784 Forged aluminum piston set features light weight and high strength. Special 0.020" oversize accommodates overbore of blocks during rebuild. Stock 2003 — '06 5.7L Hemi dome shape maintains 9.3:1 C.R. Features production 2005 — '06 5.7L Hemi 1.5 mm, 1.5 mm, 3.0 mm ring package.

### C. Forged Steel Connecting Rod — 392 Hemi

Forged from premium 4340 high-strength steel, these rods feature race-quality cap screw rod bolts and durable I-beam design and floating pin. 6.200" center-to-center length, 0.927" bronze brushed wrist pin bore, designed for 2.100" rod bearing. For stroker applications in a 6.1L engine block, use with P5153578 crank.

\*P5153577 Connecting Rod Kit center-to-center 4340 forged steel, 6.200" length, 0.927" floating pin, configured for 2.100" rod bearing (392 Hemi).

### Forged Steel Connecting Rod — 5.7L Hemi

This durable connecting rod is forged from 4340 super high strength steel as a single piece. Includes high-strength bolts.

\*P5249898 Forged Steel Connecting Rod — Floating Pin, 6.86" center-to-center; (Sold Individually)

### 5.7L Hemi "Viper" Connecting Rod Bolt Kit (Not Shown)

For high-performance and racing applications, upgrade your 5.7L Hemi standard production connecting rod bolts to ARP® "Viper" bolts. Made from ARP2000 hybrid-alloy steel, these connecting rod bolts are standard on all Viper and Ram SRT10 engines.

\*P5153480 5.7L Hemi "Viper" Connecting Rod Bolt Kit

## CAMSHAFTS AND LIFTERS

### A. 426 Hemi Purple Shaft Camshafts

All Mopar Purple Shaft performance camshafts are designed, developed, dyno'd and track tested by engineers for increased power and rpm potential while maintaining reliability and the best possible low-speed characteristics, including torque and idle quality. Each package contains the camshaft, cam lube, instruction sheet and tappets. For 426-based Hemi engines.

**Specifications:**

- Duration @ .050": 241° Intake/241° Exhaust
- Intake Centerline: 106°
- Lift: 0.484" Intake"/0.475" Exhaust
- Recommended Springs: P3690933

- \*P4529315 Hydraulic Camshaft 1970-71 Street
- \*P4529316 Mechanical Camshaft 1966-69 Street

Note: For flat tappet camshafts, Mopar recommends the use of a high zinc oil for maximum durability.

### B. 392 Hemi Crate Engine Camshaft

Developed exclusively for the Mopar 392 Hemi Crate Engine to provide the best combination of power, torque and reliability. This hydraulic roller camshaft is designed to work with production 6.1L engine block and hydraulic roller lifters (not included), performance valve springs and pushrods. Valve notches will be required for proper valve-to-piston clearance (.080" minimum Intake, .100" minimum Exhaust). Stock pistons are NOT recommended.

**Specifications:**

- Advertised Duration: @ .006" 279° Intake/ 285° Exhaust
- Lob Spread: 110°
- Lift: 0.584"/0.552"

- \*P5153691 Camshaft (392 Hemi Crate Engine)

### C. 5.7L Hemi Street Camshaft

This 5.7L Hemi Mopar Performance camshaft was designed applying the same technology utilized on NASCAR racing engines as a drop-in replacement for the stock cam. It will increase airflow and engine output at 3,000 rpm and above while maintaining low rpm drivability characteristics. Requires Non-MDS hydraulic lifters. Recommended Springs: 5.7L Hemi Production Springs

**Specifications:**

- Duration @ .006": 259° Intake/267° Exhaust
- Duration @ .050": 204° Intake/210.5° Exhaust
- Lobe Separation: 116°
- Intake Centerline: 120° ATDC
- Lift: .500" Intake/.488" Exhaust
- Basic rpm: 3,000 - 6,200

- \*P5153325 Performance Camshaft (5.7L Hemi)

### D. 5.7L Hemi Mopar Performance Camshaft and Lifters Kit

Includes 5.7L Hemi Mopar Performance Camshaft (P5153325) and Non-MDS hydraulic lifters. (16 total)

- \*P5153570 5.7L Hemi Mopar Performance Camshaft and Lifters Kit

**Specifications:**

- Duration @ .006": 259° Intake/267° Exhaust
- Duration @ .050": 204° Intake/210.5° Exhaust
- Lift: .500" Intake/.488" Exhaust



A.



B.



C.



D.

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A.



B.



C.



D.



E.



F.



G.



### A. Mechanical Tappet

Sold individually.

\*P2843177 Mechanical Tappet — 0.005" Undersize, Race/Street Applications (426 Hemi)

### B. Roller Tappet Set

Includes matched pair of roller tappets with guide bar.

\*P4452920 Roller Tappet Set (426 Hemi)

### C. Hydraulic Tappet

Sold individually.

\*P4006767 Hydraulic Tappet (426 Hemi)

### D. Pushrods

Engineered to be installed in your Hemi engine rebuilding project. Pushrods are 3/8" diameter and sold as complete engine sets or individually for service (426 Hemi).

P4529561 Hydraulic Pushrods — 10.47" Intake, 11.45" Exhaust, Set of 16

P4529547 Hydraulic Pushrod — 10.47" Intake, Sold Individually

P4529548 Hydraulic Pushrod — 11.45" Exhaust, Sold Individually

P4529549 Mechanical Pushrod — 10.65" Intake, Sold Individually

Note: All Pushrod lengths are measured as overall.

### Pushrod Set 5.7L/6.1L/392 Hemi

Competition chrome moly steel pushrod set features 6.625" and 7.875" length, 5/16" diameter.

P5153629 Pushrod Set (5.7L/6.1L/392 Hemi)

### E. Camshaft Bearings

Complete engine set.

P5249711 Camshaft Bearings — Babbitt Applications (426 Hemi)

### F. Offset Camshaft Bushing Set

Includes five bushings: 2°, 4°, 6°, 8° offset, and one on-center bushing. Color guide only — check installations with dial indicator. Gold = 2°, Copper = 4°, Silver = 6°, Black = 8°.

\*P3690936 Offset Camshaft Bushing Set (426 Hemi)

### Camshaft Sprocket Bolt Kit (Not Shown)

P5007801 Camshaft Sprocket Bolt Kit — for 3-Bolt Mounting, Includes 3 Bolts (426 Hemi)

## CYLINDER HEADS, GASKETS AND HARDWARE

### G. Aluminum Cylinder Heads

Hemi Aluminum Cylinder Heads are interchangeable with production cast iron heads, and offer a weight reduction of 50 lbs. per engine set. Features include single plug per cylinder (capability for dual), common 2.25" intake and 1.94" exhaust valve machining, 170 cc combustion chamber, valve seats and guide inserts. Hemi Aluminum Cylinder Head Assembly includes valves, springs, retainers and keepers.

\*P4529336 Aluminum Bare Machined Head (426 Hemi)

\*P4876857 Aluminum Cylinder Head Assembly (528 Hemi Crate Engine)

**A. Cast Iron Cylinder Heads**

Hemi Cast Iron Cylinder Heads are designed for more power. Stiffer and stronger than original, increased material permits porting for improved airflow. Features the same outward appearance as the original 1966–71 heads, except for the shape of the alternator boss. All components attach the same as original (intake and exhaust valves, valve guides, seats, rocker gear, etc.). Features 170 cc combustion chamber and 2.25" intake and 1.94" exhaust valve machining.

- \*P4529898 Cast Iron Bare Machined Head (426 Hemi)
- \*P4876855 Cast Iron Cylinder Head Assembly (426 Hemi Crate Engine)



A.

**B. 5.7L/6.1L Hemi CNC-Ported Cylinder Heads**

These bolt-on, CNC-ported cylinder heads are equipped with the highest quality parts and technology available to deliver optimum performance. Capable of handling camshafts with valve lifts up to .600", they are designed to optimize flow while maintaining optimum port velocity.

Specifications:

- Brand-new, factory fresh castings (no core required)
- 5-axis CNC-ported
- Ovate wire, "beehive" competition valve springs
- One-piece stainless steel intake and exhaust valves
- Titanium, 7° valve spring retainers
- Machined, 7° round groove valve locks
- High-temperature Viton® valve seals, bronze alloy valve guides, hardened, custom valve seats, premium "5-angle" CNC-machined valve job

- \*P5153343 CNC-Ported Cylinder Heads (LH) 5.7L Hemi
- \*P5153344 CNC-Ported Cylinder Heads (RH) 5.7L Hemi
- \*P5153349 CNC-Ported Cylinder Heads (LH) 6.1L/392 Hemi
- \*P5153350 CNC-Ported Cylinder Heads (RH) 6.1L/392 Hemi
- \*P5153345 Cylinder Head; Bare (LH) 5.7L Hemi
- \*P5153346 Cylinder Head; Bare (RH) 5.7L Hemi



B.

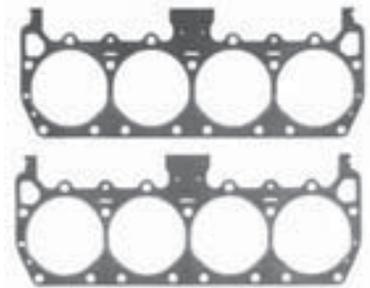
**C. Cast Iron Head Steel Shim Gaskets**

Sold in pairs, for 426 Hemi.

- \*P4120247 Cast Iron Cylinder Head Steel Shim Gaskets — 0.020" Compression Thickness



C.

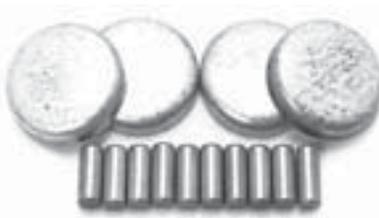


D.

**D. Composition Material Cylinder Head Gaskets**

Hemi Composition Material Cylinder Head Gaskets can be used for standard and high-compression (up to 12.5:1) 426-based Hemi engines. These premium, high-quality head gaskets offer maximum sealing and have a thickness of 0.040" to 0.042". Sold in pairs.

- \*P4529456 Composition Material Cylinder Head Gaskets — 4.250"–4.310" Bore Range
- \*P4876071 Composition Material Cylinder Head Gaskets — 4.380"–4.500" Bore Range



E.

**E. Cylinder Head Hardware Kit**

Contains four cylinder head freeze plugs and ten dowel pins for the rocker shaft stands.

- P5249570 Cylinder Head Hardware Kit (426 Hemi)

**F. Cylinder Head Bolt Set**

Includes head bolts and washers for one cylinder head.

- P4529978 Cylinder Head Bolt Set (426 Hemi)



F.

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## VALVE COVERS AND HARDWARE

### A. Black Wrinkle Cast Aluminum 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. Gaskets included. Takes P5249949 oil cap.

P5007796 Black Wrinkle Cast Aluminum Valve Cover Set (1966 and Later Street Hemi)

### B. Chrome Valve Cover Set

Features quality chrome plating. Includes two valve covers and gaskets. Valve cover gaskets are not included.

P4529338 Chrome Valve Cover Set (426 Hemi)  
 P4120353 Replacement Valve Cover Gaskets — Rubber Reinforced Cork, Two Per Set (1966 and Newer Street Hemi)

### C. Stamped Steel O.E. Black Wrinkle Valve Cover Sets

Mopar takes another giant step to help the restoration crowd with these O.E. Black Wrinkle 426 Hemi Valve Cover Sets. Original equipment for all 1966–71 426 Hemi engines, these stamped steel black wrinkle covers have the spark plug wire brackets and rubber coated alternator wiring looms. Sets include left and right valve covers, hold-down studs and nuts. Set P4529399 includes chrome breather cap, metal PCV valve and chrome PCV cap. Set P4510577 includes chrome oil fill cap and grommets for PCV and breather.

P4510577 Black Wrinkle Valve Cover Set — Original Equipment (1970–71 426 Hemi)  
 P4529339 Black Wrinkle Valve Cover Set — Original Equipment (1966–69 426 Hemi)  
 P4120353 Replacement Valve Cover Gaskets — Rubber Reinforced Cork, Two Per Set (1966 and Newer Street Hemi)

### D. 5.7L Hemi Valve Covers

These 5.7L Hemi Valve Covers feature a Permastar™ chrome finish. A perfect way to dress up any factory 5.7L Hemi engine. They will not discolor under heat. Set includes two valve covers, valve cover gaskets and spark plug seals.

P4510845 Permastar™ Chrome Valve Covers (2003–05 5.7L Hemi Crate Engine, Production 5.7L Engines)

### E. Service Parts for Cast Aluminum Valve Covers

These parts come in handy when servicing Mopar cast aluminum valve covers.

P5007499 Breather — Bolt-On, Pictured (For Use with Valve Cover P5007796)  
 P5249947 Stud and Nut Kit — Long  
 P5249949 Oil Filter Cap — Screw-In

### F. Valve Cover Stud and Nut Package

Contains 20 studs and 20 nuts, and allows you to retain factory valve covers. For use with all stamped (sheet metal) covers.

P4529897 Valve Cover Stud and Nut Package (1966–71 426 Hemi)



A.



B.



C.



D.



E.



F.

**A. Chrome Breather Cap**

For use with stamped steel Hemi Black Wrinkle and Chrome Valve Covers (P4529338, P4510577, P4529339).

\*P4529896 Push-In Style Breather Cap (1964–69 426 Hemi)

**B. PCV Package**

Use this original equipment 426 Hemi PCV Package for restoration or repair of Hemi valve covers. This factory reissue kit contains one PCV valve cap, PCV valve and nut, and one PCV valve retaining spring. Push-on style PCV valve cap is chrome and fits 1964–69 Hemi valve covers, including Mopar Chrome or Black Wrinkle valve cover kits. Can be used to service non-Hemi, 1960s era push-on style PCV valves.

\*P4529895 PCV Package (1964–69 426 Hemi)

**C. Valves**

These stainless steel 426 Hemi valves have swirl-polished underheads with no flat or ski jump areas. Feature a 5/16" stem diameter and one square groove. For use with cast iron and aluminum cylinder heads.

\*P5249203 Intake Valve — 2.25" Diameter, 5.40" Stem Length (426 Hemi)

\*P5249204 Exhaust Valve — 1.94" Diameter, 4.86" Stem Length (426 Hemi)

**D. Valve Seals**

Made of high-temp Viton® material, these Valve Seals feature a full or semi-umbrella shape for best dual-purpose use. Helps prevent oil seepage down valve guides. Not recommended for use with dual valve springs. Sold in sets of 16.

P5249661 Valve Seals — 5/16" Stem Size, 0.530" Guide (426 Hemi)

**E. Valve Stem Lash Caps**

These lash caps are 0.080" thick and fit between the end of the valve and the rocker arm tip. They are made of hardened steel for improved rocker tip durability. Larger area than stock valve tip to help spread the rocker loads. Sold in sets of 16.

\*P4120635 Valve Stem Lash Caps — 5/16" Stem (426 Hemi, Big Block, Small Block, Truck Magnum/Jeep Engines)

**F. Valve Guides**

These silicon-bronze alloy Valve Guides are designed for aluminum heads. They must be pressed into the head once it is prepped. Guide replacement in aluminum heads requires removal of the old guide and some prep to resize the guide holes. Guide inside diameter must be sized for the valve stem once pressed into the head. Can be used to modify, rebuild or repair aluminum heads. Sold individually. For 426-based Hemi.

P4876709 Valve Guide — 5/16" Valve Stem, Intake  
 P4876710 Valve Guide — 5/16" Valve Stem, Exhaust



A.



B.



C.



D.



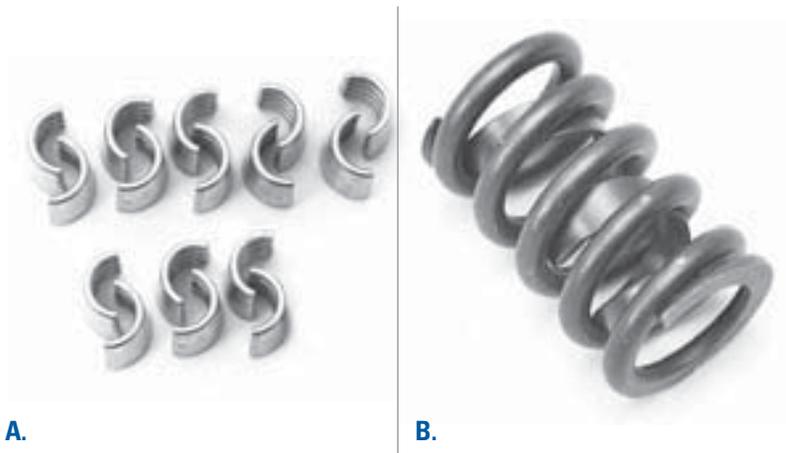
E.



F.

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A.

B.

### A. Valve Keepers (Split Locks)

These single groove-style Hemi Split Locks are made from hardened material. They feature a 5/16" stem diameter and can be used for restoration or performance applications. Sold as cylinder head sets of 16 pieces. Note that two sets are required for all V8 engines. For 426-based Hemi.

- P4120634 Valve Keepers, 7°
- P4529038 Valve Keepers, 10°

### B. Valve Springs

High-pressure Valve Springs can be used on exhaust and intake valves for all high-performance applications. They feature a shorter fully compressed height and allow for increased valve lift. Springs maintain spring load at higher rpms. A must for high-performance cams. Sold individually. With a single spring, the damper is installed inside the main spring; with a dual spring, the damper is installed between the inner and outer springs. There are no dampers in the triple springs. The retainers listed are the basic recommendation. Check the actual retainer listing for other options: added installed height, materials and lock size. For 426-based Hemi.

- \*P4286812 Valve Spring (Lift Range – 0.430"/0.460")
- \*P3690933 Valve Spring (Lift Range – 0.440"/0.500")
- \*P5249848 Valve Spring (Lift Range – 0.480"/0.540")
- \*P2806077 Valve Spring (Lift Range – 0.500"/0.610")
- \*P4876064 Valve Spring (Lift Range – 0.590"/0.640")
- \*P5249849 Valve Spring (Lift Range – 0.650"/0.750")
- \*P4007536 Valve Spring (Lift Range – 0.640"/0.745")
- \*P2946353 Valve Spring (Lift Range – 0.520"/0.700")

## HEMI®/BIG BLOCK ENGINE VALVE SPRINGS

Part Number	Installed Ht.	Description	OD	Wire Dia.	Lift Range	Material	Retainers
*P4286812	1.83"/1.86"	Single/damper	1.49"	0.208"	0.430"/0.460"	Chrome Vanadium	P4452033
*P3690933	1.83"/1.86"	Single/damper	1.53"	0.224"	0.440"/0.500"	Chrome Vanadium	P4452769 P4529288 P5007858
*P5249848	1.86"/1.87"	Single/damper	1.55"	0.216"	0.480"/0.540"	Chrome Silicon	P4452769, P4289288
*P2806077	1.83"/1.86"	Dual/damper	1.52"	0.215"	0.500"/0.610"	Chrome Vanadium	P4529288, P4120785
*P4876064	1.86"/1.88"	Dual/damper	1.60"	0.216"	0.590"/0.640"	Chrome Silicon	P4529288, P4120785
*P2946353	1.99"/2.00"	Dual/damper	1.59"	0.224"	0.520"/0.700"	Special	P4120785
*P5249849	2.00"/2.02"	Dual/damper	1.55"	0.216"	0.650"/0.750"	Chrome Silicon	P4120785
*P4007536	2.00"/2.02"	Triple	1.62"	0.225"	0.640"/0.745"	Chrome Silicon	P4286775

Note: 1. All valve springs are sold individually.

2. With a single spring, the damper is installed inside the main spring; with a dual spring, the damper is installed between the inner and outer springs. There is no damper in the triple springs.
3. Retainers — the ones listed are the basic recommendation. Check the actual retainer listing for other options: added installed height, materials, lock size.

## VALVE KEEPERS (SPLIT LOCKS)

Part Number	Valve Angle	Stem Diameter	Groove	Retainers	Sets
P4120634	7°	5/16"	Single-Square	P4452769, P4529288, Stock	16 Pieces
P4529038	10°	5/16"	Single-Square	P4120785, P4286775	16 Pieces

**A. Valve Spring Retainers**

Available in three levels of performance: steel for restoration, chrome moly for heavy-duty applications, and titanium for top-level race performance. Sold individually.

- \*P4452769 Steel Valve Spring Retainer, 7°
- \*P4529288 Chrome Moly Valve Spring Retainer, 7°
- \*P4120785 Titanium Valve Spring Retainer (426 Hemi), 10°
- \*P4286775 Titanium Valve Spring Retainer (426 Hemi), 10°



A.



B.

**ROCKER SHAFTS, SUPPORTS AND HARDWARE (426-BASED HEMI)**

**B. Rocker Shaft Springs**

For use on all production-based Hemi valve gear. Used to locate rockers on the shaft. Includes 14 long springs and two short springs. Package contains one engine set.

- P4452827 Rocker Shaft Springs (426 Hemi)

**C. Rocker Shaft Supports**

Blue anodized, extruded aluminum Rocker Shaft Supports for 426 Hemi. Complete engine set includes 10 pieces plus hardware.

- P5249505 Rocker Shaft Supports



C.

**D. Rocker Shafts**

Chrome Rocker Shafts for use with mechanical valve gear. Sold individually.

- P5249631 Rocker Shaft — Intake, On-Center
- P5249632 Rocker Shaft — Exhaust, On-Center

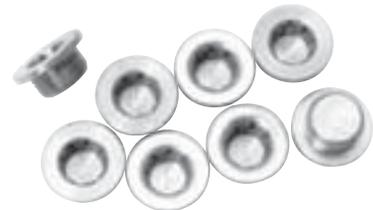
**E. Rocker Shaft End Plugs**

Sold as a set of four. They do not fit aftermarket rocker shafts.

- P5249633 Rocker Shaft End Plugs (426 Hemi)



D.



E.

**F. Mechanical Rocker Arms**

Made of SAE 1041 forged steel, featuring hardened valve tip pads (to help prevent scuffing) and internal bushings. Can serve as a replacement for original production rockers. Fits both cast iron and aluminum 426 Hemi heads. Sold individually. High-ratio rockers may require grinding on block and head for push rod clearance.

- \*P4529705 Mechanical Rocker Arm Package — 1.5 Production Ratio, Intake
- \*P4529706 Mechanical Rocker Arm Package — 1.5 Production Ratio, Exhaust
- \*P4529707 Mechanical Rocker Arm Package — 1.7 Ratio, Exhaust
- \*P4529708 Mechanical Rocker Arm Package — 1.65 Ratio, Exhaust

**Aluminum Rocker Arm Set (Not Shown)**

NEW! Independent Shaft Rocker System designed and patented by Hemi legend Ray Barton. If your Hemi is running all-out, you know the need for a full-roller rocker system that maintains valve train geometry throughout the RPM range and the entire range of rocker arm travel. Reduces friction and valve train weight. Provides easy access to valve springs on race day so you can make critical adjustments and changes quickly. Case hardened and tempered shafts, 7/16" diameter adjusters and jam nuts.

- \*P5153782 Rocker System, Roller, Race, Aluminum, Engine Set (426 Hemi)



F.

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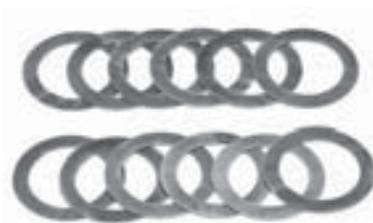
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A.



B.



C.

### VALVE SPRING RETAINERS

Part Number	Material	Locks	Valve Stem	Valve Spring	Installed Height
*P4286775	Titanium	10°	5/16"	Triple	0.060" Increase
*P4120785	Titanium	10°	5/16"	Dual	Standard
*P4529288	Chrome Moly	7°	5/16"	Single/Dual	Standard
*P44452769	Titanium	7°	5/16"	Single	Standard

D.



### A. Stainless Steel Roller Tip Rocker Arms

Made from high-strength, investment grade cast stainless steel. Each features a roller tip to reduce friction and improve geometry. Designed for drag racing and high strength, they use standard Hemi rocker ratios. Sold individually. 426 Hemi.

\*P5249603 Stainless Steel Roller Tip Rocker —  
1.5 Ratio Intake

\*P5249604 Stainless Steel Roller Tip Rocker —  
1.55 Ratio Exhaust

### B. Rocker Arm Adjusting Screw and Nut Set

Set includes eight screws and nuts. Note that two sets are required for V8 engines. 426 Hemi.

P5007444AB Rocker Arm Screw/Nut Set (Big Block)

### C. Rocker Shim Package

Use to improve adjustable rocker arm-to-valve tip alignment. 0.015" thick. 12 per set. 426 Hemi..

\*P3690896 Rocker Arm Spacer Set

## INTAKE MANIFOLDS AND HARDWARE

### D. NEW! Dual Quad Intake Manifold

Back by popular demand – the original 1966-71 Street In-line, Dual Quad Intake Manifold. Uses original Carter AFB carburetors and maintains mounting bosses for throttle return brackets. Features factory casting machining numbers along with the Chrysler Pentastar logo. This Aluminum Dual Quad Intake Manifold has been designed specifically for the 426 Street Hemi.

\*P5153737 Aluminum Dual Quad Intake Manifold  
(426 Street Hemi)

Note: Manifold comes unpainted.

### NEW! Single Plane Intake Manifold (Not Shown)

Single Plane Intake manifold for Hemi engines with serious airflow requirements. This intake was designed by Ray Barton for 500 + inch Hemi engines or for applications intending to make over 600 HP. The intake manifold can be the limiting factor in a heavy-breathing engine like Mopar's Hemi. Don't let your top end get all bottled up. Increased plenum volume over most Dual Plane manifolds. Smooth transition to intake runners from plenum which increases airflow velocity - that's what your high-HP Hemi needs. Integral valley cover pan cleans things up nicely. Carb flange machined for 4150-series Holley.

\*P5153781 Single Plane Intake Manifold (Hemi)

**A. In-Line Dual Quad Intake — 8-bbl**

This new aluminum in-line Dual Quad Hemi Intake Manifold is based on the Marine/NASCAR version and is built from the original tooling. Machined to accept aftermarket AFB or Holley carburetors (P4452778 rear, P4452779 front — see Fuel Systems section of this catalog). Will fit production 426 Hemi heads and has provisions for manifold heat and power brakes. It retains the stock height of the production 1966–71 Street Hemi AFB intake manifold. Production AFB air cleaner baseplate/lid will need to be changed or modified. Some O.E. and aftermarket linkage components and fuel lines are needed to complete the installation.

\*P4510633 Aluminum In-Line Dual Quad Intake — Dual 4-bbl Carbs (426 Hemi)

**B. Dual Plane Intake — 4-bbl**

This revised 4-bbl aluminum Dual Plane Intake Manifold features a rectangle port and fits all Hemi 426/472/528 engines. Stock exhaust heat is now located on the rear of the manifold, just like the original dual 4-bbl production in-line manifold.

\*P4876188 Aluminum Dual Plane Intake — 4-bbl Carb (426, 472, 528 Hemi)

**C. Cross Ram Intake — 8-bbl**

This aluminum Cross Ram Intake Manifold features rectangle ports and is designed for two 4-bbl carburetors. May require hood modifications on some vehicles due to increased height of manifold.

\*P5007534 Aluminum Cross Ram Intake — Dual 4-bbl Carbs (426, 472, 528 Hemi)

**D. Intake Manifold Gasket Sets**

Custom-fit set comes complete to service one engine. Includes gaskets, end seals, O-rings, and distributor seal (where applicable).

P4120086 Intake Manifold Gasket Set — 0.060" Thick (426 Hemi Except D4–D6)

P4529534 Intake Manifold Gasket Set — 0.090" Thick (426 Hemi Except D4–D6)

P5007334 Cross Ram Gasket for removable top.

**E. Single Plane Intake Manifold**

5.7L Crate Engine Single Plane Manifolds — both Carb and EFI versions. EFI version is machined to accept injectors and MAP sensor. Both are drilled with the standard Holley pattern.

\*P4510581 5.7L Crate Motor Carbureted Single Plane Intake Manifold, Small Plenum, Aluminum

\*P4510582 5.7L Crate Motor EFI Single Plane Intake Manifold, Low Rise, Small Plenum, Aluminum

**Dual Quad Manifold (Not Shown)**

This Dual Plane Mid-Riser Intake Manifold can accept two Edelbrock or AFB — style carburetors.

\*P5153556 Dual Quad Intake Manifold (5.7L Hemi)

**Crate Engine Race Intake Manifolds (Not Shown)**

\*P5153634 6.1L/392 Hemi Crate Engine Race Intake Manifold — Single Plane, High Rise, Small Plenum, Aluminum

\*P5153633 5.7L Hemi Race Intake Manifold — Single Plane, High Rise, Small Plenum, Aluminum

\*P4510812 5.7L Hemi Race Intake Manifold — Single Plane, High Rise, Large Plenum, Aluminum

\*P4510813 6.1L/392 Hemi Race Intake Manifold — Single Plane, High Rise, Large Plenum, Aluminum



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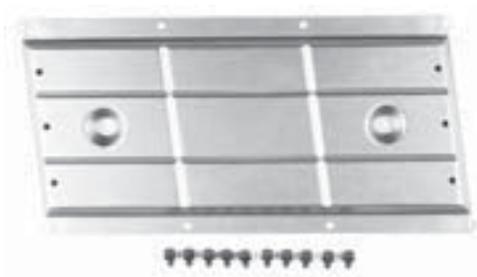
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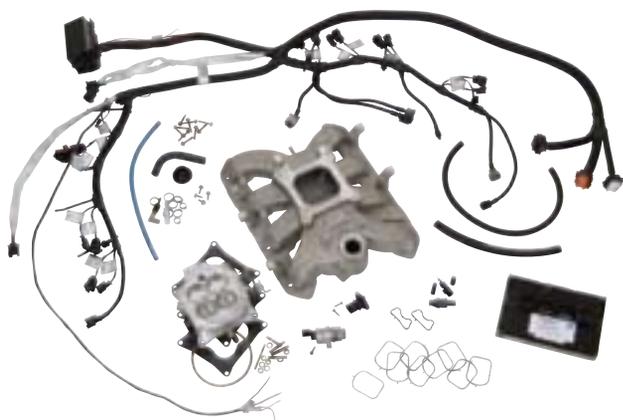
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### A. Intake Manifold Screw Set

Set of 16 Allen screws and washers to attach the Race Hemi Cross Ram Intake Manifold.

P4529330 A-990 Cross Ram Intake Manifold Screw Set (426 Hemi)

### B. Intake Manifold Heat Shield

Original equipment for all 426 Street Hemi intake manifolds. Bolts to the bottom of the intake manifold to prevent hot engine oil from heating the manifold and robbing horsepower. Also fits Aluminum Dual Plane Intake Manifold P4876188 and Aluminum Dual Quad Intake Manifold P5153737.

P4529431 Intake Manifold Heat Shield (426 Hemi)

### C. Intake Manifold Plug Package

Includes eight intake manifold plugs. Used in 426 and Hemi cross ram intake manifolds.

P5249926 Cross Ram Intake Manifold Plug Package

### MAP Sensor Adapter (Not Shown)

Universal Map Sensor Adapter for 4-bbl carb applications.\*

\*P5153706 MAP Sensor (392 Hemi Crate Engine)

### PCV Valve Adapter (Not Shown)

\*P5153708 PCV Valve Adapter (392 Hemi Crate Engine)

## FUEL SYSTEMS, FUEL INJECTION KITS

### D. Fuel Injection Kit

Use this complete kit to convert a 2003-2005\*\* – 05 5.7L Hemi into an MPI crate motor ready for an older classic car or truck. Includes all gaskets and hardware necessary for installation.

Features:

- Factory engineered "Plug 'n Play" wiring harness for easy installation
- NGC engine controller with unique calibration
- Intake manifold assembly
- Special top-feed, cable-driven throttle body accepts most early factory Mopar air cleaners
- MAP and air temperature sensors

\*P5153339 5.7L Hemi Conversion Package — MPI

### Carbureted Kit (Not Shown)

Use this complete kit to convert a 2003-2005\*\* – 05 5.7L Hemi into a carbureted crate motor ready for an older classic car or truck. Includes all gaskets and hardware necessary for installation.

Features:

- Factory engineered "Plug 'n Play" wiring harness for easy installation
- Intake manifold assembly
- Specially calibrated Holley carburetor

\*P5153340 5.7L Hemi Conversion Package — Carbureted

\*\*Note: 2003 engines require 2004-2005 fuel rails and injectors for these kits.

Questions? Call the Mopar Direct Connection Techline at 1-888-528-HEMI (4364).

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## IGNITION AND ELECTRONICS

### A. Programmable EMS

#### "Plug and Play" Engine Management Systems (EMS)

These engine management systems will forever change the way you look at and perform fuel injection tuning! User-friendly Windows™ based software (XP, 2000, NT, 98, 95 and ME) makes the task of copying, viewing and manipulating data as simple as a click of the mouse. User-defined templates are easily configurable and enable tuners to establish "quick keys" to any pertinent information during the tuning process. The infinitely adjustable Mopar EMS software allows tuners to program virtually any combination of engine control, power adders and auxiliary devices, and accurately deliver proper amounts of fuel and correct ignition timing for virtually any engine configuration or operating condition. Mopar's programmable engine management system is capable of adapting to almost any vehicle using "flying lead" wiring harness (available separately). We are confident that this is the most versatile, powerful, and comprehensive universal engine management program available for your Mopar!

Unique features found in Mopar's universal EMS also include 10 independent, built-in peak and holder injector driver channels, direct drive ignition and dual wideband UEGO controllers. Specially configured injector drivers enable users to utilize either low impedance injectors with a true 4/1 peak and hold injector drive circuit as well as saturated injector drivers for use with high impedance injectors. The direct drive ignition feature allows users to drive a coil directly from the ECU, without the need for an igniter or ignition module. A unique, dual-channel wideband UEGO controller is an essential tuning tool that provides accurate monitoring and tuning of air/fuel ratios (AFR) on heavily modified high-performance engines. In addition, the controller incorporates a dual-channel, definable knock sensor control for superior engine protection and tuning flexibility.

- \*P5153528 Programmable EMS — EFI Applications
- \*P5153608 Programmable EMS — Carbureted Applications

**Note:** For crate engine or conversion of 5.7L or 6.1L into an older classic car or truck. Not designed for newer vehicles already equipped with a 5.7L OR 6.1L Hemi.

### Non-Programmable EMS (Not Shown)

Service part for 5.7L Hemi Crate Engine. Non-programmable.

- \*P4510342 Non-Programmable, 5.7L Hemi Crate Engine, EFI
- \*P4510816 Non-Programmable, 5.7L Hemi Crate Engine, Carb.

### B. Engine Wiring Harness

Mopar Performance stand-alone engine harnesses are designed to provide everything you need to properly wire your car in one simple configuration. Each master wiring harness includes built-in fuses and relays for fans, pumps, auxiliary power, and more. Harness has bundle identifiers for easy identification and installation to production Mopar sensors. Secure, "bolt-in" plug mates to Mopar EMS controller and eliminates any chance of separation. Each harness incorporates flying-head UEGO branches, allowing custom positioning of both left and right UEGO sensors.

EMS Wiring Harness (Programmable Applications)

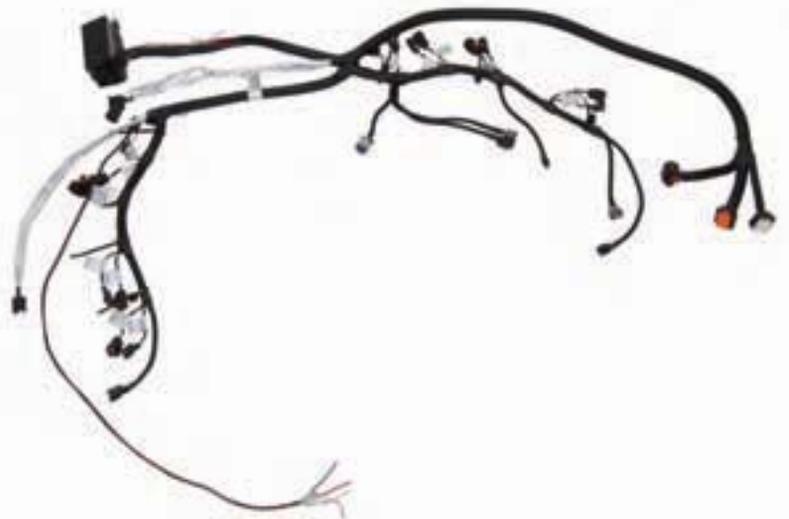
- \*P5153530AB Wiring Harness, 392 Hemi Crate Engine, EFI
- \*P5153607AB Wiring Harness, 392 Hemi Crate Engine, Carb.
- \*P5155529 Wiring Harness, 5.7L Hemi Crate Engine, EFI
- \*P5153606 Wiring Harness, 5.7L Hemi Crate Engine, Carb.

EMS Wiring Harness (Non-Programmable Applications)

- \*P4150356 Wiring Harness, 5.7L Hemi Crate Engine, EFI
- \*P4510357 Wiring Harness, 5.7L Hemi Crate Engine, Carb.



A.



B.

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## CARBURETORS

### A. Holley Cross Ram Carburetors

Holley carburetors were the “go fast” choice for the legendary Super Stock 426 Hemi engine. Mopar brings back these original equipment 770 cfm Holley carbs for 1964, 1965 and 1968 race Hemis. These are exact reissues of the original carburetors.

- \*P4452778 Cross Ram Carburetor — Right Hand (1964–65, 1968 Race 426 Hemi)
- \*P4452779 Cross Ram Carburetor — Left Hand (1964–65, 1968 Race 426 Hemi)

### B. Air Horns

For use with Holley Cross Ram Carburetors. Perfect for Super Stock competition or restoration. Sold as a pair (front and rear).

- \*P5007809 Air Horns (426 Hemi)

### C. Holley Carburetor

- \*P4510358 Holley Carburetor — 5.7L Hemi Crate Engine, 600 cfm service part

### D. Throttle Body

- \*P4510363 Throttle Body — 5.7L Hemi Crate Engine

### E. Throttle Body

80 mm Manual (cable operated) Throttle Body. Uses production idle air controller and TPS sensor. Can also be used on 5.7L plastic truck intake with programmable EMS.

- \*P5153689 Throttle Body 392 Hemi Crate Engine

### F. Cross Ram Linkage

For use with Hemi Cross Ram Intake Manifold P5007534 and Holley Carburetors (P4452778 and P4452779).

- \*P4510635 Cross Ram Linkage (426 Hemi), service part

## OILING COMPONENTS

### G. Oil Pans

Includes factory engineered and approved oil pan, drain plug and washer. 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.

- \*P4529884 Oil Pan — 6-Quart, Center Sump (1970–71 426 Hemi E-Body)
- \*P5153643 Oil Pan — 7 qt., Center Sump for 5.7L/6.1L/392 blocks. Use this pan to help fit our latest Hemi crate engines into your hot rods.
- \*P5007816 Oil Pan — 8-Quart, Center Sump (Big Block)

**A. Windage Trays**

Designed to provide improved engine lubrication by reducing interior windage at higher engine speed. Packages include tray and two pan gaskets.

P4120998 Windage Tray — 3.75" Stroke  
(426 Hemi and Big Block)

P5007345 Windage Tray — 4.15" Stroke  
(426 Hemi and Big Block)



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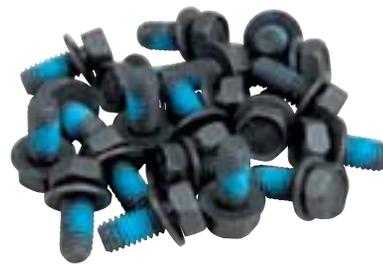
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**B. Oil Pan Gaskets**

For Big Block and Hemi applications. Note that two are required for Windage Tray applications.

P4452099 Race Oil Pan Gasket — Set of Two (Big Block)

P3412049 Oil Pan Gasket — Sold Individually (Big Block)



C.



D.

**C. Oil Pan Bolt Set**

P4120613 Oil Pan Bolt Set (426 Hemi, Big Block, Small Block)

**D. Oil Pickup and Screen Assemblies**

Factory original reissue.

P5007818 Oil Pickup and Screen Assembly — 8-Quart, 1/2" Pipe, for Oil Pan P5007816 (426 Hemi, Big Block)

P4529566 Oil Pickup and Screen Assembly — 5-Quart, 1/2" Pipe (1966–69 426 Hemi)

P4529567 Oil Pickup and Screen Assembly — 6-Quart, 1/2" Pipe, for Oil Pan P4529884 (1970–71 426 Hemi)

P5249818 Oil Pickup and Screen Assembly — 6-Quart, 1/2" Pipe, Siamese-Bore, not Raised Cam (426 Hemi, "RB")

**E. Oil Pressure Relief Spring**

Increases engine oil pressure over stock spring for high-performance applications. Delivers up to 70 lbs. of oil pressure. Includes a cap and instructions.

P4286571 Oil Pressure Relief Spring Set (426 Hemi, Big Block)



E.



F.

**F. Oil Pump Assembly**

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

\*P4286590 Oil Pump Assembly (426 Hemi, Big Block)

**G. Distributor Drive Gear Assemblies**

Features a hardened tip shaft with full radius blend from hex to round and pinned gears.

\*P3412064 Distributor Drive Gear — Flat Tappet Cams, Milodon Oil System (426 Hemi and Big Block)

\*P3571071 Distributor Drive Gear — Flat Tappet Cams (426 Hemi and Big Block)

\*P3690875 Distributor Drive Gear — Roller Tappet, Aluminum-Bronze Gear (426 Hemi and Big Block)

\*P3690876 Distributor Drive Gear — Roller Tappet, Aluminum-Bronze Gear, Milodon System (426 Hemi and Big Block)



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H.

**A. Tube and Peen Tool Package**

Used to block off oil to right-side tappet bores. Required for race engines with high-lift roller cams.

\*P4452812 Tube and Peen Tool Package  
(426 Hemi and Big Block)

**B. High-Performance Oil Filter**

Engineered to meet the demands of heavy-duty and high-performance applications. Filter is black with Mopar Performance Pentastar logo.

P4452890 High-Performance Oil Filter — Black Finish  
(426 Hemi)

**C. Race Oil Filter**

High-performance, heavy-duty oil filter has a thicker canister with high burst strength. Filter is black with Mopar Pentastar logo.

P4529190 Race Oil Filter — Black Finish (426 Hemi)

**D. Restoration Oil Filters**

Mopar has reissued these service replacement oil filters, used in the 1960s and 1970s. The white filter was used from the 1960s throughout the 70s. The high-performance white filter (P4529805) was recommended for use in competition from 1965 to 1974. The black filter was used from the late 1950s through the early 60s. These filters may not fit some V8 applications (those after 1972 requiring short filters).

P4529805 Restoration Oil Filter, High-Performance,  
Red/White/Blue

P4529187 Restoration Oil Filter, Red/White/Blue

P4529806 Restoration Oil Filter, Black with Yellow Mopar  
Logo (1962-66 V8)

**E. Oil Pump Priming Shaft**

Special hardened steel priming shaft fits on any 3/8" or larger drill. Insert shaft into hole where distributor fits. Pressurizes oil galleries to ensure against dry starts and engine damage.

P4286800 Oil Pump Priming Shaft (V8)

**COOLING COMPONENTS****F. Lightweight Aluminum Water Pump**

Fully assembled and ready to install. Features an eight-blade impeller. Dimensions are same as stock cast iron version.

P5007643AB Aluminum Water Pump (426 Hemi)

**G. Aluminum Water Pump Housing**

Includes bosses for 1964–71 Hemi engine applications.

P4286900 Aluminum Water Pump Housing  
(1964–71 426 Hemi)

P2206445 Bracket for Alternator (426 Hemi)

**H. Water Pump Installation Kit**

Includes water pump gasket, pump housing gasket, plugs, water pump screws, and long and short housing screws.

P5007449 Water Pump Installation Kit  
(426 Hemi and Big Block)

**A. Chrome Water Pump Housing Bolts**

Engine chrome dress-up projects are incomplete without chrome bolts.

P5007621 Chrome Water Pump and Housing Bolts (426 Hemi)

**B. 90° Thermostat Housing**

Cast aluminum 90° Water Neck Outlet provides greater flexibility in routing cooling system hoses and improves the appearance of the engine compartment. Features three-direction capability, ideal for compact engine compartments.

P5249191 90° Thermostat Housing (426 Hemi)

**C. Chrome Thermostat Housing**

This high-quality Chrome Thermostat Housing is made of heavy-duty material. Includes gasket and two chrome bolts.

P4286759 Chrome Water Neck (426 Hemi)

**D. Viscous Fan Package**

Most late 1960s and early 1970s factory-built muscle cars were equipped with viscous fans for cooling purposes. This package provides thermostatically controlled cooling, and includes a lightweight balanced fan. Offers up to 15 horsepower gain on typical high-performance V8s.

\*P4120758 Viscous Fan Package (426 Hemi)

**E. Radiator Cooling Fan Shrouds**

Restoration Radiator Cooling Fan Shrouds fit 26" wide cores only.

P2785434 Restoration Radiator Cooling Fan Shroud (1967–69 426 Hemi, 383/440 Big Block B-Body) 5-stud mounting

P2998326 Restoration Radiator Cooling Fan Shroud (1970–73 426 Hemi, 383/440 Big Block B- and E-Bodies) 4-screw mounting shown

**F. Thermostat**

This heavy-duty thermostat can handle increased heat management duties in high-performance engines. Comes with replacement gasket.

\*P4876307 180° Thermostat (426 Hemi)

**G. NEW! Radiator Cap**

When you open the hood, it's right there where everyone—especially the judges—can see it. If your radiator cap is more than ten years old or just looks bad, replace it with this original equipment quality piece.

77R06021 Radiator Cap, 16 lb. (22" and 26" Radiator)



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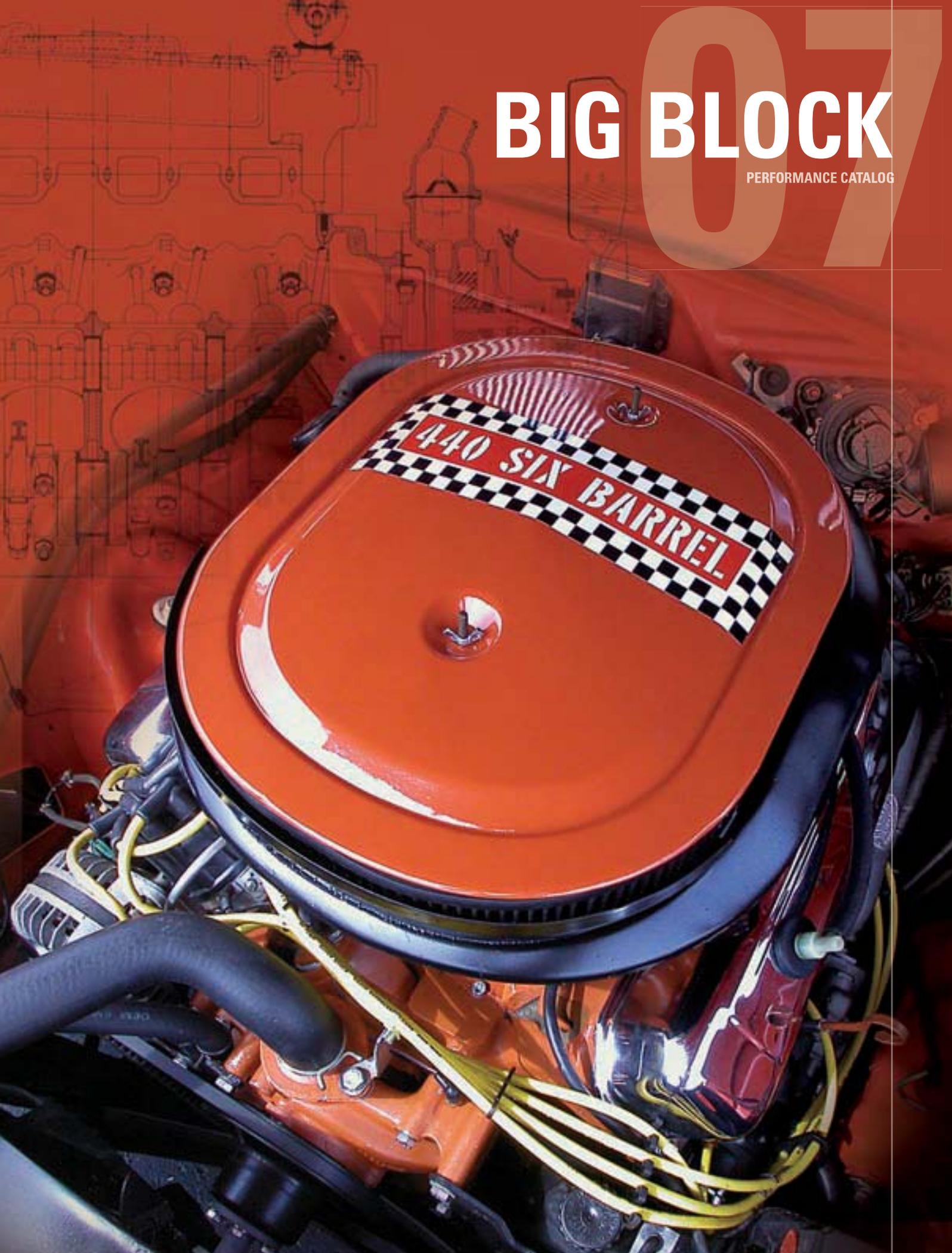
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# BIG BLOCK

PERFORMANCE CATALOG

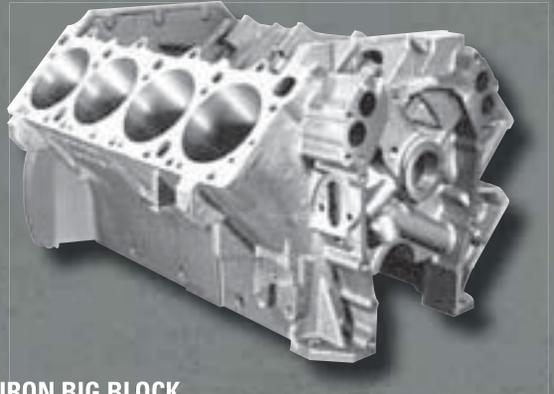




# BRUTE FORCE

They're called Big Blocks for a reason. They're big, bold and powerful. If you're ready to kick power up to the stratosphere, Mopar Big Blocks are the only way to go. In the following pages you'll find all the track-tested and

race-proven parts and components you need to run at the head of the pack. You take your racing seriously. And Mopar stands with you.



## CAST IRON BIG BLOCK

Choosing a ground pounding 440 Siamese-Bore or 426 Max Wedge Cast Iron Big Block will show the world what you're made of. Try not to scare everyone away!



## STAGE VI CNC PORTED PORT CYLINDER HEAD

Mopar cast iron and aluminum cylinder heads allow you to fine tune your street or race performance application. Momma always said you had a good head on your shoulders!



## CENTER SUMP 8 QT. OIL PAN

Mopar offers 6-qt and 8-qt oil pans for you to choose from. Factory engineered to show the world how slick you are!



## 500 WEDGE CRATE ENGINE

Thinking about upgrading or replacing your Big Block Engine? Mopar has the solution with this 500 Wedge Crate Engine that uses all new components. When you're looking for power, there is no substitute for cubic inches. This big-inch Wedge boasts 505 horsepower on premium pump gasoline. Does not include water pump or housing, damper, carburetor, distributor, spark plugs or wires (order separately). For maximum performance, Mopar recommends the use of an 850 cfm Holley carburetor and 2-1/8" exhaust headers (not available through Mopar).

**\*P5007628AC 500 Wedge Crate Engine — 505 Horsepower, 590 ft.-lbs. Torque**

### Specifications:

- 500 cid, 505 Horsepower, 590 ft.-lbs. of Torque
- Heavy-Duty Cast Iron Cross-Bolted Block — Thick Wall and Deck
- High-Flow Cast Iron Stage V Cylinder Heads
- Large 2.14" Intake and 1.81" Exhaust Stainless Steel Valves
- Heavy-Duty, High-Lift Single Valve Springs with Dampers and Premium Valve Stem Seals
- Hydraulic Camshaft — 248° Duration @ 0.50", .509" Lift
- Forged Crankshaft — 4.15" Stroke
- Flat-Top Cast Aluminum Pistons — 4.380" Bore, 9.0:1 C.R.
- Double-Roller Chain and Sprockets
- Cast Aluminum Valve Covers, Chrome Front Cover
- Single Plane M1® Aluminum 4-bbl Intake Manifold (Taller than Stock — Check Hood Clearance)
- Completely Assembled from Intake to Oil Pan
- Heavy-Duty Engine Stand and Shipping Crate

**Note:** A 9.0:1 compression ratio allows the use of current high octane premium pump gasoline. This package makes more power than any production Wedge version. Crate engines that change the emissions performance of the vehicle may not be legal for use on vehicles regulated for highway use in California and other states. Horsepower and torque ratings based on test engine. Ratings may vary on individual engines.

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## 500 WEDGE SHORT BLOCK ASSEMBLY

The Mopar 500 cid 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 and you'll leave the competition in the dust. With premium bottom-end components, this short block can handle just about anything you throw at it. Does not come with camshaft, timing set or timing cover (order separately to match your application).

### \*P5007665AC 500 Wedge Short Block Assembly

#### Specifications:

- Built with All-New Components (Not Remanufactured)
- Standard Deck Height
- Heavy-Duty Cast Iron, Siamese-Bore Cross-Bolted Block — Thick Wall and Deck
- Forged Crankshaft — 4340 Steel, 4.15" Stroke
- Forged Rods
- Flat-Top Cast Hypereutectic Aluminum Pistons — 4.380" bore, 10.25:1 C.R. (When Used with Open Chamber Cylinder Heads)
- "H" Beam-Style Premium Connecting Rods
- 1/16" Moly Rings

**Note:** Short Block Assemblies that change the emissions performance of the vehicle may not be legal for use on vehicles regulated for highway use in California and other states.

## CAST IRON BIG BLOCKS

The legend just got better! These may look like the same street blocks that set the standard at drag strips for a generation, but they have a whole new attitude. Just check out these 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; Cross-Bolted on the Three Center Caps on all 440 Blocks
- Stock 10.72" Deck Height Allows for Standard Components
- Machined to Accept All Standard Production Pieces

### A. Cast Iron Siamesed-Bore Blocks

Mopar Siamese-Bore Big Blocks are specifically designed to be bored larger. Mopar still recommends that you sonic check each block if you exceed as-shipped bore diameters.

- \*P5007626AB 440 Big Block Cast Iron Siamesed-Bore Cross-Bolt Block — Raised Cam, Rough Bored at 4.498"
- \*P5007625AB 440 Big Block Cast Iron Siamesed-Bore Cross-Bolt Block — Honed to 4.50"
- \*P5007624AB 440 Big Block Cast Iron Siamesed-Bore Cross-Bolt Block — Rough Bored at 4.19"

Note: P5007626AB features a raised cam (0.250") for longer stroke crankshafts and more cubic inches. Stroke size of up to 4 1/2" may be used. Requires special UGL camshaft (P5007714), cam gear and cover set (P5007657), special oil pickup and intermediate shaft modifications. Hydraulic tappet oiling requires special block machining (mechanical tappets recommended).

### Cast Iron Wedge Blocks (Not Pictured)

Cast Iron Wedge Blocks feature factory-size bores and maintain water flow between the cylinders (non-siamese) for improved cooling and sealing durability. These blocks are fully water-jacketed.

- \*P5007671AB 426 Max Wedge Cast Iron Block — 2-Bolt Mains, Finish Bored at 4.25"
- \*P5007815AC 440 Wedge Cast Iron Block — 4-Bolt Mains, Finish Bored at 4.32"

## ENGINE BLOCK COMPONENTS

### B. Rear CNC Main Bearing Seal Retainer Package

Includes engine rear main seal retainer, retainer bolts and seal package.

- \*P4529732 Rear Main Bearing Seal Retainer Kit (426 Hemi and Big Block)

### C. Oil Seal Package

Includes crank seals and installation tool.

- P4271961 Oil Seal Package (426 Hemi and Big Block)

### D. Core Plugs

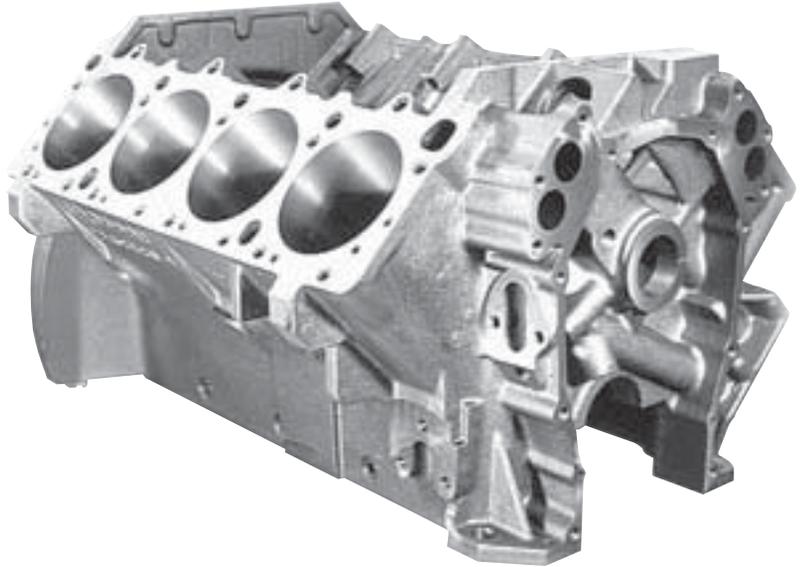
Round, press-in engine block Core Plugs fit standard or Mopar race cast iron blocks.

- P5249708 Brass Core Plugs (426 Hemi and Big Block)

### E. Block Hardware Package

Includes all necessary dowels, plugs, bushings and keys, as well as core plugs, rear cam bearing plug, drive gear bushing and head dowels.

- P5249259 Block Hardware Package (426 Hemi and Big Block)



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C.



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E.

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A.



**A. Engine Teardown Gasket Sets**

Includes oil pan, cylinder head, valve cover, chain case cover, intake manifold and oil pump gaskets.

- \*P3690850 Engine Teardown Gasket Set (383/400 Big Block)
- \*P3690175 Engine Teardown Gasket Set (426W/440 Big Block)
- \*P4452112 Complete Engine Gasket Set (383/400 Big Block)
- \*P4452113 Complete Engine Gasket Set (426W/440 Big Block)

**CRANKSHAFTS AND ACCESSORIES**

B.



**B. Forged Race Crankshafts**

High-strength, high-quality Forged Steel Cranks machined from 4340 steel. For high-performance race applications. Eight-bolt flange "RB" main journal size.

- \*P5007250 Forged Race Crankshaft — 4.15" Stroke, Full Radius, 8-Bolt, Balanced (426 Hemi, Wedge, "RB" Engine)
- \*P5007251 Forged Race Crankshaft — 3.75" Stroke, Full Radius, 8-Bolt, Balanced (426 Hemi, Wedge, "RB" Engine)

**C. Crank Key Package**

Used to locate the crank sprocket on the nose of the crankshaft. Contains two keys

- P5249822 Crank Key Package (426 Hemi, Big Block, "A" Engines, Slant Six)

C.



D.



**D. Crank Bolt Packages**

Used to attach the vibration damper to the crankshaft.

- P5249557AB Crank Bolt Package — 2.25" Length (426 Hemi, Big Block, Small Block, Aftermarket Dampers)
- P5249562 Thin Damper Crank Bolt Package — 1.25" Length (426 Hemi and Big Block with OEM dampers)

**BIG BLOCK ENGINE DISPLACEMENT (CUBIC INCHES)**

Bore	3.75"	Stroke 4.15"	4.50"
4.25"	426	472	511
4.31"	438	485	525
4.32"	440	487	528
4.38"	452	500	542
4.50"	477	528	573
4.53"	484	535	580
4.56"	490	542	588

## VIBRATION DAMPERS

### A. Steel Vibration Damper

Features a steel ring and a universal 6-bolt front pulley mount pattern. SFI approved.

P5249694 Steel Vibration Damper (440 Forged Crank, 1962–70 361/383 "B" Forged Crank, 413/426W)

### B. Thin Crank Vibration Damper

Designed for forged cranks. Features 90° index markings and a symmetrical 6-bolt pattern for pulley attachment. On pre-1972 engines with stock pulleys, minor modification will be needed to attach bottom pulley. Not SFI approved. Must use 383/440 engine pulleys (not available through Mopar).

P3830183 Thin Crank Vibration Damper (Big Block, without 400 Cast Crank or 440 with Six Pack Connecting Rods)

### C. Damper Degree Timing Tape

Improve timing accuracy with this Damper Degree Timing Tape. Marked in 90° increments. Self-adhesive strip adheres to crank vibration damper for clear identification of marks. Permits reading spark advance up to 60° instead of only 10°–15° as on chain case timing tab.

P4529070AB Damper Degree Timing Tape

### D. Oil Slinger

Protects the front seal from excessive oil contact. Forces lubricant oil into the chain.

P5249636 Oil Slinger (All Big Block, "A" Engines)

## PUSHRODS

### E. Pushrods

Engineered to be installed in your engine rebuilding project. Pushrods are 3/8" diameter and are sold as complete engine sets or individually for service.

P4529557 Hydraulic Pushrods — 8.57" Length, Set of 16 ("B" Engines)  
 P4529559 Hydraulic Pushrods — 9.31" Length, Set of 16 ("RB" Engines)  
 P4529545 Hydraulic Pushrod — 9.31" Length, Sold Individually ("RB" Engines)  
 P4529560 Mechanical Pushrods — 9.20" Length, Ball and Cup Style, Set of 16 ("RB" Engines)  
 P4529546 Mechanical Pushrod — 9.20" Length, Ball and Cup Style, Sold Individually ("RB" Engines)

### Mechanical/Hydraulic Pushrods (Not Pictured)

Special pushrods to use with adjustable rocker arms and hydraulic tappet cams.

P4876391 Mechanical/Hydraulic Pushrod — Sold Individually ("RB" Engines)  
 P4876392 Mechanical/Hydraulic Pushrods — Set of 16 ("RB" Engines)



A.



B.



C.



D.

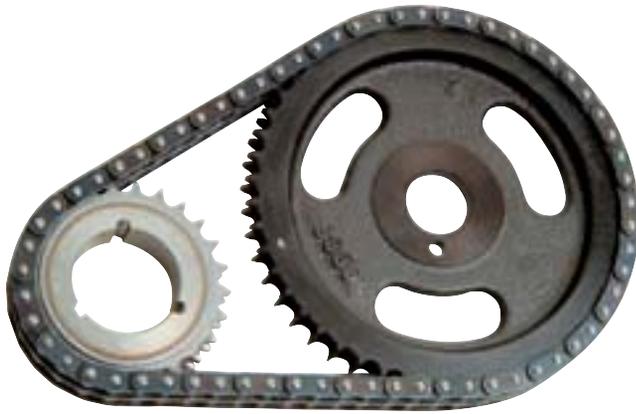


E.

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## ROLLER TIMING CHAIN AND SPROCKETS



A.

### A. All-Out Race Chain and Sprockets

Matched sprockets and double roller chain for all-out race applications. Has three matched keyways on crank sprocket to adjust cam timing. Kit includes magna-fluxed sprockets and roller timing chains.

\*P4452815 All-Out Race Chain and Sprockets —  
3-Bolt Mount, Standard Size (Big Block)

### B. Double Roller Chains and Sprockets

High-strength double roller chain provides added durability and decreased rotational friction versus production silent chain. Three machined keyways in crank sprocket adjust the cam timing. Includes Magna-Fluxed sprockets and roller timing chain.

\*P5249268 Double Roller Chain and Sprockets —  
1-Bolt Mount

\*P5249269 Double Roller Chain and Sprockets —  
3-Bolt Mount

### C. Chrome-Plated Front Timing Chain Cover

Package includes cover, seal, and gasket.

P4349816 Chrome-Plated Front Timing Chain Cover  
(1968–91 Big Block)

### D. Chrome Bolt Package for Front Timing Chain Cover

Engine chrome dress-up projects are incomplete without chrome bolts.

P4452795 Chrome Bolt Package for Front Timing  
Cover (1968-91 Big Block)

### E. Front Cover Seal and Gasket

P4876280 Front Cover Seal (Big Block)

P4876769 Front Cover Gasket (Big Block) Not Shown

## CONNECTING RODS

### F. Forged Steel Connecting Rod Matched Set

These durable connecting rods are forged from 4340 super high-strength steel as a single piece. Includes high-strength bolts. Sold as a matched set of eight (+ or -1.5 grams).

P4876293 Forged Steel Connecting Rod Matched Set  
("RB" Engine)

P4120097 Connecting Rod Bolt and Nut Set, 3/8" ("RB"  
Engines)



B.



C.



D.



E.



F.

Questions? Call the Mopar Direct Connection Techline at 1-888-528-HEMI (4364).  
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## CAMSHAFTS AND LIFTERS

### A. Purple Shaft Camshafts

Mopar Performance cams are designed and engineered exclusively for your engine. A wide range of profiles is available, from mild to wild, and bracket to all-out racing. All Mopar Performance cams are designed, developed, dyno'd and track tested by engineers. These cams are developed for increased power and rpm potential while maintaining reliability and the best possible low-speed characteristics, including torque and idle quality. These Purple Shaft cams offer the best horsepower-to-dollar-spent value. Each cam package contains the cam, cam lube, tappets and instruction sheet. **See chart on next page for application recommendations.**

*P4452783	Hydraulic Camshaft — 268/284 Adv. Duration
*P4529270	Hydraulic Camshaft — 268/284 Adv. Duration
*P4286675	Hydraulic Camshaft — 260/260 Adv. Duration
*P4286677	Hydraulic Camshaft — 272/272 Adv. Duration
*P4452993	Hydraulic Camshaft — 280/280 Adv. Duration
*P4120235	Hydraulic Camshaft — 284/284 Adv. Duration
*P5007697	Hydraulic Camshaft — 284/284 Adv. Duration
*P4120237	Hydraulic Camshaft — 292/292 Adv. Duration
*P5007698	Hydraulic Camshaft — 292/292 Adv. Duration
*P4529318	Hydraulic Camshaft — 320/320 Adv. Duration
*P4120659	Mechanical Camshaft — 284/284 Adv. Duration
*P4120661	Mechanical Camshaft — 296/296 Adv. Duration
*P4120663	Mechanical Camshaft — 312/312 Adv. Duration
*P4349268	Mechanical Camshaft — 324/324 Adv. Duration

**Note:** For flat tappet camshafts, Mopar recommends the use of a high zinc oil for maximum durability.

### B. Camshaft Bearings

Complete engine set.

*P5249711	Camshaft Bearings — Babbitt Applications (426 Hemi and Big Block)
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### C. Camshaft Sprocket Attaching Hardware

*P5007801	Camshaft Sprocket Bolt Kit — for 3-Bolt Mounting, Includes Three Bolts (426 Hemi, Big Block)
*P6030269	Camshaft Sprocket Bolt — Sold Individually (426 Hemi and Big Block)

### D. Offset Camshaft Bushing Set

Set includes five bushings: 2°, 4°, 6°, 8° offset, and one on-center bushing. Color guide only — check installations with dial indicator. Gold = 2°, Copper = 4°, Silver = 6°, Black = 8°.

*P3690936	Offset Camshaft Bushing Set (426 Hemi, Big Block, Slant Six)
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### E. Hydraulic Tappet

Sold individually.

*P4006767	Hydraulic Tappet (Hemi and Big Block)
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### F. Mechanical Tappet

Sold individually.

*P2843177	Mechanical Tappet — 0.0005" Undersize
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### G. Roller Tappet Set

Includes matched pair of roller tappets with guide bar.

*P4452920	Roller Tappet Set (Hemi and Big Block)
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A.



B.



C.



D.



E.



F.



G.

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## BIG BLOCK CAMSHAFTS

## Hydraulic Camshafts

Part No.	Adv. Duration	@ 0.050"	O-Lap	Centerline	Lift	Valve Lash	Recom Spring	Basic RPM	Bolt Pattern	Applications & Comments
*P4452783	268/284	228/241	46	115	0.450/0.458	N/A	P3690933	Idle-5800	1-Bolt	Resto, 383/440 Magnum Super Commando Road Runner
*P4529270	268/284	228/241	46	115	0.450/0.458	N/A	P3690933	Idle-5800	3-Bolt	Resto, 440 Six Pack (1969-71)
*P4286675	260/260	221/221	34	113	0.430/0.430	N/A	—	1000-5300	1-Bolt	Performance RV, Economy
*P4286677	272/272	231/231	48	112	0.455/0.455	N/A	—	1300-5700	1-Bolt	Street
*P4452993	280/280	238/238	60	110	0.474/0.474	N/A	P3690933	2000-5900	1-Bolt	Street/Strip
*P4120235	284/284	241/241	68	108	0.484/0.484	N/A	P3690933	2200-5900	1-Bolt	Street/Strip
*P5007697	284/284	241/241	56	114	0.484/0.484	N/A	P3690933	2200-5900	1-Bolt	Revised Centerline for Improved Street drivability
*P4120237	292/292	248/248	76	108	0.509/0.509	N/A	P5249848	2600-6000	1-Bolt	Street/Strip
*P5007698	292/292	248/248	64	114	0.509/0.509	N/A	P5249848	2600-6000	1-Bolt	Revised Centerline for Improved Street drivability
*P4529318	320/320	272/272	104	108	0.533/0.533	N/A	P5249848	3600-6300	1-Bolt	Street/Strip

## Mechanical Camshafts

Part No.	Adv. Duration	@ 0.050"	O-Lap	Centerline	Lift	Valve Lash	Recom Spring	Basic RPM	Bolt Pattern	Applications & Comments
*P4120659	284/284	241/241	60	112	0.528/0.528	28/32	P5249848	2400-6600	3-Bolt	Street/Strip
*P4120661	296/296	252/252	76	110	0.557/0.557	28/32	P2806077	3000-6700	3-Bolt	Street/Strip
*P4120663	312/312	265/265	104	106	0.590/0.590	28/32	P2806077	3400-6900	3-Bolt	Strip
*P4349268	324/324	275/275	112	106	0.620/0.620	28/32	P4876064	4000-7000	3-Bolt	Strip

Valve lash is listed in thousandths. For example, .028" lash settings are "cold." Each package includes: cam, cam lube, tappets, and instruction sheet.

## "B" Engine Application Chart

Engine	Performance Level	Best Choice		Bracket Racer		Street Rod	RV-Truck
		Manual	Automatic	Manual	Automatic	Auto & Man	Auto & Man
383 hp	Resto	*P4452783	*P4452783	—	—	—	—
400 hp	Resto	*P4452783	*P4452783	—	—	—	—
361/383/400	15 sec.	*P4286677	*P4286677	*P4286677	*P4286677	*P4286675	*P4286675
—	14 sec.	*P4452993	*P4452993	*P4452993	*P4452993	*P4286677	*P4286675
—	13.5 sec.	*P4120235	*P4452993	*P4120235	*P4452993	**P4286677	*P4286675
—	13 sec.	*P4120237	*P4120235	*P4120237	*P4120235	*P4452993	*P4286677
—	12.5 sec.	*P4120237	*P4120237	*P4120659	*P4120237	*P4120235	*P4452993
—	12 sec.	*P4120659	*P4529318	*P4120661	*P4529318	*P4120237	*P4452993
—	11.5 sec.	*P4120661	*P4120659	*P4120663	*P4120661	*P4529318	—
—	11 sec.	*P4120663	*P4120661	*P4120663	*P4120663	*P4120659	—
—	10.9 sec.	*P4120663	*P4120663	*P4120663	*P4120663	*P4120661	—
—	10.5 sec.	*P4120663	*P4120663	*P4349268	*P4120663	*P4120661	—

## "RB" Engine Application Chart

Engine	Performance Level	Best Choice		Bracket Racer		Street Rod	RV-Truck
		Manual	Automatic	Manual	Automatic	Man & Auto	Man & Auto
440 hp	Resto	*P4452783	*P4452783	—	—	—	—
440 6-bbl	Resto	*P4529270	*P4529270	—	—	—	—
413/426W/440	15 sec.	*P4286677	*P4286675	*P4286677	*P4286677	*P4286675	*P4286675
—	14 sec.	*P4286677	*P4286677	*P4452993	*P4452993	*P4286677	*P4286675
—	13.5 sec.	*P4452993	*P4452993	*P4120235	*P4120235	*P4452993	*P4286675
—	13 sec.	*P4120237	*P4120235	*P4120237	*P4120237	*P4452993	*P4286675
—	12.5 sec.	*P4120237	*P4120237	*P4529318	*P4120237	*P4120235	*P4286677
—	12 sec.	*P4529318	*P4529318	*P4120659	*P4529318	*P4120237	*P4452993
—	11.5 sec.	*P4120659	*P4120659	*P4120661	*P4120659	*P4529318	—
—	11 sec.	*P4120661	*P4120661	*P4120663	*P4120661	*P4120661	—
—	10.9 sec.	*P4120663	*P4120663	*P4120663	*P4120663	*P4120661	—
—	10.5 sec.	*P4120663	*P4120663	*P4120663	*P4120663	*P4120661	—
—	10 sec.	*P4120663	*P4120663	*P4349268	*P4120663	*P4120663	—

Questions? Call the Mopar Direct Connection Techline at 1-888-528-HEMI (4364).

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## CYLINDER HEADS, GASKETS AND HARDWARE

### A. New! Aluminum Cylinder Head (straight plug) for all Big Block (361–440) engines

Head is complete with valves and springs (2.14": intake and 1.81" exhaust). Flow is 290 cfm Intake and 217 cfm exhaust at .600" lift. These Ready-to-Bolt-on Heads use a straight plug design so you can use stock exhaust manifolds or many popular aftermarket headers.

\*P5153524 Cylinder Head ("B/RB" Engines)



A.

## BIG BLOCK CYLINDER HEADS AND HEAD ASSEMBLIES

### Max Wedge Cylinder Heads

Part Number	Head / Assembly	Material	Chamber	Valve Sizes (inches)	Approx. Weight (lbs.)	Description
*P5007494	Head	Cast iron	96 cc	2.08/1.88	50	Max Wedge III with revised ports — Cast pedestal, 6-bolt valve cover (approved for NHRA Stock and Super Stock)
*P5249824	Head	Cast iron	86 cc	2.14/1.81	50	Max Wedge III — Cast pedestal (not legal for Stock/Super Stock)

### Stage V Cylinder Heads

Part Number	Head / Assembly	Material	Chamber	Valve Sizes	Approx. Weight	Description
*P4529993	Head	Cast iron	90 cc	2.14/1.81	50	Replaces Stock — Same as 1968–78 casting and chamber

### Raised Port Cylinder Heads

Part Number	Head / Assembly	Material	Chamber	Valve Sizes	Approx. Weight	Description
*P5153654	Head	Aluminum	75 cc	2.20/1.81	25	High Port, Angle Plug

### Aluminum Big Block Heads

Part Number	Head / Assembly	Material	Chamber	Valve Sizes	Approx. Weight	Description
*P5153524	Head	Aluminum	84 cc	2.14/1.81	25	Complete assembled head — straight spark plug design
*P4529335	Head	Aluminum	78 cc	2.14/1.81	25	Bare machined casting with bronze guides
*P5249579	Head	Aluminum	78 cc	2.14/1.81	25	Max Wedge port, small closed chamber, relocated spark plug hole and offset intake rockers
*P5007834	Head	Aluminum	N/A	2.14/1.81	25	Partially machined for CNC porting or hand porting
*P4876386	Head	Aluminum	N/A	2.25/1.81	25	CNC ported with Max Wedge port — use 2.25" intake and 1.81" exhaust valves
*P4876383	Head	Aluminum	N/A	2.18/1.81	25	CNC ported with standard Stage VI port — use roller tappet cam with lifts over 0.600"

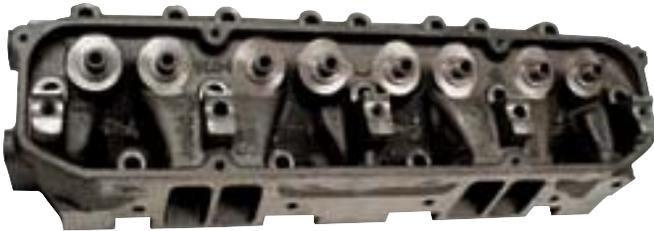
Note: "B-1" aluminum head (P43491600) and related components can be ordered direct from Koffel's Performance (248) 363-5239 or (419) 433-4410.



A.



B.



C.



D.



E.

### A. CNC-Ported Stage VI Aluminum Cylinder Heads

These unique CNC-ported heads feature special machining for longer valves, allowing for a deeper port in the critical short turn area. With port profiles developed by Chapman Racing, these exclusive heads feature state-of-the-art design for maximum flow over the entire lift curve. Available in two versions: standard port window with a 260 cc intake port, or Max Wedge with a 286 cc intake port. Both set the standard in Big Block flow efficiency for their respective port size. P4876383 requires the use of Rocker Shaft Stands (P5007742), 5.40" length, and 11/32" diameter valves.

- \*P4876383 CNC-Ported Stage VI Aluminum Cylinder Head  
2.18" Intake, 1.81" Exhaust
- \*P4876386 CNC-Ported Stage VI Aluminum Cylinder Head  
2.25" Intake, 1.81" Exhaust (Max Wedge)

### CNC-Ported Stage VI Aluminum Cylinder Heads — Semi-Machined Casting (Not Shown)

These semifinished heads are the same castings used in P4876386 but have "As Cast" ports for custom porting. Pushrod holes are not machined for custom location with large intake ports.

- \*P5007834 Semifinished Stage VI Aluminum Cylinder Head  
Casting (Max Wedge) - Ideal for CNC Porting

### B. Raised Port, Big Block Cylinder Head

Raised Ports for improved flow. Angle plug design. Head supplied w/2.20" intake and 1.81" exhaust valves, 11/32" stem diameter, 75 cc chamber w/280 cc intake and 100 cc exhaust port volume. Requires .550" offset intake rockers. Special P/N valley trays req'd. see p. 65

- \*P5153654 Cylinder Head, Raised Port, Angle Plug Big Block

### C. Max Wedge Cast Iron Cylinder Heads

Features a large port window for increased airflow, and a short side radius on the exhaust port for added flow. Designed to replace 1962–64 Max Wedge heads. Uses closed combustion chamber, 6-bolt valve covers, and cast-in pedestals.

- \*P5007494 Cast Iron Stage III Cylinder Head — 2.08" Intake,  
1.88" Exhaust (1962–64 Max Wedge)
- \*P5249824 Cast Iron Stage III Cylinder Head — 2.14" Intake,  
1.81" Exhaust (1962–64 Max Wedge)

### D. Stage V Wedge Cast Iron Cylinder Heads

Developed by Mopar, this cylinder head is designed to be interchangeable with stock Big Block cylinder heads. It features heat crossover for improved drivability, uses standard Big Block valve gear, gaskets and valve covers, and out-flows "906" heads on intake and exhaust (stock and mildly modified). Same open combustion chamber as 1968–78 production heads. Uses offset intake rockers and six-bolt valve cover. Rocker shaft pedestals are cast-in.

- \*P4529993 Stage V Cast Iron Cylinder Head —  
2.14" Intake, 1.81" Exhaust (Wedge)

### E. Stage VI Aluminum Big Port Cylinder Heads

Designed and developed by Mopar, these lightweight cylinder heads are made from high-strength aluminum and are designed to be interchangeable with stock Big Block cylinder heads (40 lbs. lighter per engine set). Features larger intake ports that are rectangular and raised for increased output (210 cc), and raised exhaust ports. Maintains stock header pattern and a closed combustion chamber of 78 cc with a thick 0.450" deck that permits milling. These bare machined heads use stock valve gear and include seats and bronze 3/8" guides. All Mopar aluminum heads are quality checked for pressure and hardness. Aluminum Max Wedge heads require offset intake rockers. P5249579 features small closed chamber and relocated spark plug.

- \*P4529335 Stage VI Aluminum Cylinder Head — 2.14" Intake,  
1.81" Exhaust
- \*P5249579 Stage VI Aluminum Cylinder Head — 2.14" Intake,  
1.81" Exhaust (Big Port / Max Wedge)

**A. Composition Material Cylinder Head Gaskets**

Thick composition material gaskets (0.040" to 0.042", unless otherwise noted) can be used for replacement or competition applications up to 12.5:1 compression ratio. Sold as an engine set.

- P4529455 Composition Material Cylinder Head Gaskets — Up to 4.420" Bore, 0.038" Thick
- P4349559 Composition Material Cylinder Head Gaskets — Up to 4.380" Bore
- P4876070 Composition Material Cylinder Head Gaskets — Over 4.380" Bore

**B. Steel Shim Cylinder Head Gasket Set**

Features 0.020" thickness. Sold as an engine set.

- P4286754 Steel Shim Cylinder Head Gasket Set

**C. Head Bolt Set**

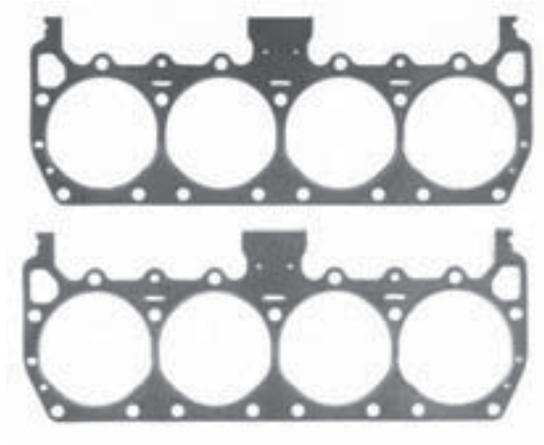
Includes all required head bolts and washers.

- P4120472 Cylinder Head Bolt Set — 7/16"

**D. Porting Templates**

Die cut clear templates take the guesswork out of porting a set of heads. Use to increase intake and exhaust airflow as well as torque and horsepower.

- \*P4120437 Porting Template — 2.08"/1.74" Valve Size, Cast Iron Head (Big Block Production Heads)



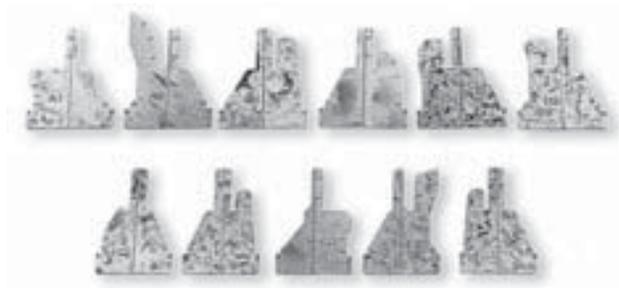
A.



B.



C.



D.

## VALVE COVERS AND HARDWARE

### A. Valve Cover Set

Dress up your engine compartment with these high-quality, chrome-plated, stamped steel valve covers. Mopar Pentastar logo is stamped on each cover. Set includes two valve covers and grommets.

P5007448 Chrome Valve Cover Set  
P4120101 Valve Cover Gaskets — Production Material (Set of Two)



A.

### B. Black Wrinkle Cast Aluminum Valve Cover Set

High-strength cast aluminum valve covers are more rigid than stamped steel, offering better anti-leak properties. Mopar Pentastar logo is cast into each cover. Set includes two valve covers, two oil filler caps, and baffle package.

P5007614 Black Wrinkle Cast Aluminum Valve Cover Set

### C. "As Cast" Aluminum Valve Cover Set

Sold "as cast" so you can set up the breathers the way you want them, and there's no paint to remove if welding is done. Mopar Pentastar logo is cast into each cover. Cast covers are more rigid than stamped steel which helps prevent valve cover leaks. Set includes two valve covers and oil filler caps.

P5007615 "As Cast" Aluminum Valve Cover Set

### D. Polished Cast Aluminum Valve Cover Set

Polished to a chrome-like shine that's perfect for that show car engine look. Features Mopar Pentastar logo. Set includes two valve covers and two oil filler caps (does not include baffling).

P5007616 Polished Cast Aluminum Valve Cover Set



B.



C.



D.

## BIG BLOCK

### A. High-Performance PCV Valve

For V-8 owners with four-barrel carburetors, Mopar now offers high-performance PCV valves. They look just like the originals, but feature a free-flow design to help performance V-8s breathe easier. Sold individually.

\*P4343581 High-Performance PCV Valve (V8 Four-Barrel)

### B. Baffle and Screw Package

For cast aluminum valve covers only.

P5007052 Baffle and Screw Package (Big Block, Small Block, Truck Magnum/Jeep Engines)

### C. Valve Cover Accessory Set

For stamped steel valve covers only. Includes 12 chrome-plated screw and washer assemblies, one chrome-plated oil filler cap, and two rubber grommets.

P4120272 Valve Cover Accessory Set (Big Block)

P4349620 Chrome Washer Package

P5007419 Grommet Set Valve Cover (Big Block)

### D. Valve Cover Retaining Screw Set

Includes 12 black retaining screws. For cast aluminum valve covers only.

P5007053 Valve Cover Retaining Screw Set (Big Block)

### E. Valve Cover Bolt Kit

Includes 12 chrome-plated bolts. For stamped steel and aluminum valve covers.

P5007458 Valve Cover Bolt Kit (Big Block)

### F. Cast Aluminum Valve Cover Grommet Set

Includes two grommets. For cast aluminum valve covers only.

P5007921 Die-Cast Valve Cover Grommet Set (Big Block)

### G. Chrome Breather Caps

For use with Mopar cast aluminum valve covers to fill extra valve cover holes. Push-in style breather cap requires Grommet Set P4529882.

\*P4529880 Twist-On Bottom Vented Breather Cap (Big Block)

\*P4529881 Push-In Style Breather Cap (Big Block)

\*P4529882 Rubber Grommet — Use with Breather Cap P4529881



A.



B.



C.



D.



E.



F.



G.

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## VALVES AND VALVE HARDWARE

### A. Valves

These stainless steel valves have swirl-polished underheads with no flat or ski jump areas. Each features a 3/8" stem diameter and one square groove.

*P5249199	Intake Valve — 2.08" Dia., 4.86" Stem Length
*P5249200	Intake Valve — 2.10" Dia., 4.86" Stem Length
*P5249866	Intake Valve — 2.18" Dia., 4.86" Stem Length
*P4876396	Intake Valve — 2.20" Dia., 4.86" Stem Length
*P5249201	Exhaust Valve — 1.74" Dia., 4.87" Stem Length
*P5249202	Exhaust Valve — 1.81" Dia., 4.87" Stem Length
*P4876398	Exhaust Valve — 1.88" Dia., 4.87" Stem Length



A.

### B. Valve Seals

Made of high-temp Viton material, these Valve Seals feature a full or semi-umbrella shape for best dual-purpose use. Helps prevent oil seepage down valve guides. Not recommended for use with dual valve springs. Sold in sets of 16.

P4120492	Valve Seals — 3/8" Stem Size (Big Block and Small Block)
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### C. Valve Stem Lash Caps

These lash caps are 0.080" thick and fit between the end of the valve and the rocker arm tip. They are made of hardened steel for improved rocker tip durability. Larger area than stock valve tip to help spread the rocker loads. Sold in sets of 16.

*P4120626	Valve Stem Lash Caps — 3/8" Stem, "A" Engines, "B/RB" Engines)
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B.



C.

Questions? Call the Mopar Direct Connection Techline at 1-888-528-HEMI (4364).  
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**A. Valve Guides**

These silicon-bronze alloy Valve Guides are designed for aluminum heads. They must be pressed into the head once it is prepped. Guide replacement in aluminum heads requires removal of the old guide and some prep to resize the guide holes. Guide inside diameter must be sized for the valve stem once pressed into the head. Can be used to modify, rebuild or repair aluminum heads. Sold individually.

P5249672 Valve Guide — 3/8" Valve Stem, Intake and Exhaust (Big Block Stage VI)



A.



B.

**B. Valve Keepers (Split Locks)**

These single groove-style Valve Keepers are made from hardened material. They feature a 3/8" stem diameter and can be used for restoration or performance applications. Sold as cylinder head sets of 16 pieces. Note that two sets are required for all V8 engines.

P4120618 Valve Keepers — 10°

P4286612 Valve Keepers — 7°

**C. Valve Springs**

High-pressure Valve Springs can be used on exhaust and intake valves for all high-performance applications. They feature a shorter fully compressed height and allow for increased valve lift. Springs maintain spring load at higher rpms. A must for high-performance cams. Sold individually.

\*P4286812 Valve Spring, Lift Range — 0.430"/0.460"

\*P3690933 Valve Spring, Lift Range — 0.440"/0.500"

\*P5249848 Valve Spring, Lift Range — 0.480"/0.540"

\*P2806077 Valve Spring, Lift Range — 0.500"/0.610"

\*P4876064 Valve Spring, Lift Range — 0.590"/0.640"

\*P5249849 Valve Spring, Lift Range — 0.650"/0.750"

\*P4007536 Valve Spring, Lift Range — 0.640"/0.745"



C.



D.

**D. Valve Spring Retainers**

Available in two levels of performance: chrome moly for restoration and heavy-duty applications, and titanium for top-level race performance. Sold individually

\*P4007178 Titanium Valve Spring Retainer (Big Block, Small Block, Slant Six, 3.9L V6), 7°

\*P4120785 Titanium Valve Spring Retainer (Big Block, Small Block, Slant Six, 3.9L V6), 10°

\*P4286775 Titanium Valve Spring Retainer (Big Block, Small Block), 10°

\*P4452033 Chrome Moly Valve Spring Retainer (Big Block, Small Block, Slant Six, 3.9L V6), 7°

\*P4452769 Steel Valve Spring Retainer

\*P4529288 Chrome Moly Valve Spring Retainer

**HEMI®/BIG BLOCK ENGINE VALVE SPRINGS**

Part Number	Installed Ht.	Description	O.D.	Wire Dia.	Lift Range	Material	Retainers
*P4286812	1.83"/1.86"	Single/damper	1.49"	0.208"	0.430"/0.460"	Chrome vanadium	P4452033
*P3690933	1.83"/1.86"	Single/damper	1.53"	0.224"	0.440"/0.500"	Chrome vanadium	P4452033
*P5249848	1.86"/1.87"	Single/damper	1.55"	0.216"	0.480"/0.540"	Chrome silicon	P4452769 P4289288
*P2806077	1.83"/1.86"	Dual/damper	1.52"	0.215"	0.500"/0.610"	Chrome vanadium	P4529288, P4120785
*P4876064	1.86"/1.88"	Dual/damper	1.60"	0.216"	0.590"/0.640"	Chrome silicon	P4529288, P4120785
*P2946353	1.99"/2.00"	Dual/damper	1.59"	0.224"	0.520"/0.700"	Special	P4120785
*P5249849	2.00"/2.02"	Dual/damper	1.55"	0.216"	0.650"/0.750"	Chrome silicon	P4120785
*P4007536	2.00"/2.02"	Triple	1.62"	0.225"	0.640"/0.745"	Chrome silicon	P4286775

Note:

1. All valve springs are sold individually.
2. With a single spring, the damper is installed inside the main spring; with a dual spring, the damper is installed between the inner and outer springs. There is no damper in the triple springs.
3. Retainers — the ones listed are the basic recommendation. Check the actual retainer listing for other options—such as added installed height, materials, lock size.

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## ROCKER SHAFTS, SUPPORTS AND HARDWARE

### A. Rocker Shafts

P4529101 Rocker Shaft — Hydraulic Valve Gear, On-Center (Sold Individually)

P5249092 Rocker Shafts — Aluminum Roller Valve Gear, On-Center, Chromed (Set of Two)

### B. Rocker Shaft End Plugs

Sold as a set of four. These do not fit aftermarket rocker shafts.

P5249633 Rocker Shaft End Plugs

### C. Rocker Shaft Hold-Downs

Billet Aluminum Rocker Shaft Hold-Downs provide greater rocker shaft stiffness, which helps rocker shaft maintain roundness when torque is applied. Roundness is important with mechanical rockers and high spring loads. Anodized blue.

P5249714 Rocker Shaft Hold-Downs

### D. Rocker Shaft Retainers and Bolts

Package contains previously hard-to-find hold down retainers and bolts necessary to secure both rocker shafts. Manufactured to Mopar original equipment specs to assure high quality. For use on all cylinder heads with cast-in rocker stands.

P4529744 Rocker Shaft Retainers and Bolts



## VALVE SPRING RETAINERS

Part Number	Material	Locks	Valve Stem	Valve Spring	Installed Height
*P4452033	Chrome moly	7°	3/8"	Single	Standard
*P4007178	Titanium	7°	3/8"	Dual	Standard
*P4120785	Titanium	10°	3/8"	Dual	Standard
*P4286775	Titanium	10°	3/8"	Triple	0.060" Increase
*P4452769	Steel	7°	5/16"	Single	Standard
*P4529288	Chrome moly	7°	5/16"	Single/dual	Standard
*P4452769	Steel	7°	5/16"	Single	Standard
*P4529288	Chrome moly	7°	5/16"	Single/dual	Standard

**A. Rocker Shaft Stands**

Heavy-duty billet aluminum, CNC-machined Rocker Shaft Stands for use with standard rocker shafts and rocker arms.

- \*P5007742 Rocker Shaft Stand (Stage VI CNC Ported Heads P4876383, P4876386)
- \*P5007217 Rocker Shaft Stands (Max Wedge I, II and P4529996)



**A.**

**B. Rocker Shaft Springs**

For use with Big Block mechanical rocker arms to separate and locate rocker arms on shaft. Package includes one engine set (eight springs).

- \*P4452801 Rocker Shaft Springs



**B.**

**C. Rocker Arm Packages**

Heavy-duty Hydraulic Rocker Arms feature thicker cross-sectional material in pushrod socket area for added durability, similar to the O.E. 440 Six Pack style. Package includes 16 hydraulic rocker arms, rocker shaft retainers and hold-down bolts. Rocker shafts not included. Individual service rocker arms also available. For the 383/400 "B" and 413/440 "RB" engines, the left rocker socket is approximately 1/16" to the right, and the right rocker socket is approximately 1/16" to the left. Use malleable iron rockers for ultimate durability. (Not shown.)

- \*P4529743 Hydraulic Rocker Arm Package — 1.5 Ratio
- \*P4529476 Service Hydraulic Rocker — 1.5 Ratio, Right, Sold Individually
- \*P4529477 Service Hydraulic Rocker — 1.5 Ratio, Left, Sold Individually
- \*P4120974 Cast Iron Ductile Mechanical Rocker Arm Package — 1.5 Ratio



**C.**

**D. Rocker Arm Adjusting Screw and Nut Set**

Set includes eight screws and nuts. Note that two sets are required for V8 engines.

- P5007444AB Rocker Arm Screw/Nut Set

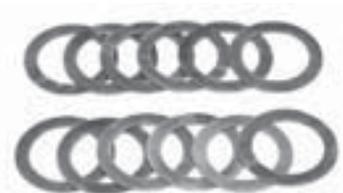
**E. Rocker Arm Spacer**

0.015" thick, use to improve adjustable rocker arm to valve tip alignment, 12 per set.

- P3690896 Rocker Arm Spacer Set



**D.**



**E.**

**F. Race Aluminum Rocker Arm Package**

Includes 16 rockers and two shafts, appropriate spacers and assembly lube. Extruded high-strength aluminum body. Roller tip to reduce internal friction and improved geometry. Adjustable with lock nut. Anodized blue with Mopar Logo. Can be used with hydraulic, mechanical or roller camshafts. High-ratio rockers in "A" and "B/RB" engines may require grinding on block and head for clearance, .485" offset intake rocker. Not recommended for street use.

- \*P4529587 "B/RB" Engines Offset For Stage IV, V, VI 1.5 Ratio
- \*P4529693 "B/RB" Engines Offset For Stage IV, V, VI 1.6 Ratio



**F.**

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## INTAKE MANIFOLDS

### A. Cross Ram Intake — Dual 4-BBL Max Wedge and Aftermarket Style

After 40 years, Mopar is pleased to bring back the Cross Ram Max Wedge Intake Manifold! This brand-new design improves airflow by as much as 20% and is fully interchangeable on all Max Wedge applications. It is based on the 1964 Max Wedge intake and uses production and aftermarket style AFB carburetors. Designed for "RB" engines with Max Wedge heads. Uses P5153567 Linkage Package.

- \*P5007330 Aluminum Cross Ram Intake — Dual 4-bbl Carbs (Max Wedge and "RB" Engines), Use Bolt Kit P5153338.
- \*P5153338 Premium Fastener Kit for Max Wedge Cross Ram Intake P5007330. Includes proper bolts and plugs.

### B. Race Aluminum Single Plane Intakes — 4-BBL

- \*P4876127 Race Aluminum Single Plane Intake — 4500 Carb ("RB" with Stage VI Heads)
- \*P4876128 Race Aluminum Single Plane Intake — 4-bbl Carb ("RB", Max Wedge Stage VI Heads)
- \*P4876129 Race Aluminum Single Plane Intake — 4500 Carb ("RB", Max Wedge Stage VI Heads)
- \*P5249358 Race Aluminum Single Plane Intake — 4-bbl ("RB" with Stage VI Heads)

A.



B.



## BIG BLOCK INTAKE MANIFOLD APPLICATION CHART

Engine	Cyl. Head	Perf. Level	Carb.	RPM Range	Resto	Drag Race	Street Rod	RV Truck
361-383-400	All Standard "B"	15–12 sec	4-bbl	Idle–5800	*P4529117	*P4529117	*P4529117	*P4529117
361-383-400	All Standard "B"	13–11 sec	4-bbl	2600–7200	—	*P4529462	*P4529462	*P4529462
361-383-400	All Standard "B"	11–09 sec	4500	3500–8000	—	*P4529724	—	—
361-383-400	All Standard "B"	14–11 sec	6-bbl	Idle–6300	*P4529055	*P4529055	*P4529055	—
361-383-400	All Standard "B"	12–10 sec	8-bbl	5500–10,000	—	*P4529818	*P4529118	—
361-383-400	Stage VI	13–11 sec	4-bbl	Idle–6000	*P4529118	*P4529118	*P4529118	—
361-383-400	Stage VI	12–10 sec	4-bbl	2800–7400	—	*P4529463	*P4529463	—
361-383-400	Stage VI	11–09 sec	4500	3600–8200	—	*P4529725	—	—
413-426W-440	All Standard "RB"	15–12 sec	4-bbl	Idle–5800	*P4529118	*P4529118	*P4529118	*P4529118
413-426W-440	All Standard "RB"	13–10 sec	6-bbl	Idle–6100	*P4529056	*P4529056	*P4529056	—
413-426W-440	All Standard "RB"	13–10 sec	4-bbl	2600–6800	—	*P4529463	*P4529463	—
413-426W-440	Max Wedge	10–07 sec	8-bbl	3000–7500	*P5007330	*P5007330	*P5007330	—
Race	All Standard "RB"	11–08 sec	8-bbl	4000–8500	—	—	*P4529119	—
Race	Stage VI	10–08 sec	4-bbl	2800–7200	—	*P5249358	*P5249358	—
Race	Stage VI	10–08 sec	4500	3600–7800	—	*P4876127	—	—
Race	Stage VI Max Wedge	10–08 sec	4-bbl	3000–7500	—	*P4876128	*P4876128	—
Race	Stage VI Max Wedge	09–07 sec	4500	3800–8000	—	*P4876129	—	—

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**A. Aluminum Dual Plane Intakes — 4-BBL**

Designed for use with standard cylinder heads. Easy bolt-on with no modifications necessary. Accepts standard flange Holley and Carter carburetors. Similar to production, but with larger cross-sectional area runners for increased power. For bracket, Super Stock, or general high performance use. Heat crossovers make them ideal for dual purpose applications. Fits "B" Engine only.

\*P4529117 Aluminum Dual Plane Intake —  
4-bbl Carb (361/383/400 with Stage IV, V,  
or Production Heads)

**B. NEW! Aluminum Dual Plane Intake — 4-BBL**

Recommended for use with Stock or P5153524 Mopar cylinder heads (413/426W/440 with Cylinder Head P5153524 or Production Heads). "Air Gap"-Style Design utilizes the latest in technology. "R/B" Engines only.

\*P5153525 Aluminum Dual Plane Manifold for 413-440.

**C. Aluminum Dual Plane Intakes — Six Pack**

\*P4529055 Aluminum Dual Plane Intake —  
Six Pack (361/383/400 with Stage IV, V,  
or Production Heads)

\*P4529056 Aluminum Dual Plane Intake —  
Six Pack (413/426W/440 with Stage IV, V,  
or Production Heads)

**D. Aluminum Single Plane Intakes — 4-BBL**

Engineered for use with standard cylinder heads. Requires no attaching modifications. Perfect for bracket, Super Stock, or general high-performance applications. Offers a 5–10 horsepower advantage over other single plane manifolds. Carburetor flange accepts standard Holley 4-bbl carburetor.

\*P4529462 Aluminum Single Plane Intake —  
4-bbl Carb (361/383/400 with Stage IV, V,  
or Production Heads)

\*P4529463 Aluminum Single Plane Intake —  
4-bbl Carb (413/426W/440 with Stage IV, V,  
or Production Heads)

\*P4529724 Aluminum Single Plane Intake —  
4500 Carb (361/383/400 with Stage IV, V,  
or Production Heads)

\*P4529725 Aluminum Single Plane Intake —  
4500 Carb (413/426W/440 with Stage IV, V,  
or Production Heads)



A.



B.



C.



D.

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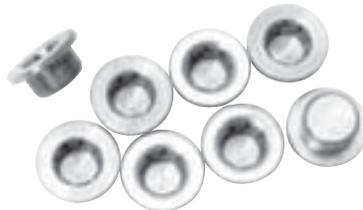
A.



B.



C.



D.



E.



F.

### A. Intake Manifold Gasket Sets

Custom-fit set comes complete to service one engine. Includes gaskets, end seals, O-rings, and distributor seal (where applicable).

- P5249433 Intake Manifold Gasket Set — 0.030" Thick (Big Block with Stage VI Heads)
- P5249467 Intake Manifold Gasket Set — 0.045" Thick (Big Block with Stage VI Heads)
- P5249468 Intake Manifold Gasket Set — 0.060" Thick (Big Block with Stage VI Heads)
- P5249483 Intake Manifold Gasket Set — 0.030" Thick (Big Port with Stage VI Heads)
- P5249484 Intake Manifold Gasket Set — 0.045" Thick (Big Port with Stage VI Heads)
- P5249485 Intake Manifold Gasket Set — 0.060" Thick (Big Port with Stage VI Heads)
- P5249643 Composite Intake Manifold Gasket Set (Max Wedge)

### B. Intake Manifold Valley Pan Gasket with Heat Block-Off

Stainless steel Intake Manifold Gasket Heat Block-Off keeps exhaust heat from transferring to the intake manifold, for a cooler, denser fuel-air mixture.

- \*P4286825 Intake Gasket Heat Block-Off ("B" Engines)
- \*P4286826 Intake Gasket Heat Block-Off ("RB" Engines)
- \*P4452103 Race Intake Manifold Gaskets (361/383/400 with Stage IV, V, or Production Heads)
- \*P4452105 Race Intake Manifold Gaskets (413/426W/440 with Stage IV, V, or Production Heads)

### C. Intake Manifold Gasket Reinforcement Bars

Holds the intake manifold gasket down at the front and back of the block. For "B/RB" engines only. Sold in pairs.

- P5249492 Intake Manifold Gasket Reinforcement Bars ("B" Engines)
- P5249493 Intake Manifold Gasket Reinforcement Bars ("RB" Engines)

### D. Intake Manifold Plug Package

Includes eight intake manifold plugs. Used in Max Wedge and Hemi Cross Ram intake manifolds.

- P5249926 Cross Ram Intake Manifold Plug Package (Max Wedge)

### E. Max Wedge Intake Linkage Package

- \*P5153567 Intake Linkage Package

### F. Intake Manifold Spacers

The correct Intake Manifold Spacers to use with Mopar Stage VI aluminum heads on "RB" (440) blocks. Can also be used to mate a "B" engine intake manifold to Stage VI heads on a "B" block. Unique design allows the standard 440 intake gasket/valley tray to be used as a valley cover with a simple modification and paper gaskets. Includes two cast aluminum manifold spacers.

- \*P5249189 Intake Manifold Spacers (440 Big Block with Stage VI Heads)

## BIG BLOCK

### A. Choke Well/Seal

For dual plane production and aluminum intake manifolds. Includes choke cup, gasket and two screws. Does not include a choke.

P5249639 Choke Well/Seal (Big Block)

### B. Intake Manifold Attaching Bolts

Complete package of 16 bolts required to attach the intake manifold to the cylinder heads. Bolts measure 3/8" diameter x 1-3/4" length.

P4876770 Intake Manifold Attaching Bolts  
(383/440 Big Block)

## OILING COMPONENTS

### C. Oil Pans

Includes factory engineered and approved oil pan, drain plug and washer. 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. See the Oil Pickup and Screen Assemblies for specific application information. Listed quart capacity is with filter installed.

P5249064 Oil Pan — 6-Quart, Rear Sump  
P5007807AB Oil Pan — 5-Quart, Center Sump, Stock Style  
(Must Use Oil Pickup P5007848)  
\*P5007816 Oil Pan — 8-Quart, Center Sump

### D. Chrome Dipstick and Tube

P4349629 Chrome Dipstick and Tube (Big Block)

### E. Oil Pan Bolt Set

P4120613 Oil Pan Bolt Set

### F. Oil Pan Gaskets

For Big Block and Hemi applications. Note that two are required for Windage Tray applications.

P4452099 Race Oil Pan Gasket — Set of Two  
P3412049 Oil Pan Gasket — Sold Individually



A.



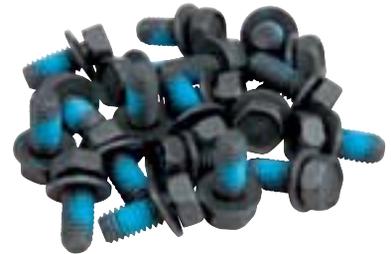
B.



C.



D.



E.



F.

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A.



B.



C.



D.



E.

### A. Oil Pickup and Screen Assemblies

Factory original reissued oil pickup and screen assemblies. Standard pickups are 3/8"; race-style requires hole enlargement in stock blocks. P4529564 does not fit the 440 Six Pack.

- \*P5007817 Oil Pickup and Screen Assembly — 8-Quart, 3/8" Pipe, Use with Oil Pan P5007816
- \*P5007818 Oil Pickup and Screen Assembly — 8-Quart, 1/2" Pipe, Use with Oil Pan P5007816
- \*P5007848 Oil Pickup and Screen Assembly — 6-Quart, 3/8" Pipe, Use with Oil Pan P5007807AB
- \*P4529565 Oil Pickup and Screen Assembly — 6-Quart, 3/8" Pipe ("RB" Engines)
- \*P4529564 Oil Pickup and Screen Assembly — 6-Quart, 3/8" Pipe ("B" Engines)
- \*P5249817 Oil Pickup and Screen Assembly — 6-Quart, 1/2" Pipe ("B" Engines)
- \*P5249818 Oil Pickup and Screen Assembly — 6-Quart, 1/2" Pipe, Siamese Bore, not Raised Cam ("RB" Engines)

### B. Oil Pressure Relief Spring

Increases engine oil pressure over stock spring for high-performance applications. Delivers up to 70 lbs. of oil pressure. Includes cap and instructions.

- \*P4286571 Oil Pressure Relief Spring Set

### C. Valley Trays

Keeps engine oil in the tappet chamber and off the intake manifold.

- P4876847 Valley Tray ("B" Engines, with Stage VI Heads)
- P4876848 Valley Tray ("RB" Engines)
- P5153821 Valley Tray ("B" Engines with Raised Port P5153654 Heads)
- P5153822 Valley Tray ("RB" Engines with Raised Port P5153654 Heads)

### D. Windage Trays

Designed to provide improved engine lubrication by reducing interior windage at higher engine speed. Package includes tray and two pan gaskets.

- \*P4120998 Windage Tray — 3.75" Stroke
- \*P5007345 Windage Tray — 4.15" Stroke

### E. Oil Pump Assembly

Provides a 25% increase in oil volume. Ideal replacement for stock pump in high-performance applications.

- \*P4286590 Oil Pump Assembly

**A. Distributor Drive Gear Assemblies**

Features a hardened tip shaft with full radius blend from hex to round and pinned gears.

- \*P3412064 Distributor Drive Gear — Flat Tappet Cams, Milodon Oil System
- \*P3571071 Distributor Drive Gear — Flat Tappet Cams
- \*P3690875 Distributor Drive Gear — Roller Tappet, Aluminum-Bronze Gear
- \*P3690876 Distributor Drive Gear — Roller Tappet, Aluminum-Bronze Gear, Milodon System



A.



B.

**B. Tube and Peen Tool Package**

Blocks off oil to right-side tappet bores. Required for race engines with high-lift roller cams.

- \*P4452812 Tube and Peen Tool Package

**C. High-Performance Oil Filter**

Engineered to meet the demands of heavy-duty and high-performance applications. Black with Mopar Pentastar logo.

- P4452890 High-Performance Oil Filter — Black Finish



C.

**D. Race Oil Filter**

High-performance, heavy-duty filter has a thicker canister with high-burst strength. Black with Mopar Pentastar logo.

- P4529190 Race Oil Filter — Black Finish



D.

**E. Restoration Oil Filters**

Mopar has reissued these service replacement oil filters, used in the 1960s and 1970s. The white filter was used from the 1960s throughout the '70s. The high-performance white filter (P4529805) was recommended for use in competition from 1965 to 1974. The black filter was used from the late 1950s through the early 60s. These filters may not fit some V8 applications (those after 1972 requiring short filters).

- P4529805 Restoration Oil Filter, High-Performance, Red/White/Blue
- P4529187 Restoration Oil Filter, Red/White/Blue
- P4529806 Restoration Oil Filter, Black with Yellow Mopar logo (1962-66 V8)



E.

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## COOLING COMPONENTS

**A. Oil Pump Priming Shaft**

Don't fire up that engine without pre-lubing it (priming) thoroughly with oil. Special hardened steel shaft fits on any 3/8" or larger drill. Insert shaft into hole where distributor fits. Pressurizes oil galleys to ensure against dry starts and engine damage. Fits all V8 engines.

P4286800 Oil Pump Priming Shaft

**B. Aluminum Water Pump**

Fully assembled and ready to install. Features an eight-blade impeller. Dimensions are same as stock cast iron version.

P5007643AB Aluminum Water Pump

**C. Aluminum Water Pump Housing**

Lightweight aluminum water pump housing. More than eight pounds lighter than typical production cast iron housing. Has dual alternator bracket mounting bosses, so it fits all "B" and "RB" engines, 1958-74.

P4286900 Aluminum Water Pump Housing

P2206445 Bracket for Alternator

Note: Radiator hose nipple is on the driver's side, so it cannot be used on 1973-up vehicles that have the hose on the passenger side.

**D. Water Pump Installation Kit**

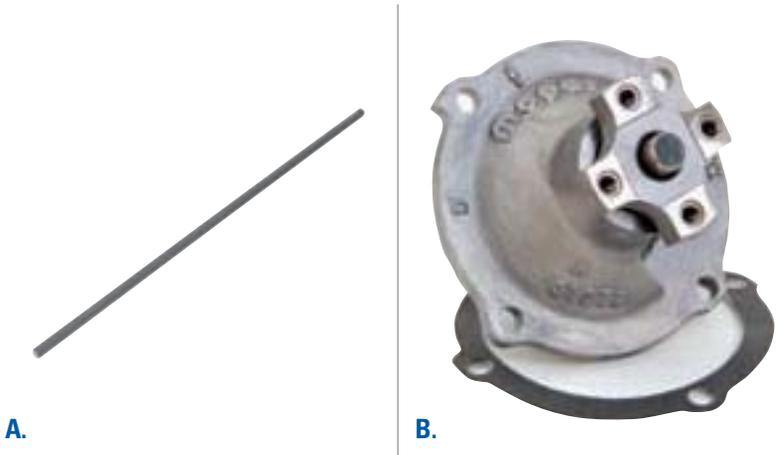
Includes water pump gasket, pump housing gasket, plugs, water pump screws, plus long and short housing screws.

P5007449 Water Pump Installation Kit

**E. Chrome Water Pump Housing Bolts**

Engine chrome dress-up projects are incomplete without chrome bolts.

P5007621 Chrome Water Pump and Housing Bolts



A.

B.



C.



D.



E.

## BIG BLOCK

### A. 90° Thermostat Housing

Cast aluminum 90° Thermostat Housing provides greater flexibility in routing cooling system hoses and improves the appearance of the engine compartment. Features three-direction capability — ideal for compact engine compartments.

P5249191 90° Thermostat Housing

### B. Chrome Thermostat Housing

This high-quality Chrome Thermostat Housing is made of heavy-duty material. Includes gasket and two chrome bolts.

P4286759 Chrome Thermostat Housing

### C. Thermostat

Heavy-duty Thermostat can handle increased heat management duties in high-performance engines. Replacement gasket included.

\*P4876307 180° Thermostat (426 Hemi, Big Block, Small Block, and Slant Six Engines (Up to 1978)

### D. Viscous Fan Package

Most late 1960s and early 1970s factory-built muscle cars were equipped with viscous fans for cooling purposes. This package provides thermostatically controlled cooling, and includes a lightweight balanced fan. Offers up to 15 horsepower gain on typical high-performance V8s. Not for street use.

\*P4120758 Viscous Fan Package

### E. NEW! Fan Blade

This four-blade fan fits all 1964–65 Super Stock applications, as well as numerous LA, B/RB engines. Made from original tooling.

03462185 Fan Blade

### F. Radiator Cooling Fan Shrouds

Restoration Radiator Cooling Fan Shrouds fit 26" wide cores only.

P2785434 Restoration Radiator Cooling Fan Shroud (1967–69 426 Hemi, 383/440 Big Block B-Body) 5-stud mounting

P2998326 Restoration Radiator Cooling Fan Shroud (1970–73 426 Hemi, 383/440 Big Block B- and E-Bodies) 4-screw mounting shown



A.



B.



C.



D.



E.



F.

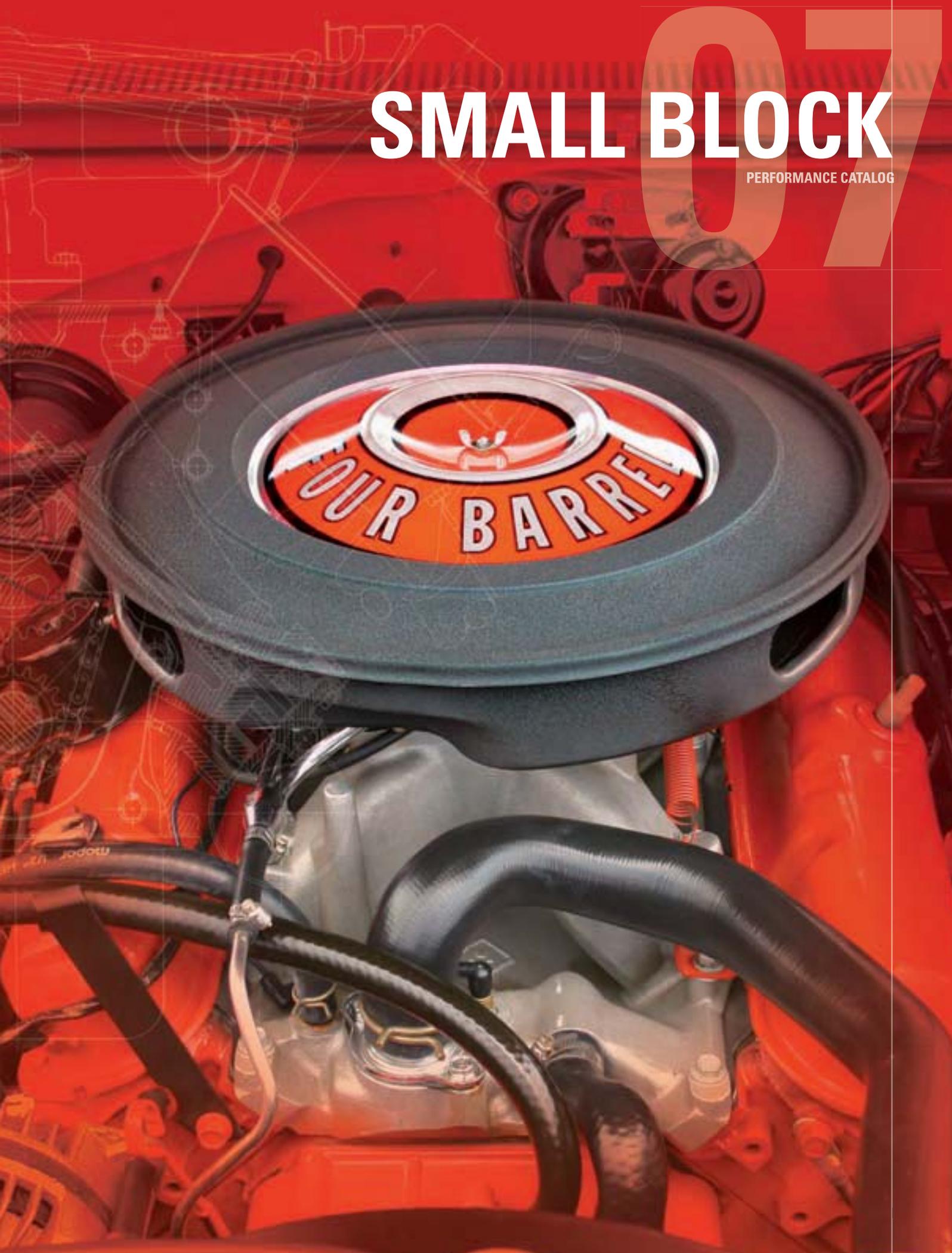
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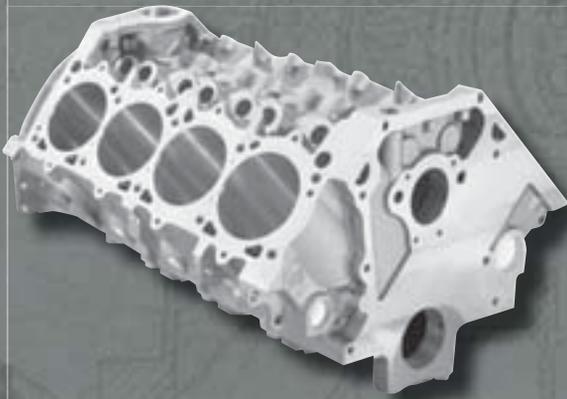
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# SMALL BLOCK

PERFORMANCE CATALOG

# 07





### **340 REPLACEMENT BLOCK**

To race or not to race? That is the question. Whatever your answer, Mopar has a Small Block that perfectly suits you. Enjoy!



### **CHROME VALVE COVER SET**

Mopar offers Small Block enthusiasts a wide range of valve cover sets to choose from. As-cast, black wrinkle, polished or chrome, any choice makes you a winner. When seen in public, always try to look your best!



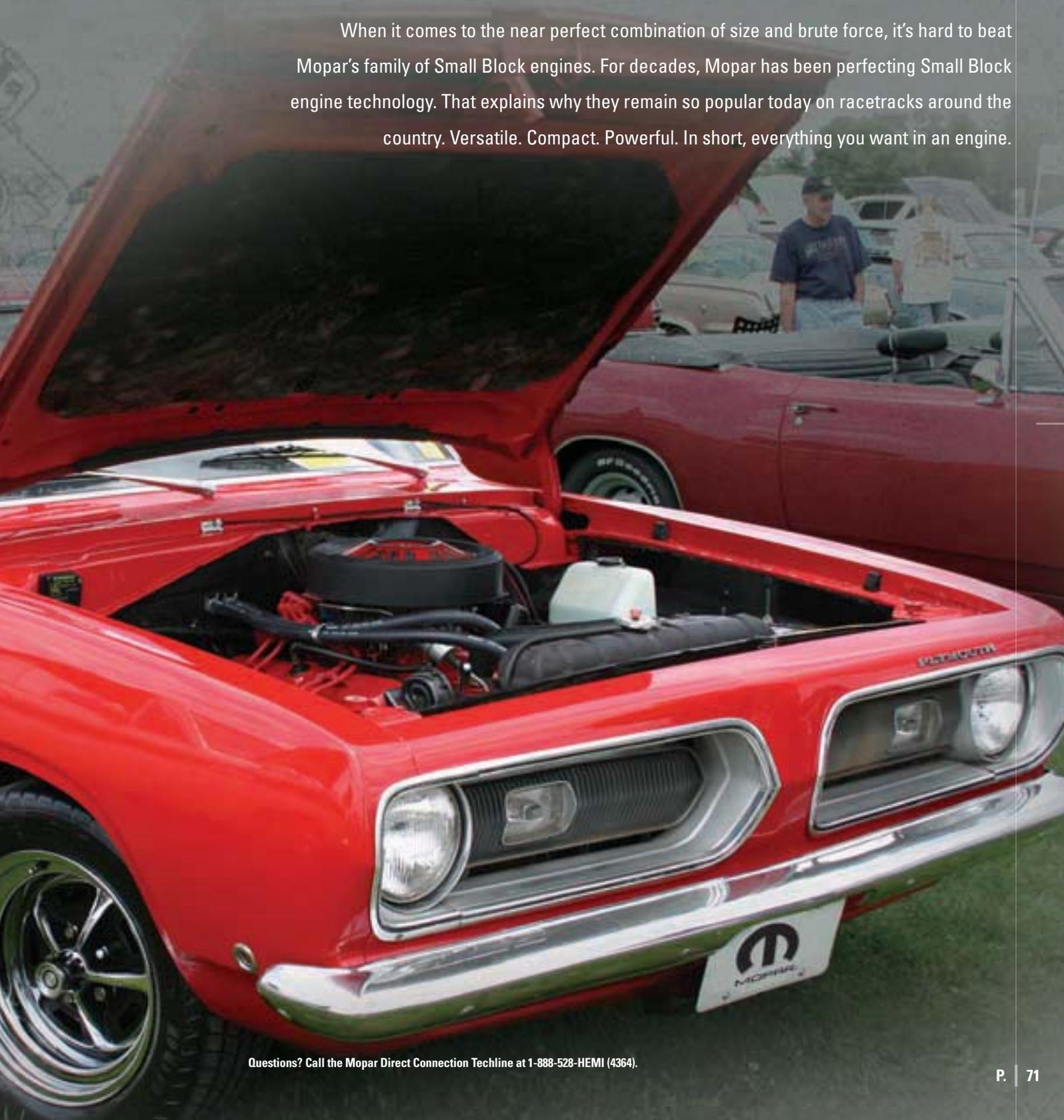
### **W9 RAISED PORT CYLINDER HEAD**

Whether it's for a straight replacement, all-out race or somewhere in the middle, Mopar has the Small Block cylinder heads, gaskets and hardware you need. Choose aluminum or cast iron—you can't go wrong!



# SMALL BLOCK. BIG POWER.

When it comes to the near perfect combination of size and brute force, it's hard to beat Mopar's family of Small Block engines. For decades, Mopar has been perfecting Small Block engine technology. That explains why they remain so popular today on racetracks around the country. Versatile. Compact. Powerful. In short, everything you want in an engine.





### 440 SUPER COMMANDO CRATE ENGINE — 540 HORSEPOWER (EST.), 550 FT.-LBS. TORQUE (EST.)

Big block power and cubic inches in a small block package! Mopar's new 440 Super Commando small block stroker crate engine gives you over 500 horsepower on pump gas, and offers the compact size of a small block.

#### \*P5153523 440 Super Commando Crate Engine — 540 Horsepower (Est.), 550 ft.-lbs. Torque (Est.)

##### Specifications:

Bore:	4.180"
Stroke:	4.000"
Compression Ratio:	10.2:1 (Est.)
Block:	New 340 Siamese Block with 4-Bolt Mains
Cylinder Heads:	Aluminum
Intake Manifold:	Mopar M1 Single Plane
Camshaft:	Hydraulic High-Performance – 251°/257° Duration @ .050", .603" Lift
Oil Pan:	8-Quart Center Sump Street/Strip Oil Pan
Crankshaft:	Forged 4340
Pistons:	Forged
Valves:	2.055"/1.600" Stainless
Connecting Rods:	Forged 6.123"
Rocker Arm:	Aluminum Roller w/ 1.6:1 Ratio

Note: Shown with available carburetor and air cleaner assembly.

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



### 410 MAGNUM SIX PACK CRATE ENGINE — 450 HORSEPOWER, 475 FT.-LBS. TORQUE

Nothing shrinks time and distance like cubic inches and a good induction system. Mopar's new 410 Magnum Stroker Small-Block has all the goods for whatever your application is. Basic ingredients include a new 340 block featuring 4-bolt mains, high-flow Magnum R/T heads, high-lift hydraulic camshaft and a 4.00" Stroker heavy-duty cast crankshaft. Topped off with an impressive aluminum "Six Pack" intake manifold and Mopar Cast Aluminum Valve Covers, the 410 Magnum has the right stuff to impress the troops on the drag strip, not to mention the cruise nights.

#### \*P5153527 450 Horsepower, 475 ft.-lbs. Torque

##### Specifications:

Bore:	4.040"
Stroke:	4.000"
Compression Ratio:	9.7:1
Block:	New 340 Replacement Block with 4-Bolt Mains
Cylinder Heads:	Cast Iron Magnum R/T Big Valve Heads ("LA" intake bolt pattern)
Intake Manifold:	Aluminum "Six Pack"
Camshaft:	Hydraulic High-Performance – 248/248 @ .050", .508" Lift
Oil Pan:	8-Quart Center Sump Street/Strip Oil Pan

Note: Shown with Available Carburetors.

P4349237 Center  
P4349238 Outboard

Questions? Call the Mopar Direct Connection Techline at 1-888-528-HEMI (4364).

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## 406 MAGNUM CRATE ENGINE — 435 HORSEPOWER

Better make sure your taillights are working, because that's all your competition will see when you drop in a Mopar 406 Magnum Crate Engine. This 4.00" stroker engine generates a whopping 435 horsepower and 470 ft.-lbs. of torque, and will quickly make believers out of everyone. It features big valve Magnum R/T cylinder heads and stainless steel valves. Drop one in and let 'er rip. For maximum performance, Mopar recommends the use of a 750 cfm Holley carburetor (P4349228) and 1-7/8" exhaust headers (not available through Mopar).

### \*P5153474 406 Magnum Crate Engine — 435 Horsepower Magnum Block Thermocycled .020" Overbore

#### Specifications:

- Thermocycled Block Is Bored to +0.020" Oversize
- 4.020" Bore/4.00" Stroke
- 9.0:1 Compression Ratio
- Big Valve Magnum R/T Cylinder Heads
- Distinctive Mopar Cast Aluminum Valve Covers
- 2.02" Intake and 1.625" Exhaust Valves
- Heavy-Duty Valve Springs
- Hydraulic Roller Camshaft — 288°/292° Advertised Duration (230°/234° Duration @ .050") 0.501"/0.513" Lift
- Single Plane, M1® 4-bbl Aluminum Intake Manifold (Includes Bosses for MPI Conversion; Taller than Stock — Check Hood Clearance)
- Double Roller Timing Chain and Sprockets
- 8-quart Center Sump Street/Strip Oil Pan
- Mopar Electronic Ignition Kit with Distributor
- Heavy-Duty Engine Stand and Engine Crate
- Does Not Include Accessory Brackets
- Not for Use with A/C or for Factory MPI Installations
- High Volume Oil Pump
- Externally Balanced to Stock (Production) 1993–2003 360 Magnum Engine; the Following Components Required for Proper Balancing (Not Included):
  - Flex Plate P4876706 and a Symmetrical, Neutrally Balanced Torque Converter or Flywheel P5249842 Are Recommended (Not Included)

**Note:** Crate engines that change the emissions performance of the vehicle may not be legal for use on vehicles regulated for highway use in California and other states. Horsepower and torque ratings based on test engine. Ratings may vary on individual engines.



### 360 MAGNUM CRATE ENGINE — 390 HORSEPOWER

For those who want more horsepower, Mopar offers an even hotter Magnum 360, now standard with new Magnum R/T cylinder heads. Mopar testing produced 390 horsepower at 5,300 rpm, with peak torque output of 420 ft.-lbs. at 4,400 rpm. Mopar recommends the use of a 750 cfm Holley carburetor (P4349228) and 1-7/8" exhaust headers (not available through Mopar).

#### \*P5153475 360 Magnum Crate Engine — 390 Horsepower, 420 ft.-lbs. Torque Magnum Block Thermocycled .020" Overbore

##### Specifications:

- Thermocycled Block Is Bored to +0.020" Oversize
- New Magnum R/T Big Valve Cylinder Heads
- Mopar Cast Aluminum Valve Covers
- High-Strength Stainless Steel Valves — 2.02" Intake, 1.62" Exhaust
- Heavy-Duty Valve Springs
- Hydraulic Roller Camshaft — 288°/292° Advertised Duration (230°/234° Duration @ .050") 0.501"/0.513" Lift
- Pistons — 9.0:1 C.R.
- Single Plane, M1® 4-bbl Aluminum Intake Manifold (Includes Bosses for MPI Conversion; Taller than Stock — Check Hood Clearance)
- Double Roller Timing Chain and Sprockets
- Center Sump Oil Pan Similar to Commando Engine (Fits Passenger Cars; Pan Swap Required for Truck Use)
- Mopar Performance Electronic Ignition Kit with Distributor
- Heavy-Duty Engine Stand and Engine Crate
- Does Not Include Accessory Brackets
- Not for Use with Air Conditioning
- Not Recommended for Factory MPI Replacement
- High Volume Oil Pump
- Flex Plate P4876706 and a Symmetrical, Neutrally Balanced Torque Converter or Flywheel P5249842 Are Recommended (Not Included)

**Note:** Uses premium fuel. Crate engines that change the emissions performance of the vehicle may not be legal for use on vehicles regulated for highway use in California and other states. Horsepower and torque ratings based on test engine. Ratings may vary on individual engines.

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### 360 MAGNUM CRATE ENGINE — 320 HORSEPOWER

Why take the time and expense to rebuild your old Small Block when you can bolt in a 320 horsepower Magnum engine for about the same cost. Dyno testing produced 320 horsepower at 4,750 rpm, and torque output is over 385 ft.-lbs. at 4,000 rpm. This powerful engine now comes standard with new Magnum R/T Cylinder Heads. Mopar recommends the use of a 750 cfm Holley carburetor (P4349228) and 1-5/8" exhaust headers (not available through Mopar).

#### \*P5153476 360 Magnum Crate Engine — 320 Horsepower, 385 ft.-lbs. Torque Magnum Block Thermocycled .020" Overbore

##### Specifications:

- Thermocycled Block Is Bored to +0.020" Oversize
- New Magnum R/T Big Valve Cylinder Heads
- Distinctive Mopar Cast Aluminum Valve Covers
- High-Strength Stainless Steel Valves — 2.02" Intake and 1.62" Exhaust
- Heavy-Duty Valve Springs
- Center Sump Oil Pan Similar to Commando Engine (Fits Passenger Cars; Pan Swap Required for Truck Use)
- Hydraulic Roller Camshaft — 250°/264° Advertised Duration 0.385"/0.401" Lift
- Dual-Plane M1® 4-bbl Aluminum Intake Manifold
- High Volume Oil Pump
- Electronic Ignition Package with Distributor
- Not for Use with Air Conditioning
- Not Recommended for Factory MPI Replacement
- Flex Plate P4876706 and a Symmetrical, Neutrally Balanced Torque Converter or Flywheel P5249842 Are Recommended (Not Included)

**Note:** Crate engines that change the emissions performance of the vehicle may not be legal for use on vehicles regulated for highway use in California and other states. Horsepower and torque ratings based on test engine. Ratings may vary on individual engines.



## STROKER MAGNUM/“LA” SHORT BLOCK

An addition to the Mopar family of short block performance engines, this Stroker 406 Short Block has all the power and reliability you want. Magnum block does not come with timing cover as pictured (order parts separately to match your engine application).

### \*P5007840 Stroker Magnum / “LA” Carb 406 Small Block

#### Specifications:

- Thermocycled 360 Magnum Engine Block (with “A” Oiling Passages to Deck)
- Blocks are Bored 0.020” Oversize
- Properly Clearanced with High-Performance Connecting Rods
- 4.00” Stroke High Performance Cast Crankshaft
- Use with Magnum or “LA” Cylinder Heads
- Use with Magnum or “LA” Hydraulic Roller Cam (with Magnum Heads) or Flat Tappet “LA” Cam (with “LA” Heads)
- Carb or MPI
- New Cast Aluminum Pistons and Moly Piston Rings
- New Engine Bearings
- Balanced as a Magnum 360
- Externally Balanced
- Requires the Following Components for Proper Balancing (Not Included):
  - P5007187 Damper
  - P5249842 Flywheel (Carb Only)
  - P4876706 Flex Plate, and a Symmetrical, Neutrally Balanced Torque Converter

**Note:** Short Block Assemblies that change the emissions performance of the vehicle may not be legal for use on vehicles regulated for highway use in California and other states.

**Questions? Call the Mopar Direct Connection Techline at 1-888-528-HEMI (4364).**

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### MAGNUM 5.9L MPI 360 SHORT BLOCK ASSEMBLY

This Magnum Short Block Assembly comes completely assembled with the parts listed below. Mopar recommends the use of Magnum R/T Cast Iron Cylinder Heads or Magnum Aluminum Cylinder Heads.

#### \*P5007549 Magnum 5.9L MPI 360 Short Block Assembly

##### Specifications:

- Thermocycled Block Is Bored 0.020" Oversize
- Slightly Shorter Deck Assures Smooth Gasket Surface
- New Engine Bearings
- New Hydraulic Camshaft (Requires New Tappets; Not Included)
- Balanced to Use All Production Magnum 5.9L Components (1993 and newer)
- Recommended as a Direct Replacement Magnum V8 Short Block for 1993 and Newer Trucks and Jeep Vehicles
- Properly Clearanced Crankshaft and Connecting Rods
- New Aluminum Pistons and Moly Piston Rings
- New Timing Gears and Chain
- Flex Plate P4876706 and a Symmetrical, Neutrally Balanced Torque Converter or Flywheel P5249842 Are Recommended (Not Included)

See Short Block Comparison Chart on page 81.

Note: Short Block assemblies that change the emissions performance of the vehicle may not be legal for use on vehicles regulated for highway use in California and other states.



### 360 SHORT BLOCK ASSEMBLIES

Mopar now offers complete Short Block Assemblies for pre-Magnum 360 and Magnum 360 engines. Each comes completely assembled with the parts listed below. Select from one of the many Mopar performance cylinder heads to complete your engine build. Our pre-Magnum 360 RV Short Block is perfect for truck and van applications.

**\*P4876908 360 Short Block Assembly — 1.63" Comp. Height**

**\*P4876913 Magnum 360 Short Block Assembly — 1.63" Comp. Height**

#### Specifications:

- Thermocycled Blocks Are Bored 0.020" Oversize
- Slightly Shorter Deck Assures Smooth Gasket Surface
- New Engine Bearings
- New Hydraulic Camshaft (Requires New Tappets; Not Included)
- Properly Clearanced Crankshaft and Connecting Rods
- New Aluminum Pistons and Moly Piston Rings
- Externally Balanced

- New Timing Gears and Chain
- All Assemblies Are Balanced as Pre-Magnum Production 360 Engines, and Require the Following Components for Proper Balancing (Not Included):
 

P4529110	Cast Crank Flywheel — 130 Tooth (1971–92 360 "A" Engines)
P5007301	Damper
P4529110	Flywheel
P4120241	Torque Converter Balance Package

See Short Block Comparison Chart on page 81.

Note: Short Block Assemblies that change the emissions performance of the vehicle may not be legal for use on vehicles regulated for highway use in California and other states.

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## ENGINE BLOCKS AND COMPONENTS

### A. Magnum/340 Replacement Engine Block

Limited production of the original 340 Block has made it very difficult to find one in good condition. Why take a chance with a 30-year-old-plus block when you can buy a new one? This new casting includes the original 340 production casting part number with an "M" added at the end to identify the 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, and 340 journal size. It has thicker webbing and pan rail (like the 1970 340 T/A version), a thicker deck surface and thicker bore walls in major and minor thrust directions. Block is rough bored at 3.900" to allow various bore sizes, from 3.910" to 4.080" (finish bore and honing required). Deck height is approximately 9.600". The 340 Replacement Block is ideal for restoration or where racing rules require a 340 block.

*P5153478	340 Replacement Engine Block — Siamese
*P5007552	340 Replacement Engine Block — Non-Siamese

### Magnum Race Block (Not Shown)

These new Magnum race blocks are made from the heavy-duty "R3" siamese bore casting. Features:

- Ductile iron main caps (4-bolt on the center 3 caps)
- Dual motor mounts w/ "LA" and Magnum mounts (must use late 1970s 318 mount for left side when using 340/360 "LA" Wedge motor mounts)
- Heavy-duty casting w/thicker deck and bore walls
- Works with all stock Magnum engine components
- Allows use of Magnum "stock style" hydraulic roller camshafts
- Not recommended for use with aftermarket tie bar style mechanical tappets
- High nickel block casting
- Siamese Bore — allows up to 4.220" bore size
- Rough bore size — 3.90" on 5.2L, and 3.94" on 5.9L block

*P5153579	5.2L Magnum Race Block — Siamese
*P5153452	5.9L Magnum Race Block — Siamese

### B. Cast Iron "R3" Race Engine Blocks

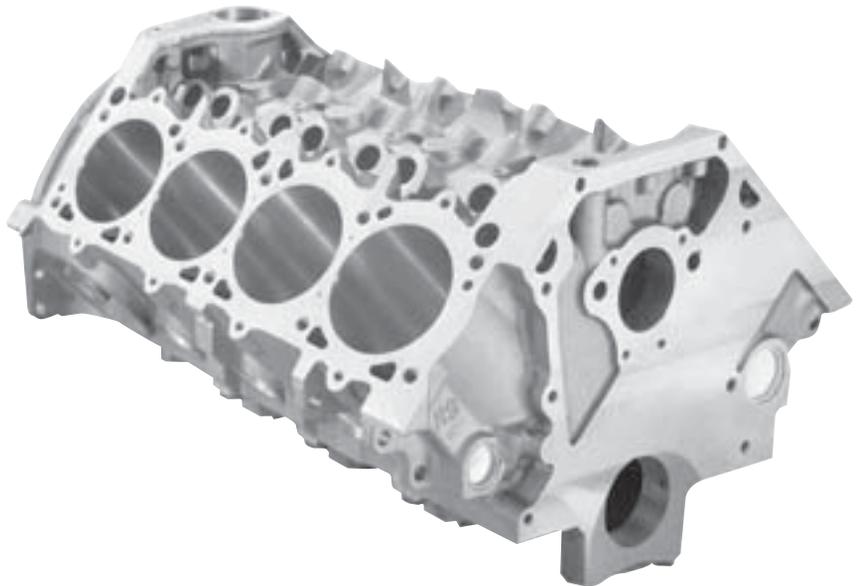
Building on Mopar's heritage, the "R3" race block family offers the latest in design technology along with the options to meet your specific needs. All of these blocks feature:

- 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 3.900" with various options that provide over-bore capacities up to 4.220" (in siamese-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) are available (59° blocks are not recommended for use with roller tappets)
- Thicker main webbing and pan rail for improved rigidity
- 4-bolt mains in ductile iron, billet
- 318/340 main journal size
- Machined for pre-Magnum head oiling, and dual engine mounts (Magnum and "LA")

Refer to chart at right for specifications.



A.



B.

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*P4876381AB	Cast Iron	"R3"	Race Engine Block — Siamese
*P5007360AB	Cast Iron	"R3"	Race Engine Block — Siamese
*P4876671AC	Cast Iron	"R3"	Race Engine Block — Siamese
*P4876791AC	Cast Iron	"R3"	Race Engine Block — Siamese
*P4876672AC	Cast Iron	"R3"	Race Engine Block — Non-Siamese
*P4876792AC	Cast Iron	"R3"	Race Engine Block — Non-Siamese
*P4876673AC	Cast Iron	"R3"	Race Engine Block — Siamese
*P4876674AC	Cast Iron	"R3"	Race Engine Block — Non-Siamese
*P4876795AB	Cast Iron	"R3"	Race Engine Block — Non-Siamese
*P4876793AC	Cast Iron	"R3"	Race Engine Block — Siamese

**SHORT BLOCK SPECIFICATIONS**

Part No.	*P4876908	*P4876913	*P5007549
Block	360	Magnum 360	MPI Magnum 5.9L
Deck Height	9.580"	9.580"	9.580"
Crankshaft	3.58 cast	3.58 cast	3.58 Cast
Rods	Forged	Forged	Forged
Length	6.123"	6.123"	6.123"
Pistons	Hypereutectic Coated Skirt	Hypereutectic Coated Skirt	Cast
Comp Height	1.63"	1.63"	1.622"
Bore Size	4.020"	4.020"	4.020"
Rings	5/64"	5/64"	Magnum
Camshaft	Hydraulic	Hydraulic Roller	Hydraulic Roller R/T
Timing Chain	Double-Roller w/Sprockets	Double-Roller w/Sprockets	Double-Roller w/Sprockets
Lift @ Valve	0.508"	0.501"/0.513"	0.458"/0.467"
Duration	292	288/292	260/264
Tappets	None	None	None
Fuel System	Carb. w/Mech Fuel Pump	Carb. w/Mech Fuel Pump	Factory MPI
Head Oiling	Rocker Shaft	Pushrod	Pushrod

**MAGNUM/R3/340 BLOCK ENGINE SPECIFICATIONS**

Part No.	Deck Nom.	Deck Min.	Cyl. Design	Over Bore	Cap Design	Tappet Angle	Journal Size	Notes
*P4876381AB	9.025"	8.90"	Siamese	4.220"	4-Bolt — Steel	48°	318/340	(2,3,4,5)
*P5007360AB	9.025"	8.90"	Siamese	4.220"	4-Bolt — Steel	48°	2.25"	(3,4,5,7)
*P4876671AC	9.200"	8.90"	Siamese	4.220"	4-Bolt — Iron	48°	318/340	(1)
*P4876791AC	9.200"	8.90"	Siamese	4.220"	4-Bolt — Iron	59°	318/340	(6)
*P4876672AC	9.200"	8.90"	Non-siamese	4.080"	4-Bolt — Iron	48°	318/340	(1)
*P4876792AC	9.200"	8.90"	Non-siamese	4.080"	4-Bolt — Iron	59°	318/340	(6)
*P4876673AC	9.560"	9.30"	Siamese	4.220"	4-Bolt — Iron	48°	318/340	(1)
*P4876793AC	9.560"	9.30"	Siamese	4.220"	4-Bolt — Iron	59°	318/340	(6)
*P4876674AC	9.560"	9.30"	Non-siamese	4.080"	4-Bolt — Iron	48°	318/340	(1)
*P4876795AB	9.560"	9.30"	Non-siamese	4.080"	2-Bolt — Iron	59°	318/340	(6)
*P5007552	9.600"	9.30"	Non-siamese	4.080"	4-Bolt — Iron	59°	318/340	(6)
*P5153478	9.600"	9.30"	Siamese	4.220"	4-Bolt — Iron	59°	318/340	(6)
*P5153579	9.580"	9.30"	Siamese	4.220"	4-Bolt — Iron	59°	318/340	(8)
*P5153452	9.580"	9.30"	Siamese	4.220"	4-Bolt — Iron	59°	360	(8)

**Notes:**

- 48° cam tunnel machining requires cam bearings P4876372 and UGL cam P4876633 or P4876634.
- 48° roller cam tunnel machining requires 50 mm roller cam bearings P4876707 and UGL cam P5007932.
- Dry Sump application only, requires external oil pump and filter.
- Lightening program removes all motor mounts, requires motor plate installation.
- Steel billet cap application: #1 – 2 bolt; #2 through #4 – 4-bolt wide register; #5 – 2 bolt ductile iron.
- 59° cam tunnel machining requires stock cam stepped bearings and standard cam.
- 48° cam tunnel machining requires 60 mm cam bearings P5007361 and cam UGL P5007437.
- 59° cam tunnel machining requires stock stepped cam bearings and has provisions for Magnum hydraulic roller camshaft

Questions? Call the Mopar Direct Connection Techline at 1-888-528-HEMI (4364).

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## SMALL BLOCK

### A. Block Hardware Package

Includes all the necessary dowels, plugs, bushings and keys, as well as core plugs, rear cam bearing plug, drive gear bushing and head dowels.

P5249261 Block Hardware Package

### B. Engine Teardown Gasket Sets

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

P4120692 Engine Teardown Gasket Set  
(340/360 Small Block)

### C. Brass Core Plugs

Round, press-in engine block Brass Core Plugs will never rust, and fit standard or Mopar race cast iron blocks.

P5249706 Brass Core Plugs

### D. Main Bearing Cap Bolt Package

Engineered to original factory specifications for repair and maintenance on your engine. Magnafluxed and hardness checked. Includes the necessary hardware for a complete engine kit.

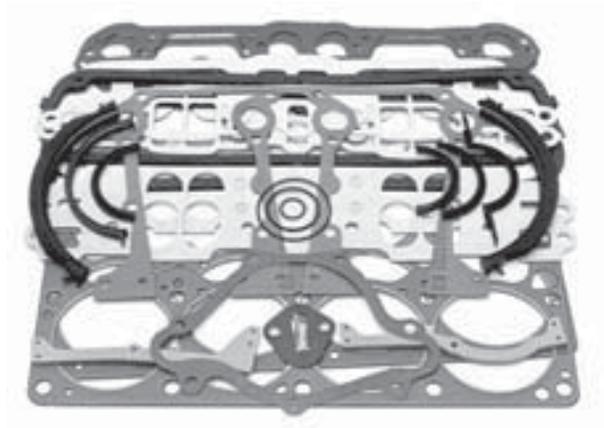
P4120096 Main Bearing Cap Bolt Package —  
2-Bolt Application

### E. "A" Engine Bearing Package

P5249056 318/340 Main Bearings — .001" Oversize  
P5249057 318/340 Main Bearings — .001" Undersize  
P5249058 318/340 Main Bearings — Standard



A.



B.



C.



D.



E.

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**CRANKSHAFTS AND ACCESSORIES**



**A.**



**B.**



**C.**



**D.**



**E.**



**F.**

**A. Forged Crankshafts**

Surface-hardened Forged Crankshafts feature radiused fillets at main and rod journals, 6-bolt flange, 4340 steel. Requires balancing. 4.00" stroke cranks require clearancing on block.

- \*P5007252 Forged Crankshaft — 4.00" Stroke (318/340 Main)
- \*P5007253 Forged Crankshaft — 3.58" Stroke (318/340 Main)
- \*P5007254 Forged Crankshaft — 4.00" Stroke (360 Main)
- \*P5007255 Forged Crankshaft — 3.58" Stroke (360 Main)

**B. Cast Crankshafts**

Special heavy-duty Cast Crankshafts with radiused fillets. Features 6-bolt pattern on crank flange. Requires balancing. 4.00" stroke cranks require clearancing on block.

- \*P5007256 Cast Crankshaft — 4.00" Stroke (318/340 Main)
- \*P5007257 Cast Crankshaft — 3.58" Stroke (318/340 Main)
- \*P5007258 Cast Crankshaft — 4.00" Stroke (360 Main Small Block, 5.9L Truck Magnum)
- \*P5007259 Cast Crankshaft — 3.58" Stroke (360 Main Small Block, 5.9L Truck Magnum)

**C. Crank Bolt Package**

Heavy-duty bolts used to attach the vibration damper to the crankshaft.

- P5249557AB Crank Bolt Package — 2.25" Length (Small Block with Aftermarket Dampers)

**D. Crank Key Package**

Used to locate the crankshaft sprocket on the nose of the crankshaft. Contains two keys.

- P5249822 Crank Key Package (426 Hemi, Big Block, "A" Engines, Slant Six)

**VIBRATION DAMPERS**

**E. Steel Vibration Damper**

Features a steel ring and a universal front pulley mount pattern. SFI approved.

- P5249690 Steel Vibration Damper (1967–91 273/318 Small Block, 1968–71 340 Small Block with Forged Crank)

**F. Thin Crank Vibration Damper**

Production style damper designed for all production balanced Small Block engines. Not SFI approved.

- P4452816 Thin Crank Vibration Damper — Internally Balanced (1967–91 273/318, 1968–early 1972 340 Forged Crank)
- P5007301 Thin Crank Vibration Damper — Externally Balanced (1971–92 360 "A" Engines, pre-Magnum Short Blocks P4876907 and P4876908)

**SMALL BLOCK ENGINE DISPLACEMENT (CUBIC INCHES)**

	BORE (IN INCHES)										
STROKE	3.910	3.940	3.970	4.000	4.030	4.040	4.060	4.100	4.125	4.180	4.220
3.310	318	323	328	333	338	340	343	350	354	363	370
3.580	344	349	355	360	365	367	371	378	383	393	401
3.790	364	370	375	381	387	389	392	400	405	416	424
4.000	384	390	396	402	408	410	414	422	427	439	448
4.250	408	414	421	427	433	436	440	449	454	466	476

## SMALL BLOCK

### A. Damper Degree Timing Tape

Improve timing accuracy with Damper Degree Timing Tape. Marked in 90° increments. Self-adhesive strip adheres to crank vibration damper for clear identification of marks. Permits reading up to 60° instead of only 10°–15°, as on chain case timing tab. Damper not included.

P4529070AB Damper Degree Timing Tape

### B. Oil Slinger

Protects front seal from excessive oil contact. Forces lubricant oil into chain.

P5249636 Oil Slinger

## ROLLER TIMING CHAIN AND SPROCKETS

### C. Double Roller Chain and Sprocket

High-strength double roller chain provides added durability and decreased rotational friction versus production silent chain. Includes Magnafluxed sprockets and roller timing chain.

- \*P5249267 Double Roller Chain and Sprockets — 1-Bolt, Three Matched Keyways (Small Block, 5.2L/5.9L Magnum/Jeep Engines)
- \*P5249131 Replacement Double Roller Chain (Cloyes Race Application)
- \*P4876559 Oversize Race Chain and Sprockets — 0.005" Oversize
- \*P4876560 Oversize Race Chain and Sprockets — 0.010" Oversize
- \*P3690866 Standard Size Race Chain and Sprockets

### D. Timing Chain Tensioner

Stabilizes cam timing by reducing timing chain slack. Can be used in place of thrust plate P5249637.

P5007709 Timing Chain Tensioner (Small Block, 3.9L V6, 5.2L and 5.9L Truck Magnum/Jeep Engines)

### E. Front Cover Seal and Gasket

P4876700 Front Cover Gasket — for Short Deck Race Blocks (9.00"–9.20"); use with Covers P4876631–32

P4876701 Front Cover Seal Retainer for Sand-Cast Race Cover

P4876280 Front Cover Seal

### F. Timing Chain Covers

Package includes timing chain cover, seal, and gasket.

P4876377 Sand Cast Race Timing Chain Cover — 9.560" Deck Height (Small Block and 3.9L V6)

P4876631 Sand Cast Race Timing Chain Cover — 9.00"–9.20" Deck, Standard Water Pump

P4876632 Sand Cast Race Timing Chain Cover — 9.00"–9.20" Deck, Race Water Pump/Motor Plate

P5249930 Production Timing Chain Cover — 9.560" Deck Height; Non-Chrome (Small Block and 3.9L V6)

### G. Timing Cover Chrome Bolt Package

Package includes a complete set of chrome bolts for timing chain covers.

P4529256 Chrome Bolt Package (1969-92 "A" Engine)



A.



B.



C.



D.



E.



F.



G.

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## CAMSHAFTS AND LIFTERS

### A. Purple Shaft Camshafts

All Mopar Purple Shaft performance camshafts are designed, developed, dyno'd and track tested by engineers for increased power and rpm potential while maintaining reliability and the best possible low-speed characteristics, including torque and idle quality. Each package contains the camshaft, cam lube, instruction sheet and tappets.

#### Hydraulic Camshaft

*P4452782	0.429"/0.444" Lift, 228/235 Adv. Duration
*P4452757	0.410"/0.425" Lift, 248/256 Adv. Duration
*P4452759	0.430"/0.450" Lift, 260/268 Adv. Duration
*P4452761	0.450"/0.455" Lift, 268/272 Adv. Duration
*P4452992	0.474"/0.474" Lift, 280/280 Adv. Duration
*P4120231	0.484"/0.484" Lift, 284/284 Adv. Duration
*P4120233	0.508"/0.508" Lift, 292/292 Adv. Duration
*P5007696	0.484"/0.484" Lift, 284/284 Adv. Duration
*P4529317	0.533"/0.533" Lift, 320/320 Adv. Duration

#### Mechanical Camshaft

*P4120653	0.528"/0.528" Lift, 284/284 Adv. Duration
*P4120655	0.557"/0.557" Lift, 296/296 Adv. Duration
*P4120657	0.590"/0.590" Lift, 312/312 Adv. Duration

**Note:** For flat tappet camshafts, Mopar recommends the use of a high zinc oil for maximum durability.

**Refer to chart below for complete specs.**

### B. Race Roller UGL Camshafts

48° tappet "R" blocks (R1, R2, R3, R4) and 48° tappet aluminum blocks require special camshafts. These UGL (unground lobe) camshafts enable cam grinders to grind specific cam profiles to create a finished cam. Cannot be used in engine as-is.

*P4876633	Race UGL Camshaft — Roller Tappets, for Babbitt Bearings P4876372 ("R" Blocks)
*P4876634	Race UGL Camshaft — Flat Tappets, for Babbitt Bearings P4876372 ("R" Blocks)
*P5007437	Race UGL Camshaft — Roller Tappets, for 60 mm Roller Bearings P5007361 ("R" Blocks)
*P5007932	Race UGL Camshaft — Roller Tappets, for 50 mm Roller Bearings P4876707 ("R" Blocks)

A.



B.



### HYDRAULIC CAMSHAFTS

Part Number	Adv. Duration	@ 0.50"	O-Lap	Centerline	Lift	Recom. Spring	Basic RPM	Applications and Comments
*P4452782	268/276	228/235	44	114	0.429"/0.444"	P4120249	Idle-5800	Muscle car – factory original
*P4452757	248/256	211/218	32	110	0.410"/0.425"	P4286813	1000-5000	Drag mild comp and perf RV
*P4452759	260/268	221/228	44	110	0.430"/0.450"	P4286813	1200-5200	Drag mild comp and high perf RV
*P4452761	268/272	228/231	50	110	0.450"/0.455"	P4120249	1500-5800	Drag light comp and good mid-range
*P4452992	280/280	238/238	60	110	0.474"/0.474"	P4120249	2000-6000	Drag mild comp w/auto or 4-speed
*P4120231	284/284	241/241	68	108	0.484"/0.484"	P4120249	2600-6000	Drag mod. comp w/auto or 4-speed
*P4120233	292/292	248/248	76	108	0.508"/0.508"	P5249847	2800-6200	Drag modified comp
*P5007696	284/284	241/241	56	114	0.484"/0.484"	P4120249	2600-6000	Improved drivability
*P4529317	320/320	272/272	104	108	0.533"/0.533"	P5249847	3800-6400	Drag mod. comp w/ auto or 4-speed

### MECHANICAL CAMSHAFTS

Part Number	Adv. Duration	@ 0.50"	O-Lap	Centerline	Lift	Valve Lash	Recom. Spring	Basic RPM	Applications and Comments
*P4120653	284/284	241/241	60	112	0.528"/0.528"	28/32	P5249847	2800-6900	Drag modified comp
*P4120655	296/296	252/252	76	110	0.557"/0.557"	28/32	P3614542	3400-7200	Drag pro comp, man & high-stall auto
*P4120657	312/312	265/265	104	106	0.590"/0.590"	28/32	P3614542	4000-7500	Drag pro comp, auto. w/race conv.

## SMALL BLOCK

### A. Camshaft Bearings (48° Lifter Only)

- P4876372 Camshaft Bearings — 48°, Babbitt Applications  
P4876707 Camshaft Bearings — 48°, 50 mm Roller  
Bearing Application (Aluminum "A" Engine)  
P5007361 Camshaft Bearings — 48°, 60 mm Roller  
Bearing Application

## CAMSHAFTS AND LIFTERS

### B. Camshaft Plate Kit

Designed to take the thrust of the camshaft. Includes the cam plate and all necessary bolts.

- P5249637 Camshaft Plate Kit

### C. Camshaft Sprocket Attaching Hardware

Required when a fuel pump eccentric is used.

- P4529838 Camshaft Sprocket Attaching Hardware

### D. Offset Camshaft Keys

For centerlining your camshaft, these hardened keys are color coded in 1°, 2°, 3°, 4° and 5° increments. Production key is used for zero offset.

- \*P4286500 Offset Camshaft Keys

Note: Color Code for Cam Keys: Natural=1°, Red=2°, Blue=3°, Yellow=4°, White=5°.

### E. Mechanical Tappet

Sold individually.

- \*P2843177 Mechanical Tappet — 0.0005" Undersize

### F. Hydraulic Tappet

Sold individually.

- \*P3614321 Hydraulic Tappet

### G. Roller Tappet Set

Includes matched pair of roller tappets with guide bar.

- \*P4452919 Roller Tappet Set (Not Recommended with  
"R" Blocks and 340 Replacement Blocks)

### H. Drill Fixture Tool

Developed to add tappet oiling for 48° "R" blocks.

- P5007728 Drill Fixture Tool (Small Block)



A.



B.



C.



D.



E.



F.



G.



H.

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## CYLINDER HEADS

### A. "Commando" Large Port Cylinder Head Assembly (Cast Iron)

Features 2.02" intake valves, 1.60" exhaust valves. High-Performance Valve Springs — up to .535" lift. Chrome Moly Retainers; .060" Thick Valve Spring Seat/Cup. Fits all 1967–1991 318, 340 and 360 "LA" small-block applications and current Mopar R3 blocks. The Large Port "Commando" Cylinder Head retains the stock "LA" style intake and exhaust layout, while the unrestricted cross-sectional port area, combined with offset-style W2 rockers, increases airflow dramatically. The Large Port "Commando" Cylinder Head is the low-cost alternative to exotic race-style heads. W2 offset rocker arms are required (P5153586).

\*P5153536 "Commando" Large Port Cylinder Head Assembly

### B. "Commando" Standard Port Cylinder Head Assembly

2.02" Intake Valves, 1.60" Exhaust Valves. High-Performance Valve Springs — up to .535" lift. Chrome Moly Retainers. Valve Spring Seat/Cup. Fits all 1967–1991 318, 340 and 360 "LA" small block applications and current Mopar R3 blocks. Uses production shaft-mounted valve gear (oil through the head) or Mopar Cast Iron Ductile Rocker Arm Package P4529738 and On-Center Rocker Shafts P4510636. The "Commando" Standard-Port Cylinder Head also retains the production exhaust flange pattern and stock 340/360 "LA" intake manifolds.

\*P5153535 "Commando" Standard Port Cylinder Head Assembly



A.



B.

## SMALL BLOCK

### A. W2 "Classic" Cylinder Head

Heads feature flat-machined rocker stands that work with rocker arms P5153586 (old style offset shaft rockers). The Heads use the stock "LA" oiling system where oil is fed through passages in the block and heads up to the rocker shafts and arms.

- \*P5153599 W2 "Classic" Cylinder Head — 2.02" Intake, 1.60" Exhaust, Open Chamber with Revised Intake Ports
- \*P5153600 W2 "Classic" Cylinder Head Assembly with Valves — 2.02" Intake, 1.60" Exhaust, Open Chamber with Revised Intake Ports

### W2 Cast Iron Race Cylinder Heads

Features flat-machined rocker pads that require the use of T&D Race Rocker Arms and long valves. Heads must be oiled through the tappets and hollow pushrods. Older style rocker stands and rocker systems do not work with these heads.

- \*P5007445AB W2 Cast Iron Race Cylinder Head — 2.02" Intake (48° 65 cc), 1.60" Exhaust, Revised Intake Ports
- \*P5249769 W2 Cast Iron Race Cylinder Head — 2.02" Intake (59° 65 cc), 1.60" Exhaust, Standard Intake Ports
- \*P5007708AB W2 Cast Iron Race Cylinder Head — 2.02" Intake (48° 47 cc), 1.60" Exhaust, Revised Intake Ports
- \*P5007355 W2 Cast Iron Race Cylinder Head — 2.02" Intake (59° 68 cc), 1.60" Exhaust, Revised Intake Ports

### B. W9 Raised Port Aluminum Cylinder Head

Partially machined W9 Cylinder Head with raised intake and exhaust ports. Recommended for use in Sprint cars and Midgets.

#### Features:

- High-strength, lightweight A356 aluminum alloy casting
- Ports raised significantly higher than standard W9 cylinder heads
- Machined deck, intake surface, head bolts and valve cover rail; ports are cast small to allow for flexibility in porting (requires porting)
- Chamber is cast filled-in to allow for a very small machined chamber (requires machining)
- Requires machining for valve guides, spark plugs, intake screws, porting, valve spring pockets, rocker stands, and injectors
- Recommended valve length: 6.040" intake and 6.060" exhaust
- 6-bolt head attachment design
- Recommended for use with T&D rocker arms with 0.750" offset (custom order)

- \*P5007904 W9 Raised Port Aluminum Cylinder Head (Small Block, A-4 Midget Block)

### C. W9 Aluminum Cylinder Heads

Designed with the professional racer in mind, W9 Aluminum Cylinder Heads incorporate the latest in "paperless design technology" to give racers the leading edge. Features high-strength, lightweight A356 aluminum alloy casting with thick decks that permit small chambers for maximum compression ratios, a 6-bolt head attachment design for sealing integrity, and raised intake and exhaust ports for maximum performance. Heads have a 15° valve angle, with additional material to permit "rolling" the head (except head P5007861, which is 13°). They are the same length as the block to permit ease of installation with engine plates.

- \*P4510324 W9 Aluminum Cylinder Head (59° Small Blocks) Machined Chamber for Gasoline Engines
- \*P5007065AB W9 Aluminum Cylinder Head (48° Small Blocks) Machined Chamber for Gasoline Engines
- \*P5007855 W9 Aluminum Cylinder Head (Small Block, A-4 Midget Block) 48°
- \*P5007861 W9 Aluminum Cylinder Head (Small Block, A-4 Midget Block) 48°



A.



B.



C.

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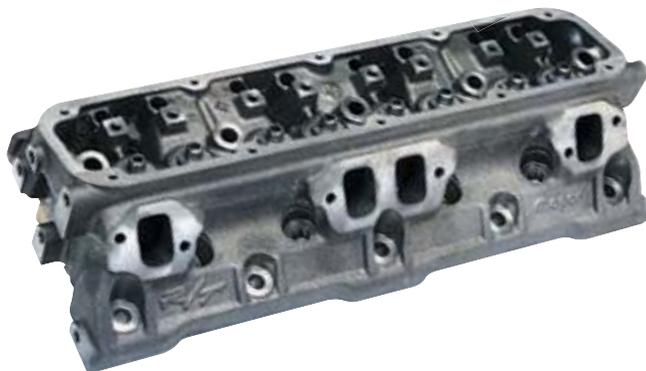
A.



B.



C.



D.

### A. "LA" Replacement Style Cast Iron Cylinder Head Assembly

Outflows all production "X" and "J" head castings, right out of the box. 2.02" Intake Valves, 1.625" Exhaust Valves. High-performance valve springs — up to .525" lift. Chrome moly retainers. Fits all 1967–1991 318, 340 and 360 "LA" small block applications, along with current Mopar R3 blocks.

- \*P5007950 "LA" Replacement Cylinder Head — Bare
- \*P5153533 "LA" Replacement Style Cast Iron Cylinder Head Assembly

**Note:** Requires the use of Magnum Cylinder Head Conversion Components — Rocker Arm Set P4876050, Hydraulic Pushrod Set P5007477, and Hydraulic Tappet Set P4529220AB.

### B. Aluminum Magnum Cylinder Head

Features higher airflow and performance over cast iron (stock) Magnum cylinder heads. Uses unique vertical style intake manifold attachment, production valve gear (except for larger 3/8" studs), and production exhaust flange pattern. No heat crossover. Magnum cylinder heads can be used on pre-1991 318 and pre-1992 360 (and 340) Small Block engines. Please refer to the Magnum Cylinder Head Conversion components (on pg. 87) and the Mopar Small Block Engine Manual (P4876826) for installation information. Production guide plates must be drilled to 3/8". Magnum cylinder heads can be used on Small Blocks if used with Magnum Cylinder Head Conversion components. Production guide plates must be drilled to 3/8".

- \*P4876624 Magnum Aluminum Cylinder Head (5.2L/5.9L Truck Magnum/Jeep Engines, Magnum Crate Engines)

### C. Aluminum Magnum Cylinder Head Assembly

- Higher airflow than production cylinder heads
- 1.92" Intake Valves, 1.625" Exhaust Valves
- High-Performance Valve Springs—Up to .525" Lift
- Chrome Moly Retainers
- .060" Thick Valve Spring Seat/Cup

Fits all 1992 318 and 360 "Magnum" small block applications and current Mopar R3 blocks. Uses production Magnum valve gear except for 3/8" studs or the Mopar Roller Rocker Arm Set P5249800AB (1.6 Ratio) or P5007404 (1.7 Ratio).

- \*P5153534 Magnum Aluminum Cylinder Head Assembly

### D. Magnum R/T Cast Iron Cylinder Heads

- Unique all-new casting for Magnum V-8 engines
- Higher airflow and better performance than stock (cast iron) Magnum cylinder heads
- Vertical style intake manifold attachment
- Production valve gear (rocker arms, valves, valves springs, keepers and retainers)
- Works with original production and Mopar Magnum engines, as well as stock intake manifolds, exhaust manifolds and 10-bolt valve covers. Magnum cylinder heads can be used on pre-1991 318 and pre-1992 360 (and 340) Small Block engines. Please refer to the Magnum Cylinder Head Conversion components (on pg. 87) and the Mopar Small Block Engine Manual (P4876826) for installation information. Magnum cylinder heads can be used on Small Blocks if used with Magnum Cylinder Head Conversion components. Production guide plates must be drilled to 3/8".

- \*P5007141 Cast Iron R/T Head (Bare) — 2.02" Intake, 1.625" Exhaust (5.2L/5.9L Truck Magnum/Jeep Engines)
- \*P5007140 Cast Iron R/T Head (Bare) — 1.92" Intake, 1.625" Exhaust (5.2L/5.9L Truck Magnum/Jeep Engines)
- \*P5007145 Magnum R/T Cast Iron Head Assembly — 1.92" Intake, 1.625" Exhaust (5.2L/5.9L Truck Magnum/Jeep Engines)
- \*P5153532 Magnum R/T Cast Iron Head Assembly — 2.02" Intake, 1.625" Exhaust

## FOR USE WITH "R" BLOCKS OR ALUMINUM BLOCKS WITH 48° TAPPET BORE

## W2 CYLINDER HEADS

Part Number	Description	Material	Chamber Size	Tappet Angle	Valve Angle	Valve Sizes	Valve Stem	Int. Port Volume	Int. Flow @ .600"	Int. Port Shape	Ex. Port Shape	Valve Cover	Approx Weight
*P5007445AB	W2	Cast Iron	65 cc	48°	15°	2.02"/1.60"	3/8"	190 cc	265 cfm	Oval W2	"D" W2/5	Std 5 Bolt	51 lbs.
*P5007708AB	W2	Cast Iron	47 cc	48°	15°	2.02"/1.60"	3/8"	190 cc	265 cfm	Oval W2	"D" W2/5	Std 5 Bolt	51 lbs.

## W9 CYLINDER HEADS

*P5007065AB	W9	Aluminum	62 cc	48°	15°	N/A	11/32"	200 cc	290 cfm	Rect. W8/9	"D" W7/9	Std 5 Bolt	22 lbs.
*P5007855	W9 Partially Machined	Aluminum	52 cc	48°	15°	N/A	N/A	N/A	N/A	Rect. W8/9	"D" W7/9	Std 5 Bolt	22 lbs.
*P5007861	W9 Partially Machined	Aluminum	52 cc	48°	13°	N/A	N/A	N/A	N/A	Rect. W8/9	"D" W7/9	Std 5 Bolt	22 lbs.

## W9 RAISED PORT HEADS

*P5007904	W9 Partially Machined	Aluminum	N/A	48°	13°	N/A	N/A	N/A	N/A	N/A	N/A	Std 5 Bolt	N/A
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## FOR USE WITH PRODUCTION BLOCKS OR "R" BLOCKS WITH 59° TAPPET BORE

## W2 CYLINDER HEADS

Part Number	Description	Material	Chamber Size	Tappet Angle	Valve Angle	Valve Sizes	Valve Stem	Int. Port Volume	Int. Flow @ .600"	Int. Port Shape	Ex. Port Shape	Valve Cover	Approx Weight
*P5249769	W2	Cast Iron	65 cc	59°	18°	2.02"/1.60"	3/8"	180 cc	260 cfm	Oval W2	"D" W2/5	Std 5 Bolt	51 lbs.
*P5007355	W2	Cast Iron	68 cc	59°	18°	2.02"/1.60"	3/8"	189 cc	260 cfm	Oval W2	"D" W2/5	Std 5 Bolt	51 lbs.
*P5153599	W2	Cast Iron	70 cc	59°	18°	2.02"/1.60"	3/8"	189 cc	260 cfm	Oval W2	"D" W2/5	Std 5 Bolt	51 lbs.

## W9 CYLINDER HEADS

*P4510324	W9	Aluminum	62 cc	59°	15°	2.15"/1.60"	3/8"	200 cc	290 cfm	Rect. W8/9	Std.	Std 5 Bolt	22 lbs.
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## "COMMANDO" CYLINDER HEADS

*P4876785	Commando	Aluminum	53 cc	59°	18°	2.02"/1.60"	3/8"	177 cc	222 cfm	Rect. 360	Std.	Std 5 Bolt	25 lbs.
*P4876310AB	Large Port Commando	Aluminum	50 cc	59°	18°	2.02"/1.60"	3/8"	N/A	N/A	Rect. W5	Std.	Std 5 Bolt	25 lbs.

## "A" ENGINE REPLACEMENT HEAD

*P5007950	"A" Engine Replacement	Cast Iron	60 cc	59°	18°	2.02"/1.625"	8 mm	180 cc	229 cfm	Rect.	Std	10 Bolt	57 lbs.
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## MAGNUM CYLINDER HEADS

*P5007140	Magnum R/T	Cast Iron	60 cc	59°	18°	1.92"/1.625"	8 mm	180 cc	229 cfm	Rect.	Std	10 Bolt	57 lbs.
*P5007141	Magnum R/T	Cast Iron	60 cc	59°	18°	2.02"/1.625"	8 mm	180 cc	229 cfm	Rect.	Std	10 Bolt	57 lbs.
*P4876624	Magnum	Aluminum	53 cc	59°	18°	1.92"/1.625"	8 mm	177 cc	222 cfm	Rect.	Std	10 Bolt	25 lbs.

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## CYLINDER HEAD HARDWARE AND GASKETS

### A. Magnum Cylinder Head

#### Conversion Components

Designed to allow the use of Magnum engine heads on pre-1992 Small Blocks. Requires the use of Magnum cylinder heads, hydraulic pushrods, Jeep tappets, and eight Magnum engine rocker arms (P4876050) to oil rocker arms through tappet and pushrod.

- \*P5007477 Hydraulic Pushrods — 7.625", Set of 16 (1967–91 Small Block)
- \*P4529220AB Hydraulic Tappet — Sold Individually (Small Block)
- \*P4876050 Rocker Arm Set — Single Cylinder (5.9L Magnum, Magnum Crate Engines; Does Not Fit 4.7L)



A.

### B. Composition Material Cylinder Head Gaskets

Can be used for replacement or competition applications up to 12.5:1 compression ratio. Features 0.040"–0.042" compressed thickness (unless otherwise noted). Small Block 4-bolt pattern. Sold as engine set.

- P4120094 Composition Material Cylinder Head Gasket — Up to 4.060" Bore; 0.024"–0.028" Compressed Thickness
- P4529454 Composition Material Cylinder Head Gaskets — Up to 4.100" Bore (Small Block)
- P4349557 Composition Material Cylinder Head Gasket — Up to 4.060" Bore, High Compression



B.

### Low Compression Ratio Composition Material Head Gasket (Not Shown)

Not recommended for compression ratios over 10.5:1.

- P4120093 Composition Material Cylinder Head Gasket — Up to 4.060" Bore; .040 Thickness



C.

### C. Head Bolt Sets

Includes all required head bolts.

- P4120471 Cylinder Head Bolt Set (318/340/360 "A" Engines up to 1992)
- P4876759 Aluminum Commando Cylinder Head Bolt Set (Small Block, 5.2L/5.9L Truck Magnum/Jeep Engines)

### D. Head Stud Kits

Kits contain studs, nuts and washers for changeover of stock head bolts.

- P5007912 Cylinder Head Stud Kit (Aluminum Block, W9 Raised Port Cylinder Head)
- P4876757 Cylinder Head Stud Kit (Aluminum Block, W9 Heads)
- P4876083 Cylinder Head Stud Kit ("R" Blocks with W9 Heads)



D.

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## SMALL BLOCK

### A. Hardened Washer Sets

Hardened Washer Sets for use with Head Bolts and Main Caps. Sold in sets of 20.

P4120459 Hardened Washer Set — 1/2" (Hemi, Big Block, Small Block, Truck Magnum/Jeep Engines)

### B. NEW! 340 Exhaust Manifold Heat Shield

P2946105 340 Exhaust Manifold Heat Shield — Driver's Side. Fits 1968–70 340 Applications with HP Exhaust Manifolds



## VALVE COVERS AND HARDWARE

### C. "As Cast" Aluminum Valve Cover Set

Cast aluminum covers are more rigid than stamped steel, which helps prevent valve cover leaks. Sold "as cast" so you can set up the breathers as required. There's no paint to remove if welding is done. Mopar Pentastar logo is cast into each cover. Set includes two valve covers and oil filler caps.

P5007612 "As Cast" Aluminum Valve Cover Set  
P5249581 5-Bolt Gasket — Rubber with Steel Shim Reinforcement (318/340/360 "A" Engines Up to 1992)  
P4452089 Race Gaskets

### D. Black Wrinkle Cast Aluminum Valve Cover Set

High-strength cast aluminum valve covers are more rigid than stamped steel, offering better anti-leak properties. Mopar Performance Pentastar logo is cast into each cover. Set includes two valve covers, two oil filler caps, and baffle package.

P5007611 Black Wrinkle Cast Aluminum Valve Cover Set  
P4452089 Race Gaskets  
P5249581 5-Bolt Gasket — Rubber with Steel Shim Reinforcement (318/340/360 "A" Engines up to 1992)

A.



B.



C.



D.

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A.



B.



C.



D.

**A. Chrome Valve Cover Set**

Dress up your engine compartment with these high-quality, chrome-plated stamped steel valve covers. Mopar Pentastar logo is stamped on each cover. Set includes two valve covers and grommets. Does not include gaskets, screws or baffling.

P5007446 Chrome Valve Cover Set  
P4452089 Race Gaskets

**B. Polished Cast Aluminum Valve Cover Set**

Polished to a chrome-like shine that's perfect for that show car engine look. Features Mopar Pentastar logo. Set includes two valve covers, two oil filler caps and baffle package.

P5007613 Polished Cast Aluminum Valve Cover Set  
P4452089 Race Gaskets

**C. Wide Valve Cover Set**

Five-bolt cover features reversed lip design that allows the cover to be wider on stock production gasket surface. Extra width allows for larger valve springs and longer rocker arms. Mopar Pentastar logo featured on each cover. Use with Stud Package P4876676.

P4876124 Wide Valve Cover Set (Stock Production  
Small Blocks and W2/W5/W7/W9 Flanges)  
P5249581 5-Bolt Gasket — Rubber with Steel Shim  
Reinforcement (318/340/360 "A" Engines  
up to 1992)  
P4452089 Race Gaskets

**D. Valve Cover Accessory Set**

Includes 12 chrome-plated screw and washer assemblies, one chrome-plated oil filler cap, and two rubber grommets. Chrome Valve Cover Grommet Set can also be purchased individually.

P4120272 Valve Cover Accessory Set  
(Big Block and Small Block)  
P5007419 Chrome Valve Cover Grommet Set  
(Big Block and Small Block)

## SMALL BLOCK

### A. Baffle and Screw Package

For cast aluminum valve covers only.

P5007052 Baffle and Screw Package (Small Block, Truck  
Magnum/Jeep Engines)

### B. Valve Cover Retaining Screw Set

Package includes 12 retaining screws.

P5007053 Valve Cover Retaining Screw Set

### C. Valve Cover Bolt Kit

Includes 12 chrome-plated bolts for stamped steel and  
aluminum valve covers.

P5007458 Valve Cover Bolt Kit (Big Block and  
Small Block)

### D. Valve Cover Stud Attaching Kit

Required for use with W8 Cast Aluminum Valve Cover  
P4876699 (also fits P4876124).

P4876676 Valve Cover Stud Attaching Kit

### E. Cast Aluminum Valve Cover Chrome Bolts

Fit 5.2L/5.9L Magnum valve cover packages P5007617 and  
P5007618. Designed for cast aluminum valve covers only. Set  
includes 20 bolts (10 per cover).

P5007620 Cast Aluminum Valve Cover Bolt  
Set (Small Block, 5.2L/5.9L Truck  
Magnum/Jeep Engines)

### F. Chrome Breather Caps

For use with Mopar cast aluminum valve covers to fill extra  
valve cover holes. Push-in style breather cap requires Grommet  
Set P4529882.

- \*P4120446 Chrome Breather Cap with Tube
- \*P4529880 Twist-on Bottom Vented Breather Cap  
(Big Block, Small Block, 5.2L/5.9L Truck  
Magnum/Jeep Engines)
- \*P4529881 Push-in Style Breather Cap  
(Big Block, Small Block, 5.2L/5.9L  
Truck Magnum/Jeep Engines)
- \*P4529882 Rubber Grommet — Use with Breather  
Cap P4529881



A.



B.



C.



D.



E.



F.

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A.



B.



C.



D.



E.

**VALVE KEEPERS (SPLIT LOCKS)**

Part Number	Taper	Stem Diameter	Groove	Retainers	Sets
P4120618	7°	3/8"	Single	P4452033, P4007178, stock	16 pieces
P4120619	7°	3/8"	Double	P4452033, P4007178, stock	16 pieces
P4120620	7°	3/8"	Triple	P4452033, P4007178, stock	16 pieces
P4286612	10°	3/8"	Single	P4120785, P4286775	16 pieces

**A. Cast Aluminum Valve Cover Grommet Set**

For cast aluminum valve covers only.

P5007921 Die-Cast Valve Cover Grommet Set (Small Block)

**VALVES AND VALVE HARDWARE**

**B. Valves**

These stainless steel valves have swirl-polished underheads with no flat or ski jump areas. Each features a 3/8" stem diameter and one square groove.

- \*P4876397 Intake Valve — 1.88" Diameter, 4.98" Stem Length (340/360 Small Block)
- \*P5249185 Intake Valve — 2.02" Diameter, 4.98" Stem Length (340/360 Small Block)
- \*P5249186 Intake Valve — 2.08" Diameter, 4.98" Stem Length (340/360 Small Block)
- \*P5249195 Intake Valve — 2.02" Diameter, 5.28" Stem Length (W2/W5 Heads)
- \*P5249196 Intake Valve — 2.08" Diameter, 5.28" Stem Length (W2/W5 Heads)
- \*P5249187 Exhaust Valve — 1.60" Diameter, 4.97" Stem Length (340/360 Small Block)
- \*P5249188 Exhaust Valve — 1.65" Diameter, 4.97" Stem Length (340/360 Small Block)
- \*P5249197 Exhaust Valve — 1.60" Diameter, 5.29" Stem Length (W2/W5 Heads)
- \*P5249198 Exhaust Valve — 1.65" Diameter, 5.29" Stem Length (W2/W5 Heads)
- \*P4876580 X-Long Race Valve — 2.15" Diameter, 5.40" Stem Length
- \*P5249886 X-Long Race Valve — 1.60" Diameter, 5.40" Stem Length

**C. Race Valve Seals**

Sold in sets of 16.

\*P3690963 Race Valve Seals — 3/8" Stem Size, 0.530" Guide (Small Block)

**D. Valve Seals**

Made of high-temperature Viton material, these Valve Seals feature a full or semi-umbrella shape for best dual-purpose use. Helps prevent oil seepage down valve guides. Not recommended for use with dual valve springs. Sold in sets of 16. Does not apply to 0.530" guide.

P4120492 Valve Seals — 3/8" Stem Size (Big Block)

**E. Valve Keepers (Split Locks)**

Made from hardened material. Single, double and triple groove styles available to meet your application requirements. Features a 3/8" stem diameter and is available in 7° and 10° angles. Can be used for restoration or performance applications. Set includes 16 pieces (two sets required for V8 engines). **See application chart at left.**

- P4286612 Valve Keepers — 10°, Single Groove
- P4120618 Valve Keepers — 7°, Single Groove
- P4120619 Valve Keepers — 7°, Double Groove
- P4120620 Valve Keepers — 7°, Triple Groove

## SMALL BLOCK

### A. Valve Stem Lash Caps

These lash caps are 0.080" thick and fit between the end of the valve and the rocker arm tip. They are made of hardened steel for improved rocker tip durability. Larger area than stock valve tip to help spread the rocker loads. Sold in sets of 16.

\*P4120626 Valve Stem Lash Caps — 3/8" Stem, 7° (1971-92 "A" Engines, "B-RB" Engines)

\*P4120635 Valve Stem Lash Caps — 5/16" Stem (Small Block, Truck Magnum/Jeep Engines)

### B. Valve Spring Retainers

Available in two levels of performance: chrome moly for heavy-duty applications, and titanium for top-level race performance. Sold individually.

\*P4452033 Chrome Moly Valve Spring Retainer

\*P4007178 Titanium Valve Spring Retainer

\*P4120785 Titanium Valve Spring Retainer

\*P4286775 Titanium Valve Spring Retainer

### C. Valve Springs

High-pressure Valve Springs can be used on exhaust and intake valves for all high-performance applications. They feature a shorter fully compressed height and allow for increased valve lift. Springs maintain spring load at higher rpms. A must for high-performance cams. Sold individually. With a single spring, the damper is installed inside the main spring; with a dual spring, the damper is installed between the inner and outer springs. There are no dampers in the triple springs. The retainers listed are the basic recommendation. Check the actual retainer listing for other options: added installed height, materials and lock size.

\*P2806077 Valve Spring — .500"/.610" Lift

\*P3412068 Valve Spring — .520"/.620" Lift

\*P3614542 Valve Spring — .500"/.610" Lift

\*P3690933 Valve Spring — .440"/.510" Lift

\*P4007536 Valve Spring — .640"/.745" Lift

\*P4120249 Valve Spring — .430"/.500" Lift

\*P4286812 Valve Spring — .430"/.460" Lift

\*P4286813 Valve Spring — .380"/.450" Lift

\*P4876064 Valve Spring — .600"/.660" Lift

\*P5249847 Valve Spring — .480"/.535" Lift

\*P5249848 Valve Spring — .480"/.540" Lift

\*P5249849 Valve Spring — .600"/.725" Lift

\*P2946353 Valve Spring — .530"/.660" Lift



A.



B.

### VALVE SPRING RETAINERS

Part No.	Material	Locks	Valve Stem	Valve Spring	Installed Height
*P4452033	Chrome Moly	7°	3/8"	Single	Standard
*P4007178	Titanium	7°	3/8"	Dual	Standard
*P4120785	Titanium	10°	3/8"	Dual	Standard
*P4286775	Titanium	10°	3/8"	Triple	0.060" Increase

C.



### SMALL BLOCK VALVE SPRINGS

Part Number	Inst. Ht.	Description	OD	Wire Dia.	Lift Range	Material	Retainer
*P4286813	1.65"/1.70"	Single/damper	1.39"	0.185"	0.390"/0.450"	Chrome vanadium	P4452033, P4286573
*P4120249	1.67"/1.70"	Single/damper	1.50"	0.206"	0.430"/0.500"	Chrome vanadium	P4452033
*P5249847	1.68"/1.70"	Single/damper	1.50"	0.207"	0.480"/0.535"	Chrome silicon	P4452033
*P3614542	1.67"/1.70"	Dual/damper	1.45"	0.185"	0.500"/0.610"	Chrome silicon	P4452033, P4286573
*P3412068	1.68"/1.70"	Dual/damper	1.46"	0.191"	0.520"/0.620"	Special	P4452033
*P4286812	1.83"/1.86"	Single/damper	1.49"	0.208"	0.430"/0.460"	Chrome vanadium	P4452033
*P3690933	1.83"/1.86"	Single/damper	1.53"	0.224"	0.440"/0.510"	Chrome vanadium	P4452033
*P5249848	1.86"/1.87"	Single/damper	1.55"	0.216"	0.480"/0.540"	Chrome silicon	P4452769, P4289288
*P2806077	1.83"/1.86"	Dual/damper	1.52"	0.215"	0.500"/0.610"	Chrome vanadium	P4529288, P4120785
*P4876064	1.86"/1.88"	Dual/damper	1.60"	0.216"	0.590"/0.640"	Chrome silicon	P4529288, P4120785
*P2946353	1.99"/2.00"	Dual/damper	1.59"	0.224"	0.520"/0.700"	Special	P4120785
*P5249849	2.00"/2.02"	Dual/damper	1.55"	0.216"	0.650"/0.750"	Chrome silicon	P4120785
*P4007536	2.00"/2.02"	Triple	1.62"	0.225"	0.640"/0.745"	Chrome silicon	P4286775

1. All valve springs are sold individually.

2. On W7 heads and others with extra-long valves, like the 5.40" length, the typical installed spring height is 2.00" so only the springs listed above for the 1.99" thru 2.02" installed heights can be used.

3. With a single spring, the damper is installed inside the main spring; with a dual spring, the damper is installed between the inner and outer springs. There is no damper in the triple springs.

4. Retainers — the ones listed are the basic recommendation. Check the actual retainer listing for other options-added installed height, materials, lock size.

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## ROCKER SHAFTS, SUPPORTS AND HARDWARE

### A. Rocker Shafts

- \*P4510636 Hard Chrome Steel Rocker Shaft — Mechanical Valve Gear, On-Center, Sold Individually
- \*P3577086 T/A Rocker Shaft — Mechanical Valve Gear, On-Center, Sold Individually
- \*P4120589 Rocker Shaft — Mechanical Valve Gear, Offset, Sold Individually (W2/W5 Heads)
- \*P5249091 Rocker Shaft — Aluminum Roller Valve Gear, On-Center; Set of Two

### B. Rocker Shaft Hold-Down

Billet Aluminum Rocker Shaft Hold-Down provides greater rocker shaft stiffness which helps rocker shaft maintain roundness when torque is applied. Roundness is important with mechanical rockers and high spring loads. Anodized blue.

- \*P5249712 Rocker Shaft Hold-Down (Standard Small Block heads)
- \*P5249713 Rocker Shaft Hold-Down (W2 heads)
- \*P5249049 Billet Aluminum Rocker Shaft Stands (W2/W5 Heads)

### C. Rocker Shaft Retainers and Bolts

Package contains previously hard-to-find hold down retainers and bolts necessary to secure both rocker shafts. Manufactured to Mopar original equipment specs to assure high quality. For use on all cylinder heads with cast-in rocker stands.

- \*P4529740 Rocker Shaft Retainers and Bolts

### D. Rocker Shaft Stands

Machined from T6061 billet aluminum, these high-strength Rocker Shaft Stands securely mount W2/W5 offset rocker shafts. Designed to upgrade cast aluminum rocker stands, these units will not flex, crack or crush. Each set contains 10 stands (6 narrow and 4 wide) and mounting bolts.

- \*P5249049 Billet Aluminum Rocker Shaft Stands (W2/W5 Heads)

### E. Hydraulic Rocker Arm Packages

Features thicker cross-sectional material in pushrod socket area for added durability. Includes 16 heavy-duty hydraulic rocker arms (eight right, eight left), rocker shaft retainers and hold-down bolts. Rocker shafts not included.

- \*P4529742 Hydraulic Rocker Arm Package — Standard Heads, 1.5 Ratio
- \*P4529474 Service Hydraulic Rocker — 1.5 Ratio, Right, Sold Individually
- \*P4529475 Service Hydraulic Rocker — 1.5 Ratio, Left, Sold Individually

### F. Pro Race Rocker Arm System

Complete rocker arm system made of high-strength aluminum, including shafts and bolts. Designed for high rpm, high load racing applications. Roller tip, needle bearing center pivot. Requires hollow pushrods and tappets for oiling. High-ratio rockers may require grinding on block and head for clearance. Not for street use.

- \*P5007470 Rocker Arm System — 0.550" Offset, 1.6 Ratio, One Head Only (W9 heads)



A.



B.



C.



D.



E.



F.

## SMALL BLOCK

### A. NEW! Race Aluminum Rocker Arms

- Includes 16 rockers and 2 shafts, appropriate spacers and assembly lube
- Extruded high-strength aluminum body
- Roller tip to reduce internal friction and improved geometry
- Adjustable with lock-nut
- Anodized blue with Mopar logo
- Can be used with hydraulic, mechanical or roller camshafts
- Includes Stands

\*P5153586 Race Aluminum Rocker Arms

Note: Hi-Ratio rockers may require grinding on block and head for clearance. For use with heads P4876310AB, P5153536, P5153599 and P5153600.

### B. Cast Iron/Ductile Mechanical Rocker Arm Packages

Includes 16 rocker arms, eight separator springs, adjusting screws and lock nuts. Features mechanical lash adjustment with lock nut and high-strength cast iron/ductile iron rocker arms. Required with mechanical camshafts, and can be used with hydraulic camshafts. Rocker shafts not included. Individual service rockers are also available. High-Ratio rockers may require grinding on block and head for clearance.

\*P4529738 Cast Iron/Ductile Mechanical Rocker Arm Package — Standard Heads, 1.5 Ratio, Unbushed, to 6,000 rpm

### C. Rocker Arm Adjusting Screw and Nut Set

Includes eight adjusting screws and nuts. Note that two sets are required for V8 engines.

P5007444AB Rocker Arm Screw and Nut Set

### Stud Kit, Stepped—Commando Standard Port (Not Shown)

P5153587 Stepped bolt kit for use with Rocker Arm Package P5153586

### D. Rocker Arm Spacer Set

P3690896 0.015" thick, use to improve adjustable rocker arm to valve tip alignment, 12 per set.

P4529741 "A" engine, contains 8 spacers—hydraulic production style

## INTAKE MANIFOLDS AND HARDWARE

### E. Aluminum Dual Plane Intake — Six Pack

\*P4529054 Aluminum Dual Plane Intake — Six Pack, Rectangle Port (1967–91 Small Block)



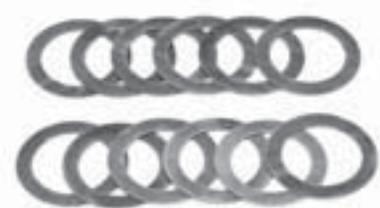
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E.

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A.



B.

**A. Aluminum Dual Plane Intakes — 4-bbl**

Magnum Intake Manifolds must be used on pre-1991 318 and pre-1992 360 (and 340) Small Block engines when used with Magnum Cylinder Heads. Please refer to the Mopar Small Block Engine Manual (P4876826) for installation information.

- \*P4876335 Aluminum Dual Plane Intake — 4-bbl Carb (1967–91 standard heads)
- \*P5249572AB Aluminum Dual Plane Intake — 4-bbl Carb (W2 heads)
- \*P5249572 Aluminum Dual Plane Intake — 4-bbl Carb (W2 heads)
- \*P5007381 Aluminum Dual Plane Intake — 4-bbl Carb (5.2L/5.9L Truck Magnum/Jeep engines)

**B. Aluminum Single Plane Intakes – 4-bbl**

Magnum Intake Manifolds must be used on pre-1991 318 and pre-1992 360 (and 340) Small Block engines when used with Magnum Cylinder Heads. Please refer to the Small Block Engine Manual (P4876826) for installation information.

- \*P4529408 Aluminum Single Plane Intake — Oval Port, 4-bbl Carb (W2 heads), Water Heat
- \*P4876829AB Aluminum Single Plane Intake — Oval Port, 4-bbl Race Carb (W2 heads), 9.20" Deck
- \*P5249614 Aluminum Single Plane Intake — Rectangular Port, 4-bbl Race Carb (W5 heads)
- \*P4532598 Aluminum Single Plane Intake — Large Rectangular Port, 4-bbl Carb (W7, W8, W9 heads), 9" Deck
- \*P4876162 Aluminum Single Plane Intake — Rectangular Port, 4-bbl Carb (W7, W8, W9 heads), 9.560" Deck
- \*P4876334 Aluminum Single Plane Intake — 4-bbl Carb (1967–91 standard heads)
- \*P5007380 Aluminum Single Plane Intake — 4-bbl Carb (5.2L/5.9L Truck Magnum/Jeep engines, Magnum Crate engines)

**INTAKE MANIFOLD APPLICATION CHART**

Engine	Cyl. Head	Perf. Level	Carb.	RPM Range	Resto	Drag Race	Street Rod	RV Truck	Circle Track
273–318	Stock	20–14 sec	4-bbl Dual Plane	Idle–5500	*P4876335	*P4876335	*P4876335	*P4876335	*P4876335
273–318	308 or 576	17–12 sec	4-bbl Dual Plane	Idle–5800	*P4876335	*P4876335	*P4876335	*P4876335	*P4876335
340–360	Stock	15–12 sec	4-bbl Dual Plane	Idle–5600	*P4876335	*P4876335	*P4876335	*P4876335	*P4876335
340–360	308 or 576	—	4-bbl Dual Plane	Idle–5600	*P4876335	*P4876335	*P4876335	*P4876335	*P4876335
318–340–360	Stock	15–11 sec	4-bbl Single Plane	2600–6600	—	*P4876334	*P4876334	*P4876334	*P4876334
318–340–360	308	14–11 sec	4-bbl Single Plane	2600–6600	—	*P4876334	*P4876334	*P4876334	*P4876334
Race - Cast Iron	308 or 576	—	2 and 4-bbl	—	—	Stock 1967–91	—	—	Stock 1967–91
318-340-360	W2	13–10 sec	4-bbl Single Plane	2600–7000	—	*P4529408	*P4529408	*P4529408	*P4529408
Race - Aluminum (9.20" Deck)	W2	—	4-bbl Single Plane	2800–7200	—	*P4876829AB	—	—	*P4876829AB
Race - Aluminum (9.00" Deck)	W7/W8/W9	—	4-bbl Single Plane	3600–8500	—	*P4532598 or *P5007420	—	—	*P4532598
Race - Aluminum (9.56" Deck)	W7/W8/W9	—	4-bbl Single Plane	3600–8500	—	*P4876162	—	—	*P4876162
Race - Aluminum	W5	—	4500 Single Plane	3500–8000	—	*P5249357	—	—	—
Race - Aluminum	W5	—	4-bbl Single Plane	2800–7500	—	*P5249614	—	—	*P5249614
318-340-360	Magnum	20–12 sec	4-bbl Dual Plane	Idle–5500	*P5007381	*P5007381	*P5007381	*P5007381	*P5007381
318-340-360	Magnum	15–11 sec	4-bbl Single Plane	2600–6600	*P5007380	*P5007380	*P5007380	*P5007380	*P5007380
318-340-360	Stock/308/576	—	6-bbl Dual Plane	Idle–6300	*P4529054	*P4529054	*P4529054	*P4529054	—
318-340-360	W2	14–11 sec	4-bbl Dual Plane	Idle–6000	*P5249572	*P5249572	*P5249572	*P5249572	*P5249572
318-340-360 (9.20" Deck)	W2	14–11 sec	4-bbl Dual Plane	Idle-6000	—	*P5249572AB	—	—	*P5249572AB

Questions? Call the Mopar Direct Connection Techline at 1-888-528-HEMI (4364).  
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## SMALL BLOCK

### A. Bypass Hose

Designed to go from the intake manifold to the water pump.  
Made of heavy-duty silicone rubber. Includes two clamps.

P4876373 Bypass Hose, 1970–91 Small Block  
P4876374 Intake Manifold Fitting — Adapts Bypass  
Hose to Manifold, 1970–91 Small Block

### B. Choke Seal Well

For dual plane production and aluminum intake manifolds.  
Package includes choke cup, gasket and two screws. Does not  
include a choke.

P5249639 Choke Seal (Big Block, Small Block)

### C. Intake Gasket and Heat Block-Off Plate

Stainless steel Heat Block-Off Plate keeps exhaust heat from  
transferring to the intake manifold for a cooler, denser fuel-air  
mixture. Gasket included.

P4286569 Intake Manifold Gasket Set — 0.060" Thick,  
with Heat Block-off Plate

### D. Intake Manifold Attaching Bolts

P4876771 Intake Manifold Attaching Bolts  
(1967–91 Small Block) 3/8" x 1-5/8"

### E. Intake Manifold End Spacers

Designed to fill the gap between the intake manifold and the  
block when installing W5/W7/W9 heads on stock height blocks.  
Use in conjunction with RTV and standard end seal gaskets.  
Gasket not included.

P5249619 Intake Manifold End Spacers — Set of Two  
(W5/W7/W9 Heads)

### F. NEW! 360 Magnum Crate Engine

#### Fuel Injection Kit

Mopar now has fuel injection kits available for 380/390/395  
horsepower-rated 360 cid Magnum crate engines with automatic  
or manual transmissions. Installing one of these kits on your  
powerplant will improve fuel distribution and cylinder filling,  
resulting in impressive mid-range torque response and horsepower  
gains over standard carburetion. Mopar 360 Magnum crate engine  
fuel injection kits come complete, and provide excellent throttle  
response, drivability and improved fuel economy. Developed  
collaboration with Mopar Action Magazine.

#### Features:

- Factory-engineered "Plug 'n Play" wiring harness for easy installation
- JTEC engine controller with unique calibration
- Intake manifold assembly with 1,000 cfm 4-barrel throttle body, fuel rail, and 33 lbs./hr. fuel injectors
- External electric fuel pump, filter, and fuel regulator
- Distributor, ignition wires and coil
- Complete set of new OEM sensors
- Engineered for Mopar 360 Crate Engines: P5249499 (380 hp), P4510851 & P5153475 (390 hp) and P5007646 (395 hp)

\*P5153590 Fuel Injection Kit, 380/390/395 hp 360 Magnum  
crate engine, automatic transmission

\*P5153731 Fuel Injection Kit, 380/390/395 hp 360 Magnum  
crate engine, manual transmission

Note: Requires use of P4876706 Flex Plate or 143 Tooth Magnum  
Flywheel 53020585 or Dual Trigger Distributor Available Spring 2007



A.



B.



C.



D.



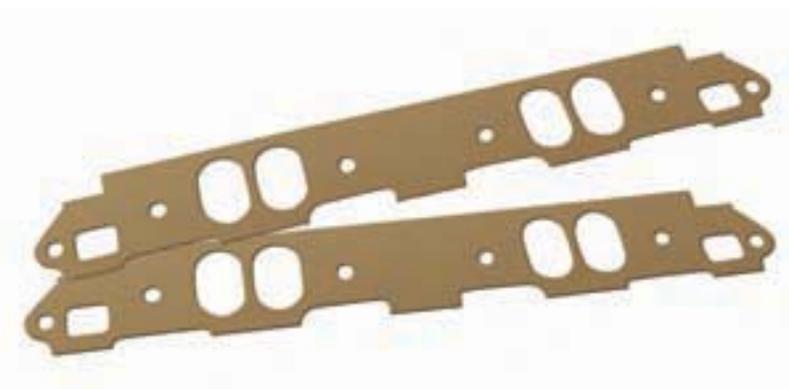
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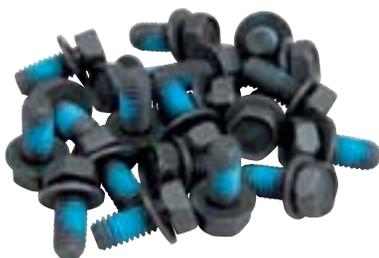
A.



B.



C.



D.



E.

### A. Intake Manifold Gasket Sets

Custom-fit for use with Small Block cylinder heads. Complete kit to service one engine, including gaskets, end seals, O-rings, and distributor seal (where applicable).

P4286569	Intake Manifold Gasket Set — 0.060" Thick, with Heat Block Off
P4120210	Intake Manifold Gasket Set — 0.030" Thick (W2 Heads)
P4120211	Intake Manifold Gasket Set — 0.045" Thick (W2 Heads)
P4007571	Intake Manifold Gasket Set — 0.060" Thick (W2 Heads)
P4876446	Intake Manifold Gasket Set — 0.090" Thick (W2 Heads)
P4876447	Intake Manifold Gasket Set — 0.115" Thick (W2 Heads)
P4007570	Intake Manifold Gasket Set — 0.055" Thick (Std. "LA" Heads)
P5249432	Intake Manifold Gasket Set — 0.030" Thick (W5 Heads)
P5249480	Intake Manifold Gasket Set — 0.030" Thick (W7 Heads)
P5249482	Intake Manifold Gasket Set — 0.060" Thick (W7 Heads)
P5007153	Intake Manifold Gasket Set — 0.030" Thick (W9 Heads)
P5007154	Intake Manifold Gasket Set — 0.045" Thick (W9 Heads)
P5007155	Intake Manifold Gasket Set — 0.060" Thick (W9 Heads)
P4452101	Race "A" Engine Intake Manifold Package Gasket — 0.060" Thick (Standard "A" Engine Heads)

### OILING COMPONENTS

#### B. Oil Pans

Includes factory engineered and approved oil pan and pickup, drain plug and washer. Center sump style is used on passenger car applications, while the rear sump style is used for pickups. Mopar Windage Trays may be used if desired.

P5249059	Oil Pan — 5-Quart, Center Sump (360 Small Block)
P5249060	Oil Pan — 5-Quart, Rear Sump (360 Small Block)
P5249061	Oil Pan — 5-Quart, Center Sump (273/318/340 Small Block)
P5249062	Oil Pan — 5-Quart, Rear Sump (273/318/340 Small Block)

#### C. Chrome Dipstick and Tube

P4349628	Chrome Dipstick and Tube — Center Sump Pan (small block passenger cars)
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#### D. Oil Pan Bolt Set

P4120613	Oil Pan Bolt Set
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#### E. Oil Pan Gaskets

P4007572	Oil Pan Gaskets — Reusable (318/340 Small Block)
P5007631	Aluminum Oil Pan Gasket — One Piece (aluminum "A" engines)
P4007573	Oil Pan Gaskets (360 Small Block)
P4452097	Oil Pan Gasket (1970–90 318/340 Small Block and "X" Block)
P4452093	Race Oil Pan Gasket (360 Small Block)

## SMALL BLOCK

### A. Oil Pickup and Screen Assemblies

Factory original reissued Oil Pickup and Screen Assembly. Standard pickups are 3/8".

P4529563 Oil Pickup and Screen Assembly — Center Sump  
Pans P5249059 and P5249061 (Small Block)

### B. Oil Pressure Relief Spring

Increases engine oil pressure over stock spring for high-performance applications. Delivers up to 70 lbs. of oil pressure. Includes cap and instructions.

P3690944 Oil Pressure Relief Spring Set (Small Block,  
2.2L/2.5L, 3.9L V6)

### C. Windage Tray Package

Designed to provide improved engine lubrication by reducing interior windage at higher engine speeds. Includes windage tray and mounting hardware. (Mounting hardware is also available separately.)

P4529790 Windage Tray Package  
(318/340/360 Small Block)

P3690939 Windage Tray Mounting Hardware  
(318/340/360 Small Block)

### D. Oil Pump Assembly

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

\*P4286589 Oil Pump Assembly (Small Block and 3.9L V6)

### E. Distributor Drive Gear Assemblies

Features hardened tip shaft with full radius blend from hex to round and pinned gear.

\*P3690715 Distributor Drive Gear — HD

\*P3690874 Distributor Drive Gear — Billet Roller Cam,  
Aluminum-Bronze Gear

### F. Tube and Peen Tool Package

Blocks off oil to right-side tappet bores. Required for race engines with high-lift roller cams.

P4120603 Tube and Peen Tool Package (Small Block)

### G. High-Performance Oil Filter

Engineered to meet the demands of heavy-duty and high-performance applications. Black with Mopar Pentastar logo.

P4452890 High-Performance Oil Filter — Black Finish

### H. Race Oil Filter

High-performance, heavy-duty filter has a thicker canister with high burst strength. Black with Mopar Pentastar logo.

P4529190 Race Oil Filter — Black Finish



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### A. Restoration Oil Filters

Mopar has reissued these service replacement oil filters used in the 1960s and 1970s. The white filter was used from the 1960's throughout the 1970's. The high-performance white filter (P4529805) was recommended for use in competition from 1965–74. These filters may not fit some V8 applications (those after 1972 requiring short filters).

P4829805	Restoration Oil Filter, High-Performance, Red/White/Blue
P4529187	Restoration Oil Filter, Red/White/Blue
P4529806	Restoration Oil Filter, Black with Yellow Mopar Logo (1962–66 V8)

### B. Right Angle Oil Filter Adapter Kit

Allows 90° rotation of the oil filter. Made of aluminum and provides necessary clearance for headers, engine swaps, etc. Filter not included.

*P5249624	Right Angle Oil Filter Adapter Kit
*P5007515	Oil Filter Adapter Mounting Screw
*P5249320	Oil Filter Adapter Gasket Set — Services Oil Filter Adapter P5249624

### C. Oil Pump Priming Shaft

Don't fire up that engine without pre-lubing (priming) it thoroughly with oil. Special hardened steel shaft fits on any 3/8" or larger drill. Insert shaft into hole where distributor fits. Pressurizes oil galleries to ensure against dry starts and subsequent engine damage. Fits all V8 engines.

P4286800	Oil Pump Priming Shaft (V8)
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## COOLING COMPONENTS

### D. Aluminum Water Pumps

Mopar Aluminum Water Pumps feature basic high flow designs. The 6-blade pump is recommended for use with cast iron cylinder heads and for drag racing applications. The 8-blade pump is recommended for use with aluminum cylinder heads and for circle track applications. Passenger side lower hose inlet (1970 and up Small Block).

*P5249558	Aluminum Water Pump — 6-Blade
*P5249559	Aluminum Water Pump — 8-Blade, Increased Flow

### E. Race Aluminum Water Pump

Mopar Race Aluminum Water Pumps provide extra high flow. Must be used with Sand Cast Race Timing Cover P4876632 (NASCAR Only) and Motor Plate.

*P4876548	Race Aluminum Water Pump
*P4876632	Sand Cast Race Timing Chain Cover — 9.00"–9.20" Deck, Race Water Pump/Front Motor Plate

## SMALL BLOCK

### A. Chrome Bolt Package for Water Pump

Engine chrome dress-up projects just aren't complete without chrome bolts.

P4529256 Chrome Bolt Package (1969-92 "A" Engine)

### B. Chrome Thermostat Housing

This high-quality Mopar Chrome Thermostat Housing is made of heavy-duty material. Includes gasket and two chrome bolts.

P4286759 Chrome Water Neck (up to 1978)

P4452025 Chrome Water Neck (1979-91)

### C. 90° Thermostat Housing

Cast aluminum 90° Thermostat Housing provides greater flexibility in routing cooling system hoses and improves the appearance of the engine compartment. Features three-direction capability — ideal for compact engine compartments.

P5249191 90° Water Neck Outlet (426 Hemi, Big Block, Small Block, Slant Six, 3.9L V6)

### D. Viscous Fan Package

Most late 1960s and early 1970s factory-built muscle cars were equipped with viscous fans for cooling purposes. This package provides thermostatically controlled cooling, and includes a lightweight balanced fan. Offers up to 15 horsepower gain on typical high-performance V8s. 15" fan blade 3-1/4" deep.

P4120758 Viscous Fan Package  
(426 Hemi, Big Block, Small Block)

### E. Thermostat

Heavy-duty Mopar Thermostat can handle increased heat management duties in high-performance engines. Replacement gasket included.

\*P4876307 180° Thermostat (Up to 1978)

\*P4876308 195° Thermostat (1979 and Up)



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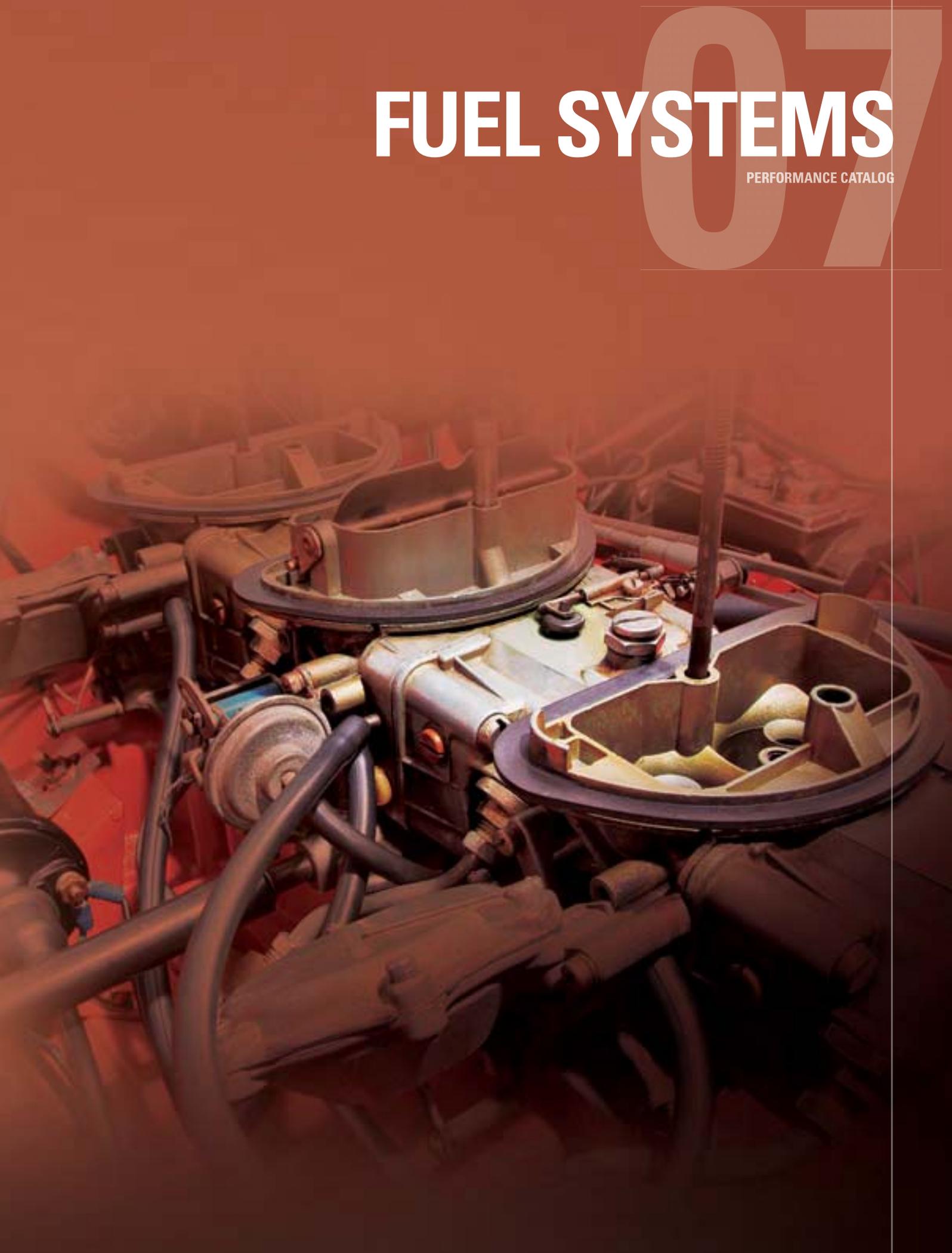
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# FUEL SYSTEMS

PERFORMANCE CATALOG



## CARBURETORS

### A. Holley Cross Ram Carburetors

Holley Carburetors were the “go fast” choice for the legendary Super Stock 426 Hemi engine. Mopar brings back these original equipment Holley Carbs for 1964, 1965 and 1968 Race Hemis. These are exact reissues of the original carburetors. Airflow is 770 cfm.

- \*P4452778 Cross Ram Carburetor — Right Hand (1964–65, 1968 Race 426 Hemi)
- \*P4452779 Cross Ram Carburetor — Left Hand (1964–65, 1968 Race 426 Hemi)

### B. Cross Ram Carburetor Air Horns

For use with Holley Cross Ram Carburetors. Perfect for Super Stock competition or restoration. Sold as a pair (front and rear).

- \*P5007809 Air Horns (426 Hemi 1964–65, 1968 Super Stock 426 Hemi)

### C. Holley Universal Carburetor

Features universal calibration, a manual choke, center-hung bowls and vacuum secondary.

- \*P4349228 Holley Universal Carburetor — R3310, 750 cfm (Big Block and Small Block)

### D. Carburetor

- \*P4510358 Carburetor — 5.7L Hemi Crate Engine, 600 cfm service part

## CARBURETOR HARDWARE

### E. Tall Throttle Bracket

Used to attach the throttle cable to Mopar M1® Single Plane Intake Manifolds or when using a 1" carb spacer.

- P4510318 Tall Throttle Bracket (Big Block)

### F. Carburetor Kickdown Bracket

Use with Automatic Transmission Kickdown Cable (P4510645). Refer to Automatic Transmission section of this catalog for more information.

- P4510319 Carburetor Kickdown Bracket (Big Block)

### G. Cross Ram Linkage

Use with Hemi Cross Ram Intake Manifold (P5007534) and Holley Carburetors (P4452778 and P4452779). Refer to the Hemi and Fuel sections of this catalog for more information.

- P4510635 Cross Ram Linkage (426 Hemi)

### H. Max Wedge Linkage Kit

For use with Max Wedge Intake Manifold P5007330 with Carter AFB Carburetors or Edelbrock Performer Series Carburetors.

- P5153567 Max Wedge Linkage Kit



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**A. Tall Return Spring Bracket**

Use on Mopar M1® Single Plane Intake Manifold applications or when using a 1" carb spacer.

P4510646 Tall Return Spring Bracket (Big Block)

**B. Thin Carburetor Adapter**

Designed with air/fuel flow technologies in mind versus ease of machining. Tested and used by top engine builders, these adapters are only 1/16" thick and allow the use of square bore carburetors on spread bore manifolds.

\*P5007869 Thin Carburetor Adapter (Big Block and Small Block)

**C. Accelerator Return Spring Bracket**

Designed for Magnum Crate Engines with 4-bbl carb intake manifolds. Developed to hold accelerator pedal return spring in proper relationship to carburetor.

P4876313 Accelerator Return Spring Bracket (4-bbl 300, 380, 395, 435 Magnum Crate Engines)

**D. Cable Mounting Bracket**

Designed to hold stock throttle cable to Mopar Performance Magnum intake. Will hold throttle cable in proper relationship to carburetor. Includes hardware.

P4876850 Cable Mounting Bracket (Magnum 300, 380, 395, 435 Crate Engines with Carburetor)

**E. Holley Service Gasket Set**

This handy carburetor service gasket set includes everything required to service and performance-tune your Holley. Package includes only the necessary parts for proper servicing of the following: primary bowl, primary metering block, secondary bowl, secondary metering block/plate gaskets, required bowl screw O-rings and fuel transfer tube O-rings.

\*P4349304 Holley Service Gasket Set — 2-bbl, R4412 and 7448 (340/440/Hemi Six Pack, Holley Cross Ram)

**F. Hemi Throttle Cable**

A performance throttle cable for Street Hemi applications. Includes the retaining clip and a plug to finish the installation.

P4529112 Throttle Cable (1968–70 Hemi B-Body)

**SIX PACK**

Some of the fastest vehicles of the muscle car era were powered by Six Pack powerplants. Mopar now offers the components to restore or build your own Six Pack car.

**G. Six Pack Holley Carburetors**

These carburetors are exact reissues of the original equipment Six Pack. Order one center and two outboard carburetors to match your engine. Six Pack "A" engines use intake manifold P4529054. Six Pack "RB" engines use intake manifold P4529056. Refer to the Big Block and Small Block sections of this catalog for more information.

\*P4349235 Holley Carburetor— Center (1969–70 "B"/"RB" Six Pack)

\*P4349236 Holley Carburetor — Outboard (1969–70 "RB" Six Pack)

\*P4349237 Holley Carburetor — Center (1971 "RB" Six Pack MTX)

\*P4349238 Holley Carburetor — Outboard (1971 "RB" Six Pack)

\*P4349239 Holley Carburetor — Outboard ("B" Six Pack and Small Block Six Pack)

\*P4349241 Holley Carburetor — Center (Small Block Six Pack ATX)

Questions? Call the Mopar Direct Connection Techline at 1-888-528-HEMI (4364).  
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## FUEL SYSTEMS

### A. Six Pack Secondary Diaphragm Set

For use with Holley Six Pack 2-bbl outboard carburetors. Sold individually.

P4349321 Secondary Diaphragm Set (Six Pack)

### B. Six Pack Gasket Set

Set features O.E. gaskets made exactly the way they were produced in the early 1970s and includes three premium quality air cleaner and carburetor-to-manifold gaskets. Fits all 6-bbl applications.

P4529060 Gasket Set (Six Pack)

### C. Six Pack Choke Thermostat Assembly

Reproduction O.E. Choke Thermostat Assembly. Fits all production 6-bbl applications.

P4529185 Choke (Six Pack)

### D. Six Pack Fuel Line Kit

This exact reproduction of the O.E. Six Pack fuel lines includes two fuel tees and four fuel tubes.

P4529264 Fuel Line Kit (Six Pack)

### E. Six Pack Installation Kits

Mopar carries a full line of 6-bbl components for both Small Block and Big Block applications, right down to these installation kits. Kits include throttle cables, fuel lines, 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 Six Pack Installation Kit (Small Block)

P4529059 Six Pack Installation Kit (Big Block)

### F. Six Pack Linkage Kit

Perfect for repair or restoration projects. Kit includes front carb rod, rear carb rod, front and rear clips, adjusting pivot, throttle cable, bolt, nut, clip and washer assembly.

P4529061 Six Pack Linkage Kit

### G. Six Pack Throttle Cable

This performance cable includes the retaining clip and a plug to finish the installation.

P4529111 Throttle Cable (1970-71 Six Pack E-Body and 1971 Six Pack B-Body)

### H. Six Pack Air Cleaner Lids

Top off your Six Pack with a Mopar air cleaner lid. Designed and produced to factory specifications for the perfect finish.

P2946393 Orange Air Cleaner Lid (Six Pack)

P4529748 Chrome Air Cleaner Lid (Six Pack)



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**A. Six Pack Air Cleaner Assembly Kits**

This low-profile, high-flow air cleaner tops off the Six Pack system. Kits include metal base, orange lid, studs, nuts, gaskets and air filter. They were designed specifically for 1970–71 B- and E-Body vehicles, but they can be used for other vehicle applications as well.

- P4529057AB Air Cleaner Assembly Kit — Non-Cold Air (Six Pack)
- P5007737AB Air Cleaner Assembly Kit — Cold Air (1970 440 Six Pack with Air Grabber or Ramcharger Hood Scoop)

**B. Six Pack Restoration Air Filter Element**

- P4529965AB Air Filter (Resto Six Pack and Hemi)

**C. NEW! Air Cleaner Wing Nut**

Judges notice everything, right down to the wing nut on your air cleaner. This exact factory reproduction guarantees you won't lose valuable judging points the next time you're at the Mopar Nationals. Sold individually.

- P4532033 Air Cleaner Wing Nut (V8)

**MECHANICAL FUEL PUMPS AND HARDWARE**

**D. Mechanical Fuel Pumps**

Provides higher delivery rate than stock at 80 gph @ 8.7 psi.

- \*P4007039AB Mechanical Fuel Pump (426 Hemi and Big Block)
- \*P4007040 Mechanical Fuel Pump (Small Block)

**E. Fuel Pump Pushrod Kit**

Includes pushrod and access plug.

- \*P5249569 Fuel Pump Pushrod Kit (426 Hemi and Big Block)

**F. Moly-Coated Fuel Pump Eccentric**

The moly coating on this Fuel Pump Eccentric significantly reduces friction and wear.

- \*P4120484 Moly-Coated Fuel Pump Eccentric (Small Block)

**ELECTRIC FUEL PUMPS AND HARDWARE**

**G. Carter Electric Fuel Pump**

This high-volume pump provides a delivery rate of 72 gph @ 7.0 psi.

- \*P4007038 Carter Electric Fuel Pump

**H. Chrome Fuel Pump Block-Off Plate**

Covers the hole created when removing the mechanical fuel pump for replacement with an electric pump. Gasket included.

- \*P5007546 Chrome Fuel Pump Block-Off Plate

## AIR INTAKE SYSTEMS

### A. Cast Air Cleaner System

Features a black cast aluminum lid with the Mopar Performance Pentastar logo to match the style of the cast aluminum Mopar valve covers. Includes 12-3/4" x 2-3/4" element.

- \*P5249807 Cast Air Cleaner System (Hemi, Big Block, Small Block, 5.2L/5.9L Truck Magnum/Jeep Engines)
- \*P5249011 Replacement Air Filter Element



A.

### B. Replacement Air Cleaners

These are original-style (unsilenced) Replacement Air Cleaners, as found on 1968–69 340, 383 and 440 high-performance engines. Air cleaners are offered in chrome-plated. The chrome air cleaner is available with or without a breather tube. All air cleaner packages come with a base plate, filter element, base-to-carb gasket, air cleaner stud and chrome-plated wing nut. These air cleaners provide better airflow to help produce more horsepower than most aftermarket air cleaners. To top off your air cleaner, add one of Mopar's original style engine identification plates.

- \*P4529002 Chrome Replacement Air Cleaner — without Breather Tube (383/440 Big Block, 340 Small Block)
- \*P4529025 Chrome Replacement Air Cleaner — with Breather Tube (383/440 Big Block, 340 Small Block)
- \*P2863349 Replacement Air filter Element



B.

### C. Engine ID Plates

Most cars equipped with 340, 383 or 440 engines rolled out of the assembly plant with an Engine Identification Plate on top of the air cleaner. Mopar Performance has 16 different original style plates to cover all engines that were available during the muscle car era. The proper selection of engine ID plates is as follows: 1967–68 Red; 1969–71 Orange. Plates to cover engines that were not available in the 1960s and 1970s are also available (318 4-bbl, 360 4-bbl, 440 4-bbl, Hemi 4-bbl and 360 Magnum).

- P4876448 Hemi 4-bbl, Orange
- P4529079 440 Super Commando, Orange
- P4529080 440 Super Commando, Red
- P4529071 440 Magnum, Orange
- P4529072 440 Magnum, Red
- P4529077 440 Chrysler TNT, Orange
- P4529078 440 Chrysler TNT, Red
- P4876417 440 4-bbl, Orange
- P4529081 383 Super Commando, Orange
- P4529082 383 Super Commando, Red
- P4529076 383 Commando, Red
- P4529085 383 Magnum, Orange
- P4529086 383 Magnum, Red
- P4529073 383 Road Runner, Orange
- P4529074 383 Road Runner, Red
- P4529075 383 4-bbl, Red
- P4876414 360 Magnum Orange
- P4876416 360 4-bbl, Orange
- P4529083 340 4-bbl, Orange
- P4529084 340 4-bbl, Red
- P4876415 318 4-bbl, Orange



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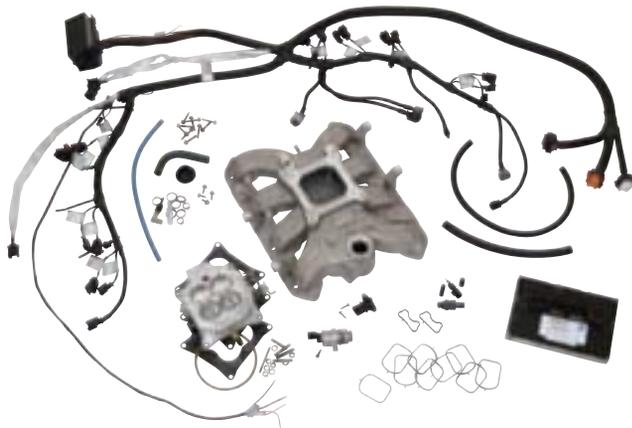
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## FUEL SYSTEMS, FUEL INJECTION KITS



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D.

### A. Throttle Body

80 mm Manual (cable operated) Throttle Body. Uses production idle air controller and TPS sensor. The P5153689 can also be used on 5.7L Hemi plastic truck intake if using a programmable EMS.

- \*P4510363 Throttle Body — (5.7L Hemi Crate Engine)
- \*P5153689 Throttle Body — (392 Hemi Crate Engine)

### B. 5.7L Hemi Fuel Injection Kit

Use this complete kit to convert a 2003–05† 5.7L Hemi into an MPI crate engine ready for an older classic car or truck. Includes all gaskets and hardware necessary for installation.

Features:

- Factory engineered “Plug ‘n Play” wiring harness for easy installation
- NGC engine controller with unique calibration
- Intake manifold assembly complete with injectors
- Special top-feed, cable-driven throttle body accepts most early factory Mopar air cleaners
- MAP and air temperature sensors

- \*P5153339 5.7L Hemi Conversion Package — MPI
- \*P5153340 5.7L Hemi Conversion Package — Carbureted

†Note: 2003 5.7L Hemis require the 2004–05 fuel rails and injectors.

### C. NEW! 360 Magnum Crate Engine Fuel Injection Kit

Mopar now has fuel injection kits available for 380/390/395 horsepower-rated 360 cid Magnum crate engines with automatic or manual transmissions. Installing one of these kits on your powerplant will improve fuel distribution and cylinder filling, resulting in impressive mid-range torque response and horsepower gains over standard carburetion. Mopar 360 Magnum crate engine fuel injection kits come complete, and provide excellent throttle response, drivability and improved fuel economy. Developed in collaboration with Mopar Action Magazine.

Features:

- Factory-engineered “Plug ‘n Play” wiring harness for easy installation
- JTEC engine controller with unique calibration
- Intake manifold assembly with 1,000 cfm 4-barrel throttle body, fuel rail, and 33 lbs./hr. fuel injectors
- External electric fuel pump, filter, and fuel regulator
- Distributor, ignition wires and coil
- Complete set of new OEM sensors
- Engineered for Mopar 360 Crate Engines: P5249499 (380 hp), P4510851 & P5153475 (390 hp) and P5007646 (395 hp)

- \*P5153590 Fuel Injection Kit, 380/390/395 hp 360 Magnum crate engine, automatic transmission
- \*P5153731 Fuel Injection Kit, 380/390/395 hp 360 Magnum crate engine, manual transmission

Note: Requires Use of P4876706 Flex Plate or 143 Tooth Magnum Flywheel 53020585 or Dual Trigger Distributor—Available Spring 2007.

### D. Electric Fuel Pump

- \*P5153688 Electric Fuel Pump (5.9L Fuel Injection Kit)

### Fuel Regulator - 55 PSI (Not Shown)

- \*P5007264 55 psi Fuel Regulator. Used in 360 Magnum Crate Engine Fuel Injection Kit

**Map Sensor Adapter (Not Shown)**

\*P5153706 Universal MAP Sensor Adapter for 4-bbl carb applications (392 Hemi Crate Engine)

**IGNITION AND ELECTRONICS**

**A. Programmable EMS**

“Plug ‘n Play” Engine Management Systems (EMS) These engine management systems will forever change the way you look at and perform fuel injection tuning! User-friendly Windows™-based software (XP, 2000, NT, 98, 95 and ME) makes the task of copying, viewing and manipulating data as simple as a click of the mouse. User-defined templates are easily configurable and enable tuners to establish “quick keys” to any pertinent information during the tuning process. The infinitely adjustable Mopar EMS software allows tuners to program virtually any combination of engine control, power adders and auxiliary devices, and accurately deliver proper amounts of fuel and correct ignition timing for virtually any engine configuration or operating condition. Mopar’s programmable engine management system is capable of adapting to almost any vehicle using “flying lead” wiring harness (available separately). We are confident that this is the most versatile, powerful, and comprehensive universal engine management program available for your Mopar!

Unique features found in Mopar’s universal EMS also include 10 independent, built-in peak and holder injector driver channels, direct drive ignition and dual wideband UEGO controllers. Specially configured injector drivers enable users to utilize either low impedance injectors with a true 4/1 peak and hold injector drive circuit as well as saturated injector drivers for use with high impedance injectors. The direct drive ignition feature allows users to drive a coil directly from the ECU without the need for an igniter or ignition module. A unique, dual-channel wideband UEGO controller is an essential tuning tool that provides accurate monitoring and tuning of air/fuel ratios (AFR) on heavily modified high-performance engines. In addition, the controller incorporates dual-channel, definable knock sensor control for superior engine protection and tuning flexibility.

- \*P5153528 Programmable EMS — EFI Applications
- \*P5153608 Programmable EMS — Carbureted Applications

**Non-Programmable EMS (Not Shown)**

- \*P4510342 Non-Programmable EMS — EFI, 5.7L Hemi Crate Engine
- \*P4510816 Non-Programmable EMS — Carbureted, 5.7L Hemi Crate Engine

**B. Engine Wiring Harness**

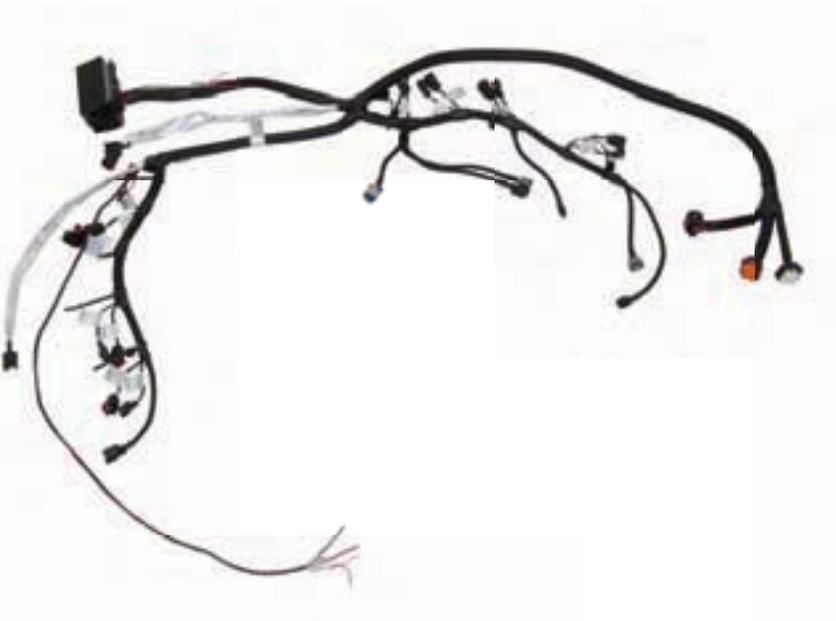
Mopar Performance stand-alone engine harnesses are designed to provide everything you need to properly wire your car in one simple configuration. Each master wiring harness includes built-in fuses and relays for fans, pumps, auxiliary power, and more. Harness has bundle identifiers for easy identification and installation to production Mopar sensors. Secure, “bolt-in” plug mates to Mopar EMS controller and eliminates any chance of separation. Each harness incorporates flying-head UEGO branches, allowing custom positioning of both left and right UEGO sensors.

- EMS Wiring Harness (Programmable Applications)
- \*P5153530AB Wiring Harness, 392 Hemi Crate Engine, EFI
  - \*P5153607AB Wiring Harness, 392 Hemi Crate Engine, Carb.
  - \*P5155529 Wiring Harness, 5.7L Hemi Crate Engine, EFI
  - \*P5153606 Wiring Harness, 5.7L Hemi Crate Engine, Carb.

- EMS Wiring Harness (Non-Programmable Applications)
- \*P4510356 Wiring Harness, 5.7L Hemi Crate Engine, EFI
  - \*P4510357 Wiring Harness, 5.7L Hemi Crate Engine, Carb.



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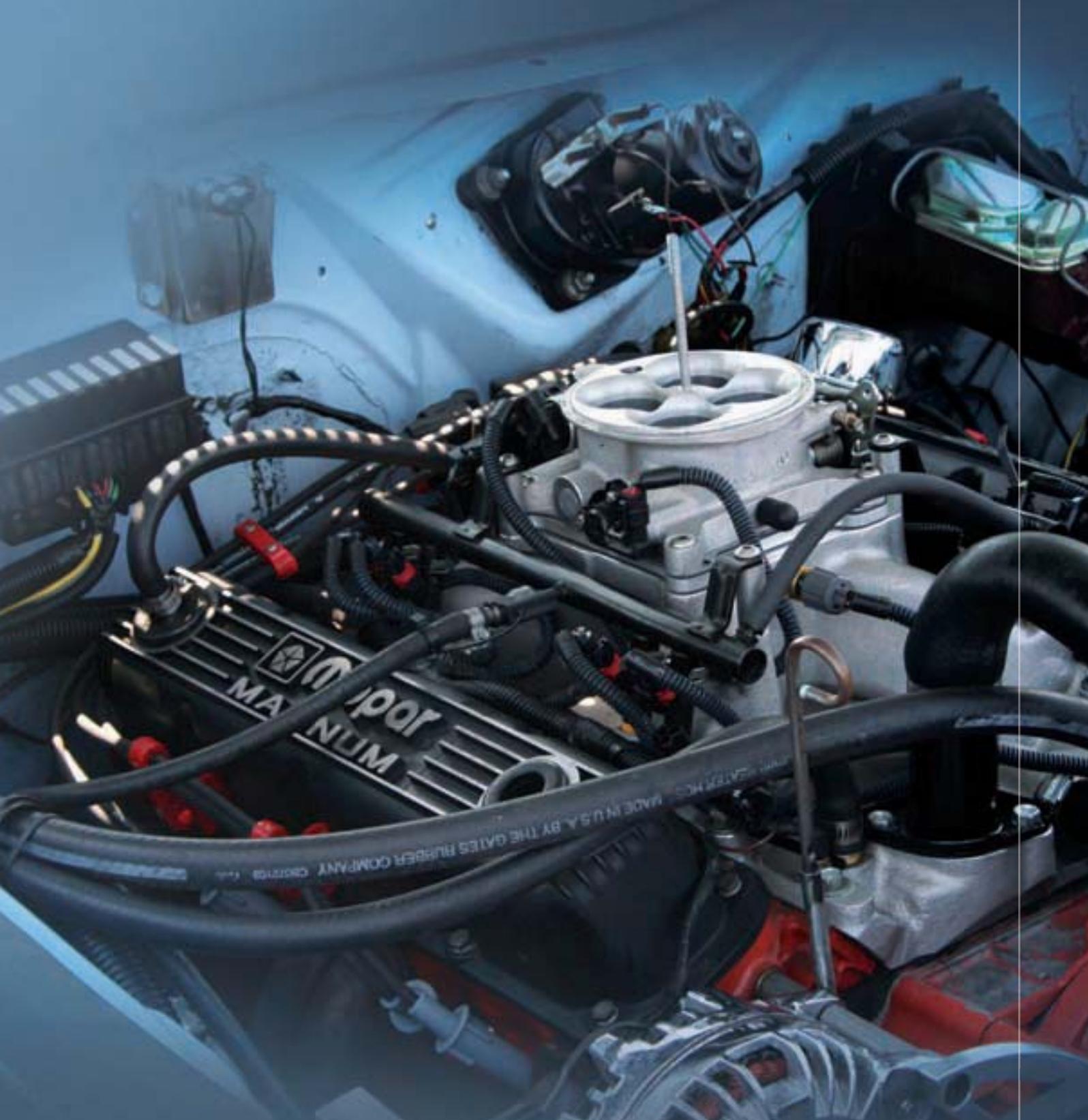
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# IGNITION AND ELECTRONICS

PERFORMANCE CATALOG



## DISTRIBUTORS AND HARDWARE

### A. Vacuum Advance Electronic Distributors

Features a high-performance advance curve and an adjustable vacuum advance unit. Includes cap and rotor.

- \*P3690430 Vacuum Advance Electronic Distributor (Small Block)
- \*P3690431 Vacuum Advance Electronic Distributor (383/400 Big Block)
- \*P3690432 Vacuum Advance Electronic Distributor (426 Hemi, 426 Wedge, 413/440 Big Block)

### Billet Aluminum Electronic Distributor (Not Shown)

One-piece Billet Aluminum Electronic Distributors designed for street, bracket and oval track applications.

- \*P5249775 Billet Aluminum Electronic Distributor (426 Hemi and "RB" Engines)
- \*P5249776 Billet Aluminum Electronic Distributor (Small Block)

### B. Dual Pickup Billet Distributor

Developed and tested in conjunction with the NASCAR Truck programs, this distributor features an extended 6061-T61 billet housing for increased bearing support, two sealed ball bearings and two magnetic pickups. Perfect for racing applications. Not for use in production engines. Requires dry sump oiling system.

- \*P4876735 Dual Pickup Billet Distributor

### C. Chrome Distributor Hold-Down Clamps

Under the hood every detail matters, and chrome is the perfect enhancement. Add to your underhood atmosphere with heavy-duty Chrome Distributor Hold-Down Clamps and chrome-plated bolts. Sold individually.

- P4349278 Chrome Distributor Hold-Down Clamp (Small Block)
- P4349279 Chrome Distributor Hold-Down Clamp (426 Hemi and Big Block)

### D. Distributor Adapter Set

Use this adapter set to adapt a "RB"/Hemi distributor to a "B" engine.

- P3690275 Distributor Adapter Set ("B" Engines)

### E. Distributor Advance Weight Springs

Use these advance weight springs to convert stock distributor and MP electronic distributors built prior to 2001 to quick advance curve. Package contains two springs.

- \*P2932675 Distributor Advance Weight Springs

### F. Timing Curve Adjustment Kit

Kit contains six different primary springs, three different secondary springs and 2 degree key set, allowing you to adjust timing to your performance needs. For use in parts: P3690426, P3690427, P3690428, P3690430, P3690431, P3690432, P5249775, P5249776, P5249777, P5249778, P5249779, P5249780. With detailed instructions.

- \*P5153446 Timing Curve Adjustment Kit

**Note:** Timing curve adjustment kit fits most Mopar Performance distributors shipped after 9/20/2004.



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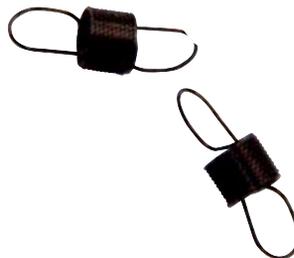
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### A. Distributor Cap and Rotor Sets

- \*P4120886 Distributor Cap and Rotor Set — Mechanical Tachometer. Drive Distributor (426 Hemi, Big Block, Small Block and OEM dual point distributors).
- \*P5007856 Distributor Cap and Rotor Set — for Distributors P3690430-2 (426 Hemi, Big Block, Small Block and OEM single point and electronic distributors).

### B. Original Replacement Distributor Cap

Replacement for the original tan-colored distributor cap used in Chrysler high-performance V8 muscle cars of the late 1960s and early 1970s (sold individually).

- \*P4529791 Original Replacement Distributor Cap (Big Block and Small Block for single or dual point distributors)

### C. Intermediate Shaft Bushing

- \*P1737725 Intermediate Shaft Bushing (V6/V8)

### D. Pickup Coil and Lead Assembly

Serves electronic and mechanical tach drive distributors.

- \*P4007985 Pickup Coil and Lead Assembly

## ELECTRONIC IGNITION SYSTEMS

### E. Electronic Ignition Conversion Kits

Mopar ignition conversion packages are now available to convert old point-type ignitions to electronic ignitions. Modern magnetic impulse ignition systems have many advantages over breaker-type ignition systems. They require fewer tune-ups, increase secondary voltage, improve starting, eliminate irregular timing and dwell change with engine speed, and increase plug life. Packages include vacuum advance electronic distributor with high-performance advance curve, wiring harness, electronic control unit, ballast resistor and installation instructions.

- \*P3690426 Electronic Conversion Kit (Small Block)
- \*P3690427 Electronic Conversion Kit (383/400 Big Block)
- \*P3690428 Electronic Conversion Kit (426 Hemi, 426 Wedge, 413/440 Big Block)

**A. Capacitive Discharge Ignition Controllers**

Features multi-spark capability below 3,000 rpm and 115 millijoules per spark. Can be triggered with the use of a magnetic pickup or by breaker points. Each contains built-in, soft-touch rev control. P4876729 is potted in clear silicone elastomer for added vibration protection and equipped with a 6-pin Weatherpak connector, as specified by NASCAR.

- \*P4876728 MSD 6AL Capacitive Discharge Ignition Controller (V6 and V8)
- \*P4876729 MSD 6ALN Capacitive Discharge Ignition Controller



A.



B.

**B. Drag Race Ignition Controller**

Features 14,000 rpm capability with built-in rev control (supplied with 7,000, 8,000, 9,000 rpm limits) and 115 millijoule spark energy. Produces 480-volt output on primary windings and is compatible with two- and three-step module selectors, timing controls and crank triggers. Can be used with Mopar Performance coils. P4876732, P4876733 or P4876734.

- \*P4876731 MSD 7AL-2 Professional Drag Race Ignition Controller (V8)



C.



D.

**C. Orange Electronic Control Unit**

For general high-performance use up through 6,000 rpm.

- \*P4120505 Orange ECU (Hemi, Big Block, Small Block)

**D. Chrome Electronic Control Unit**

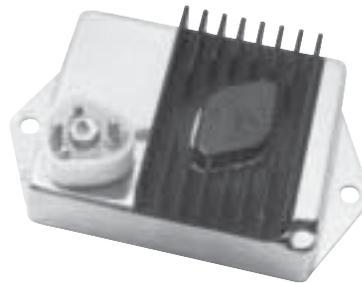
For a hotter spark, use this general high-performance control unit (up through 8,000 rpm).

- \*P4120534 Chrome ECU (Hemi, Big Block, Small Block)

**E. Super Gold Electronic Control Unit**

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

- \*P4120600 Super Gold ECU — Race Only (Hemi, Big Block, Small Block)



E.



F.

**F. Electronic Ignition Update Set**

The Electronic Ignition Update Set contains lightweight advance springs to recurve the electronic ignition distributor for quicker spark advance and high-performance control unit.

- \*P4007968 Electronic Ignition Update Set (Hemi, Big Block, Small Block)

**G. Control Unit Wiring Harness Kit**

Use this harness to service a missing or worn ECU-to-distributor harness.

- 03747092 Control Unit Wiring Harness Kit — for Electronic Ignitions (Hemi, Big Block, Small Block)

**H. Ignition Switch**

If your ignition switch needs replacing, don't install an old, used piece. Replace it with a brand-new unit from Mopar. This ignition switch is an exact reproduction, and it installs perfectly with no modifications necessary.

- P3747092 Ignition Switch (1970-74 E-Body, 1970-76 A-Body and 1970-74 B- & C-Body)



G.



H.

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A.



B.



C.



D.



E.



F.



G.



H.

**A. NEW! Turn Signal Switch Assembly**

Why pay good money at a swap meet for an old, used turn signal switch assembly, when Mopar offers brand-new units for the same price? This high-quality assembly is an exact reproduction. It installs easily with no modifications necessary.

04293102 Turn Signal Switch Assembly (1970-76 A-, B-, E-Bodies)

**B. NEW! Speedometer Cable**

When restoring your classic, why reinstall a speedometer cable that's 30-plus years old, when you can install a brand-new part from Mopar? This original equipment-quality cable will provide years of trouble-free operation and is easy to install.

04897646AA Speedometer Cable (A-, B- and E-Bodies)

**C. NEW! Transmission Neutral Safety Switch**

P5007747 Neutral Safety Switch — 3-Prong (1985–Present A-727/A-904)

P2932820 NEW! Transmission Neutral Safety Switch — Fits 1969 and up A-727 and A-904 Torqueflite applications

**BATTERY INSTALLATION****D. Rear-Mounted Battery Kit**

Use this kit to move the battery to the rear of the vehicle, for improved weight distribution and less clutter in the engine compartment. Helps provide better traction; contributes to improved braking and less understeer in hard turns (for oval track and rally racers). Kit will fit most vehicles. Includes battery box with lid, battery hold-down bracket, battery cable, hold-down bolts, and wire terminals. Does not include battery.

P4349500AB Rear-Mounted Battery Kit (All RWD Applications)

**E. Battery Tray**

Replace that rusty or missing battery tray with a new Mopar restoration unit. Manufactured to exact O.E. specifications, this tray comes e-coated to protect it from chemical and moisture exposure. This tray fits all 1970–74 E-Body and 1971–74 B-Body applications.

P2925322 Restoration Battery Tray (1970–74 E-Body, 1971–74 B-Body)

**F. NEW! Battery Hold Down Nut**

P3151736 Battery Hold-Down Nut — Fits all A-, B-, and E-body applications, 1962–1974.

**BALLAST RESISTORS****G. Restoration Dual Ballast Resistor**

The sharpest eyes will spot the correct ballast resistor on a restoration project. This Mopar Ballast Resistor is a reissued factory original, as used on 1972 and later OEM electronic ignitions with 4-pin dual ballast resistors.

P4529795 Resto Dual Ballast Resistor

**H. Ballast Resistors — Electronic Distributor**

P2444641 Ballast Resistor — for Mechanical Advance Distributor, Using P3690560 and P4876832–33 Coils 1/4 ohm — Race Only

P5206436 Ballast Resistor — for P4120505 Production and P4120889 Coils 1 ohm

## IGNITION WIRES AND SPARK PLUGS

### A. Ignition Wire Sets — 8 mm

Mopar's custom wire set is made specifically for high-performance use. It features a suppression core for general high-performance applications. Wires are blue with the Mopar Performance name imprinted along the wire. Use P4529032, plus eight insulators and boots (P4120808) on Hemi engines.

\*P4529032 Ignition Wire Set — 8 mm, Suppression Core (Hemi, Big Block, Small Block)

### B. Ignition Wire Sets — 8 mm, Pre-Cut

These pre-made Ignition Wire Sets are designed with factory-attached cap and plug ends. They are constructed with either a radio suppression core for high-performance street use or a metallic core for racing applications. Wrapped in 8 mm heat resistant insulation to maintain maximum voltage.

\*P5007406 Ignition Wire Set — 8 mm, Metallic Core (1967–91 Small Block)

\*P5007405 Ignition Wire Set — 8 mm, Radio Suppression Core (Small Block)

\*P5007408 Ignition Wire Set — 8 mm, Metallic Core (Big Block)

\*P5007407 Ignition Wire Set — 8 mm, Radio Suppression Core (Big Block)

### C. Ignition Wire Sets — 7.5 mm, Pre-Cut

These blue ignition wires include high-tech style boot ends at both the distributor and plug ends of the wire. Imprinted with the Mopar Performance name and the cylinder number.

P4876775 Ignition Wire Set — 7.5 mm (426 Hemi)

### D. Restoration Spark Plug Wire Sets

Just like O.E., carbon suppression wires are manufactured in the right color with the right lettering, and each includes the correct spark plug boot. Set contains eight ignition secondary wires and one coil wire.

P4529792 Restoration Spark Wire Set — Orange (383/440 Big Block)

P4529797 Restoration Spark Wire Set — Orange (340 Small Block)

### E. Ignition Wire Separator Set

Includes eight pieces. Fits 7.5 mm wire.

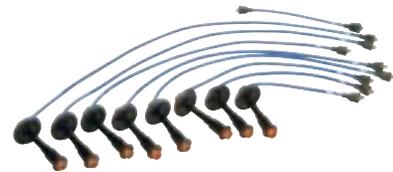
P4007667 Ignition Wire Separator Set



A.



B.



C.



D.



E.

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A.



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H.

**A. Hemi Insulator and Boot Kit**

Kit to service one cylinder (eight required per engine). Use with 8 mm ignition wire set P4529032.

P4120808 Insulator and Boot Kit (Hemi)

**B. Plug Tube and Seal Set**

Includes eight special spark plug tubes and tube seals, as used on 426 Hemi engines.

P4120294 Plug Tube and Seal Set (426, 472, 528 Hemi)

**C. Spark Plug Wire Removal Tool**

Here's the tool you need for easy removal of spark plug wires without pulling the wire out of the terminal end and boot.

P5249718 Spark Plug Wire Removal Tool

**D. Universal Fit Spark Plug Wire Loom**

Works with 7–8 mm wire. Includes four 1/4" mounting studs (20 tpi). Not for use with cast aluminum valve covers.

P5007481 Universal Fit Spark Plug Wire Loom

**E. Spark Plugs**

Bosch Motorsports spark plugs are specifically designed for optimal performance of your Mopar engine. Sold in sets of four.

\*P4876927 Spark Plug WR 9 FC (Big Block)

\*P4876926 Spark Plugs FR 8 DCX (Hemi and Small Block)

**COILS****F. Chrome Coil Bracket**

An attractive underhood piece to dress up your engine compartment. Includes a special clamp screw.

P4286728 Chrome Coil Bracket (V8 and 6-cyl.)

**G. NEW! Restoration Ignition Coil**

For you purists out there, Mopar offers this restoration ignition coil. An exact reproduction of the original factory black unit, right down to the vintage Mopar logo. If your coil is over ten years old, replace it with this brand-new piece.

\*02495531 Restoration Ignition Coil — Black with Vintage Mopar Logo (1972–78 Small-Block, Big-Block and Hemi)

**H. Blaster Coils**

These high-performance cylindrical Blaster Coils are oil-filled. They feature 100:1 turns ratio, threaded-stud primary connection and conventional "socket" style tower. Designed for high-performance street and race applications. Use 1/4-ohm ballast resistor P2444641 when used with ignition kits P3690426, P3690427, P3690428.

\*P4876732 Black Blaster Coil — for Controllers P4876728–29 (V8)

\*P4876733 Chrome Blaster Coil — for Controllers P4876728–29 and P4876731 (V8)

## IGNITION AND ELECTRONICS

### A. High-Performance Street Ignition Coil

For all 12-volt applications. Not recommended for engine speeds over 6,500 rpm. Use 1-ohm ballast resistor P5206436.

\*P4120889 Super Ignition Coil (Hemi, Big Block, Small Block)

### B. Pro Power Blaster Coil

Features a unique design shape that is potted with urethane and special windings for fast rise time characteristics required for high rpm. Designed for short drag race applications only. Use with Drag Race Ignition Controller (P4876731).

\*P4876734 Pro Power Blaster Coil (Race V8)

### C. Race Coil

Specifically designed to be used with race-only electronic ignition kits. Not recommended for continued operation at speeds below 3,000 rpm for more than 30-minute periods. Use 1/4-ohm ballast resistor P2444641.

\*P3690560 Race Coil (Race V8)



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B.



C.

## STARTERS

### D. Lightweight Starters

These specially-designed starter motors with heavy-duty features for V8 applications need no adapters. Weighing approximately 7 lbs. complete, these units are lighter than the previous Mopar Performance lightweight starter, half the weight of the original 1960s–70s vintage production starter, and 1" shorter. May require header/exhaust/block modifications on some applications.

\*P5007860 Lightweight Starter (426 Hemi, Big Block)

\*P5249644AB Lightweight Starter (Small Block)



D.

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## VOLTAGE REGULATORS

**A. Constant Output Voltage Regulators**

To ensure your ignition and electrical systems can provide maximum performance, install a Mopar Constant Output Voltage Regulator. Voltage is held at a constant 13.5 volts. For race applications only.

- \*P3690731 Constant Output Voltage Regulator (1970 and newer V8)
- \*P3690732 Constant Output Voltage Regulator (to 1969)

**B. O.E. Muscle Car Voltage Regulator**

For restoration or repair, Mopar offers this factory reissue of the Voltage Regulator, as used on muscle cars of the early 1970s. The regulator is black, with the original Mopar part number imprinted in yellow. Contains modern electronics.

- \*P4529794 O.E. Muscle Car Voltage Regulator

**C. Tach Adapter**

Designed for applications when high-capacitive discharge coils interfere with tachometer or fuel injection signals. Provides a clear 12-volt square wave signal output with a 30% duty cycle.

- \*P4876738 Tach Adapter (V8)



A.



B.



C.

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## IGNITION AND ELECTRONICS

**A. Programmable EMS**

"Plug and Play" Engine Management Systems (EMS)

These engine management systems will forever change the way you look at and perform fuel injection tuning! User-friendly Windows™-based software (XP, 2000, NT, 98, 95 and ME) makes the task of copying, viewing and manipulating data as simple as a click of the mouse. User-defined templates are easily configurable and enable tuners to establish "quick keys" to any pertinent information during the tuning process. The infinitely adjustable Mopar EMS software allows tuners to program virtually any combination of engine control, power adders and auxiliary devices, and accurately deliver proper amounts of fuel and correct ignition timing for virtually any engine configuration or operating condition. Mopar's programmable engine management system is capable of adapting to almost any vehicle using "flying lead" wiring harness (available separately). We are confident that this is the most versatile, powerful, and comprehensive universal engine management program available for your Mopar!

Unique features found in Mopar's universal EMS also include 10 independent, built-in peak and holder injector driver channels, direct drive ignition and dual wideband UEGO controllers. Specially configured injector drivers enable users to utilize either low impedance injectors with a true 4/1 peak and hold injector drive circuit as well as saturated injector drivers for use with high impedance injectors. The direct drive ignition feature allows users to drive a coil directly from the ECU without the need for an igniter or ignition module. A unique, dual-channel wideband UEGO controller is an essential tuning tool that provides accurate monitoring and tuning of air/fuel ratios (AFR) on heavily modified high-performance engines. In addition, the controller incorporates dual-channel, definable knock sensor control for superior engine protection and tuning flexibility.

- \*P5153528 Programmable EMS — EFI Applications
- \*P5153608 Programmable EMS — Carbureted Applications

**Non-Programmable EMS (Not Shown)**

- \*P4510342 Non-Programmable EMS — EFI, 5.7L Hemi Crate Engine
- \*P4510816 Non-Programmable EMS — Carbureted, 5.7L Hemi Crate Engine

**B. Engine Wiring Harness**

Mopar Performance stand-alone engine harnesses are designed to provide everything you need to properly wire your car in one simple configuration. Each master wiring harness includes built-in fuses and relays for fans, pumps, auxiliary power, and more. Harness has bundle identifiers for easy identification and installation to production Mopar sensors. Secure, "bolt-in" plug mates to Mopar EMS controller and eliminates any chance of separation. Each harness incorporates flying-head UEGO branches, allowing custom positioning of both left and right UEGO sensors.

EMS Wiring Harness (Programmable Applications)

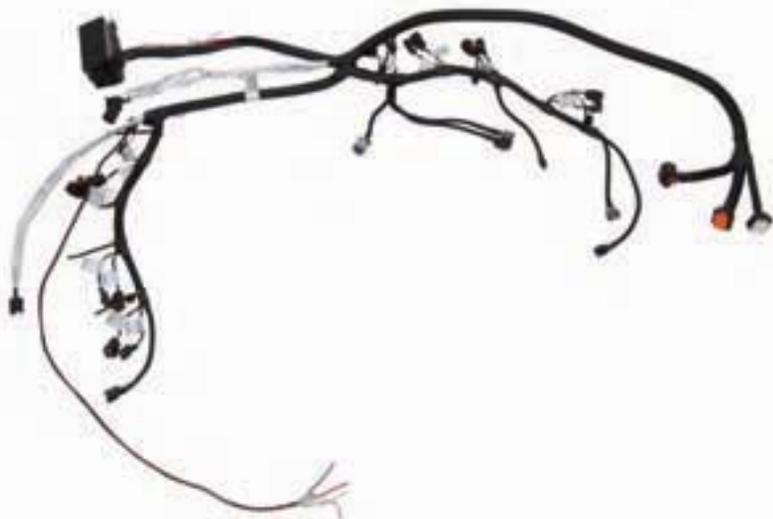
- P5153530AB Wiring Harness, 392 Hemi Crate Engine, EFI
- P5153607AB Wiring Harness, 392 Hemi Crate Engine, Carb.
- P5155529 Wiring Harness, 5.7L Hemi Crate Engine, EFI
- P5153606 Wiring Harness, 5.7L Hemi Crate Engine, Carb.

EMS Wiring Harness (Non-Programmable Applications)

- P4510356 Wiring Harness, 5.7L Hemi Crate Engine, EFI
- P4510357 Wiring Harness, 5.7L Hemi Crate Engine, Carb.



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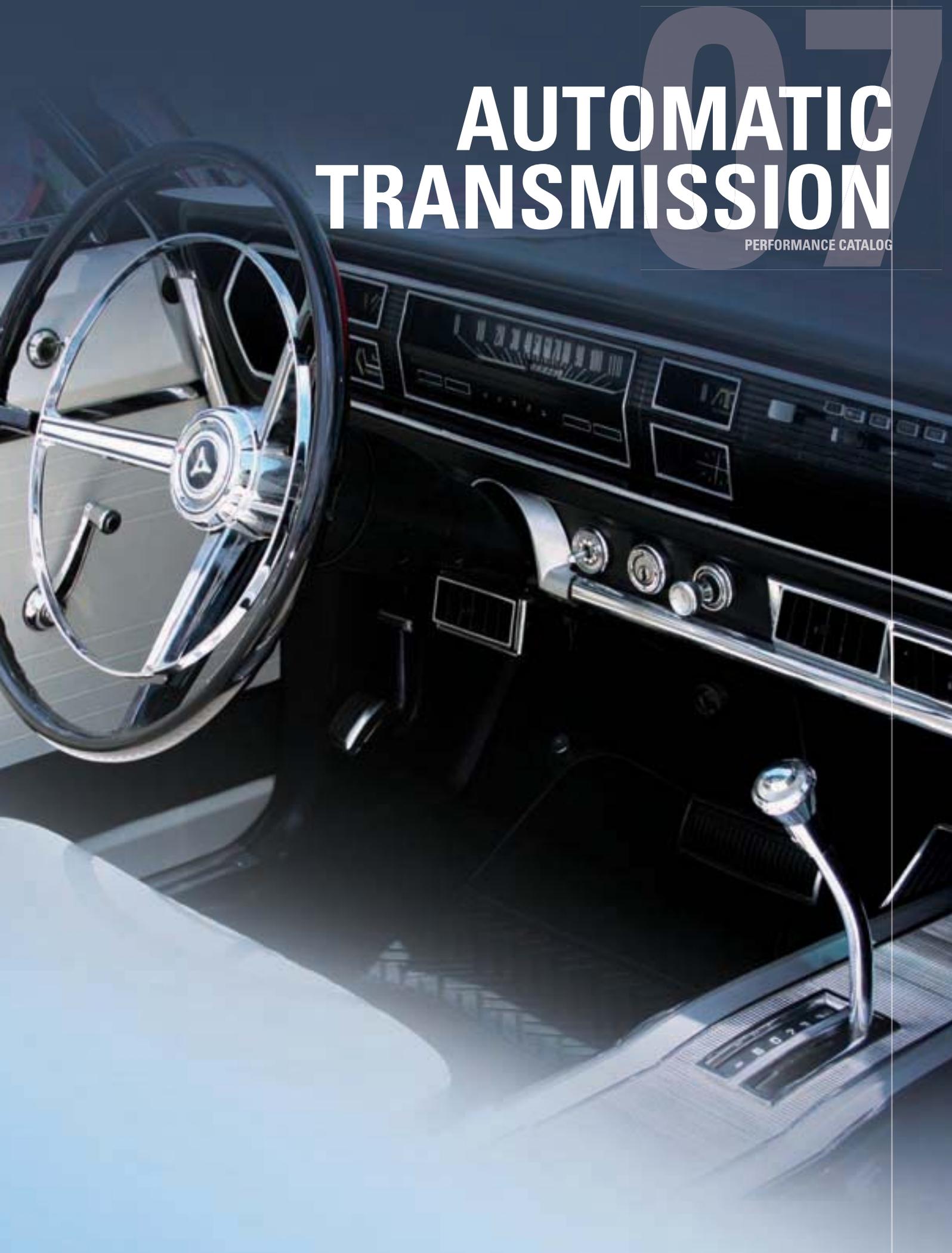
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# AUTOMATIC TRANSMISSION

PERFORMANCE CATALOG



## SHIFT IMPROVEMENT KITS

### A. RWD Shift Improver Packages

Enjoy firmer, quicker shifts with these Shift Improver Packages. On 1971–86.5 A-727/A-904 transmissions, the part-throttle kickdown is retained. For general purpose or high-performance use.

- \*P4007899 RWD Shift Improver Package (to 1986.5 A-904, A-998, A-999)
- \*P4349469AB RWD Shift Improver Package (to 1986.5 A-727)

### B. RWD Overdrive Shift Improver Package

Now you can enjoy firmer, quicker shifts with this RWD Overdrive Shift Improver Package. On the A-500 and A-518 lockup overdrive automatic transmissions used in RWD trucks, the part-throttle kickdown function is retained along with the full shift pattern. Kit is designed for general purpose or high-performance applications.

- \*P5249641 Shift Improver Package — Lockup and Non-Lockup (1990–95 A-518), A-500

### C. Shift Improver Packages

These packages offer firmer, quicker shifts for better performance and quicker ETs. Packages come complete with all necessary parts, spacer gaskets, pan gasket and simple instructions. For serious performance and race applications. Non-lockup applications only.

- \*P4529087 Shift Improver Package (1962–70 A-727, 1971–73 A-904 6-cyl.)
- \*P4529088 Shift Improver Package (1971–73 A-727, 1971–73 A-904)

## AUTOMATIC TRANSMISSION COMPONENTS

### D. RWD Valve Body Assembly

Eliminates 2–3 shift overlap and has reverse pattern manual shift action. Fits all 1966–76 Mopar transmissions and 1966–83 non-lockup transmissions. For race use only.

- \*P4007291 RWD Valve Body Assembly (1966–83 A-727, A-904)

### E. Transmission Neutral Safety Switch

- P5007747 Neutral Safety Switch — 3-Prong (1985–Present A-727/A-904) (Short)
- P2932820 NEW! Transmission Neutral Safety Switch — Fits 1969–84 A-727 and A-904 Torqueflite applications (Long)

### F. Transmission Lockup Solenoid Connector

When removing or installing an automatic transmission, the Lockup Solenoid Connector can become damaged or broken. Not to worry! Mopar now carries this previously hard-to-find replacement part for your A-727 or A-904 automatic transmission.

- P4348719 Transmission Lockup Solenoid Connector (1967–78 A-727 and A-904)

### G. Kickdown Cable

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

- P4510645 Kickdown Cable (Single 4-bbl app. only)

### H. Automatic Transmission Filter Spacer

Extruded aluminum Automatic Transmission Filter Spacer for RWD applications. One inch thick and machined with O-ring groove and three mounting screw holes.

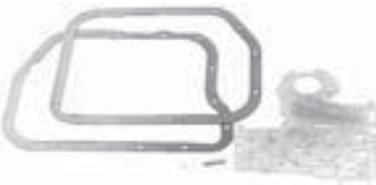
- P4510054 Automatic Transmission Filter Spacer



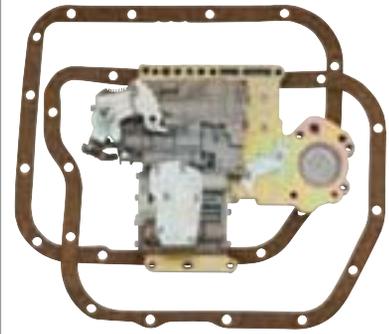
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## FLEX PLATES

**A. RWD Flex Plates — 5/16" Bolts**

For use with econo/lockup torque converters.

P4876821	RWD Flex Plate — 6-Bolt Crank, (to 1991 V8)
P5007378	RWD Flex Plate — 8-Bolt Crank, (Stroker Cranks)

**B. RWD Flex Plates — 7/16" Bolts**

For use with high-performance aftermarket 10" and 9" converters.

*P4529751	RWD Flex Plate — SFI Approved for use with 6-Bolt Crank Flange
*P4529752	RWD Flex Plate — SFI Approved for use with 8-Bolt Crank Flange
*P5153795	RWD Flex Plate — Non-SFI Approved for use with 8-Bolt Crank Flange
*P5153753	5.7L/6.1L Hemi SFI Flex plate. Use to adapt 727/904 type automatic transmissions to the new 5.7L, 6.1L and 392 Hemi blocks. Requires torque converters with integral starter ring gear and 7/16" bolts. Accepts both even and odd pattern bolt spacing for converter. 8-Bolt Crank Flange.

**C. RWD Flex Plate — 5/16" Bolts, Magnum**

This weighted, externally balanced Torque Converter Flex Plate is for use with econo/lockup torque converters.

P4876706	RWD Flex Plate (1996–2003 5.9L Dodge Truck Magnum/Jeep Engines) Can be used with SMPI.
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## TRANSMISSION OVERHAUL KITS

Mopar has packaged all the necessary parts to rebuild and restore your A-904/A-500 and A-727 transmission. Included in these kits are rubber seals, gaskets, sealing rings, filter, front flex band, clutch plates and steels. Blue plate clutch plates features and benefits include the following:

- High-strength steel to withstand high torque and horsepower
- High-strength, matrix-bonding resins, which gives its blue color
- Higher dynamic and static coefficients of friction
- Critical parts are handmade and 100% checked for critical dimensions
- Higher torque and horsepower capacity, which frees up horsepower for improved acceleration and ET
- Greater durability and minimal wear for extended clutch life
- Faster and cleaner shifts
- Less shock during shifts

**D. Transmission Overhaul Kits**

Packages include factory original equipment transmission seals, filters, gaskets, rings, bands and discs.

P5007846	High-Performance Transmission Overhaul Kit (1990–97 A-518/A-618)
P5007845	Heavy-Duty Transmission Overhaul Kit (1990–97 A-518/A-618)
P5007844	High-Performance Transmission Overhaul Kit (1987–97 A-500)
P5007843	Heavy-Duty Transmission Overhaul Kit (1987–97 A-500)



A.



B.



C.



D.

Questions? Call the Mopar Direct Connection Techline at 1-888-528-HEMI (4364).

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## AUTOMATIC TRANSMISSION

### A. Transmission Overhaul Kits

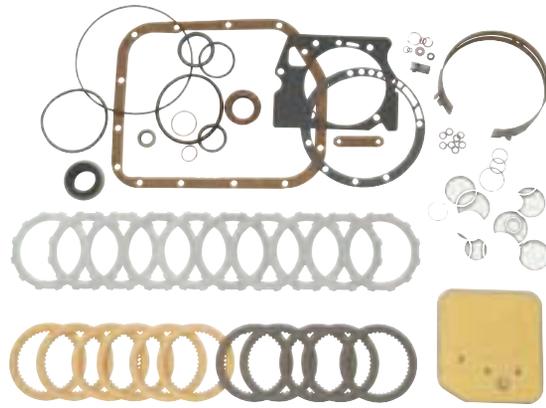
Intended for general purpose street or drag strip usage. Friction materials are factory quality; O. E. parts manufactured through Raybestos. Adequate for dual purpose applications. Low/reverse band is not included, since wear is usually minimal and does not require replacement.

P5007172 Transmission Overhaul Kit (A-727)  
P5007568 Transmission Overhaul Kit (A-904/A-500)

### Race Transmission Overhaul Kits (Not Shown)

Recommended for strip use only. Aggressive Kevlar-lined front drum flex band (steel drum only) and Raybestos blue plate special racing front and rear clutch plates distinguish these from general performance overhaul kits.

\*P5007171 Race Transmission Overhaul Kit (A-727)  
\*P5007569 Race Transmission Overhaul Kit (A-904/A-500)



A.

## RWD TRANSMISSION PAN GASKET AND HARDWARE

### B. Chrome Transmission Pan Attaching Bolts

Fits all automatic transmission assemblies.

P4452785 RWD Chrome Attaching Bolt Package  
(A-904, A-727, A-500, A-518)

### C. RWD Gasket and Filter Packages

All the parts you need for changing the fluid in your automatic transmission.

P4120461 RWD Automatic Transmission Gasket  
and Filter Package (A-727)  
P4120462 RWD Automatic Transmission Gasket  
and Filter Package (A-904/A-999)  
P3690855 Transmission Gasket (A-727)

### D. RWD Transmission Plug and Cap Package

Package contains plastic plugs and caps to prevent unwanted dust and dirt from getting into a transmission during storage or transport.

P4120280 RWD Transmission Plug and Cap Package  
(A-500, A-518, A-727, A-904, A-998, A-999)



B.



C.



D.

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## TORQUE CONVERTERS AND HARDWARE

### A. Torque Converters

These performance converters have higher stall speeds than production units, but aren't as expensive as aftermarket race units. The higher stall speed offers better throttle response and a quicker launch.

Refer to page 128 for Stall Speed specs.

#### LOCKUP:

P5007291AB	1900-2100 Stall Speed Lockup Torque Converter (1993-96 A-904)
P5007292AB	2250-2350 Stall Speed Lockup Torque Converter (1993-96 A-904)
P4529403AB	1900-2100 Stall Speed Lockup Torque Converter (1967-92 A-904)
P4876947AB	1900-2100 Stall Speed Lockup Torque Converter (A-727)
P5007290AB	2250-2350 Stall Speed Lockup Torque Converter (1967-92 A-904)
P5007297AB	2250-2350 Stall Speed Lockup Torque Converter (A-727)

#### ECONO:

P4876805AB	1900-2100 Stall Speed Econo Torque Converter (1967-92 A-904)
P4876870AB	1900-2100 Stall Speed Econo Torque Converter (A-727)
P4876876AB	2250-2350 Stall Speed Econo Torque Converter (1967-92 A-904)
P4876878AB	2250-2350 Stall Speed Econo Torque Converter (A-727)
P4876877AB	2400-2500 Stall Speed Econo Torque Converter (1967-92 A-904)
P4876879AB	2400-2500 Stall Speed Econo Torque Converter (A-727)
P5007298AB	1900-2100 Stall Speed Lockup Torque Converter (A-518)
P5007299AB	2250-2350 Stall Speed Lockup Torque Converter (A-518)
P5007293AB	1900-2100 Stall Speed (1996 and newer A-500)
P5007294AB	2250-2350 Stall Speed (1996 and newer A-500)

## FLYWHEELS AND HARDWARE

### B. Balance Weight and Positioning Template Package

Required for rebalancing performance torque converters.

For use with externally balanced cast iron cranks in Magnum 360 engines.

P5249843	Balance Weight and Positioning Template Package (360 Magnum and Crate Engines with A-904 or A-727 pre-Magnum Torque Converters). See following pages for weight kit for all other engines.
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A.



B.

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## RACE TORQUE CONVERTERS

### Performance Econo Torque Converters

General Desc.	Speeds	Lockup	FR Drive	Attach Lug	145K	166K	175K
Up to 1992 A904	3	No	Slot	Offset	P4876805AB	P4876876AB	P4876877AB
Up to 1995 A727	3	No	Slot	Offset	P4876870AB	P4876878AB	P4876879AB

Note: The torque converters above fit all the A904 and A727 3-speed non lockup transmissions built from 1967–90. They do not fit lockup transmissions and the newer models. Recommended for muscle cars from 1968–76, street rods, street machines, and drag race cars and trucks. Refer to the "Usage Chart" for specific information. Performance converters are considered 10" converters and measure approximately 10-1/2". The "stall speed" listed is an estimate based on a typical performance vehicle and tends to vary from engine to engine and car to car. The "K" factor is a better, more reliable method of comparing converter.

### Performance Lockup Torque Converters

General Desc.	Speeds	Lockup	FR Drive	Attach Lug	145K	166K	175K
1967–92 A904	3	Yes	Slot	Offset	P4529403AB	P5007290AB	NA
1993–96 A904	3	Yes	D-Drive	Offset	P5007291AB	P5007292AB	NA
1996–up A904	3	Yes	D-Drive	Symmetrical	P5007293AB	P5007294AB	NA
1967–95 A727	3	Yes	Slot	Offset	P4876947AB	P5007297AB	NA
1996–up A727	3	Yes	Slot	Symmetrical	P5007298AB	P5007299AB	NA

Note: The torque converters above fit only the A904/A500 and A727/A518 lockup transmissions listed. They do not fit non lockup transmissions and the newer models. Refer to the "Usage Chart" for specific information. Performance converters are considered 10" converters and measure approximately 10-1/2". The "stall speed" listed is an estimate, but lockup converters tend to vary more than non-lockup units do. Note the specific years for the lockup applications. Production has changed several major features that make lockup converters non-interchangeable.

### Torque Converter Engine Usage

Basic Description	Hemi 5.2L Magnum Slant 6, 3.9L V6 383, 440 Forged Crank 273, 318, 340 Forged Crank	440 6-BBL and Heavy Rod 400, 440 Cast Crank 360 Cast Crank (71-92) 340 Cast Crank	1993–2001 360 Magnum
145K, 166K Torque Converter 175K Torque Converter All Race Torque Converter	No extra weights	Add P4120241	Add P5249843

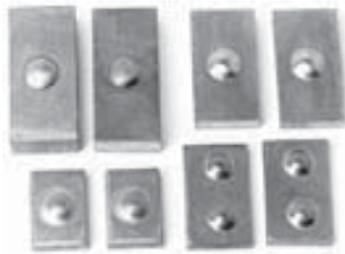
### Torque Converter Usage by Valve Lift Factor

Engine	Valve Lift	Stall Speed	General Usage
Hemi	Up to 0.499"	1900–2100	Dual Purpose
	0.500"–0.530"	2250–2350	General Bracket
	0.531" and up	2400–2500	Serious Brackets
440	Up to 0.481"	1900–2100	Dual Purpose
	0.482"–0.520"	2250–2350	General Bracket
	0.521" and up	2400–2500	Serious Brackets
383	Up to 0.450"	1900–2100	Dual Purpose
	0.451"–0.481"	2250–2350	General Bracket
	0.482" and up	2400–2500	Serious Brackets
360	Up to 0.481"	1900–2100	Dual Purpose
	0.482"–0.520"	2250–2350	General Bracket
	0.521" and up	2400–2500	Serious Brackets
318/340	Up to 0.450"	1900–2100	Dual Purpose
	0.451"–0.481"	2250–2350	General Bracket
	0.482" and up	2400–2500	Serious Brackets

Note: 145K = 1900–2100 stall speed; 166K = 2250–2350 stall speed; 175 = 2400–2500 stall speed.



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### A. RWD Flex Plate Screw Packages

Includes crank screws (eight for 8-bolt cranks; six for 6-bolt cranks) and four converter screws.

- P4120464 Flex Plate Screws — 8-Bolt Crank, 7/16" Converter (Hemi, Big Block, Small Block, Slant Six/3.9L V6)
- P4120465 Flex Plate Screws — 6-Bolt Crank, 7/16" Converter (Hemi, Big Block, Small Block, Slant Six/3.9L V6)
- P4876820 Flex Plate Screws — 6-Bolt Crank; 5/16" Converter (Hemi, Big Block, Small Block, Slant Six/3.9L V6)

### B. RWD Balance Weight and Positioning Template Package

Required for rebalancing performance torque converters. For use with externally balanced cast iron cranks. Designed for cast crank V8 engines such as 360 and Big Block through 1991 only. (See preceding pages for 360 Magnum Kit)

- \*P4120241 RWD Balance Weight and Positioning Template Package (1971–91 440 Six Pack, 1971–92 360, not Magnum)

### C. RWD Torque Converter Bolt Packages

Includes four bolts to attach the torque converter to the flex plate. Available for both 8- and 6-cylinder engines.

- P4529591 RWD Torque Converter Bolt Package — 5/16" (V8 and 6 cyl.)
- P4529592 RWD Torque Converter Bolt Package — 7/16" (426 Hemi)

## TRANSMISSION COOLERS AND PANS

### D. Heavy-Duty Transmission Cooler

Keeps the transmission in your car or light truck (1967–91) from overheating when it performs under heavier than normal driving conditions. Durable 3/4" line construction and steel material make this an outstanding performer.

- P4876916 Heavy-Duty Transmission Cooler — 7-1/2" W x 17" L x 3/4" D (1967–91 Cars and Light Trucks)

### E. Transmission Cooler

Helps prevent transmission failure due to overheating. Features 3/4" line construction and steel material turbulator. Ideal for cars and light trucks used for everyday transportation. Easy-to-use attaching hardware makes installation simple.

- P4876915 Transmission Cooler — 5" W x 13" L x 3/4" D

### F. Cast Aluminum RWD Deep Oil Pan Packages

Extra-capacity cast aluminum oil pans improve the cooling and lubrication of critical transmission components, for better shift performance and longer component life. A new, redesigned billet bolt-on spacer is provided to lower the fluid pickup. Adds two quarts to sump. Includes drain plug and extra hole for temperature gauge (plug required if gauge is not used).

- P5007793AB Cast Aluminum RWD Deep Oil Pan Package (A-727)
- P5007794AB Cast Aluminum RWD Deep Oil Pan Package (A-904)

### Performance Gauges (Not Shown)

Transmission temperature gauges.

- 77060049 Short Sweep Electronic Transmission Temperature: 2 1/16"; Range: 100°F–260°F
- 77060048 Short Sweep Electronic Transmission Temperature: 2 1/16"; Range: 100°F–260°F

See pages 286-290 for gauge specifications.

**A. Stamped Steel RWD Deep Oil Pan Packages**

Extra-capacity stamped steel oil pans improve the cooling and lubrication of critical transmission components, for better shift performance and longer component life. A new, redesigned billet bolt-on spacer is provided to lower the fluid pickup. Includes drain plug.

- P3690730AB Stamped Steel RWD Deep Oil Pan Package (A-727)
- P4007886AB Stamped Steel RWD Deep Oil Pan Package (A-904/A-999)
- P4120161AB Chrome-Plated RWD Deep Oil Pan Package (A-727)
- P4120162AB Chrome-Plated RWD Deep Oil Pan Package (A-904/A-999)

**B. Filter Extension Kit**

For use with RWD Automatic Transmission Deep Pan Packages. Kit contains one filter extension, one transmission pan gasket and one transmission fluid filter.

- P5249321AB Filter Extension Package (A-727)

**C. Front Clutch Piston Spring**

When rebuilding your A-727 transmission, you should always replace the Front Clutch Spring. This spring provides the correct amount of tension to ensure firm upshifts and prolonged clutch life. Sold individually.

- P2801243 Front Clutch Piston Spring

**D. RWD Complete Clutch Kits**

Dual-purpose performance A-904 (includes A-998, A-999 and A-500) or A-727 transmissions can be fixed with these RWD Complete Clutch Kits. All components are high-quality O.E. parts designed for your transmission. Kits contain front and rear discs, clutch plates and instructions.

- P4529016 RWD Complete Clutch Kit (A-727)
- P4529008 RWD Complete Clutch Kit (A-904/A-500)

**E. RWD Front Bands**

Mopar takes the same high-quality, heavy-duty transmission front bands found in our complete A-904 or A-727 transmission kits, but packages them separately for your convenience. Select either dual-purpose performance or race applications.

- P4529009 RWD Front Solid Band (A-904/A-500)
- P4529012 Race RWD Front Solid Band (A-904/A-500)
- P4529017 RWD Front Solid Band (A-727)
- P4529020 Race RWD Front Flex Band (A-727)

**F. RWD Kickdown Lever**

This special 5:1 ratio Kickdown Lever can be used as a replacement on the 426 Hemi transmission. Speeds up front band replacement on other A-904 and A-727 transmissions to firm upshifts.

- \*P4529023AB Kickdown Lever (A-904/A-727)

**G. Rear Clutch Kit**

We've packaged our heavy-duty, high-performance A-727 race clutch plates and discs into a practical kit.

- \*P4529019 RWD Rear Clutch Kit — Race (A-727)



A.



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# MANUAL TRANSMISSION

PERFORMANCE CATALOG



## FLYWHEELS AND HARDWARE

### A. Cast Crank Flywheel

Replacement flywheel for the 1971–92 360 cast crank engine with external balance. Not SFI approved. Six-bolt for 10-1/2" clutch.

- \*P4529110 Cast Crank Flywheel — 130-Tooth (1971–92 360 "A" Engines. Not 360 Magnum)
- \*P5249842 Cast Crank Flywheel — 130-Tooth (360 Magnum Crate Engines [not 360 "A" Engines])

### B. Race Steel Flywheel

Race Steel Flywheel weighs 18-1/2 lbs. and is designed for use with 10-1/2" clutch.

- \*P4876047 Race Steel Flywheel — 6-Bolt (Big Block, Small Block)

### C. Steel Replacement Flywheels

Steel Replacement Flywheels weigh 30 lbs. and are for use with 10-1/2" clutch. Not SFI approved.

- \*P4529142 Steel Flywheel — 6-Bolt, 130-Tooth (Big Block, Small Block)
- \*P4529143 Steel Flywheel — 8-Bolt, 130-Tooth (Big Block, Small Block)

### D. Steel Flywheel

Use this 130-tooth, 30-pound Steel Flywheel if you need extra rotating mass to launch the car off the line. Also great for street applications where drivability and heavy-duty applications are required. Accepts 10.5" Mopar Race, Muscle, or Street/Strip diaphragm Clutch Cover (P5153595 recommended). Use with Mopar Small Block Lightweight Starter P5249644AB, SFI Bell Housing P5153602.

- \*P5153592 Steel Flywheel (392 Crate Engines/6.1 L/5.7L Hemi)

Note: Not for 5.7L/6.1L Production Replacement

### E. Aluminum Flywheel

Use this 130-tooth, 14.5-pound aluminum flywheel with any 5.7L/6.1L Hemi engine to reduce rotating mass and inertia, and gain quicker engine acceleration. Flywheel has a steel serviceable friction surface. Accepts 10.5" Mopar Race, Muscle or Street/Strip Diaphragm Clutch Covers (P5153595 recommended). Use Mopar Small Block Starter P5249644AB, SFI Bell Housing P5153602.

- \*P5153593 Aluminum Flywheel (392 Crate Engines/6.1 L/5.7L Hemi)

Note: Not for 5.7L/6.1L Production Replacement

### F. Flywheel Attaching Screw Set

Ideal for inline 6 and 90° V6 and V8 engines. Includes six crankshaft and pressure plate bolts.

- P4529113 Flywheel Attaching Screw Set — 6-Bolt (V8 and 6-cyl.)

Note: Not for 5.7L/6.1L "Hemis".



A.



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## CLUTCH LINKAGE

### A. Clutch Fork Replacement Kits

For RWD manual transmission clutch forks. Kits contain a clutch fork, clutch fork pivot and boot.

- P4529451 Clutch Fork Repair Kit — 12-1/2" Approx. Length (Small Block A-Body, Except 1976)
- P4529452 Clutch Fork Repair Kit — 10-3/4" Approx. Length (Small Block B- and E-Bodies)
- P4529453 Clutch Fork Repair Kit — 10-3/4" Approx. Length ("B" Engine B- and E-Bodies)

### B. Clutch Linkage Shaft Service Kits

Complete kits to restore the clutch shaft linkage from the clutch pedal to the clutch fork on RWD manual transmissions. Each kit contains nylon bearings, snap rings, seals, washers, lock springs, pivot ball studs and instructions.

- P4529447 Clutch Linkage Shaft Service Kit (B- and E-Bodies)
- P4529489 Clutch Linkage Shaft Service Kit (A-Body)

### C. Clutch Rod Repair Kits

Repair kits for the clutch rod that runs from the clutch linkage to the clutch fork. Each kit contains a clutch rod, nuts, washers, springs, clips and instructions.

- P4529448 Clutch Rod Kit — 6.885" Overall Length (Small Block A-Body)
- P4529450 Clutch Rod Kit — 4.880" Overall Length (Big Block B- and E-Bodies)

### D. NEW! SFI Bell Housing 5.7L/6.1L/392 Hemi and All Small Blocks

This hydroformed bell housing can be used with A-833 4-speed or Tremec TKO transmissions. Both hydraulic and mechanical Mopar clutch linkage systems can be used, either with the stock "Z-bar" design, or the hydraulic clutch components listed below. Comes with the bell housing, backing plate, all fasteners, pivot ball, pilot bearing.

- P5153602 SFI Bell Housing (5.7L/6.1L Hemi)—Also All Magnum (Carb) and LA Small Block Engines

Use the components below to convert your mechanical system to hydraulic:

- 52107625 Clutch Master/Slave Assembly
- 52107555 Clutch Fork
- 53008342 Release Bearing
- 52087542 Pivot Ball
- 04338855 Spring, Clutch Release Fork

**Note:** Some modifications are necessary to adapt a hydraulic system to your vehicle.



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## CLUTCH DISCS, PRESSURE PLATES AND HARDWARE

### A. Race Clutch Cover and Pressure Plate

Super heavy-duty for 3,100-lb. spring load.

- \*P4529406 Race Clutch Cover and Pressure Plate — 10-1/2" (Hemi, Big Block, Small Block)



A.

### B. Muscle Car Pressure Plates

Designed as replacements for early V8 muscle cars. Both are roller designs similar to original production units. Use with Muscle Car Clutch Discs.

- \*P4529140 Muscle Car Pressure Plate — 10-1/2", 2,500 lb. Base (Dodge and Plymouth V8 Muscle Cars)
- \*P4529141 Scalloped Muscle Car Pressure Plate — 10.95", 2,500 lb. Base (1970–72 Hemi and Big Block. Fits 10.5" bolt pattern.)



B.

### C. Muscle Car Clutch Discs

Designed as replacements for various Dodge and Plymouth V8 muscle cars. Use with Mopar Muscle Car Pressure Plates (P4529140 and P4529141).

- \*P4529136 Muscle Car Clutch Disc — 10-1/2", 23-Spline (Dodge and Plymouth V8 Muscle Cars)
- \*P4529137 Muscle Car Clutch Disc — 11" (10.95"), 23-Spline (Dodge and Plymouth V8 Muscle Cars)
- \*P4529138 Muscle Car Clutch Disc — 10-1/2", 18-Spline (Dodge and Plymouth V8)
- \*P4529139 Muscle Car Clutch Disc — 11" (10.95"), 18-Spline (Dodge and Plymouth V8 Muscle Cars)



C.



D.

### D. Street/Strip Pressure Plates

- \*P4876919 Pressure Plate — 11" (10.95") (426 Hemi, 440 Big Block), 2,750 lb. Base and 143 Tooth Flywheel (1970 and Later Hemi)
- \*P4876920 Pressure Plate — 10-1/2" (426 Hemi, 440 Big Block, 340 Small Block), 2,750 lb. Base

### Pilot Bearing (Not Pictured)

The Pilot Bearing should always be replaced when servicing the clutch and throw-out bearing, or when installing a new clutch.

- \*P5007051 Pilot Bearing (Big Block and Small Block)  
Excludes 5.7L/6.1L Hemi

## SHIFTERS

### E. Hurst Pistol Grip Shifters

Offered exclusively through Mopar, 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. All pistol grip sticks are the bolt-in style and are designed for use with Hurst Comp Plus Shifter, Part Number 391-6769 (not available through Mopar).

- P4510612 Hurst Pistol Grip Shifter (1970–74 E-Body; 1971–74 B-Body with Console)
- P4510611 Hurst Pistol Grip Shifter (1971–74 B-Body Non-Console with Center Arm Rest)
- P4510610 Hurst Pistol Grip Shifter (All 1968–69 Non-Console; 1970 B-Body Non-Console)
- P4510948 Hurst Pistol Grip Shifter (1970 B-Body with Console)
- P4510614 Hurst Pistol Grip Simulated Wood Grain Insert



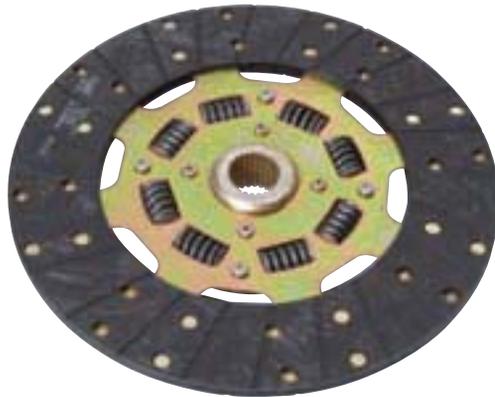
E.

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A.



B.



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D.

**A. NEW! Diaphragm Clutch Cover**

This 10.5" diaphragm clutch cover is capable of 2,850 psi clamp load, 430-445 psi finger pressure. Provides better modulation and pedal feel. Compatible with most Mopar clutch release bearings that have a flat face. Use with Flywheel P5153592 and P5153593 for 5.7L/6.1L conversion.

\*P5153595 Diaphragm Clutch Cover

**B. NEW! 5.7L/6.1L Hemi Conversion Clutch Plate**

Use this special clutch plate when putting a 5- or 6-speed Tremec transmission behind your 5.7L/6.1L Hemi crate engine. Sprung hub for smoother engagement (1-1/8" 26-spline hub). Constructed of organic material; capable of 500 ft.-lbs. torque.

\*P5153594 Conversion Clutch Plate (5.7L/6.1L Hemi)

**C. NEW! Shifter Boot**

If your shifter boot is damaged, worn, or missing, we've got you covered. This quality reproduction looks great and uses the same materials as the original production unit.

03467764 Shifter Boot (1967-76 Dart, Demon, Duster)

P3467766 Shifter Boot (1970-74 Cuda/Challenger, 1971-74 Road Runner/GTX and Charger)

**D. Hurst Shifter Mechanism**

Whether you're looking to replace your classic "push-in" style handle Hurst Shifter or simply want to upgrade, Mopar has the original equipment-style piece you want. Built with all-new, high-quality components, this beauty looks just like the original and fits perfectly (no modifications required when used as a replacement).

04019122 Hurst Shifter (All 1970-78 4-speed Hurst with "Push-In" Style Handle)

Questions? Call the Mopar Direct Connection Techline at 1-888-528-HEMI (4364).

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**A. RWD Clutch Release Roller Bearing and Sleeve Assembly**

It is recommended that you replace your throw-out bearing every time you replace your clutch. This RWD Clutch Release Roller Bearing and Sleeve Assembly applies to 4-speed transmissions with 10.50" clutch. Fits only 18-spline input shaft.

P4529064 RWD Clutch Release Roller Bearing and Sleeve Assembly

**B. 4-Speed Gasket Kit**

Complete rebuild kit for A-833 manual transmissions. Includes input seal, large rubber boot-style rear seal, and all necessary gaskets and seals.

P4510639 4-Speed Gasket Kit (A-833)

**C. 4-Speed Front Bearing Retainers**

Mopar has re-released these A-833 4-Speed Front Bearing Retainers. No more scouring the salvage yards for the correct one. Whether you are swapping transmissions or restoring a legend, you can choose the correct bearing retainer for your application. Each package includes the retainer, retainer gasket and input shaft seal. Bearing retainers are identified by their outside diameter (OD), attaching bolt circle diameter (BC) and corresponding transmission input shaft.

- P4529694 Bearing Retainer — 4.35" O.D., 3.70" BC, for 23-Spline Input Shaft (A-833)
- P4529695 Bearing Retainer — 4.80" O.D., 3.70" BC, for 23-Spline Input Shaft (A-833)
- P4529696 Bearing Retainer — 4.80" O.D., 4.16" BC, for 23-Spline Input Shaft (A-833)
- P4529697 Bearing Retainer — 4.80" O.D., 4.16" BC, for 18-Spline Input Shaft (A-833)

**D. Input Shaft Bearing Package**

4-speed transmission includes bearing, snap ring and gaskets. 308 = 3.54" O.D.

P4529698 Input Shaft Bearing Package — 308 Bearing (A-833)

**E. RWD Offset Clutch Housing Dowel Package**

Contains dowels offset by 0.007", 0.014" and 0.021" (two each).

P4120383 RWD Offset Clutch Housing Dowel Package



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D.



E.

# DRIVETRAIN & REAR AXLE COMPONENTS

PERFORMANCE CATALOG



**UNIVERSAL JOINT AND YOKE KITS**

**A. 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.

- P4529481AB Axle Yoke Kit — 29 Spline, 7260 Joint (8-1/4" and 8-3/4" Axles)
- P4529483AB Axle Yoke Kit — 29 Spline, 7290 Joint (8-3/4" Axles)
- P4876804 Axle Yoke Kit — 10 Spline, 7290 Joint (Dana 60 Axles, 8-3/4" Axles)

**B. Billet Yoke Kits**

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

- P4510638 Axle Yoke — 10 Spline, 1.078" Bearing Cap, Aluminum Billet (8-3/4" Axles)
- P4510655 Axle Yoke — 10 Spline, 1.125" Bearing Cap, Aluminum Billet (8-3/4" Axles)
- P4510656 Axle Yoke — 10 Spline, 1.078" Bearing Cap, 4130 Chrome Moly Billet (8-3/4" Axles)
- P4510657 Axle Yoke — 10 Spline, 1.125" Bearing Cap, 4130 Chrome Moly Billet (8-3/4" Axles)

**C. Slip Yoke Kits**

For use with driveshaft kits or general service.

- P5007409 Slip Yoke Kit — Type 7260 U-Joint, 26 Spline, 6.80" Long (A-904)
- P5007410 Slip Yoke Kit — Type 7290 U-Joint, 26 Spline, 7.30" Long (A-904)
- P5007411 Slip Yoke Kit — Type 7290 U-Joint, 29 Spline, 8.00" Long (A-727)

**D. Universal Joint Packages**

U-joint for driveshaft use.

- P3690773 Universal U-Bolt Assembly Package — 1330 Series
- P5007418 Universal Joint Package — Adapts 7260 Driveshaft to 7290 Axle Yoke (or the reverse)

**E. U-Bolt Conversion Kits**

Kits do not include U-Joint or U-Bolts. Allows the use of stock prop shaft.

- P5007417AC Yoke Kit, Adapts 7290 Yoke (29-spline) to a 7260 Joint Driveshaft, 8-3/4" Carrier
- P4120714AB Yoke Kit, Adapts 7290 Driveshaft to a U-Bolt style Yoke, Dana 60 Axles w/o dust shield. Use with 7290 U-Joint (not included).

**F. U-Joint and Prop Shaft Assembly Kit**

For custom fabrication of prop shafts. Kit includes front (7290) yoke and 3-1/4" 16-gauge tube assembly (58.20" in length), U-joints (two), and balance weights (two of each: 0.26 oz., 0.36 oz., 0.50 oz., 0.75 oz., and 1.00 oz.). Does not include slip yoke.

- P4876886 Large Yoke U-Joint — 7290 Joint (1971-00 8-1/4", 1962-74 8-3/4", and 1962-74 9-1/4" Axles)



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### A. U-Joint U-Bolt Service Package

Serves U-Bolt Conversion Kit. Two required.

P3690774 U-Joint U-Bolt Service Package (Dana 60 Axles)

### B. U-Joint Strap and Bolt Packages

This inexpensive package will help you avoid potential driveshaft failure and give you peace of mind. Use with Dana 60 Axle Yoke Kit (P4876804).

P4120468 7260 U-Joint Strap and Bolt Package  
(8-1/4" and 8-3/4" Axles)

P4120469 7290 U-Joint Strap and Bolt Package  
(8-3/4" and Dana 60 Axles)

## REAR AXLE COMPONENTS

### C. Ring and Pinion Gears

These high-performance rear end Ring and Pinion Gears are manufactured with a special heat treatment process. They are made with the special needs of drag race and off-road competition in mind.

P5249927 Rear Axle Ring and Pinion Gears —  
3.55:1 Ratio, 12-Bolt Cover (9-1/4" Axles)

### D. Aluminum Carrier Housing

Designed to reduce weight and hold up under high torque. 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 and fits 8-3/4" banjo housings (up to 1974). It features a weight reduction of 44% (approximately 11 lbs. to 14 lbs.), compared to production cast iron housing, and includes 6061 billet aluminum caps. It is stiffer than cast iron, and decreases pinion deflection by 10%. It uses "742" style bearings and shims, service parts and sure-grips. Clearance required on 3.23:1 or higher ratios. Adjuster lock bolts may need to be replaced with socket head bolts.

P4876445 Aluminum Bare Housing (8-3/4" Axles)  
P5007239 Housing Gasket (8-3/4" Axles)

### E. Axle Brace

Keeps axle tubes from twisting under extreme loads, and provides strength and rigidity to Chrysler 8-3/4" axles. Welding required.

P4510642 Axle Brace (8-3/4" Axles)

### F. Differential Clutch Kits

O.E. clutch discs and plates to rebuild a limited slip differential.

P4529484 Differential Clutch Kit (8-3/4" Axles)  
P4529485 Differential Clutch Kit (9-3/4" Axles)

### G. Rear Axle Bearing Set

Specifically designed by Mopar to eliminate production bearing retainers and axle end play adjuster. Set contains two axle shaft bearings, two bearing retainer sleeves, two axle shaft seals and two axle flange gaskets. For drag racing use only.

P5249444 Rear Axle Bearing Set (1965 and Newer  
8-3/4" and 9-3/4" Axles)

## DRIVETRAIN AND REAR AXLE COMPONENTS

### A. Crush Sleeves

Original equipment Crush Sleeves for setting up rear axle. Includes pinion nut washer and pinion flange nut.

- P4529700 Crush Sleeve (8-1/4" Axles)
- P4529702 Crush Sleeve (9-1/4" Axles)

### B. Ring Gear Retaining Bolt Packages

Complete sets of 12 bolts with instructions.

- P4529486 Right-Hand Thread Ring Gear Bolt Package (1971–on: 7-1/4" and 8-3/4" Axles; 1972–on: 8-1/4" Axles)
- P5249163 Left-Hand Thread Ring Gear Bolt Package (to 1970: 7-1/4" and 8-3/4"; to 1971: 8-1/4" Axles)

### C. Synthetic Gear Lube

Mobil One Synthetic Gear Lube improves wear protection. Engineered to protect your axle in severe duty applications.

- P5007326 Mobil 1 Synthetic Gear Lube — 75W90 MS8985

## DIFFERENTIAL COMPONENTS

### D. Sure-Grip Differential Assemblies

Mopar supplies production replacement Clutch-Type Sure-Grip Differential Assemblies for rear axles. These assemblies are complete for high-performance applications. Designed for gear ratios of 2.76:1 and higher.

- P4529273 Sure-Grip Differential Assembly (to 1995 8-1/4" Axles)
- P4876118 Sure-Grip Differential Assembly (8-3/4" Axles)

### E. RWD Chrome Differential Covers

Impress those behind you with a Mopar Chrome Differential Covers. Attaching bolts not included.

- P3690753 RWD Chrome Differential Cover (8-1/4" Axles)
- P3690754 RWD Chrome Differential Cover (1973 and Newer 9-1/4" Axles)
- P3690755 RWD Chrome Differential Cover (9-3/4" Dana 60 Axles)

### F. Rear Axle Cover Chrome Attaching Bolt Sets

Chrome Attaching Bolt packages for Chrome Differential Covers.

- P4452787 Chrome Attaching Bolts — Set of 12 (7-1/4", 8-1/4", 9-1/4" Axles)
- P5249719 Chrome Attaching Bolts — Set of 10 (9-3/4" Dana Axles)

### G. Rear Axle Shim Package

An incorrect rear axle pinion angle not only robs precious horsepower, but can also cause launch problems and parts failure. Mopar has developed these tapered pinion angle shims so the pinion-to-driveshaft angle can be adjusted to the correct 5 to 7 degrees. Package includes two each of 1°, 2° and 3° shims (six shims total).

- P4529536 Rear Axle Shim Package (8-1/4", 8-3/4" and Dana 60 Axles)
- P5153561 Rear Axle Shim — 1°, 2pcs.
- P5153562 Rear Axle Shim — 2°, 2pcs.
- P5153563 Rear Axle Shim — 3°, 2pcs.



A.



B.



C.



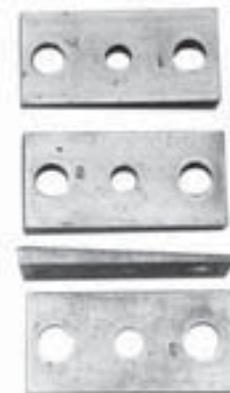
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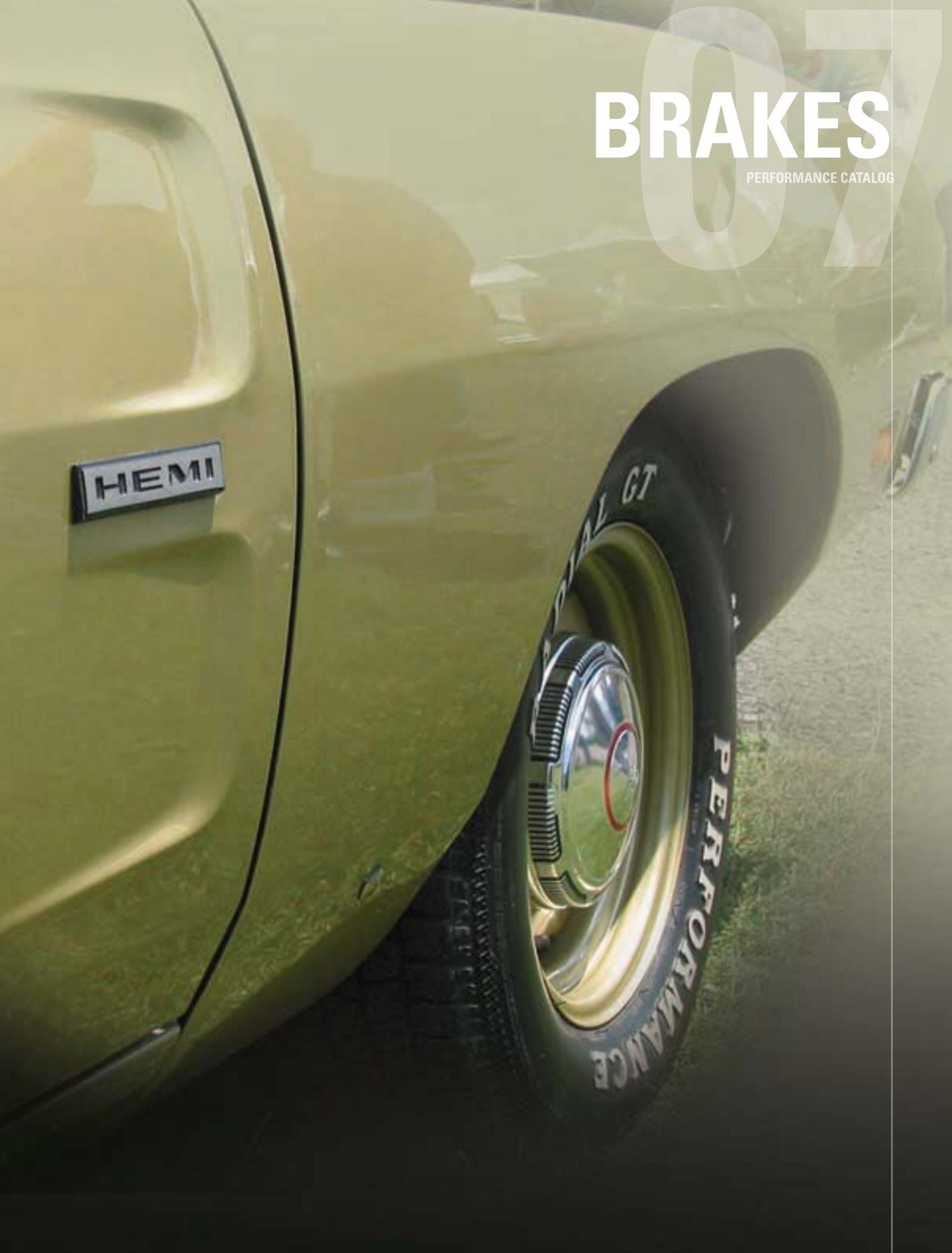
G.

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# BRAKES

PERFORMANCE CATALOG



## MASTER CYLINDER COMPONENTS

### A. 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  
(Big Block A-Body)

### B. Master Cylinder Adapter

Converts from 4-stud to 2-stud attaching style. For use with Mopar Brake Cylinder Pushrod Package (P5249316AB).

P5249315 Master Cylinder Adapter

### C. Offset Master Cylinder Adapter

Moves the master cylinder away from the engine for added clearance with Hemi or 440 engine valve covers. Designed specifically for 1968 Hemi A-Body cars. Can also be used for other A-body applications when installed on 426 Hemi engines.

P5249717 Offset Master Cylinder Adapter  
(Hemi A-Body)

## BRAKE PUSHRODS

### D. Adjustable Brake Pushrod

For use with Mopar lightweight Master Cylinder Assemblies (P5249270 and P5249271).

P4510640 Adjustable Brake Pushrod

### E. Brake Cylinder Pushrod Package

Contains pushrod assembly, bolt, nut, washer, adhesive, roll pin and instruction sheet. For use with Mopar Master Cylinder Adapter (P5249315).

P5249316AB Brake Cylinder Pushrod Package

## BRAKE PROPORTIONING VALVES

### F. Lightweight Brake Proportioning Valve

Made from lightweight billet aluminum. Compact for all applications. Perfect for all hydraulic brake applications and is easily adjusted with the turn of a knob. For diagonally split brakes, install one valve in each rear brake line (does not change brake system to front-to-rear split).

P5249088 Lightweight Brake Proportioning Valve



A.



B.



C.



D.



E.



F.

# STEERING AND SUSPENSION

PERFORMANCE CATALOG



## LEAF SPRINGS

**A. XHD Leaf Springs — Original Equipment**

These extra heavy-duty O.E. leaf springs are just like the bias design production springs that were stock on 1968–72 A-Body vehicles with 340 high-performance engines, 1967–71 B-Body vehicles with 440 or 426 manual and automatic transmissions, and 1970–74 E-Body vehicles with 440 or 426 manual or automatic transmissions. Springs will fit any A-Body (1968–72), B-Body (1966–72) or E-Body (1970–74), regardless of engine size, and come with front bushing installed in assembly. B-Body: front 22", rear 36". Select right or left spring. Lighter cars may sit higher than stock.

P4510268	O.E. Leaf Spring — Right (1964–75 A-Body)
P4510269	O.E. Leaf Spring — Left (1964–75 A-Body)
P4452982	O.E. Leaf Spring — Right (1966–72 B-Body)
P4452983	O.E. Leaf Spring — Left (1966–72 B-Body)
P4452984	O.E. Leaf Spring — Right (1970–74 E-Body)
P4452985	O.E. Leaf Spring — Left (1970–74 E-Body)

**B. Competition Leaf Springs — Super Stock**

Designed to control torque roll, providing equal bite on rear wheels through limited axle windup. These springs don't lock up the rear, but allow it to move, keeping the tires on the track where they belong. The rear springs listed below have a 20" front segment and require a longer front spring hanger bracket for B-, E-, F-, J- and M-Bodies (not included). Standard hanger brackets used on A-Body. With P3412002–03, the rear eye in frame is moved forward; Pinion Snubber is recommended. If using P4120863, vehicle will not be level at standstill.

*P4120863	Competition Leaf Spring — Right, 2,800 lbs. (A-Body)
*P4120864	Competition Leaf Spring — Left, 2,800 lbs. (A-Body)
*P3412002	Competition Leaf Spring — Right, 3,000–3,200 lbs. (Modified Cars, 1968 Hemi Super Stock A-Body)
*P3412003	Competition Leaf Spring — Left, 3,000–3,200 lbs. (Modified, Hemi Super Stock A-Body, B-Body with Relocated Shackle)
*P3690454	Competition Leaf Spring — Right, 3,800 lbs. (B-Body)
*P3690455	Competition Leaf Spring — Left, 3,800 lbs. (B-Body)
*P3690456	Competition Leaf Spring — Right, 3,400 lbs. (1964–65 Super Stock B-Body)
*P3690457	Competition Leaf Spring — Left, 3,400 lbs. (1964–65 Super Stock B-Body)
*P3690460	Competition Leaf Spring — Right, 3,600 lbs. (E-Body Barracuda-Challenger, B-Body w/Shackle Relocation)
*P3690461	Competition Leaf Spring — Left, 3,600 lbs. (E-Body Barracuda-Challenger, B-Body w/Shackle Relocation)
*P4120865	Competition Leaf Spring — Right, 3,300 lbs. (E-Body Barracuda-Challenger, B-Body w/Shackle Relocation)
*P4120866	Competition Leaf Spring — Left, 3,300 lbs. (E-Body Barracuda-Challenger, B-Body w/Shackle Relocation)

**C. Oval Track Leaf Springs**

Reissued Mopar Kit Car leaf springs are ideal for oval track applications. These springs are widely used on dirt track race cars. The spring rate is 120 lbs. per inch. Front 20.50", Rear 35.0".

*P4529414	Oval Track Leaf Spring — No Arch
*P4529415	Oval Track Leaf Spring — 1" Arch

**Additional Rear Leaf Spring (Not Shown)**

Add-A-Leaf kits allow for the installation of larger tires and help compensate for heavy accessories. These kits will increase the ride height and spring rate for a fraction of the cost of replacement springs. (Sold individually.)

*P4349540	Additional Rear Leaf Spring (4WD W100, W150, W200, W300, Ramcharger/Trailduster)
*P4349541	Additional Rear Leaf Spring (4WD D50 Mini Pickup)



A.



B.



C.

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## LEAF SPRING ATTACHMENT HARDWARE

### A. Solid Leaf Spring Front Eye Bushings

Contains two 1-1/2" aluminum spring eye bushings with steel sleeves. Improves spring reaction by cutting down on rubber deflection. Steel sleeve allows free movement of aluminum bushing. Designed for use with competition leaf springs (Super Stock).

P4510644 Aluminum Solid Leaf Spring Front Eye Bushing — 1-1/2" Diameter, 2.00" Length (A-, B- and E-Bodies)

### B. Rear Spring Shackle Bushings

For A-, B- or E-Body vehicles. Available in high-performance polyurethane for improved vehicle handling, or factory original equipment heavy-duty rubber for restoration projects. Sold in sets of eight bushings.

P4510643 Polyurethane Rear Spring Shackle Bushings (A-Body)

P4452986 O.E. Rubber Rear Spring Shackle Bushings — 7/8" (A-Body)

P4452987 O.E. Rubber Rear Spring Shackle Bushings — 1" (B-Body, E-Body, Super Stock Springs)

### C. Rear Axle Shim Package

An incorrect rear axle pinion angle not only robs precious horsepower, but can also cause launch problems and parts failure. Mopar has developed these tapered pinion angle shims so the pinion-to-driveshaft angle can be adjusted to the correct 5 to 7 degrees.

P4529536 Rear Axle Shim (8-1/4", 8-3/4" and Dana 60 Axles).

P5153561 Rear Axle Shim 1°, 2 pcs.

P5153562 Rear Axle Shim 2°, 2 pcs.

P5153563 Rear Axle Shim 3°, 2 pcs.

### D. Rear Spring Clamp Package

Clamps to the front half of rear leaf springs to increase stiffness so you can fine tune the rear suspension for optimal traction. Contains clamps for two springs.

\*P4120470 Rear Spring Clamp Package — Super Stock Springs Only

### E. Rear Spring Front Hanger Bracket Sets

These straight hangers are 2.0" longer for use with Super Stock springs.

P4120079 Front Hanger Bracket Set — 117" Wheelbase (1966–70 Dodge B-Body Sedan and Wagon)

P4120080 Front Hanger Bracket Set — 108"/110"/115" Wheelbase (1964–65 Mod. B-Body, 1970–74 E-Body, 1971–74 B-Body HT)

P4120081 Front Hanger Bracket Set — 110" Wheelbase (1976–80 F-Body, 1980–83 J-Body, 1977–78 M-Body)

P4120105 Front Hanger Bracket Set — 116" Wheelbase (1966–70 Plymouth B-Body Sedans, 1971–74 B-Body Wagons)

### F. Offset Rear Spring Front Hanger Bracket Sets

Moves the springs in next to the frame. Requires spring seat and offset shackles to be moved. Offers the maximum possible movement inboard for tire clearance without frame rework.

P4120077 Offset Rear Spring Front Hanger Bracket Set (A-Body)

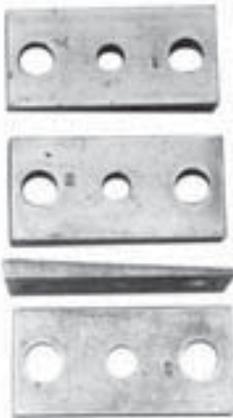
P4120078 Offset Rear Spring Front Hanger Bracket Set (E-Body with Super Stock Springs)



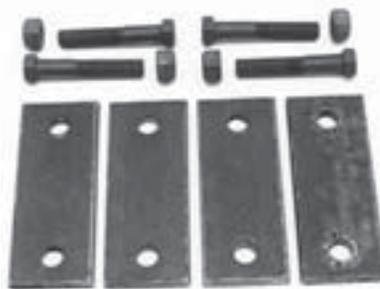
A.



B.



C.



D.



E.



F.

Questions? Call the Mopar Direct Connection Techline at 1-888-528-HEMI (4364).

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## STEERING AND SUSPENSION

### A. Rear Spring Mounting Seats

When installing a leaf spring suspension, use these Rear Spring Mounting Seats. These 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 Rear Spring Mounting Seats  
P5007857 Rear Spring Mounting Seats —  
for Super Stock Springs



A.

### B. Rear Spring Shock Mounting Plates

Designed for A-, B- and E-Body cars. Provides lower shock pivot, plus support for the U-bolts that hold the rear spring to the axle. Sold individually. Shock stud is not included.

- P4876518 Rear Spring Shock Mounting Plates —  
Right (A-, B- and E-Bodies)  
P4876519 Rear Spring Shock Mounting Plates —  
Left (A-, B- and E-Bodies)



B.

### C. Spring Relocation Kits

Moves leaf springs in 3" per side for added tire clearance. Kits mount longitudinally. Requires welding. Includes front hangers, shackles, rear shackle mounts and spring mounting seats. A-body uses small rear spring eye.

- P4120665AB Spring Relocation Kit (B- and E-Body)  
P4876558AB Spring Relocation Kit (A-Body)



C.

### D. Spring U-Bolt and Nut Packages

For replacement of U-bolts when working on your vehicle's springs. Packages include four spring/axle U-bolts and eight nuts.

- P4120611 Spring U-Bolt and Nut Package — 8"  
P4120612 Spring U-Bolt and Nut Package — 9"  
P5249709 Spring U-Bolt and Nut Package — 7"  
(8-3/4" and Dana 60 Axles)



D.

### E. Straight Rear Shackle Packages

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

- P5249716 Straight Rear Shackle Bushing —  
One Shackle Only (B-Body)  
P5249715 Straight Rear Shackle Bushing —  
One Shackle Only (A-Body)

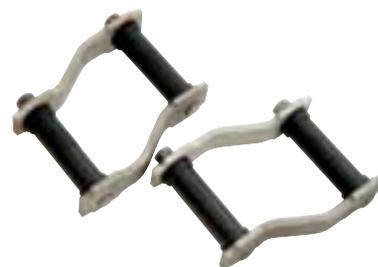


E.

### F. Offset Rear Shackle Packages

Offset is approximately 0.80" for use on vehicles with relocated rear springs. Use with offset front hangers.

- P4120075 Offset Rear Shackle Bushings (A-Body)  
P4120076 Offset Rear Shackle Bushings (B- and E-Body)



F.

## FRAME COMPONENTS

### G. Bolt-In Frame Connector Packages

These prefabricated Bolt-In Frame Connector Packages let you tie the front and rear frame longitudinally on all A-, B- or E-Body drag cars. They can be welded for additional strength and rigidity. Packages include two connectors, brackets and necessary mounting hardware.

- P4286868 Bolt-In Frame Connector Package —  
108" Wheelbase (1967–76 A-Body)  
P4876658 Bolt-In Frame Connector Package —  
111" Wheelbase (1967–76 A-Body)  
P4286870 Bolt-In Frame Connector Package —  
108"–110" Wheelbase (1970–74 E-Body)  
P4286869 Bolt-In Frame Connector Package —  
115"–117" Wheelbase (1966–72.5 B-Body)



G.

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A.



B.



C.



D.



E.



F.

**TORSION BAR SETS**

Part Number	Diameter	Body	Application
P5249148	0.810" Diameter	A-body	Drag Racing
P5249149	0.870" Diameter	A-body	Restoration for 340 Cars, Improved Slant 6, 273 and 318 Handling
P5249150	0.890" Diameter	A-body	Restoration for 383 Cars, Improved Small Block Handling
P5249151	0.920" Diameter	A-body	Performance Handling, Solo Racing
P5249157	0.920" Diameter	B- and E-body	Restoration for 440 and Hemi® Cars, Improved Small Block Handling
P5249158	0.960" Diameter	B- and E-body	Improved Big Block and Hemi Handling

**A. Adjustable Pinion Snubbers**

Helps control axle windup by adjusting the height to the floor pan. Units fit to the center front of the rear axle housing.

- P3690181 Adjustable Pinion Snubber (Dana 60 Axles)
- P3690182 Adjustable Pinion Snubber (8-3/4" Axles)

**TORSION BARS AND HARDWARE**

**B. Torsion Bar Sets**

Mopar offers torsion bars for H-Body and 1962-72 B- and E-Bodies in a variety of diameters for restoration, performance and racing. Improve the suspension performance and cornering ability or weight transfer of your vehicle with these Mopar Torsion Bar Sets. The A-Body bars are 35.70" long; the B- and E-Body bars are 41" long. These sets bolt right into stock locations without modifications (sold in sets of two). A- and E-body bars fit all years. B-body bars fit 1962-72 only.

- P5249148 Torsion Bar Set — 0.810" Diameter (A-Body)
- P5249149 Torsion Bar Set — 0.870" Diameter (A-Body)
- P5249150 Torsion Bar Set — 0.890" Diameter (A-Body)
- P5249151 Torsion Bar Set — 0.920" Diameter (A-Body)
- P5249157 Torsion Bar Set — 0.920" Diameter (B- and E-Body)
- P5249158 Torsion Bar Set — 0.960" Diameter (B- and E-Body)
- P5249162 Torsion Bar Set — 1.220" Diameter (B- and E-Body)

**C. Torsion Bar Lock and Seal**

- P5249609 Torsion Bar Lock and Seal (A Body-, 1962-72 B- and E-Bodies)
- P4876097 Torsion Bar Lock Clip (A-, B- and E-Bodies)

**FRONT SUSPENSION BALL JOINT AND HARDWARE**

**D. Front End Seal Packages**

Contains seals for tie rod ends, pitman arm, upper and lower ball joints, and idler arm.

- P5249226 Front End Seal Package (E-Body, 1973-76 A-Body)
- P5249229 Front End Seal Package (1968-72 B-Body)

**E. RWD Front Strut Bushing Packages**

Used to minimize fore and aft movement during braking and hard acceleration. Made of special high-durometer material.

- P4529183 RWD Front Strut Bushing Package (1967-76 A-Body)
- P4529184 RWD Front Strut Bushing Package (B- and E-Bodies)

**MANUAL STEERING HARDWARE**

**F. Manual Steering Gear Worm and Ball Nut Package**

Replace your 26:1 manual steering production gear ratio set with this improved 20:1 ratio Manual Steering Gear Worm and Ball Nut Package.

- P4007612 Manual Steering Gear Worm and Ball Nut Package (1963-85 Passenger Cars)

Questions? Call the Mopar Direct Connection Techline at 1-888-528-HEMI (4364).  
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## STEERING AND SUSPENSION

### A. Power to Manual Steering Adapter

This adapter allows you to convert vehicles equipped with power steering to a manual steering box.

P4510637 Manual Steering Adapter (A-, B- and E-Bodies)

## SHOCKS AND STRUTS

### B. Drag Race Rear Shock Absorbers

Designed with the extended length required by special drag racing applications. Sold individually.

\*P4529516 Drag Race Rear Shock Absorber (A-Body MT)  
 \*P4529514 Drag Race Rear Shock Absorber (A-Body AT)  
 \*P4529515 Drag Race Rear Shock Absorber (B- and E-Body ATX)

### C. Urethane Bushings

Tough, durable polyurethane gives these bushings higher durometers than production rubber units. Recommended for circle track, solo and road racing applications. They can also be used in drag racing, where applicable.

P4876196 Control Arm Bushing Kit — Front (1962–76 A-Body)  
 P4876197 Front Eye Leaf Spring Bushing Kit — Standard, Rear (A-, B- and E-Bodies)  
 P5007088 Leaf Spring Bushing Kit — Rear (1965–72 426/440 B-Body)  
 P5007087 Leaf Spring Bushing Kit — Rear (1965–72 B-Body except 426/440)  
 P4876206 Transmission Mount (1967–83 A-, B-, C-, E-, F- and M-Bodies with spool type mount only).

### D. Replacement End-Link Bushings

These hard, urethane End-Link Bushings can be used to replace your stock bushings or with Mopar Sway Bars. Extra hard for positive stiffness and longer wearability. Sold as a set of eight.

P4349116 Replacement End-Link Bushings



A.



B.



C.



D.

### LEAF SPRING BUSHING KITS

Part Number	Main Eye/ Shackle End	Spring ID	Bolt/Sleeve OD	Spring Width	Frame Bracket Width
P4876197	Main Eye	1.50"	1/2" Bolt	2.50"	3.00"
	Shackle End	7/8"	1/2" Bolt	2.50"	3.00"
P5007087	Main Eye	1.96"	5/8" Bolt	2.50"	3.125"
	Shackle End	1.00"	9/16" Bolt	2.50"	3.00"
P5007088	Main Eye	1.50"	5/8" Bolt	2.50"	3.125"
	Shackle End	1.00"	9/16" Bolt	2.50"	3.00"

# RESTORATION

PERFORMANCE CATALOG

# 07



## UNDERHOOD

### A. NEW! Windshield Washer Reservoir

When judges look under the hood, a sparkling clean windshield washer reservoir really stands out. If yours is yellow or cracked, don't clean it. Instead, replace it with a brand-new one from Mopar. Exact reproduction; uses production hardware.

02889803	Windshield Washer Reservoir (1967–70 B-Body)
02983067	Windshield Washer Reservoir (1970–75 A-Body, Duster, Dart, Demon, Swinger, Valiant)
03431074	Windshield Washer Reservoir (1970–71 E-Body, 1971 B-Body)
03431154	Windshield Washer Reservoir (1970–73 C-Body)
03431590	Windshield Washer Reservoir (1972–74 B- and E-Body)
P2497502	Restoration Washer Bottle Reservoir (1968–69 A-Body w/2-speed wipers)



A.

### B. Restoration Battery Tray

Replace that rusty or missing battery tray with a new Mopar restoration unit. Manufactured to exact specifications, this tray comes e-coated to protect it from chemical and moisture exposure. Fits all 1970–74 E-Body and 1971–74 B-Body applications.

P2925322	Restoration Battery Tray (1970–74 E-Body, 1971–74 B-Body)
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B.

### C. NEW! Battery Hold-Down Hardware

Your Battery Hold-Down Hardware is old and rusty. You could try and paint it, but that would subtract valuable judging points at the local show 'n shine. Mopar now carries brand-new original equipment-style hardware, so you don't have to spend time searching when you can be enjoying more time behind the wheel.

P3151736	Battery Hold-Down Nut — Fits all 1962–74 A-, B- and E-Bodies
P1828352	Battery Hold-Down Nut
P3583020	Battery Hold-Down Nut
P2534814	Battery Hold-Down Stud — Long Outer



C.

### D. NEW! Battery Hold-Down Strap

03404404	Battery Hold-Down Strap (1970-76 A-Body, 1970-73 B-Body and 1970-74 E-Body)
01828352	Battery Hold-Down Strap (1963-69 A-Body, 1964-69 B-Body and 1968-73 C-Body)
P3583020	Battery Hold-Down Strap (1971-72 B-Body)



D.

### E. NEW! Positive/Negative Battery Cables

Nothing is more embarrassing than having your muscle car not start and having to ask your buddy for a jump at the end of a cruise night. More often than not it's the fact you forgot to replace those worn out and corroded battery cables. Make sure to use original Mopar replacement battery cables when working on your car's electrical system.

02983649	Positive Battery Cable (1971-72 B-Body with 383, 400, 440 engine; 1970-71 E-Body with 383, 440 engine)
03764166	Positive Battery Cable (1972 B-Body, E-Body with 318, 340 engine)
02983778	Negative Battery Cable (1970-72 B-Body, E-Body with 318, 340, 383, 400, 440 Engine; 1970-72 A-Body with 318, 340 Engine)



E.

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A.



B.



C.



D.



E.



F.



### A. NEW! 340 Exhaust Manifold Heat Shield—Driver's Side

This heat shield fits all 1968–70, 340 engines with the HP style driver's side exhaust manifold, and it protects the spark plug wire boot from contacting the manifold.

P2946105 340 Exhaust Manifold Heat Shield — Driver's Side

### B. NEW! Fan Blade

This four-blade fan fits all 1964–65 Super Stock applications, as well as numerous LA, B-RB engines. Made from original tooling.

03462185 Fan Blade

### C. High-Performance PCV Valve

For V8 owners with four-barrel carburetors, Mopar now offers high-performance PCV valves. They look just like the originals, but feature a free-flow design to help performance V8s breathe easier. Sold individually.

P4343581 High-Performance PCV Valve (V8 Four-Barrel)

### D. Restoration Oil Filters

Mopar has reissued these service replacement oil filters, used in the 1960s and 1970s. The white filter was used from the 1960's throughout the 70's. The high-performance white filter (P4529805) was recommended for use in competition from 1965 to 1974. The black filter was used from the late 1950's through the early 60's. These filters may not fit some V8 applications (those after 1972 requiring short filters).

P4529805 Restoration Oil Filter, High-Performance, Red/White/Blue

P4529187 Restoration Oil Filter, Red/White/Blue

P4529806 Restoration Oil Filter, Black with Yellow Mopar logo (1962-66 V8)

### E. NEW! Air Cleaner Wing Nut

Judges notice everything, right down to the wing nut on your air cleaner. This exact factory reproduction guarantees you won't lose valuable judging points the next time you're at the Mopar Nationals. Sold individually.

77R06283 Air Cleaner Wing Nut (V8)

### F. Fan Shroud

P2785434 Restoration Radiator Cooling Fan Shroud (1967–69 426 Hemi, 383/440 Big Block B-Body)

P2998326 Restoration Radiator Cooling Fan Shroud (1970–73 426 Hemi, 383/440 Big Block B- and E-Bodies)

## ENGINE PAINT

### A. Engine Paint — 16-ounce Cans

Mopar enamel engine paint is matched to OEM colors to keep your engine compartment looking original. 16-ounce cans.

- P4120751AB Race Hemi Orange Engine Paint (1964–65 Race Hemi, 1962–64 Max Wedge)
- P4120752AB Turquoise Engine Paint (1962–71 Big Block except High Performance, 1969–71 383/440 Big Block)
- P4120753AB Black Engine Paint (1981–93 2.2L and 1983–2000 318/360 Small Block)
- P4349216AB Street Hemi Orange Engine Paint (1966–71 Hemi, 1970–71 HP 340/383/440)
- P4349217AB Blue Engine Paint (All 1972–83 Engines except 2.2L and 1964–69 318)
- P4349218AB Red Engine Paint (1964–69 273, 1968–69 340, 1964–69 360 Small Block)
- P5007733 Hemi Restoration Orange Engine Paint (1966–71 Street Hemi, 1969–1971 340/383/440)



A.

### NEW! Engine Paint — Quarts

- P5153841 Race Hemi Orange Engine Paint (1964–65 Race Hemi, 1962–64 Max Wedge)
- P5153842 Street Hemi Orange Engine Paint (1966–71 Hemi, 1970–71 hp 340/383/440)

## COOLING COMPONENTS

### B. NEW! Radiator Cap

When you open the hood, it's right there where everyone can see it — especially the judges. If your radiator cap is more than ten years old or just looks bad, replace it with this original equipment quality piece.

- 77R06021 Radiator Cap, 16 lb. (22" and 26" Radiator)



B.

## IGNITION AND ELECTRONICS

### C. NEW! Turn Signal Switch Assembly

Why pay good money at a swap meet for an old, used turn signal switch assembly, when Mopar offers brand-new units for the same price? This high-quality assembly is an exact reproduction. It installs easily, with no modifications necessary.

- 04293102 Turn Signal Switch Assembly (1970–76 A-, B-, E-Bodies)



C.

### D. NEW! Restoration Ignition Coil

This is an exact reproduction of the original factory black unit, right down to the vintage Mopar logo. If your coil is more than ten years old, replace it with this brand-new piece.

- 02495531 Restoration Ignition Coil — Black with Vintage Mopar Logo (1964–78 Small Block, Big Block and Hemi)

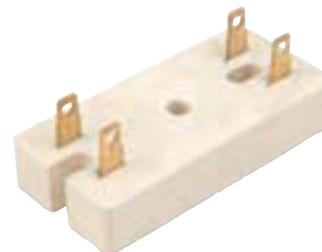


D.

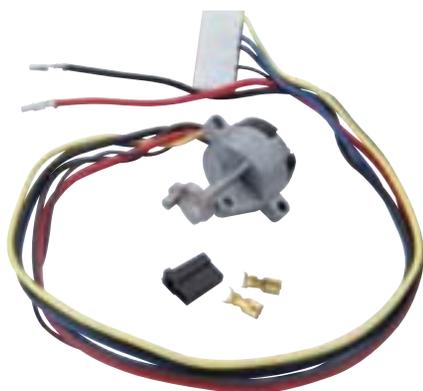
### E. Restoration Dual Ballast Resistor

This Mopar Ballast Resistor is a reissued factory original, as used on 1971 and later points-style and electronic ignitions with 4-pin dual ballast resistors.

- P4529795 Resto Dual Ballast Resistor



E.



A.



B.



C.



D.



E.

**A. NEW! Ignition Switch**

If your ignition switch needs replacing, don't install an old, used piece. For peace of mind, replace it with a brand-new unit from Mopar. This ignition switch is an exact reproduction, and it perfectly replaces your old unit, with no modifications necessary.

P3747092 Ignition Switch (1970–74 E-Body, 1970–76 A-Body and 1970–74 B- and C-Bodies)

**B. NEW! Speedometer Cable**

When restoring your classic, why reinstall a speedometer cable that's 30-plus years old, when you can install a brand-new part from Mopar? This original equipment-quality cable will provide years of trouble-free operation and is easy to install.

04897346AA Speedometer Cable (1968–78 A- B- and E-Bodies)

**C. NEW! Transmission Neutral Safety Switch**

Fits A-727 and A-904 Torqueflite applications, 1969–1984.

P2932820 Transmission Neutral Safety Switch

**D. O.E. Muscle Car Voltage Regulator**

For restoration or repair, Mopar offers this factory reissue of the Voltage Regulator, as used on muscle cars of the early 1970s. The regulator is black, with the original Mopar part number imprinted in yellow. Contains modern electronics.

P4529794 O.E. Muscle Car Voltage Regulator (V8)

**INTERIOR****E. NEW! Rocker Sill Plate**

Unless your classic has been hermetically sealed since it was new, your rocker sill plates are probably heavily scratched and/or damaged. These quality pieces are precise reproductions that will help make your ride look factory fresh.

03416002 Rocker Sill Plate - Sold Individually (1971–74 B-Body 2-Door)

P2879600 Rocker Sill Plate - Sold Individually (1970–74 Challenger/ Barracuda)

**A. NEW! Rubber Floor Mats**

These high-quality rubber floor mats are exact reproductions of the factory units. They'll add an authentic look to any classic Mopar.

- P5153381 Rubber Floor Mats — Black with Mopar Logo
- P5153382 Rubber Floor Mats — Med. Blue w/Mopar Logo
- P5153383 Rubber Floor Mats — Dark Green w/Mopar Logo

**B. NEW! Shifter Boot**

If your shifter boot is damaged, worn or missing, we've got you covered. This quality reproduction looks great and uses the same materials as the original production unit.

- 03467764 Shifter Boot (B/E Body)
- P3467766 Shifter Boot (1970-74 \*Cuda/Challenger, 1971-74 Road Runner/GTX and Charger)

**C. NEW! Hurst Shifter**

Whether you're looking to replace your classics "push-in" style handle Hurst shifter or simply want to upgrade, Mopar has the O.E.-style piece you want. Built with all-new quality components, this beauty looks just like the original and fits perfectly (no modifications required when used as a replacement).

- 04019122 Hurst Shifter

**D. NEW! Steering Wheel**

If your steering wheel is cracked, faded or badly damaged, replace it with this high-quality reproduction. Helps your interior look like new.

- P5153385 Steering Wheel—Black (1968–69 Charger, Coronet, Dart, Road Runner, GTX and Barracuda)

**Arm Rests (Not Shown)**

- 77R06036 Armrest (B-Body, Front, 13") Sold as a Pair
- 77R06037 Armrest (B-Body, Front, 16 1/4") Sold as a Pair
- 77R06038 Armrest (B-Body, Rear, 9") Sold as a Pair



A.



B.



C.



D.

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A.



B.



C.



D.



E.



F.

## EXTERIOR

### A. NEW! Front Fender

Why spend a lot of time and money bringing old fenders back to life when you can purchase these competitively priced, brand-new parts? These all-steel fenders are manufactured to original equipment specifications and fit perfectly, with no drilling or modifications required.

P5153389	Left Front Fender (1970–71 Dodge Challenger)
P5153390	Right Front Fender (1970–71 Dodge Challenger)
P5153391	Left Front Fender (1972–74 Dodge Challenger)
P5153392	Right Front Fender (1972–74 Dodge Challenger)

### B. NEW! Quarter Panel

Get it right the first time. Mopar's new steel replacement quarter panels are manufactured to O.E. specs, and are exact reproductions with no modification. Installation requires welding.

P5153395	Quarter Panel—Left-Hand (1970–71 Challenger)
P5153396	Quarter Panel—Right-Hand (1970–71 Challenger)
P5153397	Quarter Panel—Left-Hand (1972–74 Challenger)
P5153398	Quarter Panel—Right-Hand (1972–74 Challenger)
P5153419	Quarter Panel, Factory-Style —Left-Hand (1970–71 Barracuda)
P5153420	Quarter Panel, Factory-Style —Right-Hand (1970–71 Barracuda)
P5153421	Quarter Panel, Factory-Style —Left-Hand (1972–74 Barracuda Hardtop)
P5153422	Quarter Panel, Factory-Style —Right-Hand (1972–74 Barracuda Hardtop)
P5153429	Quarter Panel, Factory-Style—Left-Hand (1968 2-Door B-Body Hardtop)
P5153430	Quarter Panel, Factory-Style—Right-Hand (1968 2-Door B-Body Hardtop)
P5153431	Quarter Panel, Factory-Style—Left-Hand (1969 2-Door B-Body Hardtop)
P5153432	Quarter Panel, Factory-Style—Right-Hand (1968 2-Door B-Body Hardtop)

### C. Hood Pin and Cable Kit

Kit includes a pair of hood pins and all attachment hardware. Exposed hardware is chrome-plated.

P4529405	Hood Pin and Cable Kit
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### D. NEW! Universal Underhood Pad

This cut-to-fit universal pad helps to dress up your underhood appearance and protects the paint on your hood from engine heat damage. For all body styles.

04049601	Universal Underhood Pad (Cut-to-fit)
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### E. NEW! Dodge Challenger Hood

This high-quality steel hood is an exact reproduction that will make your Challenger look like it just came from the factory. Forget welding, grinding, filling, sanding — who needs it? But if you want to brag about the long hours you spent to make it look perfect, go right ahead — we won't tell!

P5153393	Rallye Hood — Dual Scoop Type (1970–74 Challenger R/T and Rallye)
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### F. NEW! "Challenger R/T" Hood Scoop Ornament Set — Left/Right-Hand

Don't install faded, cracked or damaged inserts on your brand-new Rallye-style hood. These exact replicas are the perfect complement to your muscle car. Sold in sets (left/right).

P5153394	"Challenger R/T" Hood Scoop Ornament Set — Left- /Right-Hand (1970–74 Challenger R/T and Rallye)
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**A. NEW! Road Runner Grille**

Who offers brand-new grilles manufactured to original equipment specifications? Mopar, of course! Add this beautiful reproduction to your ride and be the envy of all. No modifications necessary.

P5153427 Grille (1969 Road Runner)



**B. NEW! Grille and Headlamp Bezel Package**

Now you can replace the grille and headlight bezels for your classic without having to break the bank. This complete package will make your ride stand apart from the crowd. High-quality reproduction pieces are made to original equipment specifications.

P5153416 Grille and Headlamp Bezel Package (1969 Road Runner)

77R06149 Grille and Headlamp Bezel Package (1970 Road Runner)

A.

**C. NEW! 'Cuda Lower Front Grille**

If the lower front grille on your muscle car is badly scratched, distorted or cracked, replace it with this brand-new piece from Mopar. This high-quality reproduction fits perfectly and includes the turn signal light casings. It's both durable and paintable. Get one now, at a price that can't be beat.

03672933 Lower Front Grille (1972-74 'Cuda)



B.

**D. NEW! Headlamp Bezel Set**

Headlight bezels need replacing but you don't have time to search for individual matching pieces? No problem! Mopar offers this high-quality reproduction set for all '69 Road Runner owners who demand the very best. No modifications necessary.

P5153417 Headlamp Bezel Set (1969 Road Runner)

**E. NEW! Challenger/'Cuda Door Handles**

P3760214 Door Handle — Right (1970-74 Challenger and 'Cuda)

P3760215 Door Handle — Left (1970-74 Challenger and 'Cuda)



C.



D.



E.

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A.



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E.

### A. NEW! "A/B" Body Door Handles

- 03454390 Door Handle, 1968–70 B-Body, 1968–76 A-Body, Right Side  
 03454391 Door Handle, 1968–70 B-Body, 1968–76 A-Body, Left Side  
 P3739844 Door Handle Gasket — for use with 03454390/03454391

### B. NEW! Chrome Remote Mirror with Hardware — Left-Hand

Forget about paying an inflated price at a swap meet for a chrome mirror that's scratched or pitted. This brand-new reproduction looks great and fits perfectly. New hardware is included.

- 03695508 Chrome Remote Mirror with Hardware — Left-Hand (1966–70 B-Body and 1968–76 A-Body)

### C. NEW! Outer Wheelhouse

If a quarter panel needs replacement, it's a good bet the outer wheelhouse does too. These steel reproduction units install easily requiring only minor welding, and add a finishing touch to any restoration. Sold individually.

- P5153399 Outer Wheelhouse — Left-Hand (1970–74 Challenger)  
 P5153400 Outer Wheelhouse — Right-Hand (1970–74 Challenger)  
 P5153403 Outer Wheelhouse — Left-Hand (1968–70 Coronet and Charger)  
 P5153404 Outer Wheelhouse — Right-Hand (1968–70 Coronet and Charger)  
 P5153423 Outer Wheelhouse — Left-Hand (1970–74 Barracuda)  
 P5153424 Outer Wheelhouse — Right-Hand (1970–74 Barracuda)  
 P5153433 Outer Wheelhouse — Left-Hand (1968–70 B-Body Models — Road Runner/GTX)  
 P5153434 Outer Wheelhouse — Right-Hand (1968–70 B-Body Models — Road Runner/GTX)

### D. NEW! Shaker Hood Seal

A whole lotta shakin' means a lot of wear and tear to your hood seal. If your Shaker hood seal hasn't been replaced within the last ten years, odds are you're overdue. This reproduction offers a perfect fit and the same high quality as original.

- 03418658 Shaker Hood Seal (1970–71 'Cuda and Challenger Shaker Hood)

### E. NEW! Front Valence

Don't let a badly dented or damaged front valence panel ruin the look of your classic. Replace it with this high-quality steel reproduction unit. Fits perfectly, with no modifications necessary.

- P5153388 Front Valence (1970–71 Dodge Challenger)  
 P5153407 Front Valence (1968–69 Charger)  
 P5153415 Front Valence (1970 and 72–74 Barracuda)

**A. NEW! Rear Valance**

Over time, the rear valance panel is exposed to a lot of abuse. Mud, rocks, parking curbs — you name it. If yours is less than perfect, replace it with this high-quality steel reproduction. Installs with minimal modifications and will look great for years to come.

- P5153401 Rear Valance without Dual Exhaust Cutouts (1970–74 Challenger)
- P5153402 Rear Valance with Dual Exhaust Cutouts (1970–74 Dodge Challenger)
- P5153412 Rear Valance (1968 Charger)
- P5153413 Rear Valance (1969–70 Charger)
- P5153425 Rear Valance without Exhaust Cutouts (1970–74 Barracuda)
- P5153426 Rear Valance with Exhaust Cutouts (1970–74 Barracuda)

*Note:* Charger requires cutting/welding and replacement corner pieces.

**B. NEW! Front Bumper**

There is no way you can fully restore a front bumper for less than the cost of this brand-new unit. This brilliant chrome bumper bolts right on, and even includes new chrome bumperettes. Your Charger never had it so good.

- P5153405 Front Bumper — Chrome with Bumperettes (1968–69 Charger)
- P5153685 1968–69 Road Runner/GTX Front Bumper

**C. NEW! Rear Bumper**

Restoring bumpers is expensive, and trying to find one in mint condition is almost impossible. Mopar now offers these premium chrome bumpers at a price that can't be beat. No modifications are necessary, and they bolt right up, using production brackets and mounting points.

- P5153411 Rear Bumper — Chrome with Guards (1968–70 Charger)
- P5153435 Chrome Rear Bumper (1968 B-Body — Road Runner/GTX)
- P5153436 Chrome Rear Bumper (1969 B-Body — Road Runner/GTX)

**D. NEW! Bumperettes**

Your bumperettes have done their job—they've protected your Charger's bumper from life's little dings and scratches. But now they don't look so good. No problem! These brand-new chrome replacement units will make your bumper look like new again. Sold in pairs.

- P5153406 Front Bumperettes — Chrome (1968–69 Charger)
- P5153414 Rear Bumperettes — Chrome (1968–70 Charger)



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A.



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D.



E.



F.



G.

### A. NEW! Parking Lamp/Marker Lenses

Why spend hours scouring swap meets hoping to find a decent parking or marker lens, when you can buy a brand-new piece for less? These marker lenses offer a perfect fit and add sparkle to your classic. Sold individually.

P5153408	Park Lamp Lens — Left-Hand (1968–69 Charger)
P5153410	Park Lamp Lens — Right-Hand (1968–69 Charger)
P5153575	Park Lamp Lens — Right-Hand (1968–69 Plymouth B-Body)
03587436	Marker Lens — Front Side Amber (1972–75 B-Body, 1972–74 E-Body, 1972–76 A-Body, 1976–80 F-Body)
03587440	Marker Lens — Rear Side Red (1972–75 B-Body, 1972–74 E-Body, 1972–76 A-Body, 1976–80 F-Body)
P5153386	Marker Lens — Rear Side, Red (1969 Super Bee, Coronet R/T, Charger R/T, Road Runner and GTX)
P5153409	Park Lamp Lens — Left/Right Hand with Gaskets (1968–69 Charger)
P5153428	Park Lamp Lens — Left/Right Hand with Gaskets (1968–69 Road Runner and GTX)
P5153384	Marker Lens — Front Side, Amber (1969 Super Bee, Coronet R/T, Charger R/T, Road Runner and GTX)
P5153387	Front and Rear Kit — Reflector/Side Marker (1969 Super Bee, Coronet R/T, Charger R/T, Road Runner and GTX)

### EMBLEMS AND DECALS

#### B. "440" Nameplate Emblem

P3613278	"440" Nameplate Emblem — Hood (1969 GTX, 1969–70 Coronet R/T, Super Bee with Ramcharger Hood)
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#### C. "440 Magnum" Nameplate Emblems

P2998802	"440 Magnum" Nameplate Emblem — Hood (1970 Challenger with Rallye Hood, 1972–74 Charger)
P3443516	"440 Magnum" Nameplate Emblem — Hood (1971–74 Charger with Power Bulge Hood)

#### D. "440 Six Pack" Nameplate Emblems

P3462491	"440 Six Pack" Nameplate Emblem — Right (1970–71 Challenger with Shaker Hood)
P3462492	"440 Six Pack" Nameplate Emblem — Left (1970–71 Challenger with Shaker Hood)
P2998804	"440 Six Pack" Nameplate Emblem (1970–71 Challenger Rallye, 1971 Charger Power Bulge)

#### E. NEW! "440+6" Hood Decal

Replace damaged or badly faded hood scoop decals for your favorite Big Block with these exact reproductions. Sold as a pair.

P2998896	"440+6" Hood Decal (1970 Road Runner/GTX 440 Six Barrel)
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#### F. NEW! "440 6-bbl" Hood Decal

You've sweated over every detail. Now it's time to finish off your restoration with these exact reproduction hood decals. Sold as a pair.

P3412427	"440 6-bbl" Hood Decal (1969-1/2 Road Runner 440 6/bbl Lift-Off Hood Applications)
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#### G. NEW! "SIX PACK" Hood Decal

Proudly proclaim to the world what you've got under the hood. Exact reproduction of original. Sold as a pair.

P3412423	"SIX PACK" Hood Decal (1969-1/2 Super Bee 440 Six Pack Lift-off Hood)
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**A. "426 Hemi" Nameplate Emblem**

P2998800 "426 Hemi" Nameplate Emblem — Hood (1970–71 Challenger Rallye, 1971 Charger Power Bulge)



A.

**B. "400 Magnum" Nameplate Emblem**

P3574059 "400 Magnum" Nameplate Emblem — Hood (1972–74 Charger Rallye with Power Bulge Hood)



B.

**C. "383 Magnum" Nameplate Emblems**

P2998801 "383 Magnum" Nameplate Emblem — Hood (1970–71 Challenger with Rallye Hood)  
 P3443627 "383 Magnum" Nameplate Emblem — Hood (1971 Charger Super Bee with Power Bulge Hood)



C.

**D. "360 4-bbl" Nameplate Emblem**

P3691468 "360 Four-Barrel" Nameplate Emblem — Hood (1974 Challenger with Rallye Hood)



D.

**E. "340 Magnum" Nameplate Emblem**

P3573632 "340 Magnum" Nameplate Emblem — Hood (1972–73 Charger Rallye with Power Bulge Hood)



E.

**F. "340 4-bbl" Nameplate Emblem**

P3443247 "340 Four-Barrel" Nameplate Emblem — Hood (1970–73 Challenger with Rallye Hood)



F.

**G. NEW! "340" Nameplate (1970 Dodge Swinger, 1972 Demon, 1973 Dart Sport)**

Complete your classic small block-powered restoration with this faithfully reproduced nameplate. Adds the perfect finishing touch.

P3612874 "340" Nameplate (1970 Dodge Swinger, 1972 Demon, 1973 Dart Sport)



G.

**H. "Challenger" Nameplate Emblem**

P3444938 "Challenger" Nameplate Emblem (1970–74 Challenger)



H.

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# 392 HEMI

A.

# Charger

B.

# Cuda 440-6

C.

# Cuda 383

D.

# Cuda 340

E.

# DART

F.

# DUSTER

G.

# DODGE

H.

## A. "392 Hemi" Decal

P5153481 "392 Hemi" Decal

## B. "Charger" Nameplate Emblems

Mopar nameplates are exact, high-quality reproductions of the originals, and they are manufactured using the same materials and attention to detail. Don't put up with damaged, pitted or scratched nameplates anymore — replace them with these eye-catching works of art.

P2841886 "Charger" Nameplate Emblem (1966–74 Charger)

P3504807 "Charger" Nameplate Emblem — Fender Side (1971–74 Charger)

## C. "Cuda 440-6" Nameplate Emblem

P2998798 "Cuda 440-6" Nameplate Emblem — Hood (1970–71 'Cuda with Shaker or Sport Hood)

## D. "Cuda 383" Nameplate Emblem

P2998796 "Cuda 383" Nameplate Emblem — Hood (1970–71 'Cuda with Shaker or Sport Hood)

## E. "Cuda 340" Nameplate Emblem

P3443159 "Cuda 340" Nameplate Emblem — Hood (1970–73 'Cuda with Shaker or Sport Hood)

## F. "Dart" Nameplate Emblem

P3505419 "Dart" Nameplate Emblem (1970–75 Dart)

## G. "Duster" Nameplate Emblem

P3680304 "Duster" Nameplate Emblem (1972–75 Duster)

## H. "D" "O" "D" "G" "E" Emblems

P2579655 "D" Emblem (1966–74 Dodge Vehicles)

P2579656 "O" Emblem (1966–74 Dodge Vehicles)

P2579657 "G" Emblem (1966–74 Dodge Vehicles)

P2579658 "E" Emblem (1966–74 Dodge Vehicles)

**A. NEW! "GTX" Nameplate**

Mopar nameplates are exact, high-quality reproductions of the originals, and are manufactured using the same materials and attention to detail. Don't put up with damaged, pitted or scratched nameplates anymore — replace them with these eye-catching works of art.

P3680160 "GTX" Nameplate — Front Fender (1973–74 GTX) and Rear Deck Lid (1970 Road Runner GTX)

**B. "GTX" Nameplate Emblems**

P2785518 "GTX" Nameplate Emblem — Front Fender (1967 GTX)

P3504289 "GTX" Nameplate Emblem — Quarter Panel (1969–71 GTX) and Deck Lid (1972–74 440 Road Runner GTX)

**C. "Magnum" Nameplate Emblem**

P3691667 "Magnum" Nameplate Emblem — Hood (1972–74 Charger Rallye with Power Bulge Hood)

**D. NEW! "Plymouth" Nameplate**

Mopar nameplates are exact, high quality reproductions as the originals, and are manufactured using the same materials and attention to detail. Don't put up with damaged, pitted or scratched nameplates anymore — replace them with these eye-catching works of art.

P3444927 "Plymouth" Deck Lid and Hood Nameplate — 1970–72 Applications (Road Runner/GTX/Barracuda and Duster)

P2785791 "Plymouth" Nameplate Emblem (1970–72 Duster Hood, 1968–69 Road Runner, GTX Hood)

P2998042 "Plymouth" Nameplate Emblem (1970 Road Runner, GTX Hood, 1971 Barracuda Hood)

**E. "Road Runner" Nameplate Emblems**

P3505490 "Road" Nameplate Emblem (1969–75 Road Runner)

P3505491 "Runner" Nameplate Emblem (1969–75 Road Runner)

**F. NEW! Road Runner Decals**

Mopar offers several Road Runner decals for doors and deck lids, to perfectly match the style you need. If your decals are damaged or badly faded, replace them with these brand-new pieces. Beep-Beep!

P4022411 Road Runner Decal — Right

P4022410 Road Runner Decal — Left

P3672656 Road Runner Decal — Standing Style Road Runner with Helmet Inside Circle (1971–75 Rear Deck Lid)

P2842756 Road Runner Decal (1968 Plymouth Road Runner; Deck Lid)

P2842757 Road Runner Decal (1968 Plymouth Road Runner; Left Door)

P2842758 Road Runner Decal (1968 Road Runner; Right Door)

P2842873 Road Runner Decal (1968 Road Runner; Deck Lid with Finish Panel)

P3749059 Road Runner Decal, Bird with "Plymouth" (1971–74)

P2964116 Road Runner Decal — Standing Style Road Runner with Helmet (1969–70 Road Runner; Rear Deck Lid)



A.



B.



C.



D.



E.



F.



A.



B.



C.



D.

### A. "R/T" Nameplate Emblems

Mopar nameplates are exact, high-quality reproductions of the originals, and they are manufactured using the same materials and attention to detail. Don't put up with damaged, pitted or scratched nameplates anymore — replace them with these eye-catching works of art.

P2786711	"R/T" Nameplate Emblem — Grille (1968 Coronet R/T)
P2785579	"R/T" Nameplate Emblem — Front Fender (1968 Coronet R/T)
P2898886	"R/T" Grille Nameplate (1969 Coronet R/T)
P2901812	"R/T" Nameplate Emblem — Quarter Panel (1969 Charger R/T and Coronet R/T)
P2998547	"R/T" Nameplate Emblem — Grille (1970–71 E-Body)
P3445223	"R/T" Nameplate Emblem — Decklid and Front Fender (1970 Challenger R/T)

### B. "Special Edition" Nameplate Emblem

Mopar nameplates are exact, high-quality reproductions of the originals, and they are manufactured using the same materials and attention to detail. Don't put up with damaged, pitted or scratched nameplates anymore — replace them with these eye-catching works of art.

P2782966	"Special Edition" Nameplate Emblem (1966–70 Charger and Coronet)
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### C. Super Bee Emblems

P2949303	Super Bee Emblem — Grille (1969 Super Bee)
P2998065	Super Bee Emblem — Hood (1970 Super Bee)
P2964635	Super Bee Emblem — Deck Lid (1969 Super Bee)
P2998749	Super Bee Emblem — Hood (1970 Super Bee with Power Bulge Hood)

### D. "Swinger" Emblem

P3446861	"Swinger" Emblem — Quarter Panel and Deck Lid (1970–75 Swinger)
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**A. Rallye and Road Wheel Center Caps**

Made from original tooling with correct astrotone finish.

- P4510579 Rallye Wheel Center Cap — 4.500" Bolt Circle, Light Argent Finish (All 1970 Applications)
- P3580466 Road Wheel Center Dome (All 1966–78 Applications)
- P3461458 Rallye Wheel Center Cap — 4.500" Bolt Circle (All 1972–75 Applications)
- P3461066 Rallye Wheel Center Cap — 4.500" Bolt Circle, Dark Argent Finish (All 1971 Applications)

**Wheel Paint (Not Shown)**

Polyurethane formulated Argent Silver paint gives a like-new luster to wheels, grilles and light bezels, for that factory look. Also protects wheels from rust and pitting.

- P4529876 Argent Wheel Paint

**B. RWD Wheel Stud Sets**

Studs are heavy-duty and extra long, to allow use of wheel spacers. Set contains 10 studs.

- P4120625 RWD Wheel Stud Set — 1/2" Diameter, Drum Brakes (A-, B- and E-Bodies)
- P4120610 RWD Wheel Stud Set — 1/2" Diameter, Disc Brakes (A-, B- and E-Bodies)

**C. NEW! Chrome Lug Nut**

These O.E., high-quality chrome lug nuts are designed for use on all Road and Rallye wheel applications and 1969-1/2 A12 6-bbl Road Runner and Six Pack Super Bee vehicles. Available in left- and right-hand threads. Sold individually.

- 02823848 Chrome Lug Nut (Right-hand Thread)
- 02823849 Chrome Lug Nut (Left-hand Thread)

**D. Trim Rings**

These 14" and 15" Trim Rings for Rallye, Road and Steel wheels are available in either chrome or brushed finish. They are made from the original tooling and have the correct retaining ring for a proper fit.

- P3461222 Brushed Trim Ring — 15" (15" x 7" Rims)
- P3461043 Chrome Trim Ring — 15" (15" x 7" Rims)
- P2944424 14" Rallye/Road Wheel Trim Ring — Brushed Finish



A.



B.



C.



D.

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# 07

# VIPER

PERFORMANCE CATALOG



# SMOKIN'!

They say power is addictive. Face it: you're hooked. Most people would say a Dodge Viper is powerful enough—maybe even too powerful—with more than 500 horsepower. But you're not most people. You're always

on the hunt for anything that will give you more power and a competitive edge. Mopar understands. That's why we offer a full line of factory engineered performance parts and components for America's sports car.





**RACE CAMSHAFT**

This Competition Coupe-inspired Race Camshaft will give you a power boost. Use with Mopar's Race Exhaust System and Engine Controller to build your own SRT10 Power Kit. You asked for it and Mopar delivered!



**STREET CAT-BACK EXHAUST SYSTEM**

Whether it's for the street or the track, Mopar has the right exhaust system for your pride and joy. Add a set of Mopar race exhaust headers for maximum on-track performance. So many choices, so little time!



**HURST SHORT-THROW SHIFTER**

This high-performance, one-piece stick shift reduces shift throw by an impressive 40%. Designed exclusively by Hurst and Mopar for Viper, this great looking shifter is sure to draw a lot of attention. The best just keeps getting better!

## VIPER SRT10 POWER KIT

### A. Race Engine Controller

The Mopar Race Engine Controller for the Viper SRT10 is specifically calibrated for use with the Race Camshaft (P4510171) and the Viper 3" Race Exhaust (P4510176). It optimizes fuel and air tables for peak performance without catalytic converters, removes the skip shift feature (found on the production model), and is calibrated for premium pump fuel (91 octane minimum). For race use only.

\*P4510172 Race Engine Controller (2003–06 Viper SRT10)

### B. Race Camshaft

Based on the Competition Coupe camshaft. Uses production springs and rocker arms to offer a 6–8 horsepower increase at top end of rpm range. Recommended for use with Race Engine Controller (P4510172) and 3" Race Exhaust (P4510176).

Features:

- Cam Lift: 0.320" Intake and 0.320" Exhaust
- Duration at 0.050": 220.00" Intake/230.5" Exhaust
- Cam Centerline = 117° after Top Dead Center

\*P4510171 Race Camshaft (2003–06 Viper SRT10)

## EXHAUST

### C. Race Exhaust System

The Mopar 3" Race Exhaust System provides low restriction from manifold to tip. Catalytic converters are eliminated (upstream and downstream), and it has a side exit from the sill that removes the H-pipe crossover. This system is more than 30 lbs. lighter than the production exhaust system. The exhaust muffler is tuned to minimize noise where track restrictions are present, yet it yields a deep sounding exhaust note. Recommended package includes Race Engine Controller (P4510172) and Race Camshaft (P4510171). Total performance increase when Controller, Camshaft and Exhaust are used together:

Horsepower increase = 44 bhp at 4,800 rpm

Torque increase = 48 ft.-lbs. of torque at 4,800 rpm

\*P4510176 Cat-Back Exhaust System, 2005-2006 Viper street system, SRT10 8.3l V10 single round rolled angle-cut, exits on each side. 2.50 inch pipe- race system

### D. Cat-Back Exhaust System

Add some extra bite to your Viper. This Cat-Back Exhaust System features stainless steel construction (including the muffler) with mandrel-bent tubing, which provides horsepower and torque gains, improved fuel economy, and a deeper tone. Includes two mufflers, right and left turn out assemblies, and four 2-1/2" clamps.

\*P4510608 Cat-Back Exhaust System, 2005-2006 Dodge Viper street system, SRT10 8.3l V10 single round rolled angle-cut, exits on each side. 2.50 inch pipe

### E. Performance Exhaust System

Offers low restriction with a performance sound. Made from 304 stainless steel, this Performance Exhaust System features 3" diameter tubing for high-volume flow, and factory-style band clamps. Exclusive laser-etched Viper logo on polished stainless steel exhaust tips with rolled rims. Bolt-on replacement for production rear exit exhaust.

\*P5007274 Cat-Back Exhaust System, 1996-1999 Dodge Viper GTS/RT-10 8.0l. V10 dual round angle cut phantom, rear exit, with Viper head logo etched on tips)



A.



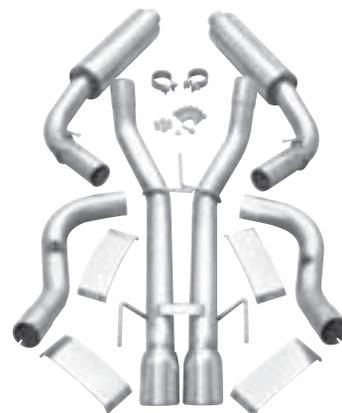
B.



C.



D.



E.

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

## AIR SYSTEMS

### A. Air Filter

Constructed with factory tight seals, engineering level polyurethane, deep 4-ply pleats of oiled cotton gauze and two layers of aluminum screen. This filter offers high flow and low restriction, better throttle response, and increased filtration and horsepower. Filters are washable and reusable and come pre-oiled.

P4510940 Air Filter (2003–06 Viper SRT10)

### B. Smooth Bore Inlet Hoses

ACR production part with correct molded bend and hose end diameters. Provides increased airflow with less turbulence for more horsepower. 5-ply polyester reinforced silicone shell eliminates collapse due to high vacuum. Features a fluoro-silicone liner for fuel/oil protection and 100,000+ mile durability. Includes two hoses.

\*P5007362 Black Smooth Bore Hoses  
(Viper RT/10 and GTS)

## VALVE TRAIN COMPONENTS

### C. Valves

Stainless steel valves offer improved durability. Standard stem length (5.726") with oversize head diameters. Swirl-polished underhead area, chromed stem and hardened tip. Cylinder Head (P4876869) is no longer available through Mopar.

\*P5007510 Valve — Intake, 2.02" Diameter Head  
\*P5007511 Valve — Exhaust, 1.60" Diameter Head

### D. Race Rocker Arm Assembly

Tested and proven to be victorious on the 24 Hours of Le Mans GTS-R. Features individual shaft-mounted rockers with needle bearings on shafts and rocker tips, forged aluminum 1.7:1 ratio rockers, 12-point aircraft quality mounting hardware, and rocker arm adjusters. Rockers mount to one-piece CNC steel billet bar for positive alignment.

\*P5007049 Race Rocker Arm Assembly  
(1997–2001 Viper RT/10)

### E. Adjustable Timing Chain Set

Matched cam and crank gears with precision-fit, double-roller timing chain. Cam must be drilled and tapped for 3 gear-mounting bolts. Compatible with production performance and aftermarket engine controllers. Cam style adjuster for accurate cam timing adjustments.

\*P4876834 Adjustable Timing Chain Set (1997–2001  
Viper RT/10, 1996–2001 GTS, GTS-R)



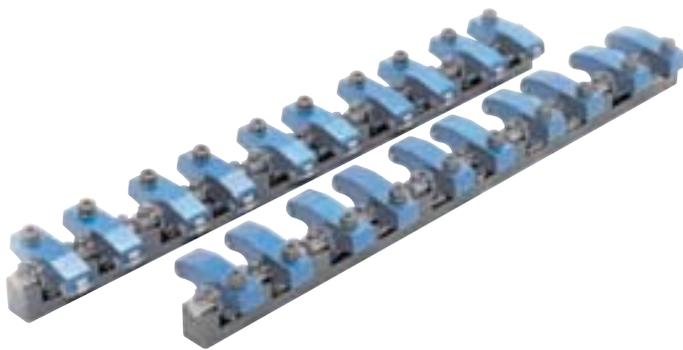
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E.

## DIFFERENTIAL

### A. Differential Assemblies

Complete differential assemblies with all new components and Mopar Performance Parts gear sets fully assembled to production specifications.

- New aluminum housing with specially cast-in bosses for Mopar Performance Parts differential cooler fittings. Bosses are drilled, tapped and plugged in 3 places, ready for cooler fitting installation
- New production Trac-Lok with upgraded 7/16" diameter ring gear retaining bolts
- New improved design pinion seal
- Choice of 3 Mopar Performance Parts gear sets
- Cast aluminum differential cover/support sold separately as P5007528

- \*P5007401 Differential Assembly with 3.55:1 Gear Set  
 \*P5007402 Differential Assembly with 3.73:1 Gear Set  
 \*P5007403 Differential Assembly with 4.10:1 Gear Set

### B. Ring and Pinion Sets

Stronger than other units currently available in the aftermarket. Note that these are only for Dana Super 44 differentials with 3/8" diameter ring gear retaining bolts offered in 1996–2006 Viper RT/10 and GTS.

- \*P5007022 Ring and Pinion Set — 3/8" Diameter, 3.73 Gear (1996–2006 Viper RT/10 and GTS)  
 \*P5007043 Ring and Pinion Set — 3/8" Diameter, 4.10 Gear (1996–2006 Viper RT/10 and GTS)

### Race Ring and Pinion Sets (Not Shown)

Upgraded to stronger 7/16" diameter ring gear retaining bolts. Requires Trac-Lok (P5007555 — no longer available through Mopar) when installed in 1996–2000 Dana Super 44 differential. The 7/16" diameter bolts are included in Buildup Kit (P5007553). 2001 Production Trac-Lok units use 7/16" diameter ring gear retaining bolts.

- \*P5007526 Race Ring and Pinion Set — 7/16" Diameter, 3.73 Gear (2000–05 Viper)

## TRANSMISSION

### C. Hurst Short-Throw Shifter

Shift throw reduced by 40%. One-piece shift stick and gold anodized billet aluminum construction for durability. Exclusive Black Viper Head Shift Knob is available in your choice of four logo colors and must be ordered separately (shift knob height is reduced for competition feel). This shifter handle does not accept the factory knob, but is designed to accept the shift knobs listed below that have a 1/2"; 20 UNF thread.

- P4510168 Hurst Short-Throw Shifter (1992–2006 All Models)  
 P5153300 Viper Head Shift Knob — Red Viper Logo  
 P5153301 Viper Head Shift Knob — Silver Viper Logo  
 P5153302 Viper Head Shift Knob — Blue Viper Logo  
 P5153303 Viper Head Shift Knob — Yellow Viper Logo

### D. Lightweight Flywheel

High-strength alloy steel flywheel is a direct replacement for stock SRT10 part and uses production clutch assembly. Reduction of 9.4 lbs. (31%) in flywheel mass, and 39% in flywheel rotating inertia. No release bearing changes, crank trigger changes or calibration required.

- \*P4510169 Lightweight Flywheel (2003–05 Viper SRT10)



A.



B.



C.



D.

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**A. High-Durometer Transmission Mounts**

Urethane mount reduces transmission movement under high-load conditions. Improved life compared to stock rubber mount. Same as used on Viper Competition Coupe.

P4510179 High-Durometer Transmission Mount (2003–05 Viper SRT10)



A.

**IGNITION AND ELECTRONICS****B. Spark Plug Wire Sets**

These suppression-type Spark Plug Wire Sets are compatible with the production Engine Control Unit. 8.5 mm diameter high-temp material for added durability. Individually numbered spark plug terminals and boots. Sold in sets only.

P5007159 Spark Plug Wire Set — 8.5 mm, Coils at Back of Engine (1996.5–2001 Viper RT/10 and 1996–2001 GTS)

P4876435 Spark Plug Wire Set — 8.5 mm, Coils Under Intake Manifold (1992–96.5 Viper RT/10)



B.

**COOLING SYSTEMS****C. 180° Race Thermostat**

Help your engine run cooler under track conditions. Thermostat includes gaskets for both heavy and lightweight engines.

P4876900 180° Race Thermostat (1992–2001 Viper)



C.

**D. Underdrive Crank Pulley**

Originally developed for the Competition Coupe. Improves water pump efficiency at high rpms. Constructed of hard-coated aluminum. Requires one of the available Accessory Drive Belts.

P4510177 Underdrive Crank Pulley (2003–05 Viper SRT10)

P4510224 Accessory Drive Belt for Vehicles with A/C (2003–05 Viper SRT10)

P4510225 Accessory Drive Belt (2003–04 Viper)

P4510233 Accessory Drive Belt Kit — for Vehicles without A/C, Includes Belt and Three Bolts (2003–05 Viper SRT10)



D.

**Fan and Control Module (Not Shown)**

For use with Viper V10 Crate Engine in non-Viper installations. Use with Viper wiring harness (P5007142). Height: 18.00", Width: 25.50"; Thickness: 4.50".

P5007266 Fan and Control Module — 40 amp draw, high speed 2370 CFM, low speed 2020 CFM (Viper V10 Crate Engine)

**Oil Pan, Swinging Oil Pickup Kit (Not Shown)**

Oil Pan with Swinging Oil Pickup Kit. This articulating Race Oil Pickup swings to oil location under high lateral G maneuvers and provides consistent oil pressure during race conditions. Utilizes the same design as the Viper Competition Coupe. Kit includes pickup assembly and replacement oil pan. For 2003–06 MY vehicles.

\*P5153705 Oil Pan, Swinging Oil Pickup Kit, 8.3L

Questions? Call the Mopar Direct Connection Techline at 1-888-528-HEMI (4364).

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

## STEERING AND SUSPENSION

### A. Race Suspension Kit

Coilover Suspension System:

- Stage 3 adjustable coilovers
- Lightweight aluminum construction
- Double adjustable (compression and rebound)
- Ride height adjustable
- Bridges the gap between street systems and full race systems.

\*P4510951 2-Way Adjustable Coilover Suspension System (2003-2006 Viper SRT10 Coupe)

### B. Heat Shield Boots

These flexible Heat Shield Boots lower joint temperature and protect rubber boots from thermal cracking. Heat shields slip over existing rubber boots—no modifications required. Recommended for racing use, but also good for street applications. Sold Individually.

\*P4510161 Tie Rod Heat Shield Boot (1996–2006 Viper)

\*P4510144 Ball Joint Heat Shield Boot (1996–2006 Viper)

### C. Solid Steering Gear Mounts

Improves turning and handling response. A direct replacement for rubber isolator mounts found in production Vipers. Constructed of lightweight aluminum for strength and durability.

\*P4510204 Solid Steering Gear Mounts (1994–2006 Viper)

## GTS-R ENGINE PARTS

### D. Valve

Stainless steel for improved durability. Stem length is 0.100" longer than stock, and head diameter is oversized. Swirl-polished underhead area, chromed stem and hardened tip.

\*P5007514 Valve — Exhaust, 1.60" Diameter, 5.826" Stem (Viper GTS-R)

### Serpentine Belt (Not Shown)

Designed to fit Viper GTS-R engine with modified crank, water pump and power steering pump pulleys. 1,877 mm length.

\*P4876843 Serpentine Belt (Viper GTS-R)

### E. GTS-R 8.5 mm Spark Plug Wire Set

For use on GTS-R chassis with front mounted coils only. Suppression-type compatible with engine control unit. 8.5 mm diameter, high-temperature material for added durability. Individually numbered for each cylinder. Production style spark plug terminals and boots. Sold as a set.

\*P4876844 GTS-R 8.5 mm Spark Plug Wire Set



A.



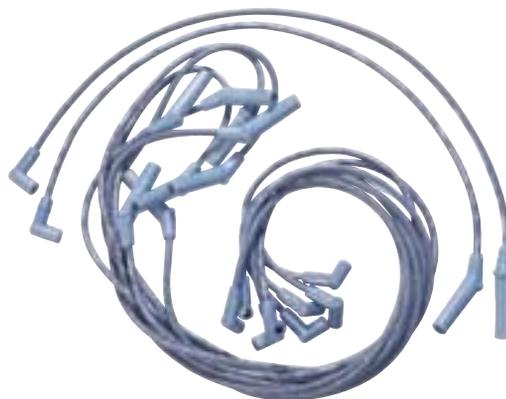
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# JEEP / TRUCK

PERFORMANCE CATALOG



# THE POWER TO MOVE YOU

Dodge and Jeep vehicles are big and bold. Don't you want big, bold power to match? Whether you're bombing around town in a Dodge Ram, or taming a mountain in a Jeep Grand Cherokee, Mopar engine and suspension

components tell the world you mean business. Mopar lets you make a statement and send the other guys packing.



### **BLACK WRINKLE CAST ALUMINUM VALVE COVERS**

Your Dodge Truck or Jeep will really stand out when it wears one of these high-quality, cast aluminum valve covers. Black wrinkle finish with raised logos complements any engine compartment. When you open the hood and others drool with envy, try to be humble!



### **ALUMINUM DUAL PLANE INTAKE**

Mopar offers several aluminum intake manifolds for your Magnum engine, including this dual plane unit that enables you to convert an EFI engine to carbureted. All manifolds are designed and developed by Mopar engineers specifically for your vehicle. Remember to breathe deeply—you're already in rarified air!



### **COLD AIR INTAKE**

Liberty, Wrangler, Ram, Durango—you name it—Mopar has the authentic cold air intake you need to heat up your engine. All kits include mounting hardware and a pre-oiled, washable/reusable filter. Try not to scare the kids!

## ENGINES AND BLOCK HARDWARE

### A. Magnum 5.9L MPI 360 Short Block Assembly

This Magnum 5.9L MPI 360 Short Block Engine Assembly features a thermocycled block, along with crankshaft and connecting rods. Mopar recommends the use of Magnum R/T cast iron cylinder heads or aluminum Magnum cylinder heads to complete your engine build.

**Specifications:**

- Blocks are bored 0.020" oversize
- Slightly shorter deck assures smooth gasket surface
- New engine bearings
- New hydraulic camshaft (requires new tappets; not included)
- Properly clearanced crankshaft and connecting rods
- New aluminum pistons and moly piston rings
- New timing gears and chain
- Balanced to use all production Magnum 5.9L components
- Recommended as a direct replacement Magnum V8 Short Block for 1993 and newer trucks and Jeep vehicles

Crate engines that change the emissions performance of the vehicle may not be legal for use on vehicles regulated for highway use in California and other states. Horsepower and torque ratings based on test engine. Ratings may vary on individual engines. Balance components must be to magnum specs.

\*P5007549 Magnum 5.9L MPI 360 Short Block Assembly



## ENGINE BLOCKS AND COMPONENTS

### Magnum Race Engine Block (Not Shown)

These new Magnum race blocks are made from the heavy-duty siamese-bore casting.

- Ductile iron main caps (4-bolt on the center 3 caps)
- Dual motor mounts w/ "LA" and Magnum mounts (must use late 1970s 318 mount for left side when using 340/360 "LA" Wedge motor mounts)
- Heavy-Duty casting w/thicker deck and bore walls
- Works with all stock Magnum engine components
- Allows use of Magnum "stock style" hydraulic roller camshafts
- Not recommended for use with aftermarket tie bar style mechanical tappets
- High-nickel block casting
- Siamese Bore – allows up to 4.220" bore size
- Rough bore size – 3.90" on 5.2L, and 3.94" on 5.9L block

\* P5153579 5.2L Magnum Race Block - Siamese

\* P5153452 5.9L Magnum Race Block - Siamese

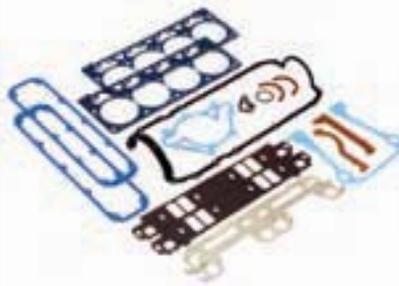
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### SMALL BLOCK ENGINE DISPLACEMENT (CUBIC INCHES)

STROKE	BORE (IN INCHES);										
	3.910	3.940	3.970	4.000	4.030	4.040	4.060	4.100	4.125	4.180	4.220
3.310	318	323	328	333	338	340	343	350	354	363	370
3.580	344	349	355	360	365	367	371	378	383	393	401
3.790	364	370	375	381	387	389	392	400	405	416	424
4.000	384	390	396	402	408	410	414	422	427	439	448
4.250	408	414	421	427	433	436	440	449	454	466	476



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F.

**Tappet Retainer (Not Shown)**

Allows the use of production Magnum hydraulic roller tappets on Magnum race blocks P5153452 and P5153579. Provides extra clearance to fit over the larger tappet bosses on these blocks.

- \*P5153522 Tappet Retainer — for Magnum 5.2L/5.9L Race Blocks — 59°

**A. Front Cover Gasket**

For 5.2L/5.9L Dodge Truck Magnum and Jeep engines.

- \*P4876052 Front Cover Gasket (5.2L/5.9L Dodge Truck Magnum/Jeep Engines)

**B. Engine Teardown Gasket Sets**

All the gaskets needed for a complete engine teardown, including oil pan, cylinder head, valve cover, timing chain cover, intake manifold, exhaust and oil pump.

- \*P4529245 Engine Teardown Gasket Set (4.0L Jeep Engines - up to 1998)
- \*P4876249 Engine Teardown Gasket Set (5.9L Truck Magnum/Jeep Engines)
- \*P4876248 Engine Teardown Gasket Set (5.2L Truck Magnum/Jeep Engines)

**CRANKSHAFTS**

**C. Cast Crankshafts**

Heavy-duty, surface hardened Cast Crankshafts feature radiused fillets at main and rod journals. Requires balancing. 6-bolt pattern on crank flange. 4.00" stroke cranks require clearancing on block and the use of custom pistons.

- \*P5007259 Cast Crankshaft — 3.58" Stroke (360 Main Small Block, 5.9L Truck Magnum/Jeep Engines)
- \*P5007258 Cast Crankshaft — 4.00" Stroke (360 Main Small Block, 5.9L Truck Magnum/Jeep Engines)

**ROLLER TIMING CHAIN AND SPROCKETS**

**D. Flywheel Attaching Package**

Contains all the bolts required to attach the flywheel and clutch to the engine assembly. Includes six flywheel bolts, six clutch bolts, pilot bearing and seal.

- \*P4529636AB Flywheel Attaching Package (4.0L AMC 360 Jeep MTX)

**E. Timing Chain Tensioner**

Stabilizes cam timing by reducing timing chain slack. Can be used instead of Thrust Plate P5249637.

- \*P5007709 Timing Chain Tensioner (Small Block and 3.9L, 5.2L, 5.9L Truck — Magnum/Jeep Engines)

**F. Double Roller Chain and Sprocket Sets**

High-strength Double Roller Chain and Sprocket Sets provide added durability and decreased rotational friction compared to production silent chains. Sets include Magna-Fluxed sprockets and roller timing chain.

- \*P5249267 Double Roller Chain and Sprocket Set — 1-Bolt Mount, Three Matched Keyways (Small Block, 5.2L/5.9L Magnum/Jeep Engines)
- \*P5249519 Double Roller Chain and Sprocket Set — 1-Bolt Mount, One Keyway (2.5L/4.0L Jeep Engines up to 1998)

## VIBRATION DAMPERS

### A. Thin Crank Vibration Damper

Production-style Thin Crank Vibration Damper designed for all 5.9L Magnum production balanced small blocks. Not SFI approved.

\*P5007187 Thin Crank Vibration Damper (5.9L Truck Magnum/Jeep Engines, 360 Magnum Crate Engines)

### B. Replacement Vibration Damper

Compatible with production crankshaft and piston rod weight.

\*P5249535 Production Replacement Vibration Damper — V-Belt (4.2L Jeep Engines)

### C. Damper Attachment Package

Contains all the parts necessary to attach the vibration damper to the crankshaft.

\*P4529677 Damper Attachment Package (2.5L/4.0L Jeep Engines)

### D. Damper Degree Timing Tape

Improve timing accuracy with this Damper Degree Timing Tape. Marked in 90° increments. Self-adhesive strip adheres to the crank vibration damper for clear identification of marks. Permits initial total spark advance up to 60° instead of only 10°–15° as on chain case timing tab. Damper not included.

\*P4529070AB Damper Degree Timing Tape

## CAMSHAFTS AND LIFTERS

### E. Offset Camshaft Key Set

For centerlining your camshaft, these hardened keys are color coded in 1°, 2°, 3°, 4° and 5° increments. Production key is used for zero offset.

\*P5249600 Offset Camshaft Key Set (3.7L, 3.9L, 4.7L, 5.2L, 5.9L Truck Magnum/Jeep Engines)

### F. Hydraulic Roller Tappets

Sold in sets of 16 or individually for service.

\*P5249862 Hydraulic Roller Tappets — Set of 16 (5.2L/5.9L Truck Magnum/Jeep Engines, Magnum Crate Engines)

\*P4876054 Hydraulic Roller Tappet — Sold Individually (5.2L/5.9L Truck Magnum/Jeep Engines)

\*P4529220AB Hydraulic Tappet — Sold Individually (Small Block, 2.5L/4.0L Jeep Engines)

\*P4876055 Tappet Aligning Yoke (5.2L/5.9L Dodge Truck Magnum/Jeep Engines)

### G. Pushrods

Sold in complete engine sets (16 for V8 engines; 12 for 6-cylinder engines).

\*P4529675 Pushrods — Set of 12 (1987–89 4.0L Jeep Engines)

\*P5249662 Hydraulic Roller Pushrods — 6.92", Set of 16 (5.2L/5.9L Truck Magnum/Jeep Engines, Magnum Crate Engines)



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G.

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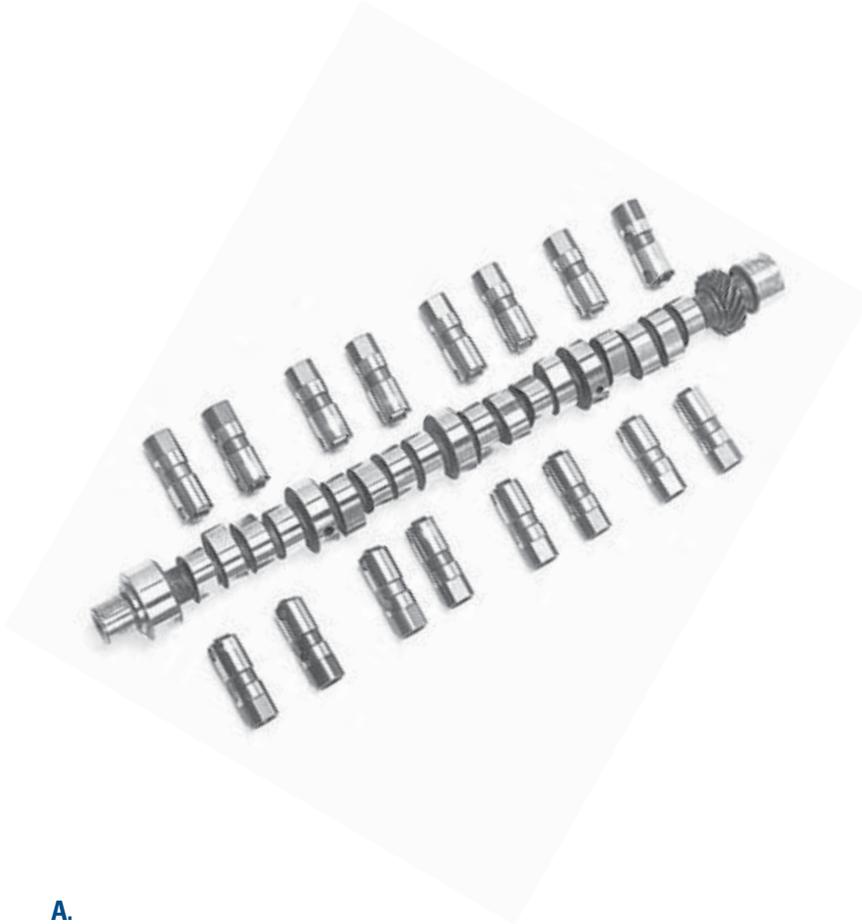
\*Not legal for sale on pollution-controlled vehicles or vehicles registered for highway use.

**A. Purple Shaft Camshafts**

Mopar Purple Shaft camshafts are designed and engineered exclusively for your engine. A wide range of profiles is available, from mild to wild. All Purple Shaft camshafts are developed, dyno'd and track tested by Mopar engineers for increased power and rpm potential while maintaining reliability and the best possible low-speed characteristics, including torque and idle quality. Mopar Purple Shaft camshafts offer the best horsepower-to-dollar-spent value. Each package contains the camshaft, cam lube, instruction sheet, and tappets.

- \*P4529230AB Hydraulic Camshaft (4.0L Jeep Engines — up to 1998)
- \*P4529228AB Hydraulic Camshaft (4.0L Jeep Engines — up to 1998)
- \*P4529229AB Hydraulic Camshaft (4.0L Jeep Engines — up to 1998)
- \*P4876348 Hydraulic Roller Camshaft (5.2L/5.9L MPI Truck Magnum/Jeep Engines)
- \*P5249549 Hydraulic Roller Camshaft (5.2L/5.9L MPI Truck Magnum/Jeep Engines)
- \*P5007551 Hydraulic Roller Camshaft (5.2L/5.9L MPI Truck Magnum/Jeep Engines)

**Note:** For flat tappet camshafts, Mopar recommends the use of a high-zinc oil for maximum performance.



A.

**MOPAR PERFORMANCE CAMSHAFTS FOR JEEP® ENGINES**

**4.0L 6-Cylinder Hydraulic Camshafts**

Part Number	Adv. Duration	O-Lap	Center Line	Lift	Basic rpm	Recom.Spring	Applications/Comments
*P4529228AB	240/240	24	108	0.430/0.430	900–4700	P4529214	Mild. Comp
*P4529229AB	248/248	32	108	0.440/0.440	1100–4800	P4529214	Mild. Comp
*P4529230AB	256/256	40	108	0.450/0.450	1300–4900	P5249464	Mild. Comp

**5.2L/5.9L Hydraulic Roller Camshafts**

Part Number	Adv. Duration	Duration @.050"	O-Lap	Center Line	Lift	Basic rpm	Recom.Spring	Mech. Fuel Pump	Applications/Comments
*P5249549	260/264	204/208	55	109	0.458/0.467	Idle-5500	P5249464	No	Magnum R/T
*P5007551	272/278	208/216	37	119	0.467/0.482	Idle-5800	P5249464	Yes	+10 hp over R/T
*P4876348	288/292	230/234	74	108	0.501/0.513	Idle-6000	P5249464	Yes	380-395 hp Crate Engine

**Camshaft to Engine Application Chart**

Engine	Performance Level	Best Choice		4 x 4	Street Rod
		Manual	Automatic	Auto & Man	Auto & Man
4.0L Jeep I6	Stock	Stock	Stock	—	—
	Stage 1	P4529228AB	P4529228AB	P4529228AB	P4529228AB
	Stage 2	P4529229AB	P4529229AB	P4529228AB	P4529229AB
	Stage 3	P4529230AB	P4529229AB	P4529229AB	P4529230AB

All lift figures are at the valve and are calculated with production rocker arm ratios. Camshaft packages include camshaft, tappets, assembly oil and instruction sheet.

Questions? Call the Mopar Direct Connection Techline at 1-888-528-HEMI (4364).  
 \*Not legal for sale on pollution-controlled vehicles or vehicles registered for highway use.

## CYLINDER HEADS, GASKETS AND HARDWARE

### A. CNC-Ported 5.7L/6.1L Hemi Cylinder Heads

Whether on the street or at the track, these bolt-on, CNC-ported cylinder heads are equipped with the highest quality parts and technology available to deliver optimum performance. Capable of handling camshafts with valve lifts up to .600", they are designed to optimize flow while maintaining optimum port velocity.

#### Specifications:

- Brand-new, factory fresh castings (no core required)
- 5-axis CNC-ported
- Ovate wire, "beehive" competition valve springs
- One-piece stainless steel intake and exhaust valves
- Titanium, 7° valve spring retainers
- Machined, 7° round groove valve locks
- High-temperature Viton® valve seals, Bronze alloy valve guides, Hardened, custom valve seats, Premium "5-angle" CNC-machined valve job

*P5153343	CNC-Ported Cylinder Heads (LH) 5.7L Hemi
*P5153344	CNC-Ported Cylinder Heads (RH) 5.7L Hemi
*P5153349	CNC-Ported Cylinder Heads (LH) 6.1L/392 Hemi
*P5153350	CNC-Ported Cylinder Heads (RH) 6.1L/392 Hemi
*P5153345	CNC-Ported Cylinder Head; Bare (LH) 5.7L Hemi
*P5153346	CNC-Ported Cylinder Head; Bare (RH) 5.7L Hemi



### B. Magnum Aluminum Cylinder Head

Mopar offers lightweight Magnum Aluminum Cylinder Heads for a variety of popular Dodge Truck and Jeep applications.

#### Features:

- Higher airflow and performance over the stock cast iron Magnum engine heads
- 10-bolt production valve cover
- 8 mm valve stems
- Unique vertical style intake manifold attachment
- Production valve gear, except for larger 3/8" studs
- Machined for 1.92" Intake and 1.625" exhaust valves
- Designed with smaller 53 cc combustion chamber
- Uses production exhaust flange pattern
- No heat crossover
- Lighter weight than cast iron
- Intake runner is 177 cc

*P4876624	Magnum Aluminum Cylinder Head (5.2L/5.9L Truck Magnum/Jeep Engines, Magnum Crate Engines)
*P5153534	Magnum Aluminum Cylinder Head Assembly

Note: Production guide plates must be drilled to 3/8"

### Cylinder Head, Aluminum, CARB Approved, 4.0/4.2L (Not shown)

Aluminum Cylinder Head for Jeep 4.0L and 4.2L engines. This cylinder head is a direct, bolt-on replacement for the stock head, and is designed to fit all 1991–2007 4.0L and 4.2L engines. Manufactured from virgin 356 aluminum, this head is 30 pounds lighter than the stock head, which translates into a 30-horsepower increase on the 4.0L engine and a 50-horsepower jump on the 4.2L engine. Includes performance valve springs.

*P5153650	Aluminum Cylinder Head — CARB Approved (4.0/4.2L Jeep Engines)
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A.



B.

**A. "LA" Replacement Style Cast Iron Cylinder Head Assembly**

Magnum R/T Cylinder Head with special machining to allow use of "LA" intake manifold (with Magnum Cylinder Head conversion components).

- \*\*P5007950 "LA" Replacement Cylinder Head — Bare
- \*\*P5153533 "LA" Replacement Style Cast Iron Cylinder Head Assembly

\*\* When using on an "LA" engine, the following conversion parts are required:

- \*P5007477 Hydraulic Pushrods 7.625", Set of 16
- \*P4529220AB Hydraulic Tappet (Sold Individually)
- \*P4876050 Rocker Arm Set, Single Cylinder

**B. Magnum R/T Cast Iron Cylinder Head**

Can be used on pre-1991 318. Direct replacement on 5.2L/5.9L Magnum engine, and pre-1992 360/340 small block engines with Magnum Cylinder Head conversion components.

**Features:**

- Unique all-new casting for Magnum V8 engines
- Higher airflow and better performance than stock cast iron Magnum engine cylinder heads
- 10-bolt Magnum engine production valve cover design
- 8 mm valve stems
- Vertical style intake manifold attachment
- Production valve gear (rocker arms, valves, valve springs, keepers and retainers)
- Works with standard production and Mopar Magnum engines plus stock intake manifolds, exhaust manifolds and valve covers

- \*P5007140 Magnum R/T Cast Iron Head — 1.92" Intake/1.625" Exhaust (5.2L/5.9L Truck Magnum/Jeep Engines)
- \*P5007141 Magnum R/T Cast Iron Head — 2.02" Intake, 1.625" Exhaust (5.2L/5.9L Truck Magnum/Jeep Engines)
- \*P5007145 Magnum R/T Cast Iron Head Assembly — 1.92" Intake/1.625" Exhaust (5.2L/5.9L Truck Magnum/Jeep Engines)
- \*P5153532 Magnum R/T Cast Iron Head Assembly — 2.02" Intake/1.625" Exhaust (5.2L/5.9L Truck Magnum/Jeep Engines)

**MAGNUM CYLINDER HEADS**

Part No.	Description	Material	Chamber Size	Tappet Angle	Valve Angle	Valve Sizes	Valve Stem Size	Int. Port Volume	Int. Flow @ .550"	Int. Port Shape	Exh. Port Shape	Valve Cover	Approx. Weight	Intake
*P5007145	Magnum R/T - Assy.	Cast Iron	60 cc	59°	18°	1.92"/1.625"	8 mm	180 cc	229 cfm	Mag Rect.	Std.	10-bolt	57	Mag.
*P5007140	Magnum R/T	Cast Iron	60 cc	59°	18°	1.92"/1.625"	8 mm	180 cc	229 cfm	Mag Rect.	Std.	10-bolt	52	Mag.
*P5153532	Magnum R/T - Big Valve Assy.	Cast Iron	60 cc	59°	18°	2.02"/1.625"	8 mm	180 cc	229 cfm	Mag Rect.	Std.	10-bolt	57	Mag.
*P5007141	Magnum R/T - Big Valve	Cast Iron	60 cc	59°	18°	2.02"/1.625"	8 mm	180 cc	229 cfm	Mag Rect.	Std.	10-bolt	52	Mag.
*P5153533	"LA" Repl - Assy.	Cast Iron	60 cc	59°	18°	2.02"/1.625"	8 mm	180 cc	229 cfm	Mag Rect.	Std.	10-bolt	57	"LA"
*P5007950	"LA" Replacement	Cast Iron	60 cc	59°	18°	2.02"/1.625"	8 mm	180 cc	229 cfm	Mag Rect.	Std.	10-bolt	52	"LA"
*P5153534	Aluminum Mag - Assy.	Aluminum	53 cc	59°	18°	1.92"/1.625"	8 mm	177 cc	222 cfm	Mag Rect.	Std.	10-bolt	30	Mag.
*P4876624	Aluminum Magnum	Aluminum	53 cc	59°	18°	1.92"/1.625"	8 mm	177 cc	222 cfm	Mag Rect.	Std.	10-bolt	25	Mag.

Magnum cylinder heads use special tappets and hollow pushrods for cylinder head / rocker arm oiling. All flow numbers are at 28" H2O.

**Cylinder Head Gaskets (Not Shown)**

Can be used as stock replacements or for heavy-duty/competition applications.

- \*P4876048 Composition Material Gaskets — Set of Two (5.9L Truck Magnum/Jeep Engines)
- \*P4529242 Cylinder Head Gasket — Sold Individually (4.0L Jeep Engines)

**A. Cylinder Head Bolt Set**

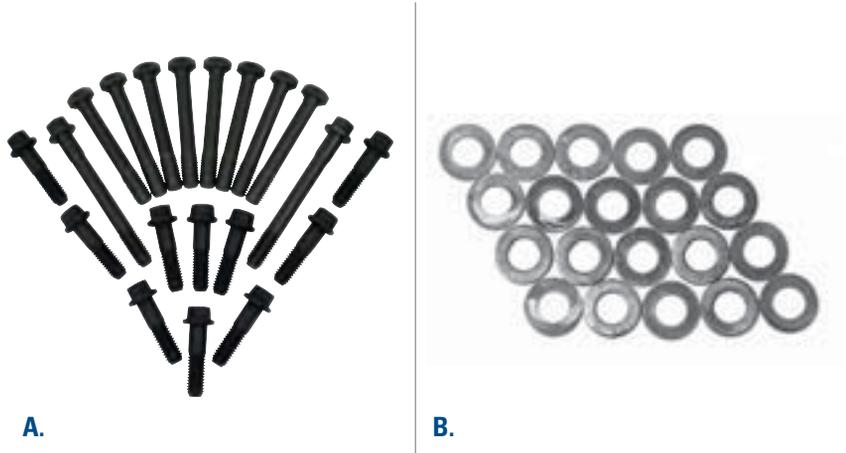
Includes all head bolts and washers (as required).

- \*P4876759 Magnum Cylinder Head Bolt Set (Small Block, 5.2L/5.9L Truck Magnum/Jeep Engines)

**B. Hardened Washer Sets**

For use with cylinder head bolts and main bearing caps. Sold in sets of 20.

- \*P4120456 Hardened Washer Set — 3/8" (426 Hemi, Big Block, Small Block, Truck Magnum/Jeep Engines)
- \*P4120459 Hardened Washer Set — 1/2" (Small Block, Truck Magnum/Jeep Engines)



**VALVE COVERS AND HARDWARE**

**C. 5.7L Hemi Valve Covers**

These 5.7L Hemi Valve Covers feature a Permastar™ chrome finish. A perfect way to dress up any factory 5.7L Hemi engine. They will not discolor under heat. Set includes two valve covers, valve cover gaskets and spark plug seals.

- P4510845 Permastar™ Chrome Valve Covers (2003–05 5.7L Hemi Crate Engine, Production 5.7L Engines)



**D. Black Wrinkle Cast Aluminum Valve Cover Sets**

Bold looking Black Wrinkle Cast Aluminum Valve Cover Sets for Mopar Magnum trucks and Jeep vehicles. Magnum valve covers feature the Mopar Pentastar Magnum logo, while the Jeep valve cover features the Jeep logo. Sets include attaching screws, grommets, baffle and oil filler cap. Gaskets must be purchased separately.

- \*P4876388 Black Wrinkle Valve Cover (1981–86 4.2L Jeep Engines)
- \*P5007617 Black Wrinkle Valve Cover Set (5.2L/5.9L Truck Magnum Engines, 1993 and Up)
- \*P5007619 Black Wrinkle Valve Cover Set (1993–98 5.2L/5.9L Jeep Engines)
- \*P5007854 Valve Cover Gasket (4.2L Jeep Engines)



**E. Polished Cast Aluminum Valve Cover Set**

Polished Cast Aluminum Valve Cover Sets are more rigid than stamped steel for better anti-leak properties. Features Magnum logo. Each set includes all grommets and a quarter-turn oil filler cap. Gaskets must be ordered separately.

- \*P5007618 Polished Cast Aluminum Valve Cover Set (5.2L/5.9L Truck Magnum Engines)
- \*P5249660 Valve Cover Gaskets — 10-Bolt Molded Rubber, Steel Shim (5.2L/5.9L Truck Magnum Engines)





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F.

**JEEP 2.5L 4 CYLINDER AND 4.0L 6 CYLINDER RETAINERS**

Retainer	Material	Locks	Valve Stem Size	Valve Spring
*P4529216	Steel	7°	8 mm	Single-Standard
*P4529217	Steel	7°	8 mm	Conical

**A. Cast Aluminum Valve Cover Chrome Bolt Set**

For cast aluminum valve covers only. Includes 20 bolts.

\*P5007620 Cast Aluminum Valve Cover Bolt Set (Small Block, 5.2L/5.9L Truck Magnum/Jeep Engines)

**B. Chrome Breather Caps**

Used to fill extra valve cover holes in Mopar Cast Aluminum Valve Covers. Push-in style breather cap requires use of Cast Aluminum Valve Cover Grommet Set (P5249642).

- \*P4529880 Twist-On Bottom Vented Breather Cap (Big Block, Small Block, 5.2L/5.9L Truck Magnum/Jeep Engines)
- \*P4529881 Push-In Style Breather Cap (Big Block, Small Block, 5.2L/5.9L Truck Magnum/Jeep Engines)
- \*P4529882 Rubber Grommet — for Breather Cap P4529881

**C. Baffle and Screw Package**

For cast aluminum valve covers only.

\*P5007052 Baffle and Screw Package (Big Block, Small Block, Truck Magnum/Jeep Engines)

**D. Cast Aluminum Valve Cover Grommet Set**

Grommets to service black, polished or as-cast Mopar Cast Aluminum Valve Covers (except Hemi). Set includes one grommet for PCV and one that can be used for plug or opened for breather.

\*P5249642 Cast Aluminum Valve Cover Grommet Set (5.2L/5.9L Truck Magnum/Jeep Engines)

**E. Valve Stem Lash Caps**

These Valve Stem Lash Caps are 0.080" thick and fit between the end of the valve and the rocker arm tip. Made of hardened steel for improved rocker tip durability. Larger area than stock valve tip to help spread the rocker loads. Sold in sets of 16.

- \*P4120626 Valve Stem Lash Caps — 3/8" Stem, 7° (1971-92 "A" Engines, "B-RB" Engines)
- \*P4120635 Valve Stem Lash Caps — 5/16" Stem (426 Hemi, Big Block, Small Block, Truck Magnum/Jeep Engines)

**F. Valve Spring Retainers**

Restore worn or damaged valve train components to factory specifications with these durable Valve Spring Retainers. Use with 7° locks. Features an 8 mm valve stem diameter.

- \*P4529216 Steel Valve Spring Retainers (2.5L/4.0L Jeep Engines)
- \*P4529217 Steel Valve Spring Retainers (2.5L/4.0L Jeep Engines)
- \*P4452032 Chrome Moly Valve Spring Retainer (2.2L/2.5L SOHC, Truck Magnum/Jeep Engines)

**A. Valves**

These stainless steel valves have swirl-polished underheads that have no flat or ski jump areas. They feature an 8 mm stem and one square groove.

- \*P5249876 Exhaust Valve — 1.62" Diameter, 4.93" Stem Length (3.9L, 5.2L, 5.9L Truck Magnum/Jeep Engines)
- \*P5249875 Intake Valve — 1.92" Diameter, 4.91" Stem Length (2.5L, 3.9L, 4.0L, 5.2L, 5.9L Truck Magnum/Jeep Engines)
- \*P5249877 Intake Valve — 1.97" Diameter, 4.91" Stem Length (2.5L, 3.9L, 4.0L, 5.2L, 5.9L Truck Magnum/Jeep Engines)
- \*P5249878 Intake Valve — 2.02" Diameter, 4.91" Stem Length (3.9L, 5.2L, 5.9L Truck Magnum/Jeep Engines)
- \*P5249880 Exhaust Valve — 1.56" Diameter, 4.93" Stem Length (2.5L/4.0L Jeep Engines)
- \*P5249879 Exhaust Valve — 1.50" Diameter, 4.93" Stem Length (2.5L/4.0L Jeep Engines)



**A.**

**B. Valve Springs**

High-pressure Valve Springs can be used on exhaust and intake valves for all high-performance applications. They feature a shorter fully compressed height and allow for increased valve lift. Springs maintain spring load at higher rpms. A must for high-performance cams. With a single spring, the damper is installed inside the main spring; with a dual spring, the damper is installed between the inner and outer springs. There are no dampers in the triple springs. The retainers listed are the basic recommendation. Check the actual retainer listing for other options: added installed height, materials and lock size. Sold individually.

- \*P4529214 Valve Spring — Cylindrical (1981–87 2.5L/4.0L Jeep Engines)
- \*P4529215 Valve Spring — Conical (1988–2002 2.5L/4.0L Jeep Engines)
- \*P5249464 Valve Spring (3.9L, 5.2L, 5.9L Dodge Truck Magnum/Jeep Engines)
- \*P4876062 Valve Spring (5.2L/5.9L Truck Magnum/Jeep Engines)



**B.**

**C. Valve Seals**

Made of high-temperature Viton material, these Valve Seals feature a full, or semi-umbrella, shape for best dual-purpose use. Helps prevent oil seepage down the valve guides. Not recommended for use with dual valve springs. Sold in sets of 16.

- \*P5249661 Valve Seals — 8 mm Stem Size, 0.530" Guide (426 Hemi, 5.2L/5.9L Truck Magnum/Jeep Engines)
- \*P4529240 Valve Seals — 8 mm Stem Size (4.0L Jeep Engines)

**D. Valve Keepers**

These single groove style Valve Keepers are made from hardened steel material. Each features an 8° angle and an 8 mm stem diameter single groove. Used with P452916 and P452917 retainers. They can be used for restoration or performance applications. Sold in cylinder head sets of 16 (note that two sets are required for all 6-cylinder and V8 engines).

- \*P4529218 Valve Keepers — for Retainers P4529216–17 (2.5, 4.0L, 5.2L, 5.9L Truck Magnum/Jeep Engines)

**JEEP ENGINE VALVE SPRINGS**

Part Number	Installed Ht.	Description	OD	Wire Dia.	Lift Range	Material	Engine
*P4529214 (81–87)	1.64"	Cylindrical	1.31"	0.177"	0.350"/0.430"	Prod.	2.5L/4.0L
*P4529215 (88–02)	1.64"	Conical	Prod.	—	0.350"/0.430"	Prod.	2.5L/4.0L
*P5249464	1.64"	Single w/ Damper	1.42"	0.187"	0.400"/0.525"	Chrome silicon	5.2L/5.9L
*P4876067	1.64"	Single/Damper	1.42"	0.187"	0.480"/0.600"	Chrome silicon	3.9L/5.2L/5.9L



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F.

**A. Roller Rocker Arm Sets — Complete Engine**

These complete Roller Rocker Arm Sets for Magnum engines include 16 roller tip rocker arms, pivots, guides, and pushrods. Rockers are die-cast aluminum and are individually adjustable. Can be used as heavy-duty replacement with hydraulic cams, standard or high-performance. May interfere with production Magnum engine valve covers. High-ratio rockers will increase valve lift — use matching valve spring, and check piston-to-valve clearance.

\*P5007404 Roller Rocker Arm Set — 1.7:1 Ratio (5.2L/5.9L Dodge Truck Magnum/Jeep Engines)

\*P5249800AB Roller Rocker Arm Set — 1.6:1 Ratio

**B. Roller Rocker Arm Set — Single Cylinder**

This single cylinder Roller Rocker Arm Set for Jeep vehicles includes one cylinder set of two rockers, two support stands, roller shaft, and screws. Extruded, anodized aluminum rockers. Can be used with hydraulic, mechanical or roller cams. Roller tip and center pivot bearing reduce internal friction. Provides exact geometry and 1.6:1 ratio. Adjustable, oil-through-pushrod style. 2.5L and 4.0L engines require aftermarket spacer for valve cover clearance.

\*P4529885 Roller Rocker Arm Set — Single Cylinder (2.5L, 4.0L, and 4.2L Jeep Engines)

**C. Production Replacement Rocker Arm Set — Single Cylinder**

Consists of two rocker arms, two pivots, two attaching bolts and one guide. Designed for use with hydraulic cams only. Production 1.6:1 design ratio.

P4876050 Rocker Arm Set — Single Cylinder (5.2L/5.9L Magnum Engines, Magnum Crate Engines, not 4.7L)

**D. Heavy-duty Rocker Arm**

Heavy-duty stamped rocker for use with hydraulic cams only. Can be used to service stock Jeep engines. Sold individually.

P4529221 Roller Rocker Arm (2.5L/4.0L Jeep Engines)

**E. Rocker Arm Pivot Package**

Larger 3/8" diameter (versus stock 5/16"). Requires attaching hole enlargement on cast iron heads, standard on aluminum Magnum heads. Set of 16. Requires guide plate to be drilled with 3/8" hole.

\*P4876514 Rocker Arm Pivot Package — 3/8" (3.9L, 5.2L and 5.9L Magnum Engines)

**F. Rocker Arm Stud Kits**

Required with aluminum Magnum cylinder heads and aluminum roller rocker arms.

\*P5007645 Roller Rocker Stud Kit — 3/8" Coarse Thread (5.2L/5.9L Truck Magnum/Jeep Engines)

\*P4876963 Rocker Stud Kit — 3/8" (Truck Magnum)

## INTAKE MANIFOLDS

When it comes to Intake Manifolds for your engine, don't settle for the "also rans." Insist on the real deal. Mopar Intake Manifolds are designed and developed by DaimlerChrysler engineers for power and performance.

### A. Aluminum Dual Plane Intake — 4-bbl

This Aluminum Dual Plane Intake Manifold permits you to convert from electronic fuel injection to carbureted. Power range is idle to 5,500 rpm. Perfect for engine swaps!

\*P5007381 Aluminum Dual Plane Intake — 4-bbl Carb (5.2L/5.9L Truck Magnum/Jeep Engines)

### B. Aluminum Single Plane Intake — 4-bbl

This Aluminum Single Plane Intake Manifold permits the user to convert from electronic fuel injection to carbureted. Power range is 1,500–6,000 rpm. Single plane manifolds may cause hood clearance problems. Check clearance with carburetor and air cleaner installed.

\*P5007380 Aluminum Single Plane Intake — 4-bbl Carb (5.2L/5.9L Truck Magnum/Jeep Engines, Magnum Crate Engines)

### C. Aluminum Single Plane Intakes — MPI

Can be used as a direct replacement for production engines. Allows use of A/C and all factory accessories. Designed to use production throttle body, injectors, fuel rail and other hardware from your stock intake. Available in EGR and non-EGR. Requires installation kit P5007638. Replacement for stock.

\*P5007852 Aluminum Single Plane Intake — 2-bbl MPI without EGR (1992–2003 5.2L/5.9L Truck Magnum/Jeep Engines)

\*P5007398AB Aluminum Single Plane Intake — 2-bbl MPI with EGR (1992–2003 5.2L/5.9L Truck Magnum/Jeep Engines)

\*P5007638 Intake Manifold Installation Kit (5.2L/5.9L Truck Magnum/Jeep Engines)

### Aluminum Single Plane Intakes — MPI (Not Shown)

Can use production throttle body (with adapter), injectors, fuel rails and other hardware, but requires modifications and special fitting. Offers increased mid-range and top-end performance.

\*P5007791 Aluminum Single Plane Intake — 2/4-bbl MPI, Left Linkage (5.2L/5.9L Magnum Engine Conversion)

\*P5007790 Aluminum Single Plane Intake — 2/4-bbl MPI, Right Linkage (5.2L/5.9L Truck Magnum/Jeep Engines)

## INTAKE MANIFOLD HARDWARE

### D. Intake Manifold Attaching Package

Package of factory original nuts and bolts to attach intake manifold and exhaust manifolds. Includes five bolts, seven washers, four studs, two pins, two spacers and three plugs.

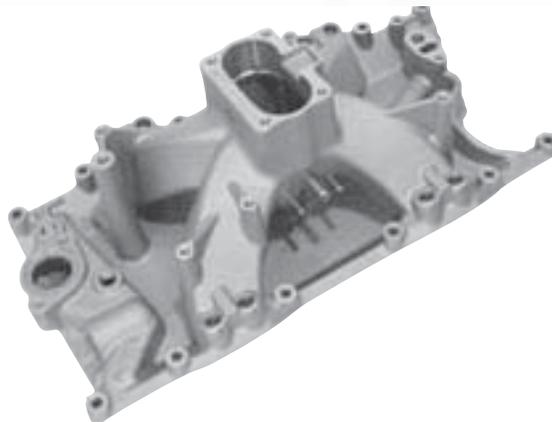
P4529680 Intake Manifold Attaching Package (1987–89 4.0L Jeep Engines)



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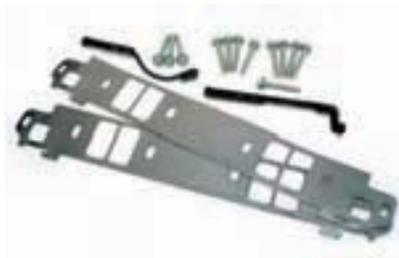
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E.



F.

**A. Intake Manifold Attaching Bolts**

A complete package of bolts required to attach the intake manifold to the cylinder heads. Set of 12.

P4876772 Intake Manifold Attaching Bolts (5.2L/5.9L Truck Magnum/Jeep Engines)

**B. Intake Manifold Gasket Set**

Custom fit for use with Mopar Magnum engine cylinder heads. Kits come complete to service one engine set. Includes gaskets, end seals, O-rings, and distributor seal (where applicable).

P4876049 Intake Manifold Gasket Set (5.9L Truck Magnum/Jeep Engines)

**C. Intake/Exhaust Gaskets**

Jeep six-cylinder engines use a common intake/exhaust manifold gasket design. This gasket is designed for direct replacement (includes engine set).

P4529243 Intake/Exhaust Gasket (4.0L Jeep Engines)

**D. Throttle Body Adapter**

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

\*P5007865 Throttle Body Adapter (5.2L/5.9L Dodge Truck Magnum/Jeep Engines)

**E. MPI Conversion Kits**

Designed to make your 1981–90 Jeep vehicle more efficient and powerful. The kit replaces the stock carburetor, intake manifold and other major components with multi-point injection (MPI). Each cylinder has its own injector that is activated sequentially according to the firing order to precisely control individual fuel requirements. These MPI Conversion Kits are self-compensating and run equally well from sea level to terrain above 12,000 feet. Mechanical components are based on production 1995 Jeep vehicle parts.

\*P5249610AD MPI Conversion Kit — Manual Trans; Emissions Exempt D-265-21\*\* (1981–90 4.2L Jeep Engines)

\*P5249686AD MPI Conversion Kit — Auto Trans; Emissions Exempt D-265-21\*\* (1981–90 4.2L Jeep Engines)

\*P5007146 Engine Controller — Auto Trans (1981–90 4.2L Jeep Engines)

\*P5007147 Engine Controller — MTX (1981–90 4.2L Jeep Engines)

\*P5007150 Fuel Pump — Auto Trans and Manual Trans (1981–90 4.2L Jeep Engines)

\*P5007046 Crank Sensor Bracket (4.2L Jeep Engines)

\*P5007148 Wiring Harness — Auto Trans and Manual Trans (1981–90 4.2L Jeep Engines)

\*\* Emissions exempt in California, Massachusetts and New York only.

**F. Conversion Kit Vibration Dampers**

For use with Jeep 4.2L MPI fuel injection conversion kits.

\*P5249688 Vibration Damper — Serpentine Belt (1981–90 4.2L Jeep Engines)

\*P5249687 Vibration Damper — V-Belt (1981–90 4.2L Jeep Engines)

## AIR SYSTEMS

### A. Cast Air Cleaner Systems

Cast aluminum lid is painted black, with Mopar Pentastar or Jeep logo to match the style of the Black Wrinkle Cast Aluminum Valve Covers. Includes 12-3/4" element.

- \*P5007067 Cast Air Cleaner System (Jeep Vehicles)
- \*P5249807 Cast Air Cleaner System (Hemi, Big Block, Small Block, 5.2L/5.9L Truck Magnum/Jeep Engines)



### B. Cold Air Intake Systems

Heat up your engine with a steady flow of cold air! These bolt-on systems are designed to allow cooler outside air through a directional cone filter, directly into the intake manifold. They provide noticeable horsepower and torque gains under varying atmospheric conditions. Kits include all mounting hardware and a pre-oiled, washable/reusable filter. CARB approved E.O.#D-265-22

#### Engine Size/Model

- \*P5007823 Cold Air Intake System (2000–03 4.7L Dakota/Durango)
- \*P5007831 Cold Air Intake System (1999–2004 4.7L Grand Cherokee)
- \*P5007825 Cold Air Intake System (2000–03 5.9L Dakota/Durango)
- \*77060020 Cold Air Intake System (2002–03 3.7L, 4.7L, 5.9L Ram)
- \*77060011 Cold Air Intake System (2006 6.1L, Grand Cherokee)
- \*P5007826 Cold Air Intake System (1994–2002 5.2/5.9L Ram)
- \*P5007830 Cold Air Intake System (1991–2001 4.0L Cherokee)
- \*77060008 Cold Air Intake System (1998–2000 5.2L Dakota, 1998–2002 5.9L Dakota)
- \*77060014 Cold Air Intake System (2006 5.7L Ram)
- \*77060013 Cold Air Intake System (2005–06 3.7L V6 Liberty)
- \*77060007 Cold Air System (1997–2003 4.0L Wrangler)
- \*77060009 Cold Air Intake System (2004–06 5.7L Durango)
- \*77060010 Cold Air Intake System (2005 5.7L Grand Cherokee)
- \*P5007828 Cold Air Intake System (2002–03 3.7L Liberty)
- \*77060015 Cold Air System (2004–06 4.0L Wrangler)
- \*77060021 Cold Air Intake System (2007 4.0L 4 Door Wrangler)
- \*77060005 Cold Air Intake System (2003–05 5.7L Ram 1500)

### C. Performance Air Filters

Constructed with factory tight seals, engineering level polyurethane, deep 4-ply pleats of oiled cotton gauze and two layers of aluminum screen. This filter offers high flow and low restriction, better throttle response, and increased filtration and horsepower. Filters are washable and reusable and come pre-oiled.

- \*P4510466 Air Filter (1999–2003 4.7L Dakota/Durango)
- \*P4510467 Air Filter (1997–99 5.2L/5.9L Dakota/Durango)
- \*P4510468 Air Filter (2000–2003 5.9L Dakota/Durango)
- \*P4510469 Air Filter (1994–2001 5.2L/5.9L Ram)
- \*P4510470 Air Filter (2002–2003 3.7L, 4.7L, 5.9L Ram, not H.O.)
- \*P4510472 Air Filter (2002–2003 3.7L Liberty)
- \*P4510473 Air Filter (1997–2003 4.0L Wrangler)
- \*P4510474 Air Filter (1991–2001 4.0L Cherokee)
- \*P4510475 Air Filter (1999–2004 4.7L Grand Cherokee)

### D. Air Filter Service Kit

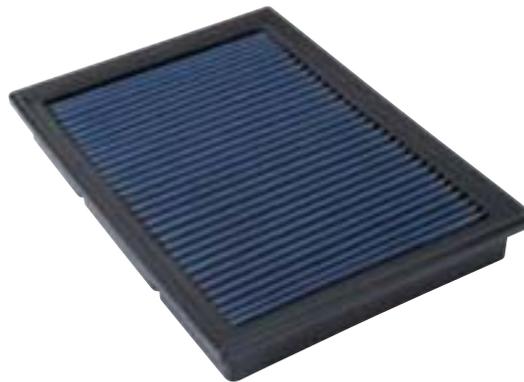
Services all of Mopar's washable/oilable filters for both the Mopar cold air induction systems and Mopar Performance Air Filters.

- \*P5153376 Performance Air Filter Service Kit

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D.

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A.

**A. Ram Air Induction System**

Creates a ram air effect at speeds of 40+ mph. Integrates seamlessly to the underside of an SRT10 Ram Air Hood to route cool outside air into the included Performance Cold Air Intake System. Constructed from lightweight material and installs directly with minor modifications. CARB EO#D-265-23.

P4510921 Ram Air Induction System (2004-05 Ram SRT10)

**Ram Air Duct**

This Induction System routes all the cool air your Ram can pull in through the SRT Ram Hood (82208702) over to the Cold Air Intake System (77060005) for maximum performance gains.

P5153307 Ram Air Induction System (2003-05 Ram 5.7L)



B.

**B. Exhaust Headers**

Bolt on a set of Mopar Exhaust Headers and feel the power. Manufactured from heavy 14-gauge tubing with 3/8" thick flanges. True mandrel bends and triple nickel-chrome finish make these headers the most durable on the market. Each header is engineered to achieve maximum flow through minimum back pressure, resulting in increased horsepower and torque. Kits include all necessary installation hardware. No welding required. For use of P4510280, Mopar Y-Pipe Package (P4510829) must be used on 2004 models. It is recommended that Y-Pipe Package (P4510364) be used with 2003 models.

\*P4510280 Exhaust Headers (2003-06 5.7L Hemi Ram 1500 ATX 2WD)

\*P4510873 Exhaust Headers (2003-05 5.7L Hemi Ram 1500 ATX 4WD)



C.

**C. Exhaust Header Y-Pipe Packages**

These high-flow, low-restriction Y-pipe Exhaust Header Packages will boost horsepower and torque by 10%. They feature T304 stainless steel construction and include dual high-flow catalytic converters, as well as dual 2.5" into 2 into 1 Y connections and 0.065" thick walls. Packages use all factory sensors and require no welding for a direct, bolt-on fit. Kit includes all hardware, flanges and stainless steel band clamps necessary for installation.

\*P4510829 Exhaust Header Y-Pipe Package (2004-05 5.7L Hemi Ram 1500 2WD, ATX)

\*P4510364 Exhaust Header Y-Pipe Package (2003 5.7L Hemi Ram 1500 2WD, ATX)

\*P4510872 Exhaust Header Y-Pipe Package (2003 5.7L Hemi Ram 1500 4WD, ATX)

\*P4510871 Exhaust Header Y-Pipe Package (2004-05 5.7L Hemi Ram 1500 4WD, ATX)



D.

**D. Exhaust Headers**

\*P5153168 Racing Exhaust Headers and Mid Pipes. Fits standard and extended cab. Eliminates catalyts. Recommend engine control module(s) 2004-P4510918, 2005-P5153335, 2006-P5153591. Manual and automatic transmission (2004-06 Ram SRT10).

**A. Borla Cat-Back Exhaust Systems**

These Borla Cat-Back Exhaust Systems, including the muffler, feature T304 stainless steel construction (aircraft quality) with mandrel-bent tubing, stainless band Torca clamps and polished tips. These free-flow systems provide horsepower and torque gains, improved fuel economy and a deeper tone. P4510464, P4510465 and P4510648 apply to short bed ATX Ram Trucks with both quad or regular cabs, 2WD or 4WD.

**Jeep**

- \*P5007792 Cat-Back Exhaust System, 2002–2005 Liberty 3.7 v6 at/mt 2&4 wd 4 dr. split rear exit, round, rolled edge, angle cut, intercooled tips
- \*P4510858 Cat-Back Exhaust System, 2004–2005 Grand Cherokee 4.0 & 5.2L V6 at/mt 2&4 wd 4 dr. single, round, rolled, angle cut, intercooled, rear exit 2.25" tubing
- \*P4510857 Cat-Back Exhaust System, 2005–2006 Wrangler Unlimited lwb. 4.0L 6 cyl at/mt 2&4 wd 2 dr single, square, angle cut, phantom, rear exit with or without hitch
- \*P5153453 Cat-Back Exhaust System, 2005-2007 SRT8 Grand Cherokee 6.1L Dual Tip Center. The patented Power-Pulse RSC™ muffler design delivers the throaty exhaust tones that define your Hemi-Powered ride on the open road.

**Ram**

- \*P4510465 Cat-Back Exhaust System, 2003–2004 2500 Ram split side, reg cab-extra cab-crew cab-short bed, split side exit, single round, rolled edge, angle cut 2.50" pipe
- \*P4510464 Cat-Back Exhaust System, 2003–2004 1500 Hemi Ram split side, rag cab-extra cab-crew cab-short bed, split side exit, single round, rolled edge, angle cut 2.50" pipe
- \*P4510648 Cat-Back Exhaust System, 2004 Ram 1500 Hemi 5.7L, reg cab-crew cab-short bed, split side exit, single round, rolled edge, angle cut 2.50" pipe
- \*P4510856 Cat-Back Exhaust System, 2004–2005 Ram SRT10 8.3L V10 mt red 2 dr rc sb single, rear exit, rolled, angle cut, rectangle tip. 2.50" tubing
- \*P4510607 Cat-Back Exhaust System, 2004–2005 1500 Hemi Durango 4.7/5.7 dual rear exit cat back, round, rolled, angle cut 3.0" pipe



A.

**B. Borla Cat-Back Exhaust Systems**

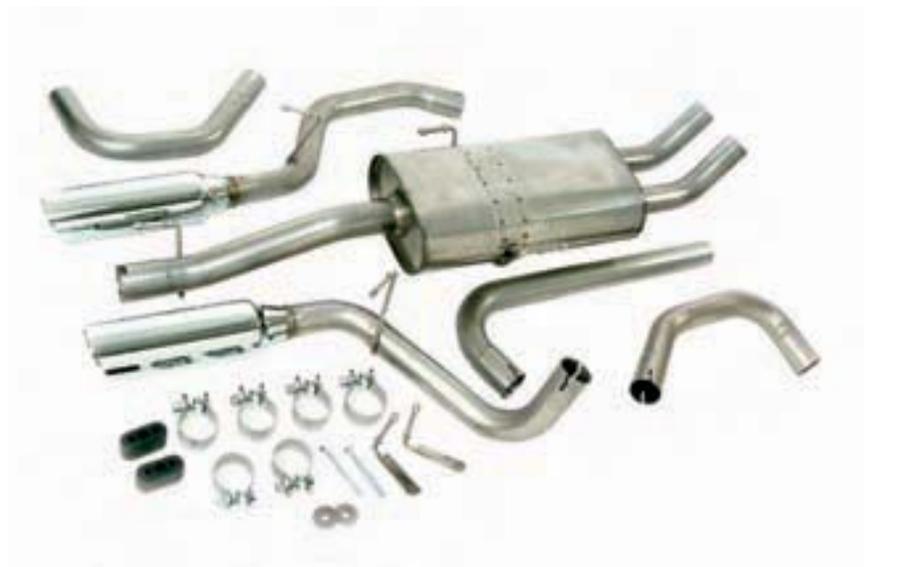
This bolt-on system features heavy-wall 16-gauge aluminized tubing with true mandrel bends, allowing for maximum flow and minimum back pressure. Low restriction, aluminized case, and a flow-through muffler with a 3.0" core produce a deep mellow exhaust note. Includes straight through flow muffler.

**Jeep**

- \*P5153364 Cat-Back Exhaust System, 2005–2006 Grand Cherokee 5.7L at 2&4 wd 4 dr single, round, rolled, angle cut, rear exit 2.5" pipe
- \*P5153589 Cat-Back Exhaust System, 2006–2007 Commander 5.7L at wad 4 dr single, round, rolled, angle cut, rear exit, 2.5" pipe

**Ram**

- \*P5007851 Cat-Back Exhaust System, 2002 Ram 1500, 4.7L 1500 2&4 wd, 2&4 dr, quad cab/red. cab-short bed/long bed—split side exit, single round, rolled edge, angle cut 2.50" pipe
- \*P5153365 Cat-Back Exhaust System, 2005–2006 Dakota 4.8L at/mt 2&4 wd 4 dr crew cab, short bed single, round, rolled, angle cut, rear exit 2.50" pipe
- \*P5153473 Cat-Back Exhaust System, 2006–2007 Ram 1500 5.7L at/mt 2&4 wd 4 dr crew cab, short bed, single, round, rolled, angle cut, split rear 2.25" and 3.0" pipe



B.

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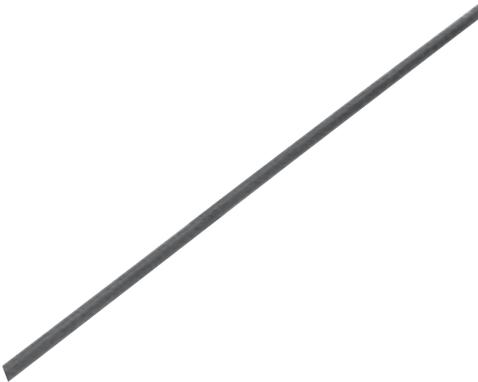
\*Not legal for sale on pollution-controlled vehicles or vehicles registered for highway use.



A.



B.



C.



D.



E.

**Borla Cat-Back Exhaust Systems (Continued)**

- \*P5153695 Cat-Back Exhaust System, 2006–2007 Ram 1500 5.7L at/mt 2&4 wd 2dr regular cab, short bed, single, round rolled, angle cut, split side 3" and 2.25" pipe
- \*P5153696 Cat-Back Exhaust System, 2006–2007 Ram 1500 5.7L at/mt 2&4 wd 4 dr crew cab, short bed, single, round, rolled, angle cut, split rear 3" and 2.25" tubing
- \*P5153674 Cat-Back Exhaust System, 2006 Ram 1500 5.7L at mt 2&4 wd 2 dr regular cab, short bed, single, round, rolled, angle cut split rear 3" and 2.25" pipe
- \*P5153639 Cat-Back Exhaust System, 2006–2007 Ram 1500 SRT10 8.3L at/mt 2&4 dr regular cab, crew cab, short bed, single, rectangle, rolled, angle cut, rear 2.5" pipe
- \*P5153640 Cat-Back Exhaust System, 2006–2007 Ram 1500 5.7L at/mt 2&4 wd 2 dr regular cab, short bed, dual side, round, rolled, angle cut, 3" & 2.25" pipe
- \*P5153641 Cat-Back Exhaust System, 2006–2007 Ram 1500 5.7L at/mt 2&4 wd 2 dr quad cab short bed, dual side, round, rolled, angle cut, 3" and 2.25" pipe

**OILING COMPONENTS**

**A. Oil Pump — High Volume**

When the going gets tough, you'll want to be sure and supply as much oil to your engine as possible. This high-volume Oil Pump will do the job and take the most severe punishment. P4529241 requires pan rework for 4.0L applications.

- \*P4529241 Oil Pump (4.0L/4.2L Jeep Vehicles)

**B. Oil Pump — Heavy Duty**

When the going gets tough, you'll want to be sure and supply as much oil to your engine as possible. This heavy-duty Oil Pump will do the job and take the most severe punishment.

- P4529227 Heavy-Duty Oil Pump (4.0L Jeep, 1962 and Up)

**Oil Pump — Performance (Not Shown)**

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

- \*P4286740 225 Slant 6

**C. Oil Pump Priming Shaft**

Don't fire up that engine without pre-lubing (priming) it thoroughly with oil. Special hardened steel shaft fits on any 3/8" or larger drill. Insert shaft into hole where distributor fits. Pressurizes oil galleys to ensure against dry starts and premature engine wear. Fits all V8 engines.

- P4286800 Oil Pump Priming Shaft (V8)

**D. Oil Pan Gasket**

- P5249932 Oil Pan Gasket (5.9L Dodge Truck Magnum/Jeep Engines)

**E. Accelerator Return Spring Bracket**

Designed for Magnum crate engines with 4-bbl carburetor intake manifolds. Developed to hold accelerator pedal return spring in proper relationship to the carburetor.

- P4876313 Accelerator Return Spring Bracket (4-bbl 300, 380, 395, 435 Magnum Crate Engines)

**A. Cable Mounting Bracket**

Designed to hold the stock throttle cable to a Mopar Magnum intake manifold. It will also hold the throttle cable in proper relationship to the carburetor. Hardware included.

P4876850 Cable Mounting Bracket (Magnum 300, 380, 395, 435 Crate Engines with Carburetor)

**FUEL SYSTEMS, FUEL INJECTION COMPONENTS**

**B. 360 Magnum Crate Engine Fuel Injection Kits**

Mopar now has fuel injection kits available for 380/390/395 horsepower-rated 360 cid Magnum crate engines with automatic or manual transmissions.

\*P5153590 Fuel Injection Kit 380/390/395 hp 360 Magnum crate engine, automatic transmission

\*P5153731 Fuel Injection Kit 380/390/395 hp 360 Magnum crate engine, manual transmission

**C. Electric Fuel Pump**

\*P5153688 Electric Fuel Pump (5.9L Fuel Injection Kit)

**D. Throttle Body**

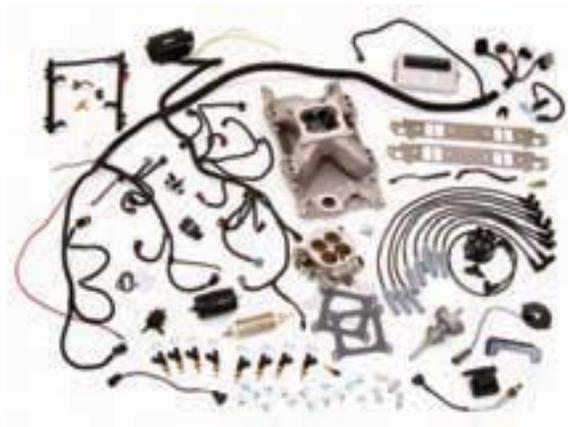
This cast aluminum, staged 4-bbl Throttle Body flows 1,000 cfm and is designed specifically for 5.2L/ 5.9L Fuel Injection Kits. Uses Delphi TPS and IAC motor.

Note: Pinout is different from Delphi IAC and Mopar IAC.

\*P5153702 Throttle Body (5.2L/ 5.9L Fuel Injection Kits)



A.



B.



C.



D.

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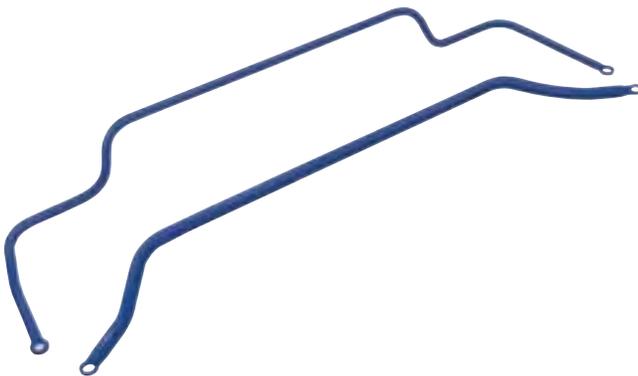
\*Not legal for sale on pollution-controlled vehicles or vehicles registered for highway use.



A.



B.



C.



D.

**A. Wire Harness**

\*P5153687 Wire harness (5.9L Fuel Injection Kit)

**STEERING AND SUSPENSION**

**B Lowering Springs**

Lowering kit includes all four springs, made of high-tensile material, to increase spring performance without bind. These springs provide a .75" front drop and a 1.5" drop in the rear, to lower and even out your ride.

\*P5153728 Lowering Springs (Jeep Commander)

**C. Anti-Sway Bar Kit**

Jeep Commander 5.7L Anti-Sway Bar Kit includes both front and rear bars and bushing sets. Bars are made of a high-quality material that ensures durability, and are powder-coated to protect them from the elements. Bars reduce body roll and help to keep the tires firmly planted on the ground. Dimensions: Front 35 mm, Rear 22 mm.

P5153727 Anti-Sway Bar Kit (Jeep Commander)

**IGNITION AND ELECTRONICS**

**D. Engine Controllers**

Direct replacement for production computers. Provides increases in both horsepower and torque without affecting drivability.

- \*P5007107 Engine Controller (1999 5.9L 4x2 ATX Federal Dakota)
- \*P5249516 Engine Controller (1992–93 5.2L Dakota)
- \*P5249545 Engine Controller (1994–95 5.2L ATX Ram and Dakota)
- \*P5249546 Engine Controller (1994–95 5.9L ATX Ram)
- \*P5249518 Engine Controller (1993–94 5.2L 4x4 ATX Grand Cherokee)
- \*P5249548 Engine Controller (1994–95 8.0L ATX Ram)
- \*P5249935AB Engine Controller (1996 5.9L ATX Ram)
- \*P5249955AB Engine Controller (1996 5.2L ATX Ram)
- \*P5249702 Engine Controller (1995 5.2L 4x4 ATX Grand Cherokee)
- \*P4876898 Engine Controller (1998 5.9L 4x4 ATX Federal Grand Cherokee)

**Note:** Emissions exempt in California, Massachusetts and New York only. Requires the use of premium unleaded fuels (92 octane or better). 1998 and later models require Vehicle Identification Number (VIN) and Mileage encoding by a DaimlerChrysler franchised dealer. Not recommended for towing applications.

## ENGINE CONTROLLERS

### A. Engine Controller

Plug in this performance engineered Engine Controller and experience an immediate increase in horsepower and torque. Fuel and spark settings are adjusted for use with the required performance camshaft (P4510171) and exhaust headers (P4510844 or P5153168). Manual transmission only.

- \*P5153591 Engine Controller (2006 SRT10 Ram 1500)
- \*P5153335 Engine Controller (2005 SRT10 Ram 1500)
- \*P4510918 Engine Controller (2004 SRT10 Ram 1500)

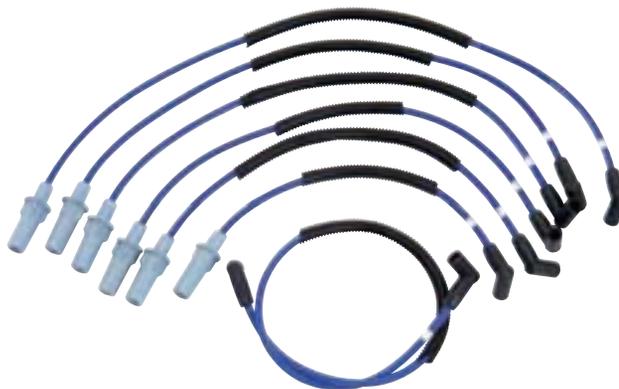


A.

### B. Ignition Wire Sets — 7.5 mm, Pre-Cut

Pre-cut, high-performance 7.5 mm Ignition Wire Sets specifically designed to maintain compatibility with the onboard computers and electronics found on production vehicles. Each package contains high-tech style boot ends at both the distributor and plug ends of the wire. These blue wires are imprinted with the Mopar name and the cylinder number.

- P4876431 Ignition Wire Set — 7.5 mm (1992–03 3.9L Truck Magnum Engines)
- P4876432 Ignition Wire Set — 7.5 mm (5.2L/5.9L Truck Magnum/Jeep Engines) (1992–03)
- P4876433 Ignition Wire Set — 7.5 mm (1993–98 5.2L/5.9L Truck Magnum/Jeep Engines)
- P4876434 Ignition Wire Set — 7.5 mm (1994–2002 8.0L Ram)
- P4876437 Ignition Wire Set — 7.5 mm (1996–2000 2.5L Dakota and Wrangler)
- P4876436 Ignition Wire Set — 7.5 mm (1991–2002 4.0L Jeep Engines)



B.

### C. Distributor Cap and Rotor Set

- \*P4876255AB Distributor Cap and Rotor Set (1992–97 5.2L/5.9L Dodge Truck Magnum/Jeep Engines)

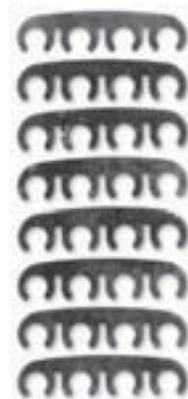


C.

### D. Ignition Wire Separator Set

Set includes eight pieces. Fits 7.5 mm wire.

- P4007667 Ignition Wire Separator Set



D.

### E. Intermediate Shaft Bushing

- P1737725 Intermediate Shaft Bushing (V6/V8)



E.

### F. Spark Plugs

Designed for Mopar by Bosch, these Spark Plugs are designed for optimum performance of your engine. Sold as a set of 4.

- \*P4876926 Spark Plugs (Hemi and Small Block)



F.



A.



B.



C.



D.



E.



F.

B.

### A. Universal Fit Spark Plug Wire Loom

Universal Fit Spark Plug Wire Loom works with 7 mm–8 mm wire. Includes four ¼" mounting studs (20 tpi). May not fit some cast aluminum valve covers.

P5007481 Universal Fit Spark Plug Wire Loom

### B. Rear-Mounted Battery Kit

Designed for moving the battery to the rear of the vehicle to improve weight distribution. It will contribute to improved braking and less understeer in hard turns for oval track and rally racers. Includes battery box with lid, battery hold-down bracket, battery cable, hold-down bolts and wire terminals. Does not include battery.

P4349500AB Rear-Mounted Battery Kit (All RWD Applications)

### C. Balance Weight and Positioning Template Package

Required for rebalancing performance torque converters. For use with externally balanced cast iron cranks in Magnum 360 engines.

\*P5249843 Balance Weight and Positioning Template Package (360 Magnum Crate Engines with A-904 or A-727 pre-Magnum Torque Converters [not 360 "A" Engines])

## AUTOMATIC TRANSMISSION

### D RWD Overdrive Shift Improver Package

Now you can enjoy firmer, quicker shifts with this RWD Overdrive Shift Improver Package. On the A-500 and A-518 lockup overdrive automatic transmissions used in RWD trucks, the part-throttle kickdown function is retained along with the full shift pattern. Kit is designed for general purpose or high-performance applications.

\*P5249641 Shift Improver Package — Lockup and Non-Lockup (1990–95 A-518)

### E. RWD Torque Converter Flex Plate — 5/16" Bolts

This weighted, externally balanced Torque Converter Flex Plate is for use with econo/lockup torque converters.

\*P4876706 RWD Torque Converter Flex Plate (1996–2003 5.9L Dodge Truck Magnum/Jeep Engines)

### F. Transmission Overhaul Kits

Packages include factory original equipment transmission seals, filters, gaskets, rings, bands and discs.

P5007846 High-Performance Transmission Overhaul Kit (1990–97 A-518/A-618)

P5007845 Heavy-Duty Transmission Overhaul Kit (1990–97 A-518/A-618)

P5007844 High-Performance Transmission Overhaul Kit (1987–97 A-500)

P5007843 Heavy Duty Transmission Overhaul Kit (1987–97 A-500)

## RACE TORQUE CONVERTERS

### Performance Econo Torque Converters

General Desc.	Speeds	Lockup	FW Drive	Attach Lug	145K	166K	175K
Up to 1992 A904	3	No	Slot	Offset	P4876805AB	P4876876AB	P4876877AB
Up to 1995 A727	3	No	Slot	Offset	P4876870AB	P4876878AB	P4876879AB

Note: The torque converters above fit all the A904 and A727 3-speed non lockup transmissions built from 1967–90. They do not fit lockup transmissions and the newer models. Recommended for Muscle Cars from 1968–76, street rods, street machines, and drag race cars and trucks. Refer to the "Usage Chart" for specific information. Performance converters are considered 10" converters and measure approximately 10-1/2". The "stall speed" listed is an estimate based on a typical performance vehicle and tends to vary from engine to engine and car to car. The "K" factor is a better, more reliable method of comparing converter

### Performance Lock-Up Torque Converters

General Desc.	Speeds	Lockup	FW Drive	Attach Lug	145K	166K	175K
1967–92 A904	3	Yes	Slot	Offset	P4529403AB	P5007290AB	NA
1993–96 A904	3	Yes	D-Drive	Offset	P5007291AB	P5007292AB	NA
1996–up A904	3	Yes	D-Drive	Symmetrical	P5007293AB	P5007294AB	NA
1967–95 A727	3	Yes	Slot	Offset	P4876947AB	P5007297AB	NA
1996–up A727	3	Yes	Slot	Symmetrical	P5007298AB	P5007299AB	NA

Note: The torque converters above fit only the A904/A500 and A727/A518 lockup transmissions listed. They do not fit non lockup transmissions and the newer models. Refer to the "Usage Chart" for specific information. Performance converters are considered 10" converters and measure approximately 10 1/2". The "stall speed" listed is an estimate, but lockup converters tend to vary more than non lockup units do. Note the specific years for the lockup applications. Production has changed several major features that make lockup converters non-interchangeable.

### Torque Converter Engine Usage

Basic Description	Hemi 5.2L Magnum Slant 6, 3.9L V6 383, 440 Forged Crank 273, 318, 340 Forged Crank	440 6-BBL and Heavy Rod 400, 440 Cast Crank 360 Cast Crank (71-92) 340 Cast Crank	93–01 360 Magnum
145K, 166K Torque Converter 175K Torque Converter All Race Torque Converter	No extra weights	Add P4120241	Add P5249843

### Torque Converter Usage by Valve Lift Factor

Engine	Valve Lift	Stall Speed	General Usage
Hemi	Up to 0.499"	1900-2100	Dual Purpose
	0.500"–0.530"	2250-2350	General Bracket
	0.531" and up	2400-2500	Serious Brackets
440	Up to 0.481"	1900-2350	Dual Purpose
	0.482"–0.520"	2250-2350	General Bracket
	0.521" and up	2400-2500	Serious Brackets
383	Up to 0.450"	1900-2350	Dual Purpose
	0.451"–0.481"	2250-2350	General Bracket
	0.482" and up	2400-2500	Serious Brackets
360	Up to 0.481"	1900-2350	Dual Purpose
	0.482"–0.520"	2250-2350	General Bracket
	0.521" and up	2400-2500	Serious Brackets
318/340	Up to 0.450"	1900-2350	Dual Purpose
	0.451"–0.481"	2250-2350	General Bracket
	0.482" and up	2400-2500	Serious Brackets

Note: 145K = 1900–2100 stall speed; 166K = 2250–2350 stall speed; 175 = 2400–2500 stall speed.



A.



B.



C.



D.



E.

### A. Lockup Torque Converters

These performance Torque Converters have higher stall speeds than production units, but are less expensive than aftermarket race units. The higher stall speed offers better throttle response and a quicker launch.

- \*P5007291AB 1900-2100 Stall Speed (1993-96 A-904)
- \*P5007292AB 2250-2350 Stall Speed (1993-96 A-904)
- \*P5007293AB 1900-2100 Stall Speed (1996 and newer A-500)
- \*P5007294AB 2250-2350 Stall Speed (1996 and newer A-500)
- \*P5007298AB 1900-2100 Stall Speed (A-518)
- \*P5007299AB 2250-2350 Stall Speed (A-518)

### B. Heavy-Duty Transmission Cooler

Keeps the transmission in your car or light truck (1967-91) from overheating under heavier than normal driving conditions. Durable 3/4" line construction and steel material make this an outstanding performer.

- P4876916 Heavy-Duty Transmission Cooler — 7-1/2" W x 17" L x 3/4" D (1967-91 Cars and Light Trucks)

### C. Transmission Cooler

Helps prevent transmission failure due to overheating. Features 3/4" line construction and steel material turbulator. Ideal for cars and light trucks used for everyday transportation. Easy-to-use attaching hardware makes installation simple.

- P4876915 Transmission Cooler — 5" W x 13" L x 3/4" D

### D. Cast Aluminum RWD Deep Oil Pan Packages

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

- P5007740AB RWD Deep Cast Oil Pan Package — 3.90" Deep (1990-2001 A-518)
- P5007795AB RWD Deep Cast Oil Pan Package — 4.50" Deep (1989-2001 A-500)

### E. Pilot Bearing

The Pilot Bearing should always be replaced when servicing the clutch and throw out bearing, or whenever a new clutch is installed. Also fits cranks P5007252, P5007253, P5007254, P5007255, P5007256, P5007257, P5007258 and P5007259.

- P4876056AA Pilot Bearing (5.2L/5.9L Dodge Truck Magnum/Jeep Engines)

**A. Cast Crank Flywheel**

Replacement flywheel for the 360 cast crank engine with external balance. Not SFI approved. Six-bolt for 10.50" clutch. Carb use only, including crate engines. Does not have tone ring, cannot be used with SMPI.

\*P5249842 Cast Crank Flywheel — 130 Tooth (5.9L Magnum Crate Engines [not 360 "A" Engines])

**Axle Assembly (Not Shown)**

Now available exclusively from Mopar Performance — the Jeep Wrangler Rubicon front and rear axle assemblies. These assemblies will provide the next level of off road performance for your CJ, YJ or TJ. These axles are shipped with the current Wrangler Rubicon suspension mounting brackets installed. Adaptation of these units into previous models is the responsibility of the purchaser. These axles come completely assembled with 4.10 gear, disc brakes, and locking differential. A limited slip rear axle assembly is also available.

- \*P5153825 Jeep Rubicon Front Axle Assembly, Locking Differential, 4.10 Axle Ratio
- \*P5153826 Jeep Rubicon Rear Axle Assembly, Locking Differential, 4.10 Axle Ratio
- \*P5153827 Jeep Rubicon Rear Axle Assembly, Limited Slip Differential, 4.10 Axle Ratio

**Specifications:**

- Track Width: 61.9"
- Wheel Bolt Pattern: 5 on 5.0"
- Rear Axle Tube Diameter: 80 mm
- Front Axle Tube Diameter: 63.5 mm
- Front Axle Tube Diameter: 302 mm Diameter x 28 mm Wide, Vented
- Rear Brake Rotor: 316 mm Diameter s 12 mm Wide, Solid



A.



B.

**EXTERIOR BODY COMPONENTS**

**B. Hemi Hockey Stick Graphics Kits**

Kit includes Hemi hockey stick stripes (driver and passenger bed sides) and hood stripe. Fits both long and short bed trucks. Material is Avery 2 mil high-performance cast vinyl film, die-cut and pre-masked. Kit includes step-by-step installation instructions and application squeegee.

- P4510274 Silver Metallic Hemi Hockey Stick Graphics Kit (Dodge Ram 6.5' and 8.0' Bed)
- P4510273 White Hemi Hockey Stick Graphics Kit (Dodge Ram 6.5' and 8.0' Bed)
- P4510272 Black Hemi Hockey Stick Graphics Kit (Dodge Ram 6.5' and 8.0' Bed)



C.

**C. Hemi Billboard Graphics Kits**

Kit includes Hemi billboard graphics (driver and passenger bed sides) and hood stripe. For short bed trucks only. Material is Avery 2 mil high-performance cast vinyl film, die-cut and pre-masked. Kit includes step-by-step installation instructions and application squeegee.

- P4510277 Silver Metallic Hemi Billboard Graphics Kit (Dodge Ram 6.5' Bed)
- P4510275 Black Hemi Billboard Graphics Kit (Dodge Ram 6.5' Bed)
- P4510276 Red Hemi Billboard Graphics Kit (Dodge Ram 6.5' Bed)

**D. NEW! Chromed Stainless Steel Wire Mesh Grille Assembly**

- 77DUB01023 Wire Mesh Grille (2006 Commander)
- 77DUB01025 Wire Mesh Grille



D.

Visit us on the Web! [www.mopar.com](http://www.mopar.com)

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

# EIGHT CYLINDER PASSENGER VEHICLES

PERFORMANCE CATALOG





### **COLD AIR INTAKE**

Mopar Cold Air Intakes are a great way to heat up the performance of your already hot ride. Custom engineered specifically for your vehicle, each kit comes complete with all mounting hardware and pre-oiled, washable/reusable air filter. Cool, man!



### **CHROME MESH GRILLE**

When it comes to urban style, Mopar's customization pieces are the ultimate. Chrome kits, body kits, custom embroidered floor mats—everything you need to express yourself and show the world what your Chrysler or Dodge means to you. Are you picking up what we're putting down?



### **CAT-BACK EXHAUST SYSTEM**

Mopar Cat-Back Exhaust Systems offer horsepower and torque gains, improved fuel economy and an awesome sound. Life is good!

# TAKE IT TO THE STREET

Chrysler, Dodge and Jeep vehicles are some of the hottest rides on the street. Vehicles like the Chrysler 300C, Dodge Magnum and Charger have set new standards in performance and style. Mopar makes

them even hotter with factory-engineered performance and appearance upgrades that will help you make a statement. From cold air intakes to stylish mesh grilles, Mopar's got what you need.



## ENGINE COMPONENTS, CYLINDER HEADS

### A. CNC-Ported 5.7L/6.1L Hemi Cylinder Heads

Whether on the street or at the track, these bolt-on, CNC-ported cylinder heads are equipped with the highest quality parts and technology available to deliver optimum performance. Capable of handling camshafts with valve lifts up to .600", they are designed to optimize flow while maintaining optimum port velocity.

Specifications:

- Brand-new, factory fresh castings (no core required)
- 5-axis CNC-ported
- Ovate wire, "beehive" competition valve springs
- One-piece stainless steel intake and exhaust valves
- Titanium, 7° valve spring retainers
- Machined, 7° round groove valve locks
- High-temperature Viton® valve seals, Bronze alloy valve guides, Hardened, custom valve seats, Premium "5-angle" CNC-machined valve job

- \*P5153343 CNC-Ported Cylinder Heads (LH) 5.7L Hemi
- \*P5153344 CNC-Ported Cylinder Heads (RH) 5.7L Hemi
- \*P5153349 CNC-Ported Cylinder Heads (LH) 6.1L/392 Hemi
- \*P5153350 CNC-Ported Cylinder Heads (RH) 6.1L/392 Hemi
- \*P5153345 CNC-Ported Cylinder Head; Bare (LH) 5.7L Hemi
- \*P5153346 CNC-Ported Cylinder Head; Bare (RH) 5.7L Hemi



A.

## AIR SYSTEMS

### B. NEW! Cold Air Intake System

Heat up your ride with a steady flow of cold air! This bolt-on system is designed to allow cooler outside air through a directional cone filter and funnel directly into the intake manifold. This kit provides noticeable horsepower and torque gains under varying atmospheric conditions. Kit includes all mounting hardware and a pre-oiled, washable/reusable filter.

- 77060003 Cold Air Kit (2004–06 5.7L Hemi 300C, Magnum and Charger)
- 77060006 Cold Air Kit (2005-06 6.1L 300C, Magnum and Charger SRT8)



B.

### C. NEW! Air Filter

This high-performance filter is constructed with factory tight seals, engineering grade polyurethane, and deep pleats made of four plies of oiled cotton gauze and two layers of screen. It offers high flow and low restriction, better throttle response, and increased filtration and horsepower. Filter is washable and reusable and comes pre-oiled.

- P4510481 Air Filter (1999–2003 3.5L 300M, LHS, Concorde and Intrepid)
- P4510833 Air Filter, V8 (2005-06 300C, Magnum and Charger SRT8)



C.

### D. NEW! Air Filter Service Kit

Air Filter Service Kit services all Mopar washable/oilable filters for both the Mopar cold air induction systems and Mopar Performance Air Filters.

- P5153376 Air Filter Service Kit



D.

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## EXHAUST SYSTEMS

**A. NEW! Headers with Cats**

These long tube Exhaust Headers result in an estimated 14–17 horsepower gain. Kit includes exhaust manifolds and catalytic converters. For use with automatic transmission vehicles only. Note: Fits RWD only.

\*P5153456 Exhaust Headers (2005-06 5.7L 300C, Magnum and Charger)



A.

**B. NEW! Cat-Back Exhaust — Dual Outlet**

Cat-Back Systems feature T304 stainless steel construction (aircraft quality) with mandrel-bent tubing, stainless band (Torca) clamps and polished tips. Free-flow systems provide horsepower and torque gains, improved fuel economy and a deeper tone.

\*P4510855 Cat-Back Exhaust System, (2004-06 5.7L 300C, Charger and Magnum)



B.

**C. NEW! Cat-Back Exhaust Systems — RSC**

Cat-Back systems feature RSC no-drone technology, with 2.75" 304L stainless steel mandrel bent tubing, stainless (Torca) clamps and polished 4" Pro-Series tips. The patented Power-Pulse RSC™ muffler design delivers the throaty exhaust tones that define your Hemi-Powered ride on the open road.

\*P5153574 Cat-Back Exhaust System, Dual Outlet (2005-07 6.1L 300C, Charger and Magnum SRT8)



C.

**D. NEW! Engine Controller Upgrade Powertrain Controller Upgrade**

Features optimized fueling and spark settings to take full advantage of the Mopar 5.7L Hemi Performance Camshaft (P5153325) that is included in the 5.7L Hemi Performance Camshaft & Lifters Kit (P5153570).

\*P5153450 Powertrain Controller Upgrade (2006 5.7L 300C, Charger and Magnum)

\*P5153331 Powertrain Controller Upgrade (2005 5.7L 300C, Charger and Magnum)



D.

**NEW! Transmission Controller Upgrade (Not Shown)**

Features optimized shift schedule and performance tuned AutoStick® calibration with the hold in gear. This feature will prevent the transmission from upshifting at redline RPM in AutoStick® mode, for sportier driving.

\*P5153332 Transmission Controller Upgrade (2004–06 5.7L 300C, Magnum and Charger)

## 5.7L/6.1L, EXTERIOR BODY COMPONENTS

### A. NEW! Body Components—300

- 77DUB03000 Chrome Mirror Assembly—Set of 2. (2004–06 300C and Magnum)
- 77DUB04000 Chrome Exterior Door Handle—Set of 4. (2004–06 300C and Magnum)
- 77DUB09000 Chrome Window Molding – Upper (2004–06 300)
- 77DUB09010 Chrome Window Molding – Lower (2004–06 300 and Magnum)
- 77DUB10100 Chrome Dress-Up Kit (2004–06 300) Includes 77DUB04000, 77DUB09000, 77DUB09010 and 77DUB03000 (2004-06 300)
- 77DUB10200 Chrome Dress-Up Kit (2004–06 300) Includes 77DUB04000, 77DUB09000 and 77DUB03000
- 77DUB10300 Chrome Dress-Up Kit (2004–06 Magnum) Includes 77DUB04000, 77DUB09000, 77DUB09010, 77DUB03000 and 77DUB01010
- 77DUB10400 Chrome Dress-up Kit (2004-06 Magnum) Includes 77DUB04000, 77DUB01010 and 77DUB03000

### B. NEW! Deck Lid Spoiler

Add a little kick to the back end of your Hemi-powered beast with this great looking, one-piece deck lid spoiler. Easy to install, it can be painted to match any vehicle color.

- 77DUB01030 Deck Lid Spoiler, 2004–Present Chrysler 300



A.

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B.

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## EXTERIOR BODY, GRILLE

**A. NEW! Two-Piece Grille Assembly**

Bring the Dodge Magnum R/T inspired look to your base or SXT Magnum with this aggressive grille assembly.

77DUB01010 Two-Piece Grille Assembly, Chrome, with Black Accents 2004–06 5.7L Dodge Magnum (Except R/T)

**B. NEW! Chrome Mesh Grille**

This chromed, polished stainless steel grille sets the restyling standard for the popular Chrysler 300.

77DUB01020 Chrome Mesh Grille with Chrysler Winged Badge (2005–06 300)

**C. NEW! Wire Mesh Grille Insert**

Inexpensively update the look of your Magnum with this stainless steel wire mesh insert kit.

77DUB01021 Chrome Mesh Grille (2005–06 Magnum)

**D. NEW! Wire Mesh Grille Insert**

Inexpensively update the look of your Charger with this stainless steel wire mesh insert kit.

77DUB01022 Chrome Mesh Grille (2005–06 Charger)



A.



B.



C.



D.

## SUSPENSION UPGRADES

### A. Stage 1 Performance Springs

Mopar Stage 1 Performance Springs are for owners who desire a sporty yet comfortable ride. They reduce ride height 1.0" for that low, custom look. The high-tensile spring material ensures durability and heightens spring performance without bind.

These factory-produced lowering springs were designed using DaimlerChrysler Engineering specifications to achieve optimal performance. (does not fit SRT8 or Charger R/T).

\*P4510854 Stage 1 Performance Springs —  
Front and Rear (2005 300C)

\*P5153327 Suspension Lowering Springs (2005  
Magnum R/T)

### B. Stage 2 Coilover Suspension Kit

This Stage 2 Coilover Suspension Kit allows up to 1.625" ride height drop.

\*P4510841 Stage 2 Coilover Suspension Kit (2005-07  
5.7L/6.1L 300C, Magnum and Charger)

### NEW! Anti Sway Bar Kit (Not Shown)

Increase steering response and handling. Front bar is 1.25" (32 mm), and the rear is .875" (22 mm). These bars are recommended for use with Stage 2 Coilover Kit (P4510841).

\*P4510842 Anti Sway Bar Kit (5.7L/6.1L 300C,  
Magnum and Charger)

## DRIVETRAIN AND REAR AXLE

### C. NEW! Quaife Traction Differential

Quaife Traction Differential improves your vehicle's launch time and cornering ability. This complete kit includes:

- New carrier bearings
- Axle seals
- Preload shims
- Complete instructions
- Ring gear bolts

\*P5153693 Quaife Traction Differential (5.7L 300C,  
Magnum and Charger)



A.



B.



C.

## 8 CYLINDER APPLICATIONS EXHAUST SYSTEMS

VEHICLE	ENGINE	MOPAR PARTS NUMBERS
Dodge Charger/Magnum, Chrysler 300 SRT8	6.1L	P5153574
Dodge Magnum R/T, Chrysler 300	5.7L	P4510855
Dodge Magnum/Charger, Chrysler 300	5.7L	P5153456
300, Magnum, Charger	5.7L	77060003
300, Magnum, Charger	6.1L	77060006
300, Magnum, Charger	5.7L/6.1L	P4510833

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# FOUR CYLINDER

PERFORMANCE CATALOG

# 07



# BIG POWER

In 1995, Neon was the benchmark for American small car performance. In 2003, the wildly popular PT Cruiser re-defined the term "cool," and the much anticipated Dodge SRT4 knocked the sport compact market back on its heels. Mopar adds a powerful, game-over uppercut

with the hottest performance upgrades, designed to work together to turn your factory rocket into a street and track monster like no other. How hard you hit 'em is up to you!





### **TURBO UPGRADE KITS**

Mopar Turbo Upgrade Kits for automatic and manual transmission vehicles pack a real punch, boosting the horsepower and torque of your favorite 4-cylinder ride. Fuel injectors ideally matched to the PCM put these Mopar Turbo Upgrade Kits in a class by themselves. Now you can be solid and fast—most popular and valedictorian!



### **COILOVER SUSPENSION KITS**

Mopar offers SRT4, PT Cruiser and Neon owners a wide range of suspension upgrades. Anti-sway bars, performance springs, coilover suspension kits, rear tension strut kits, strut tower braces and camber kits allow you to dial-in a Stage 1, 2, 3, or 3R (race) performance level. Your competitors are sure to lose their focus!



### **COLD AIR INTAKE**

The Mopar performance cold air intake system provides noticeable horsepower and torque gains under varying atmospheric conditions. Includes all mounting hardware and a pre-oiled, washable and reusable filter.



## CALIBER/COMPASS/PATRIOT

### AIR SYSTEMS

#### A. NEW! Air System Cold Air Intake

This bolt-on system is designed to direct cooler, outside air through a directional cone filter directly into the intake manifold. The Mopar performance cold air intake system provides noticeable horsepower and torque gains under varying atmospheric conditions. Includes all mounting hardware and a pre-oiled, washable and reusable filter. Install with the Cat-back Exhaust System (P5153564 FWD, P5153690 AWD, and P5153564 FWD, P5153690 AWD) and Tubular Exhaust Headers (P5153566) for a over 10+ hp gain (measured at front wheels).

77060012 Cold Air Intake (2007 Dodge Caliber)  
1.8L/2.0L/2.4L

#### B. NEW! Performance Air Filter

Mopar Performance Air Filter for Dodge Caliber, Jeep Compass and Jeep Patriot. Washable and reusable. High-flow filter allows the engine to breathe better.

P5153573 Performance Air Filter (2007 Caliber, Compass and Patriot)

#### C. Air Filter Service Kit

Servises all Mopar Performance washable/oilable filters for both the Mopar cold air induction systems and Mopar Performance Air Filters.

P5153376 Air Filter Service Kit



A.



B.



C.

### EXHAUST SYSTEMS

#### D. NEW! Cat-Back Exhaust System

The Mopar Cat-Back Exhaust System features T304 2.25" stainless steel aircraft quality construction with mandrel-bent tubing, stainless band Torca clamps, and polished 3.125" dual wall tips. This free-flow system provides a horsepower and torque gain, improved fuel economy, and is CAD designed and dyno tested for optimal performance and sound. Install with the tubular Exhaust Headers (P5153566) and Cold Air Intake System (P5153572) for a over 10+ hp gain (measured at front wheels).

\*P5153564 Cat-Back Exhaust System (2007 FWD Caliber)  
\*P5153690 Cat-Back Exhaust System (2007 AWD Caliber)



D.

#### E. NEW! Exhaust Headers

Bolt on this CAD designed and dyno tested Mopar Performance tubular exhaust header to feel and hear the difference. Manufactured with heavy-gauge, powder-coated tubing, this performance header features true mandrel bends and CNC machined flanges. Install with the Cat-Back Exhaust System (P5153564) and Cold Air Intake System (77060012) for a gain of more than 10 hp (measured at front wheels).

\*P5153566 Header FWD (2007 Caliber, Compass and Patriot)



E.

## SUSPENSION UPGRADE KITS

**A. NEW! Suspension Upgrade Kit**

This Lowering Kit for the all-new Dodge Caliber includes Lowering Springs and Mopar Performance Dampers. This kit lowers the Caliber a full 1.5" from stock ride height and improves handling capability, with increased spring and dampening rates. Add the Stage 1 Anti Sway Bar Kit (P5153749) to complete the handling package!

P5153252 Suspension Upgrade Kit 2.0L/2.4L  
(2007 Dodge Caliber)

**B. NEW! Anti-Sway Bar Kit**

Mopar Performance Anti-Sway Bars are made from high-quality bar material that ensures durability and heightens performance, ride and handling by virtually eliminating body roll, helping to keep all four tires firmly on the pavement. An exclusive adjustable rear sway bar allows you to tune in the system to your specific driving needs!

P5153749 Stage 1 Anti-Sway Bar Kit—25mm Front,  
19mm Rear, 3-Position Adjustable  
(2007 Dodge Caliber)

## SUSPENSION COMPONENTS

**C. NEW! Lowering Springs**

These Lowering Springs for the all-new Dodge Caliber lowers it a full 1.5" from stock ride height and improves handling capability. Service Parts for Suspension Upgrade Kit (P5153252).

P5153251 Lowering Springs (2007 Dodge Caliber)

**D. NEW! Damper Kit**

This kit includes genuine Mopar Performance shocks and struts, and provides the driver with increased bump and rebound adjustments, leading to an overall improvement in both road feel and handling. Engineered specifically for Lowering Springs (P5153251), service part for Kit (P5153252).

P5153750 Damper Kit (2007 Dodge Caliber)

**E. NEW! Strut Tower Brace**

Dodge Caliber, Jeep Compass, and Jeep Patriot Strut Tower Brace. Reduces body flex in the front end, improving handling and drivability. Easy bolt on installation. Ties in the strut towers and a third point on the cowl for added chassis rigidity. Mild steel construction for strength and powder coated for durability.

P5153565 Strut Tower Brace (2007 Dodge Caliber,  
Jeep Compass, Jeep Patriot)

## EXTERIOR, BODY

**NEW! Carbon Fiber Hood (Not Shown)**

This Hood is a bolt-on replacement, and features a functional Hood Scoop.

77060000 Carbon Fiber Hood, Short (2007 Dodge Caliber)  
77060017 Carbon Fiber Hood, Long (2007 Dodge Caliber)

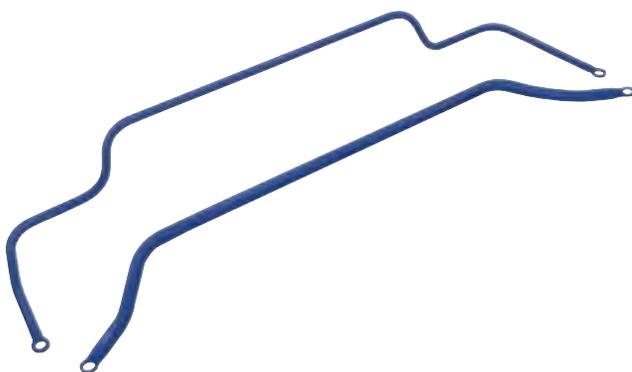
## OILING COMPONENTS

**NEW! Billet Oil Cap (Not Shown)**

P5153637 Billet Oil Cap, Caliber 2.0L/2.4L



A.



B.



C.



D.



E.

## DODGE NEON SRT4

### Turbo Upgrade Kits

Turbo Upgrade Kits from Mopar are just what you need to power the 2.4L Turbo to new heights. These kits kick it up with more than just tweaks to the turbocharger.

#### A. Stage 1 Turbo Upgrade Kits

The Stage 1 Turbo Kit for the SRT4 boosts power to 240 hp and 260 ft.-lbs. of torque.

##### Key Components:

- Stage 1 Performance Control Module
- (4) 577 cc/min Fuel Injectors (2003 kit only)

##### Calibration Features:

- Increased WOT and part throttle boost
- Improved turbo response
- Boost hold feature during wide open throttle shifts
- Enhanced first gear boost for a high-performance launch
- More aggressive exhaust note during deceleration
- Optimized calibration for the Mopar Blow-Off Valve Conversion Kit (P4510548 — sold separately)

- \*P4510910 Stage 1 Turbo Upgrade Kit (2005 SRT4) Manual Transmissions
- \*P4510592 Stage 1 Turbo Upgrade Kit (2004 SRT4)
- \*P5007862 Stage 1 Turbo Upgrade Kit (2003 SRT4)

#### B. Stage 2 Turbo Upgrade Kits

##### Key Components:

- Stage 2 Performance Control Module
- (4) 682 cc/min Fuel Injectors
- Wastegate Actuator
- 3.0 Bar MAP Sensor
- 3.0 Bar TIP Sensor
- Turbo Toys Hardware and Components

- \*P4510912 Stage 2 Turbo Upgrade Kit — with Turbo Toys (2005 SRT4) Manual Transmissions
- \*P5007863 Stage 2 Turbo Upgrade Kit — with Turbo Toys (2003–04 SRT4)
- \*P4510911 Stage 2 Turbo Upgrade Kit — without Turbo Toys (2005 SRT4) Manual Transmissions
- \*P5007967 Stage 2 Turbo Upgrade Kit — without Turbo Toys (2003–04 SRT4)

P5007967 and P5007911 are not configured for Turbo Toys, and they cannot be added to these kits at a later date.

##### P0633 Fault Code Explanation:

It is normal for the Stage 2 Kit to set the P0633 fault code. This code will not activate the MIL (Malfunction Indicator Light), but it will be displayed during a diagnostic check. The vehicle functionality or performance will not be affected as a result of this code.



A.



B.

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### A. Stage 3R Turbo Upgrade Kits — Inconel Steel Wheel

For maximum power and torque, the Stage 3R Turbo Kit is the ultimate upgrade for your SRT4. The kit (with and without Turbo Toys) boosts power to 310 hp at 5,600 rpm and 325 ft.-lbs. of torque at 3,200–4,800 rpm. The Stage 3R Turbo Kit with Turbo Toys in high-octane mode increases power to 355 hp at 5,200 rpm and 365 ft.-lbs. of torque at 3,200–4,800 rpm! Mopar Cat-Back Exhaust System (P4510461) required to obtain these power figures.

#### Key Components:

- Stage 3 PCM with Block-Off Connector
- TD05HR-15GK2-10cm2 Turbo Unit and Manifold: 16% larger compressor wheel diameter to flow and compress more intake air, 19% larger turbine wheel diameter to flow more exhaust gas and reduce back pressure, 67% more turbine scroll area for reduced back pressure
- High-Flow (180 lph 75 psi) Fuel Pump Module
- Pressure Regulated Fuel Rail Assembly with 4.0 Bar Returnless Regulator and Hose Kit
- (4) 682 cc/min Fuel Injectors†
- 3.0 bar MAP Sensor†
- 3.0 bar TIP Sensor†
- Turbo Toys Hardware and Components (optional — see Stage 2 for complete description)†

† Not included in the Stage 3 Add-On Kit.

#### Calibration Features:

- Increased WOT and part throttle boost
- Boost hold feature during WOT shifts
- More aggressive exhaust note during deceleration
- Optimized calibration for the Mopar Blow-Off Valve Conversion Kit (P4510548 — sold separately)
- Increased rev. limit from 6,240 rpm to 6,500 rpm

- \*P5153620 Stage 3R Turbo Upgrade Kit, without Turbo Toys (SRT4) 2005 Manual Transmissions
- \*P5153615 Stage 3R Turbo Upgrade Kit, with Turbo Toys (SRT4) 2005 Manual Transmissions
- \*P5153619 Stage 3R Turbo Upgrade Add-On Kit for Vehicle With Stage 2, (SRT4) 2005 Manual Transmissions
- \*P5153616 Stage 3R Turbo Upgrade Kit, with Turbo Toys (SRT4) 2003–04 Manual Transmissions
- \*P5153617 Stage 3R Turbo Upgrade Add-On Kit for Vehicle With Stage 2, (SRT4) 2003–04
- \*P5153618 Stage 3R Turbo Upgrade Kit without Turbo Toys, (SRT4) 2003–04

### Stage 3R Turbo Upgrade Kits—Titanium Aluminide

TiAl (Titanium Aluminide) Turbine Wheel with significantly less rotational inertia than the standard Inconel steel; less inertia for rotating assembly results in reduced lag and better response.

- \*P4510914 Stage 3R Turbo Upgrade Kit — with Turbo Toys (2005 SRT4) Manual Transmissions
- \*P5007864 Stage 3R Turbo Upgrade Kit — with Turbo Toys (2003–04 SRT4)
- \*P4510913 Stage 3R Turbo Upgrade Kit — without Turbo Toys (2005 SRT4) Manual Transmissions
- \*P4510338 Stage 3R Turbo Upgrade Kit — without Turbo Toys (2003–04 SRT4)
- \*P4510915 Stage 3R Turbo Upgrade Add-On Kit (2005 SRT4 with Stage 2 Turbo Upgrade Kit) Manual Transmissions
- \*P4510339 Stage 3R Turbo Upgrade Add-On Kit (2003–04 SRT4 with Stage 2 Turbo Upgrade Kit)

P4510339 and P4510915 apply to all Stage 2 Turbo Upgrade Kits (with and without Turbo Toys).

P4510338 and P4510913 are not configured for Turbo Toys, and they cannot be added to these kits at a later date.



A.

Questions? Call the Mopar Direct Connection Techline at 1-888-528-HEMI (4364).  
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## DODGE NEON SRT4

### Turbo Toys

#### A. Intercooler Sprayer

The four fine-mist water spray nozzles attached to the front-mounted intercooler are activated by the three-position blue rocker switch located on the Turbo Toys bezel. The three intercooler spray system modes are defined as follows:

- Off – No spraying will occur in the off position.
- Auto – This mode uses an algorithm in the PCM to optimize charge air cooling with minimum use of fluid. The PCM monitors vehicle speed, ambient air temperature, charge air temperature, and throttle position to determine when to spray the intercooler.
- Manual – This mode is activated when the switch is fully pressed down. The result is a constant spray of water upon demand. The sprayers will stay on continuously while the switch is held down, and will remain on for a short time after the switch is released.

Intercooler sprayers increase the efficiency of the intercooler and reduce charge air temperature, resulting in increased engine performance. The blue indicator lamp will illuminate whenever the system is spraying.

#### B. Dial-A-Boost Switch

Manage boost on demand by adjusting the 4-position thumb wheel located on the Turbo Toys bezel. Through boost torque management, engine output can be optimized for the best launch and drivability in conditions varying from the sticky launch pad at the drag strip to snow-covered pavement. The thumb wheel can be set to the following four positions:

- Position 3 – Provides the highest boost level, with torque management optimized for traction limit with high-grip tires
- Position 2 – Provides the highest boost level, with torque management optimized for traction limit with OEM tires
- Position 1 – Provides mid-level boost
- Position 0 – Provides minimum boost

#### C. High-Octane Fuel Switch

Fill the tank with 100 (R+M)/2 octane unleaded fuel, press the red switch located on the Turbo Toys bezel, and discover instant torque and power gains. The PCM will increase spark advance and adjust fueling to take full advantage of the 100 octane unleaded fuel. The red indicator lamp will illuminate when High Octane Mode is active. During High Octane Mode operation, the PCM prevents damaging detonation via the OEM knock detection system. High Octane Mode will be bypassed if damaging knock is detected. The red indicator lamp will blink when High Octane Mode is bypassed. Spark advance and fueling are returned to standard levels in bypass mode. The blinking indicator light can be turned off by pressing the red High-Octane Mode switch. Entering bypass mode is an indication that higher-octane fuel is required.

**NOTE:** It is recommended that the level of premium fuel be as low as possible when adding high-octane fuel. Before the High Octane Mode is engaged, the tank level should be reduced until the low fuel indicator is blinking and filled completely with 100 (R+M)/2 octane unleaded fuel. The use of leaded fuels will cause damage to the vehicle's catalytic converter and oxygen sensors.



### TURBO TOYS

#### POWER CHART

Turbo Upgrade Kit	Horsepower	Torque
Stage 1	240 hp	260 ft.-lbs.
Stage 2 (without Toys)	260 hp @ 5,200 rpm	280 ft.-lbs. @ 3,600–4,400 rpm
Stage 2 (with Toys)	265 hp @ 5,200 rpm	280 ft.-lbs. @ 3,600–4,800 rpm
Stage 2 (with Toys in High-Octane Mode)	280 hp @ 5,200 rpm	300 ft.-lbs. @ 3,600–4,400 rpm
Stage 3R (with and without Toys)	310 hp @ 5,600 rpm	325 ft.-lbs. @ 3,200–4,800 rpm
Stage 3R (with Toys in High-Octane Mode)	355 hp @ 5,200 rpm	365 ft.-lbs. @ 3,200–4,800 rpm

**NOTE:** The Mopar Performance Cat-Back Exhaust System (P4510461) is required to obtain these power figures.

## TURBO SERVICE PARTS

## Turbo Upgrade Kits Service Parts (Not Shown)

*P4510868	Blow-Off Valve Diaphragm (Stage 1, 2, 3R)
*P4510365	3.0 Bar MAP Sensor (Stage 2, 3R)
*P4510366	3.0 Bar TIP Sensor (Stage 2, 3R)
*P4510529	Fuel Injector — +30%, Sold Individually (Stage 2, 3R)
*P4510595	Wastegate Actuator — P350 (Stage 2)
*P4510063	Fuel Rail Assembly — Demand Regulated (Stage 3)
*P4510554	Fuel Pump Module — 75 psi Regulated (Stage 3R)
*P4510864	Inconel Center Section Turbo Cartridge (Stage 3R)
*P4510865	TiAl Center Section Turbo Cartridge (Stage 3R)
*P4510866	TD05HR Hardware Kit — Includes Clamp, Snap Ring, Actuator and Elbow Bolts (Stage 3R)
*P4510867	Compressor Cover Kit — Includes Cover, Surge Bypass Valve, and Surge Valve Bolts (Stage 3R)
*P4510596	Wastegate Actuator — P420 (Stage 3R)
*P4510626	Inline Water Filter (Turbo Toys)
*P4510861	Wire Harness Terminals — Set of 10 (Turbo Toys)
*P4510862	Blue LED Wire Harness (Turbo Toys)
*P4510863	Red LED Wire Harness (Turbo Toys)
*P4510601	Bezel Assembly (Turbo Toys)
*P4510923	Water Jets — Set of Four (Turbo Toys)
*P4510922	Sprayer Brackets — Set of Two (Turbo Toys)
*P4510632	Sprayer Pump (Turbo Toys)
*P4510659	TD065HR Turbo with Inconel Steel Wheel, Includes Turbocharger (P45410279) and Elbow (P4510278), Stage 3R
*P4510869	Manifold Kit, Turbo Exhaust Elbow (P4510278), Manifold (P4510877), Elbow Bolts (5), Stage 3R
*P4532586	+40% Fuel Injector (1)
05045002AA	2.4L Intake Manifold (SRT4)
05456692	O-Rings, Fuel Pumps—All Turbos
04852396AB	Fuel Line Washers (6), Copper—All Turbos
04884447AA	Exhaust Gasket, Manifold to Head—All Turbos

## A. Blow-Off Valve Conversion Kit

Maximizes the function of your vehicle's turbo system by venting excess hot compressed air into the atmosphere, thereby reducing your intake air temperature. This kit adds a vent to the stock Blow-Off Valve and creates a unique turbo sound.

*P4510548	Blow-Off Valve Conversion Kit — Anodized, Blue (2003–05 SRT4 2003–05 PT Turbo)
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## AIR SYSTEMS

## B. Cold Air Intake

What's so great about cold air intakes? Cold air is much denser than hot, humid air and holds more oxygen. More oxygen going into an engine equals more combustion, thus more power. The Mopar Cold Air Intake System increases airflow by as much as 20%, boosting torque up to 10 lbs., and power by nearly 10 horsepower. All of this while improving fuel economy (1 to 2 mpg depending on driving style). C.A.R.B. approved E.O. #D-265-22.

77060004	Cold Air Intake (2003–05 SRT4)
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## C. Air Filter

Mopar air filters are constructed with factory tight seals, engineering level polyurethane, deep 4-ply pleats of oiled cotton gauze, and two layers of aluminum screen. This filter offers high flow and low restriction, better throttle response and increased filtration and horsepower. Filters are washable and reusable and come pre-oiled.

P4510478	Air Filter (2003–05 SRT4, 2001–05 Neon)
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A.



B.



C.

## DODGE NEON SRT4

### A. Air Filter Service Kit

Services all Mopar Performance washable/oilable filters for both the Mopar cold air induction systems and Mopar Performance Air Filters.

P5153376 Air Filter Service Kit

## TRANSAXLE COMPONENTS

### B. Gearshift Boot

Original equipment replacement piece.

05029257AA Gearshift Boot (SRT4)

### C. Short-Throw Shifter

The Mopar Performance Short-Throw Shifter is a direct bolt-on, self-contained unit. It offers dramatic improvement in shifting performance, due in large part to reduced shifter travel or "shifter throw." In performance driving scenarios, the additional seconds — or fractions of a second — a factory-equipped shifter takes to from one gear to another may result in slower lap times. The Mopar Performance Shifter gives the racer a competitive advantage.

\*P4510485 Short-Throw Shifter — Direct Bolt-on, Self-contained Unit (2003–05 SRT4, 2000–05 Neon)

**Note:** Neon factory shifter boot and knob will not fit this part. One option is to use the SRT4 Shift Knob (0XF701ZAAA) and Shift Boot (05029257AA).

### D. Clutch

This performance clutch is capable of handling about 430 N-m (315 ft.-lbs.) torque, and the torsion disc package exceeds 500 N-m torque capacity before coil bind. It features a racing grade organic friction disc lining with torsion damper disc and a heat-treated pressure plate for higher friction capacity. It provides an O.E.-like smooth engagement and pedal effort. This brand-new design was developed and built from scratch using all new, high-performance and racing-grade components.

\*P4510647 Clutch (2003–05 SRT4)



A.



B.



C.



D.



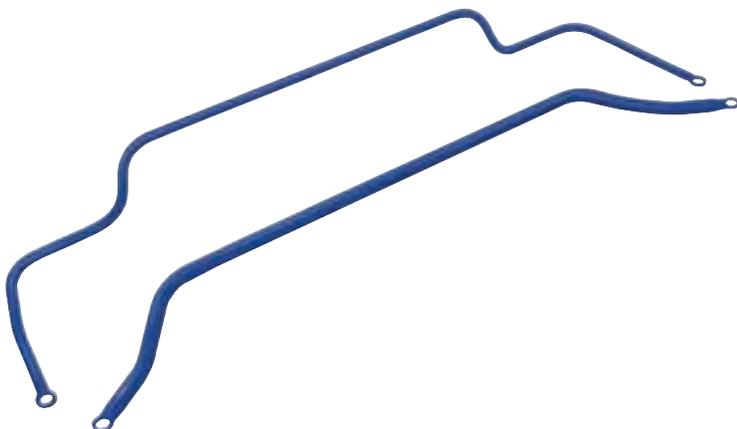
A.



B.



C.



D.

### A. Limited Slip Differential

Quaife automatic torque-biasing (ATB) Limited Slip Differentials are high-quality components that help make your ride even quicker. The unique design improves handling and steering, and powers both drive wheels under nearly all conditions. Internal components sense which wheel has better grip, then biases more power to that wheel. Installation kit is required. A Limited Slip Differential is standard equipment on the 2004–05 Dodge SRT4.

\*P5007923 Limited Slip Differential (2003 SRT4, 2002–05 Stratus R/T Sedan, Sebring Convertible V6 T-850 MTX)

\*P4510588 Limited Slip Differential Installation Kit (2003 SRT4, 2002–05 Stratus R/T Sedan, Sebring Convertible V6 T-850 MTX)

## EXHAUST SYSTEMS

### B. Borla Cat-Back Exhaust System

This SRT4 Borla Cat-Back Exhaust System, including the muffler, features T304 stainless steel construction (aircraft quality) with mandrel-bent tubing, stainless band (torca) clamps and polished tips. This free-flow system provides a horsepower and torque gain, improved fuel economy and a deeper tone.

\*P4510461 Cat-Back Exhaust System, 2003-2003 Neon SRT4 split rear, split rear exit, oval-rolled edge-angle cut 2.50 inch pipe

### C. Borla Cat-Delete Kit

More power when you need it is what's behind the new Borla Cat-Delete Kit. Eliminating the catalytic converter means less restriction and more airflow and that means more power. And, as a bonus, you get the kind of engine sound that will show everyone that you mean business.

\*P4510649 Cat-Back Exhaust System, Dodge Neon SRT 4 cat delete pipe, 2.50 inch tubing, comes with replacement front pipe to be used with P4510461 only

## SUSPENSION UPGRADE KITS

The Stage 1, 2 and 3 Mopar Suspension Components were produced by a team of Mopar and KW Suspension engineers. Using DaimlerChrysler specifications, these components underwent hundreds of hours of real world and track testing time to ensure optimal performance.

### D. Anti-Sway Bars

Made from high-quality bar material that ensures durability and heightens performance, ride and handling by virtually eliminating body roll, helping to keep all four tires firmly on the pavement. An exclusive adjustable rear sway bar allows you to tune in the system to your specific driving needs.

\*P4510454 Stage 1 Anti-Sway Bar Kit — 26 mm Front, 19 mm Rear, 3-Position Adjustable (2003–05 SRT4)

## DODGE NEON SRT4

### A. Stage 1 Performance Springs

Made of high-tensile spring material to ensure durability and heighten spring performance without bind. Also provides a 25 mm drop from the stock ride height.

\*P4510458 Stage 1 Performance Springs —  
Front and Rear (2003–05 SRT4)



A.

### B. Stage 2 Coilover Suspension Kit

Get ready for a whole new level of performance! The Mopar Stage 2 Coilover Suspension Kit will provide your vehicle with better handling and ride characteristics than any other aftermarket suspension system available today. It features new INOX stainless steel technology exclusive to Mopar and KW Suspensions. After 418 hours of testing (salt water spray), INOX Coilover Suspension Struts constructed of stainless steel were clearly superior to the galvanized versions in terms of corrosive resistance, and they were still functioning perfectly after testing. The Mopar Stage 2 Coilover Suspension Kit utilizes cutting edge technology born on the track and raised on the street. It allows you to lower your vehicle within a specified range using adjustable spring perches to suit your driving needs. It is height-adjustable from 0 mm to 30 mm lower than factory, and includes fixed-valve dampers. Complete vehicle set.

#### Features:

- Easy-adjust stainless steel impregnated composite perches
- Stock height and down lowering range
- High-quality, high-tensile racing springs
- Special ventilation and sealing system
- Hardened chromium-plated piston rods
- Pistons with V-shaped Teflon seals
- Strut and shock housings in INOX-line stainless steel
- Infinitely adjustable within adjustment parameters
- Shortened struts for increased travel
- Trapezoidal adjustment threads for simple height adjustment
- Elastomer bump stops with integrated dust boot protection

\*P4510447 Stage 2 Coilover Suspension Kit (2003–05 SRT4)



B.

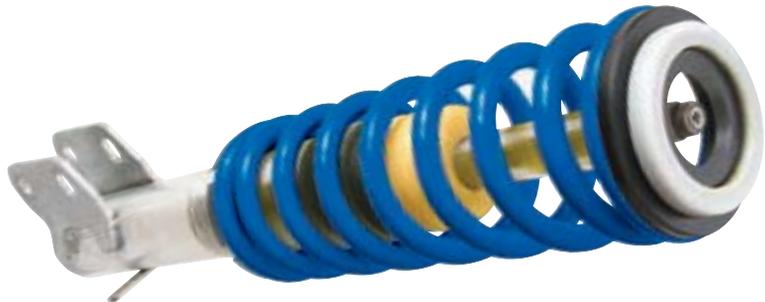
### C. Stage 3 Coilover Suspension Kit

The Mopar Stage 3 Coilover Suspension Kit features new INOX stainless steel technology exclusive to Mopar and KW Suspensions. After 418 hours of testing (salt water spray), INOX Coilover Suspension Struts constructed of stainless steel were clearly superior to the galvanized versions in terms of corrosive resistance, and they were still functioning perfectly after testing. The Mopar Stage 3 Coilover Suspension Kit includes all the features of the Stage 2 Kit. In addition, the Stage 3 Kit allows drivers to adjust the damper setting of the suspension system for the ultimate in personalization. The adjustable rebound damper gives drivers the ability to adjust the vehicle's pitch and roll to their driving preferences and needs, from the street to the track. The Stage 3 Kit is height adjustable and rebound adjustable from 20% under to 50% over Stage 2 settings. Rebound adjustment takes place via an adjustment screw at the end of the piston rod, and primarily affects the low and midrange rebound dampening. Complete vehicle set.

#### Features:

- External adjustable rebound damper
- Stock height and down lowering range
- Easy-adjust stainless steel-impregnated composite perches
- High-quality, high-tensile racing springs
- Special ventilation and sealing system
- Hardened chromium-plated piston rods
- Pistons with V-shaped Teflon seals
- Strut housings in INOX-line stainless steel
- Infinitely adjustable within adjustment parameters
- Shortened struts for increased travel
- Trapezoidal adjustment threads for simple height adjustment
- Elastomer bump stops with integrated dust boot protection

\*P4510586 Stage 3 Coilover Suspension Kit (2003–05 SRT4)



C.

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

**A. Stage 3R Damper Kit**

The Mopar Stage 3R Damper Kit is designed for the serious club sport driver and includes all the build quality and features of the Stage 2 and 3 kits, but with added racing features. The Stage 3R system adds independently adjustable rebound and compression on each damper, as well as your choice of a range of spring rates (available separately), designed to complement the valving for every type of on-road racing and street use. This Club Racer system is purchased as a set of coilover shock absorbers similar to Mopar Stage 2 and 3 systems, but without springs. Complete vehicle set.

**Features:**

- Independently adjustable rebound and compression dampening
- Stock height and down lowering range
- Easy-adjust stainless steel-impregnated composite perches
- Special ventilation and sealing system
- Hardened chromium-plated piston rods
- Pistons with V-shaped Teflon® seals
- Strut housings in INOX-line stainless steel

\*P4510825 Stage 3R Damper Kit — Race Only, Double-Adjustable Threaded Strut Kit (2003–05 SRT4)

**B. Stage 3R Race and Helper Springs**

Mopar Stage 3R Race and Helper Springs can be purchased separately in various rates. They have been designed to work with the valving and setup of the Stage 3R Coilover Suspension System. Constructed of a new lightweight alloy, these high-tensile race springs provide a lighter weight solution, along with increased travel before spring bind, than standard linear springs. Depending on your use, different rates can be combined with the valving to produce various handling characteristics. Sold in pairs only.

\*P4510823 High-Tensile Race Springs — 35 N-M (250 MM) (2003–05 SRT4)

\*P4510824 High-Tensile Race Springs — 40 N-M (250 MM) (2003–05 SRT4)

\*P4510836 High-Tensile Race Springs — 45 N-M (250 MM) (2003–05 SRT4)

\*P4510818 High-Tensile Race Springs — 50 N-M (250 MM) (2003–05 SRT4)

\*P4510819 High-Tensile Race Springs — 60 N-M (200 MM) (2003–05 SRT4)

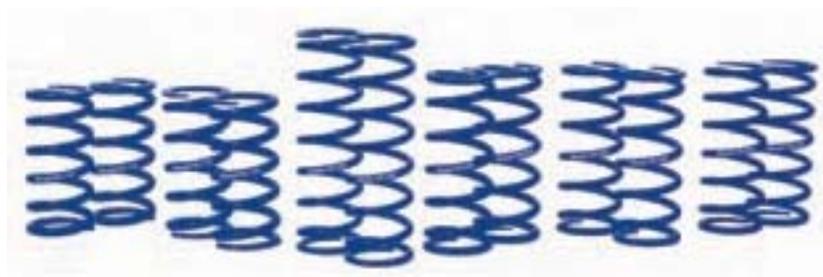
\*P4510837 High-Tensile Race Springs — 70 N-M (200 MM) (2003–05 SRT4)

\*P4510820 High-Tensile Race Springs — 80 N-M (170 MM) (2003–05 SRT4)

\*P4510821 High-Tensile Race Springs — 90 N-M (170 MM) (2003–05 SRT4)

\*P4510817 Front Helper Spring (2003–05 SRT4)

\*P4510822 Rear Helper Spring (2003–05 SRT4)

**A.****B.**

**DODGE NEON SRT4****SUSPENSION COMPONENTS****A. Rear Tension Strut Kit**

Rear Tension Struts feature a high-durometer bushing material designed for heavy-duty and competition use. The revised design results in improved toe stability (reduced bump-steer), which virtually eliminates rear wheel hop under heavy braking. Provides more positive suspension control for improved driver feedback and dynamic stability.

P4510826 Rear Tension Strut Kit — Left and Right  
(2003–05 SRT4, 2000–05 Neon)

**B. Camber Plates**

\*P4510827 Front Camber Plates for Stage 2, 3, and 3R suspensions (2001–05 Neon)

\*P4510828 Rear Camber Plates for Stage 2, 3, and 3R suspensions (2001–05 Neon & SRT4)

**C. Strut Tower Braces**

Stop the flex. When the body is rigid, the car handles better. Available in titanium or steel for front (shown) and rear. Front braces are not compatible with carbon fiber valve cover P4510538.

P4510543 Steel Strut Tower Brace — Front  
(2003–05 SRT4)

P4510876 Steel Strut Tower Brace — Rear  
(2003–05 SRT4)

P4510874 Titanium Strut Tower Brace — Front  
(2003–05 SRT4)

P4510875 Titanium Strut Tower Brace — Rear  
(2003–05 SRT4)

**D. Rear Adjustable Control Arm**

P4510870 Rear Adjustable Control Arm, Rear Set  
2000–05 2.0L/2.4L, Neon, SRT4

**A.****B.****C.****D.**

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

**EXTERIOR BODY****A. Front Fascia**

Original equipment replacement piece, primed.

05101776AB Front Fascia (SRT4), Shipped Primed

**B. Rear Fascia**

Original equipment replacement piece, primed.

05101777AA Rear Fascia (SRT4), Shipped Primed

**Hood (Not Shown)**

Original equipment replacement piece, primed.

05134116AC Power Bulge Hood (SRT4)

**Charge Air Cooler (Not Shown)**

Original equipment replacement piece.

05278944AD 2.4L Charge Air Cooler (SRT4)

**A.****B.**

## DODGE NEON

### ENGINE STRUTS & MOUNTS

#### A. Engine Bobble Strut

For manual transmissions only. Increases damping force and helps reduce missed shifts.

P5007028 Engine Bobble Strut (1995–99 Neon DOHC/SOHC)

#### B. Engine Mount

Engineered to help minimize engine movement during hard acceleration and cornering. The 60 durometer rubber manual transmission front mount helps reduce missed shifts.

P5007027 Engine Mount (1995–99 Neon DOHC/SOHC)



A.



B.

### IGNITION AND ELECTRONICS

#### C. Engine Controllers

These emissions-exempt (D-265-18) Mopar Engine Controllers are direct replacements for production units and will provide horsepower and torque increases without affecting drivability. 7,800 rpm rev limit. Requires the use of premium fuel. Manual transmission vehicles only.

\*\*P5007033 PCM (1995 Neon SOHC)  
 \*\*P5007034 PCM (1995 Neon DOHC)  
 \*\*P5007035 PCM (1996 Neon SOHC)  
 \*\*P5007036 PCM (1996 Neon DOHC)  
 \*\*P5007037 PCM (1997–99 Neon SOHC)  
 \*\*P5007038 PCM (1997–99 Neon DOHC)

\*\* Emissions exempt in California, Massachusetts and New York only.



C.

#### D. Ignition Wire Sets — 7.5 mm, Pre-Cut

Mopar pre-cut Ignition Wire Sets maintain compatibility with production computers and electronics. These blue ignition wires include high-tech style boot ends at both the distributor and plug ends of the wire. Imprinted with the Mopar Performance name as well as the cylinder number.

P4876511 Ignition Wire Set — 7.5 mm, Pre-Cut (Neon, PT Cruiser and 2.4L DOHC Stratus)  
 P4876510 Ignition Wire Set (1996–2001 Neon SOHC)  
 P4876546 Ignition Wire Set (1995 Neon SOHC)



D.

#### E. Hydraulic Lash Adjusters

Use these high-performance Hydraulic Lash Adjusters for improved hydraulic lash control. They are resistant to aeration. Sold in sets of four (two sets required per engine). Can be used in 2.4L engines found in the following vehicles: Minivan, Stratus/Sebring Sedan/Breeze/Cirrus, Sebring Convertible, Stratus Coupe/Sebring Coupe and PT Cruiser.

P5007440 Hydraulic Lash Adjusters (1995–99 Neon DOHC, 2.4L DOHC Engines)



E.

#### F. Spark Plugs

P4876923 Spark Plugs (Neon, USA 2.4L Engines)



F.

## CAMSHAFTS

### A. Camshaft

Engineered exclusively for Neon, this camshaft was developed for power while maintaining reliability and idle quality. Camshaft package includes cam, front seal and cam lube. Use with valve spring P5249846.

- Adv. Duration: Int. 232°/Ex. 260°
- Duration @ .050" lift: Int. 170°/Ex. 192°
- Centerline: 114°
- Lobe Lift: Int. .279"/Ex. 272"

\*P5007030 Camshaft — 6 hp Increase, 2 hp with 2001 H.O. Engine (1995–2002 Neon SOHC)

## PISTONS

### B. Oversize Piston

Same piston as production, but .020" oversize.

\*P5007385 Oversize Piston (1995-99 Neon SOHC Engine)

## INTAKE MANIFOLD HARDWARE

### C. EGR Block-Off Plate

Lightweight, 6061-T6 anodized aluminum EGR Block-Off Plate for racing purposes only. Includes head and manifold plates with gaskets.

\*P5007276 EGR Block-Off Plate Kit (1995–99 Neon SOHC/DOHC)

## VALVE COVERS

### D. Carbon Fiber Valve Cover

Add even more excitement under your hood with a carbon fiber valve cover. Mopar's injection-molded carbon fiber valve cover offers great sealing performance using stock seal and anodized 6061 aluminum fittings. Twill woven materials give the valve cover a stunning carbon fiber look. This is the lightest valve cover that can be made without sacrificing the structural integrity necessary for race cars and high-performance street machines.

P4510539 Carbon Fiber Valve Cover (2001–05 Neon SOHC)

## VALVES AND VALVE HARDWARE

### E. Stainless Steel Valves

Stainless steel for improved durability. Oversize diameter heads for improved airflow and performance. Intake head diameter is 34.00 mm (versus 33.24 mm stock). Exhaust head diameter is 29.30 mm (versus 28.70 mm stock). They feature a swirl polished underhead area, chromed stem and hardened tip. No flat or ski-jump areas on underhead area. Sold individually.

\*P5007507 Stainless Steel Valve — Intake, 34.00 mm Diameter (Neon SOHC)

\*P5007508 Stainless Steel Valve — Exhaust, 29.30 mm Diameter (Neon SOHC)



A.



B.



C.



D.



E.

## DODGE NEON

### A. Valve Springs

High-pressure Valve Springs can be used on exhaust and intake valves for all high-performance applications. They feature a shorter fully compressed height and allow for increased valve lift. Springs maintain spring load at higher rpms. A must for high-performance cams. Sold individually. With a single spring, the damper is installed inside the main spring; with a dual spring, the damper is installed between the inner and outer springs. There are no dampers in the triple springs. The retainers listed are the basic recommendation. Check the actual retainer listing for other options: added installed height, materials and lock size.

P4876636 Valve Spring (1995–99 Neon DOHC)  
 P5249846 Valve Spring (Neon SOHC)

### OILING COMPONENTS

### B. Windage Tray

Provides better engine lubrication by reducing windage and aeration at higher engine speeds. Includes mounting hardware and pan gasket.

P5007278 Windage Tray (Neon 2.0L)

### AIR SYSTEMS

### C. Cold Air Intake Systems

Heat up your Neon with a steady flow of cold air! These bolt-on systems are designed to force cooler outside air through a directional cone filter and funnel, directly into the intake manifold providing noticeable horsepower and torque gains under varying atmospheric conditions. Kits include all mounting hardware and a pre-oiled, washable/reusable filter.

\*77060022 Cold Air Intake System (2000–05 Neon 2.0L SOHC)

### D. Air Filter

Constructed with factory tight seals, engineering level polyurethane, deep 4-ply pleats of oiled cotton gauze and two layers of aluminum screen. This filter offers high flow and low restriction, better throttle response and increased filtration and horsepower. Filters are washable and reusable and come pre-oiled.

P4510478 Air Filter (2003–05 SRT4, 2001–03 Neon)  
 P4510479 Air Filter (1995–00 2.0L Neon)

### E. Air Filter Service Kit

Serves all Mopar Performance washable/oilable filters for both the Mopar cold air induction systems and Mopar Performance Air Filters.

P5153376 Air Filter Service Kit



A.



B.



C.



D.



E.

## SUSPENSION UPGRADE KITS



A.



B.



C.

**A. Stage 1 Performance Springs**

Made of high-tensile spring material to ensure durability and heighten spring performance without bind. Also provides a 25 mm drop from the stock ride height.

\*P4510460 Stage 1 Performance Springs —  
Front and Rear (2000–05 Neon)

**B. Stage 2 Coilover Suspension Kit**

Get ready for a whole new level of performance! The Mopar Stage 2 Coilover Suspension Kit will provide your vehicle with better handling and ride characteristics than any other aftermarket suspension system available today. It features new INOX stainless steel technology exclusive to Mopar and KW Suspensions. After 418 hours of testing (salt water spray), INOX Coilover Suspension Struts constructed of stainless steel were clearly superior to the galvanized versions in terms of corrosive resistance, and they were still functioning perfectly after testing. The Mopar Stage 2 Coilover Suspension Kit utilizes cutting edge technology born on the track and raised on the street. It allows you to lower your vehicle within a specified range using adjustable spring perches to suit your driving needs. It is height-adjustable from 0 mm to 30 mm lower than factory, and includes fixed-valve dampers. Complete vehicle set.

**Features:**

- Easy-adjust stainless steel impregnated composite perches
- Stock height and down lowering range
- High-quality, high-tensile racing springs
- Special ventilation and sealing system
- Hardened chromium-plated piston rods
- Pistons with V-shaped Teflon seals
- Strut and shock housings in INOX-line stainless steel
- Infinitely adjustable within adjustment parameters
- Shortened struts for increased travel
- Trapezoidal adjustment threads for simple height adjustment
- Elastomer bump stops with integrated dust boot protection

\*P4510451 Stage 2 Coilover Suspension Kit (2000–05 Neon)

**C. Stage 3 Coilover Suspension Kit**

The Mopar Stage 3 Coilover Suspension Kit features new INOX stainless steel technology exclusive to Mopar and KW Suspensions. After 418 hours of testing (salt water spray), INOX Coilover Suspension Struts constructed of stainless steel were clearly superior to the galvanized versions in terms of corrosive resistance, and they were still functioning perfectly after testing. The Mopar Stage 3 Coilover Suspension Kit includes all the features of the Stage 2 Kit. In addition, the Stage 3 Kit allows drivers to adjust the damper setting of the suspension system for the ultimate in personalization. The adjustable rebound damper gives drivers the ability to adjust the vehicle's pitch and roll to their driving preferences and needs, from the street to the track. The Stage 3 Kit is height adjustable and rebound adjustable from 20% under to 50% over Stage 2 settings. Rebound adjustment takes place via an adjustment screw at the end of the piston rod, and primarily affects the low and midrange rebound dampening. Complete vehicle set.

**Features:**

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- Easy-adjust stainless steel-impregnated composite perches
- High-quality, high-tensile racing springs
- Special ventilation and sealing system
- Hardened chromium-plated piston rods
- Pistons with V-shaped Teflon seals
- Strut housings in INOX-line stainless steel
- Infinitely adjustable within adjustment parameters
- Shortened struts for increased travel
- Trapezoidal adjustment threads for simple height adjustment
- Elastomer bump stops with integrated dust boot protection

\*P4510587 Stage 3 Coilover Suspension Kit (2000–05 Neon)

## DODGE NEON

### SUSPENSION COMPONENTS

#### A. ACR Performance Struts

Based on Rally and Touring Car technology, these performance struts are the same as used on the production 2001 Dodge Neon ACR. They feature inverted tube technology for stiffer construction, reduced lateral and longitudinal deflection, and improved durability and performance. Easily adjustable in compression and rebound. Sold individually.

- \*P5007389 ACR Performance Struts (2000-01 Neon) Front (Right/Left)
- \*P5007442 ACR Performance Struts (2000-01 Neon) Rear, Right
- \*P5007443 ACR Performance Struts (2000-01 Neon) Rear, Left

#### B. Camber Plates

- P4510827 Front Camber Plates for Stage 2, 3, and 3R Suspension (2001-05 Neon)
- P4510828 Rear Camber Plates for Stage 2, 3, and 3R Suspension (2001-05 Neon & SRT4)

#### C. Struts

These rebound adjustable performance struts will improve the handling and performance of your Neon. Precision manufactured struts are the same as those found on the 1995-99 Neon ACR. Meets SCCA Club rules. Includes all mounting hardware. Sold individually.

- P4876812 Front Strut (1995-99 Neon)
- P5007000 Rear Strut (1995-99 Neon)

#### D. Rear Tension Strut Kit

Rear Tension Struts feature a high-durometer bushing material designed for heavy-duty and competition use. The revised design results in improved toe stability (reduced bump-steer), which virtually eliminates rear wheel hop under heavy braking. Provides more positive suspension control for improved driver feedback and dynamic stability.

- P4510826 Rear Tension Strut Kit — Left and Right (2003-05 SRT4, 2000-05 Neon)

#### E. Rear Adjustable Control Arm

- P4510870 Rear Adjustable Control Arm, Rear Set 2000-05 2.0L/2.4L, Neon, SRT4

#### F. Strut Adjuster Knob

Use to adjust both production and Mopar Neon ACR struts. Same as provided in Neon ACR glove box.

- P5007269 Strut Adjuster Knob (1995-99 Neon ACR)

#### G. Strut Tower Brace

Improves overall handling by minimizing front end flex. Made of heavy-duty steel, this front end Strut Tower Brace is painted Gray/Silver for a polished look. For 2000-03 Neon 2.0L.

- P5153306 Strut Tower Brace (2000-03 Neon 2.0L)

#### H. ACR Power Steering Rack

Complete kit to upgrade existing power steering (18:1 ratio) to faster (16:1 ratio) ACR. Uses existing pump, belt, crank pulley, hoses and mounting hardware. Includes tie rod ends and tie rod heat shields.

- P5007308 ACR Power Steering Rack (1995-99 Neon)



A.



B.



C.



D.



E.



F.



G.



H.

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## SUSPENSION UPGRADES

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### A. Anti-Sway Bars

Made from high-quality bar material that ensures durability and heightens performance, these anti-sway bars improve ride and handling by virtually eliminating body roll, helping to keep all four tires firmly on the pavement. An exclusive adjustable rear sway bar allows you to tune in the system to your specific driving needs.

P4510457 Stage 1 Anti-Sway Bar Kit — Front and Rear (2000–05 Neon)

## TRANSAXLE COMPONENTS

### B. Short-Throw Shifter

A direct bolt-on, self-contained unit that offers a dramatic improvement in shifting performance due in large part to reduced shifter travel or "shifter throw." In performance driving scenarios, the fewer seconds — or fractions of a second — a short-throw shifter takes to go from one gear to another can result in faster lap times. Designed to give racers a competitive advantage. Neon factory shift boot and knob will not fit this part. One option is to use the SRT4 Shift Knob (0XF701ZAAA) and Shift Boot (05029257AA).

\*P4510485 Short-Throw Shifter — Direct Bolt-On, Self-Contained Unit (2003–05 SRT4, 2000–05 Neon)

### C. Limited-Slip Differential

Quaife automatic torque-biasing (ATB) Limited-Slip Differential is a high-quality component that helps make your ride even quicker. The unique design improves handling and steering, and powers both drive wheels under nearly all conditions. Internal components sense which wheel has better grip and biases more power to that wheel.

\*P5007382 Limited-Slip Differential (2001–05 Neon T-350 MTX and PT Cruiser Non-Turbo)

### D. Clutch Installation Kit

Components required for initial installation of P5007392 clutch in place of conventional clutch and flywheel. Not required in vehicles already equipped with production modular clutch assembly. Also not required once P5007392 has been installed. Kit includes drive plate and backing plate, drive plate-to-crankshaft attaching bolts, and upper and lower dust shields.

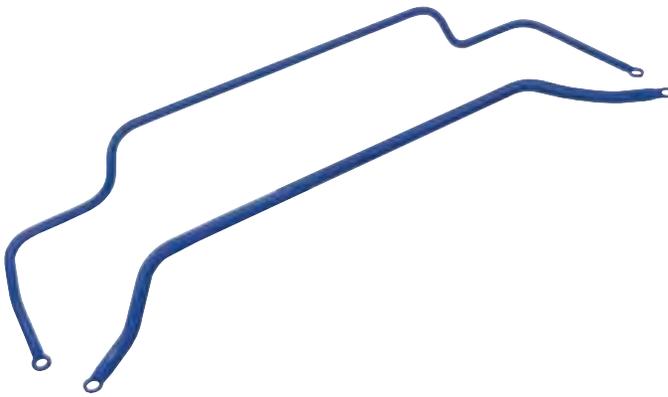
\*P5007435 Clutch Installation Kit (1995–99 Neon)

## WHEEL COMPONENTS

### E. Hub and Bearing Kit

Kit can be used to upgrade standard Neon hubs and bearings or to service Neon ACR. Upgrade is recommended for non-ACR Neons used for racing purposes. ACR hubs and bearings should be replaced after 12 on-track hours. Kit includes one hub and one bearing. Same as production 1995–99 Neon ACR.

\*P5007314 Hub and Bearing Kit (1995–99 Neon ACR)



A.



B.



C.



D.



E.

## CHRYSLER PT CRUISER

### TURBO UPGRADE KITS

#### A. Stage 1 Turbo Upgrade Kits

Mopar Stage 1 Turbo Upgrade Kits for the PT Turbo boost power to 235 hp and 260 ft.-lbs. of torque.

##### Key Components:

- Stage 1 Performance Control Module
- Four 577 cc/min Fuel Injectors (2003 kit only)
- Upper-to-lower Intake Manifold Gasket

##### Calibration Features — Manual Transmission (MTX):

- Increased WOT and part throttle boost
- Enhanced first gear boost schedule for a higher performance launch
- Optimized calibration for the Mopar Performance Blow-Off Valve Conversion Kit (P4510548 — Sold Separately)
- Improved turbo response
- Boost hold feature during WOT shifts
- Soft rev limiter

##### Calibration Features — Automatic Transmission (ATX):

- Increased WOT and part throttle boost
- Optimized calibration for the Mopar Performance Blow-Off Valve Conversion Kit (P4510548 — Sold Separately)
- Improved turbo response
- Performance optimized transmission calibration

P4510597 will work with 2004 high-output and low-output (180 hp) ATX models. Cat-Back Exhaust (P4510463) is recommended.

- \*P5007944 Stage 1 Turbo Upgrade Kit (2003 PT Turbo Automatic Transmission)
- \*P5007943 Stage 1 Turbo Upgrade Kit (2003 PT Turbo Manual Transmission)
- \*P4510597 Stage 1 Turbo Upgrade Kit (2004 PT Turbo Automatic Transmission)
- \*P4510606 Stage 1 Turbo Upgrade Kit (2004 PT Turbo Manual Transmission)
- \*P5007968 Stage 1 Turbo Upgrade Kit (2005 PT Turbo Manual Transmission)
- \*P5007969 Stage 1 Turbo Upgrade Kit (2005 PT Turbo Automatic Transmission)
- \*P5153646 Stage 1 Turbo Upgrade Kit (2006 PT Turbo Manual Transmission with ABS)
- \*P5153660 Stage 1 Turbo Upgrade Kit (2006 PT Turbo Automatic with ABS)
- \*P5153649 Stage 1 Turbo Upgrade Kit (2006 PT Turbo without ABS with Automatic Transmission)

Note: P4510597 will work with 2004 high-output and low-output (180 hp) ATX models. Cat-Back Exhaust (P10463) is recommended.

### TURBO COMPONENTS

#### B. Blow-Off Valve Conversion Kit

Maximizes the function of your vehicle's turbo system by venting excess hot compressed air into the atmosphere, thereby reducing your intake air temperature. This kit adds a vent to the stock Blow-Off Valve and creates a unique turbo sound.

- \*P4510548 Blow-Off Valve Conversion Kit — Anodized, Blue (2003–05 SRT4, 2003–05 PT Turbo)



A.



B.

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



A.



B.



C.

**Turbo Upgrade Kits Service Parts (Not Shown)**

*P4510868	Blow-Off Valve Diaphragm (Stage 1, 2, 3R)
*P4510365	3.0 Bar MAP Sensor (Stage 2, 3R)
*P4510366	3.0 Bar TIP Sensor (Stage 2, 3R)
*P4510529	Fuel Injector — +30%, Sold Individually (Stage 2, 3R)
*P4510595	Wastegate Actuator — P350 (Stage 2)
*P4510063	Fuel Rail Assembly — Demand Regulated (Stage 3)
*P4510554	Fuel Pump Module — 75 psi Regulated (Stage 3R)
*P4510864	Inconel Center Section Turbo Cartridge (Stage 3R)
*P4510865	TiAl Center Section Turbo Cartridge (Stage 3R)
*P4510866	TD05HR Hardware Kit — Includes Clamp, Snap Ring, Actuator and Elbow Bolts (Stage 3R)
*P4510867	Compressor Cover Kit — Includes Cover, Surge Bypass Valve, and Surge Valve Bolts (Stage 3R)
*P4510596	Wastegate Actuator — P420 (Stage 3R)
*P4510626	Inline Water Filter (Turbo Toys)
*P4510861	Wire Harness Terminals — Set of 10 (Turbo Toys)
*P4510862	Blue LED Wire Harness (Turbo Toys)
*P4510863	Red LED Wire Harness (Turbo Toys)
*P4510601	Bezel Assembly (Turbo Toys)
*P4510923	Water Jets — Set of Four (Turbo Toys)
*P4510922	Sprayer Brackets — Set of Two (Turbo Toys)
*P4510632	Sprayer Pump (Turbo Toys)
*P4510659	TD065HR Turbo with Inconel Steel Wheel, Includes Turbocharger (P45410279) and Elbow (P4510278), Stage 3R
*P4510869	Manifold Kit, Turbo Exhaust Elbow (P4510278), Manifold (P4510877), Elbow Bolts (5), Stage 3R
*P4532586	+40% Fuel Injector (1)
05045002AA	2.4 L Intake Manifold (SRT4)
05456692	O-Rings, Fuel Pumps—All Turbos
04852396AB	Fuel Line Washers (6), Copper—All Turbos
04884447AA	Exhaust Gasket, Manifold to Head—All Turbos

**CAMSHAFT COMPONENTS****A. Hydraulic Lash Adjusters**

Use these high-performance Hydraulic Lash Adjusters for improved hydraulic lash control. They are resistant to aeration. Sold in sets of four (two sets required per engine). Can be used in 2.4L engines found in the following vehicles: Minivan, Stratus/Sebring Sedan/Breeze/Cirrus, Sebring Convertible, Stratus Coupe/Sebring Coupe and PT Cruiser.

P5007440	Hydraulic Lash Adjusters (1995–99 Neon DOHC, 2.4L DOHC Engines)
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**IGNITION AND ELECTRONICS****B. Ignition Wire Set — 7.5 mm, Pre-Cut**

These blue ignition wires include high-tech style boot ends at both the distributor and plug ends of the wire. Imprinted with the Mopar Performance name as well as the cylinder number.

P4876511	Ignition Wire Set — 7.5 mm, Pre-Cut (Neon, PT Cruiser and 2.4L DOHC Stratus)
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**C. Spark Plugs**

Bosch Motorsports Spark Plugs are specifically designed for the optimum performance of 2.0L and 2.4L engines. Package contains four spark plugs. Vehicles with 2.4L engines include Minivan, Stratus/Sebring Sedan/Breeze/Cirrus, Sebring Convertible, Stratus Coupe/Sebring Coupe, and PT Cruiser.

P4876923	Spark Plugs — Cross Reference Number RC9YC (Neon, USA 2.4L Engines)
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## CHRYSLER PT CRUISER

### VALVE COVERS

#### A. Carbon Fiber Valve Cover

Add even more excitement under your hood with a carbon fiber valve cover. Mopar's injection-molded carbon fiber valve cover offers great sealing performance using stock seal and anodized 6061 aluminum fittings. Twill woven materials give the valve cover a stunning carbon fiber look. This is the lightest valve cover that can be made without sacrificing the structural integrity necessary for race cars and high-performance street machines.

P4510538 Carbon Fiber Valve Cover (2003–05 SRT4, 2003–05 PT Turbo)



### SUSPENSION UPGRADES

The Stage 1, 2 and 3 Mopar Suspension Components were produced by a team of Mopar and KW Suspension engineers. Using DaimlerChrysler specifications, these components underwent hundreds of hours of real world and track testing time to ensure optimal performance.

#### B. Stage 1 Anti-Sway Bars

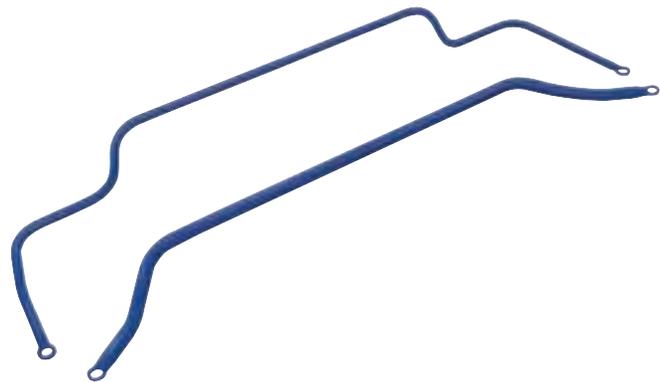
Made from high-quality bar material that ensures durability and heightens performance, these anti-sway bars improve ride and handling by virtually eliminating body roll, helping to keep all four tires firmly on the pavement. Customers who do not currently have a rear sway bar must also purchase the Sway Bar Installation Kit (P4510839).

P4510261 Stage 1 Anti-Sway Bar Kit — 25.4 mm Front, 19 mm Rear (2001–06 PT Cruiser Non-Turbo)

P4510455 Stage 1 Anti-Sway Bar Kit — 27 mm Diameter Front, 19 mm Diameter Rear (2003–06 PT Turbo)

P4510839 Stage 1 Sway Bar Installation Kit (2001–06 PT Cruiser)

A.



B.



C.

#### C. Stage 1 Performance Springs

Made from high-tensile spring material that ensures durability and heightens spring performance without bind.

P4510262 Stage 1 Performance Springs — 22 mm Front Drop, 18 mm Rear Drop (2003–06 PT Turbo)

P4510459 Stage 1 Performance Springs — 20 mm Front Drop, 18 mm Rear Drop (2001–06 PT Cruiser Non-Turbo)



A.



B.



C.

### A. Stage 2 Coilover Suspension Kits

Get ready for a whole new level of performance from your PT Cruiser and PT Turbo. The Mopar Stage 2 Coilover Suspension Kit is the ultimate in performance and ride, providing better handling and ride characteristics than any other aftermarket suspension system available today. It utilizes cutting edge technology born on the track and raised on the street. The latest in shock tuning combined with new stainless steel INOX-line strut housings provides the ultimate in protection against rust and corrosion. After 418 hours of testing (salt water spray), INOX Coilover Suspension Struts constructed of stainless steel were clearly superior to the galvanized versions in terms of corrosive resistance, and they were still functioning perfectly after testing. The lowering range has been optimized for the PT Cruiser platform, allowing you to set the height anywhere from factory height to 40 mm lower on the front, with a preset lowering of 57 mm on the rear. Complete vehicle set.

#### Features:

- Easy-adjust stainless steel-impregnated composite perches
- Stock height and down lowering range
- High-quality, high-tensile racing springs
- Special ventilation and sealing system
- Hardened chromium-plated piston rods
- Pistons with V-shaped Teflon® seals
- Strut and shock housings in INOX-line stainless steel

P4510448 Stage 2 Coilover Suspension Kit  
(2001–06 PT Cruiser Non-Turbo)

P4510449 Stage 2 Coilover Suspension Kit  
(2003–06 PT Turbo)

### B. Stage 3 Coilover Suspension Kits

The Mopar Stage 3 Coilover Suspension Kit includes all the features of the Stage 2 kit. In addition, the Stage 3 kit allows drivers to adjust the damper setting of the suspension system for the ultimate in personalization. The adjustable rebound damper gives drivers the ability to adjust the vehicle's pitch and roll to their driving preferences and needs, from the street to the track. The Stage 3 kit is height adjustable and rebound adjustable from 20% under to 50% over Stage 2 settings. Rebound adjustment takes place via an adjustment screw at the end of the piston rod, and primarily affects the low and midrange rebound dampening. Complete vehicle set.

#### Features:

- External adjustable rebound damper
- Stock height and down lowering range
- Easy-adjust stainless steel impregnated composite perches
- High-quality, high-tensile racing springs
- Special ventilation and sealing system
- Hardened chromium-plated piston rods
- Pistons with V-shaped Teflon seals
- Strut housings in INOX-line stainless steel

P4510628 Stage 3 Coilover Suspension Kit  
(2003–06 PT Turbo)

P4510629 Stage 3 Coilover Suspension Kit  
(2001–06 PT Cruiser Non-Turbo)

## AIR SYSTEMS

### C. Cold Air Intake System

Heat up your PT Cruiser with a steady flow of cold air! These bolt-on systems are designed to force cooler outside air through a directional cone filter and funnel, directly into the intake manifold providing noticeable horsepower and torque gains under varying atmospheric conditions. Kits include all mounting hardware and a pre-oiled, washable/reusable filter.

77060016 Cold Air Intake System (2001–05  
PT Cruiser Turbo)

## CHRYSLER PT CRUISER

### A. Air Filter

Constructed with factory tight seals, engineering level polyurethane, deep 4-ply pleats of oiled cotton gauze and two layers of aluminum screen. This filter offers high flow and low restriction, better throttle response and increased filtration and horsepower. Filters are washable and reusable and come pre-oiled.

P4510476 Air Filter (2001–06 PT Cruiser Non-Turbo)

### B. Air Filter Service Kit

Services all Mopar Performance washable/oilable filters for both the Mopar cold air induction systems and Mopar Performance Air Filters.

P5153376 Air Filter Service Kit

## EXHAUST SYSTEMS

### C. Borla Cat-Back Exhaust Systems

Features T304 stainless steel construction (aircraft quality) with mandrel-bent tubing, stainless band (torca) clamps and polished tips. These free-flow exhaust systems provide horsepower and torque gains, improved fuel economy and a deeper tone.

- 82208095 Exhaust Tip, PT Cruiser tip. 3.0 inch x 7 inch long x 2.25 round, round rolled angle cut, clamp on tip
- P4510463 Cat-Back Exhaust System, 2003–05 PT Turbo, Dual-Split rear, round, 3.50" rolled, angle cut, Phantom Tips 2.50 inch pipe
- P5007457 Cat-Back Exhaust System, 2000–01 PT Cruiser 2.4l. 4cl FWD 4 dr. at/mt — dual-dtm tips-rear exit, 2.25 inch pipe
- P5007557 Cat-Back Exhaust System, 1995–99 Dodge Neon 2.0l. 4 cl. 4 dr — single tip, half rolled, angle cut, Phantom Tip split rear, 2.25 inch pipe
- P5007558 Cat-Back Exhaust System, 1995–99 Dodge Neon 2.0l 4 cl. 4 dr — dual dtm tips rear exit
- P5007559 Cat-Back Exhaust System, 2000–01 Dodge Neon 2.0l 4 cl. 4 dr — dual-dtm tips-rear exit, 2.25 inch pipe
- P5007560 Cat-Back Exhaust System, 2000–05 Dodge Neon, single tip, half rolled, angle cut, Phantom Tip split rear, 2.25 inch pipe
- P5007730 Cat-Back Exhaust System, 2000–02 Dodge Neon 2.0l dual dtm tips rear exit
- P5007746 Cat-Back Exhaust System, 2001–06 PT Cruiser, 2.4L 4 cl FWD 4 dr., Non-Turbo, European version (TUV approved), single tip, half rolled, angle cut, Phantom Tip split rear, 2.25 inch pipe
- P5007748 Cat-Back Exhaust System, 2001 PT Cruiser 2.4L 4 cl. at/mt FWD 4 dr — single tip, 3.5" half rolled, angle cut, Phantom Tip dual-split rear, 2.25 inch pipe



A.



B.



C.

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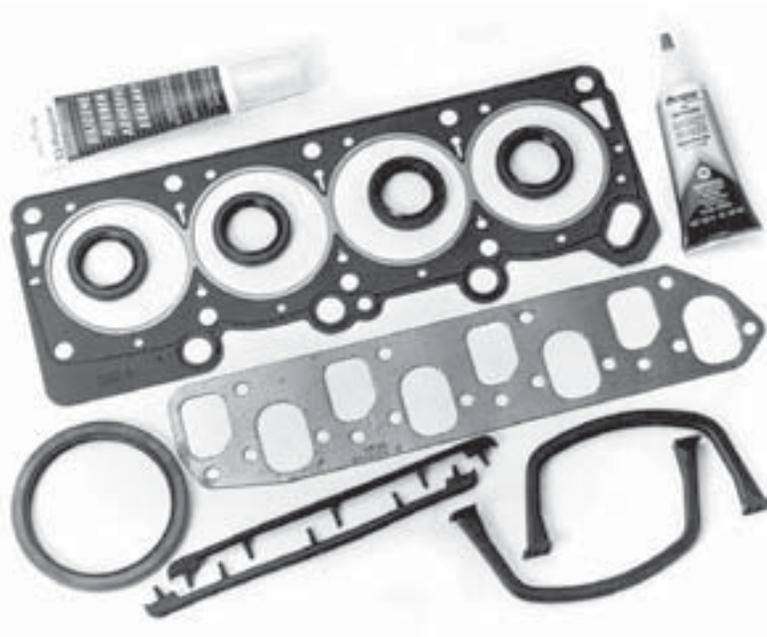
\*Not legal for sale on pollution-controlled vehicles or vehicles registered for highway use.



A.



B.



C.



D.



E.

## TRANSAXLE COMPONENTS

### A. Limited Slip Differential

Quaife automatic torque-biasing (ATB) Limited-Slip Differential is a high-quality component that helps make your ride even quicker. The unique design improves handling and steering, and powers both drive wheels under nearly all conditions. Internal components sense which wheel has better grip and biases more power to that wheel.

P5007382 Limited-Slip Differential (2001–06 Neon T-350 MTX and PT Cruiser Non-Turbo)

### B. Hurst Short-Throw Shifters

Hurst Short-Throw Shifters for the PT Cruiser enhance performance by providing shorter, quicker shifts and reducing knob travel by 30%. Custom designed to eliminate any vehicle modifications when installing. Positive gear stops eliminate overshifting, helping prevent transmission and cable damage. Includes urethane bushings to eliminate mounting bracket flex providing a more positive and secure shift feel. CNC-machined billet steel gear selector and billet aluminum stop collar provide ultimate strength. Classic Hurst appearance and feel fits perfectly in the “retro” PT Cruiser.

P4510486 Hurst Short-Throw Shifter (2003–06 PT Turbo)  
P4510263 Hurst Short-Throw Shifter (2001–06 PT Cruiser Non-Turbo)

NOTE: Boot not included.

## FOUR CYLINDER ENGINE COMPONENTS

### C. Engine Teardown Gasket Set

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

P4120868 Engine Teardown Gasket Set (2.2L Except Turbo II)

### D. Engine Mounts

These heavy-duty replacement engine mounts are made of hard rubber to help minimize engine movement during hard acceleration and cornering. Specially designed for racing and competition events. Sold individually.

P4286765 FWD Engine Mounts — Right Side  
(Left for 1981–83 2.2L)  
P4286766 FWD Engine Mounts — Front

## IGNITION AND ELECTRONICS

### E. Spark Plugs

Package contains four Bosch Motorsports Spark Plugs. Vehicles that use 2.4L engines include Minivan, Stratus/Sebring Sedan/Breeze/Cirrus, Sebring Convertible, Stratus Coupe/Sebring Coupe, and PT Cruiser.

P4876923 Spark Plugs — Cross Reference Number RC9YC (Neon, USA 2.4L Engines)

## FOUR CYLINDER ENGINE COMPONENTS

### CAMSHAFTS AND CAMSHAFT TOOLS

#### A. Purple Shaft Camshafts

Mopar Purple Shaft camshafts are designed and engineered exclusively for your engine. A wide range of profiles is available, from mild to wild. All Purple Shaft Camshafts are developed, dyno'd and track tested by Mopar engineers for increased power and rpm potential while maintaining reliability and the best possible low-speed characteristics, including torque and idle quality. Mopar Purple Shaft Camshafts offer the best horsepower-to-dollar-spent value. Each package contains the camshaft, cam lube, instruction sheet, and tappets.

- \*P4452767 Hydraulic Camshaft, 2.2L/2.5L
- \*P4529314 Hydraulic Camshaft, 2.2L/2.5L
- \*P4529320 Hydraulic Camshaft, 2.2L/2.5L

#### B. Offset Camshaft Key Set

For centerlining your camshaft, these hardened keys are color coded in 1°, 2°, 3°, 4° and 5° increments. Production key is used for zero offset.

- \*P4349650 Offset Camshaft Key Set (2V SOHC)



A.

### MOPAR PERFORMANCE 2.2L/2.5L CAMSHAFTS

#### 2.2L/2.5L FWD 4-Cylinder Hydraulic Cams

Part Number	Adv. Duration	O-lap	Center Line	Lift	Recom. Spring	Applications & Comments
*P4452767	240/248	24	110	0.460/0.460	P4286813	Mild Comp.
*P4529314	240/248	24	110	0.460/0.460	P4286813	Mild Comp. Turbo (req P4286540)
*P4529320	252/252	36	108	0.430/0.430	P4286813	Mild Comp.

Cam packages include cam, assembly oil, and instruction sheet (does not include followers). All lift figures are at the valve and are calculated with production rocker arm ratios.

#### 2.2L/2.5L FWD 4-Cylinder Engine Application Chart

Engine	Performance Level	Best Choice		Bracket Racer	Street Rod	
		Manual	Automatic	Manual	Automatic	Auto & Man
2.2L/2.5L	18 sec.	P4452763	P4452763	P4452765	P4452763	P4452763
	17 sec.	P4452765	P4452765	P4529320	P4452765	P4452765
	16 sec.**	P4452767	—	—	—	P4452767
	15 sec.**	P4452767	P4452767	P4452767	P4452767	P4452767
2.2L/2.5L Turbo	16 sec.	Stock	Stock	Stock	Stock	Stock
	15 sec.**	P4529314	Stock	P4529314	P4529314	Stock
	14 sec.**	P4529314	P4529314	P4529314	P4529314	P4529314

\*\*Recommend high rpm lash adjusters P4529894 for use in these applications



B.

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A.



B.



C.



D.



E.



F.



G.

## ROCKER ARMS

### A. Rocker Arms

These heavy-duty Rocker Arms feature hardened sintered iron inserts. Designed for added strength and wearability, they fit all 2.2L and 2.5L SOHC engines with non-roller cams. Extra length version keeps rocker from falling off valve tip with high-lift cams. Sold as a set of eight.

P4349147 Heavy-Duty Rocker Arms (2.2L/2.5L SOHC with Non-Roller Cams)

### B. Rocker Arm Adjusting Screw and Nut Set

Set includes eight screws and nuts. Requires two sets for V8 engines.

P5007444AB Rocker Arm Screw/Nut Set (426 Hemi, Big Block, Small Block, 2.2L/2.5L, Slant Six, 3.9L V6)

## HEAD GASKETS AND HARDWARE

### C. Cylinder Head Bolt Set

Includes 10 head bolts and washers.

P4349736 Cylinder Head Bolt Set — 11 mm (1985 and Later OHC) 2.2L/2.5L

### D. Hardened Washer Sets

P4120456 Hardened Washer Set — 3/8" 2.2L/2.5L

### E. Composition Material Cylinder Head Gaskets

Thick 0.079" to 0.080" Composition Material Cylinder Head Gaskets can be used for replacement or competition applications up to 12.5:1 compression ratio. Sold as engine set. 2.2L/2.5L

P4452005 Composition Material Cylinder Head Gaskets (TBI, Turbo I)  
P4452006 Cross-Drilled Cylinder Head Gaskets (Turbo II)

## TURBO COMPONENTS

### F. Super 60 Electric Fuel Pump

Flows over 60 gallons per hour and is mandatory for engines with boost pressure of 18 lbs. It is required with the Super 60 Turbo Kit (no longer available from Mopar). Pump requires fuel system modification.

\*P5249511 Super 60 Electric Fuel Pump (Super 60 2.2L/2.5L)

### G. Turbo Injectors

These Turbo Injectors can be used as replacements for the production injectors with specific applications for Turbo I, Turbo II, High Flow and Super 60 configurations. Sold in sets of 4, unless otherwise noted.

\*P4452803 MPI Injectors (1984–89 Turbo I)  
\*P4452804 MPI Injectors (1990–91 2.5L Turbo I; 1987–91 Turbo II, III, IV)  
\*P4529495 Turbo I and II High Flow Turbo Injectors  
\*P4532586 Super 60 Fuel Injector — 40%+, Sold Individually (Super 60 2.2L/2.5L)

## FOUR CYLINDER ENGINE COMPONENTS

### A. Turbo Computers

These Race Computers are programmed to deliver high performance from turbocharged 2.2L or 2.5L Chrysler-powered vehicles. Special Stage II computers for the 1986–87 Shelby GLHS and CSX models are also included. The Turbo I computers feature full-time boost levels up to 11 psi, with a corresponding faster rise time for the boost curve, plus revised fuel and spark schedules. Turbo II computers feature boost levels up to 13 psi to take advantage of the cooler inlet charge, in addition to the features included in the Turbo I computers. The Stage II computers are calibrated for a Wide Open Throttle (WOT) boost level of 14 psi. Do not attempt to use these computers on any vehicle except those produced by Shelby Automobiles. P5249670 and P5249671 are emissions exempt in California, Massachusetts, and New York only.

*P4529869	Stage I PCM (1985 2.2L)
*P4529871	Stage I PCM (1985 2.2L and 1987 Shelby Charger)
*P4529873	Stage I PCM (1987 2.2L, Except Shelby Charger)
*P5249017	Stage I PCM (1989 2.5L ATX)
*P5249528	2.2L Super 60 Turbo Computer
*P5249670	Stage II PCM — Carb E.O. #D-265 (1986–87 Shelby GLHS)
*P5249671	Stage II PCM — Carb E.O. #D-265 (1987 Shelby CSX)

### OILING COMPONENTS

#### B. NEW! Oil Pressure Relief Spring

Increases engine oil pressure over stock spring for high-performance applications. Delivers up to 70 lbs. of oil pressure. Includes cap and instructions.

*P3690944	Oil Pressure Relief Spring Set (Small Block, 2.2L/2.5L, 3.9L V6)
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#### C. Oil Pump

When the going gets tough, you'll want to be sure to supply as much oil to your engine as possible. Mopar's heavy-duty, high-volume Oil Pump will do the job and take the most severe punishment.

*P4286741	Oil Pump (2.2L, Except 1987 and Newer Turbo)
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#### D. Oil Filter

Engineered to meet the demands of heavy-duty and high-performance applications.

*P4452889	High-Performance Oil Filter — Black Finish (2.2L/2.5L)
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B.



C.



D.

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**AIR SYSTEMS, SERVICE KIT**

**A. Air Filter Service Kit**

Serves all Mopar Performance washable/oilable filters for both the Mopar cold air induction systems and Mopar Performance Air Filters.

P5153376 Air Filter Service Kit

**VALVES AND VALVE HARDWARE**

**B. Valves**

Get the most out of your engine with Mopar performance valves. These stainless valves have swirl-polished underheads that have no flat or ski-jump areas and feature a 114.3 mm stem length.

- \*P4529824 Intake Valve — 40 mm Diameter, One Square Groove, Back-Cut (1986–up 2.2L/2.5L SOHC)
- \*P4529825 Exhaust Valve — 35 mm Diameter, Triple Groove, Back-Cut (1986–up 2.2L/2.5L SOHC)
- \*P4876399 Intake Valve — 44 mm Diameter, One Square Groove, Requires Oversize Seat (1986–up 2.2L/2.5L SOHC)

**C. Valve Seat Inserts**

Made of special hardened material. Requires head machining. Must be pressed into the head once prepped. Seat ring O.D. must be sized into the head before seat is pressed in. Can be used to modify, rebuild or repair cylinder heads. Sold individually.

- P4349125 Aluminum Valve Seat Insert — Intake, 44 mm (2.2L)
- P4349126 Aluminum Valve Seat Insert — Exhaust, 36.8 mm (2.2L)

**D. Valve Keepers (Split Locks)**

Made from hardened material, these split locks feature an 8 mm stem diameter and 7° valve angle. Can be used for restoration or performance applications. Different groove styles are available to meet your application requirements. Sold in cylinder head sets of 8.

- P4452030 Valve Keepers (2.2L/2.5L SOHC)
- P4452031 Valve Keepers (2.2L/2.5L SOHC)

**E. Valve Seals**

Made of high-temperature Viton material, these Valve Seals feature a full or semi-umbrella shape for best dual-purpose use. Helps prevent oil seepage down valve guides. Not recommended for use with dual valve springs. Sold in sets of 16.

- P4349121 Valve Seals — 8 mm (2.2L/2.5L SOHC)



A.



B.



C.



D.

**VALVE KEEPERS**

Part Number	Valve Angle	Stem Diameter	Groove	Retainers	Sets
P4452030	7°	8 mm	Triple	P4452032, P4286574, P4349642, stock	8 Pieces
P4452031	7°	8 mm	Single	P4452032, P4286574, P4349642, stock	8 Pieces



E.

Questions? Call the Mopar Direct Connection Techline at 1-888-528-HEMI (4364).  
 \*Not legal for sale on pollution-controlled vehicles or vehicles registered for highway use.

## FOUR CYLINDER ENGINE COMPONENTS

### A. Valve Springs

High-pressure Valve Springs can be used on exhaust and intake valves for all high-performance applications. They feature a shorter fully compressed height and allow for increased valve lift. Springs maintain spring load at higher rpms. A must for high-performance camshafts. With a single spring, the damper is installed inside the main spring; with a dual spring, the damper is installed between the inner and outer springs. There are no dampers in the triple springs. The retainers listed are the basic recommendation. Check the actual retainer listing for other options: added installed height, materials and lock size. Sold individually.

- P4286813 Valve Spring
- P4876061 Valve Spring
- P3412068 Valve Spring

### B. Valve Spring Retainers

Three levels of performance are available for 2.2L/2.5L engines: chrome moly for heavy-duty applications, aluminum for lightweight race requirements, and titanium for top-level race performance. Sold individually.

- \*P4349642 Titanium Valve Spring Retainer (2.2L/2.5L SOHC)
- \*P4452032 Chrome Moly Valve Spring Retainer (2.2L/2.5L SOHC, Truck Magnum/Jeep Engines)

### C. Degree Wheel Adapter

Durable Mopar aluminum degree wheel for centerlining camshafts. 0–180–0 degrees. Features step-by-step installation instructions printed on the backside.

- P4286776 Degree Wheel Adapter (2.2L Engine)

## WHEEL COMPONENTS

### D. FWD Wheel Stud Set

Special FWD Wheel Studs have increased length for custom and racing wheel applications. A direct replacement for production. Contains four studs per set.

- P4349052 FWD Wheel Stud Set — 12 mm x 1.5 mm Diameter (2.2L/2.5L L- and G-Bodies)



A.



B.



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D.

### VALVE SPRING RETAINERS

Part Number	Material	Locks	Valve Stem	Valve Spring	Installed Height
*P4349642	Titanium	7°	8 mm	Single/Dual	Standard
*P4452032	Chrome Moly	7°	8 mm	Single	Standard

### VALVE SPRINGS

Part Number	Inst. Ht.	Description	O.D.	Wire Dia.	Lift Range	Material	Retainer
P4286813	1.65"/1.70"	Single/Damper	1.39"	0.185"	0.390"/0.450"	Chrome Vanadium	P4452033, P4286573
P4876061	1.68"	Single/Damper	1.46"	0.191"	0.460"/0.550"	Chrome Silicon	P4452033
P3412068	1.68"/1.70"	Dual/Damper	1.46"	0.191"	0.520"/0.620"	Special	P4452033

1. All valve springs are sold individually.
2. On W7 heads and others with extra-long valves, like the 5.40" length, the typical installed spring height is 2.00" so only the springs listed above for the 1.99" thru 2.02" installed heights can be used.
3. With a single spring, the damper is installed inside the main spring; with a dual spring, the damper is installed between the inner and outer springs. There is no damper in the triple springs.
4. Retainers — the ones listed are the basic recommendation. Check the actual retainer listing for other options: added installed height, materials, lock size.

Visit us on the Web! [www.mopar.com](http://www.mopar.com)

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

# MISCELLANEOUS

PERFORMANCE CATALOG

# 07



## EXHAUST SYSTEMS

These Cat-Back Exhaust Systems include the muffler, feature T304 stainless steel construction (aircraft quality) with mandrel-bent tubing, stainless brand (Torca) clamps, and polished tips. These free-flow systems provide horsepower and torque gains, improved fuel economy and a deeper tone.

### A. Cat-Back Exhaust System — Crossfire

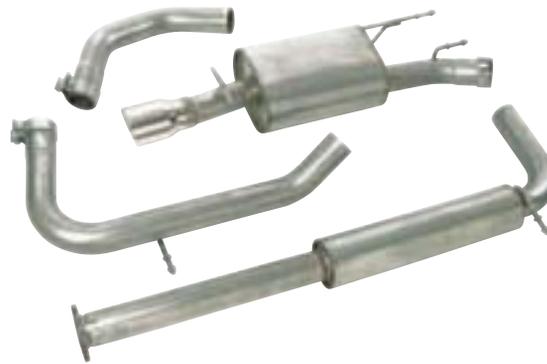
\*P4510609 Cat-Back Exhaust System, 2004-2005 Chrysler Crossfire 3.2l 6 cyl at/mt red 2 dr dual, round, rolled, angle cut, centre exit cat back. 2.50 inch pipe



A.

### B. Cat-Back Exhaust System — Stratus/Sebring Coupe

\*P5007868 Cat-Back Exhaust System, 2001 Dodge Stratus R/T 3.0l v6 at/mt FWD 2 dr single, angle cut, rolled, oval, rear exit, 2.50 inch pipe

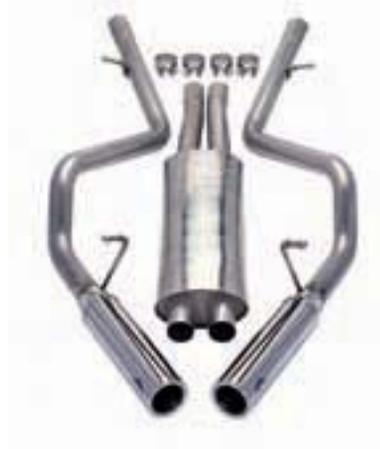


B.

### C. Cat-Back Exhaust System—Prowler

Engineered specifically for Prowler, this Cat-Back Exhaust System emits a rich, snarling sound befitting a prowling cat. System includes exclusive chrome tips with an embossed Prowler logo and all necessary mounting hardware.

\*P5007536 Cat-Back Exhaust System, 1999-2005 Prowler 3.5l v6 FWD, Non-Turbo, -2 dr.dual polished, Driver Side Outlet, Prowler logo etched tips



C.

### D. NEW! Cat-Back Exhaust Systems — 3.5L Charger, Magnum and 300

This dual-outlet system features T304 aircraft quality stainless steel construction with mandrel-bent 2.5" diameter tubing, Torca Stainless brand clamp, mufflers, and polished 4.25" x 3.5" oval tips. The free-flow system provides horsepower and torque gains, improved fuel economy and a deeper exhaust note.

\*P5153642 Cat-Back Exhaust System, 2004-2007 Dodge Magnum/Charger 3.5l v6 at/mt red 4 dr single, oval, rolled, angle cut split rear exit. 2.25 & 2.50 pipe

\*P5153366 Cat-Back Exhaust System, 2005-2006 Dodge Magnum 3.5l v6 at (No Suggestions) 4 dr single, oval, rolled angle cut rear exit 2.5 inch pipe



D.

## ENGINE ASSEMBLY AIDS

**A. Plastigauge Assortment**

When reassembling your engine, you'll need a variety of Plastigauge to measure bearing clearances. This popular assortment includes one blue strip for 0.004"–0.009" clearances, two red strips for 0.002"–0.006" clearances and two green strips for 0.001"–0.003" clearances. Each strip is 12" long.

P4286819 Plastigauge Assortment

**B. TDC Indicator Tool**

Take the guesswork out of finding top dead center (TDC) with this handy positive-stop tool for determining exact TDC when centerlining cams. This hardened steel tool is extremely accurate and can be used on all Chrysler Group engines, except the 2.4L Turbo.

P4349737 TDC Indicator Tool (All Engines, Except 2.4L Turbo)

**C. Degree Wheel**

Use this Mopar aluminum Degree Wheel for centerlining camshafts. 0–180–0 degrees. Step-by-step installation instructions are printed conveniently on the reverse side.

P4452990 Degree Wheel

A.



B.



C.



## MISCELLANEOUS PARTS

### A. Valve Lash Adjustment Chart Decal

This self-adhesive chart can be mounted on a firewall or under the hood for quick reference. Indicates how to properly set valve lash with high-lift cams on V8 engines (8-position method).

P4452989 Valve Lash Adjustment Decal  
(Hemi, Big Block, Small Block, 5.2L/5.9L Truck  
Magnum/Jeep Engines)

## SYNTHETIC MOTOR OIL

### B. Mobil 1 Tri-Synthetic Motor Oil

Mobil 1 Tri-Synthetic Motor Oil combines three highly advanced synthetic polymers with an innovative anti-wear additive package. The result provides improved wear protection, cleaner running engines and better high- and low-temperature durability. It pumps quickly at start-up, minimizing engine wear. Flows freely when very cold or very hot and reduces sludge. Engineered to protect your engine under severe duty. Contains no wax. Factory fill for the Dodge Viper. Recommended for all SRT vehicles. Pallets contain 156 cases (936 quarts).

P5007323 5W-30 Mobil 1 Tri-Synthetic Formula  
P5007324 10W-30 Mobil 1 Tri-Synthetic Formula  
77060018 15W-50 Mobil 1 Tri-Synthetic Formula  
P5007363 5W-30 Mobil 1 Tri-Synthetic Formula —  
Pallet (936 Quarts)  
P5007364 10W-30 Mobil 1 Tri-Synthetic Formula —  
Pallet (936 Quarts)

## LUBRICATION PACKAGES

### C. Mobil 1 and zMAX Micro-Lubricant Package

zMAX micro-molecules have been formulated to be smaller than regular oil molecules. This allows zMAX micro-molecules to actually soak into metal. As it soaks into the metal, zMAX formula is able to disperse carbon and other harmful deposits. The result is increased gas mileage, improved performance, reduced engine wear, extended engine life and lower emissions. Kits contain 6 quarts of Mobil 1 oil and one quart of zMAX Micro Lubricant - Mechanic Formula.

P5153739 5W-30 Mobil 1 and zMAX  
P5153740 10W-30 Mobil 1 and zMAX



A.

B.



C.

# KATZKIN LEATHER INTERIORS

PERFORMANCE CATALOG



## Katzkin Leather Interiors

### INSTALLED

#### Approved for Vehicles Equipped with OCS\*

LTHROCS2DI	2 Rows, Deluxe
LTHROCS3DI	3 Rows, Deluxe
LTHROCS1PI	1 Row, Premium
LTHROCS2PI	2 Rows, Premium
LTHROCS3PI	3 Rows, Premium
LTHROCS1TI	1 Row, Tuscany
LTHROCS2TI	2 Rows, Tuscany
LTHROCS3TI	3 Rows, Tuscany
LTHRF002PI	Foose Edition Dodge Charger

#### NON-OCS\* Equipped Vehicles

LEATHER2DI	2 Rows, Deluxe
LEATHER3DI	3 Rows, Deluxe
LEATHER1PI	1 Row, Premium
LEATHER2PI	2 Rows, Premium
LEATHER3PI	3 Rows, Premium
LEATHER1TI	1 Row, Tuscany
LEATHER2TI	2 Rows, Tuscany
LEATHER3TI	3 Rows, Tuscany

### UNINSTALLED

#### Approved for Vehicles Equipped with OCS\*

LTHROCS2DU	2 Rows, Deluxe
LTHROCS3DU	3 Rows, Deluxe
LTHROCS1PU	1 Row, Premium
LTHROCS2PU	2 Rows, Premium
LTHROCS3PU	3 Rows, Premium
LTHROCS1TU	1 Row, Tuscany
LTHROCS2TU	2 Rows, Tuscany
LTHROCS3TU	3 Rows, Tuscany
LTHRF002PU	Foose Edition Dodge Charger

#### NON-OCS\* Equipped Vehicles

LEATHER2DU	2 Rows, Deluxe
LEATHER3DU	3 Rows, Deluxe
LEATHER1PU	1 Row, Premium
LEATHER2PU	2 Rows, Premium
LEATHER3PU	3 Rows, Premium
LEATHER1TU	1 Row, Tuscany
LEATHER2TU	2 Rows, Tuscany
LEATHER3TU	3 Rows, Tuscany



#### DELUXE LEATHER CONTENT

Front seats include leather on all facings with matching vinyl on the sides and backs. Rear seats include leather inserts with matching vinyl on all remaining surfaces.

#### PREMIUM LEATHER CONTENT

Both front and rear seats include leather on all facings with matching vinyl on sides and backs.

#### TUSCANY LEATHER CONTENT

Both front and rear seats include leather on all facings with matching vinyl on sides and backs. The leather itself is the softest and most luxurious available.

\* Occupant Classification Sensor (for vehicles with a passenger side airbag)



## SuedeZkin

A synthetic suede that is a perfect two-tone complement to Katzkin standard leathers.



## Tuscany

The softest most supple leather ever offered for automotive use.



## Auto Exotics

Cowhide with simulated ostrich or crocodile and various unique synthetics.



## TWO-TONE OPTIONS



## OTHER OPTIONS



AVAILABLE EMBROIDERED LOGOS—NO CHARGE



Not all logos pictured, please refer to Katzkin logo book for complete selection. Logos are centered and can be positioned on seat backs or on headrests.

THREAD/STITCHING COLORS



Any of the logos in Katzkin's logo library can be embroidered in your choice of thread colors.

# SILVERSTAR LIGHTING

PERFORMANCE CATALOG



## SILVERSTAR™ LIGHTING

You've got a sweet ride, no question. But in the dark can anybody tell? With street-legal SilverStar lighting, your car will outshine the competition. SilverStar headlamp bulbs are the whitest, brightest and sharpest looking halogen bulbs available for your Chrysler, Dodge or Jeep vehicle. Their searing intensity is exceeded only by much more expensive HID bulbs. So if you want hot-looking, vision-enhancing lighting, you need to take a serious look at SilverStar halogen bulbs.

**Whitest** — SilverStar halogen's color temperature is a white hot 4,000K, far hotter than other halogens on the market and comparable to HID bulbs.

**Brightest** — SilverStar halogen bulbs shine with a luminance of up to 20% greater than other halogen bulbs.

**Sharpest** — A sharp profile, silver tip, and amethyst blue coating create a dramatic, crisp, clean look.

- P0046024ST Headlight Bulb—Round Sealed Beam (O.E. Part Number: H6024)
- P0009005ST Fog Light Bulb—Capsule (O.E. Part Number: 9005)
- P00H6054ST Headlight Bulb—Rectangle Sealed Beam (O.E. Part Number: H6054)
- PL009004ST Headlight Bulb—Capsule (O.E. Part Number: 9004)
- PL009006ST Headlight Bulb—Capsule (O.E. Part Number: 9006)
- PL009007ST Headlight Bulb—Capsule (O.E. Part Number: 9007)
- PL00H3ST Fog Light Bulb—Capsule (O.E. Part Number: H3)
- PL9006XSST Headlight Bulb—Capsule (O.E. Part Number: 9006XS)



### APPLICATION CHART

Part Number	Description	Cross Reference Number
PL009007ST	Headlight Bulb	9007
PL9006XSST	Headlight Bulb	9006XS
PL009004ST	Headlight Bulb	9004
PL009006ST	Headlight Bulb	9006
P00H6054ST	Headlight Bulb	H6054
P0046024ST	Headlight Bulb	H6024
P0009005ST	Fog Light Bulb	9005
PL00H3ST	Fog Light Bulb	H3



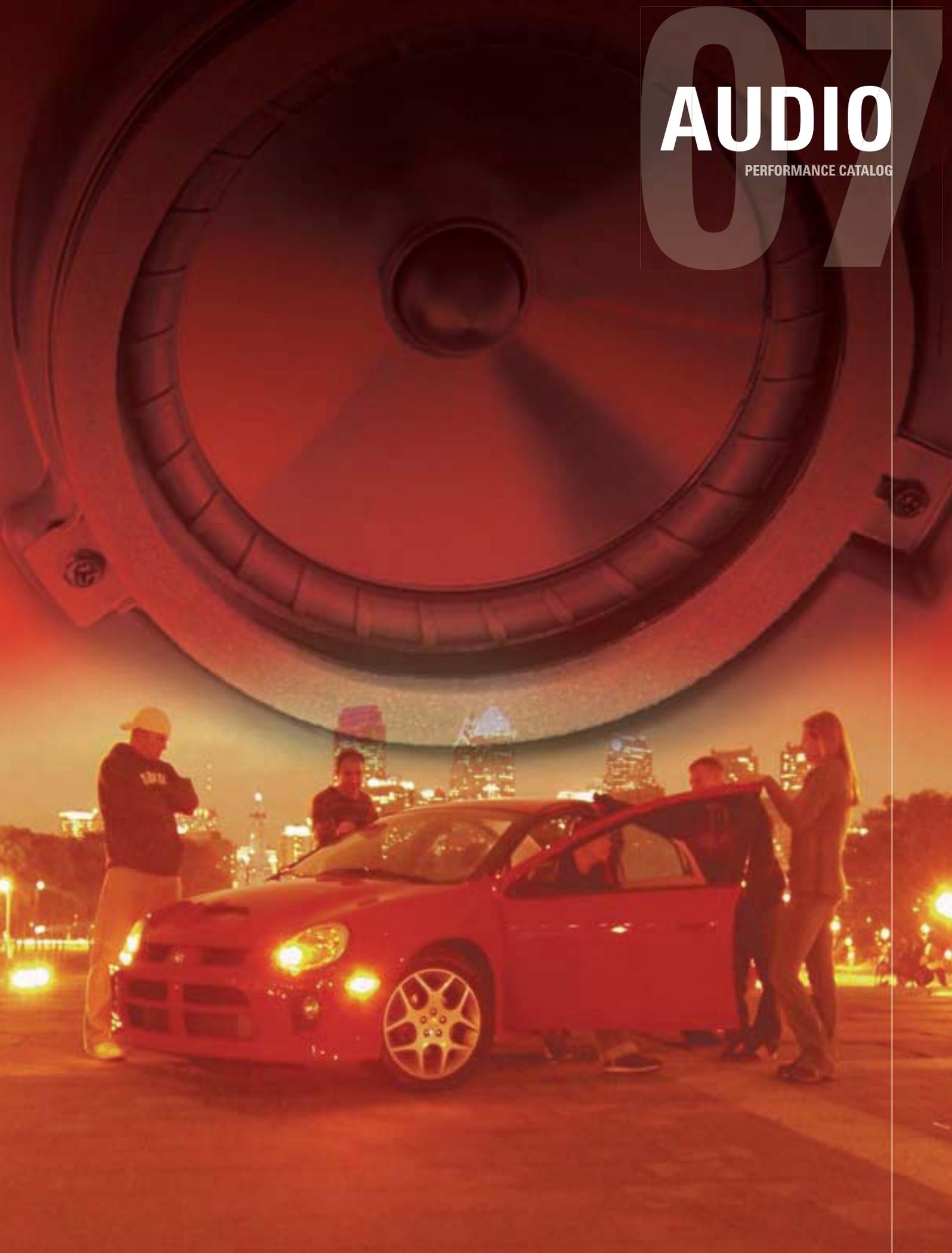
SilverStar Halogen



Standard Halogen

# AUDIO

PERFORMANCE CATALOG



## SPEAKER UPGRADES

Mopar now offers exclusive audio system upgrade components and packages for popular Chrysler, Jeep and Dodge vehicles from Kicker, the world's premier high-performance car audio manufacturer. When you're ready to get serious about your vehicle's sound system, you're ready for Kicker. Kicker virtually invented the high-performance car audio enclosure when the company's founder and president developed the original Kicker—the first full-range speaker box designed specifically for automotive use. Thanks to Mopar's association with Kicker, you can now upgrade your vehicle's factory speakers with high-quality 2-way/3-way replacements. And best of all, Kicker speakers and upgrade packages have been designed specifically for Chrysler, Jeep and Dodge vehicles, so you get automotive sound the way it was intended. Because Kicker speakers and upgrade packages have been designed specifically for your vehicle, they install quickly and easily. Are you ready for an automotive sound experience unlike any other? Then you're definitely ready for Kicker products from Mopar!

## SUBWOOFERS

Do you want your bass to boom? Then you need Kicker subwoofers and subwoofer enclosures from Mopar! Kicker is the world's premier high-performance car stereo manufacturer, so you know you're getting serious quality. Kicker subwoofers allow you to hear and feel the lowest bass frequencies that your main speakers just can't handle. Kicker's subwoofer enclosures are an easy bass upgrade. Custom-fit enclosed subwoofers are fully loaded enclosures that are ideal for "stealth" installations, or in situations where space is at a premium. Best of all, Kicker subwoofers are designed specifically for Chrysler, Jeep and Dodge vehicles, so you get the best possible bass performance plus quick and easy installation. If you want the best possible automotive sound experience, then discover Kicker car stereo products at your local Chrysler, Jeep or Dodge dealer. To sound the best, you have to buy the best!

## AMPLIFIERS

Anyone who's really into music knows one simple formula: More power = better performance. So if you're ready to upgrade your automotive sound system, you need Kicker amplifiers from Mopar! Kicker is the world's premier high-performance car stereo manufacturer, which is why you can depend on Kicker for all your automotive sound system needs. Kicker 8 channel amps are great for powering an entire sound system. Whatever your amp needs, Kicker has the power to move you with amp wattage ranging from 100–400. All Kicker amplifiers are designed and developed specifically for Chrysler, Jeep and Dodge vehicles, so installation is quick and easy. Power = performance, so if you're ready to power up your favorite ride, stop by your local Chrysler, Jeep or Dodge dealership and ask for Kicker amplifiers from Mopar.

See reference chart on following pages for part numbers and application data



77KICK05



77KICK14



77KICK12



77KICK06



77KICK13



77KICK17



77KICK20

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77KICK01



77KICK02



77KICK03



77KICK04



77KICK21



77KICK23

**KICKER SOUND SYSTEMS APPLICATION CHART**

Application	I/P	Front	Rear	Sub Wfr.	Amp Watts	Amp	O.E. Audio Level	Model Years	Audio System Sales Codes	Part Number	
300 (LX)		X					Base	2005-07	w/o RFZ, RDF, RD7, RFC	77KICK08	
	X	X					Premium	2005-07	RD7	77KICK11	
						2006-07		RFC (SRT)			
				X				Base - Premium	2005-07	ALL	77KICK06
					Dual 10"	400		Base - Premium	2005-07	ALL	77KICK20
					Single 10"	100		Base - Premium	2005-07	w/o RFZ	77KICK02
Magnum (LX)		X					Base	2005-07	w/o RD7, RFE, RFZ	77KICK08	
	X	X					Premium	2005-07	RD7	77KICK11	
						2006-07		RFE (SRT)			
				X				Base - Premium	2005-07	ALL	77KICK06
					Dual 10"	400		Base - Premium	2005-07	ALL	77KICK21
					Single 10"	100		Base - Premium	2005-07	w/o RFZ	77KICK03
Charger (LX)		X					Base	2005-07	w/o RD5, RD7, RFE, RFF	77KICK08	
	X	X					Premium	2005-07	RD7	77KICK11	
						2006-07		RFE (SRT)			
				X				Base - Premium	2005-07	ALL	77KICK06
					Dual 10"	400		Base - Premium	2005-07	ALL	77KICK20
					Single 10"	200		Base - Premium	2005-07	w/o RFF	77KICK04
Neon (PL)							Base	2005-07	RD7	77KICK18	
						368	8 Chnl.	Premium	2006-07		RFE (SRT)
	X	X					Base	2004-05	w/o RC4	77KICK05	
				X			Base	2004-05	w/o RC4	77KICK06	
					Single 10"	100		Base	2004-05	w/o RC4	77KICK01
	Ram (DR) Standard Cab		X					Base	2005-07	w/o RCK, RDQ	77KICK06
X		X					Premium	2005-07	RDQ	77KICK11	
						2006-07		RCK			
					Single 10"	200		Base - Premium	2006-07	ALL	77KICK 13
Ram (DR) Quad Cab							Premium	2006-07	RDQ	77KICK18	
						368		8 Chnl.	RCK		
	X	X					Base	2005-07	w/o RCK, RDQ	77KICK06	
					Single 10"	200		Base - Premium	2006-07	ALL	77KICK 17
Ram (DR) Mega Cab							Premium	2006-07	RDQ	77KICK18	
						368		8 Chnl.	RCK		
	X	X					Base	2005-07	w/o RCK, RDQ	77KICK06	
							Premium	2005-07	RDQ	77KICK11	
						368		8 Chnl.	RCK		
							Premium	2006-07	RDQ	77KICK 18	
						368		8 Chnl.	RCK		

\*Denotes fold-down speaker system.

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## KICKER SOUND SYSTEMS APPLICATION CHART (CONT.)

Application	I/P	Front	Rear	Sub Wfr.	Amp Watts	Amp	O.E. Audio Level	Model Years	Audio System Sales Codes	Part Number
Caliber (PM)		X					Base	2007	w/o RC9	77KICK06
	X	X					Premium	2007	RC9	77KICK16
			X*				Premium	2007	RC9	77KICK25
			X				Base - Premium	2007	ALL	77KICK06
				Dual 10"	400		Base - Premium	2007	ALL	77KICK22
				Single 10"	200		Base - Premium	2007	ALL	77KICK14
					368	8 Chnl.	Premium	2007	RC9	77KICK18
Grand Cherokee (WK)	X	X					Premium	2005-07	RC6 RD7	77KICK11
			X				Base - Premium	2005-07	ALL	77KICK10
				Dual 10"	400		Base - Premium	2005-07	ALL	77KICK23
				Single 10"	200		Base - Premium	2005-07	ALL	77KICK12
					368	8 Chnl.	Premium	2005-07	RD7 RC6	77KICK18
Commander (XK)	X	X					Premium	2006-07	RC6 RD7	77KICK11
			X				Base - Premium	2006-07	ALL	77KICK10
					368	8 Chnl.	Premium	2006-07	RC6 RD7	77KICK18
PT Cruiser (PT)	X	X					Base - Premium	2006-07	ALL	77KICK05
			X				Base - Premium	2006-07	ALL	77KICK10
Liberty (KJ)	X	X					Premium	2005-07	RCJ	77KICK15
			X				Base - Premium	2005-07	ALL	77KICK10
Durango (HB)		X					Base	2004-07	w/o RD6, RD7	77KICK10
	X	X					Premium	2004-07	RD6 RD7	77KICK05
			X				Premium	2004-07	RD6 RD7	77KICK10
					368	8 Chnl.	Premium	2004-07	RD6 RD7	77KICK18
Dakota (ND) Quad and Club Cab		X					Base	2005-07	ALL	77KICK10
			X				Base	2005-07	ALL	77KICK10
Nitro (KA)	X	X					Base - Premium	2007	ALL	77KICK15
			X				Base - Premium	2007	ALL	77KICK10
				Dual 10"	400		Base - Premium	2007	ALL	77KICK19
Jeep Compass (MK)		X					Base	2007	w/o RC9	77KICK06
	X	X					Premium	2007	RC9	77KICK16
			X				Premium	2007	RC9	77KICK06
			X*				Premium	2007	RC9	77KICK25
				Dual 10"	400		Base - Premium	2007	ALL	77KICK22
				Single 10"	200		Base - Premium	2007	ALL	77KICK14
					368	8 Chnl.	Premium	2007	RC9	77KICK18
Wrangler (JK) 4-Door		X					Base - Premium	2007	ALL	77KICK10
			X				Base - Premium	2007	ALL	77KICK10
				Single 10"	200		Base - Premium	2007	ALL	77KICK24

\*Denotes fold-down speaker system.



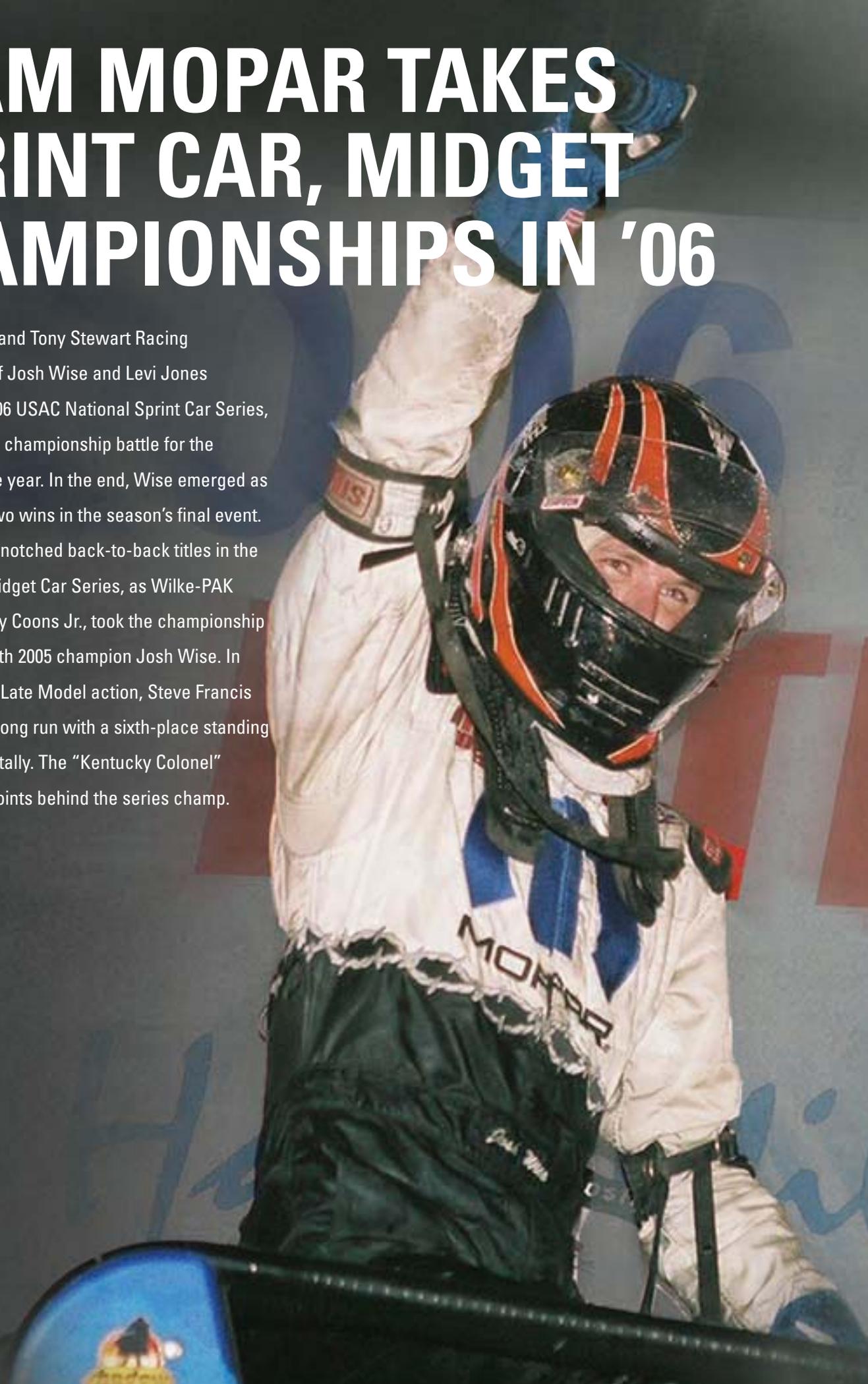
# SPRINT CAR / MIDGET / DIRT LATE MODEL

PERFORMANCE CATALOG



# TEAM MOPAR TAKES SPRINT CAR, MIDGET CHAMPIONSHIPS IN '06

The Team Mopar and Tony Stewart Racing Enterprises duo of Josh Wise and Levi Jones dominated the 2006 USAC National Sprint Car Series, running 1–2 in the championship battle for the greater part of the year. In the end, Wise emerged as the champ with two wins in the season's final event. Team Mopar also notched back-to-back titles in the USAC National Midget Car Series, as Wilke-PAK Motorsports' Jerry Coons Jr., took the championship in a close race with 2005 champion Josh Wise. In World of Outlaws Late Model action, Steve Francis put up another strong run with a sixth-place standing in the final points tally. The "Kentucky Colonel" finished only 48 points behind the series champ.





#### **ALUMINUM A8 SPRINT CAR BLOCK**

Choosing one of Mopar's new Aluminum A8 Sprint Car Blocks will make you a winner before you even get to the track. Several versions are available so you can pick the perfect application for your ride. Heads (and competitors) will spin!



#### **A4 ALUMINUM MIDGET RACE BLOCK**

Mopar A4 Aluminum Midget Race, Drag Race, and Wedge Blocks give you the performance advantage you need to rise to the top. The application choice is up to you. It's good to be a Big Fish in a little (midget) pond.



#### **MIDGET RACING ENGINE**

Bolt a dyno-tested, 162 CID, 350 Horsepower Mopar Midget Racing Engine into your racer and get ready to hold on for dear life. This engine assembly comes complete and is ready to race (after installation, of course). Driving into the winner's circle has never been easier!

## ENGINES

### A. 410 Sprint Car Engine

Circle track race engine designed for use in non-winged Sprint cars in USAC and SCRA racing series. This complete and dyno'd aluminum small block engine includes injector stacks, magneto, oil tank and lines, and W9 cylinder heads.

**Specifications:**

Horsepower: 800  
 Torque: 630 ft.-lbs.  
 Maximum Recommended rpm: 8,200 rpm  
 Displacement: 410 cid  
 Stroke: 3.800"  
 Compression Ratio: 14:1  
 Connecting Rods: 6.00"  
 Camshaft: Crane Roller with 50 mm Roller Bearings  
 Block: Aluminum Mopar with 9.100" deck  
 Oil Pan: Aluminum  
 Fuel: Methanol

The Mopar Performance 90-Day Crate Engine Warranty does not apply. Horsepower and torque ratings based on test engine. Ratings may vary on individual engines.

\*P5007962 410 Sprint Car Engine

### B. 410 Outlaw Racing Engine

Circle track race engine designed for use in winged Sprint cars in World of Outlaws and other 410 racing series. This complete and dyno'd aluminum Small Block engine includes injector stacks, MSD magneto, ignition box and wires, oil tank and lines, front engine mounts and W9 raised port cylinder heads.

**Specifications:**

Horsepower: 840  
 Torque: 670 ft.-lbs.  
 Maximum Recommended rpm: 8,200 rpm  
 Displacement: 410 cid  
 Stroke: 3.800"  
 Compression Ratio: 15:1  
 Connecting Rods: 6.00"  
 Cylinder Heads: W9 Raised Port  
 Valve Angle: 13°  
 Camshaft: Crane Roller with 50 mm Roller Bearings  
 Block: Aluminum Mopar with 9.100" deck  
 Oil Pan: Aluminum  
 Fuel: Methanol

The Mopar Performance 90-Day Crate Engine Warranty does not apply. Horsepower and torque ratings based on test engine. Ratings may vary on individual engines.

\*P5007963 410 Outlaw Engine



A.



B.

Visit us on the Web! [www.mopar.com](http://www.mopar.com)

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



A.

### A. R3 Silver Crown Engine

Circle track race engine designed for use in the USAC Silver Crown series and Western States Sprints. This complete and dyno'd "R3" cast iron block engine includes injector stacks, MSD magneto, ignition box, wires and harnesses, front hex drive for starter, five-stage belt driven oil pump with fuel pump mount, front engine mounts, race water pump with billet pulleys, and W9 cylinder heads.

#### Specifications:

Horsepower: 740 at 7,200 rpm  
 Torque: 580 ft.-lbs. at 5,800 rpm  
 Maximum Recommended rpm: 8,200 rpm  
 Displacement: 355 cid  
 Stroke: 3.335"  
 Compression Ratio: 15:1  
 Connecting Rods: 6.00"  
 Cylinder Heads: W9  
 Camshaft: Crane 50 mm Roller with Roller Bearings  
 Block: "R3" Race Block  
 Fuel: Methanol

The Mopar Performance 90-Day Crate Engine Warranty does not apply. Horsepower and torque ratings based on test engine. Ratings may vary on individual engines.

\*P5007964 Silver Crown Engine

### B. A4 Midget Racing Engine

This circle track racing engine is designed for use in all Midget series with a 166-cid limit. Dyno tested to ensure consistent output. This complete aluminum A4 engine includes injector stacks, fuel pump, ignition box and wires, all wires and harnesses, and a W9 cylinder head.

#### Specifications:

Horsepower: 350 at 7,200 rpm  
 Torque: 265 ft.-lbs. at 6,000 rpm  
 Maximum Recommended rpm: 8,500 rpm  
 Displacement: 162 cid  
 Compression Ratio: 15:1  
 Crankshaft: Scat  
 Cylinder Head: W9  
 Combustion Chamber Size: 38 cc  
 Camshaft: Roller with 60 mm Bearings  
 Block: A4 Aluminum  
 Oil Pan: Aluminum  
 Fuel: Methanol

The Mopar Performance 90-Day Crate Engine Warranty does not apply. Horsepower and torque ratings based on test engine. Ratings may vary on individual engines.

\*P5007961 Midget Racing Engine



B.

## ENGINE BLOCKS AND HARDWARE

### A. A8 Aluminum Sprint Car Blocks

Designed specifically for Sprint/Late Model race cars that can run a slightly larger bore size. They feature improved windage and a larger diameter cam. Steel main bearing caps, main bearing cap studs, hardware, and fasteners are included.

- \*P5007905AB Aluminum A8 Sprint Car Block — 9.100" Deck Height
- \*P5007909AB Aluminum A8 Sprint Car Block — 9.435" Deck Height
- \*P4510557 Aluminum A8 Sprint Car Block — 9.015" Deck Height
- \*P5153377 Aluminum A8 Sprint Car Block — 8.815" Deck Height
- \*P5153378 Aluminum A8 Sprint Car Block — 9.015" Deck Height

### B. A4 Aluminum Midget Race Blocks

Mopar takes Midget racing to a new level with these lightweight Aluminum Midget Race Blocks. They feature an unfinished bore and come with cast iron sleeves, billet main caps, main cap stud kit and hardware.

- \*P5007466 A4 Midget Race Block
- \*P5007467 A4 Drag Race Block (P5 Head)
- \*P5007636AB A4 Drag Race Block (W9 and W9RP Heads)



A.



B.

## ALUMINUM RACE BLOCKS

Part No.	Description	Deck Height	Water Jacket	Nom. Bore	Over Bore	Tappet Angle	Main Size	Use UGL	Cam Bearing	Use Heads	Repl. Sleeve	Bell Housing
P5153377	A8 / V-8	8.815"	Siamese	4.125"	4.200"	48°	318/340	P5007906	P5007911	W9/W9RP	P4510316	Yes
P5153378	A8 / V-8	9.015"	Siamese	4.125"	4.180"	48°	318/340	P5007906	P5007911	W9/W9RP	P5007788	Yes
P4510557	A8 / V-8	9.015"	Siamese	4.125"	4.200"	48°	318/340	P5007906	P5007911	W9/W9RP	P4510316	Yes
P5007905AB	A8 / V-8	9.100"	Siamese	4.125"	4.180"	48°	318/340	P5007906	P5007911	W9/W9RP	P5007788	Yes
P5007909AB	A8 / V-8	9.435"	Siamese	4.125"	4.180"	48°	318/340	P5007906	P5007911	W9/W9RP	N/A	Yes
P5007466	A4 / I-4	8.400"	Siamese	4.125"	4.180"	48°	2.25"	P5007468	P5007361	W9/W9RP	P5007788	No
P5007467	A4 / I-4	9.000"	Siamese	4.125"	4.180"	45°/59°	2.25"	P5007505	P5007361	P5/P5 Hemi	P5007788	Yes
P5007636AB	A4 / I-4	8.400"	Siamese	4.125"	4.180"	48°	2.25"	P5007468	P5007361	W9/W9RP	P5007788	Yes

### C. Cast Iron Cylinder Replacement Sleeve

- \*P4510316 Cylinder Replacement Sleeve — A8 (4.400" OD, 4.120" ID, 5.600" long)
- \*P4510317 Cylinder Replacement Sleeve — A8 (4.400" OD, 4.120" ID, 6.000" long)
- \*P5007788 Cylinder Replacement Sleeve — A8, A4 (4.355" OD, 4.120" ID, 5.700" long)

### D. Front Cover Gear Drive Set

Designed for use with Mopar aluminum race blocks (A4).

- \*P5007469 Front Cover Gear Drive Set (A4 Block)



C.



D.



A.



B.



C.



D.



E.



F.



G.



H.

### A. Aluminum Gear Drive and Cover Assemblies

For Sprint car applications using front mount oil and water pumps. Kits include crank drive gear, cam gear, idler gear, front cover, water pump drive hub and adapter, oil pump drive and adapter, and mounting hardware.

- \*P5007908 Aluminum Gear Drive Package (A8 Block)
- \*P5249988 Aluminum Gear Drive Package (Aluminum "A" Engines)

### B. Hardware Kit

This hardware kit includes dowels, plugs, rear cam plate, screws, oil feed and scavenge tubes, oil crossover line and fittings, and cam bearing retaining screw.

- \*P5153379 Hardware Kit - A8 Block

## ALUMINUM GEAR DRIVE SERVICE PARTS

### C. Replacement Timing Cover

Includes replacement timing cover without cam cover.

- \*P5153460 Replacement Timing Cover — A8
- \*P5153461 Replacement Timing Cover — Aluminum "A"
- \*P5153459 Replacement Timing Cover — A4

### D. Replacement Water Pump Drive

Includes water pump crank drive hub.

- \*P5153462 Replacement Water Pump Drive — A8, Aluminum "A"

### E. Replacement Water Pump Mount

Includes water pump mount for KSE crank driven water pump.

- \*P5153466 Replacement Water Pump Mount — A8, Aluminum "A"

### F. Replacement Gear Set

Includes cam, crank and idler gears.

- \*P5153457 Replacement Gear Set — A4, A8, Aluminum "A"

### G. Replacement Idler Set

Includes idler shaft, roller bearing, spacer, (2) machined washers, (3) screws, and snap ring (Gear Not Included).

- \*P5153458 Replacement Idler Set — A4, A8, Aluminum "A"

### H. Replacement Cam Drive

Includes cam drive adapter w/ hex drive.

- \*P5153463 Replacement Cam Drive — A4, A8, Aluminum "A"

**A. Replacement Cam Cover**

Includes round cam billet cam cover.

\*P5153465 Replacement Cam Cover —  
A4, A8, Aluminum A8

**B. Replacement Camshaft Hub and Hardware Kit**

This A4 Engine Gear Drive Hardware Kit includes all the parts necessary to change cams (cam hub and all fasteners).

\*P5007853 Camshaft Hub and Hardware Kit (A4 Block,  
A8 & Aluminum "A")

**C. Replacement Damper Seal Mount**

Includes aluminum billet damper seal mount.

\*P5153464 Replacement Damper Seal Mount (A4)



A.



B.

**CRANKSHAFTS AND ACCESSORIES**

**D. NEW! Billet Sprint Car Crankshaft**

This lightweight 4340 billet steel sprint car crank features 2.00" rod journals, 340 mains and a generic 6-bolt rear flange.

\*P5153521 Billet Sprint Car Crankshaft — 3.720" Stroke  
\*P5007903 Billet Sprint Car Crankshaft — 3.80" Stroke



C.

**E. Midget Crankshaft (A4)**

This fully machined, 4340 steel Midget crankshaft features a six-bolt generic bolt pattern on the crank flange.

\*P5007907 Forged Midget Crankshaft — 3.075" Stroke  
w/ 2.000" rod journals (A4 Block)  
\*P5153520 Billet Midget Crankshaft—A4, 3.075" Stroke  
with 1.888" rod journals (A4 Block)

**F. Forged Midget Crankshaft—Unmachined**

This unmachined, 4340 forged steel Midget crankshaft allows you to cut custom cranks. Requires complete machining.

\*P5007573 Forged Unmachined Midget Crankshaft—  
3.00"—3.25" Approx. Stroke (A4 Block)



D.



E.



F.

## CAMSHAFTS

### A. UGL Camshafts

Race engines often require special camshafts. These lightweight UGL (unground lobe) camshafts enable cam grinders to grind specific cam profiles to create a finished cam. Cannot be used in engine as is (for use w/ roller tappets and roller cam bearings only).

- \*P5007134 UGL Camshaft — 50 mm ("R" Blocks, Aluminum "A" Engine)
- \*P5007906 UGL Camshaft — 2.125" (A8 Block)
- \*P5153305 Camshaft, UGL 60 mm, Race (A8)  
Requires block machining
- \*P5007468 UGL Camshaft (A4 Aluminum Race Blocks P5007466, P5007935, P5007636)
- \*P5007505 UGL Camshaft (Aluminum A4 Drag Race Block P5007467)

### B. Camshaft Bearings

Complete engine set of roller camshaft bearings.

- \*P5007911 Camshaft Bearings — 2.125", Roller Bearing Application (A8 Block)
- \*P5153324 NEW! Camshaft Bearings — 60 mm, Roller Bearing Application (A8 Block)  
Requires block machining
- \*P5007361 Camshaft Bearings — 60 mm, Roller Bearings (A4)

### C. Rear Cam Plates

Packages include rear seal plate only.

- \*P4510809 Sprint Car Rear Cam Plate — Rear Cam Plate for Sprint Cars (A8 Block)
- \*P4510810 Dirt Late Model Rear Cam Plate (A8 Block)

### D. "Pro" Race Rocker Arm System

Complete "Pro" Race Rocker Arm System made of high-strength aluminum, including shafts and bolts. Designed for high-rpm, high-load racing applications. Roller tip. Needle bearing center pivot. Requires hollow pushrods for oiling. May require grinding on block and head for clearance.

- \*P5007470 Rocker Arm System — 0.550" Offset, 1.6 Ratio, One Head Only (W9 Heads)



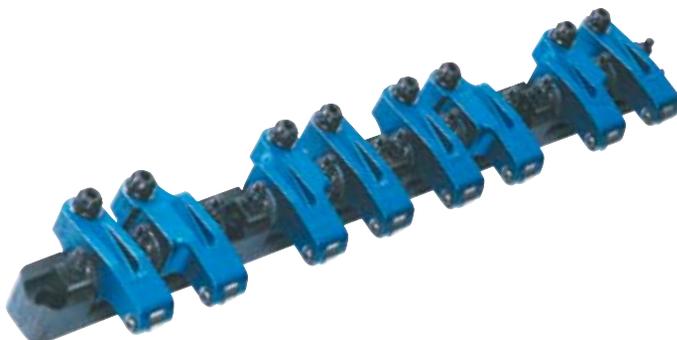
A.



B.



C.



D.

## CYLINDER HEADS AND GASKETS

### A. W9 Raised Port Aluminum Cylinder Head

This partially machined aluminum cylinder head with raised intake and exhaust ports is recommended for use in Sprint and Midget cars.

**Features:**

- High-strength, lightweight A356 aluminum alloy casting
- Ports raised significantly higher than standard W9 cylinder heads
- Machined deck, intake surface, head bolts and valve cover rail
- Small cast ports allow for flexibility in porting (requires porting)
- Chamber is cast filled-in to allow very small machined chamber (requires machining)
- Requires machining for valve guides, spark plugs, intake screws, porting, valve spring pockets, rocker stands and injectors
- Designed for 13° valve angle
- For use on 48° V8 and four-cylinder blocks
- Recommended valve length: 6.040" intake and 6.060" exhaust
- Six-bolt head attachment design
- Accepts five-bolt Mopar valve cover and gasket
- Recommended for use with T&D rocker arms with 0.750" offset (custom order)

\*P5007904 W9 Raised Port Aluminum Cylinder Head (Small Block, A4 Midget Block)



### B. W9 Aluminum Cylinder Heads

Designed with the professional racer in mind, Mopar W9 Aluminum Cylinder Heads incorporate the latest in "Paperless Design Technology" to give racers the leading edge. These heads feature high-strength, lightweight A356 aluminum alloy casting. Their thick decks permit small chambers for maximum compression ratios. Heads feature six-bolt head attachment design for sealing integrity, and raised intake and exhaust ports for maximum performance. Heads have a 15° valve angle, with additional material to permit "rolling" the head (except head P5007861, which is 13°). These heads are the same length as the block, to permit ease of installation with engine plates. Machined for 5.540" intake and 5.560" exhaust valves. Heads accept five-bolt Mopar valve cover and gasket.

\*P5007855 W9 Aluminum Cylinder Head (Small Block, A4 Midget Block) — 15°

\*P5007861 W9 Aluminum Cylinder Head (Small Block, A4 Midget Block) — 13°



A.

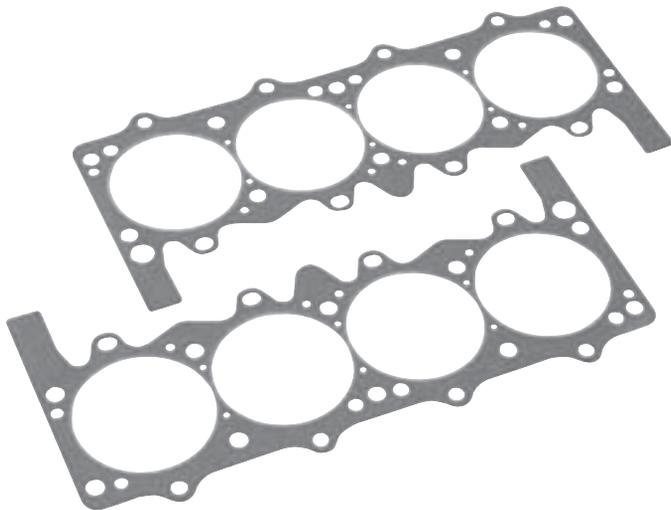
B.

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

**W9 CYLINDER HEADS**

Part Number	Description	Material	Chamber Size	Tappet Angle	Valve Angle	Valve Sizes	Valve Stem	Int. Port Volume	Int. Flow @ .600"	Int. Port Shape	Ex. Port Shape	Valve Cover	Approx. Weight
*P5007855	W9 Partially Machined	Aluminum	52 cc	48°	15°	N/A	N/A	N/A	N/A	Rect. W8/9	"D" W7/9	Std. 5 Bolt	22
*P5007861	W9 Partially Machined	Aluminum	52 cc	48°	13°	N/A	N/A	N/A	N/A	Rect. W8/9	"D" W7/9	Std. 5 Bolt	22
*P5007904	W9 RP Partially Machined	Aluminum	N/A	48°	13°	N/A	N/A	N/A	N/A	N/A	W9 RP	Std. 5 Bolt	N/A



**A.**



**B.**

**A. Racing Gaskets**

Gaskets feature the latest in 4-armor design composite gasket technology. Designed to accommodate both four- and six-bolt head attachment systems. Sold as an engine set.

- \*P4876665 Cylinder Head Gasket Set — to 4.180" Bore (W7, W8, W9 Heads)
- \*P4876830 Cylinder Head Gasket Set — Up to 4.250" Bore (W7, W8, W9 Heads)
- \*P5007741 Cylinder Head Gasket Set — Up to 4.060" Bore (W7, W8, W9 Heads)
- \*P4876666 Lock Wire Cylinder Head Gasket Set — to 4.18" Bore; Head Needs Groove Machining (W7, W8, W9 Heads)

**B. Cylinder Head Stud Kits**

Contains studs, nuts and washers. Complete V-8 engine set.

- \*P5007912 Cylinder Head Stud Kit (W9 Raised Port Cylinder Head)
- \*P4876757 Cylinder Head Stud Kit (Aluminum Block, W9 Heads)
- \*P4876083 Cylinder Head Stud Kit ("R" Blocks with W9 Heads)

## INTAKE MANIFOLDS AND GASKETS

### A. Race Aluminum Single Plane Intakes — 4-bbl

- \*P4532598 Single Plane Intake — 4-bbl Carb, Rectangle Port, 9.000" deck (W7/W8/W9 heads)
- \*P4876162 Single Plane Intake — 4-bbl Carb, Rectangle Port, 9.560" deck (W7/W8/W9 heads)

### Intake Manifold Gasket Sets (Not Shown)

Custom fit for use with Mopar Sprint car/dirt Late Model cylinder heads. Kits come complete to service one engine set. Includes gaskets, end seals, (where applicable).

- \*P5007153 Intake Manifold Gasket Set — 0.030" Thick (W9 Heads)
- \*P5007154 Intake Manifold Gasket Set — 0.045" Thick (W9 Heads)
- \*P5007155 Intake Manifold Gasket Set — 0.060" Thick (W9 Heads)
- \*P5007156 Intake Manifold Gasket Set — 0.090" Thick (W9 Heads)

## OILING COMPONENTS

### B. Aluminum Block Oil Pan Gaskets

Gasket designed specifically for Mopar aluminum engines.

- \*P5007631 Oil Pan Gasket — Aluminum "A" Engines
- \*P5007910 Oil Pan Gasket — Aluminum A8 Engines
- \*P5007722 Oil Pan Gasket — Aluminum A4 Engines

## BOOKS

### C. Mopar Sprint Car Engine Build-Up Manual

This engine build-up manual from Mopar presents package recommendations and guidelines for preparing 360 and 410 Sprint car and 358 Dirt Late Model racing engines. Detailed discussions on engine block, oiling system, cylinder heads, valve train, rotating assembly, and induction/fuel delivery are all included. In addition to engine package specifications and recommendations, this manual also includes a highly detailed 410 Sprint car engine build-up case study performed by one of today's top professional engine builders (64 pages).

- \*P5007520 Mopar Sprint Car Engine Build-Up Manual



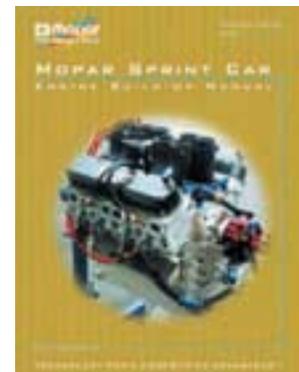
A.

### RACE SINGLE PLANE INTAKE MANIFOLDS

Part No.	Fuel System	Material	Port Style	Port Shape	RPM Range	Heads	Engine Usage
*P4532598	4-bbl Carb	Aluminum	Single Plane	Large Rectangle	3600–8500	W7, W8, W9	9.000" Deck, Drag Race and Circle Track
*P4876162	4-bbl Carb	Aluminum	Single Plane	Rectangle	3600–8500	W7, W8, W9	9.560" Deck, Drag Race and Circle Track



B.



C.

# NASCAR NEXTEL CUP/ CRAFTSMAN TRUCK/ LATE MODEL

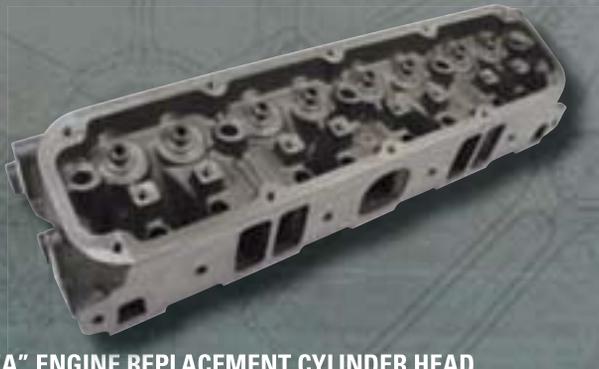
PERFORMANCE CATALOG





### **R3 RACE ENGINE BLOCKS**

Make sure the back of your car looks good; that's about all your competitors are going to see when you use a Mopar Performance R3 Race Engine Block. Mopar's R3 race block family includes several options, including siamese-bore and non-siamese bore varieties.



### **"A" ENGINE REPLACEMENT CYLINDER HEAD**

In addition to race proven W2 and W9 race cylinder heads, Mopar now offers 318-340-360 "A" Engine direct replacement cylinder heads. Mild or wild, you can't go wrong. Just remember to read the rule book first!



### **RACE ALUMINUM WATER PUMP**

Select a high-flow, Mopar Race Aluminum Water Pump for that extra performance kick you're looking for. Designed specifically for circle track applications, this is the best water pump available for your Mopar powerplant. Your competition will be all wet!



# THIRD TIME'S THE CHARM

In the competitive NASCAR Nextel Cup series, the third time proved to be the charm for Kasey Kahne in 2006. Kahne brought home a win in October at North Carolina's Lowe's Motor Speedway, marking the first time a Nextel Cup entry carrying the Mopar colors as the primary paint

scheme claimed victory on the circuit. It was the third straight year that Kahne sported the Mopar colors at Lowe's. In 2004 and 2005, he led early before a blown tire ended his run prematurely both years.



## ENGINE BLOCKS AND HARDWARE

### A. "R3" Cast Iron Race Engine Blocks

Building on Mopar's 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:

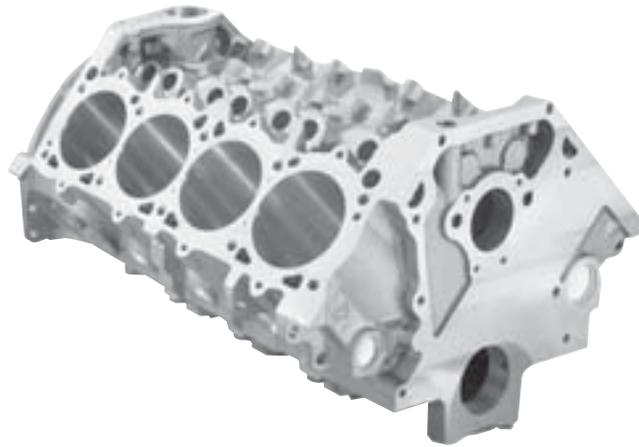
- Process-controlled castings utilizing high-strength cast iron and a computer-controlled stress-relieving process.
- 100% CNC machining with full statistical process control
- Thick deck surface and six-bolt cylinder head attachment (48° blocks) for improved sealing and reliability
- Rough bore at 3.900" with various options that provide over-bore capacities up to 4.220" (in Siamese-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) are available (59° blocks are not recommended for use with roller tappets)
- Thicker main webbing and pan rail for improved rigidity
- Four-bolt mains in ductile iron and billet
- 318/340 main journal size
- Machined for pre-Magnum head oiling, as well as engine mounts

See Table Below for Application Information.

### B. 340 Replacement Engine Block

Limited production of the original 340 block has made it very difficult to find one in good condition. Why take a chance with a 30-plus-year-old block when you can buy a new one? This new casting includes the original 340 production casting part number with an "M" added at the end to identify the 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), four-bolt main bearing caps and 340 journal size. It has thicker webbing and pan rail (like the 340 T/A), a thicker deck surface and thicker bore walls in major/minor thrust directions. Block is rough bored at 3.900". Non-siamese bore blocks can be bored from 3.910" to 4.080"; siamese-bore blocks can be bored from 3.910" to 4.220" (finish bore and honing required). Deck height is approximately 9.600". Requires use of Mopar oil filter PN 05281090BA. The 340 Replacement Block is ideal for restoration or where racing rules require a 340 block. It is not recommended for use with roller tappets, and may require use of late 1970s 318 motor mount (left side).

- \*P5007552 340 Replacement Engine Block
- \*P5153478 340 Replacement Engine Block — Siamese-bore



A.



B.

### MAGNUM/340/"R3" BLOCK ENGINE APPLICATIONS

Part No.	Deck Nom.	Deck Min.	Cyl. Design	Over Bore	Cap Design	Tappet Angle	Journal Size	Notes
*P4876381AB	9.025"	8.90"	Siamese	4.220"	4-Bolt—Steel	48°	318/340	(2,3,4,5)
*P5007360AB	9.025"	8.90"	Siamese	4.220"	4-Bolt—Steel	48°	2.25"	(3,4,5,7)
*P4876671AC	9.200"	8.90"	Siamese	4.220"	4-Bolt—Iron	48°	318/340	(1)
*P4876791AC	9.200"	8.90"	Siamese	4.220"	4-Bolt—Iron	59°	318/340	(6)
*P4876672AC	9.200"	8.90"	Non-siamese	4.080"	4-Bolt—Iron	48°	318/340	(1)
*P4876792AC	9.200"	8.90"	Non-siamese	4.080"	4-Bolt—Iron	59°	318/340	(6)
*P4876673AC	9.560"	9.30"	Siamese	4.220"	4-Bolt—Iron	48°	318/340	(1)
*P4876793AC	9.560"	9.30"	Siamese	4.220"	4-Bolt—Iron	59°	318/340	(6)
*P4876674AC	9.560"	9.30"	Non-siamese	4.080"	4-Bolt—Iron	48°	318/340	(1)
*P5007552	9.560"	9.30"	Non-siamese	4.080"	4-Bolt—Iron	59°	318/340	(6)
*P5153478	9.560"	9.30"	Siamese	4.220"	4-Bolt—Iron	59°	318/340	(6)
*P5153579	9.580"	9.30"	Siamese	4.220"	4-Bolt—Iron	59°	318/340	(8)
*P5153452	9.580"	9.30"	Siamese	4.220"	4-Bolt—Iron	59°	360	(8)

**Notes:**

1. 48° cam tunnel machining requires cam bearings P4876372 and UGL cam P4876633 or P4876634.
2. 48° roller cam tunnel machining requires 50 mm roller cam bearings P4876707 and UGL cam P4876719.
3. Dry sump application only, requires external oil pump and filter.
4. Lightening program removes all motor mounts, requires motor plate installation.
5. Steel billet cap application: #1 – 2 bolt; #2 through #4 – 4-bolt wide register; #5 – 2 bolt ductile iron.
6. 59° cam tunnel machining requires stock cam stepped bearings and standard cam.
7. 48° cam tunnel machining requires 60mm cam bearings P5007361 and cam UGL P5007437.

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



A.



B.



C.

### Magnum Race Engine Block (Not Shown)

These new Magnum Race Blocks are made from the heavy-duty siamese bore casting. Features:

- Ductile Iron Main Caps (4-bolt on the center 3 caps)
- Dual Motor Mounts w/"LA" and Magnum mounts (must use late 1970s 318 mount for left side when using 340/360 "LA" Wedge motor mounts)
- Heavy-duty casting w/thicker deck and bore walls
- Works with all stock Magnum engine components
- Allows use of Magnum "stock style" Hydraulic Roller Camshafts
- Not recommended for use with aftermarket tie bar style mechanical tappets
- High-Nickel block casting
- Siamese bore — allows up to 4.220" bore size
- Rough bore size — 3.90" on 5.2L, and 3.94" on 5.9L block

- \*P5153579 5.2L Magnum Race Block — Siamese-bore
- \*P5153452 5.9L Magnum Race Block — Siamese-bore

### A. Timing Chain Covers

Packages include cover, seal, and gasket.

- \*P4876632 Sand Cast Race Timing Chain Cover — 9.00"–9.20" Deck, Race Water Pump/Front Motor Plate
- \*P4876631 Sand Cast Race Timing Chain Cover — 9.0"–9.20" Deck, Standard Water Pump (Small Block, V6)
- \*P4876377 Sand Cast Race Timing Chain Cover — 9.560" Deck Height (Small Block, V6)
- \*P5249930 Production Timing Chain Cover — 9.560" Deck, Non-chrome (Small Block, V6)

### B. Timing Chain Tensioner

Stabilizes cam timing by reducing timing chain slack. Use in place of Thrust Plate P5249637.

- \*P5007709 Timing Chain Tensioner (Small Block; 3.9L, 5.2L, 5.9L Truck/Magnum/Jeep Engines)

## CRANKSHAFTS

### C. Forged Crankshafts

Surface hardened, forged 4340 steel crankshafts feature radiused fillets at main and rod journals and a six-bolt flange. 4.00" stroke cranks require clearancing on block.

- \*P5007253 Forged Crankshaft — 3.58" Stroke (318/340 Main)
- \*P5007255 Forged Crankshaft — 3.58" Stroke (360 Main)
- \*P5007959 Forged Crankshaft — 3.58" Stroke, 50 lbs., 2.100" Rod Journal, Generic Rear Flange (360 Main)
- \*P5007253AB Forged Crankshaft — 3.58" Stroke, 50 lbs, 2.100" Rod Journal, Generic Rear Flange, NASCAR/Late Model (318/340 Main)

## SMALL BLOCK ENGINE DISPLACEMENT (CUBIC INCHES)

### BORE (IN INCHES)

STROKE	3.910	3.940	3.970	4.000	4.030	4.040	4.060	4.100	4.125	4.180	4.220
3.310	318	323	328	333	338	340	343	350	354	363	370
3.580	344	349	355	360	365	367	371	378	383	393	401
3.790	364	370	375	381	387	389	392	400	405	416	424
4.000	384	390	396	402	408	410	414	422	427	439	448
4.250	408	414	421	427	433	436	440	449	454	466	476

## CAMSHAFTS

### A. Race Roller UGL Camshafts

The 48° tappet “R” blocks (R1, R2, R3, R4) require special cams. These lightweight UGL (unground lobe) camshafts enable cam grinders to grind specific cam profiles to create a finished cam. Cannot be used in engine as-is.

- \*P4876633 Race Roller UGL Camshaft — Roller Tappets for Babbitt Bearings P4876372 (“R” Blocks)
- \*P4876634 Race Roller UGL Camshaft — Flat Tappets for Babbitt Bearings P4876372 (“R” Blocks)
- \*P5007932 Race Roller UGL Camshaft — Roller Tappets for 50 mm Roller Bearings P4876707 (“R” Blocks)
- \*P5007437 Race Roller UGL Camshaft — Roller Tappets for 60 mm Roller Bearings P5007361 (“R” Blocks)”



A.

## CYLINDER HEADS AND GASKETS

### B. W2 Cast Iron Race Cylinder Heads

These heads feature flat-machined rocker pads that require T&D Pro Race Rocker Arms and long valves. Heads oiled through tappets and hollow pushrods. Older style rocker stands and rocker systems do not work with these heads.

- \*P5007445AB W2 Cast Iron Race Cylinder Head — 2.02” Intake, 1.60” Exhaust, Revised Intake Ports 48° Tappet, 65 cc chamber
- \*P5007355 W2 cast Iron Race Cylinder Head — 2.02” Intake, 1.60” Exhaust, Revised Intake Ports 59° Tappet, 68 cc chamber
- \*P5007708AB W2 Cast Iron Race Cylinder Head — 2.02” Intake, 1.60” Exhaust, Revised Intake Ports 48° Tappet, 47 cc chamber
- \*P5249769 W2 Cast Iron Race Cylinder Head — 2.02” Intake, 1.60” Exhaust, Standard Intake Ports 59° Tappet, 65 cc chamber



B.

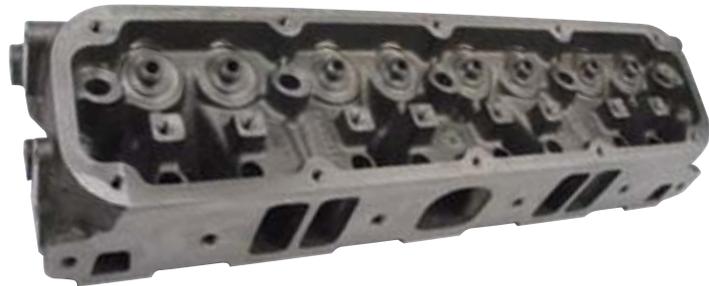


C.

### C. W9 Aluminum Cylinder Head

Designed with the professional racer in mind, Mopar W9 Aluminum Cylinder Heads incorporate the latest in “Paperless Design Technology” to give racers the leading edge. These heads feature high-strength, lightweight A356 aluminum alloy casting. Their thick decks permit small chambers for maximum compression ratios. Heads feature six-bolt head attachment design for sealing integrity, and raised intake and exhaust ports for maximum performance. Heads have a 15° valve angle, with additional material to permit “rolling.” These heads are the same length as the block to permit ease of installation with engine plates. Machined for 5.540” intake and 5.560” exhaust valves. Heads accept five-bolt Mopar valve cover and gasket.

- \*P4510324 W9 Aluminum Cylinder Head (59° Small Blocks)
- \*P5007065AB W9 Aluminum Cylinder Head (48° Small Blocks)



D.

### D. “A” Engine Replacement Cylinder Head

Based on the Magnum R/T big-valve head design and machined to fit 318, 340-360 Mopar “A” engine intake manifolds made through 1991. Imagine the new combinations! Must be used with Magnum cylinder head conversion components.

- \*P5007950 “A” Engine Replacement Cylinder Head — 2.02” Intake, 1.625” Exhaust

### E. NASCAR Touring Series Cylinder Head

This partially-machined A356 aluminum alloy cylinder head is approved by NASCAR for its Touring Series. Designed and manufactured for Mopar by Brodix, this head features high-flow 239 cc intake, raised intake ports, phosphorous bronze valve guides and ductile iron valve seats. Use with intake manifold P4876829AB. (Port matching required w/this intake manifold).

- \*P5007928 NASCAR Touring Series Cylinder Head



E.

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



A.



B.

**A. Composition Material Cylinder Head Gaskets**

Thick, 0.040" to 0.042" Composition Material Cylinder Head Gaskets can be used for competition applications up to 12.5:1 compression ratio. Sold as an engine set. Small Block 4-bolt pattern.

- \*P4120094 Composition Material Cylinder Head Gasket — Up to 4.06" Bore; 0.024"–0.02" Compressed Thickness
- \*P4349557 Composition Material Cylinder Head Gasket — Up to 4.06" Bore, up to 12.5:1 C.R.
- \*P4529454 Composition Material Cylinder Head Gaskets — Up to 4.100" Bore (Small Block)

**B. Cylinder Head Stud Kit**

Contains studs, nuts and washers for changeover of stock head bolts.

- \*P4876083 Cylinder Head Stud Kit ("R" Blocks with W9 Heads)

**CYLINDER HEADS**

Part Number	Description	Material	Chamber Size	Tappet Angle	Valve Angle	Valve Sizes	Valve Stem	Int. Port Volume	Int. Flow @ .600"	Int. Port Shape	Ex. Port Shape	Valve Cover	Approx Weight	Head Bolts
*P5007445AB	W2	Cast Iron	65 cc	48°	15°	2.02"/1.60"	3/8"	190 cc	265 cfm	Oval W2	"D" W2/5	Std 5 Bolt	51	4
*P5007708AB	W2	Cast Iron	47 cc	48°	15°	2.02"/1.60"	3/8"	190 cc	265 cfm	Oval W2	"D" W2/5	Std 5 Bolt	51	4
*P5249769	W2	Cast Iron	65 cc	59°	18°	2.02"/1.60"	3/8"	180 cc	260 cfm	Oval W2	"D" W2/5	Std 5 Bolt	51	4
*P5007355	W2	Cast Iron	68 cc	59°	18°	2.02"/1.60"	3/8"	185 cc	260 cfm	Oval W2	"D" W2/5	Std 5 Bolt	51	4
*P4510324	W9	Aluminum	62 cc	59°	15°	2.15"/1.60"	3/8"	200 cc	290 cfm	Rect. W8/W9	"D" W8/W5	Std 5 Bolt	22	4
*P5007065AB	W9	Aluminum	62 cc	48°	15°	NA/NA	11/32"	200 cc	290 cfm	Rect. W8/W9	"D" W8/W9	Std 5 Bolt	22	6
*P5007950	"A" Engine Replacement	Cast Iron	60 cc	59°	18°	2.02"/1.625"	8 mm	180 cc	229 cfm	Rect.	Std	10 Bolt	52	4
*P5007928	Brodix NTS	Aluminum	67 cc	59°	18°	2.15"/1.60"	11/32"	N/A	N/A	Rect. W5	"D"	5 Bolt	N/A	4

## INTAKE MANIFOLDS AND GASKETS

### A. Race Aluminum Dual Plane Intakes — 4-bbl

Mopar Performance offers two different Race Aluminum Dual Plane Intakes. Both are set up for 4-bbl carbs. Two different deck heights to meet your racing needs. (W2 Cylinder Heads).

- \*P5249572 Dual Plane Intake — 4-bbl Carb, 9.560" Deck (W2 Cylinder Heads)
- \*P5249572AB Dual Plane Intake — 4-bbl Carb, 9.200" Deck (W2 Cylinder Heads)

### B. Aluminum Single Plane Intake — 4-bbl

Take your pick from Mopar's full line of Aluminum Single Plane Intakes. Mopar's Single Plane Intakes offer either rectangular or oval ports. Set up for 4-bbl Carbs.

- \*P4532598 Single Plane Intake — 4-bbl Carb, Rectangle Port, 9.000" Deck (W7/W8/W9 Cylinder Heads)
- \*P4529408 Single Plane Intake — 4-bbl Carb, Oval Port, Water Heat 9.560" Deck (W2 Cylinder Heads)
- \*P4876829AB Single Plane Intake — 4-bbl Carb, Large Oval Port, 9.200" Deck (W2 Cylinder Heads)
- \*P4876162 Single Plane Intake — 4-bbl Carb, Rectangle Port, 9.560" Deck (W7, W8, W9 Cylinder Heads)



A.



B.

## INTAKE MANIFOLDS

Part Number	Fuel System	Material	Port Style	Port Shape	Heads	Engine Usage
*P5249572AB	4-bbl Carb	Aluminum	Dual Plane	Oval	W2	9.200" Deck
*P5249572	4-bbl Carb	Aluminum	Dual Plane	Oval	W2	9.560" Deck
*P4529408	4-bbl Carb	Aluminum	Single Plane	Oval	W2	Water-Heat, 9.560" Deck
*P4876829AB	4-bbl Carb	Aluminum	Single Plane	Large oval	W2	9.200" Deck
*P4532598	4-bbl Carb	Aluminum	Single Plane	Large Rectangle	W7, W8, W9	9.000" Deck
*P4876162	4-bbl Carb	Aluminum	Single Plane	Large Rectangle	W7, W8, W9	9.560" Deck

## INTAKE MANIFOLD APPLICATION CHART

Cylinder Head/Casting Number	Deck Height	Intake Manifold Design	Intake Material	RPM Range	Circle Track
W2	9.560"	4-bbl Dual Plane	Aluminum	Idle-6000	*P5249572
W2	9.560"	4-bbl Single Plane	Aluminum	2600-7000	*P4529408
W2	9.200"	4-bbl Dual Plane	Aluminum	Idle-6000	*P5249572AB
W2	9.200"	4-bbl Single Plane	Aluminum	2800-7200	*P4876829AB
W8/W9	9.000"	4-bbl Single Plane	Aluminum	3600-8500	*P4532598
W8/W9	9.560"	4-bbl Single Plane	Aluminum	3600-8500	*P4876162

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



A.



B.



C.



D.

### A. Intake Manifold Gasket Sets

Custom-fit intake gaskets for use with late model cylinder heads. Kits come complete to service one engine set. Includes gaskets, end seals, o-rings, and distributor seal (where applicable).

- \*P4876049 Intake Gasket Set — ("LA" Replacement Heads)
- \*P4120210 Intake Gasket Set — 0.030" Thick (W2 Heads)
- \*P4120211 Intake Gasket Set — 0.045" Thick (W2 Heads)
- \*P4007571 Intake Gasket Set — 0.060" Thick (W2 Heads)
- \*P4876446 Intake Gasket Set — 0.090" Thick (W2 Heads)
- \*P4876447 Intake Gasket Set — 0.115" Thick (W2 Heads)
- \*P5249432 Intake Gasket Set — 0.030" Thick (W5 Heads)
- \*P5249465 Intake Gasket Set — 0.045" Thick (W5 Heads)
- \*P5249466 Intake Gasket Set — 0.060" Thick (W5 Heads)
- \*P5249480 Intake Gasket Set — 0.030" Thick (W7 Heads)
- \*P5249482 Intake Gasket Set — 0.060" Thick (W7 Heads)
- \*P5007153 Intake Gasket Set — 0.030" Thick (W9 Heads)
- \*P5007154 Intake Gasket Set — 0.045" Thick (W9 Heads)
- \*P5007155 Intake Gasket Set — 0.060" Thick (W9 Heads)
- \*P5007156 Intake Gasket Set — 0.090" Thick (W9 Heads)

### EXHAUST SYSTEMS, HEADER GASKET SETS

#### B. Exhaust Gasket Set

- \*P4876103AB Exhaust Header Gasket Set (W-2 Dual Pattern Race, "A" Engine)
- \*P5007157 Exhaust Header Gasket Set (W-8/W-9, "A" Engine)

### VALVE COVERS

#### C. Wide Valve Cover Set

This Wide Valve Cover Set uses stock production gaskets. Features Mopar Performance Pentastar logo and 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. Five-bolt covers. Requires use of Mopar Valve Cover Stud Attaching Kit (P4876676).

- P4876124 Wide Valve Cover Set (Stock Production Small Blocks and W2/W5/W7/W9 Flanges)
- P5249581 5-Bolt Gasket — Rubber with Steel Shim Reinforcement (318/340/360 "A" Engines up to 1992)
- P4876676 Valve Cover Stud Attaching Kit

#### Race Valve Cover Sets (not shown)

Set includes two breathers — left side.

- \*P4510328 Race Valve Cover Set — 5-Bolt (Small Block)
- \*P4510329 Race Valve Cover Set — 10-Bolt (Magnum Engines)

### OIL PUMPS/FUEL PUMPS/WATER PUMPS

#### D. Oil Pump Assembly

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

- \*P4286589 Oil Pump Assembly (Small Block, 3.9L V6)

**A. Oil Pump Kit**

Avoid oil starvation with this high-performance Oil Pump Kit. Increases oil flow capacity when using stock pump and oil pan. Does not require a special deep pan. Includes pump cover, rotors and attaching screws. Can be used with all small block engines. Modification required with production pans.

\*P5249620 Oil Pump Kit

**B. Aluminum Valley Tray**

For use with W9 cylinder heads on a tall deck block. Designed for Late Model racing.

\*P4510327 Aluminum Valley Tray (W9 Heads)

**C. Moly-Coated Fuel Pump Eccentric**

The moly coating on this Fuel Pump Eccentric significantly reduces friction and wear.

\*P4120484 Moly-Coated Fuel Pump Eccentric (Small Block)

**D. Fuel Pump**

Special high rpm Fuel Pump for circle track applications.

\*P4876074 High-Performance Fuel Pump

**E. Race Water Pumps**

High-performance water pump for racing applications.

\*P4876548 Aluminum Race Water Pump, use with Timing Chain Cover P4876632

\*P4510325 Race Water Pump, stock-style with extra clearance for fuel pump.



A.



B.



C.



D.



E.



A.



B.



C.



D.

## NASCAR NEXTEL CUP

### A. NASCAR Nextel Cup/Craftsman Truck Sheet Metal

Contact supplier directly:  
Evernham Motorsports (704) 786-1909

### B. NASCAR Nextel Cup R5 Race Block

This stress-relieved, cast iron R5 Race Block features an open deck design and cross-bolted steel main bearing caps. Main journal size is 2.25". It must be used with P7 Cylinder Heads (P5007428).

\*P5007427 NASCAR Nextel Cup R5 Race Block

### C. NASCAR Nextel Cup P7 Aluminum Cylinder Head

Designed for the NASCAR Nextel Cup program. This partially machined head is made from high-strength aluminum alloy and features a unique 6-bolt cylinder head bolt pattern. Use with R5 Race Block only (P5007427).

\*P5007428 NASCAR P7 Aluminum Cylinder Head

### D. Nascar Nextel Cup Fuel Pump/Pushrod

High-performance mechanical fuel pump for NASCAR applications.

\*P5007652 Fuel Pump (NASCAR R5 Block)

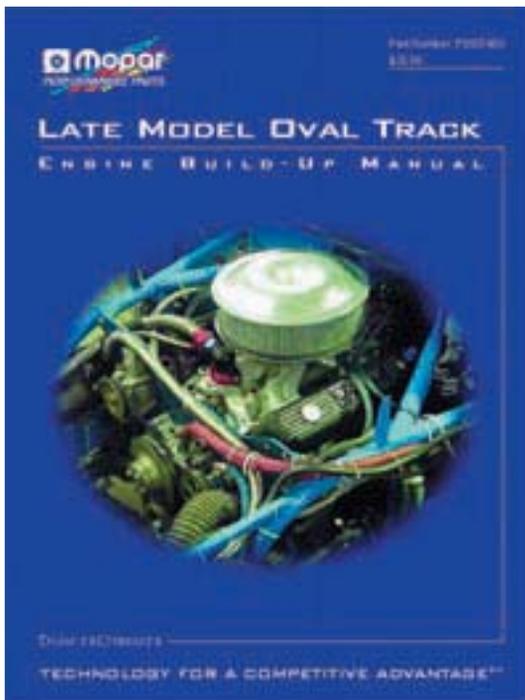
\*P5007745 Fuel Pump Pushrod (NASCAR R5 Block)

## BOOKS

### E. Mopar Late Model Oval Track Engine Build-Up Manual

This manual is recommended for anyone who wants to build a Mopar 340-410 cid Late Model oval track racing engine. It describes all of the parts and procedures necessary to build a Late Model oval track engine for competition. Written by Mopar race engineers, this step-by-step build-up manual contains information on cylinder block preparation, oiling system planning and modifications, cylinder head and valve train preparation, short block preparation, and induction and ignition setup. Also included are complete part and supplier listings. Whether you're racing in CASCAR, NASCAR, USAR Pro Cup, or any other Late Model sanctioning organization, this manual contains all of the information you need to know straight from the people who know best. (96 pages) (R3/W2)

P5007450 Mopar Late Model Oval Track Engine Build-Up Manual



E.

**A. Mopar 358 Oval Track Engine Build-Up Manual**

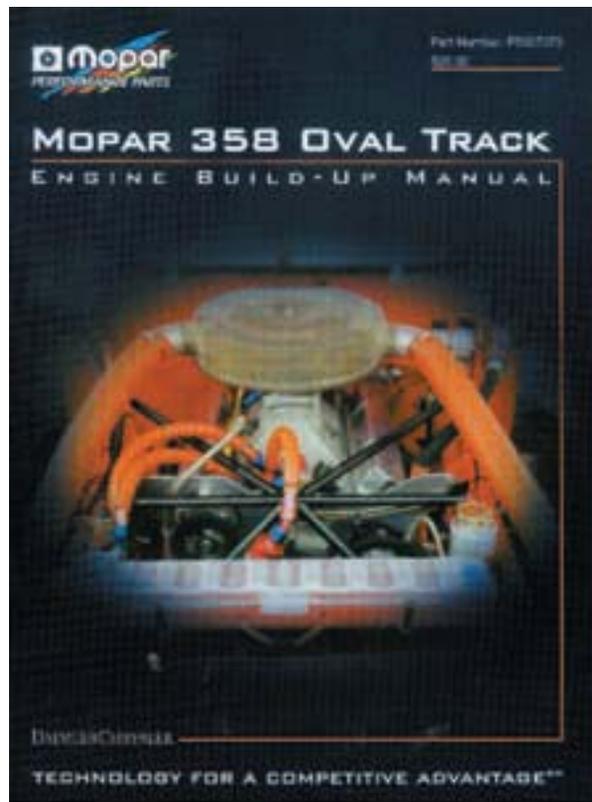
This manual is recommended for anyone who wants to build a Mopar 358 cid oval track race engine. Written in conjunction with Dodge Motorsports race engineers, this step-by-step build-up manual contains information on cylinder block preparation, oiling system planning and modifications, cylinder head and valve train preparation, short block preparation and induction setup. Also included are complete parts and supplier listings. All the information you need to know, straight from the pros. (56 pages)

P5007373 Mopar 358 Oval Track Engine Build-Up Manual

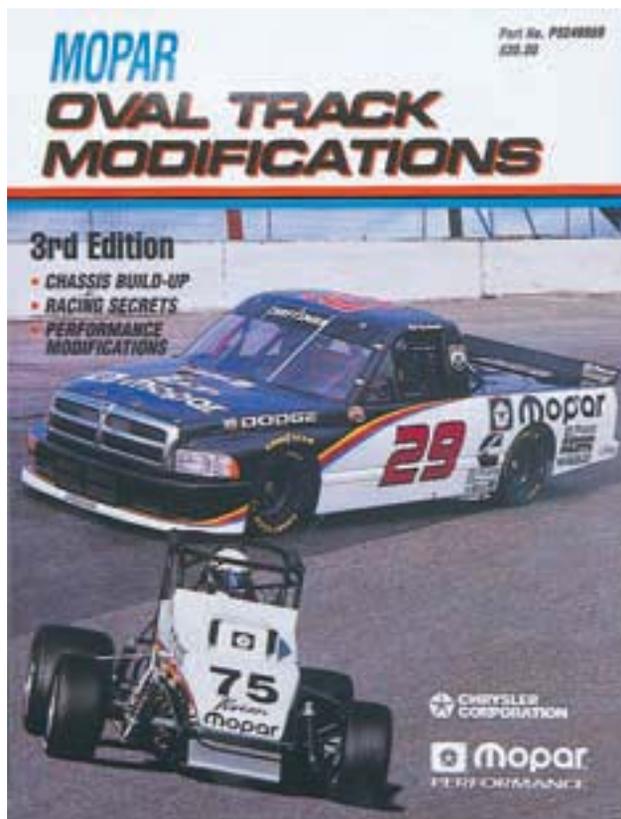
**B. Mopar Oval Track Modifications — 3rd Edition**

This is the book every Mopar oval track racer must have. It includes complete engine and chassis build-up information. Speed secrets and racing tips are directed primarily toward Chrysler-Plymouth-Dodge V8 engines (273-318, 340-360 "A" engines; 361-383-400 "B" engines; 413-426W-440 "RB" engines; 5.2L and 5.9L Magnum engines). Additional chapters include information on automatic and manual transmissions, driveshafts and rear axles, front and rear suspension, steering and handling, brakes, shocks, wheels and tires, body and chassis. Late Model, Sprint Car, and NASCAR Truck racing specifications and performance recommendations are also included. Summarizes more than four decades of Chrysler-Plymouth-Dodge involvement in oval track engineering and on-track testing. (500 pages)

P5249959 Mopar Oval Track Modifications — 3rd Edition



A.

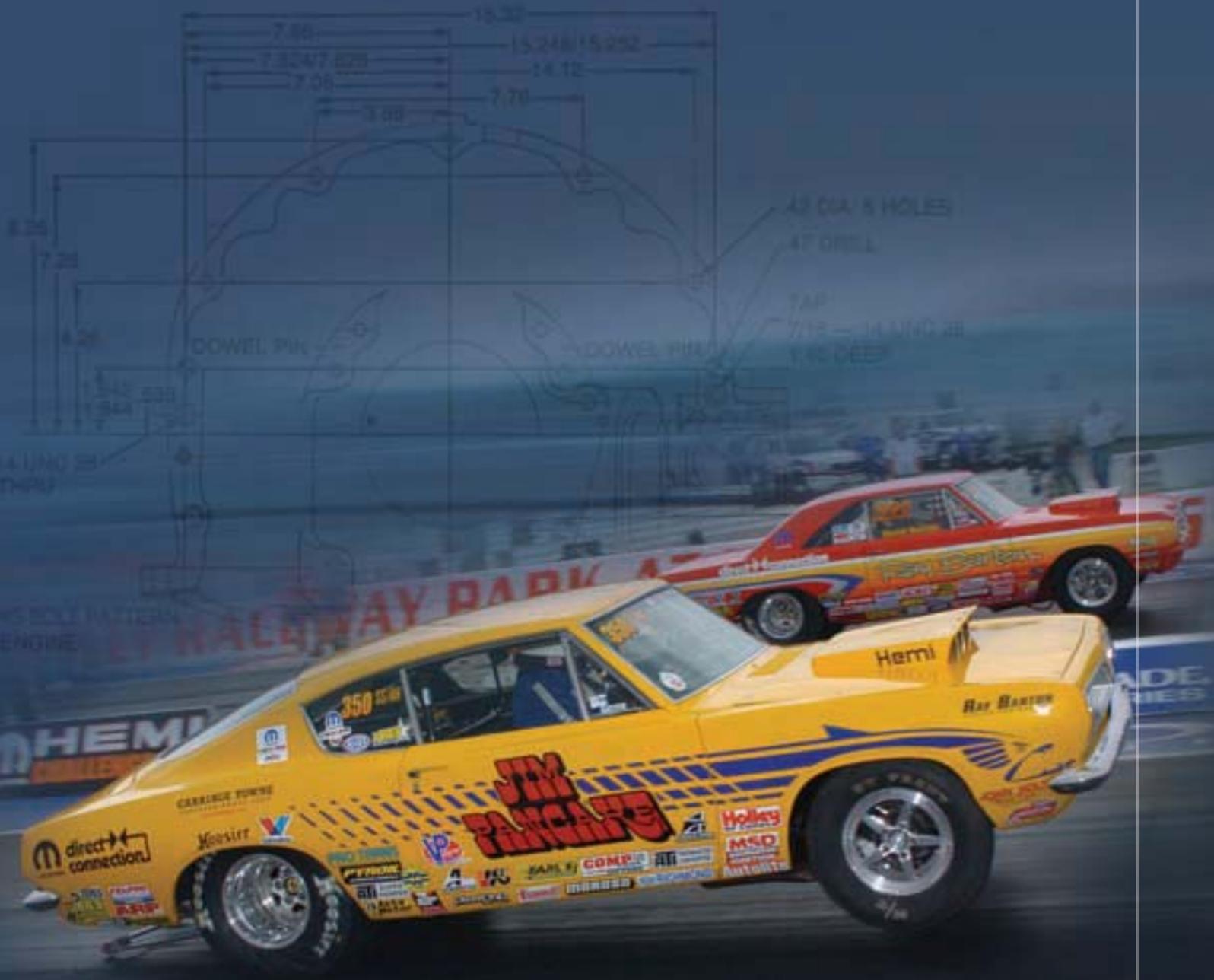


B.

# DRAG RACE

PERFORMANCE CATALOG

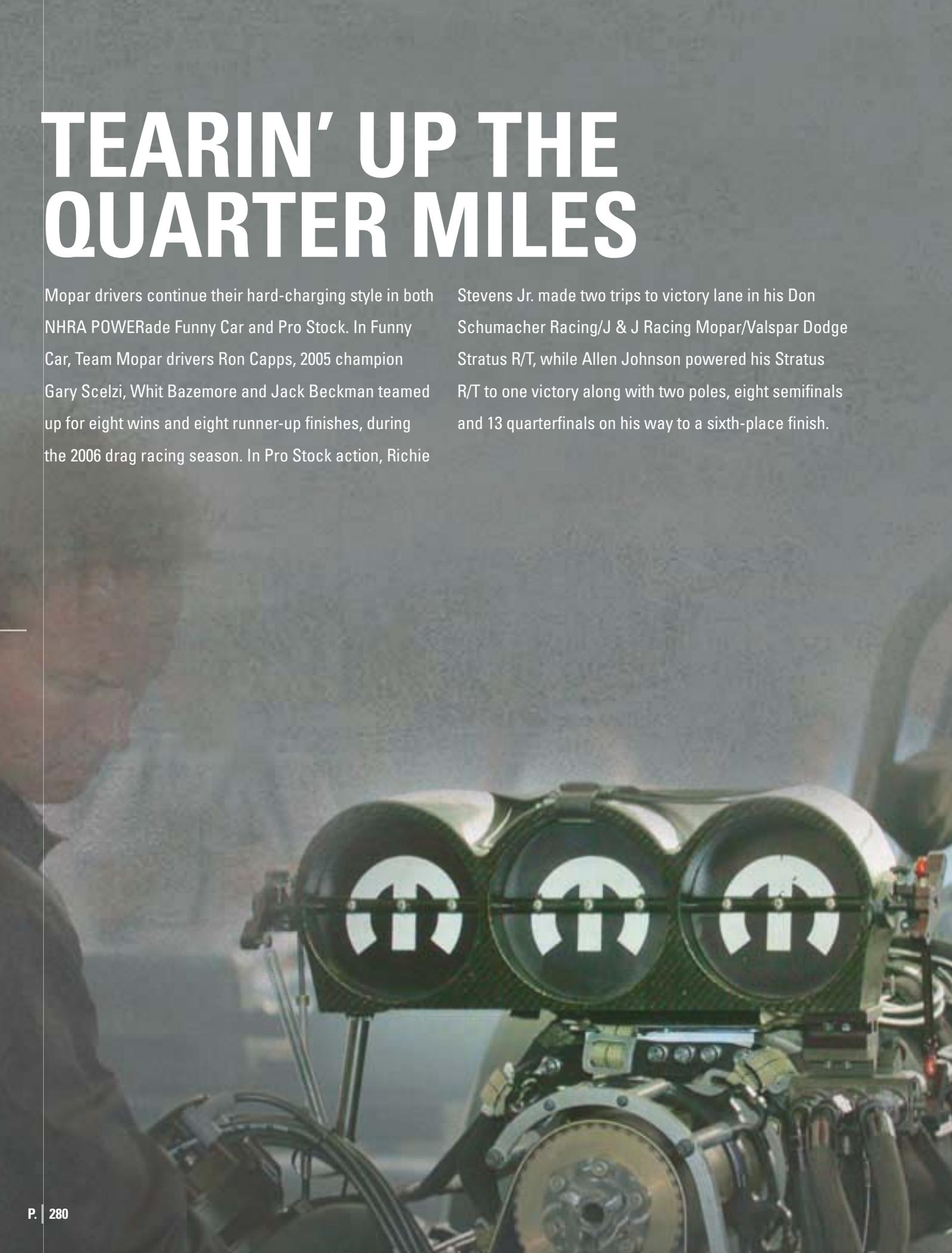
07



# TEARIN' UP THE QUARTER MILES

Mopar drivers continue their hard-charging style in both NHRA POWERade Funny Car and Pro Stock. In Funny Car, Team Mopar drivers Ron Capps, 2005 champion Gary Scelzi, Whit Bazemore and Jack Beckman teamed up for eight wins and eight runner-up finishes, during the 2006 drag racing season. In Pro Stock action, Richie

Stevens Jr. made two trips to victory lane in his Don Schumacher Racing/J & J Racing Mopar/Valspar Dodge Stratus R/T, while Allen Johnson powered his Stratus R/T to one victory along with two poles, eight semifinals and 13 quarterfinals on his way to a sixth-place finish.





#### **CAST IRON "R3" RACE ENGINE BLOCK**

Selecting a Mopar Cast Iron "R3" or "R4" Race Engine Block is a highly personal choice based on application, vehicle and just how badly you want to beat the competition! R3 blocks can be purchased with either siamesed or non-siamesed bores, depending on your preference. Choose, build, race, conquer!



#### **HEMI PRO STOCK CYLINDER HEADS**

With Hemi Pro Stock Aluminum Cylinder Heads, you'll dominate whether you race NHRA or IHRA. These are the same cylinder heads Mopar currently uses in the NHRA ProStock Series. Your competition may run, but they can't hide!



#### **P5 HEMI PARTIALLY MACHINED CYLINDER HEAD**

P5 Hemi Partially Machined Aluminum Cylinder Heads are designed to allow you to machine and port to your exact specifications. These high quality, cast aluminum heads were created specifically for race applications. Can also be used with R4 cast iron and A-4 race blocks. Don't forget—some assembly required!

## ENGINE BLOCKS AND HARDWARE

### A. Cast Iron "R3" Race Engine Blocks

Building on Mopar 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:

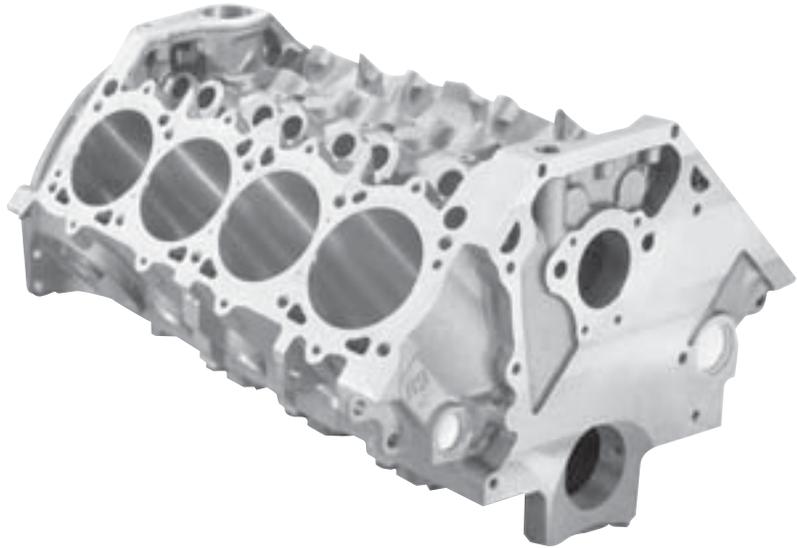
- Process-controlled castings utilizing high-strength cast iron and a computer-controlled stress relieving process
- 100% CNC machining with full statistical process control
- Thick deck surface and six-bolt cylinder head attachment (48° blocks) for improved sealing and reliability
- Rough bore at 3.900" with various options that provide over-bore capacities up to 4.220" (in Siamese-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) are available (59° blocks are not recommended for use with roller tappets)
- Thicker main webbing and pan rail for improved rigidity
- Four-bolt mains in your choice of ductile iron or billet steel.
- Machined for pre-Magnum head oiling, as well as engine mounts

- \*P4876381AB Cast Iron "R3" Race Engine Block — Siamese-bore
- \*P4876673AC Cast Iron "R3" Race Engine Block — Siamese-bore
- \*P4876791AC Cast Iron "R3" Race Engine Block — Siamese-bore
- \*P4876671AC Cast Iron "R3" Race Engine Block — Siamese-bore
- \*P5007360AB Cast Iron "R3" Race Engine Block — Siamese-bore
- \*P4876674AC Cast Iron "R3" Race Engine Block — Non-siamese bore
- \*P4876792AC Cast Iron "R3" Race Engine Block — Non-siamese bore
- \*P4876672AC Cast Iron "R3" Race Engine Block — Non-siamese bore

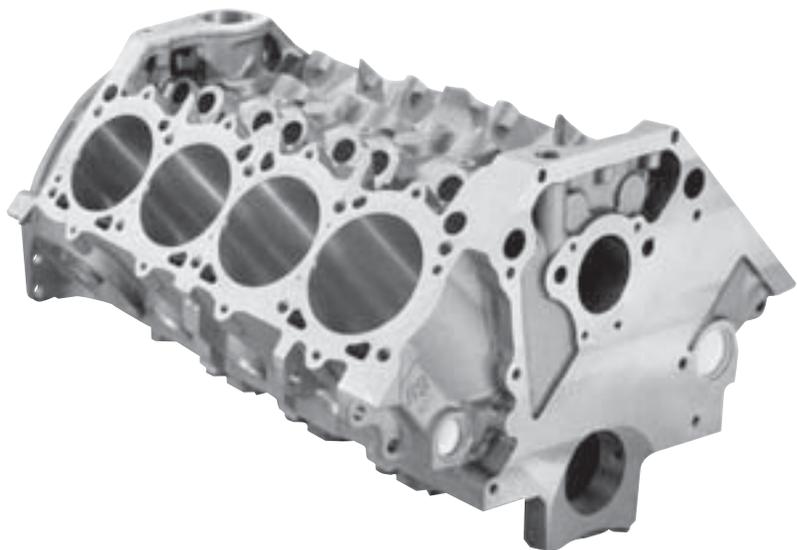
### B. Magnum / 340 Replacement Block

Limited production of the original 340 block has made it very difficult to find in good condition. Why take a chance with a 30-plus-year-old block when you can buy a new one? This new casting includes the original 340 production casting part number with an "M" added at the end to identify the Mopar Performance 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 and 340 journal size. It has thicker webbing and pan rail (like the 340 T/A), a thicker deck surface and thicker bore walls in major/minor thrust directions. Block is rough bored at 3.900". Non-Siamese bore blocks can be bored from 3.910" to 4.080", Siamese bore blocks can be bored from 3.910" to 4.220" (finish bore and honing required). Deck height is approximately 9.600". Requires the use of oil filter (PN 05281090BA). The 340 Replacement Block is ideal for restoration or where racing rules require a 340 block. It is not recommended for use with roller tappets, and may require use of late 1970s 318 motor mount (left side).

- \*P5153478 340 Replacement Engine Block — Siamese-bore
- \*P5007552 340 Replacement Engine Block — Non-Siamese-bore



A.



B.

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## MAGNUM 340/"R3" BLOCK ENGINE APPLICATIONS

Part No.	Deck Nom.	Deck Min.	Cyl. Design	Over Bore	Cap Design	Tappet Angle	Journal Size	Notes
*P4876381AB	9.025"	8.90"	Siamese	4.220"	4-Bolt — Steel	48°	318/340	(2,3,4,5)
*P5007360AB	9.025"	8.90"	Siamese	4.220"	4-Bolt — Steel	48°	2.25"	(3,4,5,7)
*P4876671AC	9.200"	8.90"	Siamese	4.220"	4-Bolt — Iron	48°	318/340	(1)
*P4876791AC	9.200"	8.90"	Siamese	4.220"	4-Bolt — Iron	59°	318/340	(6)
*P4876672AC	9.200"	8.90"	Non-siamese	4.080"	4-Bolt — Iron	48°	318/340	(1)
*P4876792AC	9.200"	8.90"	Non-siamese	4.080"	4-Bolt — Iron	59°	318/340	(6)
*P4876673AC	9.560"	9.30"	Siamese	4.220"	4-Bolt — Iron	48°	318/340	(1)
*P4876793AC	9.560"	9.30"	Siamese	4.220"	4-Bolt — Iron	59°	318/340	(6)
*P4876674AC	9.560"	9.30"	Non-siamese	4.080"	4-Bolt — Iron	48°	318/340	(1)
*P4876795AB	9.560"	9.30"	Non-siamese	4.080"	2-Bolt — Iron	59°	318/340	(6)
*P5007552	9.600"	9.30"	Non-siamese	4.080"	4-Bolt — Iron	59°	318/340	(6)
*P5153478	9.600"	9.30"	Siamese	4.220"	4-Bolt — Iron	59°	318/340	(6)
*P5153579	9.580"	9.30"	Siamese	4.220"	4-Bolt — Iron	59°	318/340	(8)
*P5153452	9.580"	9.30"	Siamese	4.220"	4-Bolt — Iron	59°	360	(8)

## Notes:

- 48° cam tunnel machining requires cam bearings P4876372 and cam UGL P4876633 or P4876634.
- 48° roller cam tunnel machining requires 50 mm roller cam bearings P4876707 and cam UGL P4876719.
- Dry Sump application only, requires external oil pump and filter.
- Lightening program removes all motor mounts, requires motor plate installation.
- Steel billet cap application: #1 – 2 bolt; #2 through #4 – 4-bolt wide register; #5 – 2 bolt ductile iron.
- 59° cam tunnel machining requires stock cam stepped bearings and standard cam.
- 48° cam tunnel machining requires 60mm cam bearings P5007361 and cam UGL P5007437.



A.

## "R4" BLOCK ENGINE APPLICATIONS

Part Number	Cylinder Head	Deck Nom.	Deck Min.	Overbore	Cap Design	Tappet Angle	Journal Size	Notes
*P5007151AC	P5	8.580"	8.445"	4.220"	4-Bolt Aluminum	45° Intake/ 59° Exhaust	2.25"	(1, 3)
*P5007270AC	Wedge	8.580"	8.445"	4.220"	4-Bolt Steel	48° Intake/ 48° Exhaust	2.25"	(1, 2)

## Notes:

- Dry Sump application only, requires external oil pump and filter.
- 48° cam tunnel machining requires 60 mm cam bearings P5007361 and cam UGL P5007437.
- No distributor.

## Magnum Race Block (Not Shown)

These new Magnum race blocks are made from the heavy duty "R3" Siamese bore casting. Features:

- Ductile Iron Main Caps (4-bolt on the center 3 caps)
- Dual Motor Mounts w/ "LA" and Magnum mounts (must use late 1970s 318 mount for left side when using 340/360 "LA" wedge motor mounts)
- Heavy Duty Casting w/Thicker deck and bore walls
- Works with all stock Magnum Engine components
- Allows use of Magnum "stock style" Hydraulic Roller Camshafts
- Not recommended for use with aftermarket tie bar style mechanical tappets
- High Nickel block casting
- Siamese Bore – allows up to 4.220" bore size
- Rough bore size – 3.90" on 5.2L, and 3.94" on 5.9L block

\*P5153579 5.2L Magnum Race Block - Siamese

\*P5153452 5.9L Magnum Race Block - Siamese

## A. Cast Iron "R4" Race Engine Blocks

These Siamese-bore short deck, high-nickel alloy cast iron race blocks are cross-drilled for improved cooling between bores. Blocks are stress relieved, shot peened and machined for 60 mm roller cam bearings. They are 100% CNC machined and utilize optimal valve train geometry. They feature small main bearing size (2.25" journals) and 4-bolt main caps. Blocks are available with either the P5 or Wedge head bolt pattern. Refer to chart below for detailed specifications.

\*P5007270AC Cast Iron "R4" Race Engine Block — Wedge Heads

\*P5007151AC Cast Iron "R4" Race Engine Block — P5 Heads

**Gear Drives (Not Shown)**

Eliminates chain-induced cam timing fluctuations.

- \*P5249758 Gear Drive (Use with Fuel Pump Eccentric P4120484)
- \*P4120484 Moly-Coated Fuel Pump Eccentric (Small Block)

**A. Forged Crankshafts**

Surface hardened, 4340 forged steel Small Block Crankshafts feature radiused fillets at main and rod journals and a six-bolt flange.

- \*P5007252 Forged Crankshaft — 4.00" Stroke (318/340 Main)
- \*P5007254 Forged Crankshaft — 4.00" Stroke (360 Main)



A.

**SMALL BLOCK ENGINE DISPLACEMENT (CUBIC INCHES)**

STROKE	BORE (IN INCHES)										
	3.910	3.940	3.970	4.000	4.030	4.040	4.060	4.100	4.125	4.180	4.220
3.310	318	323	328	333	338	340	343	350	354	363	370
3.580	344	349	355	360	365	367	371	378	383	393	401
3.790	364	370	375	381	387	389	392	400	405	416	424
4.000	384	390	396	402	408	410	414	422	427	439	448
4.250	408	414	421	427	433	436	440	449	454	466	476

**B. Race Roller UGL Camshafts**

The 48° tappet "R" blocks (R1, R2, R3, R4) and the 48° tappet aluminum blocks require special cams. These lightweight UGL (unground lobe) camshafts enable cam grinders to grind specific cam profiles to create a finished cam. Cannot be used in engine as is.

- \*P5007437 Race Roller UGL Camshaft — Roller Tappets, for 60 mm Roller Bearings P5007361 ("R" Blocks)
- \*P4876633 Race Roller UGL Camshaft — Roller Tappets, for Babbitt Bearings P4876372 ("R" Blocks)
- \*P4876634 Race Roller UGL Camshaft — Flat Tappets, for Babbitt Bearings P4876372 ("R" Blocks)
- \*P5007932 Race Roller UGL Camshaft — Roller Tappets, for 50 mm Roller Bearings P4876707 ("R" Blocks)



B.

**P5 COMPONENTS**

**C. P5 Hemi Aluminum Cylinder Head**

Mopar semi-machined P5 Hemi Aluminum Cylinder Heads feature a high-quality aluminum casting designed for race applications. Special features include a unique valve cover design, 5/16" valve stem size, unique six-bolt cylinder head mounting design for improved sealing, and unique valve angles (10° Intake, 2° Exhaust). For use with the "R4" Cast Iron Block (P5007151) and A-4 Aluminum Block (P5007467). Requires machining and porting.

- \*P5007509AB P5 Hemi Aluminum Cylinder Head



C.

Visit us on the Web! [www.mopar.com](http://www.mopar.com)

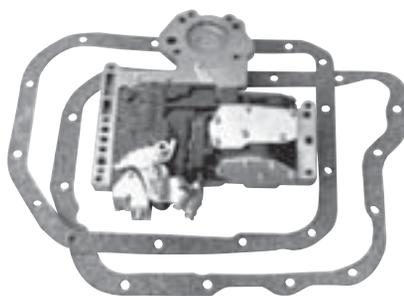
\*Not legal for sale on pollution-controlled vehicles or vehicles registered for highway use.



A.



B.



C.



D.

### P5 Head Gasket Set (Not Shown)

Designed and engineered for NHRA Pro Stock Truck competition. Exclusively for "R4" Cast Iron Block/P5 Hemi Aluminum Cylinder Head combination.

\*P5007452 P5 Head Gasket Set — Up to 4.180" Bore ("R4" Cast Iron Block/P5 Hemi Aluminum Cylinder Head)

### VALVE COVERS

#### A. W8 Valve Cover Set

These distinctive magnesium valve covers are designed exclusively for use with Mopar W8 cylinder heads. Sold as a pair.

\*P4876699 Magnesium W8 Valve Cover Set (W8 Heads)  
 \*P4876401 Valve Cover Gasket Set (W8 Heads)  
 \*P4876676 Valve Cover Stud Attaching Kit

#### B. P5 Valve Covers

Magnesium Valve Cover Set for P5 Hemi® Cylinder Heads.

\*P5153323 Magnesium Valve Cover Set (P5 Hemi® Heads)  
 \*P5007218 Valve Cover Gasket Set—O-Ring Style (P5 Hemi® Heads)

### TRANSMISSION COMPONENTS

#### C. RWD Valve Body Assembly

Get manual shift turbo action. RWD Valve Body Assembly eliminates 2–3 shift overlap. Fits all 1966–76 Mopar transmissions and 1966–83 non-lockup, reverse pattern. For race use only.

\*P4007291 RWD Valve Body Assembly (1966–83 A-727)

### HEMI PRO STOCK

#### D. 2006 NHRA Hemi Pro Stock Block

This Hemi Pro Stock Block is legal for NHRA Pro Stock racing and features 4.900" bore centers, 4-bolt splayed mains and a 9.100" deck height as shipped.

\*P5153651 Pro Stock Block

**A. Hemi Pro Stock Cylinder Heads**

Now you can power up with the same cylinder heads used on Mopar-sponsored NHRA Pro Stock race engines. Heads are made of heavy-duty aluminum and feature a six-bolt head pattern. Both ports are designed with material for porting, and the intake ports point straight at carbs. Valve alignment is E-I-I-E-E-I-I-E. Heads use individual rocker shaft systems. Oil drain is located at each end of the head. Requires finish machining and porting.

- \*P5007135 IHRA Cylinder Head — 5.00" Bore Center (Hemi Pro Stock)
- \*P5007178 IHRA Cylinder Head — 5.00" Bore Center (Hemi Pro Mod)
- \*P5153447AB 2006 NHRA Hemi Pro Stock Cylinder Head — Use with P5153651 block.

**B. Cast Magnesium Valve Covers**

Cast Magnesium Pro Stock Valve Covers with cast-in Hemi logo are designed for Hemi Pro Stock Cylinder Heads only. Single plug design (sold individually).

- \*P5007300 IHRA Valve Cover — 5.00" Bore Center (Hemi Pro Stock)
- \*P4876884 NHRA Valve Cover — 4.90" Bore Center (Hemi Pro Stock)

**Valve Guide (Not Shown)**

Valve Guide (Pro Stock Cylinder Heads)

- \*P5007813 For use with Pro Stock Cylinder Heads (P5153447AB). Sold individually.

**C. Rear Seal Retainer**

This billet aluminum rear seal retainer is anodized blue with engraved Mopar "M"

- \*P5153470 Rear Seal Retainer (B/RB and Hemi Engines)



A.



B.



C.

# PERFORMANCE GAUGES

PERFORMANCE CATALOG



## PERFORMANCE GAUGES

Mopar Performance gauges — Created using race proven Auto Meter components, Mopar Performance Gauges are now infused with superior LED through-the-dial O.E. quality lighting, to provide “at-a-glance” readings day or night.

### Full Sweep Electric

Powered by digital, microprocessor-controlled, rugged stepper motor drives and laboratory-grade sending units, Full Sweep Electric Gauges are the BEST gauges available. Extreme durability and readability of 270-degree sweep mechanical gauges is combined with easy installation and safe operation of short sweep electrics. Track-tested and race-proven, these units employ precision senders to keep hazardous fluids out of the driver compartment and to perform gauge calibration and sensor diagnostics at power-up for extreme accuracy every time. Most units are compatible with Auto Meter Data Logger, for the ultimate race info center.

### Mechanical

Bronze Bourdon tube, 270-degree sweep movements, and durable nylon gearing have made these rugged and long lasting gauges a proven high-performance favorite for more than 25 years. These mechanical gauges require no electrical power for operation, which makes them an ideal choice for vehicles with no- or low-powered electrical systems.

### Short Sweep Electric

Advanced 90-degree air core movements and simple three-wire installation characterize these high-performance instruments. Electrical signals collect data generated from hazardous fluids in the engine compartment, to ensure precision. It's all the information you need—and nothing you don't.

### A. NEW! Black Dials

Mopar Performance instruments utilize reverse lighting technology to radiate intense, blue light through the numbers, increments, and “M” logo using LED through-the-dial illumination. Patented, high contrast, glowing red pointers ensure accurate, easy to read information on a jet black face.

- 77060031 Mechanical Diesel Boost Vacuum: 2 1/16"; Range: 0–35 psi
- 77060033 Mechanical Boost Vacuum: 2 1/16"; Boost Vacuum: 20 psi/30" hg with peak warning and memory
- 77060035 Mechanical Oil Pressure: 2 1/16"; Range: 0–100 psi
- 77060039 Short Sweep Electronic Water Temperature: 2 1/16"; Range: 100°F–250°F
- 77060043 Full Sweep Electronic Fuel Level: 2 1/16"
- 77060045 Short Sweep Electronic Oil Pressure: 2 1/16"; Range: 0–100 psi
- 77060047 Full Sweep Electronic Pyrometer: 2 1/16"; Range: 0°F–1600°F
- 77060049 Short Sweep Electronic Transmission Temperature: 2 1/16"; Range: 100°F–260°F
- 77060051 Short Sweep Electronic Voltmeter: 2 1/16"; Range: 8–18 Volts
- 77060053 Full Sweep Electronic Water Temperature: 2 1/16"; Range: 100–250°F
- 77060055 Full Sweep Electronic In-dash Speedometer: 3 3/8"; Range: 0–160 mph
- 77060057 Full Sweep Electronic In-dash Tachometer: 3 3/8"; Range: 0–10,000 rpm
- 77060059 Full Sweep Electronic Shift Light Tachometer: 3 3/8"; Range: 0–10,000 rpm
- 77060061 Full Sweep Electronic Diesel Boost Vacuum: 2 1/16"; Range: 0–30 psi



Day Light



### A.

Night Light

Visit us on the Web! [www.mopar.com](http://www.mopar.com)

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



**A.** Day Light



**B.**



**C.**

**A. NEW! White Dials**

Mopar Performance instruments utilize reverse lighting technology effect to create a dark dial that radiates intense, blue light through the numbers, increments and "M" logo using LED through-the-dial illumination. Patented, high contrast, glowing red pointers ensure accurate, easy to read information on a bright white face.

- 77060030 Mechanical Diesel Boost Vacuum: 2 1/16"; Range: 0–35 psi
- 77060032 Mechanical Boost Vacuum: 2 1/16"; Boost Vacuum: 20 psi/30" hg with peak warning and memory
- 77060034 Mechanical Oil Pressure: 2 1/16"; Range: 0–100 psi.
- 77060038 Short Sweep Electronic Water Temperature: 2 1/16"; Range: 100°F–250°F
- 77060042 Full Sweep Electronic Fuel Level: 2 1/16"
- 77060044 Short Sweep Electronic Oil Pressure: 2 1/16"; Range: 0–100 psi
- 77060046 Full Sweep Electronic Pyrometer: 2 1/16"; Range: 0°F–1600°F
- 77060048 Short Sweep Electronic Transmission Temperature: 2 1/16"; Range: 100°F–260°F
- 77060050 Short Sweep Electronic Voltmeter: 2 1/16"; Range: 8–18 Volts
- 77060052 Full Sweep Electronic Water Temperature: 2 1/16"; Range: 100°F–250°F
- 77060054 Full Sweep Electronic In-dash Speedometer: 3 3/8"; Range: 0–160 mph
- 77060056 Full Sweep Electronic In-dash Tachometer: 3 3/8"; Range: 0–10,000 rpm
- 77060058 Full Sweep Electronic Shift Light Tachometer: 3 3/8"; Range: 0–10,000 rpm
- 77060060 Full Sweep Electronic Diesel Boost Vacuum: 2 1/16"; Range: 0–30 psi

**B. Silver Face with Black SRT Logo**

Silver and white face gauges use perimeter incandescent lighting that utilize white light bulbs to spill soft light around the edges of the instrument dial and reflect off of a three dimensional pointer design for night time illumination that's easy on the eyes.

- P4510435 Air/Fuel Ratio: 2 1/16". Measures your engine's air/fuel ratio from lean to rich. For 2003 and newer models, you must order the Oxygen Sensor Kit (P4510599).
- P4510525 Boost-Vacuum: 2 1/16". Boost Vacuum 30 psi/30" hg with peak warning and memory.
- P4510430 EGT Kit (Pyrometer): 2 1/16"; Range: 0°F–1600°F
- P4510434 Full Sweep Fuel Pressure: 2-1/16"; Range: 0–100 psi
- P4510431 Oil Pressure: 2 1/16"; Range: 0–100 psi
- P4510433 Voltmeter: 2 1/16"; Range: 8–18 volts

**C. White Face with Blue Mopar Logo**

- P4510426 Air/Fuel Ratio: 2-1/16". Measures your engine's air/fuel ratio from lean to rich. For 2003 and newer models, you must order the Oxygen Sensor Kit (P4510599).
- P4510420 Boost Vacuum: 2-1/16". Boost Vacuum 30 psi/30" hg with peak warning and memory.
- P4510421 EGT Kit (Pyrometer): 2 1/16"; Range: 0°F–1600°F
- P4510425 Full Sweep Fuel Pressure: 2 1/16"; Range: 0–100 psi
- P4510422 Oil Pressure: 2 1/16"; Range: 0–100 psi
- P4510424 Voltmeter: 2 1/16"; Range is 8–18 volts
- P4510423 Water Temperature: 2-1/16"; Range is 100°F–250°F
- P4510419 Tachometer: 5"; Range: 0–10,000 rpm. Tachometer Signal Adapter (P4510598) required.

## PERFORMANCE GAUGES

### Air/Fuel Oxygen Sensor Kit (Not Shown)

P4510599 Oxygen Sensor Kit — Required on 2003 and newer models, use with P4510435 or p4510426

### 5.0" Tachometer Signal Adapter (Not Shown)

P4510598 Tachometer Adapter — Required for all applications without a distributor, use with P4510419

### A. Speedometer Cable

When restoring your classic, why reinstall speedometer cable that's 30-plus years old, when you can install a brand-new part from Mopar? This original-equipment quality cable will provide years of trouble-free operation and is easy to install.

04897646AA Speedometer Cable (A-, B- and E-Bodies)

### B. Gauge Pods

These Gauge Pods from Mopar Performance are 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 modification to the vehicle's interior.

- P4510560 Single Gauge Pod, A-Pillar Mount, Black Finish (2003–05 SRT4, 2000–05 Neon)
- P4510559 Dual Gauge Pod, A-Pillar Mount, Black Finish (2003–05 SRT4, 2000–05 Neon)
- P4510567 Dual Gauge Pod, A-Pillar Mount, Beige Finish (2001–05 PT Cruiser)
- 77060062 Dual Gauge Pod, A-Pillar Mount, Black Finish (2004–05 Magnum, 300C)
- 77060063 Dual Gauge Pod, A-Pillar Mount, Black Finish (2000–05 Neon)
- 77060064 Triple Gauge Pod, A-Pillar Mount, Black Finish (2000–05 Neon)
- 77060065 Triple Gauge Pod, Dash Mount, Black Finish (2003–04 Ram)
- 77060066 Dual Gauge Pod, Dash Mount, Black Finish (1997–2005 Jeep Wrangler)
- 77060067 Dual Gauge Pod, A-Pillar Mount, Tan Finish (2003–05 Ram)
- 77060068 Triple Gauge Pod, A-Pillar Mount, Tan Finish (2003–05 Ram)
- 77060069 Dual Gauge Pod, Overhead Mount, Black Finish (2003–05 Ram)
- 77060070 Triple Gauge Pod, Overhead Mount, Black Finish (2003–05 Ram)
- 77060071 Quad Gauge Pod, Overhead Mount, Black Finish (2003–05 Ram)
- 77060074 Replacement Single Gauge Pod, A-Pillar Mount, Black Finish (2006 Caliber)
- 77060075 Replacement Dual Gauge Pod, A-Pillar Mount, Black Finish (2006 Caliber)
- 77060076 Dual Gauge Pod, Dash Mount, Black Finish (2006 Nitro)
- 77060077 Triple Gauge Pod, Dash Mount, Black Finish (2006 Nitro)
- 77060078 Replacement Dual Gauge Pod, A-Pillar Mount (2006 Nitro)
- 77060079 Replacement Dual Gauge Pod, A-Pillar Mount (2006 Compass)



A.



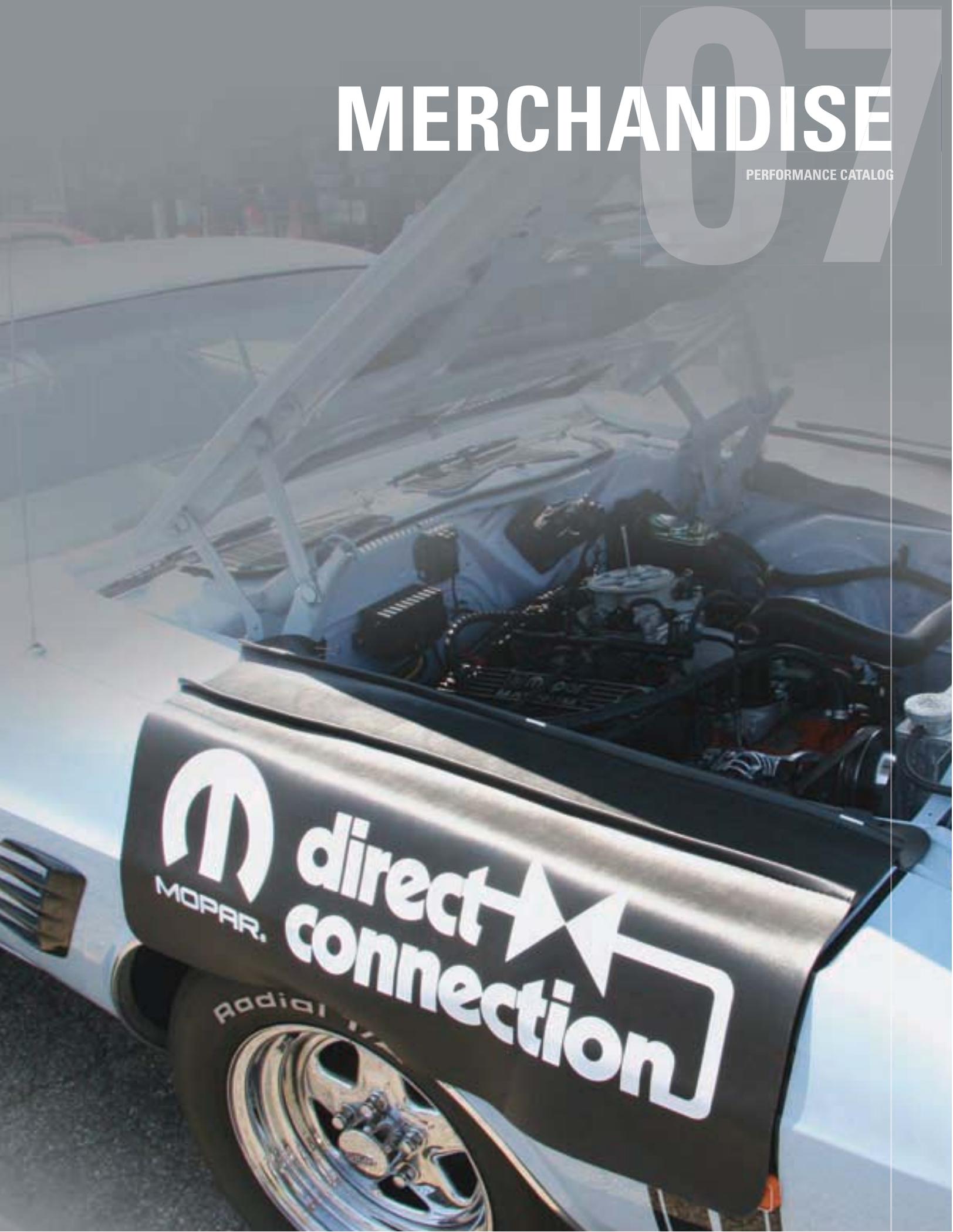
B.

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# MERCHANDISE

PERFORMANCE CATALOG



**TEAM MOPAR**

Mopar is excited to announce the release of these limited-edition, adult collectible models. Race cars featured represent some of yesterday's legendary racing heroes, as well as some of today's stars; you'll be thrilled with the selection available. A limited number of each has been produced, so get yours today! Each features:

- Opening Hood
- Steerable Front Wheels
- Highly Detailed Interior, Chassis and Engine Compartment
- Realistic Soft Tires
- Authentic Paint Scheme, Numbers and Graphics

**A. 2006 NHRA Dodge Charger Funny Car— Gary Scelzi**

P5153692 2006 NHRA Dodge Charger Funny Car — Gary Scelzi, 1:16 Scale

**B. 2005 NHRA Dodge Stratus Funny Car— Gary Scelzi**

P5153569 2005 NHRA Dodge Stratus Funny Car — Gary Scelzi, 1:16 Scale

**C. 2004 NHRA Dodge Stratus Funny Car— Gary Scelzi**

P4510853 2004 NHRA Dodge Stratus Funny Car — Gary Scelzi, 1:16 Scale

**D. 2003 NHRA Dodge Stratus Funny Car— Gary Scelzi**

P4510267 2003 NHRA Dodge Stratus Funny Car — Gary Scelzi, 1:16 Scale

**E. 2005 NHRA Dodge Stratus Funny Car— Commemorative Black Mopar/Oakley**

P5153581 2005 NHRA Dodge Stratus Funny Car — Gary Scelzi, 1:16 Scale

**F. 2005 NHRA Dodge Stratus Funny Car— Commemorative Black Mopar/Oakley**

P5153588 2005 NHRA Dodge Stratus Funny Car — Gary Scelzi, 1:16 Scale

**G. 2006 NHRA Dodge Stratus Pro Stock— Shaun Carlson**

P5153796 2006 NHRA Dodge Stratus ProStock — Shaun Carlson, 1:24 Scale

**H. 2006 NHRA Dodge Stratus Pro Stock— Richie Stevens**

P5153818 2006 NHRA Dodge Stratus ProStock — Richie Stevens, Jr., 1:24 Scale



A.



B.



C.



D.



E.



F.



G.



H.



A.



B.



C.



D.



E.



F.

**A. 2006 NHRA Dodge Stratus Pro Stock—  
Sox & Martin**

P5153797 2006 NHRA Dodge Stratus ProStock —  
Sox & Martin, 1:24 Scale

**B. 2006 NHRA Dodge Stratus Pro Stock —  
Direct Connection**

P5153736 2006 NHRA Dodge Stratus ProStock —  
Direct Connection, 1:24 Scale

**C. 2005 NASCAR Dodge Intrepid — No. 9**

P5153703 2005 NASCAR Dodge Intrepid —  
No. 9 Kasey Kahne, 1:24 Scale

**D. 2004 NASCAR Dodge Intrepid — No. 9**

P5153317 2004 NASCAR Dodge Intrepid —  
No. 9 Kasey Kahne, 1:18 Scale

**E. Mopar World of Outlaws Sprint Car — No. 20**

P5153531 2005 World of Outlaws Sprint Car — No. 20  
Danny Lasoski, 1:24 Scale

**F. Direct Connection Truck and Trailer**

P5153729 Direct Connection Truck and Trailer —  
1:64 Scale

## WING CARS

### A. 1969 Dodge Daytona — No. 71

P5153500 1969 Dodge Daytona — No. 71  
K&K Insurance — Bobby Issac, 1:18 Scale

### B. 1969 Dodge Daytona — No. 6

P5153502 1969 Dodge Daytona — No. 99 Nichols  
Engineering — Charlie Glotzbach, 1:18 Scale

### C. 1969 Dodge Daytona — No. 99

P5153503 1969 Dodge Daytona — No. 99 Nichols —  
Engineering Charlie Glotzbach, 1:18 Scale

### D. 1969 Dodge Daytona — No. 88

P5153505 1969 Dodge Daytona — No. 88 World Record  
Test Car, 1:18 Scale

### E. 1969 Dodge Daytona — No. 3

P5153506 1969 Dodge Daytona — No. 3 Don White,  
1:18 Scale

### F. 1970 Plymouth Superbird — No. 40

P5153504 1970 Plymouth Superbird — No. 40 Pete  
Hamilton, 1:18 Scale



A.



B.



C.



D.



E.



F.



A.



B.



C.



D.



E.



F.



G.

**A. 1970 Plymouth Superbird — No. 5**

P5153507 1970 Plymouth Superbird — No. 5 Bobby Unser, 1:18 Scale

**B. 1970 Plymouth Superbird — No. 1**

P5153508 1970 Plymouth Superbird — No. 1 Roger McClusky, 1:18 Scale

**C. 1970 Plymouth Superbird — No. 2**

P5153509 1970 Plymouth Superbird — No. 2 Norm Nelson, 1:18 Scale

**D. 1970 Plymouth Superbird — No. 7**

P5153510 1970 Plymouth Superbird — No. 7 Ramo Stott, 1:18 Scale

**DODGE CHARGER**

**E. 1969 Dodge Charger 500 — No. 22**

P5153609 1969 Dodge Charger 500 — No. 22 Bobby Allison, 1:18 Scale

**F. 1969 Dodge Charger 500 — No. 99**

P5153610 1969 NHRA Dodge Charger 500 — No. 99 Paul Goldsmith, 1:18 Scale

**G. 1968 Dodge Charger**

P5153487 1968 NHRA Modified Production Dodge Charger — Dick Landy, 1:18 Scale

## PLYMOUTH BARRACUDA

### A. 1968 Super Stock Plymouth Barracuda

P5153496 1968 Super Stock Plymouth Barracuda —  
Arlen Vanke, 1:18 Scale

### B. 1968 Super Stock Plymouth Barracuda

P5153497 1968 Super Stock Plymouth Barracuda —  
Judy Lilly "Miss Mighty Mopar," 1:18 Scale

### C. 1968 Super Stock Plymouth Barracuda

P5153499 1968 Super Stock Plymouth Barracuda —  
Mule Car, 1:18 Scale



A.

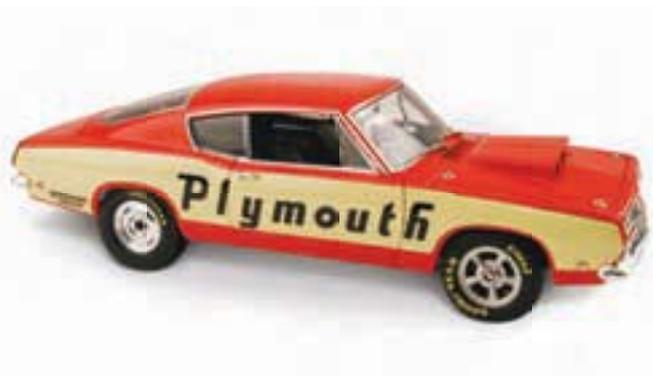
## PLYMOUTH DUSTER

### D. 1971 Pro Stock Plymouth Duster

P5153486 1971 Pro Stock Plymouth Duster —  
Butch Leal, 1:18 Scale



B.



C.



D.



A.



B.



C.



D.



E.

**A. 1971 Pro Stock Plymouth Duster**

P5153488 1971 Pro Stock Plymouth Duster — Bobby Yowell, 1:18 Scale

**B. 1972 Pro Stock Plymouth Duster**

P5153489 1972 Pro Stock Plymouth Duster — Roy Hill, 1:18 Scale

**C. 1974 Super Sock Plymouth Duster**

P5153490 1974 Super Stock Plymouth Duster — Judy Lilly "Miss Mighty Mopar," 1:18 Scale

**D. 1973 Pro Stock Plymouth Duster**

P5153492 1973 Pro Stock Plymouth Duster — Don Carlton "Mopar Missile"

**EARLY SUPER STOCK**

**E. 1964 Super Stock Dodge**

P5153491 1964 Super Stock Dodge — Bud Faubel "Hemi Honker", 1:18 Scale

**1964 Super Stock Dodge Coronet 330 (Not Shown)**

P5153495 1964 Super Stock Dodge Coronet 330 — Dave Strickler, 1:18 Scale

## MERCHANDISE

### DODGE DART

#### A. 1968 Super Stock Dodge 440 Dart

P5153498 1968 Super Stock Dodge Dart - Ron Mancini  
"Detroit Bee Leaver," 1:18 Scale



A.

### DODGE CORONET

#### 1967 Dodge Coronet "WO" Superstock (Not Shown)

P5153777 1967 Dodge Coronet - Dick Landy's Dodge,  
Dick Landy, 1:18 Scale

### DISPLAY CASES

#### B. Vehicle Display Case

P5153584 1:24 Scale Vehicle Display Case  
(Car not included)



B.

#### C. Vehicle Display Case

P5153585 1:18 Scale Vehicle Display Case  
(Car not included)

### DISPLAY ENGINES

#### D. 426 Street Hemi

P5153582 1:6 Scale 426 Street Hemi

#### E. 426 NASCAR Race Hemi

P5153583 1:6 Scale 426 Race Hemi



C.



D.



E.



A.



B.



C.



D.



E.



F.



G.

## FENDER COVERS

Mopar Fender Covers are perfect for protecting the paint on your front fenders from grease, oil and scratches when working under the hood, or to dress up your classic whenever you put the hood up to show off at the local car show. Made from high-quality vinyl with a soft backing, Mopar Fender Covers are available in black with your choice of a Hemi, Wedge, Direct Connection or Mopar imprint.

### A. Fender Cover, Hemi

P5153621 Fender Cover, Hemi, Orange on Black

### B. Fender Cover, WEDGE

P5153622 Fender Cover, Wedge, White on Black

### C. Fender Cover, Direct Connection,

P5153623 Fender Cover, Direct Connection, White on Black

### D. Fender Cover, Mopar

P5153624 Fender Cover, Mopar, White on Black

## TIRE COVERS

Mopar Tire Covers are an effective way to keep your tires cool and ensure proper psi during those hot summer days at the track. Made of high-quality vinyl and designed to last, they are available with your choice of a Mopar, Hemi or Direct Connection imprint.

### E. Tire Cover, Mopar

P5153625 Tire Cover, Mopar, Blue on White

### F. Tire Cover, Hemi

P5153626 Tire Cover, Hemi, Orange on White

### G. Tire Cover, Vintage Direct Connection

P5153627 Tire Cover, Vintage Direct Connection, Red/Blue/Black on White

## POSTERS

Show your love of the fast, explosive world of Mopar. These posters will look great, whether tacked up on your shop wall, or framed and mounted in the trophy room. All are printed on high-quality stock, in limited runs. Get yours today!

### A. Mopar "Fire" Poster

P5153656 Mopar "Fire" Poster, 36"x24"

### B. Mopar "OPA!" Poster

P5153657 Mopar "OPA!" Poster, 36"x24"

### C. Mopar "Hell Yeah!" Poster

P5153658 Mopar "Hell Yeah!" Poster, 24"x36"

Show your appreciation of the Mopar Super Stock Hemi Challenge by adding these posters to your garage order.



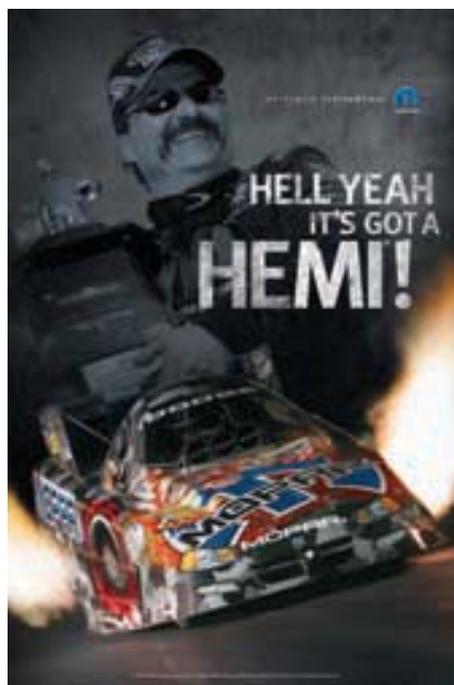
A.

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B.

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C.

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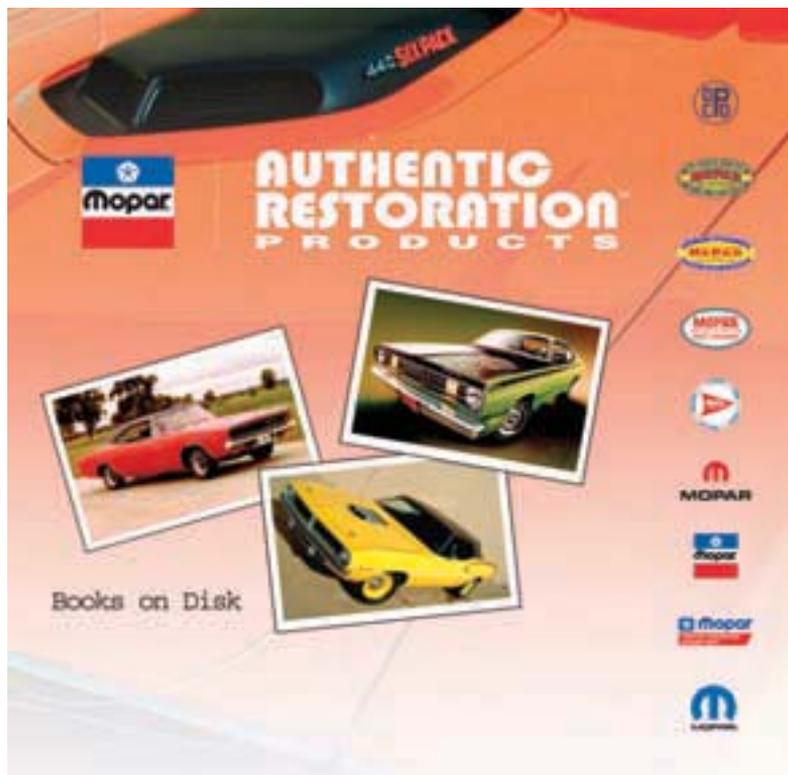
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## SERVICE MANUALS ON DISK

**A. Service Manuals and Parts Catalogs on CD-ROM**

Servicing your vintage Mopar or cooking up and researching part numbers just got a lot easier. Easy to read, these CD-ROMs offer an alternative to scrounging swap meets for those hard-to-find manuals or catalogs.



P4510796AB	1962 Master Parts Book, Chrysler/Dodge/Plymouth
P4510797AB	1963 Master Parts Book, Chrysler/Dodge/Plymouth
P4510798AB	1964 Master Parts Book, Chrysler/Dodge/Plymouth
P4510799AB	1965 Master Parts Book, Chrysler/Dodge/Plymouth
P4510800AB	1966 Master Parts Book, Chrysler/Dodge/Plymouth
P4510801AB	1967 Master Parts Book, Chrysler/Dodge/Plymouth
P4510802AB	1968 Master Parts Book, Chrysler/Dodge/Plymouth
P4510803AB	1969 Master Parts Book, Chrysler/Dodge/Plymouth — Includes Trim Section
P4510805AB	1970–1971 Master Parts Book, Chrysler/Dodge/ Plymouth Passenger — Enhanced Trim Section
P4510806AB	1972 Chrysler/Dodge/Plymouth Master Parts Book
P4510807AB	1973 Chrysler/Dodge/Plymouth Master Parts Book
P4510808AB	1974 Chrysler/Dodge/Plymouth Master Parts Book
P4510761AB	1962 Service Manual, Dodge
P4510779AB	1962 Service Manual, Plymouth
P4510762AB	1963 Service Manual, Dodge
P4510780AB	1963 Service Manual, Plymouth
P4510763AB	1964 Service Manual, Dodge
P4510781AB	1964 Service Manual, Plymouth
P4510764AB	1965 Service Manual, Dodge
P4510782AB	1965 Service Manual, Plymouth
P4510765AB	1966 Service Manual, Dodge
P4510783AB	1966 Service Manual, Plymouth
P4510766AB	1967 Service Manual, Dodge
P4510784AB	1967 Service Manual, Plymouth
P4510767AB	1968 Service Manual, Dodge
P4510785AB	1968 Service Manual, Plymouth
P4510768AB	1969 Service Manual, Dodge
P4510786AB	1969 Service Manual, Plymouth
P4510769AB	1970 Service Manual, Dodge (Dodge, Coronet, Super Bee)
P4510770AB	1970 Service Manual, Dodge (Dart, Swinger, Challenger)
P4510787AB	1970 Service Manual, Plymouth
P4510788AB	1971 Service Manual (Body), Chrysler/Plymouth/ Imperial
P4510771AB	1971 Service Manual (Body), Dodge
P4510790AB	1972 Service Manual (Body), Chrysler/Plymouth/ Imperial
P4510773AB	1972 Service Manual (Body), Dodge
P4510792AB	1973 Service Manual (Body), Chrysler/Plymouth/ Imperial
P4510775AB	1973 Service Manual (Body), Dodge
P4510794AB	1974 Service Manual (Body), Chrysler/Plymouth/ Imperial
P4510777AB	1974 Service Manual (Body), Dodge
P4510789AB	1971 Service Manual (Chassis), Chrysler/Plymouth/ Imperial
P4510772AB	1971 Service Manual (Chassis), Dodge
P4510791AB	1972 Service Manual (Chassis), Chrysler/Plymouth/ Imperial
P4510774AB	1972 Service Manual (Chassis), Dodge
P4510793AB	1973 Service Manual (Chassis), Chrysler/Plymouth/ Imperial
P4510776AB	1973 Service Manual (Chassis), Dodge
P4510795AB	1974 Service Manual (Chassis), Chrysler/Plymouth/ Imperial
P4510778AB	1974 Service Manual (Chassis), Dodge

A.

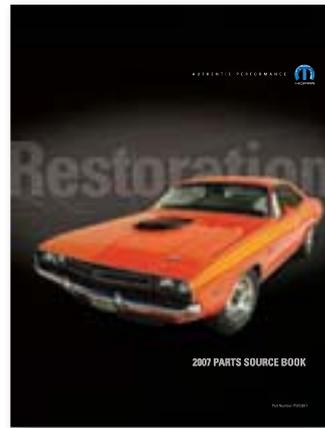
Questions? Call the Mopar Direct Connection Techline at 1-888-528-HEMI (4364).  
\*Not legal for sale on pollution-controlled vehicles or vehicles registered for highway use.

BOOKS

**A. NEW! Mopar Restoration Parts Source Book**

Detailed text, black and white photographs and charts cover everything from decoding VIN codes and fender tags, to the individual options that Chrysler offered each year. This volume covers all the information you'll need to revive the muscular good looks and horsepower of your E-body to show-winning perfection.

P5153817 2007 Mopar Restoration Parts Source Book

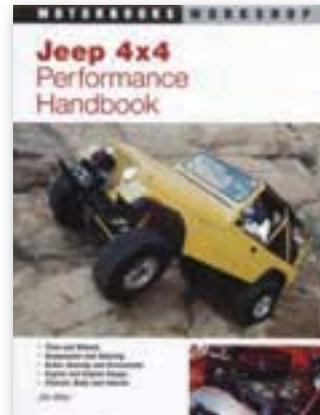


A.

**B. NEW! Jeep® 4x4 Performance Handbook**

The key to building the Jeep of your dreams lies in carefully determining what you need. For true gearheads and tinkerers alike, this book is described by the author as not a "How-To" book, but a "How-To-Know-What-To" book. Applicable to all Jeep vehicles, it offers fresh ideas the reader can apply to nearly any 4 x 4. High-quality black and white product photos illustrate options. Not for beginners or engineers, this book assumes some basic technical knowledge, focuses on modifications for off-road driving, addresses hop-ups suitable for improved street performance, and covers all aspects of the Jeep from bumper to bumper. Copyright 1998 by Motorbooks (192 pages).

P5153769 Jeep® 4x4 Performance Handbook



B.

**C. NEW! Jeep® CJ: 1946–1971**

By Moses Ludel. From engine rebuilds and transmission swaps to accessories and safety equipment, this book includes step-by-step instructions on how to disassemble, update, and reassemble your 1946–71 Jeep® CJ. Each step of each process has been photographed and outlined in great detail. Copyright 2003 by Bentley Publishers (562 pages).

P4510077AB Jeep® CJ: 1946–1971



C.

**D. NEW! Jeep® CJ: 1972–1986**

By Moses Ludel. Using a pictorial step-by-step format, this book meticulously outlines the disassembly, repair, and reassembly of the 1972–86 Jeep® CJ. Installation procedures for performance upgrades and trail-ready accessories are also included. Copyright 2003 by Bentley Publishers (604 pages).

P4510078AB Jeep® CJ: 1972–1986



D.

**E. NEW! Jeep Enthusiast Color Guide**

This informative overview takes enthusiasts through the entire history of Jeep vehicles, from the first utilitarian workhorse delivered to American GIs in 1941, to today's SUVs piloted by suburbanites. More than 80 color photographs with informative captions tell the story of this American icon. Copyright 2001 by MBI Publishing Company (96 pages).

P5153772 Jeep Enthusiast Color Guide

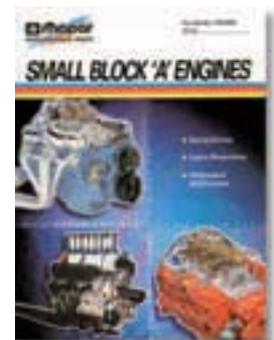


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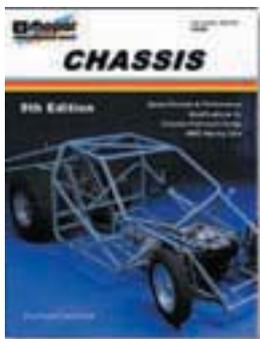
**F. Mopar Small Block "A" Engines**

This book from Mopar Performance contains Small Block engine speed secrets and performance modifications, and is highlighted with hundreds of photos, illustrations, tables and charts. Covers 273-318 and 340-360 "A" engines and Old Style 277-301-318 "A" engines. Also includes information on blueprinting, carburetion, ignition systems, oval track and drag racing package recommendations and more! The most comprehensive book ever published on DaimlerChrysler Small Block engines. A must for every Small Block owner/racer. (400 pages)

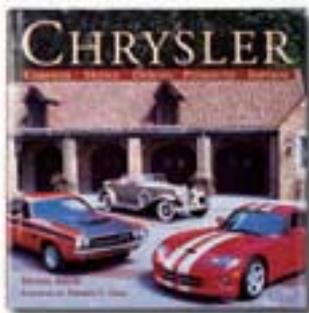
P4876826 Mopar Small Block "A" Engines



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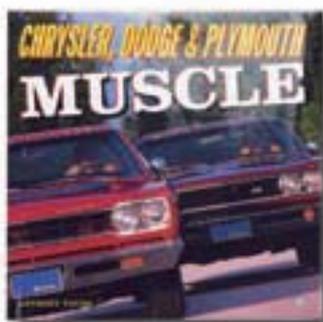
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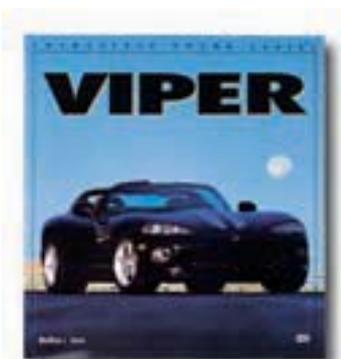
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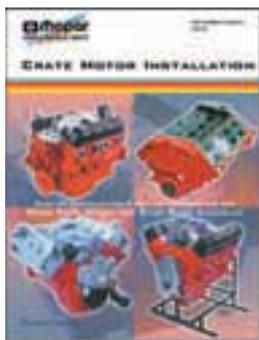
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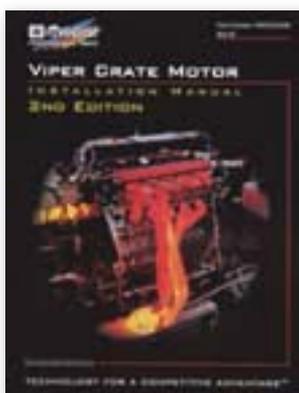
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E.



F.



G.

**A. Mopar Chassis — 9th Edition**

This speed secrets and performance book is a complete collection of DaimlerChrysler chassis engineering information for Chrysler-Plymouth-Dodge rear-wheel-drive racing cars. Contains information on performance strategies, engine swaps, automatic transmissions and torque converters, manual transmissions and clutches, driveshafts and rear axles, front and rear suspension, steering and handling, brakes, shocks, wheels and tires, bodies, chassis and roll cages, Mopar Street Rods and Street Machines and more. (448 pages)

P5007160 Mopar Chassis — 9th Edition

**B. Chrysler, by Dennis Adler**

Full-color history of Chrysler Corporation, from 1925 to present, including Chrysler, Dodge, DeSoto, Plymouth and Imperial brands. Copyright 2000 by Motorbooks International (192 pages).

P5007461AB Chrysler

**C. Hemi® Muscle Cars, by Robert Genat**

A colorful history of Dodge and Plymouth Hemi production cars. Printed in full color. Copyright 1999 by Motorbooks International (96 pages).

P5007516AB Hemi® Muscle Cars

**D. Chrysler, Dodge & Plymouth Muscle, by Anthony Young**

The exciting history of Dodge, Plymouth and Chrysler muscle cars in color. Copyright 1999 by Motorbooks International (192 pages).

P5007517AB Chrysler, Dodge & Plymouth Muscle

**E. Viper, by Matt Stone**

The legendary Dodge Viper comes alive in this full-color book about America's sports car. A photo gallery of this fantastic car includes the RT/10 coupe and GTS-R models, plus model history and evolution. Also included are aftermarket tuner specials, specifications, technical notes and insight into Viper prototypes. Copyright Motorsports International (96 pages).

P5007519AB Viper

**F. Mopar Crate Motor Installation Manual**

This book is for anyone wanting to install a Mopar Performance crate engine or short block assembly into their street rod/street machine, muscle car, race car, truck, etc. Information includes custom installation and setup information for Magnum, Big Block Wedge, and Hemi crate engines, as well as our Pre-Magnum and Magnum Short Block engine assemblies. Additional information on safety modifications and crate engine functionality is also included, along with a detailed 426 Hemi crate engine Dakota case study. Hundreds of photos and illustrations. All the information you need to do the project right, straight from the source. (248 pages)

P5007521 Mopar Crate Motor Installation Manual

**G. Viper Crate Motor Installation Manual — 2nd Edition**

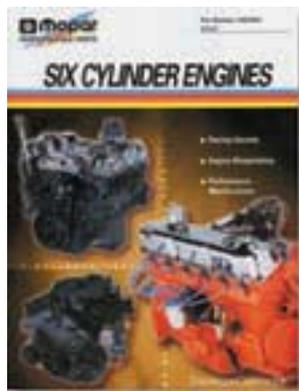
A must-read for anyone who wants to install a Viper V10 aluminum crate motor into a hot rod or street rod chassis. Includes detailed package drawings showing engine and transmission mounting points, overall dimensions, critical clearances, etc., as well as important information on the following systems: fuel delivery, fuel injection, electrical, intake, exhaust, cooling and oiling.

P5007220AB Viper Crate Motor Installation Manual — 2nd Edition

**A. Six Cylinder Engines**

If you own a 1986–91, 3.9L V6 engine or any 170-198-225 Slant Six engine, you'll want to get this speed secrets and racing modifications book from Mopar Performance. It also includes chapters on 3.0L and 3.3L/3.8L V6 engines, as well as our new family of 2.7L, 3.2L, and 3.5L aluminum V6 engines. This book is packed full of six-cylinder-only information, and is highlighted with hundreds of photos and illustrations. Includes horsepower tips, engine blueprinting procedures, performance modifications and racing secrets from our factory engineers and racers. (344 pages)

P4876827 Six Cylinder Engines

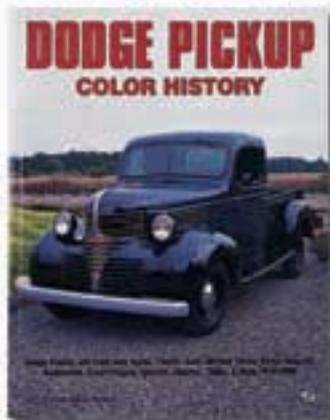


A.

**B. Dodge Pickup Color History**

By Don Bunn and Tom Brownell. Full-color history of the Dodge Pickup covers 1916 to 1966 models. Copyright Motorbooks International (128 pages).

P5007518 Dodge Pickup Color History

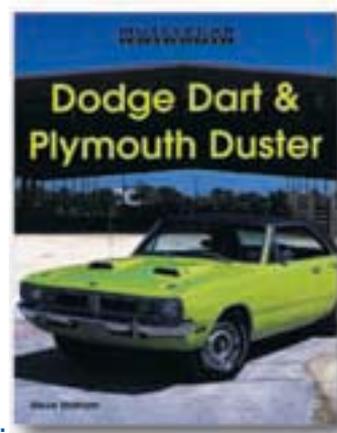


B.

**C. Dodge Dart & Plymouth Duster, by Steve Stratham**

Although they started their lives as rather innocuous economy cars, the Dodge Dart and Valiant-based Plymouth Duster grew into their own as true high-performance muscle cars. The transformation took place in 1967, when Mopar shoehorned in a Big Block 383-cubic-inch V8. There was no logical reason for this much power in an economy car other than the fact that horsepower fever had officially taken over Detroit. That's reason enough. This book chronicles the life and times of these classic Mopar muscle cars. Copyright 2000 Motorbooks International (128 pages).

P5007691AB Dodge Dart & Plymouth Duster

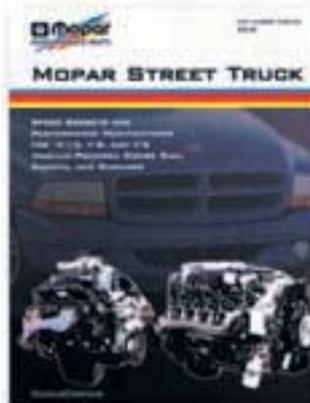


C.

**D. Mopar Street Truck**

Do you own a V10, V8 or V6 Magnum-powered Dodge Ram, Dakota or Durango? If so, you'll want to get this book from Mopar Performance. Packed full of Dodge-truck-only performance strategies and package recommendations, it is highlighted with hundreds of photos and illustrations. Discussions on automatic transmissions and torque converters, manual transmissions and clutches, driveshafts and rear axles, ignition systems, front and rear suspension, body and chassis, brakes, shocks, wheels and tires are all included. Straight from Mopar Performance engineers, racers, and race teams, this book also contains bracket racing speed secrets and performance tips for those who want to take their trucks to the next level. A must for any Magnum-powered Dodge truck owner. (400 pages)

P5007522 Mopar Street Truck

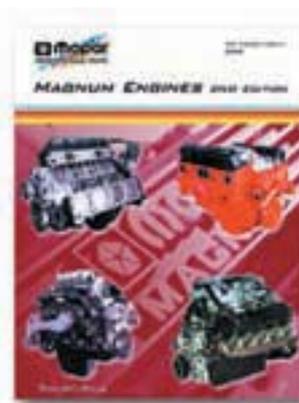


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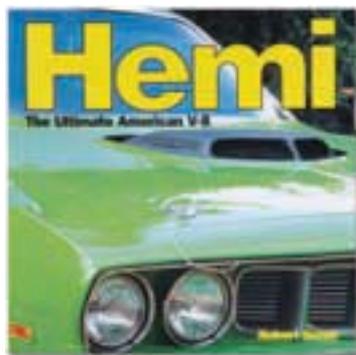
**E. Magnum Engines — 2nd Edition**

This book from Mopar Performance contains Magnum engine buildup information, speed secrets, and racing tips. It includes performance information on 5.2L and 5.9L V8, 8.0L V10, 3.9L V6, and 2.5L 4-cylinder Magnum engines, including our 300 and 380 horsepower Magnum Crate engines. This book is a must for every Magnum engine owner/racer. (450 pages).

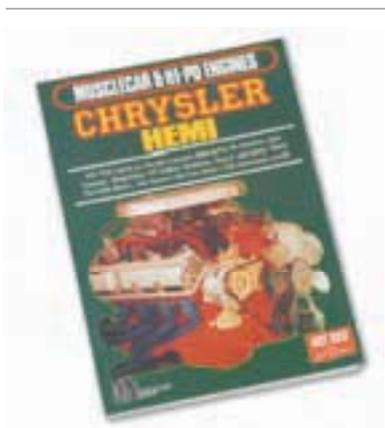
P5007610 Magnum Engines — 2nd Edition



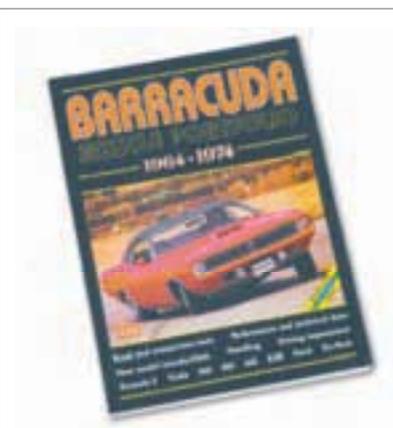
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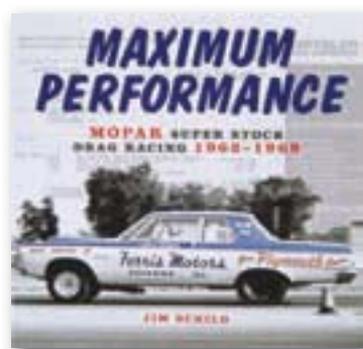
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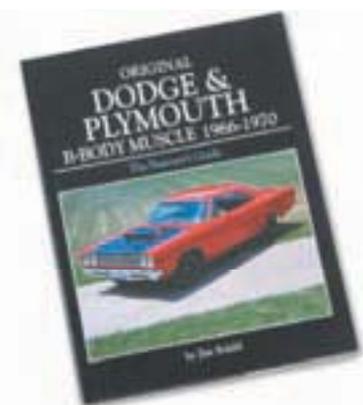
B.



C.



D.



E.

### A. Hemi®: The Ultimate American V-8

By Robert Genat

As the original internal combustion intimidator, the Hemi engine is an enduring icon of the muscle car era. More than 150 full-color and black and white pictures and informative, engaging text help recount the full story of this awesome engine, from its racetrack debut in the 1950s, through the new Hemi released in the early 2000s. Includes some historical material and detailed technical specifications for the engines. For fans of the Hemi past and present, this is a must-have collectible. Copyright 2002 by MBI Publishing Company (156 pages).

P5007919AB Hemi®: The Ultimate American V-8

### B. NEW! Chrysler Hemi Muscle Car & Hi-PO Engines

By R. Clarke

From the pages of Hot Rod magazine come bolt-ons, tuning tips, and power secrets for the fabulous muscle engines of the 1960s and 70s. More than 20 reprinted articles, each filled with great tips, to hype your horsepower for street or strip. See what the muscle craze was all about, as only Hot Rod can tell it. (100 pgs.)

P5153760 Chrysler Hemi Muscle Car & Hi-PO Engines

### C. NEW! Barracuda 1964–1974

This offering from Brooklands Road Test Books is not only an economical reference source, but a great way to get a nice summary of the road tests and comparisons of nearly every Barracuda built. Filled with black and white photographs, the compilation of articles relating to the 1964–1974 Plymouth Barracuda is gleaned from magazines of the day, such as Car Life, Road & Track, Motor Trend, Car Craft and Car and Driver. Covers performance and technical data, new model instructions, driving impressions and handling, and special interest autos. Replaces the earlier 100-page Road Text title "Plymouth Barracuda, 1964–1974." (140 pages).

P5153761 Barracuda 1964–1974

### D. NEW! Maximum Performance

From the publisher of *The Auto Review* comes a profile of Mopar cars like no other. Schild recounts Chrysler's glory days and details the complete evolution of Mopar drag racing, through historical photos, technical specs, and background information gleaned from his 40 years of involvement with Chrysler performance cars. Copyright 2006 by Motorbooks (160 pages).

P5153762 Maximum Performance

### E. NEW! Original Dodge & Plymouth

From high-performance, to economy, to luxurious, the popularity of the B-body Dodge and Plymouth vehicles of the 1966–1970 model years were available in a full range of engines, equipment and options. This guide provides detailed information on each, along with full-color photos, explanations of VIN codes, body code plates, color schemes, sheet metal and trim, and much more. Includes profiles on special editions featuring wild colors and unique bodywork. Copyright 2004 by Motorbooks International (128 pages).

P5153763 Original Dodge & Plymouth

**A. NEW! Original Challenger and Barracuda**

Here, explained in detail, is everything you need to know about each Challenger and Barracuda model as it appeared off the factory line in the early 1970s. Broadcast sheets, ID plates, original price lists, color schemes, accessories, options, engine types and more data and facts to satisfy the purist, along with mechanical details. More than 200 full-color, close-up photos bring back to life these muscle cars that were built for nothing more than speed, power and performance. For the serious collector, restorer or enthusiast. Copyright 2003 by Motorbooks (128 pages).

P5153764 Original Challenger and Barracuda

**B. NEW! Chrysler Muscle Cars**

The secondary title of this book says it all: here's everything you need to know about every Mopar ever built. Through interviews, data and photographs, readers travel back to the birth of the muscle car and discover complete coverage of the biggest, boldest, brightest and now most valuable cars of the era. More than 300 spectacular color photos for easy identification, and detailed specifications and collector pricing information aid collectors and enthusiasts in researching Chrysler muscle cars that captured the attention of car enthusiasts years ago and continues to this day! Copyright 2006 by Krause Publications (224 pages).

P5153765 Chrysler Muscle Cars

**C. NEW! Challenger & 'Cuda**

Long live Mopar! A dynamic and colorful profile of Chrysler's A- and E-bodied muscle cars, this book is filled cover-to-cover with design, testing, development and production history and full-color photographs of some of the most exciting pony cars of the era. All the various engine, drivetrain, and package options are detailed. Copyright 2000 by Motorbooks (96 pages).

P5153766 Challenger & 'Cuda

**D. NEW! Six Pack**

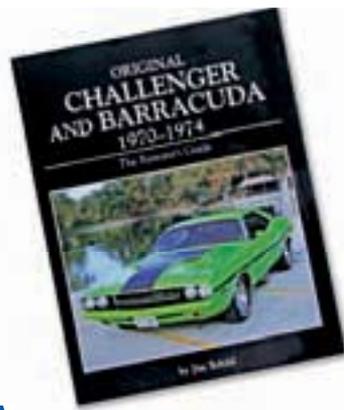
Often lost in the shadow of larger performance Hemis, the powerful Mopar 6-bbl engines, or Six-Packs, were an important niche in the Chrysler product strategy in the muscle car era. Originally, the term was used to describe the 1969–1971 Dodge 340 and 440 engines with three Holley 2-bbl carburetors. The creation of this option not only offered affordable performance and power to the masses, but they were hot-looking packages with plenty of punch. This book provides a wealth of information about some of the most outrageous and arguably quickest machines to ever come out of Detroit. Generously illustrated with 200 color and 100 black and white photographs. Copyright 2004 by S-A Design (144 pages).

P515334AB Six Pack

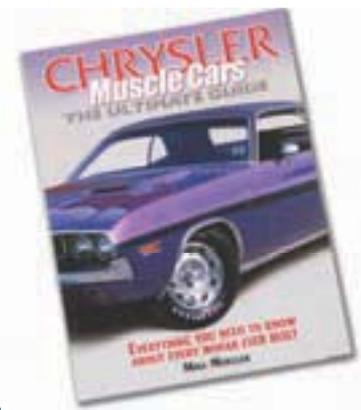
**E. NEW! Chrysler Muscle Cars**

Motorbooks Workshop helps to identify all the Chrysler Corporation parts that will fit your high-performance muscle machine. From small-block Dusters, to big-block Road Runners and Hemi 'Cudas, it covers engines, fuel and exhaust systems, oil and cooling systems, transmissions and drivelines, suspension and steering, brakes, electrical, sheet metal, interior instrument panels, wheels and more, so you can pool your resources and save money. A superb reference for restorers. Copyright 1997 by Motorbooks (192 pages).

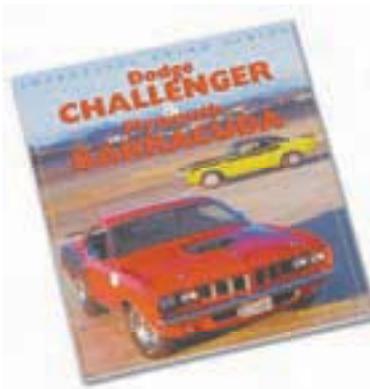
P5153767 Chrysler Muscle Cars



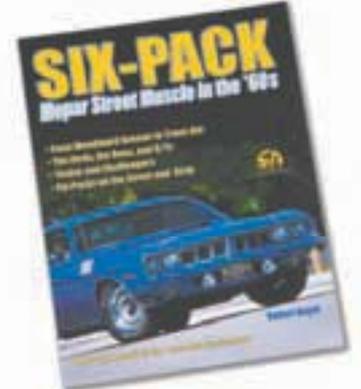
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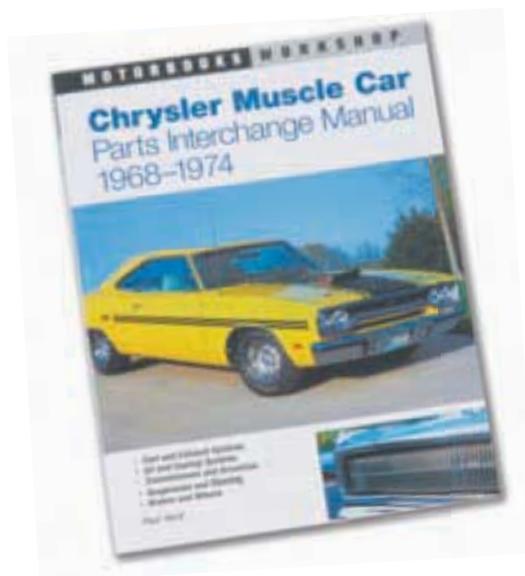
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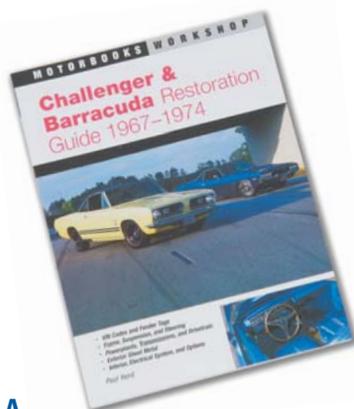
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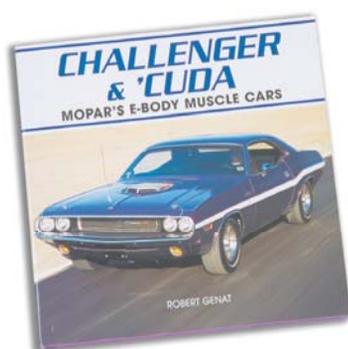
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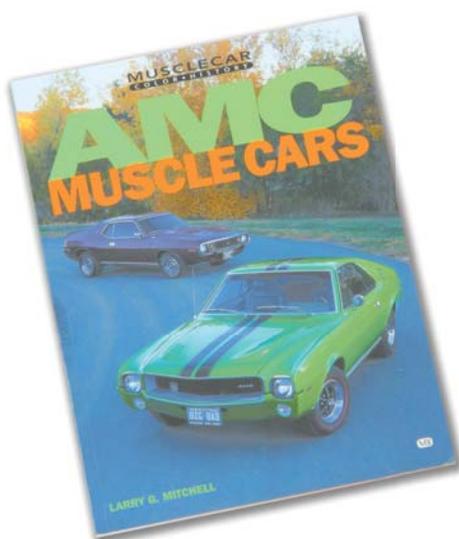
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D.

**A. NEW! Challenger & Barracuda**

Detailed text, black and white photographs and charts cover everything from decoding VIN codes and fender tags, to the individual options that Chrysler offered each year. This volume covers all the information you'll need to revive the muscular good looks and horsepower of your E-body to show-winning perfection. Copyright 1997 by Motorbooks International (272 pages).

P5153768 Challenger &amp; Barracuda

**B. NEW! Modify Your Magnum V8**

What do you want your engine to do? If you plan to rebuild, repair and/or modify, you need this book. With a focus on modifications to the production Magnum V8s introduced in 1992 as a replacement for the A and LA engines, the fourteen chapters cover stop-by-step instructions on engine swapping; horsepower calculations, rods, pistons, blocks and cranks; camshafts and valvetrains; oiling, cooling and exhaust systems; applications for production and non-production crate motors, and much more. Includes discussions on how to convert to a carburetor for classes/categories requiring a specific carb. Illustrated throughout in black and white. Copyright 2005 by the Berkley Publishing Group (266 pages).

P5153770 Modify Your Magnum

**C. NEW! Challenger & Barracuda**

More than 200 color photos enhance this well-written, entertaining and accurate story of the development and evolution of the Dodge Challenger and Plymouth 'Cuda. Surely a "must-have" for any muscle car lover. From its focus on the series heyday in the early 1970s, see how Chrysler became a true player in the E-body pony-car market. Copyright 2005 by Motorbooks (192 pages).

P5153771 Challenger &amp; Barracuda

**D. NEW! AMC Muscle Cars**

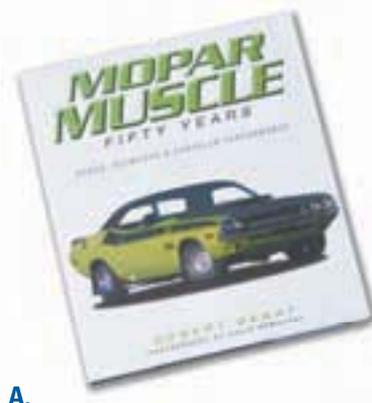
An essential part of any AMC or muscle car enthusiasts' collection, this book is chock full of good information gathered by the founder of AMC World Clubs, Inc. From its performance roots to its demise, AMC created some of the most memorable, inspirational, and exciting cars the world has ever seen. The company was able to introduce numerous innovations to compete with the giants of the industry, including aerodynamic body design, space-efficient interiors, aircraft style doors, and a large greenhouse for visibility. This book covers the many AMC muscle cars, including custom-built creations in detail, as well as the boardroom battles, styling experiments, and challenges and triumphs woven into the carmaker's fascinating history. Fresh text, vintage ads and literature are accompanied by 80 color and 40 black and white photographs. Copyright 2000 by MBI Publishing Company (128 pages).

P5153773 AMC Muscle Cars

**A. NEW! Mopar Muscle 50 Years**

In 1955, when Chrysler introduced the Hemi engine to the first of its 300 "letter series" performance cars, the public witnessed a phenomenon known as the birth of the American muscle car. The '60s saw production of the Charger, Hemi Cuda, Road Runner, Superbird and Challenger T/A — the cars that defined the muscle car era. Award-winning author Genat is one of the world's foremost experts on Mopar muscle cars. Here he chronicles a time span that has evolved from two-and-one-half ton behemoths powered by fire-breathing Hemi V8s, to Chrysler's newest Hemi-powered performance cars such as the Chrysler Crossfire and 300C, and the Dodge Viper and Magnum R/T. Full-color photography on every page is so stunning, the vehicles have been described as "sculpture on wheels." Copyright 2005 by Motorbooks International (352 pages).

P5153774 Mopar Muscle 50 Years



A.



B.

**B. NEW! How to Build Big-Inch Mopar Small Blocks**

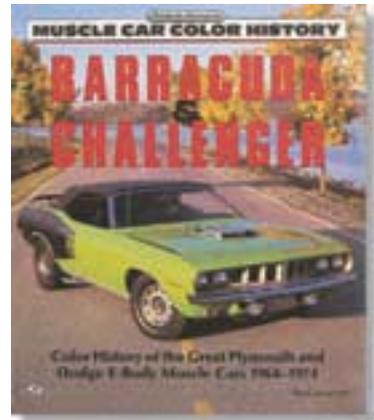
If you want to make big power from your Mopar small-block, this is the book for you. Covering six complete big-inch engine packages for LA 318/340/360 (1964–1992) AND Magnum 5.2L/5.9L (1992–2003), each detailed chapter gives technical advice on what parts work best, so you'll get serious power from your completed project. Blocks, cranks, heads, cams, induction systems and more are included. Appendices address stroker kits and offer a source guide and an engine build sheet. Copyright 2005 by CarTech, Inc. (144 pages).

P5153775 How to Build Big Inch Mopar Small Blocks

**C. Barracuda & Challenger (Muscle Car Color History Series), by Paul Zazarine**

Color history of the great Plymouth and Dodge E-body muscle cars of 1964–74. Copyright 1991 by Motorbooks International (128 pages).

P5249647AB Barracuda & Challenger (Muscle Car Color History Series)

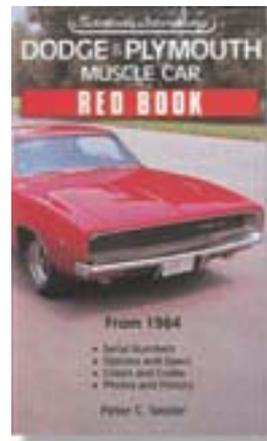


C.

**D. Dodge & Plymouth Muscle Car Red Book, by Peter C. Sessler**

Covers 1964–74 serial numbers, options and specs, colors and codes, photos and history. Copyright 1991 Motorbooks International (192 pages).

P5249650AB Dodge & Plymouth Muscle Car Red Book

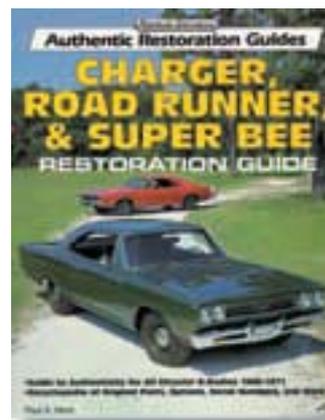


D.

**E. Charger, Road Runner & Super Bee Restoration Guide, by Paul A. Herd**

If you're restoring a classic Chrysler B-body vehicle, you need this restoration guide in your shop. With more than 300 pages, this impressive book features a guide to authenticity for all 1968 to 1971 B-bodies, an encyclopedia of original parts, options, serial numbers and much more. It's everything you need for a professional restoration job. Copyright 1994 by Motorbooks International (320 pages).

P5249656AB Charger, Road Runner & Super Bee Restoration Guide



E.

**HEMI CHALLENGE MERCHANDISE**



**A.**

**A. Super Stock Shoot Out T-Shirt**

- P5153803 Super Stock Shoot Out T-Shirt, Black, Small
- P5153804 Super Stock Shoot Out T-Shirt, Black, Medium
- P5153805 Super Stock Shoot Out T-Shirt, Black, Large
- P5153806 Super Stock Shoot Out T-Shirt, Black, X Large
- P5153807 Super Stock Shoot Out T-Shirt, Black, XX Large
- P5153808 Super Stock Shoot Out T-Shirt, Black, XXX Large



**B.**

**B. Super Stock Shoot Out Decal**

- P5153809 Super Stock Shoot Out Decal

**C. Hemi Shoot Out T-Shirt**

- P5153810 Hemi Shoot Out T-Shirt, Black, Small
- P5153811 Hemi Shoot Out T-Shirt, Black, Medium
- P5153812 Hemi Shoot Out T-Shirt, Black, Large
- P5153813 Hemi Shoot Out T-Shirt, Black, X Large
- P5153814 Hemi Shoot Out T-Shirt, Black, XX Large
- P5153815 Hemi Shoot Out T-Shirt, Black, XXX Large



**C.**



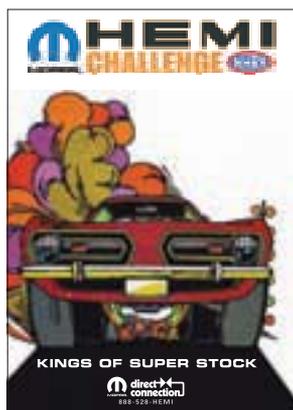
**D.**

**D. Direct Connection Hat**

- P5153819 Direct Connection Hat

**E. Hemi Challenge Poster**

- P5153776 Hemi Challenge Poster, 14"x20"



**E.**

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# WE WANT TO KNOW!

In the pages of this catalog, you'll find the highest quality and most authentic performance parts available for your favorite Mopar ride. Mopar is no stranger to racing and performance. Mopar's performance reputation—and quite frankly, our dominance—dates back decades. Generations of professional and sportsman racers know this: You want to win, you bolt on Mopar. Period. Mopar is proud of its performance heritage, and you should be equally proud that you purchase the products in this catalog. As part of our ongoing effort to improve our products and service, we'd like to know a little more about you and how Mopar can be an important part of your life. Please take a few moments to answer the following questions, and then join Team Mopar!

First, what's your favorite Mopar ride, and why? \_\_\_\_\_

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What's the dollar value of Mopar Performance products you purchase each year?

- \$0 to \$2000
- \$2000 to \$4000
- \$4000 to \$6000
- \$6000 or more

Describe what types of Mopar Performance products you're most likely to purchase. \_\_\_\_\_

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Describe what types of Mopar Performance products you're least likely to purchase. \_\_\_\_\_

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What products would you like to see added to the Mopar Performance parts line? \_\_\_\_\_

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What services could Mopar offer that would assist in your performance endeavors? \_\_\_\_\_

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When you think about your favorite Mopar ride, what types of performance or appearance products are most important to you?

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Do you ever consider buying aftermarket performance products, even if Mopar offers the same products? If so, why?

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Do you consider Mopar Performance products to be competitively priced, given the overall quality and value? \_\_\_\_\_

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# IN MEMORIAM

## GREGORY B. REEVES 1947–2006

Team Mopar lost a member of the family on September 17, 2006.

Greg Reeves was a DaimlerChrysler employee for nearly 35 years, most recently as the Engineering Manager for Dodge Motorsports and Mopar Performance. Greg was deeply involved with Mopar's NHRA Pro Stock Series teams, and worked closely with Don Schumacher Racing, J&J Racing, Larry Morgan Racing and other Mopar/Dodge teams.

"If you had the job of your dreams, it would be mine," he once said.

Greg loved his family, Team Mopar and Dodge Motorsports. He will be profoundly missed by all who knew him.





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