

Catalog No. SP6
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Supersedes Catalog No. SP5
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Special Parts Catalog

RACING • STREET RODS • OFF-ROAD • RECREATIONAL VEHICLES



CHRYSLER
MOTORS CORPORATION



direct connection

whatever your Chrysler Corporation car...

whatever its year or model ... whatever its engine ... whatever its field of action — street, strip, turnpike or track ... here's your DIRECT CONNECTION.

DIRECT CONNECTION links you ... through your Direct Connection Chrysler-Plymouth or Dodge Dealer ... to the engineers at Mopar ... the men who can help make your machine a winner. And it keeps you in parts ... through your Direct Connection Dealer who has a large stock of ready-to-run performance parts on his shelf.

This DIRECT CONNECTION Catalog will help you keep it all together. It's more complete ... easier to use ... with engine parts and accessories grouped by engine size and type ... and major parts systems logically listed and clearly identified. The reference drawings are located and labelled for quick and easy use.

Lots of what you need you'll find right here. But if this Catalog comes up short, there's more ... Race Bulletins and Tune-Up Tips. Here they are:

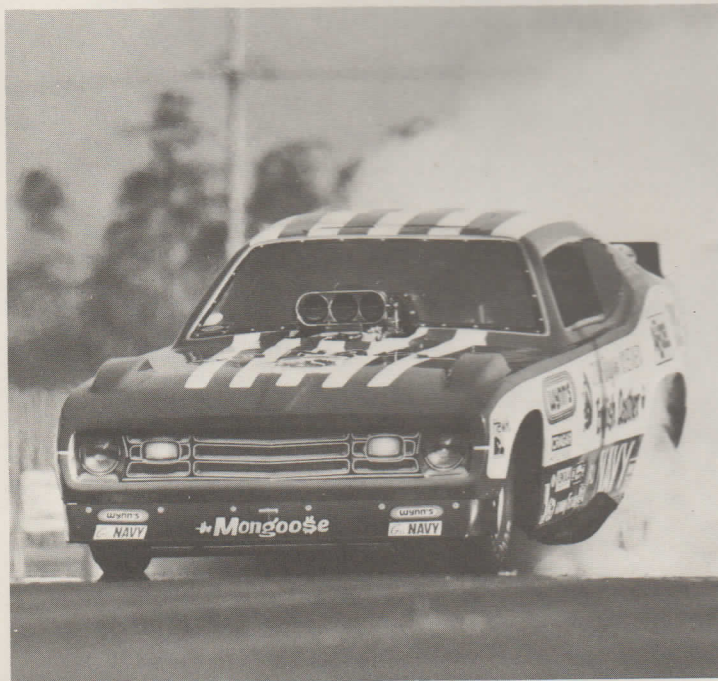
- # 2 361-383-400-440 "B" Engine Racing Manual
- # 6 170-198-225 Slant Six Racing Manual
- # 7 Chrysler Manual Transmission
- # 8 273-318-340-360 "LA" Engine Racing Manual
- #10 426 Hemi Racing Manual
- #13 Fuel Economy Tune-Up Tip
- #14 Hoods and Hood Scoops
- #15 Front Suspension
- #16 Rear Axles
- #18 Engine Blueprinting and Camshaft Installation
- #19 Torqueflite Modifications
- #24 Dodge Colt Tune-Up Tip
- #25 Electronic Ignition
- #27 Chassis and Drive Train
- #28 Chrysler Engine Conversions
- #30 Rear Suspension
- #31 Roll Cage

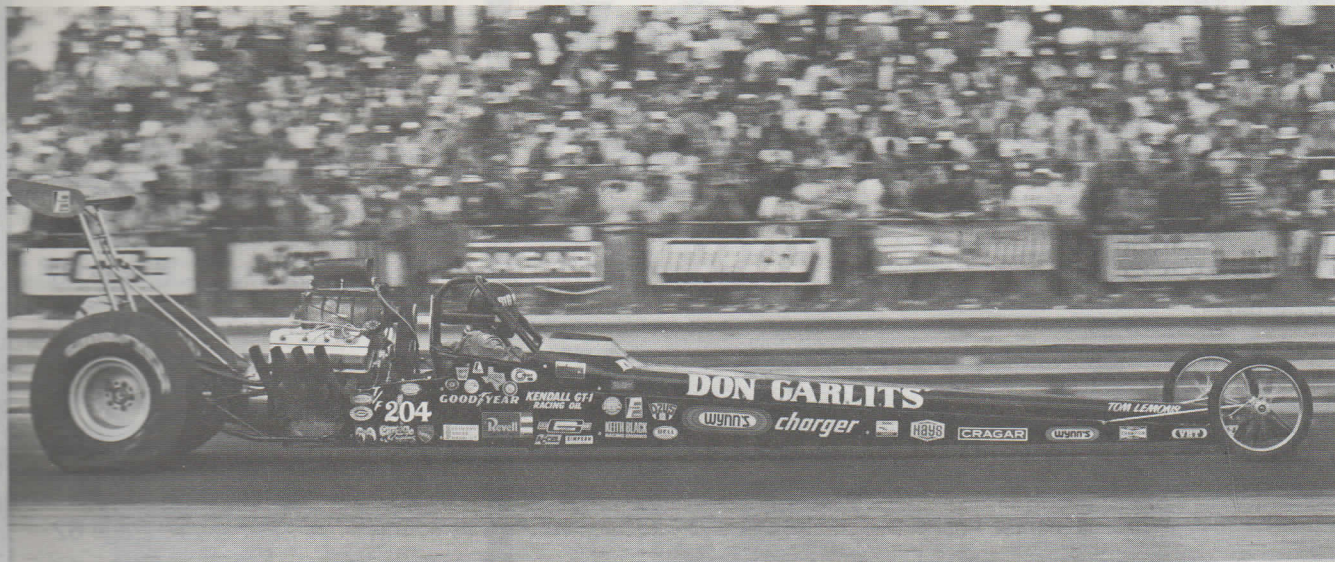
To order, send \$1 for each manual, along with the number and description to:

Performance Parts
Chrysler Motors Corp.
P.O. Box 857
CIMS 414-05-49
Detroit, MI. 48231

Additional engineering and technical information may be obtained by calling (313) 956-2025 or writing the above address.

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general information: please read this page!

The performance parts listed in this catalog (identified by part numbers with a letter "P" prefix) were designed for the modification of vehicles used in sanctioned "off-highway" competitive events. No other applications are intended or implied. In fact, federal law as administered by the "Environmental Protection Agency" restricts the removal or modification of any part of emission control systems required for motor vehicles designed for transporting persons or property on a street or highway. The Clean Air Act (42 U.S.C. 1957 et seq.) states that the following acts and the causing thereof are prohibited "... for any person to remove or render inoperative any device or element of design installed on or in a motor vehicle engine in compliance with regulations under this title prior to its sale and delivery to the ultimate purchaser, or for any manufacturer or dealer knowingly to remove or render inoperative any such device or element of design after such sale and delivery to the ultimate purchaser." Also, competition vehicles that are not used on public streets or highways may be exempt from state regulations and laws that make it a misdemeanor to disconnect, modify or alter required emission control systems. Check the applicable state laws on this point.

PARTS WARRANTY:

Because of the purpose and intended usage of these parts, they are sold **without** any direct or implied warranty or guarantee. Installation of these performance parts in a Chrysler vehicle will void the vehicle warranty. All requests for returns must be made within 60 days from date of purchase and no part may be returned for credit without prior written approval.

PRICES:

Prices may be obtained from your Chrysler-Plymouth and Dodge dealers. All prices are subject to change without notice.

PARTS ORDERING AND INQUIRIES:

The parts in this catalog may be ordered from authorized Chrysler-Plymouth and Dodge dealers. When a part ordered has been superseded, the replacing part will be shipped automatically at its published price even though its price may differ from the ordered part.

All product illustrations are based on authorized information. Although all descriptions are believed correct at time of publication approval, accuracy cannot be guaranteed. Chrysler Corporation reserves the right to make changes from time to time without notice or obligation, in prices, specifications and materials, and to change or discontinue models.

MOPAR TERMINOLOGY CROSS REFERENCE

BODY TYPE

A BODY	'64-75 Valiant, '64-69 Barracuda, '64-75 Dart, All Dusters, Demon, Sport, Scamp, and Swinger
B BODY	Coronet, Satellite, Road Runner, Charger, GTX, R/T, Belvedere, Super Bee, Cordoba and '75 Fury
E BODY	'70-74 Barracuda, All Challengers

ENGINE TYPE

SIX CYLINDER	170, 198, 225
A ENGINE	273, 318 ('67 & Later), 340, 360
B ENGINE	361, 383, 400
RB ENGINE	413, 426 Wedge, 440
HEMI	426

For example, a 318 engine in a 1972 Duster would be considered an "A" engined "A" body.

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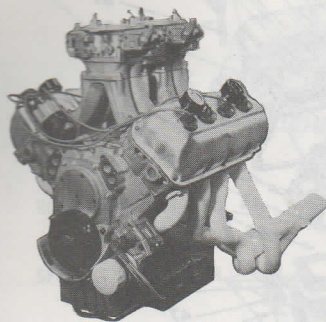
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426 HEMI . . . a legend in its own time

There are engines. And there are engines. But there is only one "Hemi", the nearly invincible "elephant motor" that has dominated drag and NASCAR racing since 1964. It wasn't the first engine to use the hemispherical combustion chamber . . . which gives the engine its clear advantage in breathing capability at high revs. Stutz, Miller, Duesenberg



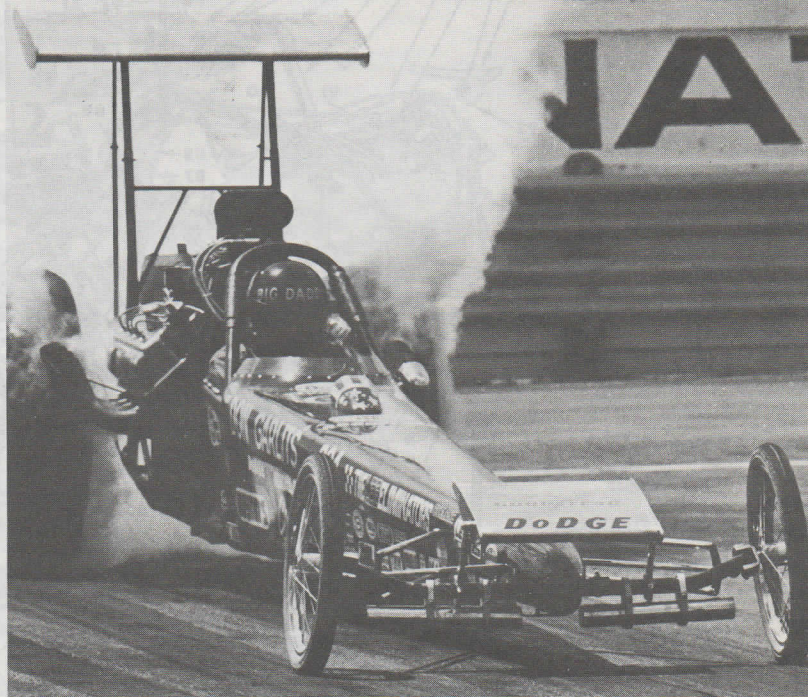
and Offenhauser used the half dome design. Chrysler introduced the Hemi in 1951 and promptly began re-writing the record book in all sorts of competition. The old Hemi dominated virtually every hot car class in the fifties, and so a new race Hemi was the obvious choice of Chrysler engineers for racing, and eventually for the Muscle Car market that emerged in the early sixties. The rest is history. A continuing saga of success, even today, although the Hemi has been out of production since 1971. Complete engine assemblies are no longer available, but individual components to build engines for drag and oval track racing can be purchased from any Direct Connection dealer.

1964-65-68 RACE HEMI

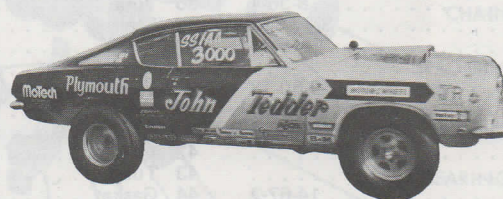
The 426 "late Hemi" series race engine debuted in 1964 with cast iron heads, 12.5:1 pistons and two induction setups: a single 4-barrel Holley for NASCAR competition, or an aluminum "short ram" intake manifold mounting dual 4-barrel Holley carburetors for drag racing. In 1965 the heads were recast in aluminum and the ram intake manifold in magnesium to reduce weight for S/S drag classes. A new cast iron head was introduced in 1966, for street production, and in 1973 a new twin-plug aluminum head was released with increased strength for supercharged fuel racing. These are about the only basic changes the race Hemi has undergone since its introduction. The Ramchargers, Dick Landy, Sox 'n Martin, "Big Daddy" Garlits, Richard Petty, and countless others have hooked-up to records in everything from drag and oval superstockers to fuel dragsters. They've made the 426 Hemi the world's most famous production race engine and established it as the engine to beat on any circuit . . . dragstrip or oval track . . . a position the Hemi still enjoys today.



426 hemi



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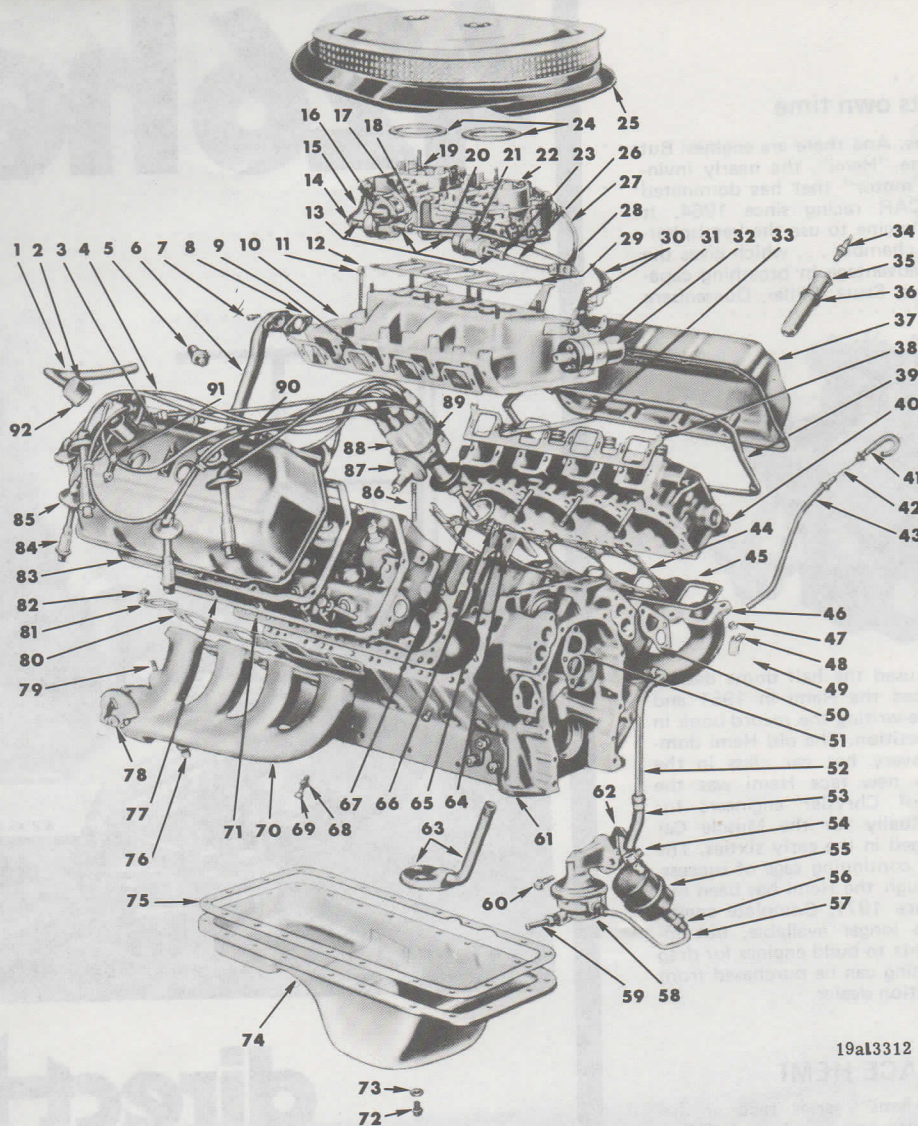
1966-71 "STREET" HEMI

The "street" Hemi is basically a de-tuned version of the full-race engine, and has many common components. Differences include 10.5:1 pistons, cast iron heads, dual AFB 4-barrel carburetors on an aluminum in-line manifold, and exhaust headers of cast iron

(for quieter operation) instead of tubular steel. The 1966-67 (Stage 1) engine used a mild mechanical cam, compared to the 1968-69 (Stage 2) version with more duration and lift. The 1970-71 street Hemi featured a hydraulic cam with timing events identical to the '68-69 stick.

For complete blueprinting specifications and description of the 426 Hemi engine, write for "Race Bulletin 10". See ordering information on inside front cover.

REFERENCE GUIDE TO EXTERNAL ENGINE PARTS — 426 HEMI



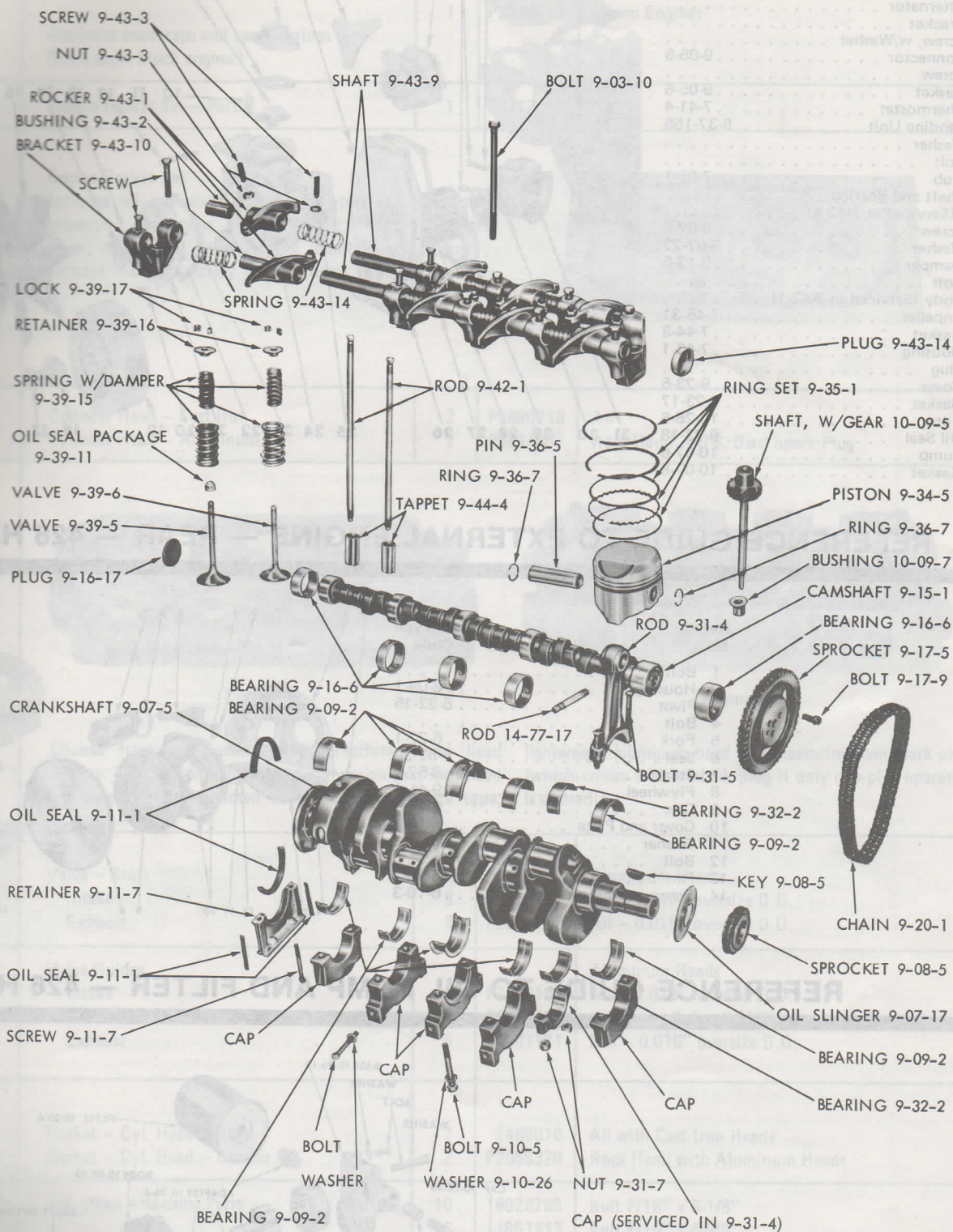
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Ref. No.	Name	Part Type Code
1	Hose	10-02-53
2	Cleaner	10-01-21
3	Cover	9-03-28
4	Cable Set	8-36-1
5	Valve	8-27-335
6	Tube	9-48-26
7	Screw, w/Washer	
8	Gasket	9-50-18
9	Gasket	9-50-1
10	Manifold	9-48-7
11	Washer	
12	Bolt	
13	Hose	14-67-2
14	Tube	14-89-2
15	Elbow	
16	Choke	14-39-45
17	Gasket	14-30-2
18	Tube	14-89-2
19	Carburetor	14-30-1
20	Fitting	
21	Filter	14-67-1
22	Carburetor	14-30-1
23	Gasket	14-30-2
24	Gasket	
25	Air Cleaner	
26	Tube	14-89-2
27	Spring	14-06-01
28	Tee	14-85-31
29	Bracket	14-06-10
30	Bracket	8-36-4
31	Bracket	8-35-41

Ref. No.	Name	Part Type Code
32	Coil	8-35-4
33	Gasket	9-50-1
34	Plug	8-36-114
35	Tube	8-36-136
36	Seal	8-36-137
37	Cover	9-03-28
38	Gasket	9-50-1
39	Gasket	9-03-29
40	Head	9-03-4
41	Insulator	10-03-14
42	Indicator	10-03-4
43	Tube	10-03-7
44	Gasket	9-03-5
45	Gasket	9-50-5
46	Manifold	9-48-6
47	Washer	9-48-45
48	Clip	9-48-140
49	Bolt	
50	Gasket	7-44-4
51	Gasket	7-44-4
52		
53		
54	Clamp	
55	Filter	14-67-1
56	Hose	14-67-2
57	Tube	14-89-2
58	Pump	14-73-1
59	Stem	14-89-58
60	Bolt	
61	Block	9-01-1
62	Gasket	14-74-1

Ref. No.	Name	Part Type Code
63	Strainer w/Pipe	10-23-7
64	Clamp	8-27-26
65	Screw	
66	Washer	
67	Gasket	8-27-4
68	Washer	9-48-45
69	Bolt	9-48-6
70	Manifold	9-48-6
71	Gasket	9-03-5
72	Plug	10-24-37
73	Gasket	10-24-38
74	Pan	10-24-4
75	Gasket	10-24-8
76	Connector	
77	Head	9-03-4
78	Counterweight	9-58-12
79	Tube	9-48-126
80	Gasket	9-50-5
81	Gasket	9-50-18
82	Bolt	
83	Gasket	9-03-29
84	Nipple	8-36-96
85	Grommet	8-36-92
86	Stud	
87	Control	8-27-308
88	Distributor	8-27-1
89	Tube	8-27-320
90	Cap	10-01-54
91	Grommet	8-36-92
92	Grommet	10-01-23

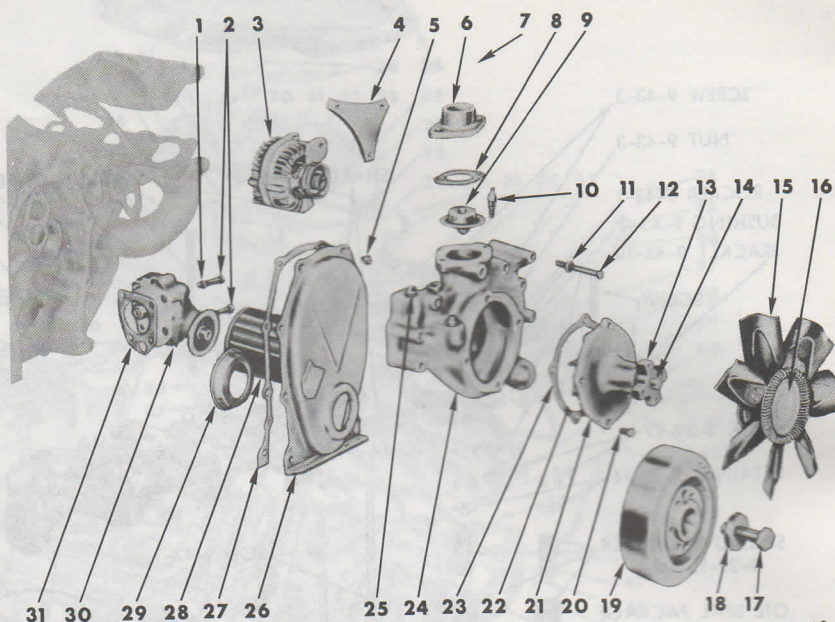
REFERENCE GUIDE TO INTERNAL ENGINE PARTS — 426 HEMI



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REFERENCE GUIDE TO EXTERNAL ENGINE — FRONT — 426 HEMI

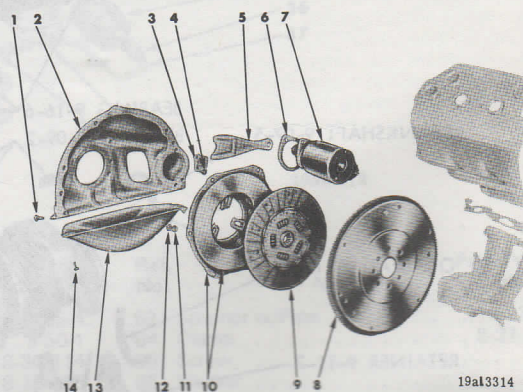
Ref. No.	Name	Part Type Code
1	Washer	
2	Bolt	
3	Alternator	
4	Bracket	
5	Screw, w/Washer	
6	Connector	9-05-5
7	Screw	
8	Gasket	9-05-6
9	Thermostat	7-41-4
10	Sending Unit	8-37-155
11	Washer	
12	Bolt	
13	Hub	7-05-1
14	Shaft and Bearing (Serviced in 7-42-4)	
17	Screw	9-07-8
18	Washer	9-07-22
19	Damper	9-13-5
20	Bolt	
21	Body (Serviced in 7-42-1)	
22	Impeller	7-45-31
23	Gasket	7-44-3
24	Housing	7-43-1
25	Plug	
26	Cover	9-23-5
27	Gasket	9-23-17
28	Filter	10-26-6
29	Oil Seal	9-23-18
30	Pump	10-07-6
31	Gasket	10-07-8



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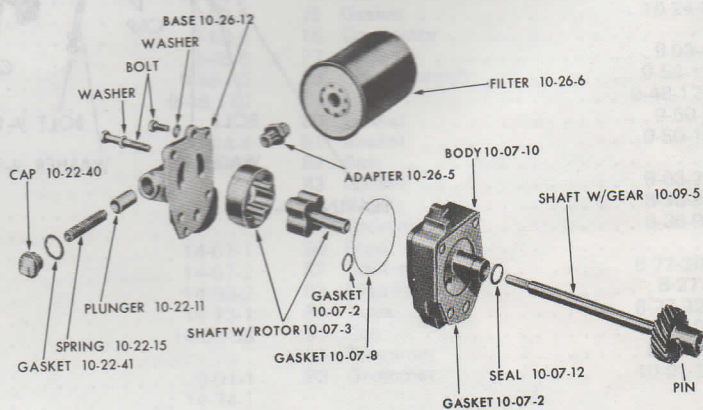
REFERENCE GUIDE TO EXTERNAL ENGINE — REAR — 426 HEMI

Ref. No.	Name	Part Type Code
1	Bolt	
2	Housing	6-09-1
3	Pivot	6-22-15
4	Bolt	
5	Fork	6-22-1
6	Seal	8-52-39
7	Starter	8-52-4
8	Flywheel	9-45-1
9	Disc	6-13-1
10	Cover and Plate	6-14-1
11	Washer	
12	Bolt	
13	Pan	6-10-2
14	Screw w/Washer	6-10-3

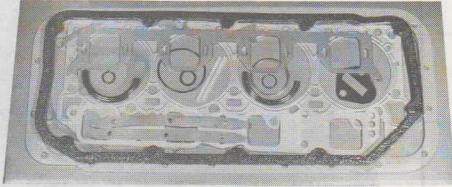
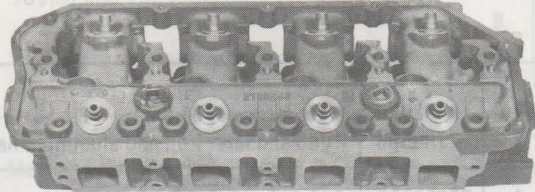
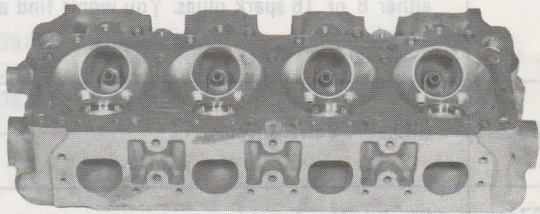


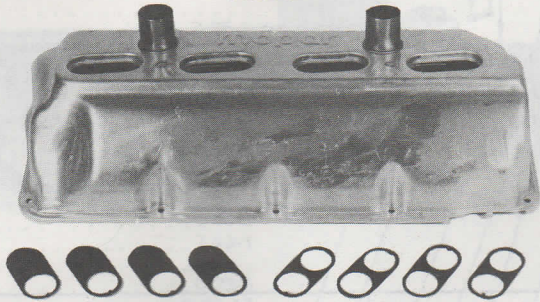
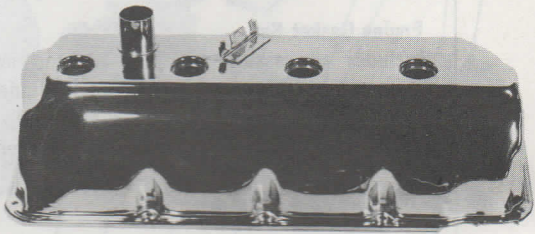
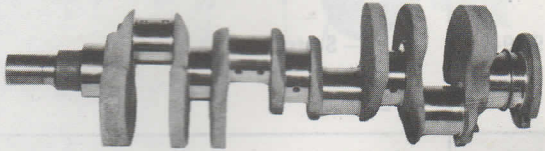
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REFERENCE GUIDE TO OIL PUMP AND FILTER — 426 HEMI

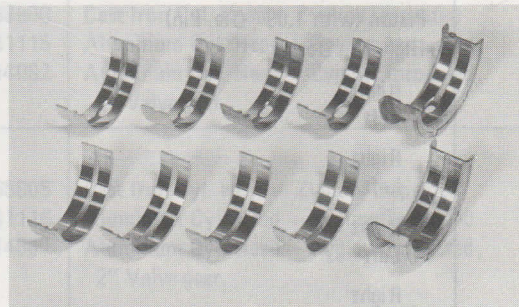


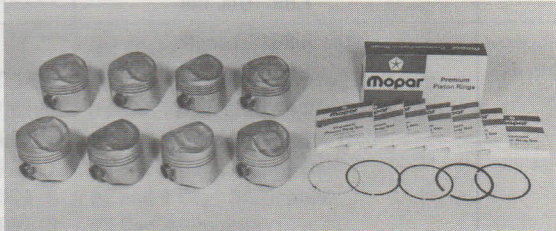
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PART CODE	DESCRIPTION	QTY.	PART NO.	APPLICATIONS/NOTES
9-01-1	Cylinder Block — Bare (Includes main caps and cam bearings only. Not a short block engine.)	1 1	P2806250 P3690010	Unblown Engines Blown Engines
9-01-5	Engine Gasket Set — Partial	1	P3412083	All
	Engine Gasket Set Includes all gaskets necessary for top end or bearing inspection teardowns ... oil pan, cylinder head, valve cover, chain case cover, intake manifold, oil pump ... without the unnecessary gaskets found in production sets.			
9-03-4	Cylinder Head — Cast Iron Cylinder Head — Aluminum	2 2	P3690210 P3614487	All Race Hemi — D-6, Dual Spark Plug
	 <p>Cast Iron</p>  <p>Aluminum</p> <p>Choose from two proven, deep-breathing Hemi head designs. The super-tough street hemi-design cast iron head for super stock or blown fuelers ... or the late type, lightweight aluminum head (D-6) featuring twin spark plugs (which comes with a blank plug if only one-plug operation is desired).</p>			
9-39-9	Valve — Seats Intake Exhaust	8 8	P2658251 P2658252	Aluminum Heads All — 0.010" oversize O.D. All — 0.010" oversize O.D.
9-39-10	Valve Guides Intake Exhaust Exhaust	8 8 8	P3690194 P3690195 P4007181	Aluminum Heads All — 0.010" oversize O.D. All except D-6 — 0.010" oversize O.D. D-6 — 0.010" oversize O.D.
9-03-5	Gasket — Cyl. Head — Steel Gasket — Cyl. Head — Copper	2 2	2468010 P2658320	All with Cast Iron Heads Race Hemi with Aluminum Heads
9-03-10	Cyl. Head Attaching Parts	10 16 8 16 18 8	6026798 1851613 6026794 6026140 6026141 2658882	Bolt 7/16" x 6-1/8" Bolt 7/16" x 4-5/8" Stud 7/16" x 3.86" Washer (Cyl. Head Bolt) Washer (Cyl. Head Bolt) Nut (Cyl. Head Stud)

PART CODE	DESCRIPTION	QTY.	PART NO.	APPLICATIONS/NOTES
9-03-28	Valve Cover Chrome Aluminum Stud — Valve Cover Nut — Valve Cover Stud	2 2 20 20	P4007247 P3690232 6024845 6022582	1966 and Later Both Iron and Aluminum Heads 8 or 16 plug All All
<div style="display: flex; justify-content: space-around; align-items: flex-start;"> <div style="text-align: center;"> <p>Aluminum</p>  </div> <div style="text-align: center;"> <p>Chrome</p>  </div> </div> <p>For serious racers, we offer these stamped aluminum covers that save you over 7 pounds up front compared to production steel pieces. And they come with adapters for either 8 or 16 spark plugs. You won't find a lighter cover anywhere.</p> <p>If you just want to look strong, bolt down a set of these chrome beauties. They're production steel pieces with a heavy chrome plate. Easy to clean. They'll give you the trickiest engine compartment in town.</p>				
9-03-29	Gasket — Valve Cover	2 2	2468022 2780566	Race Hemi (1964-65) 1966 and later iron and aluminum heads
9-07-5	Crankshaft — Forged	1 1 1 1	P3690299 P3690088 P3690284 P3690285	366 CID — 3.218" Stroke 396 CID — 3.480" Stroke Superstock Only — 3.750" Stroke Pro Stock Only — 3.750" Stroke
<p>Forged Cranks</p> <p>If you want to run strong, then run the strongest. These Kellogg forged steel cranks all feature full radius fillets at the rod and main bearing journals for maximum durability. And they come in different strokes for different folks to give you 366-396-426 cubes.</p> 				
9-07-8	Screw — Crankshaft	1 1	1821414 1731525	Street Hemi (Thick Damper) Race Hemi (Thin Damper)
9-07-12	Pilot Bushing — Drive Pinion	1	53298	All
9-07-17	Oil Slinger — Crankshaft	1	2899530	All
9-10-5	Cap — Main Bearings	2 2 1 2 2 1	P2806295 P2806296 P2806297 P3690177 P3690178 P3690179	All (Semi-Finished) #1 and 5 Caps Pearlitic Malleable Iron #2 and 4 Caps Pearlitic Malleable Iron #3 Cap Pearlitic Malleable Iron #1 and 5 Caps Aluminum #2 and 4 Caps Aluminum #3 Cap Aluminum

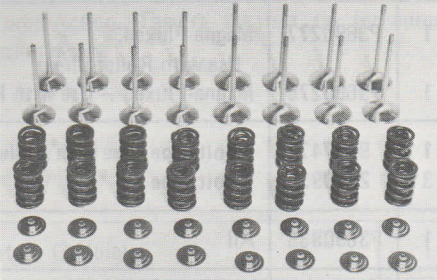
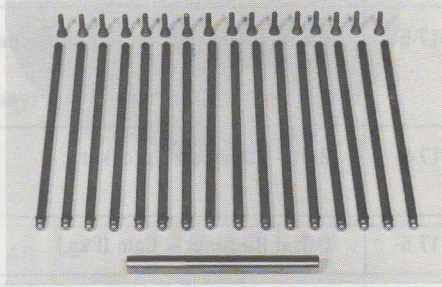
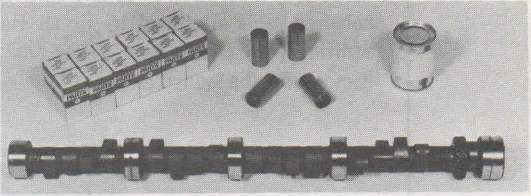
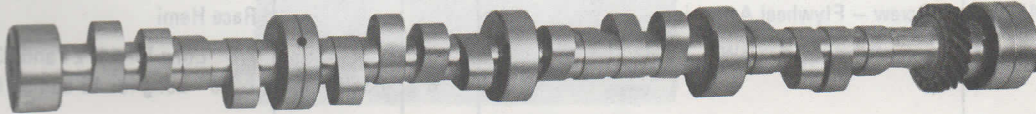
PART CODE	DESCRIPTION	QTY.	PART NO.	APPLICATION/NOTES
9-10-19	Screw — Main Bearing Cap	6 4 6	9423811 454993 9420892	All 1/2" x 3.88" #1-3-5 Caps 1/2" x 3.50" #2-3 Caps 3/8" x 2.75 #2-3-4 Caps (Side)
9-10-26	Washer — Main Bearing Cap Screw	10 6	2468135 1536242	For 1/2" Attaching Screws For 3/8" Side Screws
9-11-1	Package — Rear Main Bearing Oil Seal	1	3549394	All
9-11-7	Retainer — Rear Main Bearing Oil Seal Screw — Seal Retainer Attach.	1 2	1945473 9418005	All All
9-13-5	Vibration Damper — Thin — Thick	1 1	P2532795 P2532202	Race Hemi All
9-09-1	Main Bearings — Engine Set	1 1 1	P2836116 P2836118 P3412037	All Aluminum F77 Tri-Metal Babbitt
9-32-2	Connecting Rod Bearings — Pkg. (Upper and Lower Shells)	8 8 8	P2836117 2525484 P2836184	All Aluminum F77 Tri-Metal Babbitt
<p>Main and Rod Bearings</p> <p>Our track tested and race proven bearings feature extra "crush" to resist turning in the block and rods at high revs, together with wide oil grooves and extra clearance (0.0015"—0.0025") to keep things together during peak loads. They're available in three materials: F77 or aluminum for street or race automatic transmission applications, and babbitt for race machines with manual transmissions or any heavy running over 8000 rpm. But remember! Bearings can only do the job if the lubrication system is pumping oil; not air. So invest some bucks in a good oil pan, pump system and pressure gauge.</p>				
9-31-4	Connecting Rod Assy.			
	7.350" Length 1.09" Dia. Pin	8	P3512168	366 CID — NASCAR Forging. Magna-Fluxed and Double Shot Peened.
	6.960" Length 1.09" Dia. Pin	8	P3690437	396 CID — Magna Fluxed and Double Shot Peened. Use with 396 Piston. With SPS 1/2" Bolts and Nuts.
	7.174" Length 1.09" Dia. Pin	8	P2806293	404 CID — NASCAR Forging. Magna-Fluxed and Double Shot Peened.
	6.861" Length 1.03" Dia. Pin	8	P2468497	426 CID — Production Forging. Magna-Fluxed and Double Shot Peened.
	7.061" Length 1.09" Dia. Pin	8	P2531277	426 CID — NASCAR Forging. Magna-Fluxed and Double Shot Peened.

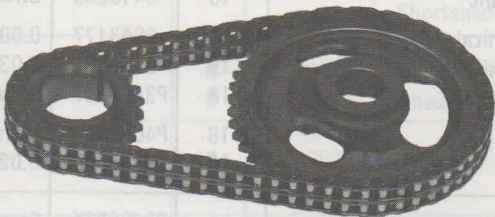
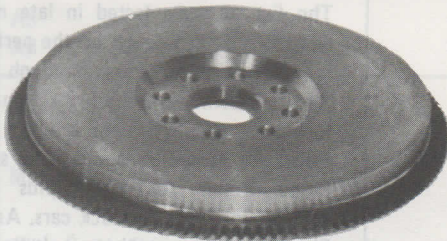


PART CODE	DESCRIPTION	QTY.	PART NO.	APPLICATION/NOTES
9-31-5	Connecting Rod Bolt — 7/16"	16	P2468498	Street Hemi — High Strength Steel, Hardness Checked.
	Connecting Rod Nut — 7/16"	16	2468006	Street Hemi
	Connecting Rod Bolt — 7/16"	16	P3462587	All Standard Forging — SPS Type
	Connecting Rod Nut — 7/16"	16	P6029243	All Standard Forging — SPS Type
	Connecting Rod Bolt — 1/2"	16	P3614422	All NASCAR Forging — SPS Type
	Connecting Rod Nut — 1/2"	16	P6029244	All NASCAR Forging — SPS Type
9-34-5	Piston (with 1.03" Dia. Pin)			12.5:1 Compression Ratio
	Right	4	P2836161	Standard Size
	Left	4	P2836162	
	Right	4	P2836163	0.005" Oversize
	Left	4	P2836164	
	Right	4	P2836167	0.020" Oversize
	Left	4	P2836168	
	Piston (with 1.03" Dia. Pin) High Top Design			12.5:1 Compression Ratio
	Right	4	P3571044	Standard Size
	Left	4	P3571045	
	Right	4	P3571046	0.005" Oversize
	Left	4	P3571047	
	Right	4	P3571048	0.020" Oversize
	Left	4	P3571049	
	Right	4	P3690410	0.060" Oversize
	Left	4	P3690411	
	Piston (with 1.09" Dia. Pin) High Top Design			396 CID with 6.96" Con Rod P3690437
	Right	4	P3690572	Standard Size
	Left	4	P3690573	
	Right	4	P3690574	0.005" Oversize
	Left	4	P3690575	
	Right	4	P3690576	0.020" Oversize
	Left	4	P3690577	
	Right	4	P3690578	0.030" Oversize
	Left	4	P3690579	
	Piston (with 1.09" Dia. Pin) High Top Design			Race Hemi 12.5:1 Compression Ratio
		8	P3571080	Standard Size
		8	P3571081	0.005" Oversize
		8	P3571082	0.020" Oversize
		8	P3690025	0.030" Oversize
Pistons And Piston Rings All Hemi race pistons are machined from bullet-proof TRW forgings. They're available in two pin diameters (1.03" and 1.09"), two piston top shapes and several bore sizes. Be sure you match rod pin size with piston pin size. "Direct Connection" Hemi ring sets feature a Dykes type top ring and a low tension oil ring. All are 0.005" larger than the bore diameter. (Example: 0.020" o/s piston uses a 0.025" o/s ring set.) This assures a tighter end gap.				

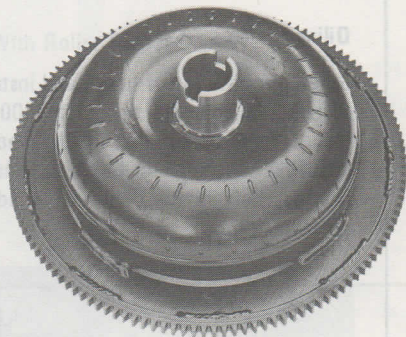
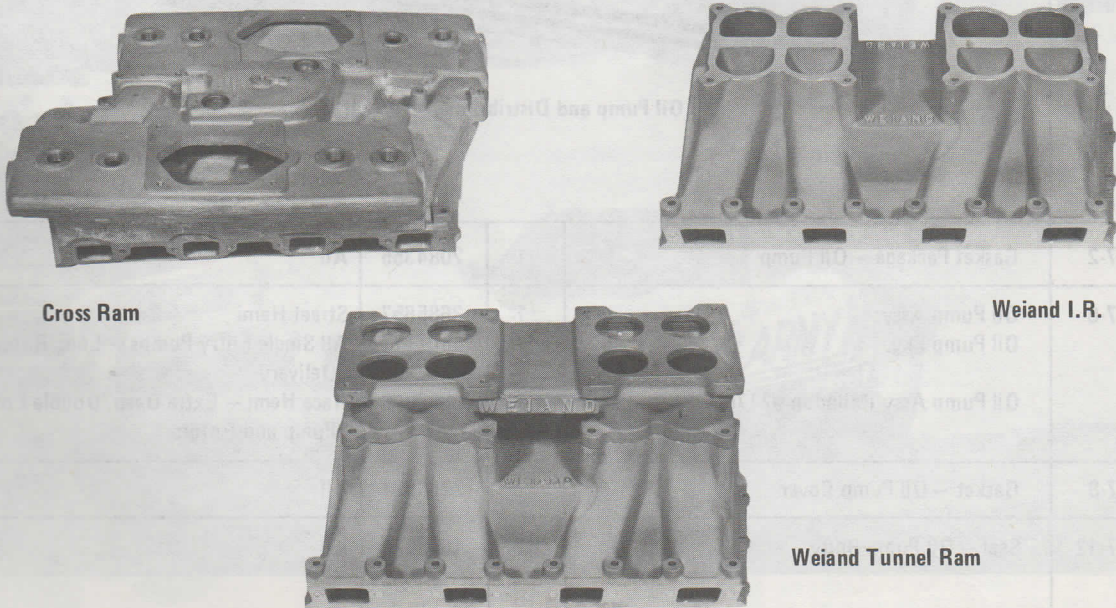
PART CODE	DESCRIPTION	QTY.	PART NO.	APPLICATION/NOTES
	Piston Clearances When installing high compression heads on a late model Hemi, clay check the dome-to-cylinder head clearance as shown. A minimum clearance of 0.070" in a direction parallel to the bore centerline is required to avoid interference in a hot, running engine.			
9-35-1	Piston Ring Package	1 1 1 1 1	P2808423 P3412082 P2836143 P3690026 P3690974	All – With High Compression Pistons. With Dyke Ring Groove. 0.005" Oversize (Use on Standard Bore Piston) 0.010" Oversize (Use on 0.005" Oversize Piston) 0.025" Oversize (Use on 0.020" Oversize Piston) 0.035" Oversize (Use on 0.030" Oversize Piston) 0.065" Oversize (Use on 0.060" Oversize Piston)
9-36-5	Piston Pin – 1.03" Dia. Piston Pin – 1.09" Dia.	8 8 8	P3690283 P3690330 P3690580	Street Hemi Rod Race Hemi Rod Race Hemi (Used with 4 Pin Retaining Rings)
9-36-7	Piston Pin Retaining Ring	16 16	P2806946 P2531270	Street Hemi (1.03" Dia.) Race Hemi (1.09" Dia.)
9-39-5	Intake Valve (2.25" Dia.)	8 8 8	P2468600 P2531115 P3614082	All Cast Iron Cyl. Head – Zyglow Inspected Aluminum Cyl. Head – Zyglow Inspected Aluminum Cyl. Head – Zyglow Inspected, 2" Valve gear.
9-39-6	Exhaust Valve (1.94" Dia.)	8 8 8	P2468605 P2531116 P3614087	All Cast Iron Cyl. Head – Zyglow Inspected Aluminum Cyl. Head – Zyglow Inspected Aluminum Cyl. Head – Zyglow Inspected, 2" Valve gear.
	Hemi Valve Hints Here are some specs that will help avoid hassles with high lift cams.			<p>BASIC RANGE FOR RACE ENGINES 0.240 – 0.290 inches</p>

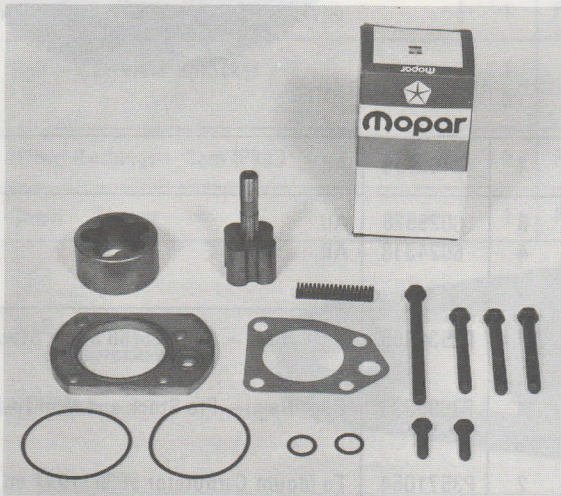
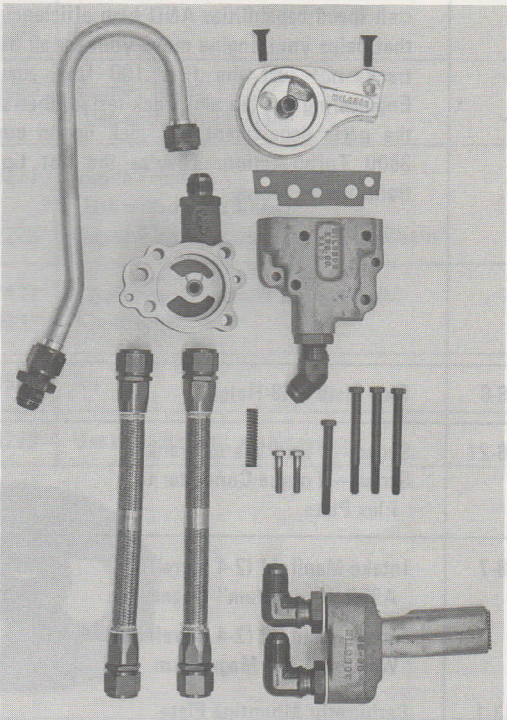
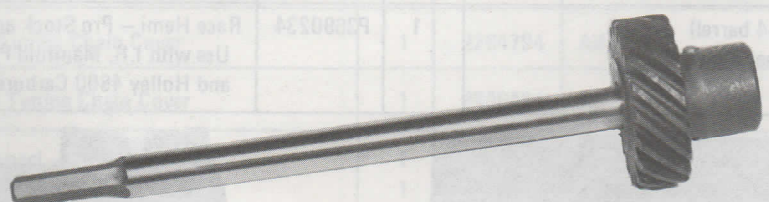
PART CODE	DESCRIPTION	QTY.	PART NO.	APPLICATION/NOTES
9-39-15	Valve Spring — Street Hemi Type	16	P3690933	General High Performance
	Valve Spring — Chrome Vanadium (Purple Stripe)	16	P2806077	Race Hemi — Up to .620" Valve Lift.
	Valve Spring — Carpenter Steel (Battleship)	16	P3462887	Race Hemi
	Spacers — Valve Spring			
	All with Std. Spring Seat	AR	P4007219	.060" Thick
		AR	P4007220	.030" Thick
		AR	P4007221	.015" Thick
		AR	P4007226	.060" Thick Cup Type
	All with Inner Spring Seat Removed	AR	P4007222	.060" Thick
		AR	P4007223	.030" Thick
		AR	P4007224	.015" Thick
		AR	P4007225	.060" Thick Cup Type
9-39-16	Valve Spring Retainer	16	P3690076	Race Hemi (Apollo Titanium)
9-39-17	Lock — Valve Stem	32	2264568	Street Hemi
		32	P3690083	Race Hemi (shortened — use with Lash Caps)
9-43-2	Lash Cap — Valve Stem	16	P3690084	Race Hemi — Pro Stock. Use with Roller Cam and Shortened Valve Lock.
9-43-1	Rocker Arm — Adjustable — With Hardened Pad.	8	P3690184	Intake
		8	P3690185	Exhaust
9-43-3	Rocker Arm Adjusting — Screw Rocker Arm Adjusting — Nut	16	2402525	All
		16	6023587	All
9-43-5	Package — Rocker Arm Spacer	AR	P3690896	All — .015" Thick, 12 pieces per package.
9-43-9	Shaft — Valve Rocker Arm With Screw In End Plugs	2	P3690217	Intake
		2	P3690219	Exhaust
9-43-10	Bracket — Rocker Shaft Support	4	2468089	All
		4	2468088	End and Center
		2	2468091	Intermediate
		4	P3614098	Offset — Right Front and Left Rear
		4	P3614099	End and Center — 2" Valve Gear.
		2	P3614100	Intermediate — 2" Valve Gear.
9-43-14	Spring — Valve Rocker Shaft	2	1632106	All
		14	2468128	All
9-42-1	Pushrods — Intake	8	3418359	Hydraulic Cam
	Pushrods — Exhaust	8	3418360	
	— Intake	8	P2468092	Mechanical Cam
	— Exhaust	8	P2468094	
	Package — Pushrod Kit Includes 16 Pushrods and Assembly Tool	1	P4007284	All — Cut to Desired Length and Install Hardened Tip
	Pushrod Kit — Individual Pushrods Without Tool	16	P3690988	All

PART CODE	DESCRIPTION	QTY.	PART NO.	APPLICATION/NOTES
	<p>Valve Gear Your Direct Connection dealer has a wide variety of valve train gear for all sorts of competition and camshafts.</p> <p>Apollo Titanium Retainers — These super lightweight, super strong pieces help reduce valve float in the 9-grand rev range.</p> <p>Valve Springs — We offer three types: the street Hemi for general high performance applications, the "Purple Stripe" for Super Stock cars with flat tappet cams, or the "Battle-ship" spring for Pro Stock and Modified classes that can</p>			<p>handle cams in the 0.750" lift area. Pushrod Kit — Here's a nifty way to solve the valve train geometry problems that result from milling heads, etc. These push rods come with one tip installed. Cut the other end to the desired length and press in the hardened tip. We even include a fixture-type tool to support the push rod while you're assembling the tip. 2" Valve Gear — Improve valve train geometry by raising rocker shafts and using longer valves. It's essential to use the special rocker stands and longer valves together. Don't mix . . . they don't match!</p>
	 			
9-41-4	<p>Valve Tappet — Hydraulic</p> <p>Valve Tappet — Mechanical</p> <p>Mechanical</p> <p>Mechanical</p> <p>Valve Tappet — Roller</p> <p>Roller</p>	<p>16</p> <p>16</p> <p>16</p> <p>16</p> <p>16</p> <p>16</p>	<p>3418239</p> <p>2843177</p> <p>2843181</p> <p>P3690137</p> <p>P4007180</p> <p>P3690069</p>	<p>Street Hemi</p> <p>0.0005" Undersize (Race Cams)</p> <p>0.030" Oversize (Race Cams)</p> <p>Mushroom-type (Race Cams)</p> <p>Standard Dia. (Racer Brown)</p> <p>0.030" Oversize (Crane)</p>
9-15-1	<p>Camshaft and Tappet Package</p> <p>Racer Brown SSH44</p> <p>292° Duration/0.510" Lift</p> <p>Camshaft and Tappet Package</p> <p>340° Duration/0.615" Lift</p> <p>128° Overlap</p> <p>Roller Camshaft</p> <p>Cam Dynamics R-292-500</p> <p>0.750" Lift</p> <p>Roller Camshaft</p> <p>Crane R-296-4778-8</p>	<p>1</p> <p>1</p> <p>1</p> <p>1</p>	<p>P3690814</p> <p>P3571029</p> <p>P4007253</p> <p>P3690839</p>	<p>Street Hemi — Hydraulic.</p> <p>General Purpose High Performance</p> <p>Race Hemi — Mechanical. Good Mid-Range, Excellent Dynamics. Super for Boats.</p> <p>Race Hemi — Super Stock</p> <p>Race Hemi — Pro Stock and Modified</p>
	<p>Cam And Tappets The list of cams tested in late model Hemi's is almost endless. You can count on the performance you're looking for from the survivors of tough competition. There's a Racer Brown Hydraulic for general purpose high performance, street rods and bracket racers; a Cam Dynamics Roller for general race and super stock applications, and a Crane Roller for 9000 plus revving for modified, competition and pro stock cars. And for you boat racers, a Chrysler-design cam that won't float the valves when your prop comes out of the water. The flat tappet cam packages</p>			<p>include: cam, tappets and lubrizol for no-scuff break-in. Roller cams do not come with tappets.</p>  

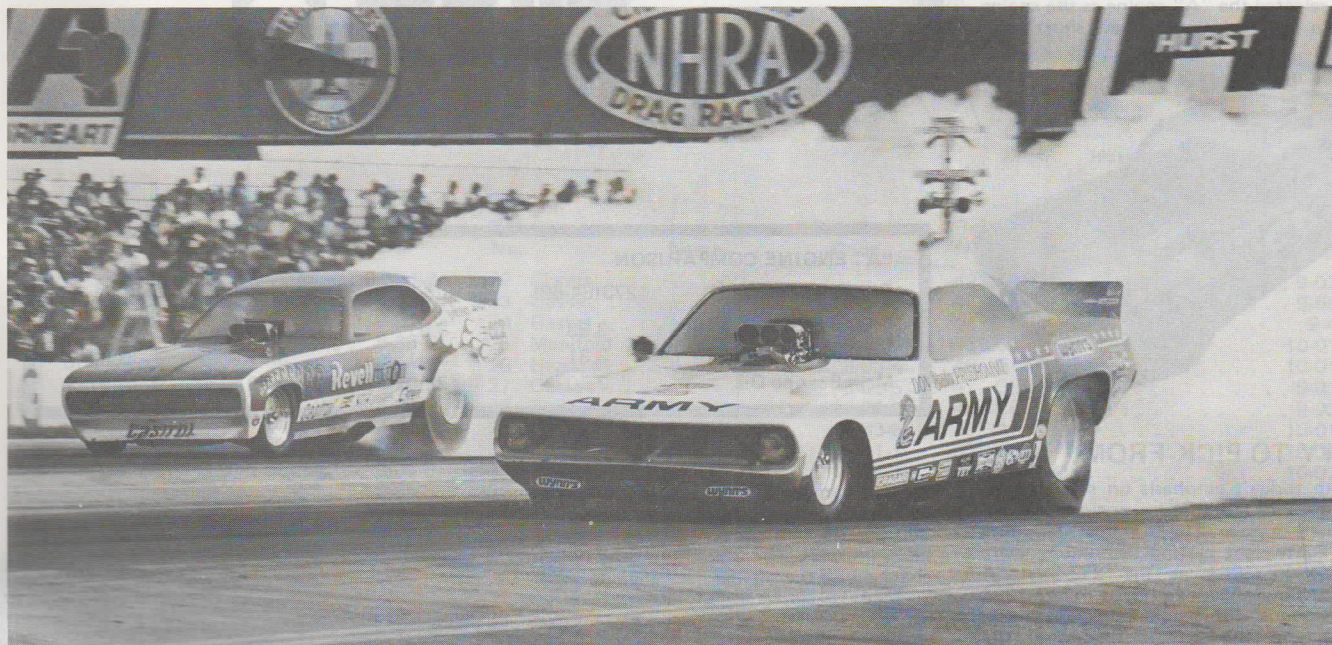
PART CODE	DESCRIPTION	QTY.	PART NO.	APPLICATION/NOTES
9-16-6	Camshaft Bearing — Babbitt	1 1 1 1 1	1821771 1821772 1821773 1821774 1821775	All #1 Journal #2 Journal #3 Journal #4 Journal #5 Journal
9-16-71	Plug — Rear of Block (Cam)	1	2402905	All
9-08-5	Crankshaft — Sprocket	1	P3690280	Magna-Fluxed. Use with Roller Chain
9-17-5	Camshaft — Sprocket — 1 bolt type	1	P3690277	Magna-Fluxed. Use with Roller Chain
	Camshaft — Sprocket — 3 bolt type	1	P3690278	Magna-Fluxed — Use with Roller Chain
9-17-9	Bolt — Camshaft Sprocket	1 3	9417471 2120930	1-bolt type (Use with Roller Chain) 3-bolt type
9-17-5	Offset Bushings — Cam (Pkg.)	1	P3690936	All
9-20-1	Chain — Timing	1	P3690279	Use with Roller-type Sprockets
	Roller Timing Chain And Sprockets 			
9-23-5	Cover — Timing Chain	1	2658454	All
9-23-17	Gasket — Timing Chain Cover	1	2264794	All
9-23-18	Oil Seal — Timing Chain Cover	1	2536481	All
9-45-1	Steel Flywheel — 21 Lbs. — 45 Lbs. — 58 Lbs. — 33 Lbs. Aluminum Flywheel — 11 Lbs.	1 1 1 1 1	P3412062 P3690725 P3412022 P3412063 P3690897	Race Hemi with 10-1/2" Clutch Race Hemi with 10-1/2" Clutch Race Hemi with 10-1/2" Clutch Race Hemi with 11" Clutch Race Hemi with 10-1/2" Clutch
	<p>We have five different flywheel weights that meet the needs of most every conceivable setup. Each one is balanced, and machined to fit all Hemi cranks with no additional work. Just bolt 'em on and prepare to drop the hammer for the launch of your life.</p> 			
9-45-2	Screw — Flywheel Attaching	8 8	9411259 P3690418	Race Hemi 7/8" Long for 11, 21 and 33 Pound Flywheels 1-3/8" Long for 45 and 58 Pound Flywheels

426 HEMI ENGINE PARTS

PART CODE	DESCRIPTION	QTY.	PART NO.	APPLICATION/NOTES
9-46-4	Torque Converter — 6877F —069 Model "J" —3800 Turbo-Action	1 1 1	P2836877 P3571084 P4007290	General Purpose High Performance Race Race — With lightweight ring gear
	<p>If you want a real performance converter, one with high stall speed capabilities AND high efficiency . . . a converter that helps your engine move your car all the way down the track, not just the first 100 feet, one that Chrysler Engineering has lab and track-tested, then slide on down to the parts department and pick up on our Model "J" or 3800 Turbo-Action. They're the hot tip for automatic transmission racers.</p> 			
9-46-8	Flex Plate — (8-Hole)	1	2466715	All
9-46-21	Screw — Flex Plate to Crank. Screw — Torque Converter to Flex Plate	8 4	6025528 6024318	All All
9-48-7	Intake Manifold (2-4 barrel) A990 "Cross Ram" Magnesium	1	P2536900	Race Hemi — 1964/65/68 Super Stock
	Intake Manifold (2-4 barrel) Weiand "I.R." Magnesium	1	P3690233	Race Hemi — Pro Stock and Modified
14-33-1	Carburetor Mounting Plate	2	P3571054	To Mount Carburetor #P3571037 on I.R. Manifold P3690233
9-48-7	Plenum Top (2-4 barrel) Weiand "Tunnel Ram" Magnesium	1	P3690234	Race Hemi — Pro Stock and Modified. Use with I.R. Manifold P3690233 and Holley 4500 Carburetors.
	 <div> <div>Cross Ram</div> <div>Weiand I.R.</div> <div>Weiand Tunnel Ram</div> </div>			

PART CODE	DESCRIPTION	QTY.	PART NO.	APPLICATION/NOTES
10-7-0	Dual Line Oil System Kit (Milodon OS-65-SLSW)	1	P3412026	Includes Pump, Lines and Swivel Pick-Up
	Dual Oil Pick-Up Assy. (Lee Smith Machine Co.)	1	P3690157	Swivel Pick-Up Only
	<p>Oiling Systems</p> <p>Save yourself a lot of hassle and install the best lubrication system available. Up to about 7000 rpm, the long rotor, high delivery system that fits the stock Hemi oil pump does just fine. But for the high rev world of 9000 rpm and beyond, bolt in the dual line Milodon oil system with a swivel pick-up.</p> <div style="display: flex; justify-content: space-around; align-items: flex-start;"> <div style="text-align: center;">  <p>Long Rotor Package</p> </div> <div style="text-align: center;">  <p>Milodon Dual Line System</p> </div> </div> <div style="text-align: center; margin-top: 20px;">  <p>Oil Pump and Distributor Drive Shaft</p> </div>			
10-7-2	Gasket Package — Oil Pump	1	2084355	All
10-7-6	Oil Pump Assy. Oil Pump Pkg.	1	3685652	Street Hemi
	Oil Pump Assy (Milodon #2170)	1	P4007177	All Single Entry Pumps — Long Rotor, High Delivery
		1	P3690039	Race Hemi — Extra Deep, Double Entry Pump and Rotors
10-7-8	Gasket — Oil Pump Cover	1	2268921	All
10-7-12	Seal — Oil Pump Body	1	1855328	All

PART CODE	DESCRIPTION	QTY.	PART NO.	APPLICATION/NOTES
10-9-5	Distributor Shaft with Gear — Oil Pump and Distributor Drive — Hardened Tip	1	P3571071	With Flat Tappet Cams
	Distributor Shaft with Gear — Oil Pump and Distributor Drive — Hardened Tip	1	P3412064	Extra Length for use with Milodon Oil System
	Distributor Shaft with Aluminum Bronze Gear — Oil Pump and Distributor Drive — Hardened Tip	1	P3690875	With Roller Tappet Cam
	Distributor Shaft with Aluminum Bronze Gear — Oil Pump and Distributor Drive — Hardened Tip	1	P3690876	With Roller Tappet Cam and Milodon Oil System
10-22-11	Plunger — Oil Pressure Relief	1	2463541	All
10-22-15	Spring — Oil Pressure Relief	1	2406677	All
10-22-40	Cap — Oil Pressure Relief Valve	1	618621	All
10-22-41	Gasket — Oil Pressure Relief Valve	1	618622	All
10-24-1	Gasket — Oil Pan	2	P3412049	All
10-24-4	Oil Pan Assy. (Production Type)	1	P2780547	Street Hemi
7-43-1	Aluminum Water Pump Housing	1	P2536086	Race Hemi
14-73-1	Fuel Pump Assy. — Mechanical	1	P4007039	All
	Fuel Pump Assy — Electric (Carter)	2	P4007038	All — On The Street, One Pump is Sufficient.

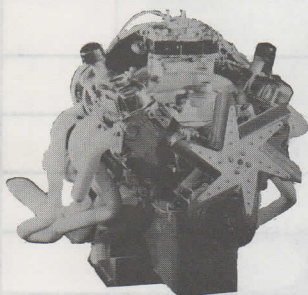


direct  connection

'A' engine

SMALL "A" BLOCK ENGINES . . . the mighty lightweights.

Since its introduction as Chrysler's first lightweight V-8, the "A" engine has been a fierce — and winning — competitor. Off the line it made itself felt in drag racing's super stock classes (as Butch Leal, Judy Lilly, Joe Coletti, Ed Hamburger, and dozens of others can testify), and it is increasingly competitive in the Modified and Comp Eliminator classes. On NASCAR's ovals — from superspeedways



to short tracks — the "A" is even more dominant, with the incredible #43 — the King, Richard Petty — still reigning supreme, as he did with his Hemi. Petty has consistently taken his small-block racer to the winner's circle, ever since last year's rules changes paved the way for the smaller engines. Based on that outstanding record, Chrysler selected the "A" engine as the engine package in its revolutionary new short track Kit Car.



direct 
connection



"A" ENGINE COMPARISON

CID/Prod. Years	273(64-69)	318(67-75)	340(68-73)	360(71-75)
Bore	3.63	3.91	4.04	4.00
Stroke	3.31	3.31	3.31	3.58
Main Bearing Dia.	2.50	2.50	2.50	2.81

PLENTY TO PICK FROM

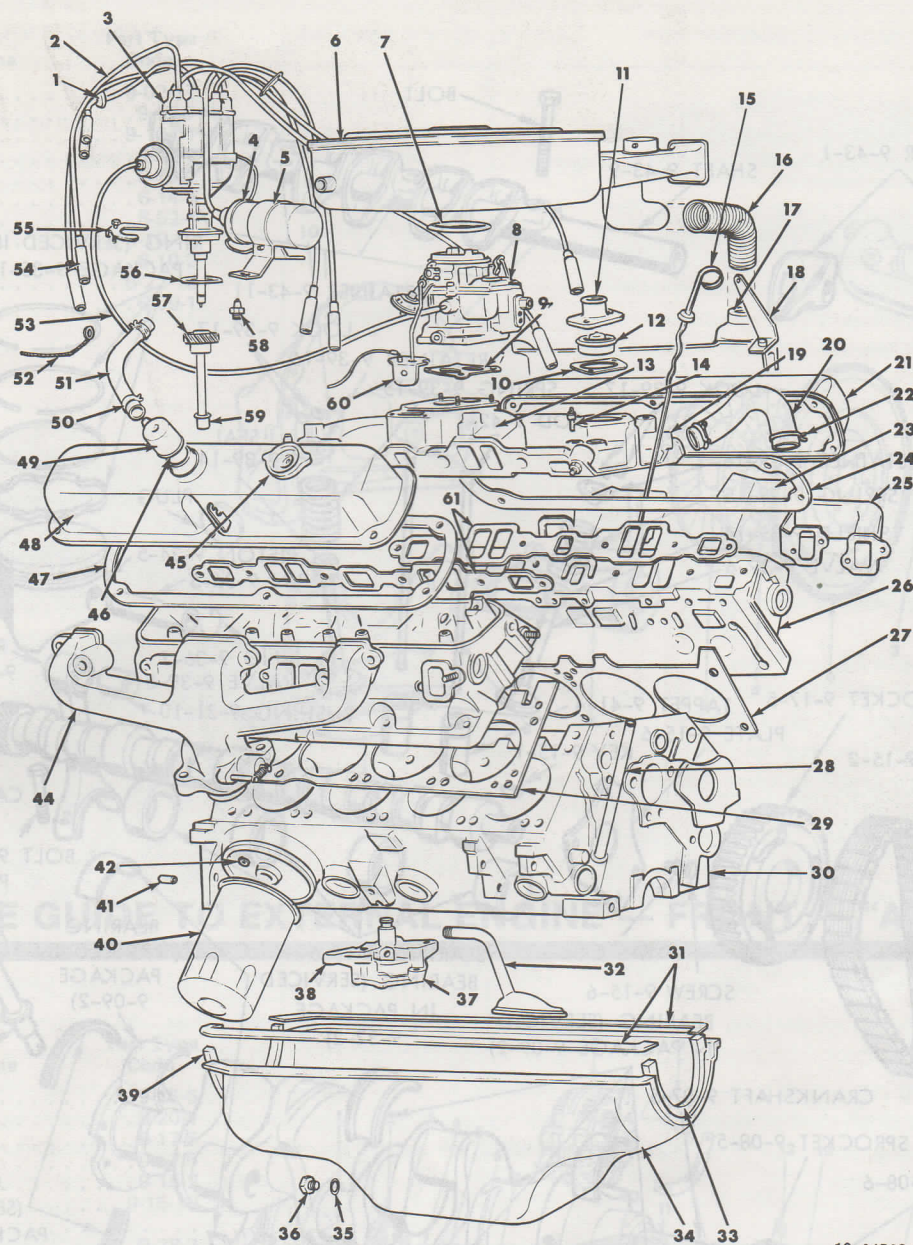
What with today's emphasis on smaller cars, the small block "A" series engines are becoming very popular. These engines, featuring modern lightweight casting techniques, were introduced in 1964 as the 273-2bbl. A 273-4bbl. "Power Pak" followed in late 1964 and subsequent displacements came out as shown in the chart. Note that only the 1967-75 318 is considered here. That's because the earlier (1956-66) 318's were an entirely different design employing polyspherical combustion chambers and semi-canted valves. Few parts from the newer engines fit the pre-1967 design.

As you can see from the chart, the 318 and 340 are bored out versions of the 273. The 360 has its own bore and stroke, and larger main journals. The 360 crank does not interchange with the smaller "A" engines.

For complete blueprinting specifications and description of the "A" Engine, write for "Race Bulletin 8". See ordering information on inside front cover.



REFERENCE GUIDE TO EXTERNAL ENGINE PARTS — "A" ENGINE



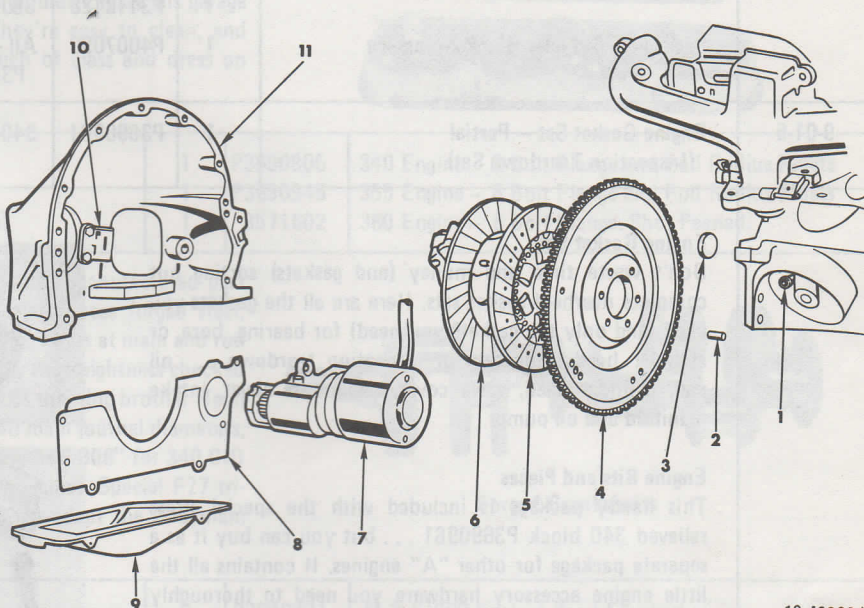
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Ref. No.	Name	Part Type Code	Ref. No.	Name	Part Type Code	Ref. No.	Name	Part Type Code
1	Grommet	8-36-92	22	Clamp	9-50-5	42	Plug	9-02-17
2	Cable Set	8-36-1	23	Gasket	9-50-5	43	Counterweight	9-58-12
3	Distributor	8-27-1	24	Gasket	9-03-29	44	Manifold	9-48-6
4	Coil	8-35-4	25	Manifold	9-48-6	45	Cap	10-01-54
5	Bracket	8-35-41	26	Head	9-03-4	46	Grommet	10-01-23
6	Air Cleaner	14-29-2	27	Gasket	9-03-5	47	Gasket	9-03-29
7	Gasket	14-29-5	28	Tube	10-03-7	48	Cover	9-03-28
8	Carburetor	14-30-1	29	Gasket	9-03-5	49	Air Cleaner	10-01-21
9	Gasket	14-30-2	30	Block	9-01-1	50	Clamp	10-01-40
10	Gasket, Water Outlet Connector	9-05-6	31	Gasket	10-24-1	51	Hose	10-02-53
11	Connector	9-05-5	32	Strainer w/Pipe	10-23-7	52	Cable	Not Serviced
12	Thermostat	7-41-4	33	Gasket	10-24-1	53	Tube	8-27-320
13	Manifold	9-48-7	34	Pan	10-24-4	54	Nipple	8-36-96
14	Sending Unit	8-37-155	35	Gasket	10-24-38	55	Clamp	8-27-26
15	Indicator	10-03-4	36	Plug	10-24-37	56	Gasket	8-27-4
16	Connector	14-29-38	37	Cover	10-07-7	57	Shaft	10-09-1
17	Heater	14-62-1	38	Pump	10-07-6	58	Sending Unit	8-53-327
18	Bracket	14-06-10	39	Gasket	10-24-1	59	Bushing	10-09-7
19	Nipple	7-48-22	40	Filter	10-26-6	60	Choke	14-39-45
20	By-Pass Hose	7-14-9	41	Dowel	9-02-7	61	Gasket (Serviced in 9-50-1)	
21	Cover	9-03-28						



REFERENCE GUIDE TO EXTERNAL ENGINE — REAR — “A” ENGINE

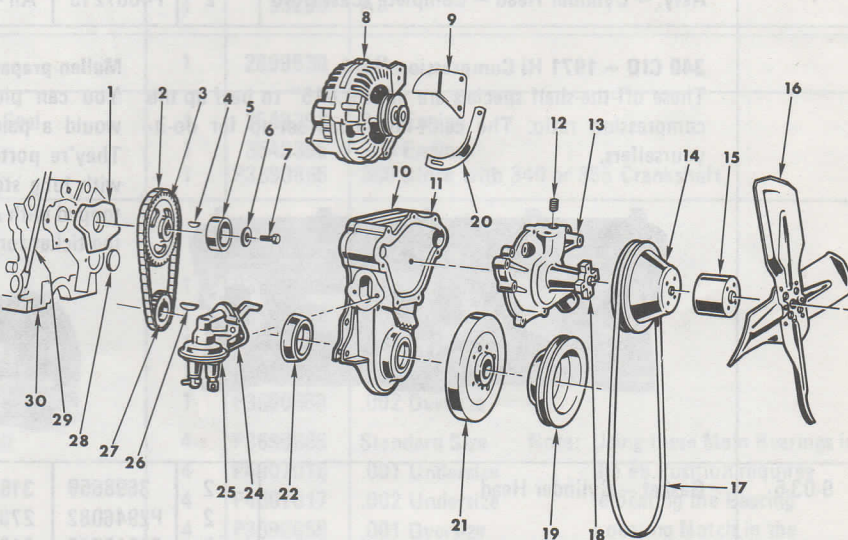
Ref. No.	Name	Part Type Code
1	Plug	9-02-17
2	Dowel	9-02-7
3	Plug	9-16-17
4	Flywheel	9-45-1
5	Disc	6-13-1
6	Plate	6-14-1
7	Starting Motor	8-52-4
8	Seal	6-10-10
9	Pan	6-10-2
10	Pivot	6-22-15
11	Housing	6-09-1



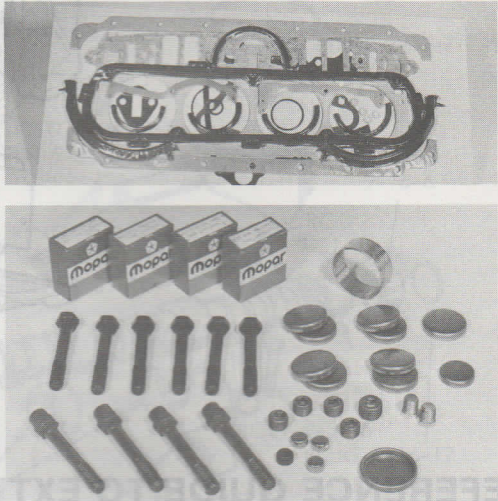
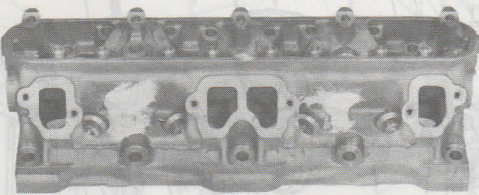
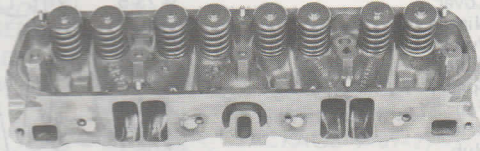
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REFERENCE GUIDE TO EXTERNAL ENGINE — FRONT — “A” ENGINE

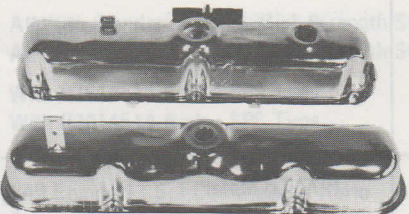
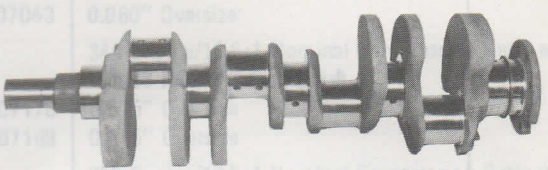
Ref. No.	Name	Part Type Code
1	Plate	9-15-6
2	Chain	9-20-1
3	Sprocket	9-17-5
4	Key	9-17-5
5	Eccentric	9-15-2
6	Washer	9-15-10
7	Screw	
8	Alternator	8-28-3
9	Bracket	8-28-36
10	Gasket	9-23-17
11	Cover	9-23-5
12	Nipple	7-48-22
13	Pump	7-42-1
14	Pulley	7-06-14
15	Spacer	7-02-16
16	Fan	7-02-1
17	Belt	7-03-1
18	Hub	7-05-1
19	Pulley	7-06-1
20	Strap	8-28-15
21	Damper	9-13-5
22	Oil Seal	9-23-18
23		
24	Gasket	14-74-1
25	Pump	14-73-1
26	Key	9-08-5
27	Sprocket	9-08-5
28	Plug	9-02-16
29	Tube	10-03-7
30	Block	9-01-1

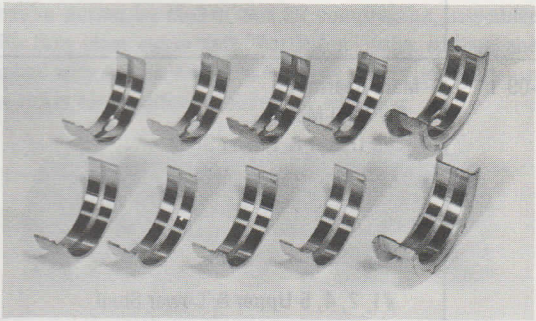


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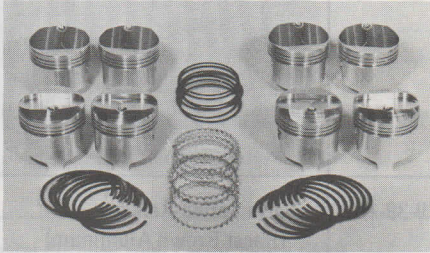
PART CODE	DESCRIPTION	QTY.	PART NO.	APPLICATION/NOTES
9-01-1	Cylinder Block — Bare (Includes Main Caps and Cam Bearings Only. Not a Short Block Engine.) Package — Cylinder Block Accessory	1	P2536028	318 Engine
		1	P2658628	340 Engine
		1	P3690961	340 Engine — Stress Relieved
		1	P3418428	360 Engine
		1	P4007099	All — Included with stress-relieved 340 Block P3690961
9-01-5	Engine Gasket Set — Partial (Inspection Teardown Set)	1	P3690861	340-360 Engine
<div> <p>Engine Gasket Set Don't waste time and money (and gaskets) sorting out complete overhaul gasket sets. Here are all the gaskets you need (and only the gaskets you need) for bearing, bore, or cylinder head inspection or inspection teardown ... oil pan, cylinder head, valve cover, chain case cover, intake manifold and oil pump.</p> <p>Engine Bits and Pieces This handy package is included with the special stress relieved 340 block P3690961 ... but you can buy it as a separate package for other "A" engines. It contains all the little engine accessory hardware you need to thoroughly prep your block. Like core hole (freeze) plugs, head and clutch housing dowels, oil gallery plugs, cam bearings, and main bearing bolts. This is a must for all engine builders. It'll save you extra trips to the parts counter for nuisance items.</p> </div> <div>  </div>				
9-03-4	Cylinder Head — Cast Iron — Bare	2	P3690254	All — (1971 340 High Compression) Milled .045".
	Assy. — Cylinder Head — Complete (Cast Iron)	2	P4007215	All — Drag — Mullen-prepared Ready to Race
<div> <p>340 CID — 1971 Hi Compression Head These off-the-shelf specials are milled .045" to beef up the compression ratio. The can't-miss head set-up for do-it-yourselfers.</p> <p>Mullen-prepared Head You can pick up ready-to-race heads as simply as you would a pair of sneakers from the local discount store. They're ported by Mullen, cut for compression, assembled with long stem valves and "Battleship" valve springs, and topped with Apollo Titanium retainers. These heads are just the ticket for modified, brackets, or whatever.</p> </div> <div>   </div>				
9-03-5	Gasket — Cylinder Head	2	3698659	318-340-360 Engines — Composition Type
9-03-28	Valve Cover — Chrome	2	P2946082	273 Engine — Steel
		2	P3512719	318-340-360 Engines — Steel
	Valve Cover — Cast Aluminum	1	P4007102	Right Side
	Stud — Valve Cover	1	P4007103	Left Side
	Nut — Valve Cover Stud	2	P4007174	
		AR	6024845	
		AR	6022582	

"A" ENGINE PARTS

PART CODE	DESCRIPTION	QTY.	PART NO.	APPLICATION/NOTES
	Chrome Valve Covers The guy who is really serious about how his street rod, street machine or race car looks wouldn't leave his garage without chrome valve covers. They're easy to clean, and they don't leak. They add a touch of class and dress up your engine compartment.			
9-07-5	Crankshaft — Forged — Forged Crankshaft — Cast Iron (Premium)	1 1 1	P3690905 P3690945 3571602	340 Engine — 8 Bolt Flange and Full Radius Fillets 355 Engine — 8 Bolt Flange and Full Radius Fillets 360 Engine — 6 Bolt Flange. Shot Peened.
	Here's another race engineered, quality manufactured part from your Direct Connection dealer. These forged steel, small block cranks feature full radius fillets at main and rod journals, eight-bolt flanges and they're straightness checked ... in short, scaled-down versions of their big brother Hemi cranks. All are ground with the 340 main journal diameters, and are available in two stroke lengths 3.306" for 340 CID engines and 3.454" for 355 CID engines. Special F77 tri-metal main bearings are available to adapt the 340 main journal size to the 360 block.			 <p style="text-align: center;">Forged Crankshafts</p>
9-10-5	Cap — Main Bearings (Pearlitic)	3 1 3 1	P3690871 P3690872 P4007249 P4007250	#1-2-4 (360 Engine) Semi-Finished #3 (360 Engine) Semi-Finished #1-2-4 (340 Engine) Semi-Finished #3 (340 Engine) Semi-Finished
9-10-19	Screw — Main Bearing Cap (Prem.)	6 4	P4007251 P4007252	#1-3-5 All — Magna-Fluxed and Hardness Checked #2-4 All — Magna-Fluxed and Hardness Checked
9-07-12	Pilot Bushing — Drive Pinion	1	53298	All
9-07-17	Oil Slinger — Crankshaft	1	2899530	All
9-11-1	Package — Rear Main Bearing Oil Seal	1 1 1	3549392 3549395 P3690865	340 Engine 360 Engine 360 Block with 340 or 355 Crankshaft.
9-09-1	Main Bearings F-77 Tri-Metal #3 Upper & Lower Shell #1, 2, 4, 5 Upper & Lower Shell Babbitt #3 Upper & Lower Shell	1 1 1 1 1 4 4 4 4 4 1 1 1 1 1	P3690686 P3690999 P4007015 P3690660 P3690688 P3690685 P4007016 P4007017 P3690659 P3690687 P3690656 P4007031 P4007032 P4007020 P4007021	318-340 Engine Standard Size .001 Undersize .002 Undersize .001 Oversize .002 Oversize Standard Size .001 Undersize .002 Undersize .001 Oversize .002 Oversize 318-340 Engine Standard Size .001 Undersize .002 Undersize .001 Oversize .002 Oversize Note: Using these Main Bearings in the #5 Position requires relocating the Bearing Locating Notch in the Cylinder Block.

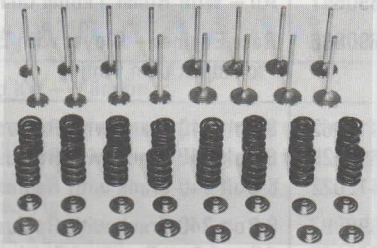
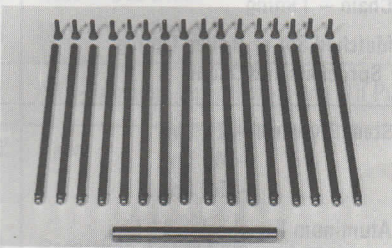
PART CODE	DESCRIPTION	QTY.	PART NO.	APPLICATION/NOTES
	#1, 2, 4, 5 Upper & Lower Shell	4	P3690655	Standard Size
		4	P4007022	.001 Undersize
		4	P4007023	.002 Undersize
		4	P4007024	.001 Oversize
		4	P4007025	.002 Oversize
	F-77 Tri-Metal			Note: Using these Main Bearings in the #5 Position requires relocating the Bearing Locating Notch in the Cylinder Block.
				To Adapt P3690905 and P3690945 Small Journal Radius Fillet Crank to 360 Block
	#3 Half Thrust Washer Upper & Lower Package	1	P4007047	Used in Conjunction with #3 Shells Shown Below.
	#3 Upper & Lower Shell	1	P4007048	Standard Size
		1	P4007049	.001 Undersize
		1	P4007050	.002 Undersize
		1	P4007051	.001 Oversize
		1	P4007052	.002 Oversize
	#1, 2, 4, 5 Upper & Lower Shell	4	P4007053	Standard Size
		4	P4007054	.001 Undersize
		4	P4007055	.002 Undersize
		4	P4007056	.001 Oversize
		4	P4007057	.002 Oversize
				Note: Using these Main Bearings in the #5 Position requires relocating the Bearing Locating Notch in the Cylinder Block.
9-32-2	Pkg. — Connecting Rod Bearings (Upper and Lower Shells)			All
	F-77 Tri-Metal	8	P3690683	Standard Size
		8	P4007018	.001 Undersize
		8	P4007019	.002 Undersize
		8	P3690657	.001 Oversize
		8	P3690684	.002 Oversize
	Babbitt	8	P4007026	Standard Size
		8	P4007027	.001 Undersize
		8	P4007028	.002 Undersize
		8	P3690653	.001 Oversize
		8	P4007029	.002 Oversize
	<p>Bearings</p> <p>Crank bearings come in two materials, F-77 tri-metal for street, or race automatic transmission cars and babbitt for race machines with manual transmission or any revving over 8000 rpm. And a special heavy steel backed F-77 tri-metal main bearing is available to adapt the small diameter main journal, radius fillet cranks to the 360 block.</p> <p>Rod bearings feature the same design criteria as crank bearings ... extra "crush" so they stick in the rods and don't turn at high revs, plus extra clearance. And there's extra parting line clearance so they don't rub on the crank when the rods stretch at high speeds. They come in two materials, F-77 tri-metal or babbitt.</p>			
				
9-31-4	Assy. — Connecting Rod	8	P3690641	All — Magna-Fluxed Double Shot Peened and Polished Stock Forging with High Strength Bolts and Nuts (Floating Pin)
	Assy. — Connecting Rod 6.125" Length 0.984" Dia. Pin	8	P3614514	All — Heavy Duty Forging, Magna-Fluxed and Double Shot Peened With 7/16" SPS Bolts and Nuts (Floating Pin)


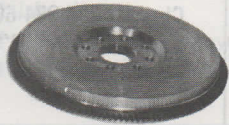
"A" ENGINE PARTS

PART CODE	DESCRIPTION	QTY.	PART NO.	APPLICATION/NOTES
9-31-5	Connecting Rod Bolt — 3/8"	16	P3614521	All With Standard Rods — High Strength Steel
	Nut — 3/8"	16	P3690632	All With Standard Rods — High Strength Steel
	Bolt — 7/16"	16	P3462587	With P3614514 Rod — SPS Type
	Nut — 7/16"	16	P6029243	With P3614514 Rod — SPS Type
9-34-5	Piston With Pin	8	P3690824	340 Engine/11.5:1 Compression Ratio
		8	P3690825	Standard Size
		8	P3690826	0.030" Oversize
	Piston With Pin	8	P4007041	360 Engine/11:5.1 Compression Ratio
		8	P4007042	Standard Size
		8	P4007043	0.030" Oversize
	Piston With Pin — Super Race	4	P4007170	340 Engine/12.5:1 Nominal Compression Ratio with
	Cylinder Nos. 1, 4, 5, 8	4	P4007169	2.02" Intake Valve Pocket
	Cylinder Nos. 2, 3, 6, 7	4		0.015" Oversize
	Piston With Pin — Super Race	4	P4007036	355 Engine/12.5:1 Nominal Compression Ratio with
	Cylinder Nos. 1, 4, 5, 8	4	P4007035	2.02" Intake Valve Pocket
	Cylinder Nos. 2, 3, 6, 7	4		0.010" Oversize
	Piston With Pin — Super Race	4	P3690990	340 Engine/12.5:1 Nominal Compression Ratio with
	Cylinder Nos. 1, 2, 5, 6	4	P3690991	2.19" Intake Valve Pocket
	Cylinder Nos. 3, 4, 7, 8	4		0.005" Oversize
	Cylinder Nos. 1, 2, 5, 6	4	P3690992	0.030" Oversize
	Cylinder Nos. 3, 4, 7, 8	4	P3690993	0.030" Oversize
	Cylinder Nos. 1, 2, 5, 6	4	P3690994	0.060" Oversize
	Cylinder Nos. 3, 4, 7, 8	4	P3690995	0.060" Oversize
<p>Today's engines come with low compression pistons to improve emission levels. So, if you want to go racing you've got to increase the CR. Your Direct Connection dealer can put you into a set of 11.5:1 pistons for either the 340 or 360. And for all-out race 340 and 355 engines, he has high-ratio pistons with a 1/16" Moly top rings. All of these pistons are machined from nearly bullet proof TRW forgings. And they're cam ground with the right skirt taper so you don't have to fit them at 0.015" to avoid scuffing ... 0.009"—0.010" will do fine. All Direct Connection ring sets are 0.005" larger than the bore size to assure proper end gap to reduce "blow-by".</p> <div style="display: flex; justify-content: space-around; align-items: flex-start;"> <div style="text-align: center;">  <p>11.5:1 Pistons & Rings</p> </div> <div style="text-align: center;">  <p>Comparison 12.5:1 (Left) & 11.5:1 Pistons</p> </div> <div style="text-align: center;">  <p>12.5:1 Pistons & Rings</p> </div> </div>				
9-35-1	Piston Ring Package	1	P3690913	340 Engine/11.5:1 Compression Ratio
		1	P3690914	0.005" Oversize (Use on Standard Bore Piston P3690824)
		1	P3690915	0.035" Oversize (Use on 0.030" Oversize Piston P3690825)
				0.065" Oversize (Use on 0.060" Oversize Piston P3690826)

PART CODE	DESCRIPTION	QTY.	PART NO.	APPLICATION/NOTES
	Piston Ring Package	1	P3690996	340 Engine/12.5:1 Compression Ratio 0.010" Oversize (Use on 0.005" Oversize Piston P3690990-1)
		1	P3690997	0.035" Oversize (Use on 0.030" Oversize Piston P3690992-3)
		1	P3690998	0.065" Oversize (Use on 0.060" Oversize Piston P3690994-5)
	Piston Ring Package	1	P4007168	340 and 355 Engine — For use with Pistons P4007035 and P4007036.
	Piston Ring Package	1	P4007044	360 Engine/11.5:1 Compression Ratio 0.005" Oversize (Use on Standard Bore Piston P4007041)
		1	P4007045	0.035" Oversize (Use on 0.030" Oversize Piston P4007042)
		1	P4007046	0.065" Oversize (Use on 0.060" Oversize Piston P4007043)
9-39-5	Intake Valve	8	P3690230	340 Engine — Race — Zyglow Inspected
		8	P3614501	340 Engine — Race — Long Stem — Zyglow Inspected
		8	P4007233	340 Engine — Race — With P4007215 Cyl. Head
9-39-6	Exhaust Valve	8	P3690231	340 Engine — Race — Zyglow Inspected
		8	P3614506	340 Engine — Race — Long Stem — Zyglow Inspected
9-39-15	Valve Spring — Racer Brown (957-A-B-C)	16	P3412068	All — Race Up to .620" Lift
	Valve Spring — Chrome Vanadium (Purple Stripe)	16	P2806077	All — Race — Up to .620" Lift.
	Valve Spring — Carpenter Steel (Battleship)	16	P3462887	All — Race
	Spacers — Valve Spring	AR	P4007216	All — With Std. Spring Seat .060" Thick
		AR	P4007217	.030" Thick
		AR	P4007218	.015" Thick
		AR	P4007227	.060" Thick, Cup Type
		AR	P4007222	All — With Inner Spring Seat Removed .060" Thick
		AR	P4007223	.030" Thick
		AR	P4007224	.015" Thick
		AR	P4007225	.060" Thick, Cup Type
9-39-16	Valve Spring Retainer (Racer Brown Aluminum)	16	P3412067	All — General Purpose High Performance
	Valve Spring Retainer (Apollo Titanium)	16	P4007178	Race — With P3412068 Valve Spring (Racer Brown) With P2806077 Valve Spring (Purple Stripe)
		16	P4007245	Race — With P3462887 Valve Spring (Battleship)
	Valve Stem Oil Seal Pkg.	1	P3690963	All — Perfect Circle Seal with Installation Tool
9-39-17	Lock — Valve Stem — 1 Groove	AR	P3690797	All — Hardened, Iskenderian
	— 2 Groove	AR	P3690856	All — Hardened with double lock groove.
	— 3 Groove	AR	P3690857	All — Hardened with triple lock groove.

"A" ENGINE PARTS

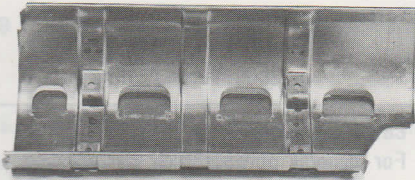
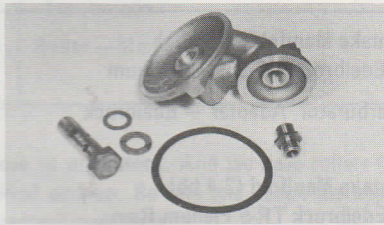
PART CODE	DESCRIPTION	QTY.	PART NO.	APPLICATION/NOTES
9-43-2	Lash Cap — Valve Stem	16	P3690763	Use with High Lift Cams — Does not require Shortened Valve Locks.
9-43-1	Rocker Arm — Hydraulic (Heavy Duty)	8	P3690710	Right
		8	P3690711	Left
	Rocker Arm — Adjustable	16	2806988	All Stock Heads Except 340-6 Bbl.
	Rocker Arm — Adjustable Intake	4	P4007230	Right — Use with ported heads and offset pushrods.
		4	P4007231	Left — Use with ported heads and offset pushrods.
9-43-3	Screw — Rocker Arm Adjusting	16	2402525	All
	Nut — Rocker Arm Adjusting	16	6023587	All
9-43-5	Package — Rocker Arm Spacer	AR	P3690896	0.015" Thick (12 Pieces Per Package) — Use to improve adjustable rocker arm to valve tip alignment.
9-43-9	Shaft — Valve Rocker Arm	2	P3870728	Use with P4007230, P4007231 and P4007232 Rocker Arms
	Support — Valve Rocker Arm Shaft	6	P3690964	Aluminum — Center and Ends
		4	P3690965	Aluminum — Intermediate
9-42-1	Pkg. — Pushrod Kit — Includes 16 Pushrods and Assembly Tool	1	P4007284	All — Cut to desired length and Install hardened Tip
	Pushrod Kit — Individual Pushrods Without Tool	16	P3690988	All — Cut to desired length and Install hardened Tip
<p>Valve Gear</p> <p>If you'll check what's available for the "A" engines in the way of valve gear, you'll see that they're basically the same trick pieces we offer for the "B" and Hemi engines. Like premium valves that have been Zyglow inspected for long life, hardened keepers, lightweight aluminum or titanium retainers and valve springs for general purpose to all-out high performance machines. And you'll note that our pushrod kit can also be used. Just cut to the desired length and install a hardened tip. We include a fixture-like tool to hold the pushrod while you press in the tip.</p> <div style="display: flex; justify-content: space-around; align-items: center;">   </div>				
9-41-4	Valve Tappets — Hydraulic	16	3549989	General Purpose High Performance Cams
	Valve Tappets — Mechanical	16	2843177	Race Cams — 0.0005" Undersize
	— Mechanical	16	2843181	Race Cams — 0.030" Oversize
	Valve Tappets — Roller	16	P4007179	Roller Cams — Standard Size (Racer Brown)
9-15-1	Camshaft Chrysler 284-284-60° Valve Lift — 0.471" Intake, 0.474" Exhaust	1	P3690213	Hydraulic — General Purpose High Performance (Street Hemi Grind)

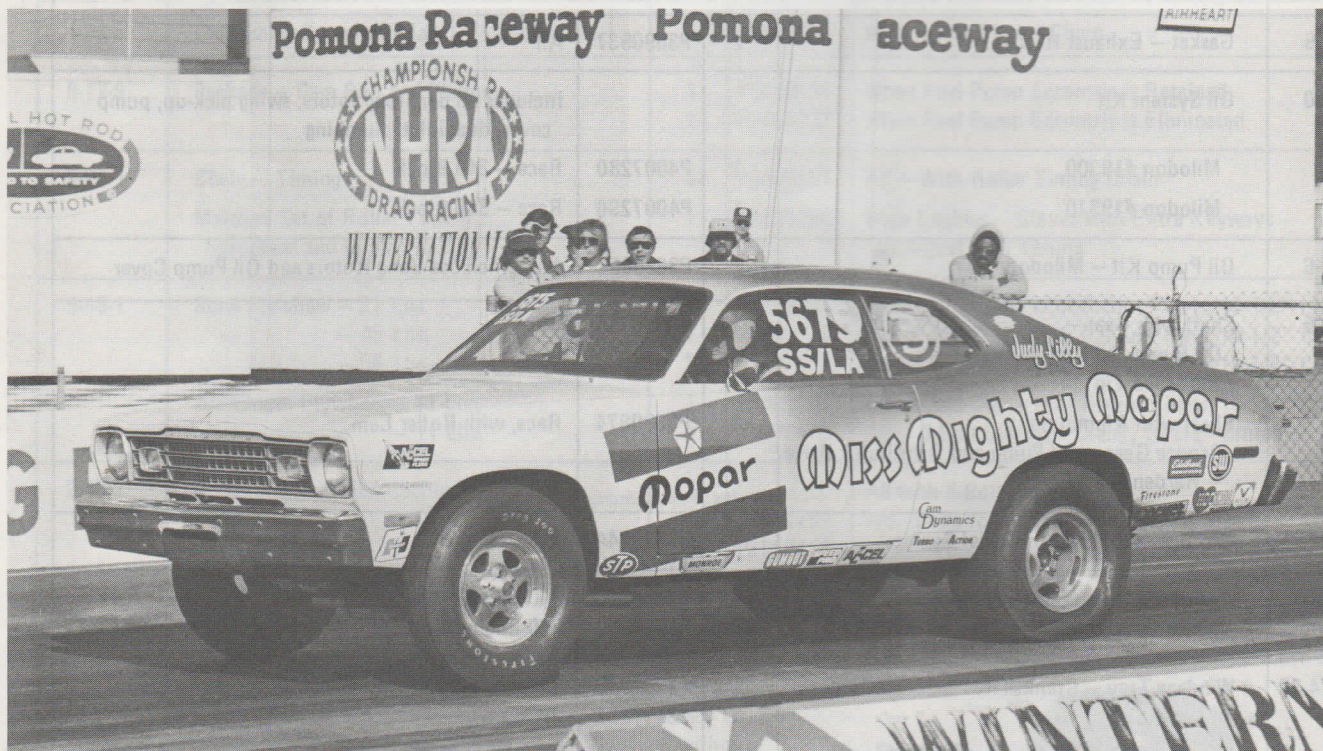
PART CODE	DESCRIPTION	QTY.	PART NO.	APPLICATION/NOTES
	Camshaft and Tappet Package Racer Brown SSH44 292° Duration, 0.510" Lift	1	P3690769	Hydraulic — High Performance with Manual 4-Speed Transmission
	Camshaft and Tappet Package Racer Brown ST21 286° Duration, 0.520" Lift	1	P3412016	Mechanical — High Performance with Manual 4-Speed Transmission
	Camshaft and Tappet Package Cam Dynamics Stock Eliminator "Cheater"	1	P4007275	All — '68 and Later High Performance
	Camshaft Cam Dynamics R-278-284-413-427-06	1	P4007278	Roller — Superstocks with Automatic Transmission
	Camshaft Cam Dynamics R284-427-05	1	P4007509	Roller — Superstocks with Manual 4-Speed Transmission
	Camshaft Crane R296-4778-10	1	P3690796	Roller — Modified Race
	Camshafts Yes, we have the cams you need to go small block racing. We have hydraulics for automatic and 4-speed general purpose high performance, street rods and bracket racers. We have mechanicals for 4-speeds for anything from general purpose to superstock. And we have rollers for superstock, modified and up. Be sure and check the appropriate valve gear recommendations.			
				
9-17-5	Camshaft Sprocket (Magna-Fluxed) Package — Offset Cam Keys	1 1	P3690695 P3690935	With Roller Timing Chain All
9-08-5	Crankshaft Sprocket (Magna-Fluxed)	1	P3690696	With Roller Timing Chain
9-17-9	Package — Cam Bolt and Washer	1 1	P3690836 P3690837	When Fuel Pump Eccentric is Retained When Fuel Pump Eccentric is Eliminated
9-20-1	Chain — Timing Matched Set of Roller Timing Sprockets and Chain	1 1	P3690697 P3690866	All — With Roller Timing Chain Race Engines — Cloyes with Extra Keyways to Adjust Cam Timing
9-45-1	Steel Flywheel — 21 Lbs. — 45 Lbs. — 58 Lbs. Aluminum Flywheel — 11 Lbs. — 11 Lbs.	1 1 1 1 1	P3412062 P3690725 P3412022 P3690897 P3690469	8-Bolt 340 Crank with Radius Fillets, 10-1/2" Clutch 8 Bolt 340 Crank with Radius Fillets, 10-1/2" Clutch 8-Bolt 340 Crank with Radius Fillets, 10-1/2" Clutch 8-Bolt 340 Crank with Radius Fillets, 10-1/2" Clutch All — 6-Bolt Standard Crank, 10-1/2" Clutch
9-45-2	Screw — Flywheel Attaching	8 8	9411259 P3690418	All with 8-Bolt Cranks 7/8" Long for 11 and 21 Pound Flywheels 1-3/8" Long for 45 and 58 Pound Flywheels
	If you launch your racer in valve float, and it still sags halfway through low gear ... maybe you need more flywheel. Or, if you have to drive it out, but worry about having the flywheel end up in your lap when you shift at 9000 rpm ... maybe you need a stronger flywheel. Or, maybe you'd just like to bolt up a trick flywheel without having to machine something. Well, check out the Direct Connection selection. All are fully balanced and machined to fit the radius fillet cranks, starter, clutch and clutch housing. (The 6-bolt flywheel on a cast crank must be rebalanced.)			
	Flywheels			

"A" ENGINE PARTS

PART CODE	DESCRIPTION	QTY.	PART NO.	APPLICATION/NOTES
9-46-4	Torque Converter - 6877F - 3800 Turbo Action	1 1	P2836877 P4007290	General Purpose High Performance Race - With Lightweight Ring Gear
<p>Converters you need the Turbo-Action 3800. Its high stall speed capabilities and maximum efficiency keep pulling the full torque converter does just fine. But for really super duty, 1320.</p>				
9-46-8	Flex Plate - 6 Hole Flex Plate - 8 Hole	1 1	2466326 2466715	With Standard Crank and Hemi Converter With 340 Radius Fillet Crank
9-46-21	Screw - Flex Plate to Crankshaft Screw - Torque Converter to Flex Plate	6 8 4	1949424 6025528 6024318	All with Standard Crank With 340 Radius Fillet Crank With Hemi Converter
9-48-7	Intake Manifold (1-4 bbl.) Edelbrock LD-340 Aluminum Carburetor Adapter - Edelbrock Intake Manifold (2-4 bbl.) Edelbrock TR-5 Plenum Ram	1 1 1	P3549884 P4007522 P3690798	340-360 Engine 340-360 Engine - To adapt Thermo-Quad Carburetor to P3649884 Manifold 340-360 Engine
<p>Intake Manifolds The result of an extensive dynamometer and track development program, the Edelbrock LD-340 single four and TR-5 two-four barrel tunnel ram manifolds are the best available for your modified 340 or 360. We recommend the LD-340 for your super stocker, formula car, or bracket racer. The TR-5 is the hot tip for any multiple carb setup where you want to make some serious horsepower.</p>				
9-50-5	Gasket - Exhaust Header	2	P3690937	All
10-7-0	Oil System Kit Milodon #19300 Milodon #19310	1 1	P4007280 P4007296	Includes oil pan, long rotors, swing pick-up, pump cover, dual inlet plumbing Race - 340 Block Race - 360 Block
10-7-6	Oil Pump Kit - Milodon	1	P3690852	All - Includes Long Rotors and Oil Pump Cover
10-9-5	Shaft with Gear - Oil Pump and Distributor Drive - Hardened Tip Shaft with Aluminum Bronze Gear - Oil Pump and Distributor Drive - Hardened Tip	1 1	P3690715 P3690874	Race Race, with Roller Cam
10-22-15	Package - Oil Pressure Relief Spring	1	P3690944	All
10-24-1	Gasket - Oil Pan Side - Reusable	2 2	P3690860 P3690859	340 Engine - Race 360 Engine - Race
10-24-30	Windage Tray - Crankshaft Package - Windage Tray Attachment	1 1 1	2531945 3577794 P3690939	All - Except 360 360 Engine All - Required in engines not originally built with windage trays.



PART CODE	DESCRIPTION	QTY.	PART NO.	APPLICATION/NOTES
	Windage Tray Want to add about 15 horsepower? Then break up the wind currents in your crankcase and reduce oil frothing. Bolt on this inexpensive windage tray.			
10-26-5	Oil Filter — High Performance Package — Right Angle Oil Filter Installation (Aluminum)	1 1 1	P3690251 P4007513 P3690884	All All — Shorty For Clearance, in engine swaps or when Tube Headers are Installed. See Headers Chart for Specific Application.
	Right Angle Filter Package If you find your oil filter bumping into things (like headers), there's a simple solution at your Direct Connection dealer's parts department. It's an oil filter right angle adapter kit that allows you to rotate the filter 90° out of the way. Made of aluminum, it's light, handy and inexpensive.			
14-73-1	Package — Improved Cooling Fuel Pump Assy. — Mechanical — Hemi Delivery Rate Fuel Pump Assy. — Electric — Carter	1 1 2	P4007098 P4007040 P4007038	Helps Engine Cooling and saves horsepower. Includes pulleys, fan belt, alternator brackets. All All — On Street Car, one is sufficient.

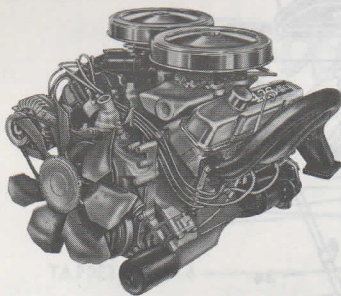


direct → ← connection

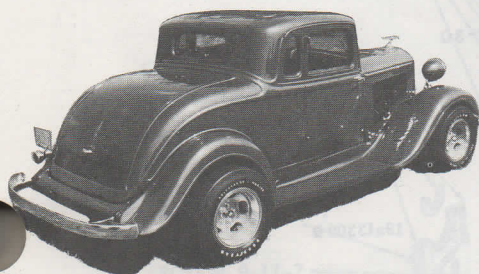
"B" BLOCK WEDGES . . . the first fire-eaters.

The new NASCAR Hemi ran first in the 1964 Daytona 500 and stole the show. But pre-64, Mopar's big wedges were the headliners.

In 1962, packaged as 413 cu. in. Cross Ram monsters, the big wedges took to the streets, making Mopars the leaders of the Muscle Car movement. Driven by Richard Petty, they stormed the NASCAR ovals. On the nation's drag strips, they made super-stock super-heroes of Dick Landy, The Ramchargers, and the Golden Commandoes.



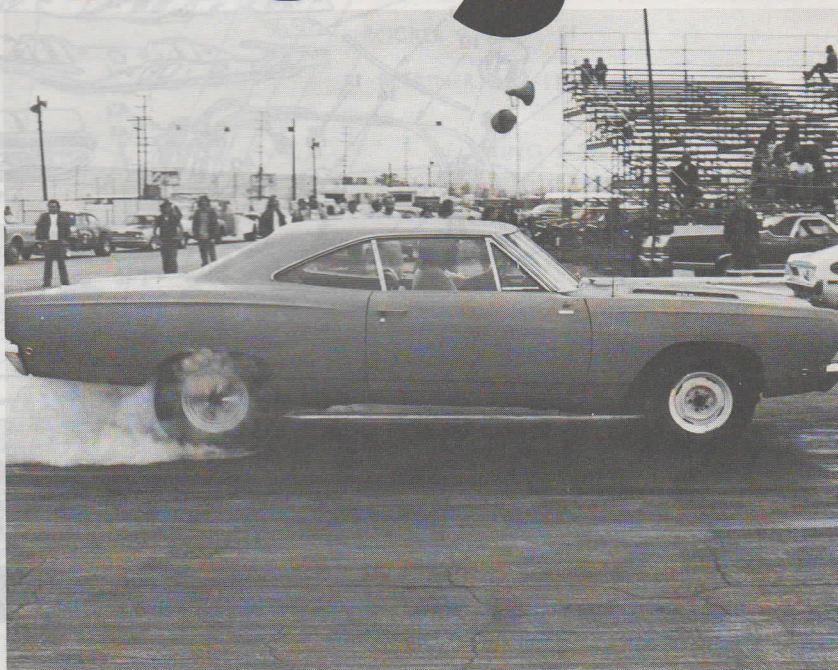
Suddenly Mopars moved to the top of the drive-in Hit Parade. More than 3 million 383-powered machines followed, including the muscle market leaders — Roadrunner, Super Bee, and Charger — and winning Super Stockers like Dave Boertman's Dodges. Today, rules restrictions have sidelined the big wedges at NASCAR events, but in all their many varieties — as 426 super-stockers, 440 six-barrels, all-round 383's, or you-pick-it — you'll find them in action every weekend at drag strips everywhere in bracket and class competition.



THE CHOICE IS YOURS.

The big V-8 "B" series engines have been available in several sizes: 361, 383, 400, 413, 426W, and 440 cubic inches. Outside of differences in displacement, valve timing, compression ratios and carburetion, however, the engines in this great array are very similar. There are two design changes than can cause some problems with parts interchange. The larger engines have a "raised" block deck to accommodate their longer stroke. They also feature slightly larger main journal diameters, which means that neither intake manifolds nor cranks interchange. Engines with the raised block heights are referred to as "RB" or high block engines. Important dimensions are shown in the chart for the most popular engines. It should be noted that two relatively rare early (1958-61) "B" engines are not included . . . a Lo Block 350 CID (4.06" x 3.38") and a Hi Block 383 CID (4.03" x 3.75").

'B' engine



direct → ← connection

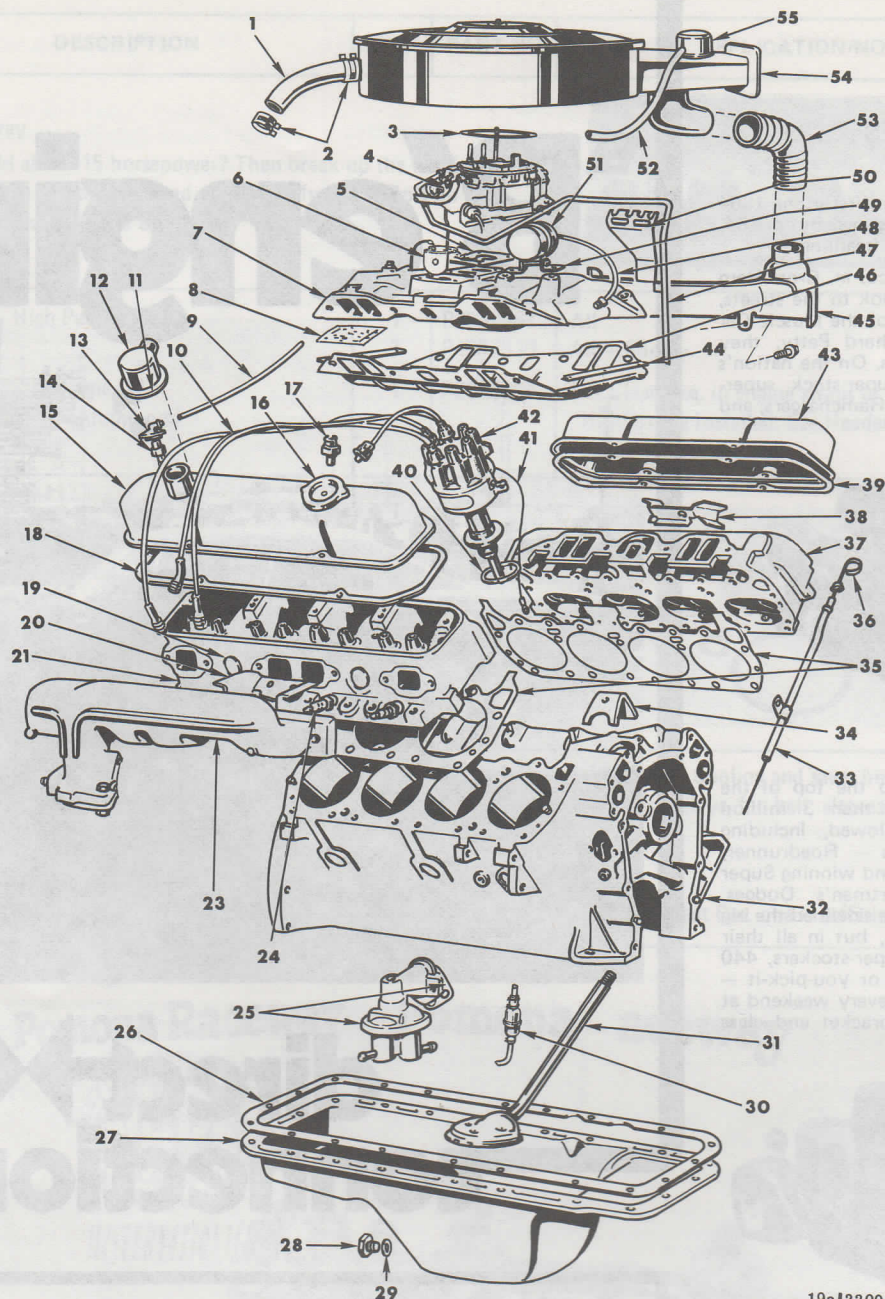
"B" ENGINE COMPARISON

	"B" Lo Block			"RB" Hi Block		
CID	361	383	400	413	426W	440
Bore	4.12	4.25	4.34	4.18	4.25	4.32
Stroke	3.38	3.38	3.38	3.75	3.75	3.75
Main Bearing Dia.	2.625	2.625	2.625	2.750	2.750	2.750



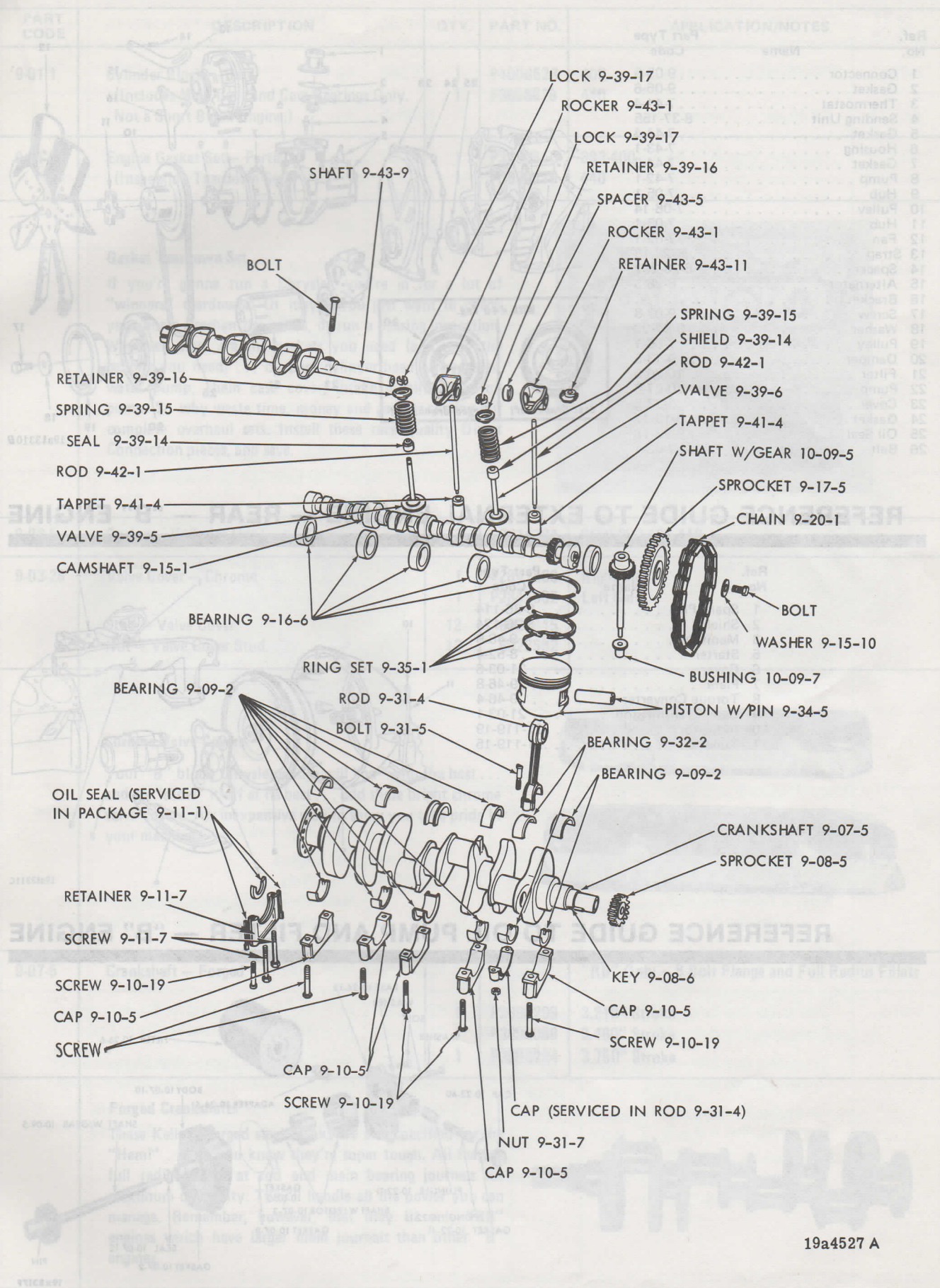
For complete blueprinting specifications and description of the "B" Engine, write for "Race Bulletin 2". See ordering information on inside front cover.

REFERENCE GUIDE TO EXTERNAL ENGINE PARTS — "B" ENGINE



19a13309 B

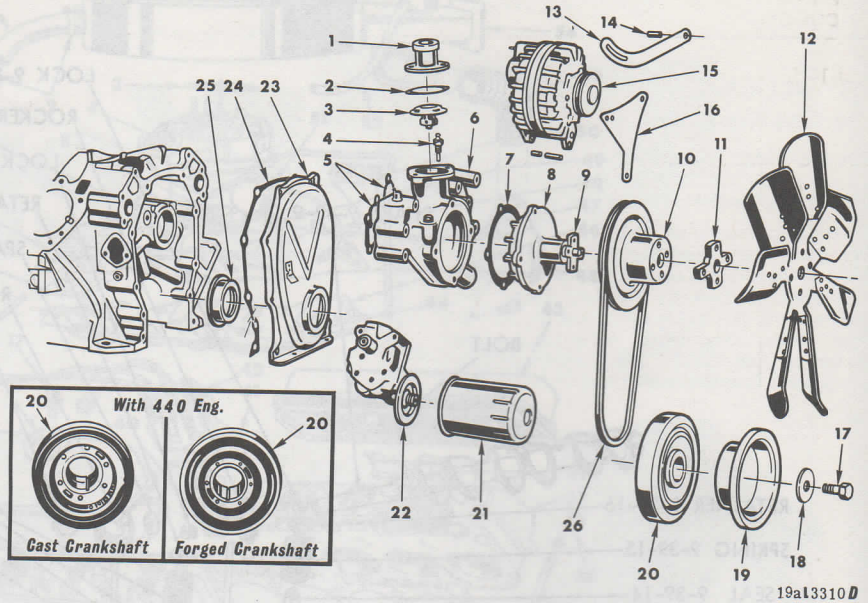
Ref. No.	Name	Part Type Code	Ref. No.	Name	Part Type Code	Ref. No.	Name	Part Type Code
1	Hose	10-01-62	20	Shield	8-36-124	38	Shield	8-36-124
2	Clamp	10-01-40	21	Head	9-03-4	39	Gasket	9-03-29
3	Gasket	14-29-5	22	Valve Package	9-58-1	40	Gasket	8-27-4
4	Carburetor	14-30-1	23	Manifold	9-48-6	41	Lead	8-27-205
5	Gasket	14-30-2	24	Spark Plug	8-36-114	42	Distributor	8-27-1
6	Choke	14-39-45	25	Pump Package, Fuel	14-73-1	43	Cover	9-03-28
7	Manifold	9-48-7	26	Gasket	10-24-8	44	Reinforcement	9-48-27
8	Silencer Package	9-41-1	27	Pan	10-24-4	45	Heater	14-62-1
9	Hose	10-02-53	28	Plug	10-24-37	46	Gasket	9-50-6
10	Cable Set	8-36-1	29	Gasket	10-24-38	47	Tube	14-89-2
11	Grommet	10-01-23	30	Filter	14-67-1	48	Cable	8-36-49
12	Cleaner	10-01-21	31	Strainer w/Pipe	10-23-7	49	Bracket	8-35-41
13	Grommet	10-02-61	32	Block	9-01-1	50	Bracket	8-36-4
14	Valve	10-02-62	33	Tube	10-03-7	51	Coil	8-35-4
15	Cover	9-03-28	34	Clamp	8-27-26	52	Hose	14-29-24
16	Cap	10-01-54	35	Gasket	9-03-5	53	Connector	14-29-38
17	Switch	8-53-327	36	Indicator	10-03-4	54	Air Cleaner (Also see Codes 14-29-7 and 14-29-19)	14-29-2
18	Gasket	9-03-29	37	Head	9-03-4	55	Sensor	14-29-53
19	Plug	9-03-18						



19a4527 A

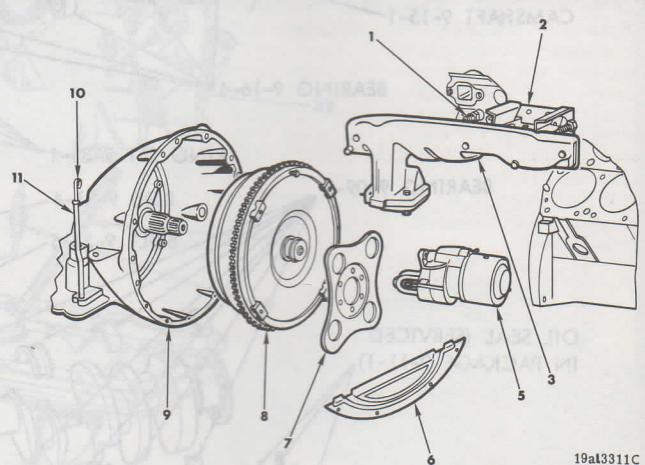
REFERENCE GUIDE TO EXTERNAL ENGINE — FRONT — "B" ENGINE

Ref. No.	Name	Part Type Code
1	Connector	9-05-5
2	Gasket	9-05-6
3	Thermostat	7-41-4
4	Sending Unit	8-37-155
5	Gasket	7-44-4
6	Housing	7-43-1
7	Gasket	7-44-3
8	Pump	7-42-1
9	Hub	7-05-1
10	Pulley	7-06-14
11	Hub	7-05-1
12	Fan	7-02-1
13	Strap	8-28-15
14	Spacer	8-28-292
15	Alternator	8-28-3
16	Bracket	
17	Screw	9-07-8
18	Washer	9-07-22
19	Pulley	7-06-1
20	Damper	9-13-5
21	Filter	10-26-6
22	Pump	10-07-6
23	Cover	9-23-5
24	Gasket	9-13-17
25	Oil Seal	9-23-18
26	Belt	7-03-1

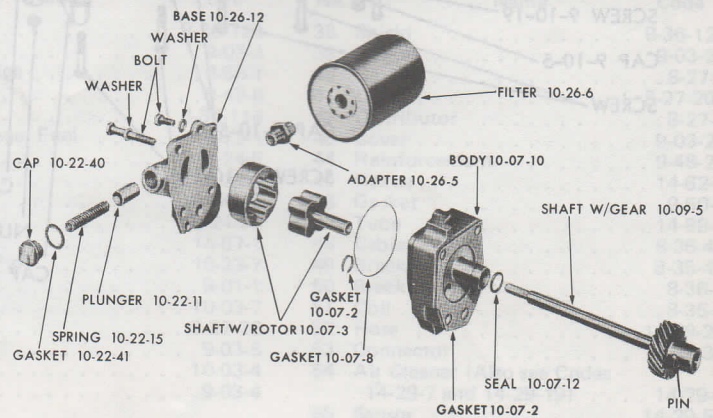


REFERENCE GUIDE TO EXTERNAL ENGINE — REAR — "B" ENGINE

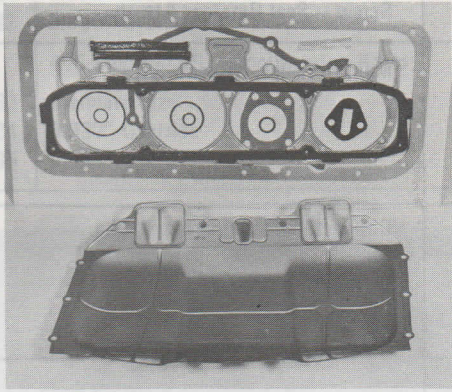
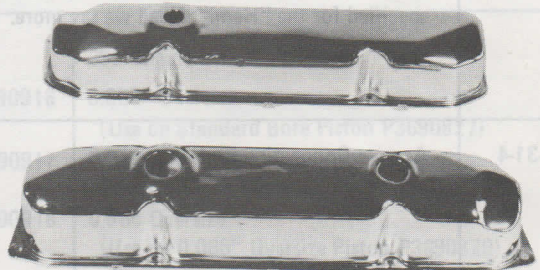
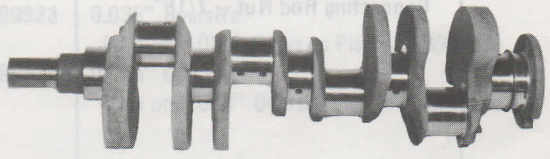
Ref. No.	Name	Part Type Code
1	Spark Plug	8-36-114
2	Shield	8-36-124
3	Manifold	9-48-6
5	Starter	8-52-4
6	Cover	21-03-6
7	Plate	9-46-8
8	Torque Converter	9-46-4
9	Case, Transmission	21-03-1
10	Indicator	21-119-19
11	Tube	21-119-15



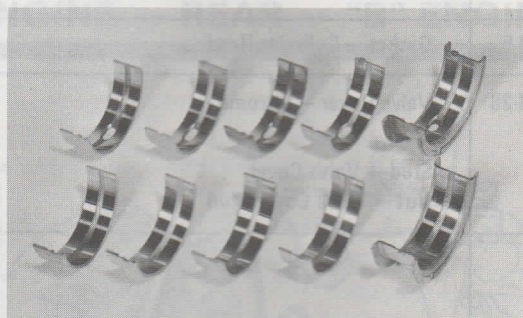
REFERENCE GUIDE TO OIL PUMP AND FILTER — "B" ENGINE



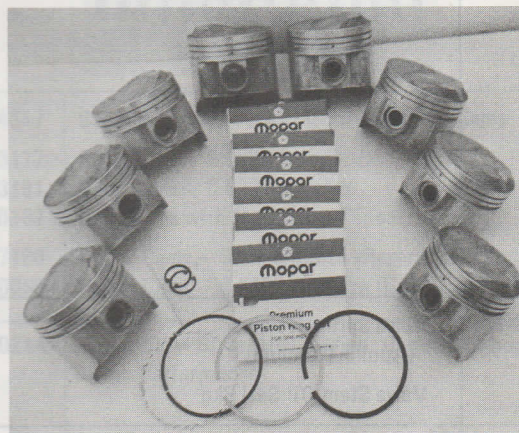
"B" ENGINE PARTS

PART CODE	DESCRIPTION	QTY.	PART NO.	APPLICATION/NOTES
9-01-1	Cylinder Block — Bare (Includes Main Caps and Cam Bearings Only. Not a Short Block Engine.)	1 1	P4006523 P3698828	400 440
9-01-5	Engine Gasket Set — Partial (Inspection Teardown Set)	1 1	P3690850 P3690175	383-400 440
	Gasket Teardown Set If you're gonna run a Chrysler, you're in for a lot of "winners" teardowns. Or maybe you just want to check your bores, freshen the valves, or run a bearing inspection. Whatever, here are the gaskets you need (and only the gaskets you need) . . . oil pan, cylinder head, valve cover, water pump, chain case cover, intake manifold and oil pump. So why waste time, money and gaskets sorting out complete overhaul sets. Install these race quality Direct Connection pieces, and save.			
9-03-5	Gasket — Cylinder Head	2	3614284	Steel 383-400-440
9-03-28	Valve Cover — Chrome Stud — Valve Cover Nut — Valve Cover Stud	1 1 12 12	P2847880 P2847882 6024845 6022582	Right Side Left Side
	Chrome Valve Covers Your "B" block Chrysler wedge will "go" with the best . . . and to "show" it off at its best . . . add these bright chrome valve covers. An inexpensive way to show you take pride in your machine.			
9-07-5	Crankshaft — Forged	1 1 1	P3690299 P3690088 P3690284	"RB" Only — 8 Bolt Flange and Full Radius Fillets 3.218" Stroke 3.480" Stroke 3.750" Stroke
	Forged Crankshafts These Kellogg forged steel cranks are also specified for the "Hemi" . . . so you know they're super tough. All feature full radius fillets at rod and main bearing journals for maximum durability. They'll handle all the power you can manage. Remember, however, that they fit only "RB" engines which have larger main journals than other "B" engines.			

PART CODE	DESCRIPTION	QTY.	PART NO.	APPLICATION/NOTES
9-07-12	Pilot Bushing — Drive Pinion	1	53298	All
9-07-17	Oil Slinger — Crankshaft	1	2899530	All
9-11-1	Package — Rear Main Bearing Oil Seal	1	3549394	All
9-11-7	Retainer — Rear Main Bearing Oil Seal	1	1945473	All
	Screw — Seal Retainer Attach.	2	9418005	All
9-09-1	Main Bearings — Engine Set	1 1 1	P2836116 P2836118 P3412037	"RB" Only Aluminum F77 Tri-Metal Babbitt
9-32-2	Connecting Rod Bearings — Pkg. (Upper and Lower Shells)	8 8 8	P2836117 2525484 P2836184	All Aluminum F77 Tri-Metal Babbitt
<p>Main And Rod Bearings</p> <p>Your Direct Connection dealer offers three types of track-tested and race-proven main and rod bearings: F-77 and aluminum for street or race automatic transmission use, and babbitt for race machines with manual transmission or any revving over 8000 rpm. They feature extra "crush" to resist spinning, extra clearance (0.0015"—0.0025"), wide oil groove mains. One more thing, they're the same bearings specified for the "Hemi". Need we say more.</p>				
9-31-4	Assy. — Connecting Rod Pressed Pin	8 8	P3690644 P3690649	Magna-Fluxed, Double Shot Peened and Polished with High Strength Bolts and Nuts "B" Engines "RB" Only
	Assy. — Connecting Rod Pressed Pin	8	P2531589	Made from Hemi Forging. Magna-Fluxed and Double Shot Peened. Uses 7/16" High-Strength Bolts and Nuts. "RB" Only
9-31-5	Connecting Rod Bolt — 3/8"	16	P3614522	All — High Strength Steel for Stock Forgings
	Connecting Rod Nut — 3/8"	16	P3690632	All — High Strength Steel for Stock Forgings
	Connecting Rod Bolt — 7/16"	16	P2468498	Hemi Production Type — High Strength Steel
	Connecting Rod Nut — 7/16"	16	2468006	Hemi Production Type — High Strength Steel
	Connecting Rod Bolt — 7/16"	16	P3462587	"RB" with P2531589 Rods — SPS Type
	Connecting Rod Nut — 7/16"	16	P6029243	"RB" with P2531589 Rods — SPS Type

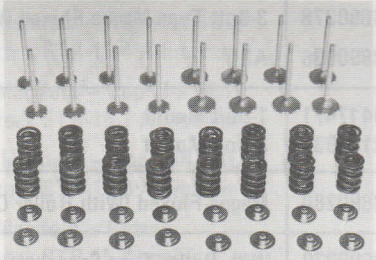
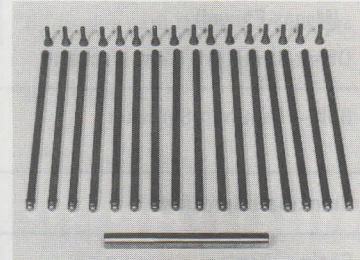



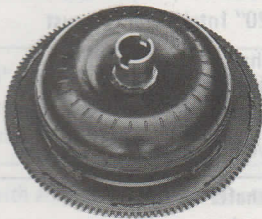
"B" ENGINE PARTS

PART CODE	DESCRIPTION	QTY.	PART NO.	APPLICATION/NOTES
9-34-5	Piston with Pin (Pressed)	8	P3690827	383 Engine/11.5:1 Compression Ratio
		8	P3690828	Standard Size
		8	P3690829	0.030" Oversize
	Piston with Pin (Pressed)	8	P3690830	0.060" Oversize
		8	P3690830	400 Engine/11.5:1 Compression Ratio
		8	P3690831	Standard Size
	Piston with Pin (Pressed)	8	P3690832	0.030" Oversize
		8	P3690832	0.060" Oversize
		8	P3690832	440 Engine/11.5:1 Compression Ratio
	Piston with Pin (Pressed)	8	P3690833	Standard Size
		8	P3690834	0.030" Oversize
		8	P3690835	0.060" Oversize
	<div><p>Pistons & Rings</p><p>Special Direct Connection pistons for 383, 400, and 440 Wedge engines are machined from tough TRW forgings, and push CR to 11.5:1. Cam grinding with the just-right skirt taper means you can fit them at .007"—.008" (instead of .015") without risk of scuffing. A 1/16" Moly top ring and low tension oil ring are just two top features of all Wedge ring sets. And all Direct Connection rings are .005" bigger than the bore for a super-snug fit.</p></div> <div></div>			
9-35-1	Piston Ring Package	1	P3690916	383 Engine
		1	P3690917	0.005" Oversize (Use on Standard Bore Piston P3690827)
		1	P3690918	0.035" Oversize (Use on 0.030" Oversize Piston P3690828)
	Piston Ring Package	1	P3690918	0.065 Oversize (Use on 0.060" Oversize Piston P3690829)
		1	P3690919	400 Engine
		1	P3690920	0.005" Oversize (Use on Standard Bore Piston P3690830)
	Piston Ring Package	1	P3690921	0.035" Oversize (Use on 0.030" Oversize Piston P3690831)
		1	P3690921	0.065" Oversize (Use on 0.060" Oversize Piston P3690832)
		1	P3690922	440 Engine
	Piston Ring Package	1	P3690922	0.005" Oversize (Use on Standard Bore Piston P3690833)
		1	P3690923	0.035" Oversize (Use on 0.030" Oversize Piston P3690834)
		1	P3690924	0.065" Oversize (Use on 0.060" Oversize Piston P3690835)

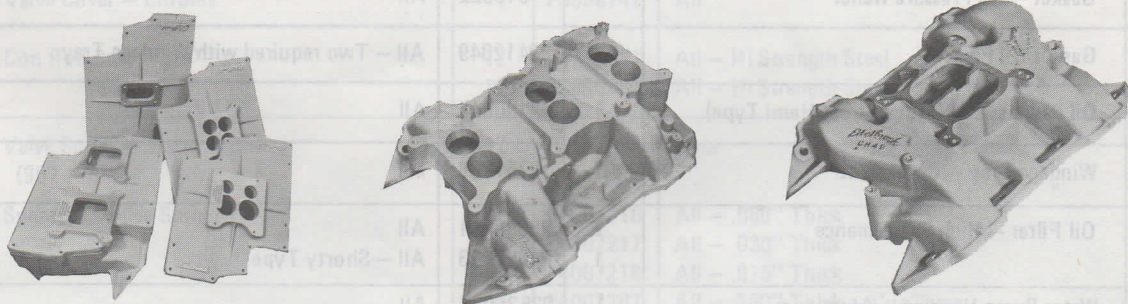
PART CODE	DESCRIPTION	QTY.	PART NO.	APPLICATION/NOTES
9-39-5	Intake Valve — 2.08" Dia.	8	P3690708	Premium Type — Zyglow Inspected. Fits all 1968 & later "B" and "RB" Engines. Must enlarge 1.94" Dia. Seat of Engines Prior to 1968.
9-39-6	Exhaust Valve — 1.74" Dia.	8	P3690709	Premium Type — Zyglow Inspected. Fits all 1968 & later "B" and "RB" Engines. Must enlarge 1.60" Dia. Seat of Engines Prior to 1968.
9-39-15	Valve Spring — Street Hemi Type	16	P3690933	General High Performance
	Valve Spring — Chrome Vanadium (Purple Stripe)	16	P2806077	Race — up to .620" Lift.
	Valve Spring — Carpenter Steel (Battleship)	16	P3462887	Race
	Spacers — Valve Spring			All with Std. Spring Seat
		AR	P4007219	.060" Thick
		AR	P4007220	.030" Thick
		AR	P4007221	.015" Thick
		AR	P4007226	.060" Thick, Cup Type
				All with Inner Spring Seat Removed
		AR	P4007222	.060" Thick
		AR	P4007223	.030" Thick
		AR	P4007224	.015" Thick
		AR	P4007225	.060" Thick, Cup Type
9-39-16	Valve Spring Retainer (Apollo Titanium)	16	P4007245	Race
	Valve Stem Oil Seal Pkg.	1	P3690963	All — Perfect Circle Seal with Installation Tool
9-39-17	Lock — Valve Stem — 1 Groove	AR	P3690797	Hardened — Iskenderian
	— 2 Groove	AR	P3690856	Hardened — Mr. Gasket
	— 3 Groove	AR	P3690857	Hardened — Mr. Gasket
9-43-2	Lash Cap — Valve Stem	16	P3690763	Use With High Lift Cams — Does not require shortened Valve Locks.
9-43-1	Rocker Arm — Hydraulic (Heavy Duty)	8	P3690712	Right
		8	P3690713	Left
	Rocker Arm — Adjustable	8	2463242	Right
		8	2463243	Left
9-43-3	Screw — Rocker Arm Adjusting	16	2402525	All
	Nut — Rocker Arm Adjusting	16	6023587	All
9-43-5	Package — Rocker Arm Spacer	AR	P3690896	0.015" Thick (12 Pieces Per Package) — Use to improve Adjustable Rocker Arm to Valve Tip Alignment.
9-43-14	Spring — Valve Rocker Shaft	8	2202557	Use with Adjustable Rocker Arms
9-42-1	Pkg. — Pushrod Kit Includes 16 Pushrods and Assembly Tool	1	P4007284	All — Cut to Desired Length and Install Hardened Tip
	Pushrod Kit — Individual Pushrods Without Tool	16	P3690988	All

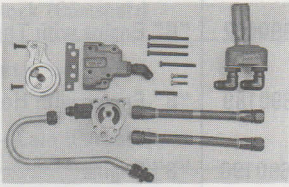
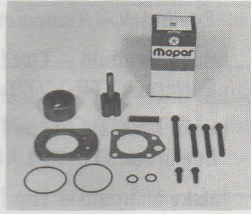
"B" ENGINE PARTS

PART CODE	DESCRIPTION	QTY.	PART NO.	APPLICATION/NOTES
	Valve Gear We have built more high performance "B" engines than any other Chrysler performance engine. And since it was first used for drag racing in 1961, we've developed some really right valve gear pieces. Like premium type, zyglow-inspected valves for long life, hardened keepers, lightweight titanium retainers for high rpm revving, street Hemi valve springs for general high performance applications, or for serious racers either a chrome vanadium (purple stripe)			spring or carpenter steel (our famous "Battleship" spring). You even have a choice of heavy duty hydraulic or adjustable mechanical rocker arms. And once you've cut your heads and block, you'll want our Direct Connection pushrod kit to handle any changes in geometry. Just cut to the desired length and install a hardened tip. We even include a fixture-like tool to hold the pushrod while you press in the tip.
				
9-41-4	Valve Tappets — Hydraulic Valve Tappets — Mechanical — Mechanical — Mechanical Valve Tappets — Roller — Roller	16 16 16 16 16	3004647 2843177 2843181 P3690137 P4007180 P3690069	General Purpose Performance Hydraulic Cams Race Cams — 0.0005" Undersize Race Cams — 0.030" Oversize Race Cams with Mushroom Tappets Roller Cams — Standard Size (Racer Brown) Roller Cams — 0.030" Oversize (Crane)
9-15-1	Camshaft Chrysler 284-284-68° Valve Lift 0.471" Intake 0.474" Exhaust Camshaft and Tappet Package Racer Brown SSH25 286° Duration, 0.485" Lift Camshaft and Tappet Package Racer Brown SSH44 292° Duration, 0.510" Lift Camshaft and Tappet Package Cam Dynamics 7000 Plus/No. 980 Stock Eliminator "Cheater" Camshaft and Tappet Package 300-308-74°, Valve Lift — 0.520" Intake and Exhaust Camshaft Cam Dynamics Roller R286-500-08 Valve Lift — .750" Int. & Exh.	1 1 1 1 1 1	P3690214 P3412073 P3690812 P4007277 P3690816 P4007279	Hydraulic — Street Hemi Grind. General Purpose High Performance Hydraulic — General Purpose High Performance Hydraulic — General Purpose High Performance with Auto. Trans. Hydraulic — 440 4-BBL ('67 & Later) 383 4-BBL ('68 & Later) 440 6-BBL ('69 & Later) Mechanical — High Performance with Manual 4-Speed Roller — Superstock and Modified
	Camshafts Many hours of dynamometer and track testing have generated a complete selection of high performance cams for the more than 3 million 383's and countless thousands of 400, 413, 426 and 440 "B" and "RB" engines. Your Direct Connection dealer has everything from general purpose high performance hydraulics to roller cams for all-out race cars. Check the list and you'll find that some are designed by Chrysler, some by Racer Brown and others			by Cam Dynamics . . . all thoroughbreds in cam design, who you can depend upon to get the maximum performance you want from your big wedge. Be sure and check the valve gear section for recommended rocker arms, pushrods, springs, retainers and valves.
				

PART CODE	DESCRIPTION	QTY.	PART NO.	APPLICATION/NOTES
9-16-6	Camshaft Bearings — Babbitt	1	1821771	#1 Journal
		1	1821772	#2 Journal
		1	1821773	#3 Journal
		1	1821774	#4 Journal
		1	1821775	#5 Journal
9-16-71	Plug — Rear of Block (Camshaft)	1	2402905	All
9-17-5	Camshaft Sprocket (Magna Fluxed)	1	P3690277	1-Bolt Type Magna-Fluxed (With Roller Chain)
		1	P3690278	3-Bolt Type Magna-Fluxed (With Roller Chain)
	Offset Bushings — Cam (Package)	1	P3690936	All
9-17-9	Bolt — Camshaft Sprocket	1	9417471	1-Bolt Mount
		3	2120930	3-Bolt Mount
9-08-5	Crankshaft Sprocket	1	P3690280	Magna-Fluxed (With Roller Chain)
9-20-1	Chain — Timing	1	P3690279	With Roller Type Sprockets
9-23-5	Cover — Timing Chain	1	2658454	All
9-23-17	Gasket — Timing Chain Cover	1	2264794	All
9-23-18	Oil Seal — Timing Chain Cover	1	2536481	All
9-45-1	Flywheel — Aluminum			
	11 Lbs.	1	P3690469	All — With 6-Bolt Crank and 10-1/2" Clutch
	11 Lbs.	1	P3690897	RB — With 8-Bolt Hemi Crank and 10-1/2" Clutch
	Flywheel — Steel			
	21 Lbs.	1	P3412062	RB — With 8-Bolt Hemi Crank and 10-1/2" Clutch
	33 Lbs.	1	P3412063	RB — With 8-Bolt Hemi Crank and 11" Clutch
	45 Lbs.	1	P3690725	RB — With 8-Bolt Hemi Crank and 10-1/2" Clutch
9-45-2	Screw — Flywheel Attaching	8	9411259	RB — With 8-Bolt Hemi Cranks
		8	P3690418	7/8" Long for 11, 21, and 33 Pound Flywheels 1-3/8" Long for 45 and 58 Pound Flywheels
9-46-4	Torque Converter — 6877F	1	P2836877	General Purpose
	— 069 Model J	1	P3571084	Race
	— 3800 Turbo-Action	1	P4007290	Race — With Lightweight Ring Gear
	Torque Converters For general purpose high performance use, our 6877F torque converter does just fine. But if you really want to take care of business, our 069J or Turbo-Action 3800 will pull strong all the way down the track, not just the first 100-feet. They're outstanding high performance converters lab and track-tested by Chrysler Engineering so you know they're the hot set-up.			
9-46-8	Flex Plate — 6 Hole	1	2466326	With Hemi Torque Converter
	— 8 Hole	1	2466715	With 8-Bolt Crank Flange
9-46-21	Screw — Flex Plate to Crank	6	1949424	With 6-Bolt Crank Flange
		8	6025528	With 8-Bolt Crank Flange
	Screw — Torque Converter to Flex Plate	4	6024318	With Hemi Torque Converter

"B" ENGINE PARTS

PART CODE	DESCRIPTION	QTY.	PART NO.	APPLICATION/NOTES
9-48-7	Intake Manifold (1-4 BBL) Edelbrock "Torker" Aluminum	1	P4007229	"B" Engine — Super Stock and General High Performance
	Carburetor Adaptor — Edelbrock	1	P4007522	All — To Adapt Thermo-Quad Carburetor
	Intake Manifold (3-2 BBL) Edelbrock — Aluminum	1	P3571051	"B" Engine
	Intake Manifold — Top (1-4 BBL) Edelbrock STR-15-TQ Aluminum	1	P3690652	"B" Engine with Thermo-Quad Carburetors
	Intake Manifold — Top (1-4 BBL) Edelbrock STR-15-4 Aluminum	1	P3690189	"B" Engine with Holley Carburetors
	Intake Manifold — Top (1-2 BBL) Edelbrock STR-15-2 Aluminum	1	P3690190	"B" Engine
	Intake Manifold — Top (2-4 BBL) Edelbrock STR-15-8 Aluminum	1	P3690191	"B" Engine — Inline
	Intake Manifold — Bottom Edelbrock STR-15 Aluminum	1	P3690249	"B" Engine
	Intake Manifold (1-4 BBL) Edelbrock CH-4B Aluminum	1	P2836150	"RB" Engine
	Intake Manifold (3-2 BBL) Edelbrock — Aluminum	1	3412046	"RB" Engine
	Intake Manifold — Top (1-4 BBL) Edelbrock STR-14-4 Aluminum	1	P3690186	"RB" Engine
	Intake Manifold — Top (3-2 BBL) Edelbrock STR-14-6 Aluminum	1	P3690187	"RB" Engine
	Intake Manifold — Top (1-4 BBL) Edelbrock STR-14-45	1	P3690188	"RB" Engine — 4500 Carburetor
	Intake Manifold — Bottom Edelbrock STR-14 Aluminum	1	P3690248	"RB" Engine
	<p>Intake Manifolds</p> <p>Your Direct Connection dealer offers a wide selection of intake manifolds for 383 through 440 engines. Both Chrysler's and Edelbrock's dynos and experience were used to develop these lightweight aluminum beauties for any application you can imagine. There are single four and three-two barrel, dual plane manifolds; 383 torkers, low</p>			
	<p>"B" and high block "RB" rams with tops for single two barrels, single fours, Thermo-Quads through big 4500 Holleys, three-two barrels; and inline dual quads. Pick your engine, pick your class, pick your carburetion, pick your manifold . . . and pick up wins.</p>			
				
10-7-0	Dual Line Oil System Kit (Milodon OS-65-SLSW)	1	P3412026	Includes Pump, Lines and Swivel Pick-Up
	Dual Oil Pick-Up Assy. (Lee Smith Machine Co.)	1	P3690157	Swivel Pick-Up Only

PART CODE	DESCRIPTION	QTY.	PART NO.	APPLICATION/NOTES
	<p>If we could give you just one piece of advice, it would be that money spent on your oiling system will save a bundle in broken parts. The best pieces in the world can't live without oil . . . and we mean good solid oil, not oil full of air bubbles. We offer two types of lubrication systems . . . a</p> <div> <div> <p>Milodon Dual Line Kit</p>  </div> <div> <p>Long Rotor Oil Pump Package</p>  </div> </div> <p>long rotor, high delivery system for up to 7000 rpm applications that fits your stock oil pump . . . and for 9000 rpm plus engines, a Milodon dual line with swing pick-up kit that bolts on your existing oil pump body.</p>			
10-7-2	Gasket Package — Oil Pump	1	2084355	All
10-7-6	Oil Pump Package (Long Rotor, High Delivery)	1	P4007177	All — General Purpose High Performance
	Oil Pump Assembly (Milodon #2170)	1	P3690039	All Race Engines — Extra Deep Double External Entry Pump and Rotors
10-9-5	Distributor Shaft with Gear — Oil Pump and Distributor Drive — Hardened Tip	1	P3571071	With Flat Tappet Cams
	Distributor Shaft with Gear — Oil Pump and Distributor Drive — Hardened Tip	1	P3412064	Extra Length for use with Milodon Oil System
	Distributor Shaft with Aluminum Bronze Gear — Oil Pump and Distributor Drive — Hardened Tip	1	P3690875	With Roller Tappet Cam
	Distributor Shaft with Aluminum Bronze Gear — Oil Pump and Distributor Drive — Hardened Tip	1	P3690876	With Roller Tappet Cam and Milodon Oil System
10-7-8	Gasket — Oil Pump Cover	1	2268921	All
10-7-12	Seal — Oil Pump Body	1	1855328	All
10-22-11	Plunger — Oil Pressure Relief	1	2463541	All
10-22-15	Spring — Oil Pressure Relief	1	2406677	All — Hemi Type
10-22-40	Cap — Oil Pressure Relief	1	618621	All
10-22-41	Gasket — Oil Pressure Relief	1	618622	All
10-24-1	Gasket Oil Pan	1	P3412049	All — Two required with Windage Tray
10-24-4	Oil Pan Assy. — (Stock Street Hemi Type)	1	P2780547	All
10-24-30	Windage Tray — Crankshaft	1	3751236	All
10-26-5	Oil Filter — High Performance	1	P3690251	All
		1	P4007513	All — Shorty Type
7-43-1	Water Pump Housing — Aluminum	1	P2536086	All
14-73-1	Fuel Pump Assy. — Mechanical Hemi Delivery Rate	1	P4007039	All
	Fuel Pump Assy. — Electric (Carter)	2	P4007038	All — On The Street, One Pump is Sufficient.

direct  connection

slant six

SLANT-SIX . . .

Power for Peanuts

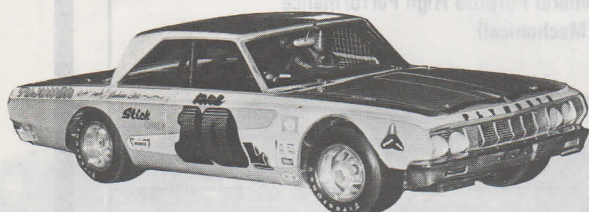
Fifteen years ago, NASCAR sanctioned its first and only competitive event exclusively for compact cars. Run at Daytona, the road race pitted seven, four-doored, Slant-Six powered Valiants against the best of the rest.

Result?

The seven Hyper-Pak Valiants won the first seven places!

And that's the way it's been ever since for the dependable, virtually-indestructible little six-banger. As a budget racer, it's never been beat. On the drag strip, it's tops as a bracket or modified runner. As a Cadet Class roundy-rounder, it's the proven way to the most wins for the money.

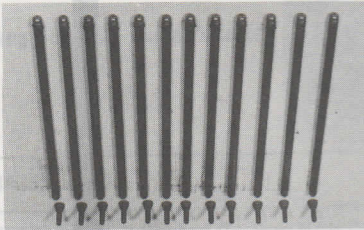
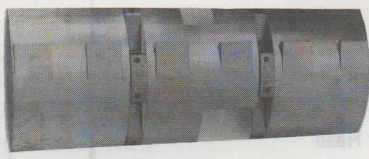
Either way, your Direct Connection Dealer has the program for turning the rugged Slant-Six into a force to be reckoned with in any competition.

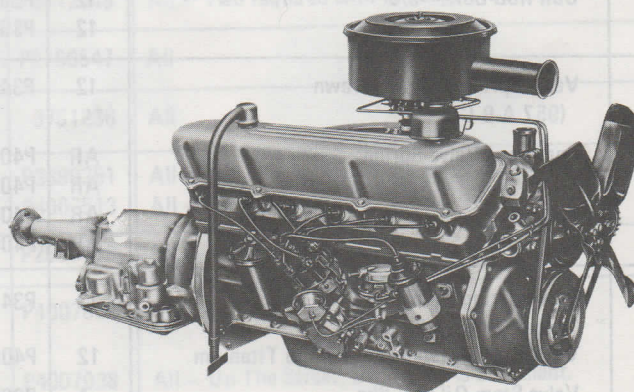
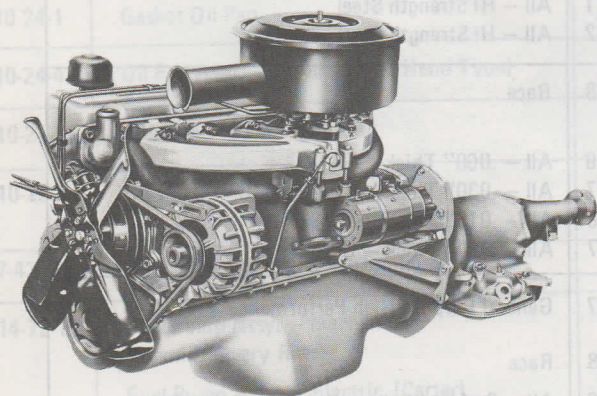


For complete blueprinting specifications and description of the "Slant Six" Engine, write for "Race Bulletin 6". See ordering information on inside front cover.

direct connection

PART CODE	DESCRIPTION	QTY.	PART NO.	APPLICATION/NOTES
9-03-5	Gasket — Cylinder Head	1	2847042	All
9-03-28	Valve Cover — Chrome	1	P3690742	All
9-31-5	Con Rod Bolt — 3/8" Nut — 3/8"	12	P3614521	All — Hi Strength Steel
		12	P3690632	All — Hi Strength Steel
9-39-15	Valve Spring — Racer Brown (957 A-B-C) Spacers — Valve Spring	12	P3412068	Race
		AR	P4007216	All — .060" Thick
		AR	P4007217	All — .030" Thick
		AR	P4007218	All — .015" Thick
		AR	P4007207	All — .060" Thick — Cup Type
9-39-16	Valve Spring Retainer — Racer Brown Aluminum	12	P3412067	General Purpose High Performance
	Valve Spring Retainer — Apollo Titanium	12	P4007178	Race
	Valve Stem Oil Seal Pkg.	1	P3690963	All — Perfect Circle — With Installation Tool — Includes 16 Seals

PART CODE	DESCRIPTION	QTY.	PART NO.	APPLICATION/NOTES
9-39-17	Lock — Valve Stem — 2 Grooves (Hardened)	AR	P3690856	Race
9-43-2	Lash Cap — Valve Stem	12	P3690763	Race
	Pushrod Kit — Without Tool Individual	12	P3690988	All — Cut to Desired Length and Install Hardened Tip.
				
9-41-4	Valve Tappets — Mechanical — Mechanical	12	2843177	Race Cams — 0.0005" Undersize
		12	2843181	Race Cams — 0.030" Oversize
9-15-1	Camshaft and Tappet Package Racer Brown SS14 268° Duration, 0.450" Lift	1	P3690766	General Purpose High Performance (Mechanical)
	Camshaft and Tappet Package Racer Brown ST21 286° Duration, 0.520" Lift	1	P3690768	Race (Mechanical)
9-17-5	Package — Offset Cam Bushings	1	P3690936	All
9-48-7	Intake Manifold (1-4 bbl.) Offenhauser Ram Type	1	P3690801	All — Use 600 cfm. Holley P3690930
10-24-30	Windage Tray — Crankshaft	1	P3690274	All
	Package — Windage Tray Attach.	1	P3690939	All
				
10-26-5	Oil Filter — High Performance	1	P3690251	All



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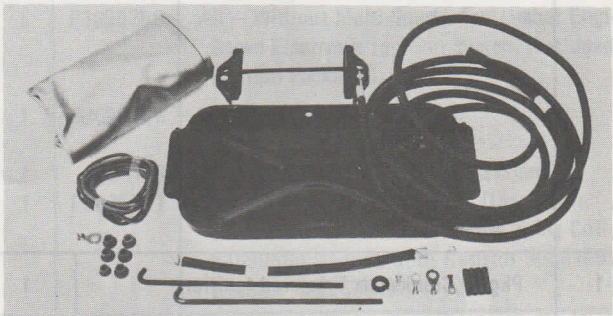
electrical

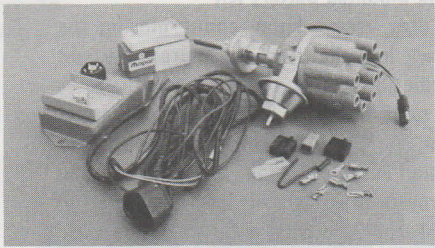
Conventional breaker point ignition systems do an adequate job in the 2000-5000 rpm range in which they operate for most stock applications. But race machines wind up to 7,000-10,000 rpm ... which puts a premium on precision timing. When Chrysler looked into solving this problem, we came up with the electronic ignition ... which worked so well, we became the first to standardize it on regular production cars. And we're the first to offer a high quality, inexpensive, complete package for after-market conversion of breaker point distributors. It includes a complete distributor with cap and rotor, ballast resistors, electronic control box, universal wiring harness (fits all 1964-75 cars) and detailed instructions.

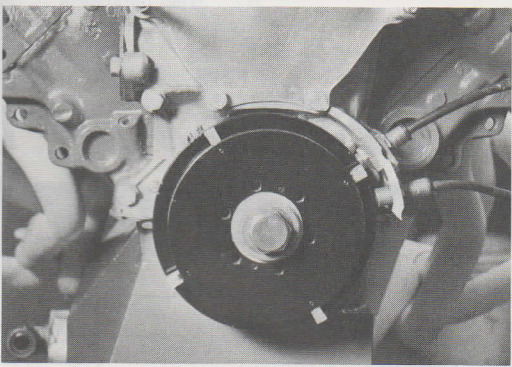
Of course, we offer many more electrical parts. There's a high performance control box for those who already have electronic ignition, but want more response and acceleration. And the ultimate for 9000 plus rpm ... our crankshaft triggered ignition system. So look through this section carefully. There's a wide variety of components for all sorts of electrical modifications.

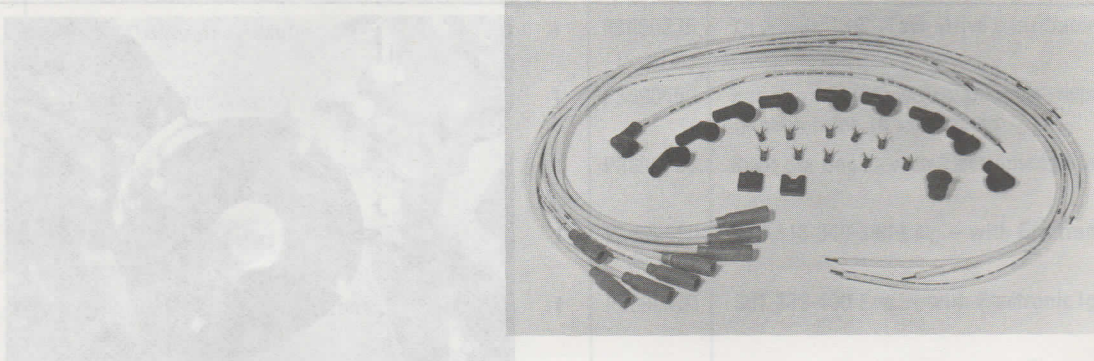
direct connection



PART CODE	DESCRIPTION	QTY.	PART NO.	APPLICATION/NOTES
8-01-1	Trunk Battery Mounting Kit (Less Battery)	1	P2836160	Install Battery in Trunk — All models
		1	P3690934	Install Battery in Trunk — All models Street Application — Lightweight
	Trunk Mounted Battery Kit All drag racers know about moving the battery into the trunk for improved weight distribution. Obviously, if it works there ... the same idea can be applied to a street machine. It will not only give you better traction in snow and rain, but contributes to improved braking and less understeer in hard turns. And what about the extra space you'll have in the engine compartment. Our kit fits most every car. And the price is right.			
8-15-2	Kit — Electronic Ignition Control Wiring Harness	1	P3690152	To Convert to New Electronic Ignition System — All Models
8-16-1	Connector — Distributor	1	P3690618	2 Pin Distributor Mating Connector

PART CODE	DESCRIPTION	QTY.	PART NO.	APPLICATION/NOTES
8-27-1	Distributor — Dual Point with Mechanical Tach Drive	1	P2875327	"RB" and Hemi Engine with Transistor Ignition (Note 1)
	Distributor — Pointless Electronic Mechanical Advance only with Mechanical Tach Drive	1	P3690200	"A" Engine with Electronic or Multi-Spark Ignition
	Distributor — Pointless Electronic Mechanical Advance only with Mechanical Tach Drive	1	P3690201	"RB" and Hemi Engine with Electronic or Multi-Spark Ignition (Note 1)
	Pkg. — Distributor Adapter	1	P3690275	To Adapt "RB" Tach Drive Distributor to "B" Engine
	Dual Distributor Assembly	1	P3690559	For Hemi Engine with crankshaft trigger ignition system using 16 spark plugs
	Distributor — Pointless Electronic, Vacuum Advance	1	P3690788	Slant Six Engine with Electronic Ignition
	Distributor — Pointless Electronic, Vacuum Advance	1	P3690430	273-318-340-360 Eng. — with Electronic Ignition
	Distributor — Pointless Electronic, Vacuum Advance	1	P3690431	361-383-400 Eng. — with Electronic Ignition
	Distributor — Pointless Electronic, Vacuum Advance	1	P3690432	413-426-440 and Hemi — with Electronic Ignition (Note 1)
	Pkg. — Electronic Ignition Conversion Mechanical Advance Only Distributor with Tach Drive	1	P3690422	273-318-340-360 Eng. — Race — Replaces Standard Point Ignition (Notes 2 & 3)
	Pkg. — Electronic Ignition Conversion Mechanical Advance Only Distributor with Tach Drive	1	P3690423	361-383-400 Eng. — Race — Replaces Standard Point Ignition (Notes 2 & 3)
	Pkg. — Electronic Ignition Conversion Mechanical Advance Only Distributor with Tach Drive	1	P3690424	413-426-440 and Hemi Eng. — Race — Replaces Standard Point Ignition (Notes 2 & 3)
	Pkg. — Electronic Ignition Conversion Vacuum Advance Distributor	1	P3690789	170-198-225 Slant Six Eng. — Replaces Standard Point Ignition (Note 2)
	Pkg. — Electronic Ignition Conversion Vacuum Advance Distributor	1	P3690426	273-318-340-360 Eng. — Replaces Standard Point Ignition System (Note 2)
	Pkg. — Electronic Ignition Conversion Vacuum Advance Distributor	1	P3690427	361-383-400 Eng. — Replaces Standard Point Ignition System (Note 2)
	Pkg. — Electronic Ignition Conversion Vacuum Advance Distributor	1	P3690428	413-426-440 Wedge and Hemi — Replaces Standard Point Ignition System (Note 2)
				
8-27-1	Pkg. — Crankshaft Triggered Ignition	1	P4007535	All — Includes Timing Wheel, Magnetic Pickups (2) "Off-On" and "Run" Switches, Shoe and Washer Assembly, Wiring Harness, and Connectors. NOTE: Engine Mounting Bracket must be ordered separately. See Part Code 8-27-7.
8-27-6	Gasket — Distributor Mounting	1	1326836	Distributors w/o O-Ring

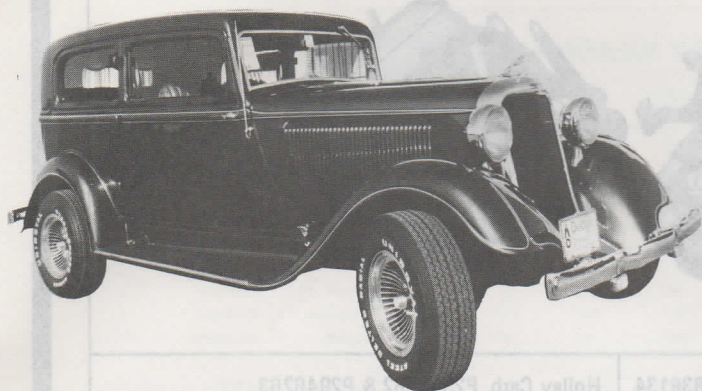
PART CODE	DESCRIPTION	QTY.	PART NO.	APPLICATION/NOTES
8-27-7	Crankshaft Triggered Ignition Components: Timing Wheel Magnetic Pickup Bracket Bracket Assy. — Shoe & Washer	1 2 1 1 1	P3690435 P3690203 P4007208 P3690436 P3690205	All All "A" Engines — Locates Magnetic Pickups Hemi & "B" Engines — Locates Magnetic Pickups For Mounting Magnetic Pickups
				
8-27-158	Contact Point — Platinum Short Arm	2	P2932670	Transistor Ignition Distributor with Mech. Tach Drive
8-27-279	Spring Set — Distributor Governor Weight	1	P2932675	To Convert Stock Distributor to Quick Advance Curve
8-28-74	Regulator — Voltage	1 1	P3690731 P3690732	1970 and Later — Constant Output 1969 and Earlier — Constant Output Must be Used When Installing Electronic Ignition on 1969 or Earlier Vehicles
8-35-1	Prestolite "252" Transistor Ignition Package Pkg. — Multi-Spark Ignition Conversion	1 1	P2875012 P3690728	Convert All Stock to Transistor Ignition Distributor not included. Converts Chrysler Electronic Ignition to Multi-Spark (NOTE 5)
8-35-4	Coil — Ignition Transformer	1 1	P3690560 P3690727	ACCEL race coil to be used with race electronic ignition kits Multi-Spark Only — Mallory
8-35-5	Control Box — High Performance Electronic Ignition	1 1	P3690256 P3690726	All — Without Multi-Spark. For Higher Engine Speed Electronic Ignition System (Included in Ignition Packages). Multi-Spark Only
8-35-22	Ballast Resistor — Electronic Distributor	1 1	3656199 P2095501	Used with Electronic Ignition System Use with Mechanical Advance Distributor. (Note Mechanical Advance Dist. using Coil P3690560 Require both Resistor 3656199 and Resistor P2095501)
8-35-59	Micro Switch (on-off) Micro Switch (run)	1 1	P3690282 P3690281	For Crankshaft Triggered Ignition System For Crankshaft Triggered Ignition System

PART CODE	DESCRIPTION	QTY.	PART NO.	APPLICATION/NOTES
8-36-1	Ignition Cable Set — Metal Core Ignition Cable Set — Metal Core Ignition Cable Set — Metal Core Ignition Cable Set — Metal Core	1 1 1 1	P3690805 P3571025 P3690616 P3690803	Slant 6 Engine — Race, with Crimping Tool "A" Engine — Race Hemi — Race All "A", "B", & "RB" Engines — Race, with Crimping Tool
				
8-36-2	Ignition Cable Set — Suppression	1	P3690806	Slant 6 Engine — High Performance — with Crimping Tool
	Ignition Cable Set — Suppression	1	P3690804	All "A", "B", & "RB" Engines — High Performance — with Crimping Tool
8-36-136	Tube — Spark Plug	8	2780567	Hemi, 16 With Dual Plug
8-36-137	Seal — Spark Plug Tube	8	2468196	Hemi, 16 With Dual Plug
8-53-1	Engine Overspeed Governor Synchro-Start	1	P3571055	All Engines With Mechanical Tach Drive 7800 to 9400 RPM Cut off.
8-53-2	Tee — Mechanical Tach Drive	1	P2836180	For Simultaneous Mechanical Tachometer and Overspeed Governor Installation.
8-53-4	Blank Plug — Spark Plug Hole	8	P3690148	Required to Block "B" Position Spark Plug Hole in Dual Plug Hemi Cylinder Heads.
NOTE 1:	"RB" or Hemi Distributor may be used on "B" Engine when Adaptor P3690275 is used.			
NOTE 2:	Requires Regulator P3690732 when used on 1969 or earlier model.			
NOTE 3:	Requires Special Coil P3690560.			
NOTE 4:	For information concerning installation of Crank Triggered Ignition on Chain-Drive Engines or other applications, contact Chrysler Performance Parts.			
NOTE 5:	Installation of Multi-spark Ignition on engines not already equipped with Chrysler Electronic Ignition requires purchase of appropriate electronic distributor and wiring harness.			

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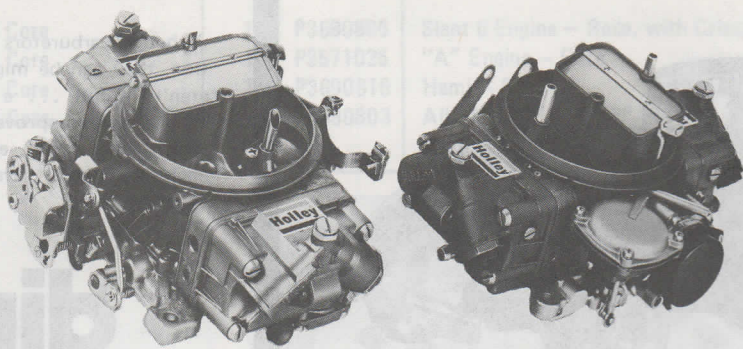
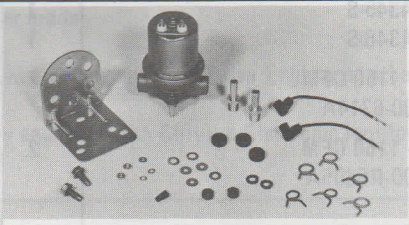
fuel system

Although carburetors perform a rather simple function, they can be mighty complicated. And if you aren't careful ... a super hassle. So why take chances with unproven ideas, rumors of the trick setup, "the word", etc. Stick with these Chrysler-engineered and track-tested carburetors and associated parts.



direct connection

PART CODE	DESCRIPTION	QTY.	PART NO.	APPLICATION/NOTES
14-13-0	Installation Kit – Carb. to Manifold	1	P3549785	Wedge "B" and "RB" Engine With P2836149 and P2836150 Manifold
	Installation Kit – Carb. to Manifold	1	P3549787	340 Engine With P3549884 Manifold
14-30-1	Carburetor – 600 CFM Holley #R7191A	1	P3690930	Slant Six Engine with P3690801 Manifold, Also Small "A" Engine
	Carburetor – 640 CFM Holley #7478 Vac. Secondary, Electric Choke	1	P4007521	"A" and "B" and "RB" Engines With Manifold P3549884, P4007229 or P2836150 – Good Economy
	Carburetor – 850 CFM Holley #3418-1	1	P3571012	Wedge "RB" Engine with P2836150 Manifold
	Carburetor – 1150 CFM Holley #4500-4575A	1	P3571085	"RB" Engine with P3690188 Intake Manifold Top
	Carburetor – 780 CFM Holley #4236A	1	P2946262	Race Hemi Engine – P2536900 Manifold Left
	#4235A	1	P2946263	Right
	Carburetor – 1-11/16" Throt. Bore			Race Hemi Engine – 2-4 Bbl. Inline Not NHRA Super Stock
	Carter AFB4345-S	1	P2836111	Front
	AFB4346-S	1	P2836112	Rear
	Carburetor – 1150 CFM Holley #4500-6214A	2	P3571037	Race Hemi Engine with P3690233 I.R. Manifold (Without Plenum)
	Carburetor – 1150 CFM Holley #4500-R6605A	2	P3690295	Race Hemi Engine with P3690233 I.R. Manifold and P3690234 Plenum. Race Prepared to Chrysler Specifications

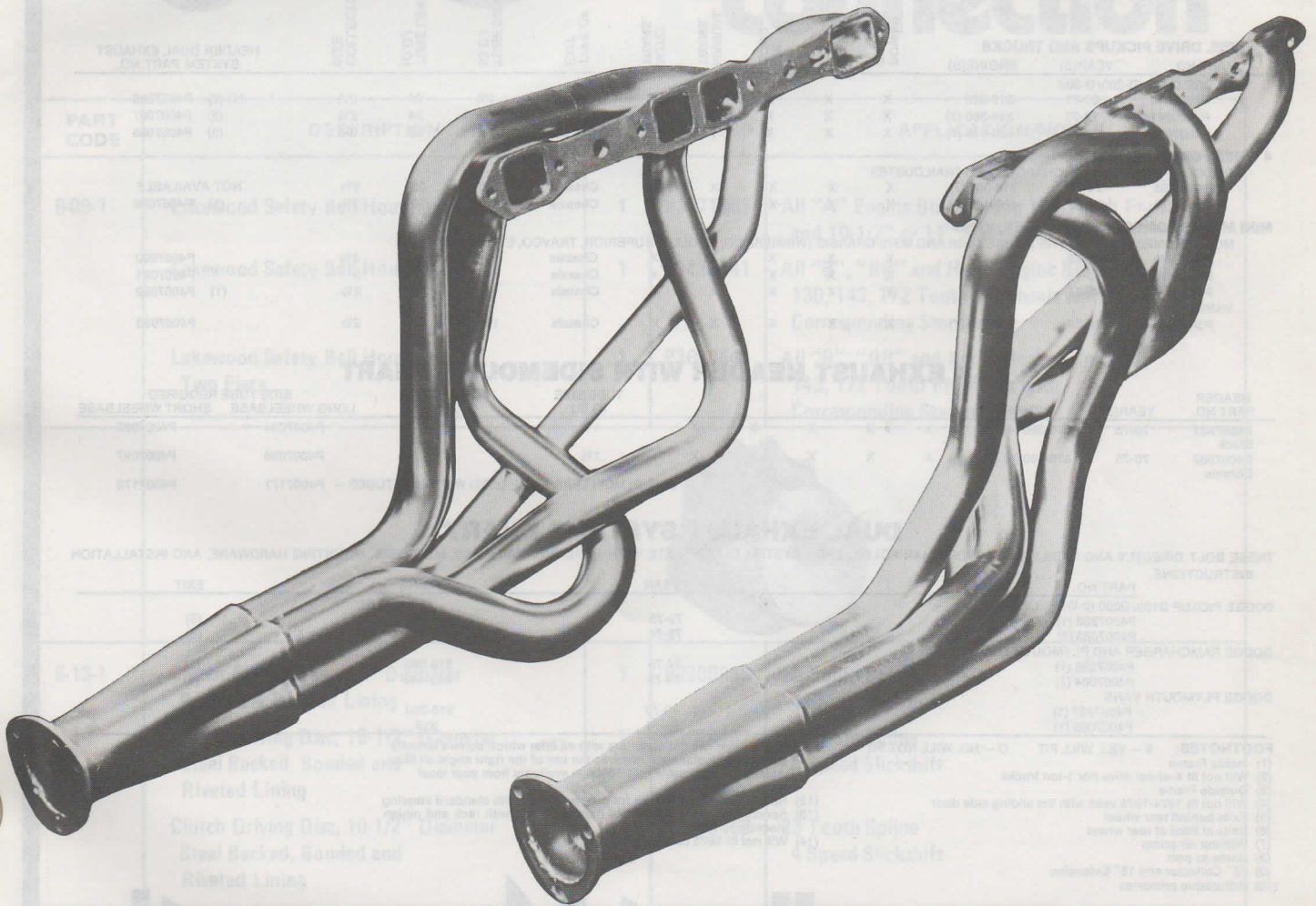
PART CODE	DESCRIPTION	QTY.	PART NO.	APPLICATION/NOTES
				
14-30-4	Holley Carb. Repair Kit	1	P2836134	Holley Carb. P2946262 & P2946263
14-35-1	Carburetor Jetting Kit Incl. Clusters & Metering Rods	1	P2836166	273 Engine with 4 Bbl. Power Pack
	Holley Carburetor Jetting Kit	1	P3690674	For use with STR 14-4 and STR 15-4 Edelbrock Intake Manifolds
	Carburetor Jetting Kit	1	P3690793	1969 440-6 Bbl. Super Stock with P3690187 and P3690248 Intake Manifold
	Carburetor Jetting Kit	1	P3690794	1970-71 440-6 Bbl. Super Stock with P3690187 and P3690248 Intake Manifold
	Carburetor Jetting Kit Incl. Metering Rods & Jets	1	P2836137	Race Hemi With Inline 2-4 Bbl. Carter Carburetors
	Carburetor Jetting Kit Incl. Main Jets	1	P3571067	Race Hemi With Rat Roaster Manifold
	Holley Carb. Dist. Kit	1	P3690558	Hemi Cross Ram Manifold with .700 Plus Lift Cam
14-73-1	Assy. — Fuel Pump (Mech.)	1	2585118	Street Hemi Engine
	Fuel Pump — Mechanical — Carter	1	P4007040	"A" Engine — Race (Street Hemi Volume)
	Mechanical — Carter	1	P4007039	"B"—"RB" — Hemi Engines — Race
	Fuel Pump — Electrical — Carter	2	P4007038	All Engines — Race (May Be Used With Mechanical Pumps). For Street Application, One Pump is sufficient.
				
14-75-1	Fiberglass Hood Scoop	1	P3412057	All Models
		1	P3549782	1969 Six Pack Style
		1	P3549783	1967 Superstock Style
		1	P3690153	1968 Superstock Style
				1972-75 Pro-Stock Style (Two Pieces)

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headers

The second place to spend your money in looking for performance per dollar bargains. Windage trays are first. Before buying camshafts, induction systems or whatever, invest in a good set of headers. The biggest single corks in your engine are the production exhaust manifolds. This is one of the areas where you not only notice a difference in quarter mile times, but also in seat-of-the-pants feel and possibly even fuel consumption. Naturally, to obtain the maximum benefits, your new headers must be well designed and built. Don't settle for bad bends and scrap collectors. Our dealers handle Hooker . . . and they have them for most Chrysler cars, vans, pick ups, and four wheel drives.

direct connection



MOPAR TERMINOLOGY CROSS REFERENCE

BODY TYPE

A BODY '64-75 Valiant, '64-69 Barracuda, '64-75 Dart, All
Dusters, Demon, Sport, Scamp, and Swinger
B BODY Coronet, Satellite, Road Runner, Charger, GTX,
R/T, Belvedere, Super Bee, Cordoba and '75 Fury
E BODY '70-74 Barracuda, All Challengers

ENGINE TYPE

SIX CYLINDER 170, 198, 225
A ENGINE 273, 318 ('67 & Later), 340, 360
B ENGINE 361, 383, 400
RB ENGINE 413, 426 Wedge, 440
HEMI 426

For example, a 318 engine in a 1972 Duster would be considered an "A" engine "A" body.

PASSENGER CAR EXHAUST HEADER CHART

PART NO.	APPLICATION	YEAR	ENGINE	P/B	P/S	A/C	SIZE (OD)	TUBE LENGTH	SIZE (OD)	COL. LENGTH	PORT SHAPE	TYPE EXIT	REDUCER REQ'D	CODE
P3690894	A-body	67-73	318-340	X	X	X	1 1/2"	36"	3"	10"	(8)	Chassis	P3549880	(11)
P3690622	A-body	67-72	273-318-340	X	O	X	1 1/4"	38"	3"	10"	(8)	Chassis	P3549880	
P3690625	A-body	70-75	318-340-360	X	O	O	1 1/4"	32-40"	3"	(9)	(8)	Chassis	NONE	(7) (10)
P3549996	B-E-body	67-73	318-340-360	X	X	X	1 1/4"	36"	3"	10"	(8)	Chassis	P3549880	(7) (11)
P3549998	B-body	62-65	383-426W	X	O	O	2"	32-40"	3 1/2"	(9)	(8)	Chassis	NONE	(10)
P3690895	B-E-body	66-74	383-400-440	X	X	X	1 1/4"	35"	3"	10"	(8)	Chassis	P3549880	(7)
P3690596	B-E-body	67-72	440	X	X	X	2"	32"	3 1/2"	10"	(8)	Chassis	P3549881	
P3690594	A-body	67-69	383-440	X	X	O	1 1/2"	40"	3 1/2"	10"	(8)	Fenderwell	P3549881	
P3690595	B-body	67-74	383-440	X	X	X	1 1/2"	36"	3"	10"	(8)	Chassis	P3549880	(7) (14)
	E-body	70-74												
P3690624	B-E-body	67-72	440	X	O	O	2"	32-40"	3 1/2"	(9)	(8)	Chassis	NONE	(10)
P3579027	B-E-body	67-71	426H	X	X	X	2 1/2"	30"	3 1/2"	12"	(8)	Chassis	P3549881	
P3690623	B-E-body	66-71	426H	X	X	O	2 1/2"	24-30"	3 1/2"	(9)	(8)	Chassis	NONE	(10)
P3690626	A-E-body	68-75	426H	O	O	O	2 1/4"	24-30"	4"	(9)	(8)	Chassis	NONE	(10) (12)
P3690627	A-E-body	70-75	426H	O	O	O	2 1/4"	24"	4"	18"	(8)	Chassis	NONE	(13)
P3690694	B-E-body	62-72	198-225	X	X	X	1 1/2"	40"	2 1/2"	8"	(8)	Chassis	P3690942	
	A-body	67-72												
P3690692	Dodge Colt	71-74	1600cc	O	O	X	1 1/2"	30"	2 1/2"	8"	(8)	Chassis	P3690943	

VAN AND TRUCK EXHAUST HEADER CHART

2 WHEEL DRIVE PICKUPS AND TRUCKS	POWER BRAKES	POWER STEERING	AIR COND.	MANUAL TRANS.	AUTO TRANS.	TYPE OF EXIT	TUBE SIZE (O.D.)	TUBE LENGTH (O.D.)	COLLECTOR SIZE	HEADER DUAL EXHAUST SYSTEM PART NO.
PART NO. YEAR(S) ENGINE(S)										
DODGE D-100/D-200/D-300										
P3690940 67-71 318-360	X	X	X	X	X	Chassis	1 1/2"	34	2 1/2"	(1) (2) P4007086
P3690941 72-75 318-360 (7)	X	X	X	X	X	Chassis	1 1/2"	34	2 1/2"	(3) P4007087
P4007074 72-74 400-440 (7)	X	X	X	X	X	Chassis	1 3/4"	32	2 1/2"	(3) P4007088
4 WHEEL DRIVE VEHICLES										
DODGE W-100/W-200 RAMCHARGER AND TRAILDUSTER										
P4007235 74-75 318-360 (7)	X	X	X	X	X	Chassis	1 1/2"	33	2 1/2"	NOT AVAILABLE
P4007073 74-75 400-440 (7)	X	X	X	X	X	Chassis	1 3/4"	29	2 1/2"	(1) P4007089
MINI MOTORHOMES, MOTORHOMES, VANS										
MOTORHOMES BUILT ON THE DODGE M300 AND M375 CHASSIS (WINNEBAGO, APOLLO, SUPERIOR, TRAVCO, ETC.)										
P3690940 67-72 318	X	X	X	X	X	Chassis	1 1/2"	34	2 1/2"	P4007090
P4007075 70-72 413	X	X	X	X	X	Chassis	1 1/2"	34	3	P4007091
P4007074 73-74 440	X	X	X	X	X	Chassis	1 3/4"	32	2 1/2"	(1) P4007092
VANS										
P3690693 70-75 318-360 (7)	X	X	X	X	X	Chassis	1 1/2"	34	2 1/2"	P4007093

VAN EXHAUST HEADER WITH SIDEMOUNT CHART

VAN EXHAUST HEADER WITH SIDE MOUNT CATALYST											
HEADER PART NO.	YEAR(S)	ENGINE(S)						TUBE SIZE (O.D.)	COLLECTOR SIZE (O.D.)	SIDE TUBE REQUIRED LONG WHEELBASE	SHORT WHEELBASE
P4007081	70-75	318-360 (4) (7)	X	X	X	X	X	1 3/4"	3 1/2"	P4007094	P4007095
Black											
P4007082	70-75	318-360 (4) (7)	X	X	X	X	X	1 3/4"	3 1/2"	P4007096	P4007097
Chrome											
SLIP-IN MUFFLERS TO BE USED WITH SIDE TUBES —										P4007171	P4007172

SLIP-IN MUFFLERS TO BE USED WITH SIDE TUBES — P4007171 P4007172

DUAL EXHAUST SYSTEMS CHART

THESE BOLT DIRECTLY AND EASILY TO FACTORY MANIFOLDS. EACH SYSTEM IS COMPLETE WITH HEAD AND TAILPIES, MUFFLERS, MOUNTING HARDWARE, AND INSTALLATION INSTRUCTIONS.

PART NO.	YEAR	ENGINE	EXIT
DODGE PICKUP D100/D200 (2-WHEEL DRIVE)			
P4007236 (1)	72-75	318-360	(5)
P4007083 (3)	72-74	400-440	(5)
DODGE RAMCHARGER AND PLYMOUTH TRAILDUSTER			
P4007238 (1)	74-75	318-360	(5)
P4007084 (1)	74-75	400-440	(5)
DODGE PLYMOUTH VANS			
P4007237 (1)	73-75	318-360	(5)
P4007085 (1)	64-74	318	(6)

FOOTNOTES: X — YES, WILL FIT O — NO, WILL NOT FIT

- (1) Inside Frame
(2) Will not fit 4-wheel drive nor 1-ton trucks
(3) Outside Frame
(4) Will not fit 1974-1975 vans with the sliding side door
(5) Exits behind rear wheel
(6) Exits in front of rear wheel
(7) Without air-pump
(8) Same as port
(9) 12" Collector and 18" Extension
(10) Adjustable primaries

- (11) This header will not fit motors with oil filter which screws directly onto block. Installation requires the use of the right angle oil filter installation package P/N P3690884 available from your local Mopar dealer
(12) Special pro-stock header for cars equipped with standard steering
(13) Special pro-stock header for cars equipped with rack and pinion steering
(14) Will not fit 1973 cars with 440 engine

direct connection

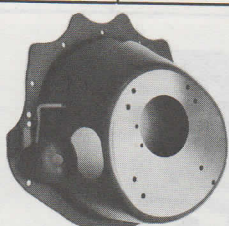
clutch

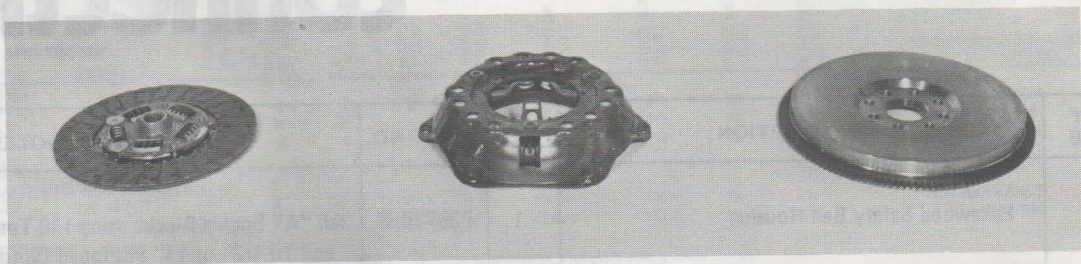
Tired of missing shifts because your clutch didn't release . . . or the lining fell off your disc? Or, maybe you bought somebody's "Super Clutch" that was really neat, but didn't fit. None of that will happen with these Chrysler clutches. They fit. And work. And live. They come in two diameters, two spring loads and two spline sizes. They fit all Chrysler V-8's and four speed transmissions. The pressure plates feature a special non-deflecting heavy gauge cover and explosion resistant shoes. The clutch discs are bonded and riveted for durability and long life. Nothing magic, just well engineered quality. You'll note that we also offer an extra high strength eye bolt.

Of course, nobody goes racing without a safety clutch housing. And who is better known than Lakewood? They're light, strong and they fit all Chrysler V-8's. And SEMA approved, naturally.



direct connection

PART CODE	DESCRIPTION	QTY.	PART NO.	APPLICATION/NOTES
6-09-1	Lakewood Safety Bell Housing	1	P3571058	All "A" Engine Blocks using 130 Tooth Flywheel and 10-1/2" or 11" Scalloped Clutch
	Lakewood Safety Bell Housing	1	P3412081	All "B", "RB" and Hemi Engine Blocks using 130, 143, 172 Tooth Flywheels with Corresponding Starters
	Lakewood Safety Bell Housing Two Piece	1	P3690444	All "B", "RB" and Hemi Blocks using 130, 143, 172 Tooth Flywheels with Corresponding Starters
				
6-13-1	Clutch Driving Disc, 11" Diameter Bonded & Riveted Lining	1	P2800845	18 Tooth Spline, 4 Speed Slickshift
	Clutch Driving Disc, 10-1/2" Diameter Steel Backed, Bonded and Riveted Lining	1	P3690462	18 Tooth Spline 4 Speed Slickshift
	Clutch Driving Disc, 10-1/2" Diameter Steel Backed, Bonded and Riveted Lining	1	P3690463	23 Tooth Spline 4 Speed Slickshift

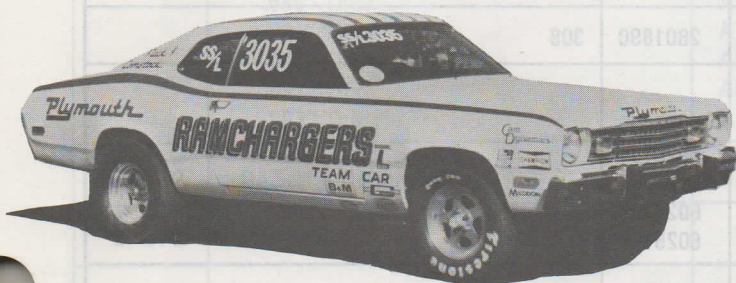
PART CODE	DESCRIPTION	QTY.	PART NO.	APPLICATION/NOTES
6-14-1	Clutch Cover & Plate, 10-1/2" Diameter 2500# Spring Load, Red Color	1	P2530390	Heavy Duty Race
	Clutch Cover & Plate, 11" Diameter 2500# Spring Load, Unpainted	1	P2800846	Heavy Duty Race
	Clutch Cover & Plate, 10-1/2" Diameter 3100# Spring Load, Green Color	1	P3515678	Super Heavy Duty Race
	Pkg. — Clutch Eye Bolt & Shaft	1	P3690183	Special High Strength Material Replacement Eye Bolts & Shafts
6-19-2	Clutch Rel. Bearing & Sleeve Assy.	1	P3690245	4 Speed Slickshift with 10-1/2" Clutch
9-45-1	Flywheel — Steel — 21 lbs.	1	P3412062	8 Bolt Crank Flange, 10-1/2" Clutch
	33 lbs.	1	P3412063	8 Bolt Crank Flange, 11" Clutch
	45 lbs.	1	P3690725	8 Bolt Crank Flange, 10-1/2" Clutch
	58 lbs.	1	P3412022	8 Bolt Crank Flange, 10-1/2" Clutch
	Flywheel — Aluminum — 11 lbs.	1	P3690897	8 Bolt Crank Flange, Mounting Bolts Included, 10-1/2" Clutch
	11 lbs.	1	P3690469	6 Bolt Crank Flange, Mounting Bolts Included, 10-1/2" Clutch
9-45-2	Screw — Flywheel Attaching	8	9411259	11, 21 and 33 lb. Flywheels — 7/8" Long
		8	P3690418	Long Bolt for 45 & 58 lb. Flywheels
				

direct  connection

manual transmission

Chrysler's A-833 is generally acknowledged as the strongest 4-speed around. Which is why it's first choice with most all-out race cars. We offer many trick parts to maintain the A-833's reputation as the number one 4-speed. Like aluminum cases and extensions that save about 40-pounds, a special gasket package for inspection or rebuild ... and "slick shift" ... the most copied innovation in drag racing, in red and white stripe ratios so you can match your gear ratios to your car-engine combination. Our nearly bullet-proof gear sets are all coarse-pitch design, and all use double carburized steel.

direct connection



PART CODE	DESCRIPTION	QTY.	PART NO.	APPLICATION/NOTES
21-01-1	Transmission Assembly 2.65-1.93-1.39 Ratio Cast Iron	1	P2836872	"A" Body Cars With Regular Slick Shift
	Transmission Assembly 2.65-1.93-1.39 Ratio Cast Iron	1	P2538391	"B" & "E" Body Cars With Regular Slick Shift
21-01-3	Gasket Package	1	P3690180	A-833 Transmission Teardown
21-02-6	Vent	1	1139204	

MANUAL TRANSMISSION

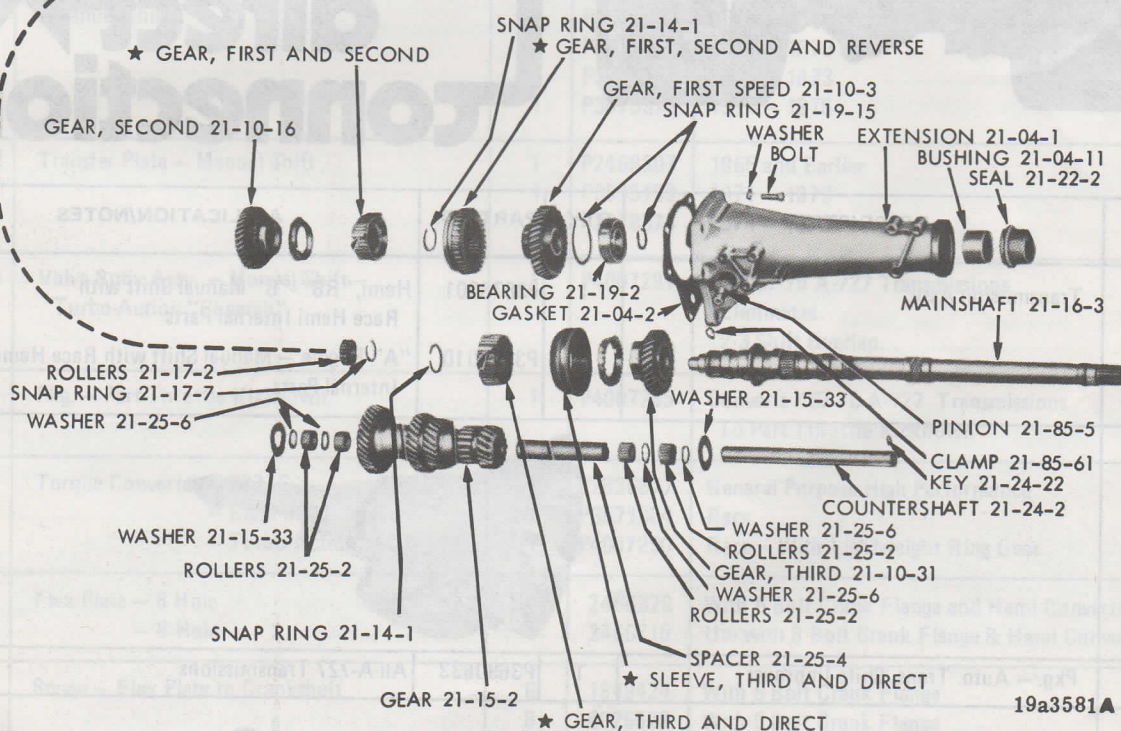
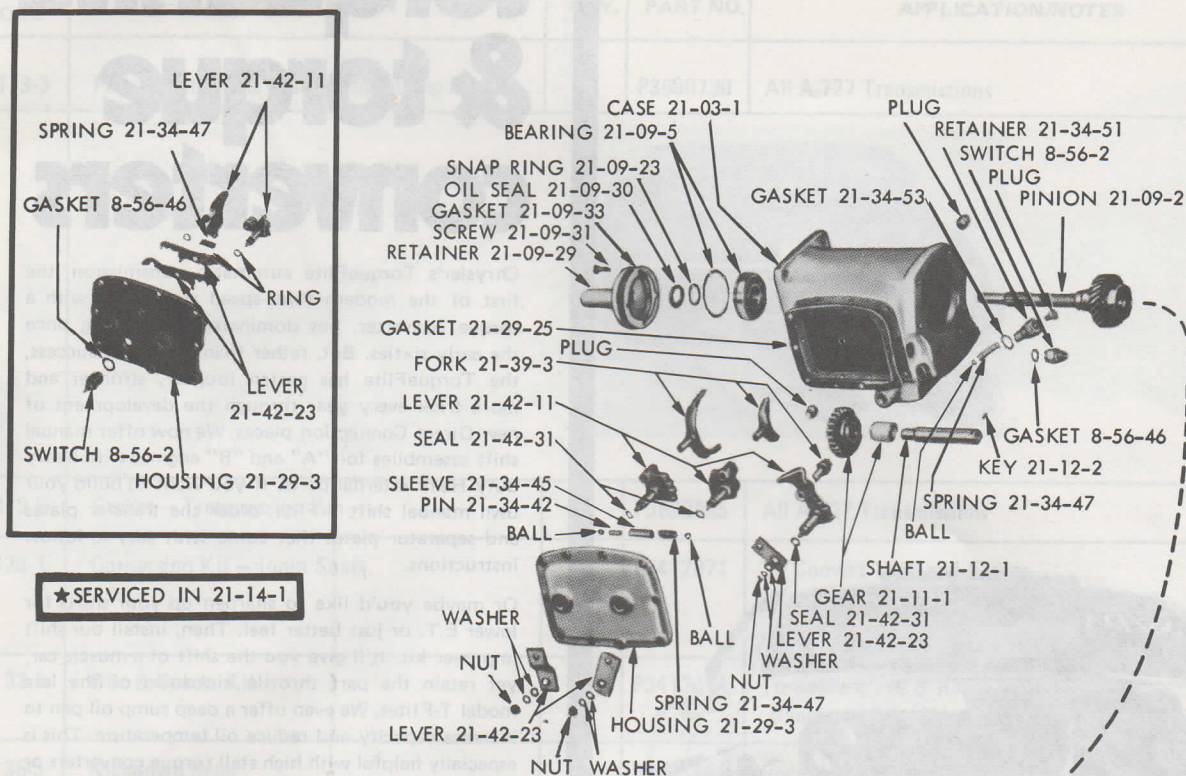
PART CODE	DESCRIPTION	QTY.	PART NO.	APPLICATION/NOTES
21-03-1	Case — Cast Iron — Aluminum	1	3410194	All A-833 With 308 Bearing
		1	P3690980	All A-833 With 308 Bearing — With Steel Counter-Shaft Bushings
21-04-1	Extension — Cast Iron — Aluminum — Cast Iron — Aluminum	1	2892961	"A" Body Cars
		1	P3571028	"A" Body Cars
		1	3410394	"B" & "E" Body Cars
		1	P3571016	"B" & "E" Body Cars
21-04-2	Gasket — Trans. Extension	1	2464059	
21-04-11	Bushing — Trans. Extension	1	2801724	
21-04-17	Baffle — Trans. Extension Vent	1	2538785	
21-09-2	Pinion — Main Drive 21 Gear Teeth, 18 Spline Teeth	1	P2892320	Slick Shift — Regular and Red Stripe Ratios
21-09-5	Bearing — Main Drive Pinion	1	2801890	308
21-09-23	Snap Ring D/P Bearing — Outer Standard .088" Thick .091" Thick .094" Thick .097" Thick	AR	6027225	
		AR	6025754	
		AR	6025755	
		AR	6025756	
		AR	6025757	
21-09-29	Retainer — Front Bearing (Lubrited)	1	P3690062	For 308 Bearing
21-09-30	Oil Seal — Front Bearing	1	2801733	
21-09-31	Screw — Front Bearing Retainer	4	1920101	
21-09-33	Gasket — Front Bearing Retainer	1	2801893	
21-10-3	Gear — First Speed 33 Teeth, 2.65 Ratio	1	P2892325	Slick Shift — Regular and Red Stripe Ratios Only
21-10-16	Gear — Second Speed 30 Teeth, 1.93 Ratio	1	P2892323	Slick Shift — Regular Ratio Only
	Gear — Second Speed 28 Teeth, 1.64 Ratio	1	P3681313	Slick Shift — Red Stripe Ratio Only
21-10-31	Gear — Third Speed 26 Teeth, 1.39 Ratio	1	P2892321	Slick Shift — Regular Ratio Only
	Gear — Third Speed 24 Teeth, 1.19 Ratio	1	P3681311	Slick Shift — Red Stripe Ratio Only
21-11-1	Gear — Reverse Idler	1	2464073	
21-12-1	Shaft — Reverse Idler Gear	1	2464023	
21-12-2	Key — Rev. Idler Gear Shaft	1	1635293	
21-14-1	Synchronizer (Sleeve & Gear) 1st & 2nd Speed 3rd & 4th Speed	1	P2801431	Slick Shift Only
		1	P2801428	

PART CODE	DESCRIPTION	QTY.	PART NO.	APPLICATION/NOTES
21-15-2	Gear — Countershaft (Cluster) 27, 24, 20, 16 Teeth	1	P2892327	Slick Shift — Regular Ratio Only
	Gear — Countershaft (Cluster) 27, 26, 22, 16 Teeth	1	P3681315	Slick Shift — Red Stripe Ratio Only
21-15-33	Washer — Cluster Gear Thrust	2	2538207	
21-16-3	Shaft — Output (Short)	1	2892909	"A" Body Cars
	Shaft — Output (Long)	1	2892942	"B" & "E" Body Cars
21-17-2	Roller — Output Shaft	16	1949834	
21-17-7	Snap Ring — Output Shaft Roller	1	6024130	
21-19-2	Bearing — Output Shaft, Front	1	2801890	
21-19-15	Snap Ring — Output Shaft Bearing .086" Thick	AR	6025754	Inner
	.091" Thick	AR	6025755	Inner
	.094" Thick	AR	6025756	Inner
	.097" Thick	AR	6025757	Inner
	.093" Thick	AR	6027229	Outer
21-22-2	Oil Seal — Output Shaft	1	2400300	
21-24-2	Countershaft	1	2464012	
21-24-22	Key — Countershaft	1	1635293	
21-25-2	Roller — Countershaft	76	2464744	
21-25-4	Spacer — Countershaft	1	2464013	
21-25-6	Washer — Countershaft Bearing	4	2464743	
21-29-3	Side Cover — Trans. Gear Shift	1	2464001	1971 and Earlier
		1	3410244	1972 and Later
	Bolt — Side Cover	7	6024457	
		1	6026874	
		2	101090	
21-29-25	Gasket — Side Cover	1	2464037	
21-34-42	Pin — Interlock	1	2464046	1971 and Earlier
		1	6028630	1972 and Later
21-34-44	Plug — Reverse Lever Detent	1	1139153	
21-34-46	Gasket — Rev. Lever Detent Plug	1	1302807	
21-34-47	Spring — Rev. Lever Detent Ball	1	2466457	1971 and Earlier
		1	3515344	1972 and Later
	Spring — Gearshift Interlock Ball	1	2464047	1971 and Earlier
		1	3515344	1972 and Later
	Spring — Gearshift Interlock Lever	1	3410204	
	Ball — Gearshift Interlock	3	147500	

PART CODE	DESCRIPTION	QTY.	PART NO.	APPLICATION/NOTES
21-34-51	Retainer — Lever Detent Spring	1	2464052	
21-34-53	Gasket — Detent Spring Retainer	1	2464053	
21-39-3	Shift Fork — 1st & 2nd Gear	1	2538421	1971 and Earlier
		1	3410141	1972 and Later
	Shift Fork — 3rd & 4th Gear	1	2466961	1971 and Earlier
		1	3410038	1972 and Later
	Shift Fork — Reverse	1	2464051	
21-42-11	Lever — Remote Control Gearshift			
	1st & 3rd Gear — Stamped "A"	1	2466221	1971 and Earlier (Inside Case)
		1	3410542	1972 and Later (Inside Case)
	Lever — Remote Control Gearshift			
	3rd & 4th Gear — Stamped "B"	1	2464038	1971 and Earlier (Inside Case)
		1	3410543	1972 and Later (Inside Case)
	Lever — Remote Control Gearshift			
	Reverse	1	2466295	
21-42-23	Lever — Gearshift Operating			
	1st & 2nd Gear	1	3515058	"B" & "E" Body Cars
		1	2538575	"A" Body Cars
	3rd & 4th Gear	1	3515057	"B" & "E" Body Cars
		1	2538576	"A" Body Cars
	Reverse	1	3410368	"B" & "E" Body Cars
		1	2892967	"A" Body Cars
21-42-31	Seal — Gearshift Lever	3	1536267	



REFERENCE GUIDE TO MANUAL TRANSMISSION



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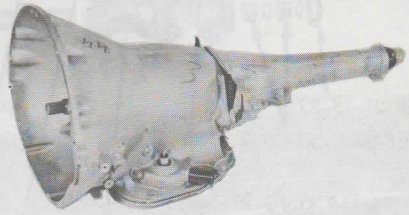
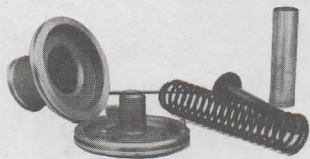
torqueflite & torque converters

Chrysler's TorqueFlite automatic transmission, the first of the modern three-speed automatics with a torque converter, has dominated drag racing since the early sixties. But, rather than rest on its success, the TorqueFlite has gotten tougher, stronger and more trick every year through the development of new Direct Connection pieces. We now offer manual shift assemblies for "A" and "B" engines with heavy duty Hemi internal parts. If you want to build your own manual shift T-Flite, order the transfer plates and separator plates that come with easy-to-follow instructions.

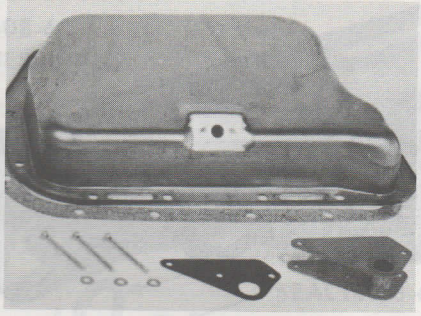
Or maybe you'd like to sharpen up your shifts for lower E.T. or just better feel. Then, install our shift improver kit. It'll give you the shift of a muscle car, yet retain the part throttle kickdown of the late model T-Flites. We even offer a deep sump oil pan to increase capacity and reduce oil temperature. This is especially helpful with high stall torque converters or in heavily loaded vans or rec vehicles. It even has a drain plug for you do-it-yourselfers.

direct connection



PART CODE	DESCRIPTION	QTY.	PART NO.	APPLICATION/NOTES
21-02-1	Transmission Assy.	1	P3878001	Hemi, "RB"- "B" Manual Shift with Race Hemi Internal Parts
		1	P3878010	"A" Engine — Manual Shift with Race Hemi Internal Parts
				
21-02-2	Pkg. — Auto. Trans. Shift Improver	1	P3690633	All A-727 Transmissions
				

TORQUEFLITE & TORQUE CONVERTERS

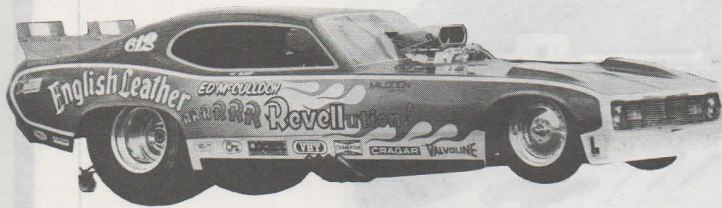
PART CODE	DESCRIPTION	QTY.	PART NO.	APPLICATION/NOTES
21-119-3	Pkg. — Automatic Transmission Deep Oil Pan	1	P3690730	All A-727 Transmissions
				
21-119-5	Gasket — Transmission Pan	1	P3690855	All A-727 Transmissions
21-129-1	Conversion Kit — Input Shaft	1	P3412071	To Convert 1966 and Earlier Hemi Race Transmissions to Large Diameter Input Shaft
21-133-1	Disc & Spacer Kit	1	P3412014	To Replace Frt. & Rear Clutch Disc and Spacers — Race Hemi Transmission Assemblies
21-136-5	Kickdown Band	1	P2538461	Race Hemi Assemblies
21-139-63	Plug — Shift Valve	1	3410886	Reduces 1-2 shift Lag
21-139-140	Valve Body Separator Plate — Manual Shift	1	P2538049	1965 and Earlier
		1	P2801446	1966 — 1968
		1	P3410425	1969 — 1970
		1	P3515158	1971 — 1973
		1	P3878373	1974 — 1975
21-139-147	Transfer Plate — Manual Shift	1	P2466307	1965 and Earlier
		1	P3515159	1971 — 1973
		1	P3878374	1974 — 1975
21-139-148	Valve Body Assy. — Manual Shift — Turbo-Action "Cheetah"	1	P4007291	All '67-75 A-727 Transmissions Eliminates 2-3 Shift Overlap.
21-02-3	Pkg. — Part Throttle Kickdown	1	P4007295	Converts '67-70 A-727 Transmissions To Part Throttle Kickdown
9-46-4	Torque Converter — 6877F — B&M 069J — Turbo-Action 3800	1	P2836877	General Purpose High Performance
		1	P3571084	Race
		1	P4007290	Race — With Lightweight Ring Gear
9-46-8	Flex Plate — 6 Hole — 8 Hole	1	2466326	With 6 Bolt Crank Flange and Hemi Converter
		1	2466715	Use with 8 Bolt Crank Flange & Hemi Converter
9-46-21	Screw — Flex Plate to Crankshaft Screw — Torque Converter to Flex Plate	6	1949424	With 6 Bolt Crank Flange
		8	6025528	With 8 Bolt Crank Flange
		4	6024318	With Hemi Converter

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prop shaft

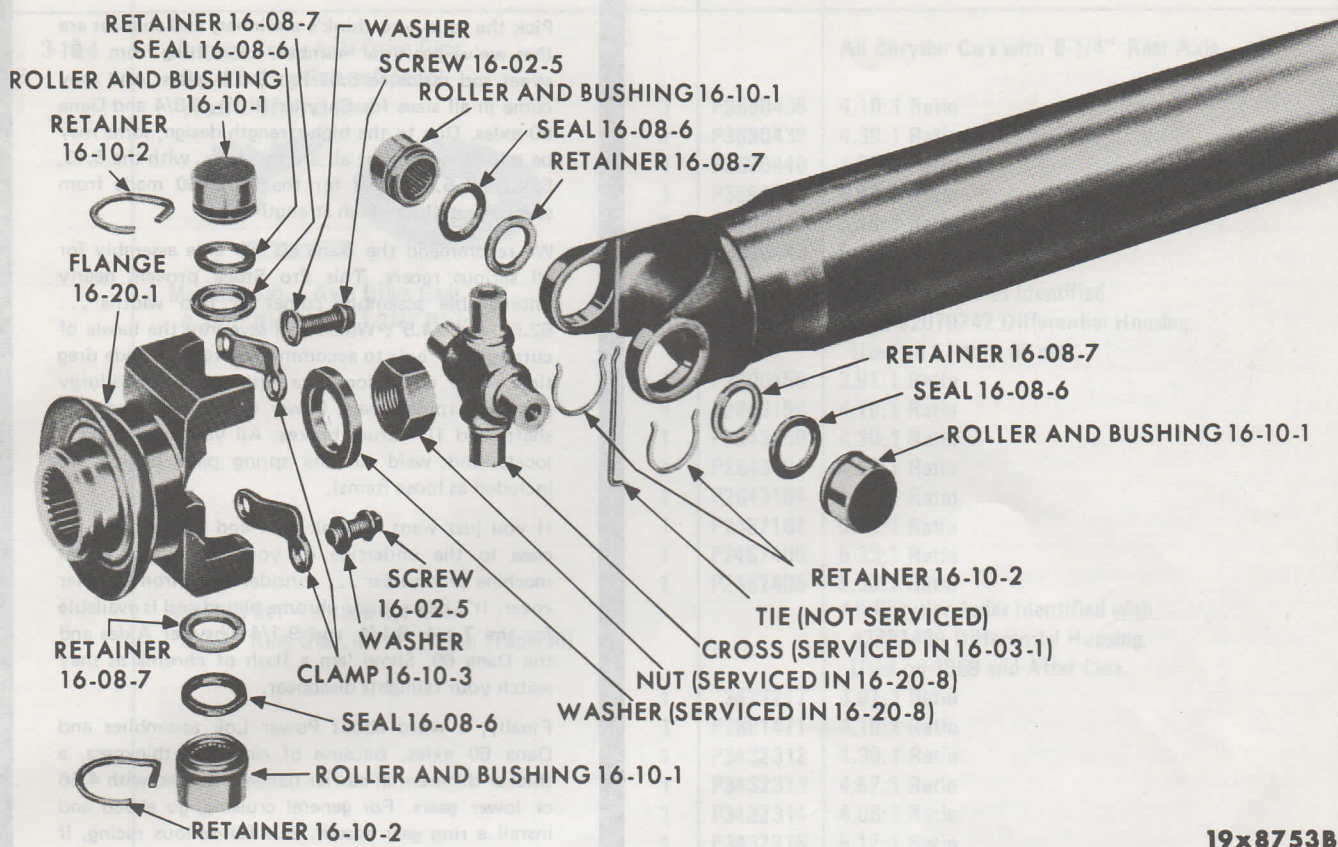
That's right. A big, sturdy 3-1/4-inch diameter prop shaft is available for any length chassis you want to design. Of course we don't stock thousands of shafts . . . just one neat kit with all the pieces you need . . . yokes, U-joints, retainers, tube assembly, balance weights AND complete instructions to build your own drive shaft.

direct connection



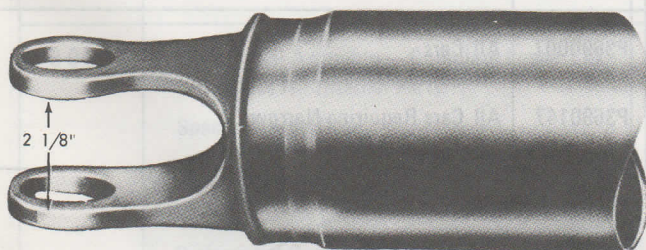
PART CODE	DESCRIPTION	QTY.	PART NO.	APPLICATION/NOTES
16-02-1	U-Joint and Prop Shaft Assy. Kit	1	P3690590	Parts Req'd to Fabricate Custom Length 3-1/4" Dia. Prop. Shafts NOTE: Fits all Dana 60 Axles with U-Bolt Type Yoke. Fits Chrysler 8-3/4" Axles with 2808384 Yoke.
	Package — Journal Bearing Kit	2	P3690773	Service Parts for Above Kit
	Package — U-Bolt Assy.	2	P3690774	Service Parts for Above Kit
16-02-5	Screw — Propeller Shaft	4	2460883	All Models — Axle End
16-03-1	Universal Joint Package	2	2852175	All Models With Dana 9-3/4" Axle
16-08-6	Dust Seal — Cross Roller	AR	2781947	All Models With Dana 9-3/4" Axle
16-18-7	Retainer — Dust Seal	AR	1739912	All Models With Dana 9-3/4" Axle
16-10-1	Roller & Bushing	AR	2781944	All Models With Dana 9-3/4" Axle
16-10-2	Retainer — Roller & Bushing	AR	2781923	All Models With Dana 9-3/4" Axle
16-10-3	Clamp — Roller & Bushing	2	1828824	All Models With Dana 9-3/4" Axle
16-14-1	Yoke — U-Joint Slip Spline	1	2781932	All Models With Dana 9-3/4" Axle
16-20-1	Yoke — Rear Axle, U-Bolt Type	1	P3690771	All Models With Dana 9-3/4" Axle
	Yoke — Rear Axle, Strap Type	1	2808384	All 8-3/4" With 10 Spline Pinions
16-20-2	Washer — Drive Pinion Yoke	1	1795175	All Models With Dana 9-3/4" Axle
16-20-3	Nut — Drive Pinion Yoke	1	1795173	All Models With Dana 9-3/4" Axle

REFERENCE GUIDE TO UNIVERSAL JOINT, YOKE, FLANGES — AXLE END

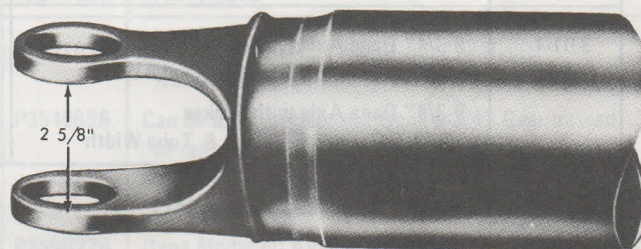


PROPELLER SHAFT IDENTIFICATION

PROPELLER SHAFT TYPE IDENTIFICATION CAN BE DETERMINED BY INSIDE MEASUREMENT OF YOKE AREA AS FOLLOWS:



TYPE 7260
2 1/8" INSIDE YOKE



TYPE 7290
2 5/8" INSIDE YOKE

19a2306

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rear axle

Pick the ratio you think's a winner, and chances are that we've got your number. Everything from 3.91 street rod ratios to 5.57 Pro Stock gears. And they come in all sizes for Chrysler 8-1/4, 8-3/4 and Dana 60 axles. Due to the high-strength design, some may be a little noisy, but all are tough... with the 5.13, 5.38 and 5.57 gears for the Dana 60 made from special metallurgy high strength steel.

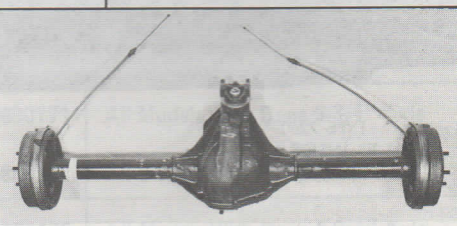
We recommend the Dana 60 rear axle assembly for all serious racers. This Pro Stock proven, nearly unbreakable assembly comes in two widths... 52.5" and 44.5". Which can save you the hassle of cutting your axle to accommodate today's wide drag tires. They come complete with special metallurgy gear sets, spider gears, Power Loks, shortened axle shafts and 10" drum brakes. All you have to do is locate and weld on the spring pads (which are included as loose items).

If you just want to look neat and add a touch of class to the underside of your street rod, street machine or race car... consider our chrome carrier cover. It's heavy duty chrome plated and is available for the 7-1/4, 8-1/4, and 9-1/4 Chrysler Axles and the Dana 60. Show 'em a flash of chrome as they watch your taillights disappear.

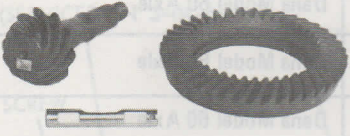
Finally, a word about Power Lok assemblies and Dana 60 axles. Because of ring gear thickness, a thicker differential carrier flange is needed with 4.56 or lower gears. For general cruising, go ahead and install a ring gear spacer. But for serious racing, if you want to avoid shearing off the ring gear bolts, we recommend installing the thick flange differential assembly (it comes with Power Lok).



direct connection

PART CODE	DESCRIPTION	QTY.	PART NO.	APPLICATION/NOTES
3-01-1	9-3/4" Dana Axle with Brakes 5.12:1 Ratio, 52.5" Hsg. & Tube Width	1	P3690007	All Cars Requiring Dana 60 Axle
	9-3/4" Dana Axle with Brakes 5.38:1 Ratio, 44.5" Hsg. & Tube Width	1	P3690147	All Cars Requiring Narrow Width Dana Model 60 Axle
				
3-02-1	Housing with Tubes	1	P3690009	Dana Axle 52.5" Width
	Housing with Tubes	1	P3690146	Narrow Dana Axle — 44.5" Width

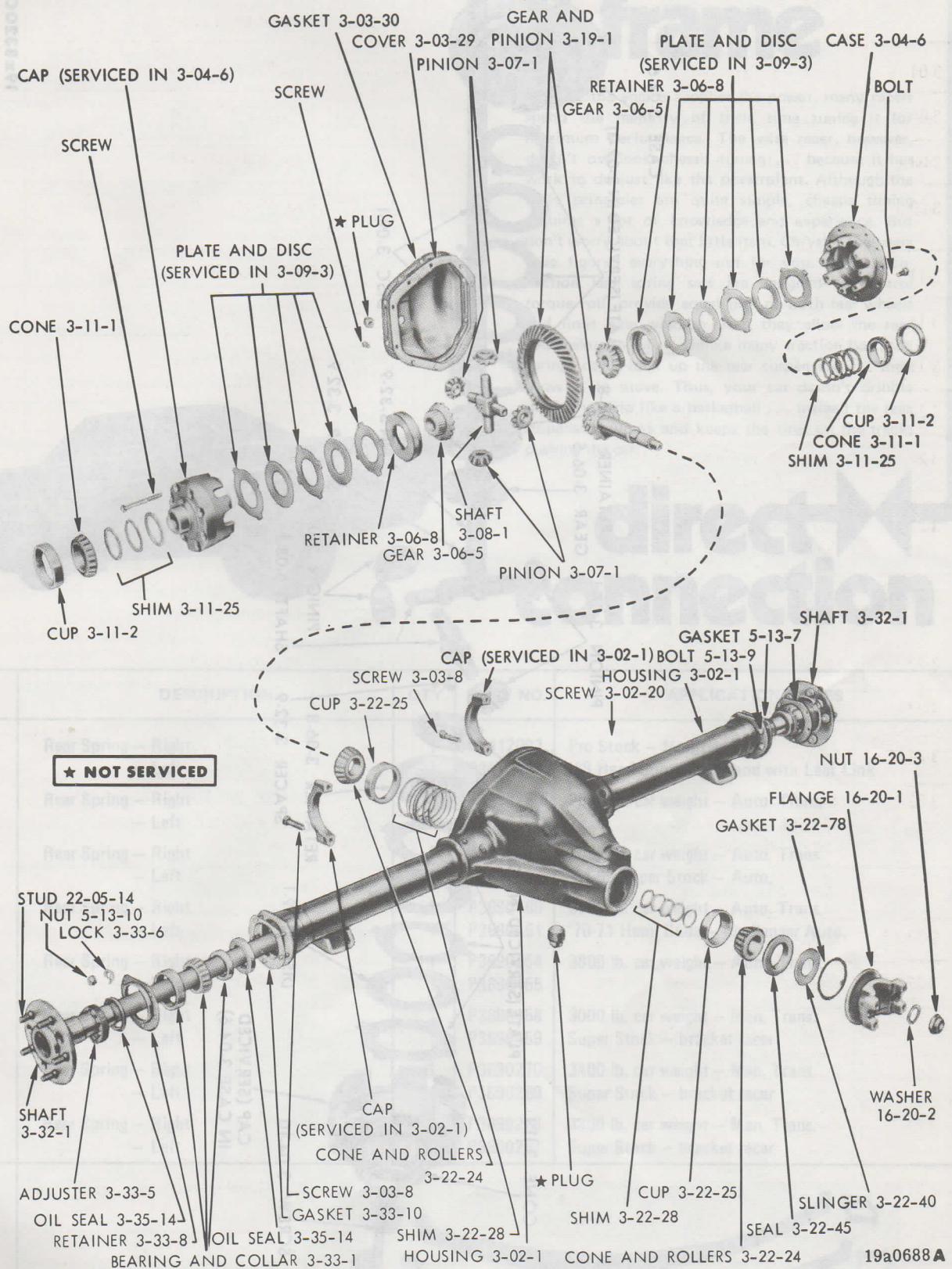
REAR AXLE

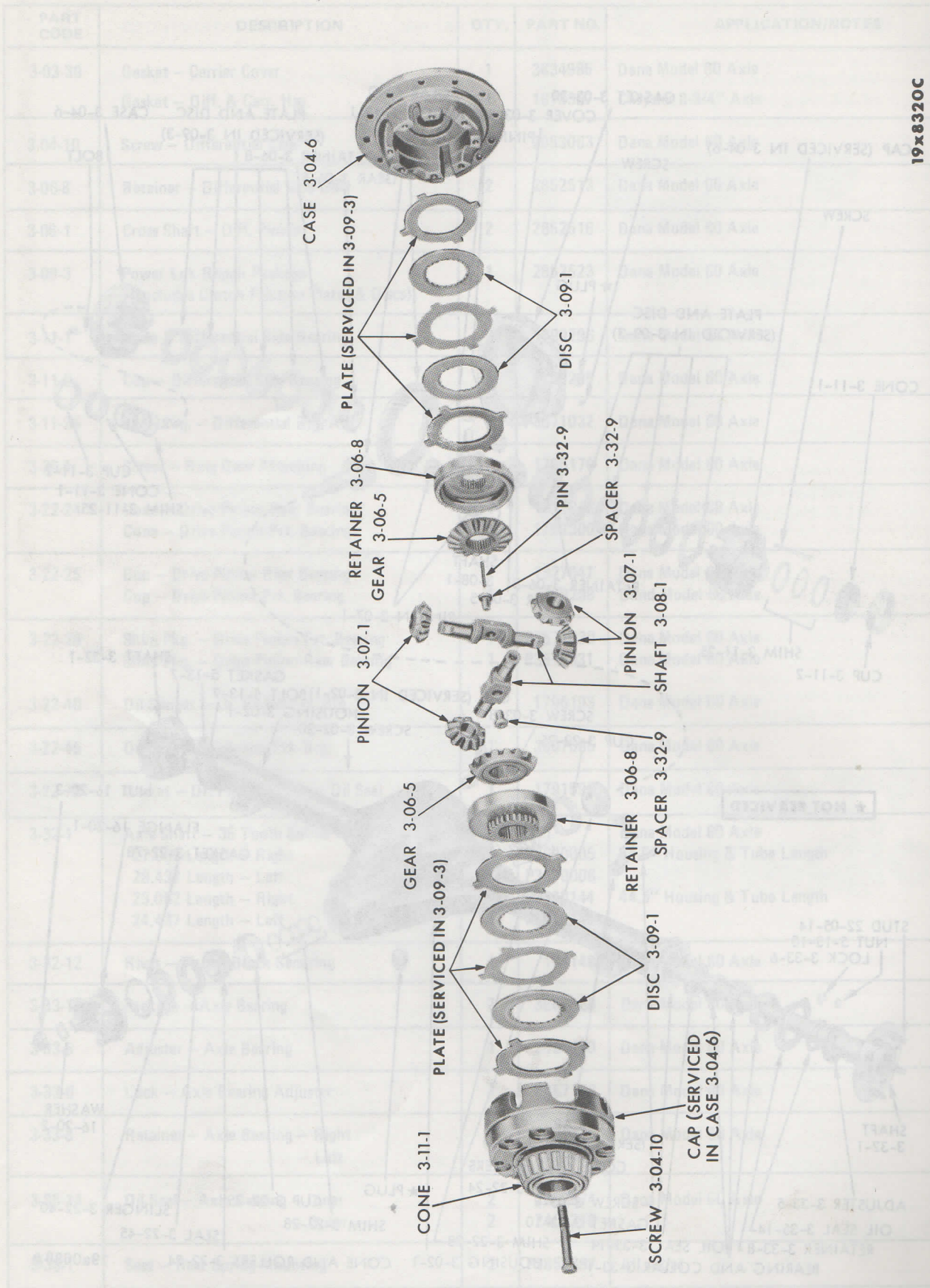
PART CODE	DESCRIPTION	QTY.	PART NO.	APPLICATION/NOTES
3-19-1	Matched Set — Axle Drive Gear 8-1/4" Ring Gear w/Special Cross-Shaft Included 	1	P3690438	All Chrysler Cars with 8-1/4" Rear Axle 4.10:1 Ratio
		1	P3690439	4.30:1 Ratio
		1	P3690440	4.50:1 Ratio
		1	P3690441	4.80:1 Ratio
		1	P3690442	5.10:1 Ratio
		1	P3690443	5.30:1 Ratio
	Matched Set — Axle Drive Gear 8-3/4" Ring Gear, 1-3/4" Pinion 	1	P2800455	All Chrysler Axles Identified with #2070742 Differential Housing. Used on 57 thru 68 cars. 3.91:1 Ratio
		1	P2643156	4.10:1 Ratio
		1	P2643159	4.30:1 Ratio
		1	P2643181	4.57:1 Ratio
		1	P2643184	4.86:1 Ratio
		1	P2467167	5.12:1 Ratio
		1	P2467405	5.33:1 Ratio
	Matched Set — Axle Drive Gear 8-3/4" Ring Gear, 1-7/8" Pinion (Tapered) 	1	P2467408	5.50:1 Ratio All Chrysler Axles Identified with #2881489 Differential Housing. Used on 1969 and After Cars.
		1	3432217	3.91:1 Ratio
		1	P2881471	4.10:1 Ratio
		1	P3432312	4.30:1 Ratio
		1	P3432313	4.57:1 Ratio
		1	P3432314	4.86:1 Ratio
		1	P3432315	5.12:1 Ratio
	Matched Set — Axle Drive Gear 9-3/4" Ring Gear 	1	P2852579	Dana Model 60 Axle 4.10:1 Ratio
		1	2852580	4.56:1 Ratio
		1	P2800478	4.88:1 Ratio
		1	P3571050	5.13:1 Ratio High Strength Material
		1	P3571053	5.38:1 Ratio High Strength Material
		1	P3690227	5.57:1 Ratio High Strength Material
3-03-1	Diff. and Carrier with Sure Grip 8-3/4" Dia. Gear, 1-7/8" Dia. Pinion 	1	P3571090	All Cars with Chrysler 8-3/4" Axles 4.10:1 Ratio
		1	P3571091	4.30:1 Ratio
		1	P3571092	4.57:1 Ratio
		1	P3571093	4.86:1 Ratio
		1	P3571094	5.12:1 Ratio
3-04-6	Differential Assembly — Complete Power Lok (Includes All Internal Parts) 	1	P3571027	Dana Model 60 Axle with 4.56:1 or Higher Numerical Axle Ratio
	Spacer — Ring Gear 	1	P3549856	Can be used to space out Dana 9-3/4" Gear instead of replacing Diff. Case when going to 4.56:1 or higher axle ratio (Not Recommended for Professional Racing)
	Differential Gear & Pinion Set (Includes all Pin- ion and Side Gears) — High Strength Material 	1	P3690226	Dana Model 60 Axle — The Manufacturer recommends replacing the complete set.
3-03-29	Pkg. — Carrier Cover with Gasket	1	P3690752	7-1/4" Axle — Chrome
	Pkg. — Carrier Cover with Gasket	1	P3690753	8-1/4" Axle — Chrome
	Pkg. — Carrier Cover with Gasket	1	P3690754	9-1/4" Axle — Chrome
	Pkg. — Carrier Cover with Gasket	1	P3690755	Dana Model 60 Axle — Chrome

PART CODE	DESCRIPTION	QTY.	PART NO.	APPLICATION/NOTES
3-03-30	Gasket — Carrier Cover	1	3634985	Dana Model 60 Axle
	Gasket — Diff. & Carr. Hsg.	1	1673367	Chrysler 8-3/4" Axle
3-04-10	Screw — Differential Case	8	2953063	Dana Model 60 Axle
3-06-8	Retainer — Differential Side Gear	2	2852513	Dana Model 60 Axle
3-08-1	Cross Shaft — Diff. Pinion	2	2852516	Dana Model 60 Axle
3-09-3	Power Lok Repair Package (Includes Clutch Friction Plates & Discs)	1	2852523	Dana Model 60 Axle
3-11-1	Cone — Differential Side Bearing	2	1799296	Dana Model 60 Axle
3-11-2	Cup — Differential Side Bearing	2	1799295	Dana Model 60 Axle
3-11-25	Shim Pkg. — Differential Brg. Adj.	1	P3571032	Dana Model 60 Axle
3-20-1	Screw — Ring Gear Attaching	12	1795170	Dana Model 60 Axle
3-22-24	Cone — Drive Pinion Rear Bearing	1	1327846	Dana Model 60 Axle
	Cone — Drive Pinion Frt. Bearing	1	1799300	Dana Model 60 Axle
3-22-25	Cup — Drive Pinion Rear Bearing	1	1327847	Dana Model 60 Axle
	Cup — Drive Pinion Frt. Bearing	1	1799299	Dana Model 60 Axle
3-22-28	Shim Pkg. — Drive Pinion Frt. Bearing	1	P3571030	Dana Model 60 Axle
	Shim Pkg. — Drive Pinion Rear Bearing	1	P3571031	Dana Model 60 Axle
3-22-40	Oil Slinger — Dr. Pinion Frt. Brg.	1	1795193	Dana Model 60 Axle
3-22-45	Oil Seal — Dr. Pinion Frt. Brg.	1	3507585	Dana Model 60 Axle
3-22-78	Gasket — Dr. Pinion Frt. Brg. Oil Seal	1	1791591	Dana Model 60 Axle
3-32-1	Axle Shaft — 35 Tooth Spline			Dana Model 60 Axle
	27.062 Length — Right	1	P3690005	52.5" Housing & Tube Length
	28.437 Length — Left	1	P3690006	
	23.062 Length — Right	1	P3690144	44.5" Housing & Tube Length
3-32-1	24.437 Length — Left	1	P3690145	
3-32-12	Rivet — Thrust Block Securing	1	104148	Dana Model 60 Axle
3-33-1	Package — Axle Bearing	2	3683966	Dana Model 60 Axle
3-33-5	Adjuster — Axle Bearing	1	2404160	Dana Model 60 Axle
3-33-6	Lock — Axle Bearing Adjuster	1	2467166	Dana Model 60 Axle
3-33-8	Retainer — Axle Bearing — Right	1	2404115	Dana Model 60 Axle
	— Left	1	2404475	
3-35-14	Oil Seal — Axle Bearing — Inner	2	2852574	Dana Model 60 Axle
	— Outer	2	2404216	
3-36-1	Seat — Rear Spring Mounting	2	P2852897	All Axles

NOTE: See Rear Spring and Front Hanger Section,
Part Code 17-19-3 for Axle Pinion Snubbers.

REFERENCE GUIDE TO REAR AXLE — DANA MODEL 60 AXLE





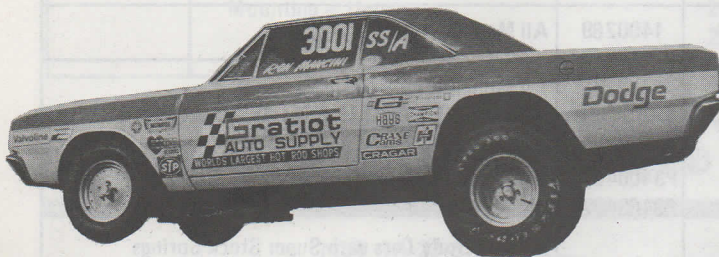
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NOTE: See Rear Spring and Front Hanger Setting
Part Code 17 18 3 for Axle Pinion Spacers


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rear springs & frame

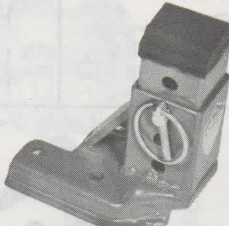
Because the engine supplies the power, many racers spend the majority of their time tuning it for maximum performance. The wise racer, however, doesn't overlook chassis tuning ... because it has work to do just like the powerplant. Although the basic principles are quite simple, chassis tuning requires a lot of knowledge and experience. But don't worry about that little item. Chrysler engineers have figured everything out for you. Direct Connection leaf spring sets are designed to control torque roll, provide equal bite on both rear wheels and limit axle wind-up. And they allow the rear suspension to work. Unlike many traction bars, the springs don't lock up the rear suspension ... they allow it to move. Thus, your car doesn't dribble down the strip like a basketball ... instead the rear suspension works and keeps the tires on the track; pushing the car.



direct connection

PART CODE	DESCRIPTION	QTY.	PART NO.	APPLICATION/NOTES
17-11-3	Rear Spring — Right	1	P3412002	Pro Stock — Modified Prod.
	— Left	1	P3412003	'68 Hemi Super Stock and with Leaf Link
	Rear Spring — Right	1	P3690266	3000 lb. car weight — Auto. Trans.
	— Left	1	P3690265	
	Rear Spring — Right	1	P3690456	3400 lb. car weight — Auto. Trans.
	— Left	1	P3690457	'64-65 Super Stock — Auto.
	Rear Spring — Right	1	P3690460	3600 lb. car weight — Auto. Trans.
	— Left	1	P3690461	'70-71 Hemi Cuda — Challenger Auto.
	Rear Spring — Right	1	P3690454	3800 lb. car weight — Auto. Trans.
	— Left	1	P3690455	
	Rear Spring — Right	1	P3690458	3000 lb. car weight — Man. Trans.
	— Left	1	P3690459	Super Stock — bracket racer
	Rear Spring — Right	1	P3690270	3400 lb. car weight — Man. Trans.
	— Left	1	P3690269	Super Stock — bracket racer
	Rear Spring — Right	1	P3690268	3800 lb. car weight — Man. Trans.
	— Left	1	P3690267	Super Stock — bracket racer
				

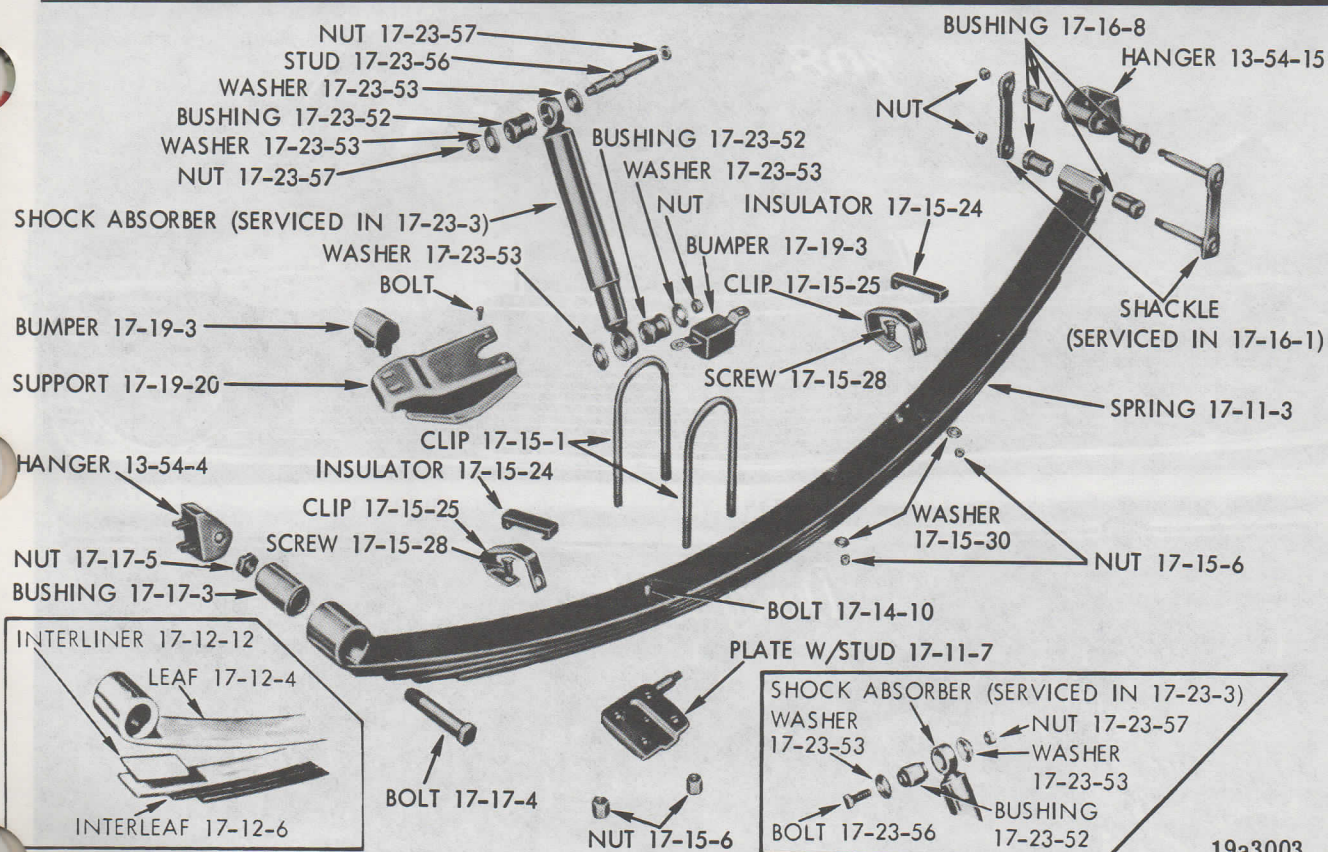
REAR SPRING & FRAME

PART CODE	DESCRIPTION	QTY.	PART NO.	APPLICATION/NOTES
17-11-7	Plate With Stud — Right	1	1856346	1971 & 72 Model — 8-1/4, 8-3/4 & 9-3/4 Axles
	— Left	1	1856347	1973 "A" and "E" Body
	Plate With Stud — Right	1	3400836	1970 Models — 8-3/4 and 9-3/4 Axles
	— Left	1	3400837	1973 "B" Body Without Isolator Clamp
17-14-10	Center Bolt — Rear Spring	2	1944361	All Models — 8-3/4 and 9-3/4 Axle
17-15-1	Clip — 7" Length (U-Bolt)	4	3491296	All Models
17-15-6	Nut — U-Bolt	8	6023019	All Models
17-15-24	Insulator — Alignment Clip	AR	1829929	All Models
17-15-25	Package — Clip With Clamp	AR	2808399	All Models
17-16-1	Shackle Package — Offset	2	P3571074	"A" Body Cars
		2	P3571075	"E" Body Cars
17-16-8	Bushing — Shackle Pivot	8	1400269	All Models
17-17-3	Bushing — Spring Front Pivot	2	2403245	All Models With 9-3/4 Axle
13-54-4	Offset Hanger — Rear Spring Front	1	P3400406	All "A" Body Cars
		1	P3400407	Right Front Left Front
	Offset Hanger — Rear Spring Front	1	P3571076	All "E" Body Cars with Super Stock Springs
		1	P3571077	Right Front Left Front
	Rear Spring Front Hanger Brkt. with Super Stock Springs	2	P3690327	'66-70 Dodge "B" Body '66-70 Dodge & Ply. "B" Body Wagon
		2	P3690328	'66-70 Ply "B" Body Sedan '71-73 All "B" Body Wagons
		2	P3690329	'70-73 "E" Body All 71-73 "B" Body Hardtop
NOTE: See Rear Axle Section for Spring Seat. Part Code 3-36-1				
17-17-4	Bolt — Pivot Bushing	2	1948876	All Models With 9-3/4 Axle
17-17-5	Nut — Pivot Bushing	2	1948877	All Models With 9-3/4 Axle
17-19-3	Pinion Snubber — Adjustable Sox & Martin #SMPB-S	1	P3690182	All Models With 8-3/4 Axle
	Pinion Snubber — Adjustable Sox & Martin #SMPB-D	1	P3690181	All Models With 9-3/4 Axle
				
17-23-3	Rear Shock Absorber — 1-3/8" Dia.	2	3400960	All Models — Manual Trans. Cars
	Rear Shock Absorber — 1" Dia.	2	3400590	All Models — Automatic Trans. Cars

REAR SPRING & FRAME

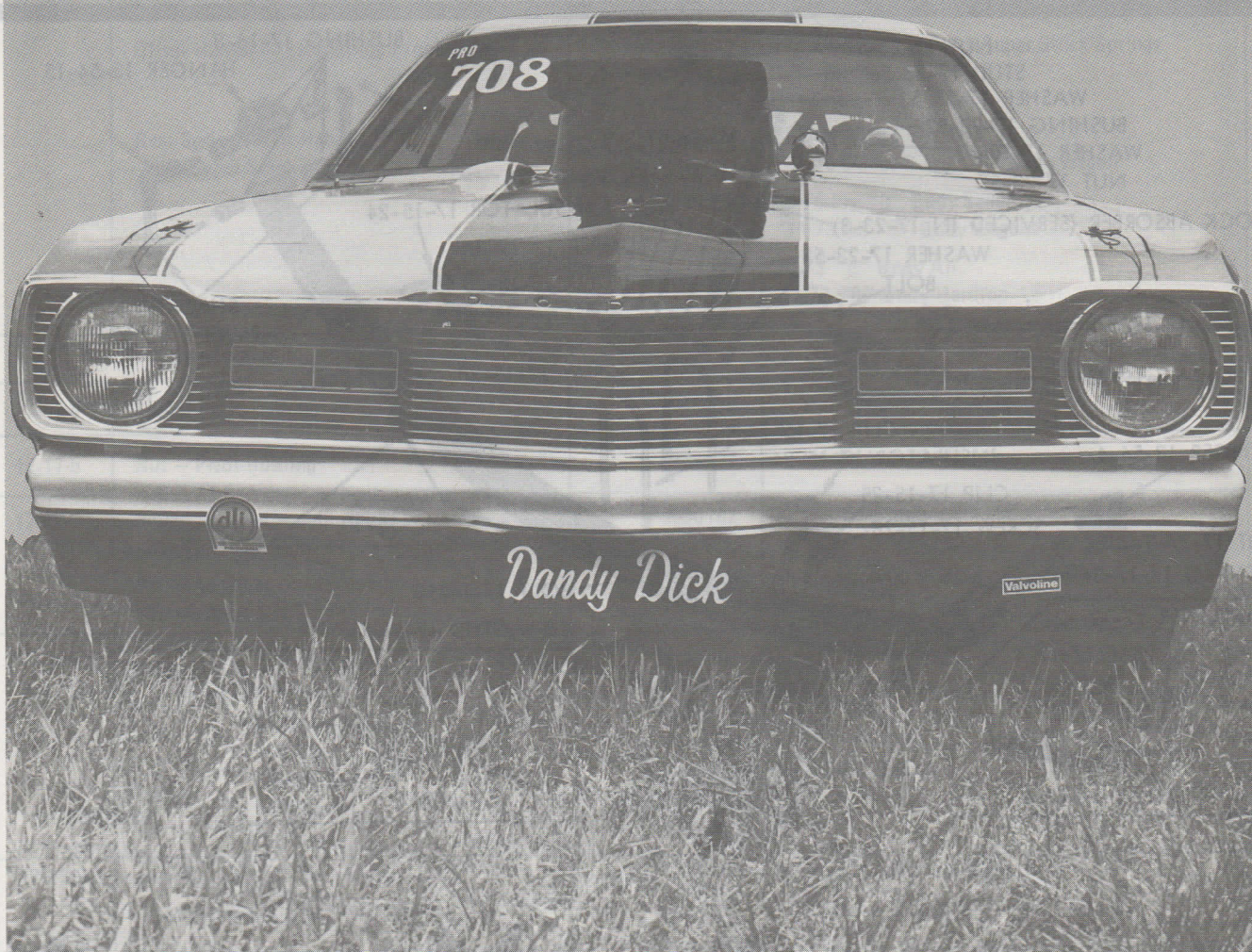
PART CODE	DESCRIPTION	QTY.	PART NO.	APPLICATION/NOTES
17-23-52	Bushing — Rear Shock Absorber Mounting — Upper	2	2201554	All Models
	Bushing — Rear Shock Absorber Mounting — Lower	2	1319902	All Models
17-23-53	Washer — Rear Shock Absorber Bushing — Outer	4	1319554	All Models
	Washer — Rear Shock Absorber Bushing — Inner	4	1319555	All Models
17-23-56	Stud — Rear Shock Absorber Mounting — Upper	2	2071714	"A" Body Cars
	Bolt — Rear Shock Absorber Mounting — Upper	2	180191	"B" & "E" Body Cars
17-23-57	Nut — Rear Shock Absorber Mounting — Upper	2	6028467	"A" Body Cars
		2	6028466	"B" & "E" Cars

REFERENCE GUIDE TO REAR SPRINGS — DUSTER, DEMON, BARRACUDA, CHALLENGER, ROAD RUNNER AND CHARGER



19a3003

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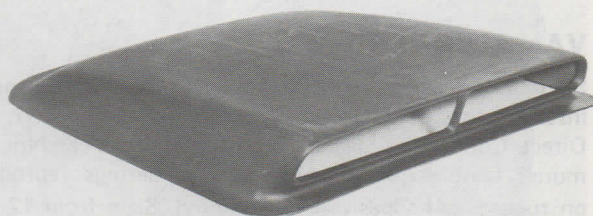
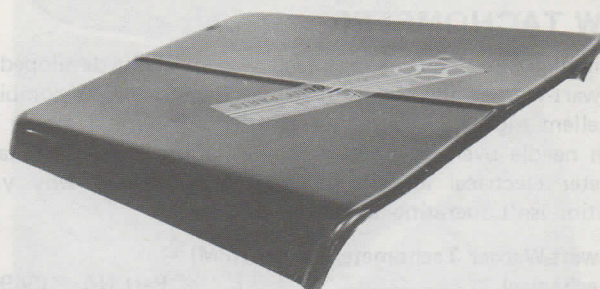
HOOD SCOOPS

If you want to go fast, you have to have a good functional fresh air hood scoop. If you want to look fast, you have to have a good replica hood scoop. Well designed functional hood scoops have been an integral part of most of Chrysler's package drag racers and many production cars. The result of countless hours of track development, Chrysler's Pro Stock type two-piece hood scoop has become the standard of the industry on all Modified, Comp, and Pro cars. Our dealers have them all — the '67 Super Stock, '68 Super Stock, '69 440 Six-Pack, and two-piece Pro Stock. All are easy bolt-ons.

Fiberglass Hood Scoops

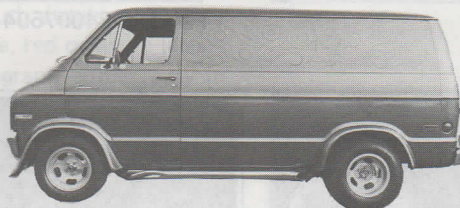
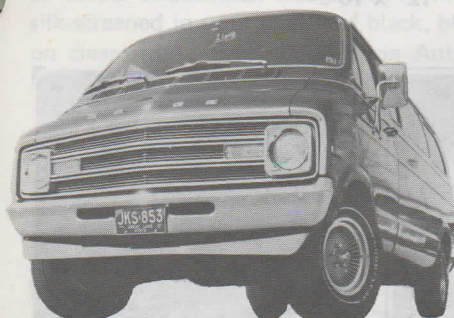
Part No.

1969 Six Pack Style	P3412057
1967 Superstock Style	P3549782
1968 Superstock Style	P3549783
1972-75 Pro-Stock Style (Two Pieces)	P3690153



SPOILERS

All full body race cars that can utilize spoilers for improved high speed stability and cornering do. Now you can have the Funny Car/Nascar/Can-Am/Formula Look with Direct Connection impact resistant ABS plastic front spoilers for Dusters, Sports, Plymouth and Dodge vans. Or if you want a little wilder look for your van, we also carry the Hooker spoilers and fender flares. All bolt on quickly and easily for a perfect fit . . . and are paintable for a perfect finish.



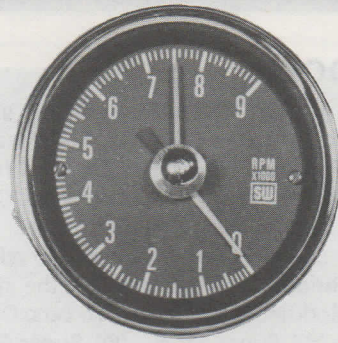
PART CODE	DESCRIPTION	QTY.	PART NO.	APPLICATION/NOTES
7-26-40	Front Spoiler	1	P3690878	1971-1975 Dodge Demon, Dart and Sport 1970-1972 Plymouth Duster
	Front Spoiler	1	P3690879	1973-1975 Plymouth Duster, 1974-1975 Plymouth Satellite 4 Dr. and Wagon
	Front Spoiler	1	P3690880	1970-1975 Dodge, Plymouth Van
	Front Spoiler — Hooker	1	P4007240	1971-1975 Dodge, Plymouth Van
	Front Fender Flares — Hooker (Set) Integral	1	P4007241	1971-1975 Dodge, Plymouth Van (To be used with P4007240 Spoiler.)
	Front Fender Flares — Hooker (Set)	1	P4007243	1971-1975 Dodge, Plymouth Van. (Can be used without Front Spoiler.)
	Rear Fender Flares — Hooker (Set)	1	P4007242	1971-1975 Dodge, Plymouth Van. (Except where equipped with Sliding Cargo Door.)

S-W TACHOMETER

This high speed mechanical tach was specially developed by Stewart-Warner for the Chrysler race program. It combines excellent high speed accuracy with good needle damping (no tach needle over-run), and eliminates those mysterious tachometer electrical loads that make you wonder why your ignition isn't operating up to par.

Stewart-Warner Tachometer (9000 RPM) —

Mechanical Part No. P3549874

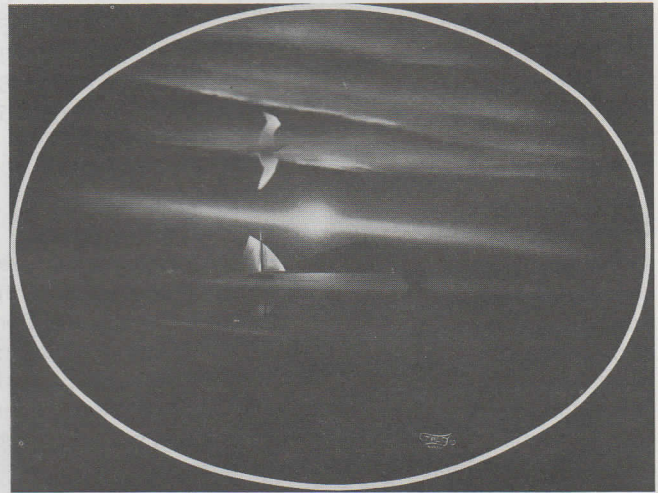


VAN MURALS

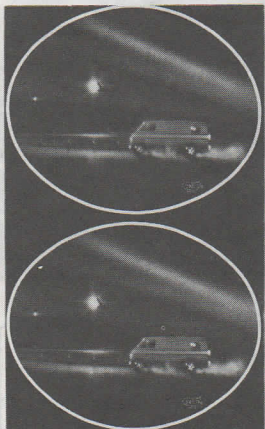
Six murals designed to make mobile art galleries of vans and instant artists of their owners are now available from your Direct Connection dealer. Colorful and eye-catching, the murals feature detailed air brush renderings reproduced on rugged, self-adhesive exterior vinyl. Sizes from 12 x 16 to 14-1/2 x 36 inches. Complete instructions accompany each mural, as does a special squeegee for quick, trouble-free application.



Part No. P4007502 14-1/2" x 36"



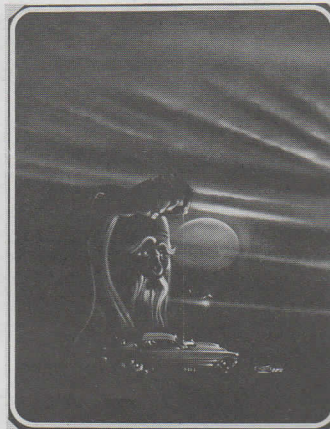
Part No. P4007504 12" x 16"



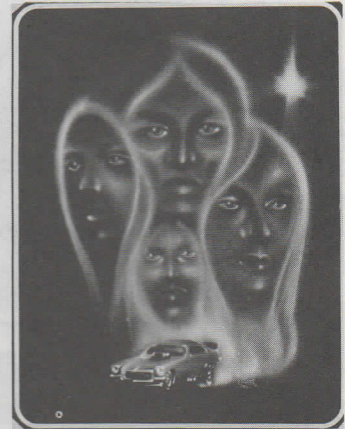
Part No. P4007505
12" x 16" (Two as shown)



Part No. P4007503 12" x 16"



Part No. P4007500 17" x 22"



Part No. P4007501 17" x 22"

DIRECT CONNECTION LICENSE PLATE

Good grief, what will those Direct Connection people think of next?!? This time it's a personalized aluminum license plate . . . guaranteed to give the competition bad vibrations as they see it coming . . . and watch it disappear! It's blue, red, and black on bright white . . . ready to install.

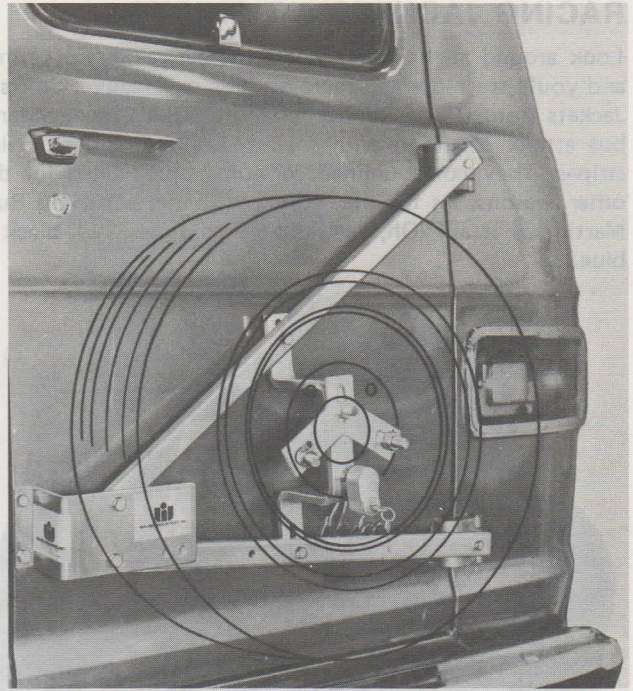
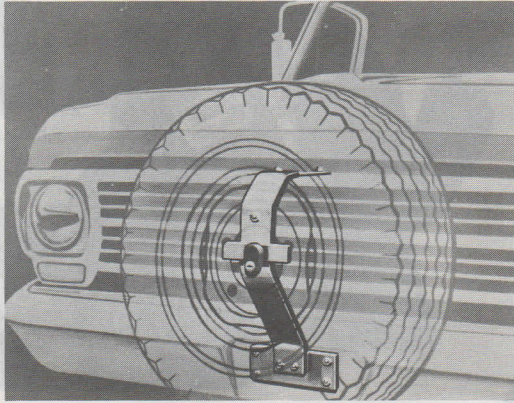
License Plate Part No. P4007265



LOCKING SPARE TIRE CARRIERS

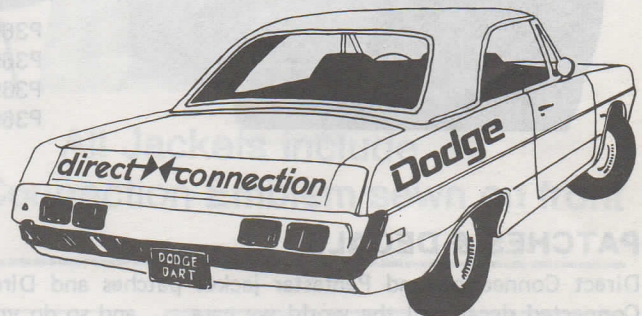
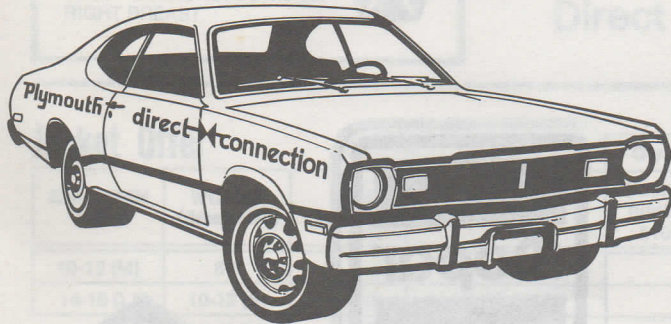
You'll add extra room to your van . . . and save yourself the flat-tire-changing blues on your pickup . . . with these front or rear mounted spare tire carriers. They're aluminum for lightness . . . and theftproof. The van-type carrier mounts to the rear door hinges for maximum rigidity. The front-mounted carrier is positioned to allow extra cooling air for the engine.

Rear Spare Tire Carrier (Vans) Part No. P4007293
Front Spare Tire Carrier (Vans & Pickups) Part No. P4007294



AUTO-GRAPH DECALS

Here are big, bold factory-authentic "Auto-graph" Decals for all Mopar enthusiasts. Dodge and Plymouth decals are quality silk-screened in your choice of black, blue, red or white letters on clear vinyl. Direct Connection Auto-graph comes only in black or white. Easily applied to fender, deck, or rear window.



AUTO-GRAPH	WHITE	BLACK	RED	BLUE
DIRECT CONNECTION	P4007507	P4007508	—	—
DODGE	P3690090	P3690091	P3690092	P3690093
PLYMOUTH	P3690094	P3690095	P3690096	P3690097
CHALLENGER	P3690098	P3690099	P3690100	P3690101
CUDA	P3690102	P3690103	P3690104	P3690105
DUSTER	P3690106	P3690107	P3690108	P3690109
COLT	P3690110	P3690111	P3690112	P3690113
CRICKET	P3690114	P3690115	P3690116	P3690117
CHARGER	P3690118	P3690119	P3690120	P3690121
DEMON	P3690122	P3690123	P3690124	P3690125
ROAD RUNNER	P3690126	P3690127	P3690128	P3690129

RACING JACKETS & T-SHIRTS

Look around at the meets where the big-name racers run ... and you'll see more and more of these race-ready T-Shirts and Jackets from Direct Connection. The jackets repel water ... but attract attention with their red, white, and blue sleeve stripes. They come unlined for summer ... lined for those other seasons. As for the T-Shirts ... the chick and Buddy Martin say it all! (Oh, yeah ... the colors are red, black and blue.)



T-Shirts

Part No.

P3690888

P3690889

P3690890

P3690891

Size

Small

Medium

Large

Extra Large



NOTE: Order Racing Jackets from your Direct Connection dealer (see size conversion chart on order form — next page).

PATCHES & DECALS

Direct Connection and Pentastar jacket patches and Direct Connected decals tell the world we care ... and so do you! The emblems are slick Swiss-embroidery ... 4 x 5 inches on the Direct Connection number ... 3 inches on the Pentastar to fit either jacket or cap. Direct Connected decals are the same basic design as the patches ... they say you're Mopar all the way ... and tied tight to the factory through your Direct Connection. All this comes in red, blue and black except the Pentastar ... it's blue on white.

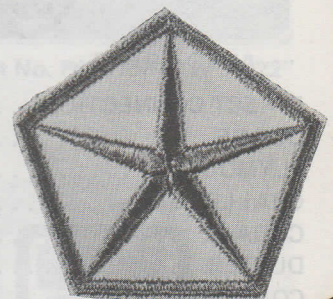


Decal—Direct Connected Part No.

4-3/8 x 4-3/16" P4007266

7 x 5-29/32" P4007287

14 x 11-13/16" P4007288



Patch — Direct Connection Part No. P4007268

Patch — Pentastar Part No. P4007523

Official Direct Connection Sports Jackets ORDER FORM



SUMMER (unlined)

Here's a lightweight jacket that offers real comfort. It provides warmth against summer breezes and cool nights without being heavy or bulky. Navy blue jacket features red and blue stripes with white cord accents on each sleeve and an official Mopar Direct Connection emblem.

Offered in a full range of sizes for the entire family, the Summer Sports Jacket is perfect for outdoor sports, team identification or family outings.

WINTER (lined)

Insulated lining makes the Winter Sports Jacket right for outdoor activity. A 4.4-oz. polyester lining chases those winter chills away while full-knit cuffs keep the cold wind out. In navy blue, the jacket features the distinctive Direct Connection red, white and blue sleeve stripes and embroidered emblem. Full family sizes available.



CHRYSLER PENTASTAR
EMBLEM (3" WIDE) IS
AVAILABLE OPTIONALLY.
\$1.00 PER JACKET SEWN ON
RIGHT BREAST.



All Jackets include
Direct Connection Emblem sewn on front

Jacket Offer

CHILDREN (age)	WOMEN (dress size)	MEN (suit size)	SIZE	Qty. Jackets Ordered	
				SUMMER (unlined) \$10.95	WINTER (lined) \$17.95
10-12 (M)	6-8	—	XX - SMALL		
14-16 (L)	10-12 (S)	30-32	X - SMALL		
—	14-16 (M)	34-36	SMALL		
—	18-20 (L)	38-40	MEDIUM		
—	—	42-44	LARGE		
—	—	46-48	X - LARGE		
—	—	50-52	XX - LARGE		
Optional Pentastar Emblem Add \$1.00 Ea. Per Jacket Ordered					
Sub Total					
4% Tax, Mich. Only					
TOTAL ORDER					

MAIL THIS ORDER FORM TO:

horizon
sportswear, inc.

1 Ajax Drive, Suite 201,
P.O. Box 94, Madison Heights, Mi. 48071

SHIP JACKETS TO: (Please Print)

your name

number

street

city

state

zip

Enclose check or money order or
fill in charge information below:

Master Charge No.

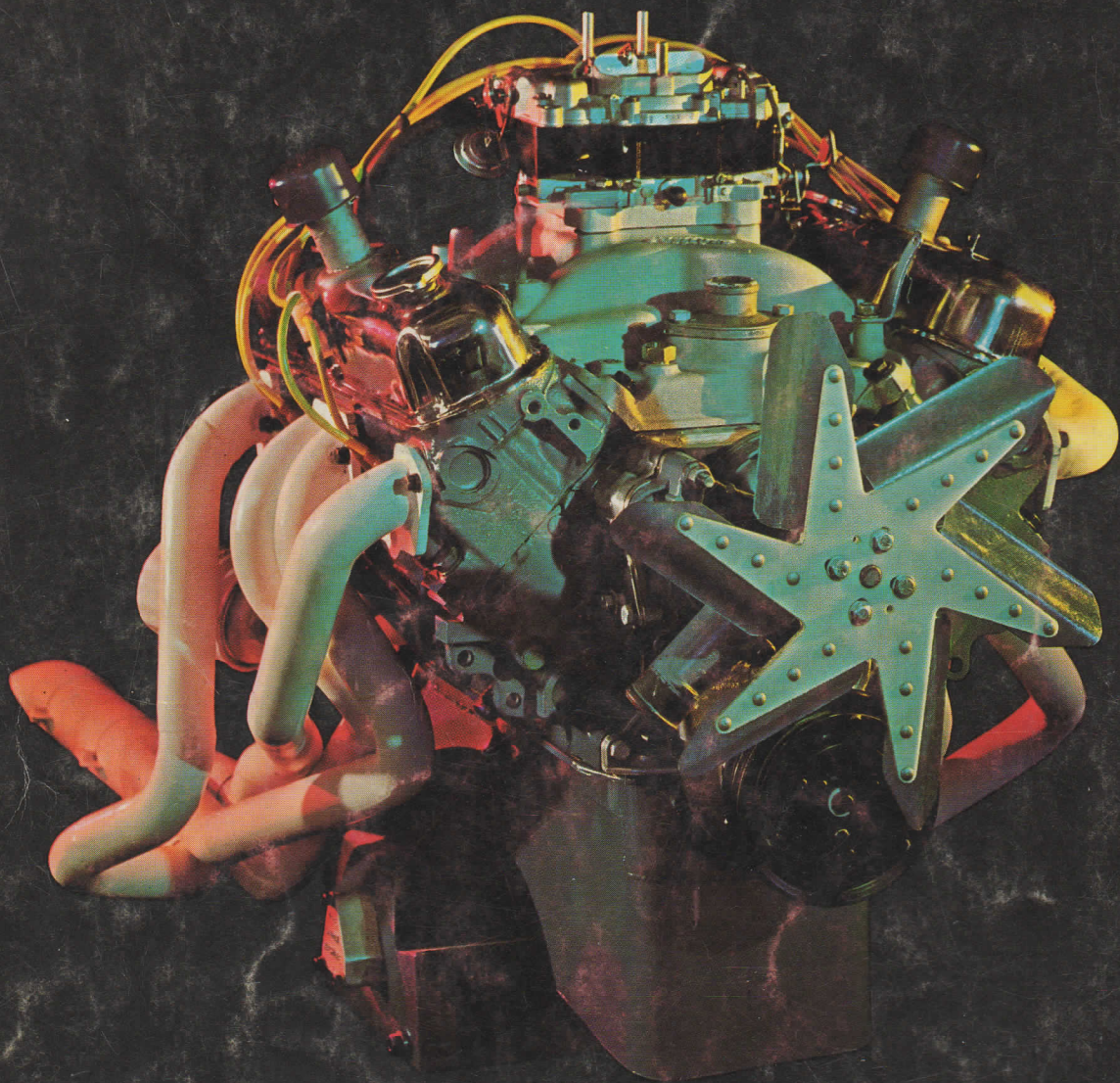
InterBank No. _____


Card Exp. Date: _____

BankAmericard No.: _____

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direct → ← connection



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