PERFORMANCE

MUSCLE. STREET. SPEED.

AUTHENTIC PERFORMANCE™

MOPAR®

AUTHENTIC PERFORMANCE

Mopar owns a unique place in the automotive world that's both cutting-edge and rich in tradition. The spirit of Mopar – poise, strength, and attitude – is a testimony to our proud American heritage as well as to all the engineers, racers, and enthusiasts who have made the blue Omega M more than just a logo.

Whether you drive a classic muscle car, a street-savvy sport compact, a mountain climbing Jeep® vehicle, a stump-pulling truck, or a full tilt race machine, Mopar has the high-quality performance parts you need to fit the bill.

Our product line for 2005 has undergone a thorough review. We've sifted through each and every part, updating everything from descriptions to applications. Thanks to this effort, you now hold in your hands the most comprehensive, up-to-date listing of available parts from Mopar.

In addition, we have updated our website to feature our full product line in an easy-to-use, searchable format. Take your shopping cart and "send" it to a Jeep, Dodge or Chrysler dealer in your area. Tell 'em what you want! That's our new Get-A-Part functionality. Visit www.mopar.com and check it out!

Go ahead – be creative. Adding Mopar Performance parts to your vehicle gives you the freedom to create your own unique style and show the world what Mopar means to you. And when they ask how you did it, don't try to explain – just tell 'em you drive a Mopar!

MUSCLE:

After 40 years, muscle cars are more popular today than ever. Mopar muscle cars are powerful, fire-breathing machines that rumble and roar, scaring little children and humbling all who dare to compete. No matter what age, everybody knows Mopar was and still is the brand to beat. If you're one of the lucky people who owns a high-performance Small Block, ground-pounding Big Block, or legendary Hemi muscle car, Mopar has the engine and chassis parts you need to keep your classic running strong. Whether for street or strip, adding Mopar Performance parts will keep you at the top.

STREET:

Raised on the street…knows what it takes… doesn't follow the crowd. If this describes you, the first place you need to look is Mopar. Check out our exciting new parts and you'll know we mean business. Mopar offers performance engine and suspension pieces to make the other street-savvy wannabes green with envy. Whether it's for show, go, or both, Mopar has what you want. You've got it, now go ahead and flaunt it!

SPEED:

You were born to race. Ever since you can remember, going fast has been in your veins, and going even faster has been your obsession. Circle track, drag strip, road course – Mopar has the performance parts you need to put you in the winner's circle. Our innovative, sturdy race parts have been proven in professional venues such as the NHRA, NASCAR, World of Outlaws, and SCCA ProRally, just to name a few. Whether you're a seasoned professional or a local weekend warrior, bolt these Mopar speed pieces on your racer and get ready to celebrate!

MOPAR PERFORMANCE WARRANTY

NOTICE

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

NO PARTS WARRANTY – "AS IS"

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

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

MOPAR PERFORMANCE CRATE ENGINE 90-DAY LIMITED WARRANTY

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

EMISSIONS STATEMENT

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

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

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

NOTE — CALIFORNIA ONLY

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

PARTS ORDERING AND INQUIRIES

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

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

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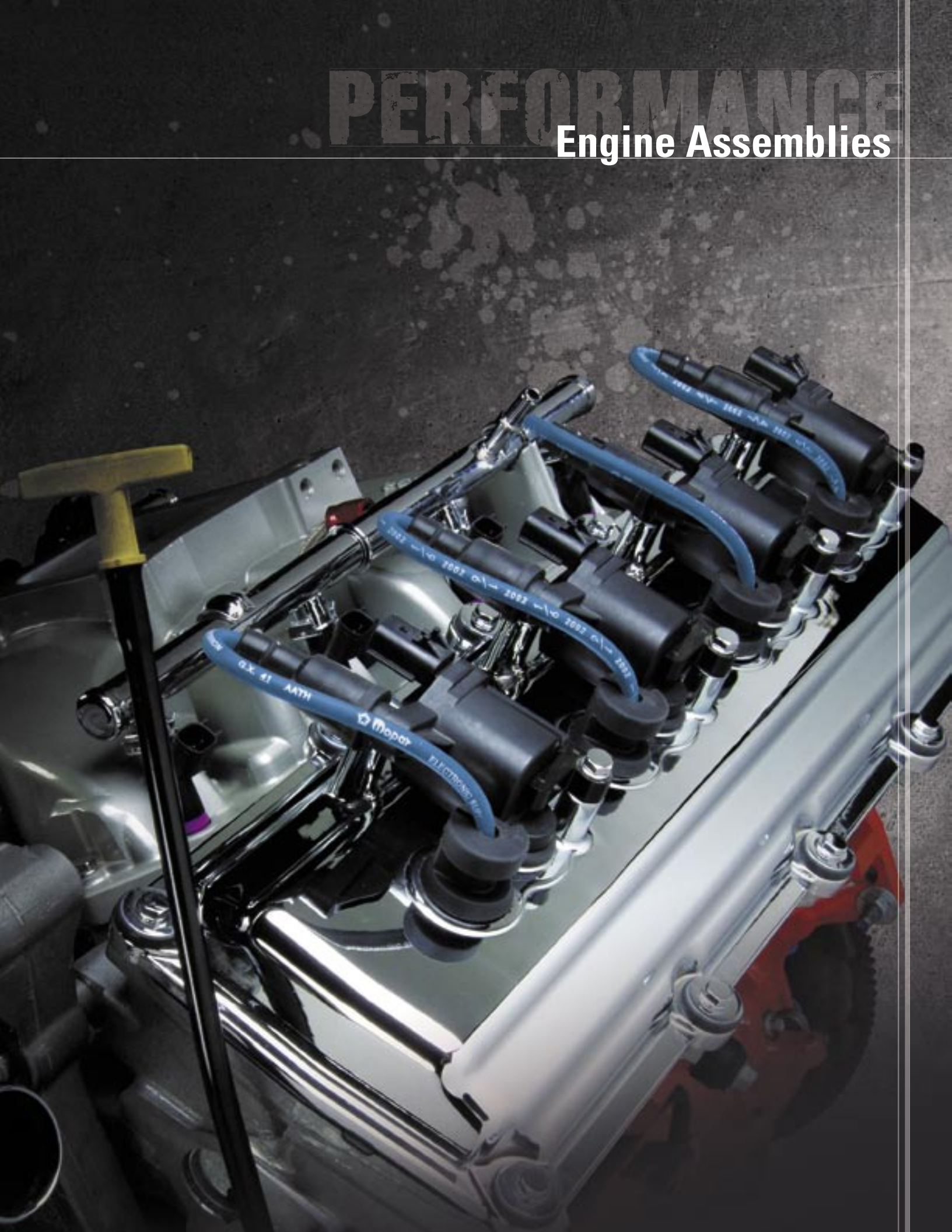
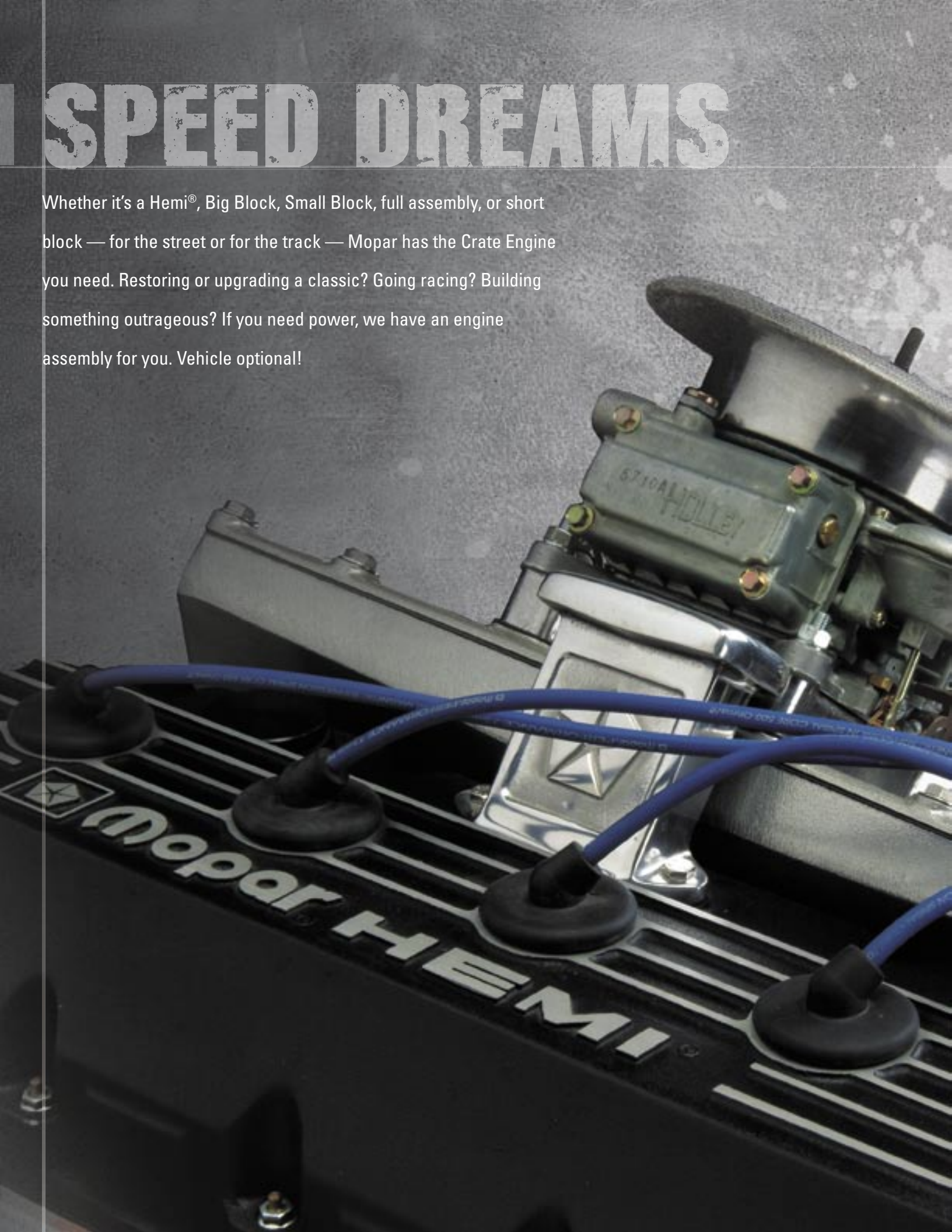
PERFORMANCE

Engine Assemblies



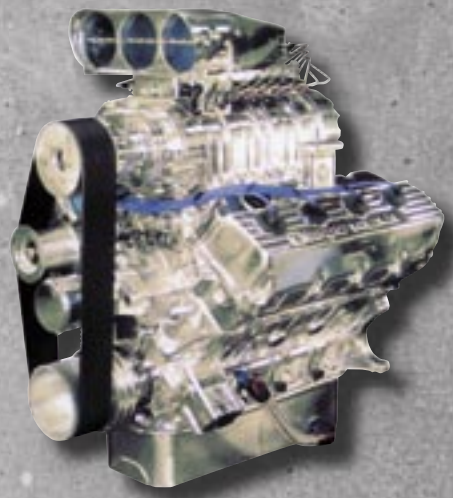
SPEED DREAMS

Whether it's a Hemi®, Big Block, Small Block, full assembly, or short block — for the street or for the track — Mopar has the Crate Engine you need. Restoring or upgrading a classic? Going racing? Building something outrageous? If you need power, we have an engine assembly for you. Vehicle optional!



5.7L HEMI® MPI CRATE ENGINE

Modern technology plus legendary power and performance equals the new 5.7L Hemi® MPI Crate Engine. You do the math!



540 HEMI CRATE ENGINE – POLISHED

Whether you choose a 426, 472, 528 or 540 Hemi Crate Engine, you're sure to be voted Most Popular. Try not to let it go to your head!

SMALL BLOCK 406 SHORT BLOCK ASSEMBLY

Small Block Crate Engines and Short Blocks offer so many choices, the potential applications are mind boggling. Let your creative juices flow!

NEW! 540 ALUMINUM HEMI® CRATE ENGINES — 650–900+ HORSEPOWER

The Mopar 540 Aluminum Hemi® Crate Engine is built for extreme Hot Rods and Pro Street cars. This is for the person who wants the horsepower and durability of a race engine and the drivability of a street engine. Available in carbureted or supercharged versions (Carburetors and EFI Systems sold seperately), it can produce up to 900+ horsepower, depending on induction. This Hemi is a fully water-jacketed motor with a streetable camshaft, and it's made with an all aluminum block that's stronger and lighter than cast iron. The 540 Hemi will also be available in a completely polished version for the extreme show car enthusiast.

***P5153312 540 Aluminum Hemi Crate Engine — Carbureted**
***P5153313 540 Aluminum Hemi Crate Engine — Carbureted, Polished**
***P5153314 540 Aluminum Hemi Crate Engine — Supercharged**
***P5153315 540 Aluminum Hemi Crate Engine — Supercharged, Polished**

Specifications:
- Built with all-new components
- Aluminum Block with Steel Sleeves and Cross Bolted Mains (4.500" Bore)
- Aluminum Cylinder Heads
- Forged 4340 Nitrided Steel Crankshaft (4.250" Stroke)
- 4340 H-Beam Performance Connecting Rods
- Lightweight Forged Racing Pistons (10.75:1 Compression)
- Hydraulic Performance Roller Camshaft, degreed for max horsepower
- Hydraulic Performance Roller Lifters
- Complete Racing Gear Drive
- Aluminum Gear Drive Front Cover
- Roller Tip Racing Intake and Exhaust Rocker Arms
- Billet Aluminum Rocker Stands
- Hardened Performance Rocker Shafts
- Billet Aluminum High-Volume and Pressure Oil Pump
- Aluminum Oil Pan
- Stainless Steel Racing 2.25" Intake and 1.94" Exhaust Valves
- Aluminum Dual 4 Intake Manifold
- SFI-Approved Racing Vibration Damper
- Chrome Moly Pushrods
- High-Performance Roller Double Valve Springs
- Steel-Performance Spring Retainers
- Hardened Valve Spring Keepers
- 1/2" Head Stud Kit
- 9/16" Main Stud Kit
- 1/2" Side Bolts on Mains
- Heavy-Duty Performance Engine Bearings
- Performance Gaskets
- Moly Performance Rings
- 1" Diameter Oil Pump Feed Line
- Raised Cam for more Rod clearance
- Precision Balanced Engine Assembly
- Aluminum Valve Covers
- Electronic Distributor
- Spark Plug Wires
- Aluminum Water Pump and Housing

Supercharged:
- Complete 871 Supercharger
- Complete Blower Belt Drive Kit
- Blower Intake Manifold
- Billet Electric Water Pump

Note: Sold "As-is". The Mopar Performance 90-Day Crate Engine Limited Warranty does not apply. Horsepower and torque rating based on test engine. Ratings may vary on individual engines.

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

528 HEMI® CRATE ENGINE — 610 HORSEPOWER

Bigger is truly better in high-performance engines. Mopar Performance has developed a huge 528 Hemi® Crate Engine that cranks out a whopping 610 horsepower and 650 ft.-lbs. of torque! Mopar Performance recommends that for maximum performance, an 850/900 cfm Holley Carburetor and 2 1/4" Exhaust Headers be used (not available through Mopar). Shown with available Cross Ram Intake (P5007334), Holley Carburetors (P4452778 and P4452779), Hemi Air Horns (P5007809) and Linkage Kit (P4510635) — refer to the Hemi section for details.

***P5007630AC 528 Hemi Crate Engine — 610 Horsepower, 650 ft.-lbs. Torque**

Specifications:

- Built with all-new components
- Heavy-duty Siamesed Bore Cast Iron Block with cross-bolted mains
- Aluminum Cylinder Heads
- Black Cast Aluminum Valve Covers
- Breathers
- Stainless Steel 2.25" Intake Valves and 1.94" Exhaust Valves
- Heavy-Duty Single Valve Springs
- Premium Material Valve Stem Seals
- 292° Hydraulic Camshaft — 0.524"/0.543" lift
- Forged Pistons — 4.50" bore, 10.25:1 compression ratio
- Aluminum Dual Plane M1® 4-bbl Intake Manifold
- Forged Steel Crankshaft — 4.15" stroke
- Precision Double Roller Timing Chain and Sprockets
- Chrome Front Cover
- 6-quart Rear Sump Oil Pan (1970–71 B- and E-body style)
- Spark Plug Wires
- High-Performance Electronic Distributor
- Heavy-Duty Engine Stand and Shipping Crate

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

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

472 HEMI® CRATE ENGINE — 525 HORSEPOWER

The 472 Hemi® Crate Engine with increased displacement and power is an impressive step up from the familiar 426 Hemi. Mopar Performance recommends the use of an 850 cfm Holley Carburetor and 2.00" Exhaust Headers (not available through Mopar).

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

Specifications:

- Built with all-new components
- Heavy-Duty Cast Iron Block with cross-bolted mains
- Cast Iron Cylinder Heads
- Chrome Valve Covers
- Breathers
- Stainless Steel 2.25" Intake Valves and 1.94" Exhaust Valves
- Heavy-Duty Single Valve Springs with Dampers
- Premium Material Valve Stem Seals
- 292° Hydraulic Camshaft — 0.524"/0.507" lift
- Forged Pistons — 4.250" bore, 9.0:1 compression ratio
- Aluminum Dual-Plane M1® 4-bbl Intake Manifold
- Forged Steel Crankshaft — 4.150" stroke
- Premium Double Roller Timing Chain and Sprockets
- Front Timing Chain Cover
- 6-quart Rear Sump Oil Pan (1970–71 B- and E-body style)
- 7 mm Silicon Spark Plug Wires
- Spark Plugs
- High-Performance Electronic Distributor
- Heavy-Duty Engine Stand and Shipping Crate

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

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

426 HEMI® CRATE ENGINE — 465 HORSEPOWER

Take out your rare numbers-matching original Hemi® and replace it with the 426 Hemi Crate Engine. Here's classic power to move you! This Hemi crate engine puts 465 horsepower and 486 ft.-lbs. of torque under your right foot. For maximum performance, Mopar Performance recommends the use of a 750 cfm Holley Carburetor (P4349228 — available though Mopar) and 2.00" Exhaust Headers (not available through Mopar).

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

Specifications:

- Built with all-new components
- Heavy-duty Cast Iron Block with cross-bolted mains
- Cast Iron Cylinder Heads
- Chrome Valve Covers
- Breathers
- Stainless Steel 2.25" Intake Valves and 1.94" Exhaust Valves
- Heavy-Duty Single Valve Springs with Dampers
- Premium Material Umbrella-Type Valve Stem Seals
- 278° Hydraulic Camshaft — 0.495"/0.480" lift
- Forged Pistons — 4.250" bore, 9.0:1 compression ratio
- Aluminum Dual-Plane M1® 4-bbl Intake Manifold
- Forged Steel Crankshaft — 3.750" stroke
- Premium Double Roller Timing Chain and Sprockets
- Front Timing Chain Cover
- 6-quart Rear Sump Oil Pan (1970–71 B- and E-body style)
- Spark Plug Wires
- High-Performance Electronic Distributor
- Heavy-Duty Engine Stand and Shipping Crate

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

NEW! CLASSIC HEMI® ENGINE INSTALLATION COMPONENTS

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

P4510281	Crank Pulley — Power Steering
P4510286	Crank Pulley — w/o Power Steering
P4510282	Water Pump Pulley
P4510283	Crank Pulley Spacer
P4510284	Oil Dipstick and Tube
P4510285	Coil Bracket
P4510287	Engine Mount Bracket — 2 Required for Hemi Crate Engine Installation
P4510288	LH Insulator
P4510289	RH Insulator

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

NEW! 5.7L HEMI® CRATE ENGINE — MPI, 360 HORSEPOWER

Modern technology for your classic Mopar muscle car or Street Rod. Mopar now offers a complete 5.7L Hemi® Crate Engine with "plug and play" technology that makes installation into most vehicles hassle-free. The 5.7L Crate Hemi produces 360 horsepower at 5400 rpm and 360 ft.-lbs of torque at 4200 rpm.

***P4510593 5.7L Hemi Crate Engine — MPI, 360 Horsepower**

Specifications:

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

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

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

NEW! 5.7L HEMI® CRATE ENGINE — CARBURETED, 360 HORSEPOWER

If modern technology with a touch of "old school" is your flavor, Mopar's 5.7L Carbureted Hemi® Crate Engine may be what you're looking for. It also comes with "plug and play" technology and can accept low pressure (5–7 psi) fuel delivery systems found on many past model vehicles. The 5.7L Hemi Carbureted Crate Engine produces 360 horsepower at 5400 rpm and 360 ft.-lbs of torque at 4200 rpm.

***P4510594 5.7L Hemi Crate Engine — Carbureted, 360 Horsepower**

Specifications:

- Built with all-new components
- Completely assembled from Carburetor to Oil Pan
- Cast Iron Cross-Bolted Cylinder Block painted Hemi Orange
- Aluminum Hemi Twin-Plug Cylinder Heads
- Distinctive Chrome Valve Covers
- Heavy-Duty Cast Crankshaft
- Hydraulic Roller Camshaft
- Cast Pistons
- Aluminum M1® Single Plane MPI Intake Manifold with Holley 600 cfm Four-Barrel Carburetor
- Production High-Flow Exhaust Manifolds
- Roller Timing Chain and Sprockets
- Production Flex Plate
- Heavy-Duty Connecting Rods
- High-Volume Oil Pump
- NGC (Next Generation Controller)
- "Plug and Play" Wiring Harness
- Heavy-Duty Engine Stand and Shipping Crate

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

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

500 WEDGE SHORT BLOCK ASSEMBLY

The Mopar Performance 500-cubic-inch Wedge Short Block Assembly is the ideal starting point for some truly impressive horsepower and torque numbers. Use the right combination of Mopar Performance components to build up this Big Block brute, and you'll leave the competition in the dust. With premium bottom end components, this Wedge short block can handle just about anything you throw at it! This short block does not come with camshaft, timing set or timing cover (order separately to match your application; refer to the Big Block section of this catalog for more information).

***P5007665AC 500 Wedge Short Block Assembly**

Specifications:

- Built with all-new components (not remanufactured)
- Standard deck height
- Heavy-Duty Cast Iron, Siamese-Bore Cross-Bolted Block — thick wall, thick deck
- Forged Crankshaft — 4340 steel, 4.15" stroke
- Forged Rods
- Flat-Top Cast Hypereutectic Aluminum Pistons — 4.380" bore, 10.25:1 ratio with open chamber
- "H" Beam-Style Premium Connecting Rods
- 1/16" Moly Rings

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

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

500 WEDGE CRATE ENGINE — 505 HORSEPOWER

Thinking about upgrading or replacing your Big Block engine? Mopar Performance has the solution with this 500 Wedge Crate Engine that uses all new components. When you're looking for power, there is no substitute for cubic inches! This big inch Wedge boasts 505 horsepower on premium pump gasoline. Does not include Water Pump or Housing, Damper, Carb, Distributor, Spark Plugs or Wires (order separately; refer to the Big Block section of this catalog for more information). For maximum performance, Mopar Performance recommends the use of an 850 cfm Holley Carburetor and 2 1/8" Exhaust Headers (not available through Mopar).

***P5007628AC 500 Wedge V8 Crate Engine — 505 Horsepower, 590 ft.-lbs. Torque**

Specifications:

- 500 cubic inches, 505 horsepower and 590 ft.-lbs. of torque
- Heavy-Duty Cast Iron Cross-Bolted Block — thick wall, thick deck
- High-Flow Cast Iron Stage V Cylinder Heads
- Large 2.14" Intake and 1.81" Exhaust Stainless Steel Valves
- Heavy-Duty, High-Lift Single Valve Springs with Dampers and Premium Valve Stem Seals
- Hydraulic Camshaft — 292° duration, 0.509" lift
- Forged Crankshaft — 4.15" stroke
- Flat-Top Cast Aluminum Pistons — 4.380" bore, 9.0:1 compressiion ratio
- Double-Roller Chain and Sprockets
- Cast Aluminum Valve Covers, Chrome Front Cover
- Single Plane M1® Aluminum 4-bbl Intake Manifold — taller than stock; check hood clearance
- Completely assembled from Intake to Oil Pan
- Heavy-Duty Engine Stand and Shipping Crate

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

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402 MAGNUM CRATE ENGINE — 435 HORSEPOWER

Better make sure your taillights are working, because that's all your competition will see when you drop in a Mopar Performance 402 Magnum Crate Engine. This 4.00" stroker engine generates a whopping 435 horsepower and 457 ft.-lbs. of torque at 4500 rpm, and will make believers out of everyone in a hurry. The 402 Magnum features big valve Magnum R/T cylinder heads and stainless steel valves. Drop one in and let 'er rip. For maximum performance, Mopar Performance recommends the use of a 750 cfm Holley Carburetor (P4349228 — available through Mopar) and 1 7/8" Exhaust Headers (not available through Mopar).

***P5007647 402 Magnum Crate Engine — 435 Horsepower, 457 ft.-lbs. Torque**
***P5249843 Balance Weight and Positioning Template Package (5.9L Truck Magnum/Jeep® Engines)**
P5249842 Cast Crank Flywheel — 130 Tooth (1993–01 5.9L Dodge Truck Magnum/Jeep Engines)

Specifications:

- Built with all-new components
- 4.00" bore/4.00" stroke
- 9.0:1 compression ratio
- Big valve Magnum R/T Cylinder Heads
- Distinctive Mopar Performance Cast Aluminum Valve Covers
- 2.02" intake and 1.625" Exhaust Valves
- Heavy-duty Valve Springs
- 288°/292° duration, 0.501"/0.513" lift Hydraulic Roller Camshaft
- Single plane, M1® 4-bbl Aluminum Intake Manifold (includes bosses for MPI conversion) taller than stock — check hood clearance
- Double Roller Timing Chain and Sprockets
- 8-quart center sump street/strip Oil Pan
- Mopar Performance Electronic Ignition Kit with distributor
- Externally balanced as a Magnum engine, the following components required for proper balancing (not included):
  P5249843 Balance Weight and Positioning Template Package
  P5249842 Cast Crank Flywheel
- Heavy-duty Engine Stand and heavy-duty Engine Crate
- Does not include accessory brackets
- Not for use with air conditioning or for factory MPI installations

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

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360 MAGNUM CRATE ENGINE — 395 HORSEPOWER

When you're ready to put some serious distance between you and the also-rans, you can depend on the Mopar Performance 360 Magnum Crate Engine. Drop one in and put 395 horsepower and 420 ft.-lbs. torque under your right foot. Mopar Performance recommends the use of a 750 cfm Holley Carburetor (P4349228 — available through Mopar) and 1 7/8" Exhaust Headers (not available through Mopar). Light a fire nobody will be able to put out.

***P5007646 360 Magnum Crate Engine — 395 Horsepower, 420 ft.-lbs. Torque**

Specifications:

- Built with all-new components
- Aluminum Magnum Cylinder Heads
- Mopar Performance Cast Aluminum Valve Covers
- High-Strength Stainless Steel Valves — 1.92" intake and 1.62" exhaust
- Heavy-Duty Valve Springs
- Hydraulic Roller Camshaft — 288°/292° duration, 0.501"/0.513" lift
- Pistons — 10.0:1 compression ratio
- Single Plane, M1® 4-bbl Aluminum Intake Manifold — includes bosses for MPI conversion (taller than stock — check hood clearance)
- Double Roller Timing Chain and Sprockets
- Center Sump Oil Pan similar to Commando Engine
- Mopar Performance Electronic Ignition Kit with Distributor
- Heavy-Duty Engine Stand and Heavy-Duty Engine Crate
- Does not include accessory brackets
- Not for use with air conditioning
- Not recommended for factory MPI installations

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

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360 MAGNUM CRATE ENGINE —390 HORSEPOWER

The original 360/380 Crate Engine just got even better, as it now comes standard with new Magnum R/T Big Valve Cylinder Heads. New testing produced 390 horsepower at 5400 rpm, with peak torque output of 420 ft.-lbs. at 4400 rpm. Mopar Performance recommends the use of a 750 cfm Holley Carburetor (P4349228 — available through Mopar) and 1 7/8" Exhaust Headers (not available through Mopar).

***P4510851 360 Magnum Crate Engine — 390 Horsepower, 420 ft.-lbs. Torque**

Specifications:

- Built with all-new components
- New Magnum R/T Big Valve Cylinder Heads
- Mopar Performance Cast Aluminum Valve Covers
- High-Strength Stainless Steel Valves — 2.02" intake and 1.62" exhaust
- Heavy-Duty Valve Springs
- Hydraulic Roller Camshaft — 288°/292° duration, 0.501"/0.513" lift
- Pistons — 9.0:1 compression ratio
- Single Plane, M1® 4-bbl Aluminum Intake Manifold — includes bosses for MPI conversion (taller than stock — check hood clearance)
- Double Roller Timing Chain and Sprockets
- Center Sump Oil Pan similar to Commando engine
- Mopar Performance Electronic Ignition Kit with Distributor
- Heavy-Duty Engine Stand and Engine Crate
- Does not include accessory brackets
- Not for use with air conditioning
- Not recommended for factory MPI replacement

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

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360 MAGNUM CRATE ENGINE — 320 HORSEPOWER

Why take the time and expense to rebuild your old Small Block when you can bolt in a 320 horsepower Magnum engine for about the same cost? Dyno testing produced 320 horsepower at 4750 rpm. Torque output is over 385 ft.-lbs. at 4000 rpm. Engine now comes standard with new Magnum R/T Big Valve Cylinder Heads. Mopar Performance recommends the use of a 750 cfm Holley Carburetor (P4349228 — available through Mopar) and 1 5/8" Exhaust Headers (not available through Mopar).

***P4510852 360 Magnum V8 Crate Engine — 320 Horsepower, 385 ft.-lbs. Torque**

Specifications:

- Built with all-new components
- New Magnum R/T Big Valve Cylinder Heads
- Distinctive Mopar Performance Cast Aluminum Valve Covers
- High-Strength Stainless Steel Valves — 2.02" intake and 1.62" exhaust
- Heavy-Duty Valve Springs
- Hydraulic Roller Camshaft — 250˚/264˚ duration, 0.385"/0.401" lift
- Dual-Plane M1® 4-bbl Aluminum Intake Manifold
- High Volume Oil Pump
- Electronic Ignition Package with Distributor
- Not for use with air conditioning
- Not recommended for factory MPI replacements

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

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NEW! STROKER "A" 406 SHORT BLOCK — CARBURETED

A new addition to the Mopar Performance family of short block engines, this Stroker "A" 406 Short Block has all the power and reliability you want. This short block does not come with Camshaft, Timing Gear or Timing Set. You can order these parts separately to match your engine application (see the Small Block section of this catalog for more information).

P5007840	**Stroker "A" Carb 406 Short Block — Carbureted**
P5007301	**Thin Crank Vibration Damper (1971–92 360, Short Blocks P4876906–08, P4876913)**
P4529110	**Cast Crank Flywheel — 130 Tooth (1971–92 360 Small Block, not AMC 360)**
***P4120241**	**RWD Balance Weight and Positioning Template Package (1971–92 Chrysler 360)**

Specifications:

- Remanufactured 360 "A" Engine Block
- Blocks are bored 0.020" oversize
- Properly clearanced block and high-performance Connecting Rods
- 4.00" stroke high performance Cast Crankshaft
- Slightly shorter deck assures smooth gasket surface
- New Cast Aluminum Pistons and Moly Piston Rings
- New Engine Bearings
- Requires the following components for proper balancing (not included): P5007301 Damper, P4529110 Flywheel, or P4120241 Torque converter balance package
- Balanced as a pre-Magnum engine

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

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360 SHORT BLOCK ASSEMBLIES

Mopar Performance now offers complete Short Block Assemblies for pre-Magnum 360 engines. Each comes completely assembled with the parts listed below. Select from one of the many Mopar Performance Cylinder Heads to complete your engine build (refer to the Small Block section of this catalog for more information). Our pre-Magnum 360 RV short block is perfect for truck and van applications.

***P5007849**	**NEW! RV 360 Short Block Assembly**
***P4876907**	**360 Short Block Assembly — 1.58" Comp. Height**
***P4876908**	**360 Short Block Assembly — 1.63" Comp. Height**
***P4876906**	**Magnum 360 Short Block Assembly — 1.58" Comp. Height**
***P4876913**	**Magnum 360 Short Block Assembly — 1.63" Comp. Height**
P5007301	**Thin Crank Vibration Damper (1971–92 360, Short Blocks P4876906–08, P4876913)**
P4529110	**Cast Crank Flywheel — 130 Tooth (1971–92 360 Small Block, not AMC 360)**
***P4120241**	**RWD Balance Weight and Positioning Template Package (1971–91 440 Six Pack, 1971–92 360, not AMC)**

Specifications

- Thermocycled Blocks are bored 0.020" oversize
- Slightly shorter deck assures smooth gasket surface
- New Engine Bearings
- New Hydraulic Camshaft (requires new tappets; not included — refer to the Small Block Section for more information)
- Properly clearanced Crankshaft and Connecting Rods
- New Aluminum Pistons and Moly Piston Rings
- New Timing Gears and Chain
- All Assemblies are balanced as pre-Magnum engines, and require the following components for proper balancing (not included): P5007301 Damper, P4529110 Flywheel, or P4120241 Torque Converter Balance Package

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

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MAGNUM 5.9L MPI 360 SHORT BLOCK ASSEMBLY

This Magnum Short Block Assembly comes completely assembled with the parts listed below. Mopar recommends the use of Magnum R/T Cast Iron Cylinder Head (P5007140, P5007141, and P5007145) or the Aluminum Magnum Cylinder Head (P4876624).

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

Specifications:

- Thermocycled Block is bored 0.020" oversize
- Slightly shorter deck assures smooth gasket surface
- New Engine Bearings
- New Hydraulic Roller Camshaft (requires new Tappets; not included — refer to the Dodge Truck Magnum Section for more information)
- Balanced to use all production Magnum 5.9L components (1993 and newer)
- Recommended as a direct replacement Magnum V8 Short Block for 1993 and newer trucks and Jeep® vehicles
- Properly Clearanced Crankshaft and Connecting Rods
- New Aluminum Pistons and Moly Piston Rings
- New Timing Gears and Chain

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

ENGINE PAINT

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

P4120751	Race Hemi Orange Engine Paint (1964–65 Race Hemi, 1962–64 Max Wedge)
P4120752	Turquoise Engine Paint (1962–71 Big Block except High-Performance, 1969–71 383/440 Big Block)
P4120753	Black Engine Paint (1981–93 2.2L and 1983–00 318/360 Small Block)
P4349216	Street Hemi Orange Engine Paint (1966–71 Hemi and 1970–71 hp 340/383/440)
P4349217	Blue Engine Paint (all 1972–83 Engines except 2.2L and 1964–69 318)
P4349218	Red Engine Paint (1964–69 273, 1968–69 340, 1964–69 360 Small Block)
P4529148	Aluminum Silver Engine Paint (Most 1940s–1960s)
P4529149	Gold Metallic "Golden Lion" Engine Paint (Late 1950s–1960s Golden Commando, DeSoto Adventurer)
P5007733	Hemi Restoration Orange Engine Paint (1966–71 Street Hemi, 1969–1971 340/383/440)

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360 SHORT BLOCK ASSEMBLIES

SPECIFICATIONS

Part No.	*P4876907	*P4876908	*P5007849	*P4876906	*P4876913	*P5007549
Block	360	360	RV 360	Magnum 360	Magnum 360	MPI Magnum 5.9L
Deck Height	9.580"	9.580"	9.580"	9.580"	9.580"	9.585"
Crankshaft	3.58 cast	3.58 cast	3.58 cast	3.58 cast	3.58 cast	3.58 Cast
Rods	Forged	Forged	Forged	Forged	Forged	Forged
Length	6.123"	6.123"	6.123"	6.123"	6.123"	6.123"
Pistons	Hypereutectic Coated Skirt	Hypereutectic Coated Skirt	Hypereutectic Coated Skirt	Hypereutectic Coated Skirt	Hypereutectic Coated Skirt	Cast
Comp Height	1.58"	1.63"	1.58"	1.58"	1.63"	1.622"
Bore Size	4.020"	4.020"	4.020"	4.020"	4.020"	Magnum
Rings	5/64"	5/64"	5/64"	5/64"	5/64"	5/64"
Camshaft	Hydraulic	Hydraulic	Hydraulic	Hydraulic Roller	Hydraulic Roller	Hydraulic Roller RT
Timing Chain	Double-Roller w/Sprockets	Double-Roller w/Sprockets	Double-Roller w/Sprockets	Double-Roller w/Sprockets	Double-Roller w/Sprockets	Double-Roller w/Sprockets
Lift @ Valve	0.508"	0.508"	0.410"/0.425"	0.501"/0.513"	0.501"/0.513"	0.458"/0.467"
Duration	292	292	248/256	288/292	288/292	260/264
Tappets	None	None	None	None	None	None
Fuel System	Carb. w/Mech Fuel Pump	Carb. w/Mech Fuel Pump	Carb. w/Mech Fuel Pump	Carb. w/Mech Fuel Pump	Carb. w/Mech Fuel Pump	Factory MPI
Head Oiling	Rocker Shaft	Rocker Shaft	Rocker Shaft	Pushrod	Pushrod	Pushrod

COMPRESSION RATIOS FOR VARIOUS CYLINDER HEAD OPTIONS

Short Block	Engine	Basic CR	"A" Cast Iron 70 cc Chamber	W2 *P5249769	Aluminum Magnum *P4876624	Magnum R/T *P50077140/141	Magnum 60 cc Chamber
*P4876907	Standard LA	8.5:1	8.5:1	8.9:1	N/A	N/A	N/A
*P4876908	Standard LA	9.5:1	9.1:1	9.6:1	N/A	N/A	N/A
*P5007849	Standard LA	8.5:1	8.5:1	8.9:1	N/A	N/A	N/A
*P4876906	Magnum	9.5:1	N/A	N/A	10.0:1	9.3:1	9.3:1
*P4876913	Magnum	10.5:1	N/A	N/A	11.0:1	10.2:1	10.2:1
*P5007549	Magnum	9.0:1	N/A	N/A	10.1:1	9.1:1	9.1:1

Note 1: Short blocks are decked 0.020". Pistons are above deck.
Note 2: Magnum short blocks can use standard heads if head oiling holes are drilled.
Note 3: Compression ratios are approximate. Racing sanctioning rules may require specific compression ratios. Please check your specific combination.

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RECOMMENDED COMBINATIONS

Short Blocks Part Number	Heads/Head Assemblies			Intake Manifolds		
	Style	Part Number	Description	Material	Part Number	Description
*P4876907, *P4876908 or *P5007849	340/360	Production	Production	Cast Iron	Production	DP 2-bbl or 4-bbl carb
	LA Replacement	*P5007950	R/T w/ LA Intake	Aluminum	*P4876335	DP 4-bbl carb
				Aluminum	*P4876334	SP 4-bbl carb
*P4876906 or *P4876913	Magnum	Production	Production	Aluminum	*P5007381	DP 4-bbl-carb
	Magnum R/T	*P5007140/145	R/T	Aluminum	*P5007380	SP 4-bbl carb
	Magnum R/T	*P5007141	R/T Big Valve	Aluminum	*P5007381	DP 4-bbl-carb
				Aluminum	*P5007380	SP 4-bbl carb
	Alum. Magnum	*P4876624	Alum. High-Perf.	Aluminum	*P5007381	DP 4-bbl-carb
				Aluminum	*P5007380	SP 4-bbl carb
	LA Replacement	*P5007950	R/T w/ LA Intake	Any LA Intake		
*P5007549	Magnum	*P5007140	Standard	Aluminum	Production	DP 2-bbl MPI
	Magnum R/T	*P5007140/145	R/T	Aluminum	*P5007398AB	SP 2-bbl MPI
	Magnum R/T	*P5007145	R/T – Big Valve	Aluminum	Production	DP 2-bbl MPI
				Aluminum	*P5007398AB	SP 2-bbl MPI
	Alum. Magnum	*P4876624	Alum. High-perf	Aluminum	Production	DP 2-bbl MPI
				Aluminum	*P5007398AB	SP 2-bbl MPI

DP = dual plane; SP = single plane
Note 1: Cylinder heads listed are eligible for IHRA/NHRA contingency awards.
Note 2: Any LA Intake Manifold (1968–91 340/360) can be used on Magnum engines with LA Replacement Head *P5007950.
Note 3: Many other combinations are possible by using machined bare heads and adding stainless valves, springs, etc.

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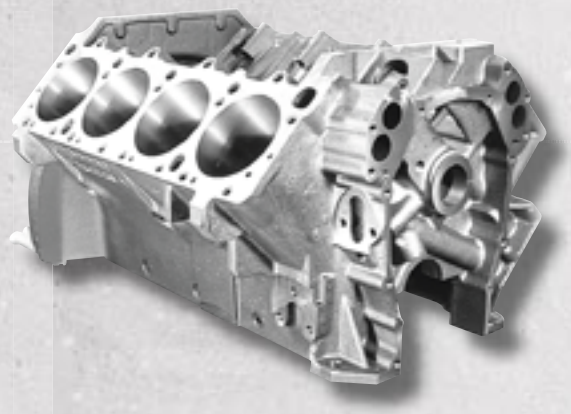
PERFORMANCE

Hemi® Engines

AMERICAN MUSCLE

In 1951, then Chrysler Corporation served notice to the automotive world that it was a force to be reckoned with when it introduced the Firepower 331 Hemi® engine. By 1964, the now legendary 426 Hemi was created and went on to dominate virtually every form of racing. Today, the Hemi's reputation for track and street domination is unparalleled. Although production of the original 426 Hemi ended in 1971, Mopar has the parts to keep your classic Hemi engine running strong for another generation to come. Long live the King!

Photo: Zone Five Photo



HEMI CAST IRON BLOCK

Cast Iron Hemi Street and Siamesed-Bore Blocks give you the foundation to build something monumental. It's good to be King!

BLACK WRINKLE ALUMINUM VALVE COVER

Mopar's selection of aluminum and stamped steel (O.E.) Black Wrinkle Valve Covers give you the freedom to choose the look you want: flashy, modern, or original equipment. You can't miss — every choice is correct!

CROSS RAM INTAKE MANIFOLD

Dual Plane, Dual Quad, or Cross Ram — Mopar has the Intake Manifold you need for your Hemi 4- or 8-bbl application. All are made of high quality aluminum and designed specifically for the Hemi engine. Whether it's for street performance, racing, or a straight restoration, Mopar has it. Remember — first breathe deep, THEN exhale!

CAST IRON HEMI BLOCKS

We've made the best even better! Mopar Performance Hemi® engine blocks have undergone revised, updated tooling. They are machined to closer tolerances than ever, and feature increased material in the thrust area. Just check out the features:

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

A. Cast Iron Hemi Street Blocks

Maintains the original 4.25" bore size while maintaining water flow between the cylinders (non siamesed) for the purpose of improved cooling and sealing durability. As an added feature, if you want to drop in a Hemi where a Big Block used to be, select the block that has ears cast and drilled on the sides to accommodate the Big Block engine mounts (P5007669AB).

*P5007667AB	426 Hemi Cast Iron Street Block — Rough Bored at 4.19"
*P5007668AB	426 Hemi Cast Iron Street Block — Finish Bored at 4.25"
*P5007669AB	426 Hemi Cast Iron Street Block — Finish Bored 4.25" Cast/Drilled Ears for Big Block Engine Mount
*P5007648AB	426 Hemi Cast Iron Street Block — No Tappet Machining
*P5007670AB	Stress-Relieved 426 Hemi Cast Iron Street Block — Rough Bored at 4.19"

B. Cast Iron Hemi Siamesed-Bore Blocks

The Cast Iron Siamesed-Bore 426 Hemi Blocks give engine builders the flexibility for a larger bore. These blocks can be bored to the stock size of 4.25", but are specifically designed to be bored larger. Mopar Performance recommends that you sonic check each block if you approach or exceed the 4.50" bore diameters.

*P5007622AB	426 Hemi Cast Iron Siamesed-Bore Block — Rough Bored at 4.19"
*P5007623AB	426 Hemi Cast Iron Siamesed-Bore Block — Rough Bored at 4.498"
*P5007627AB	426 Hemi Cast Iron Siamesed-Bore Block — Raised Cam, Rough Bored at 4.498"

A.

B.

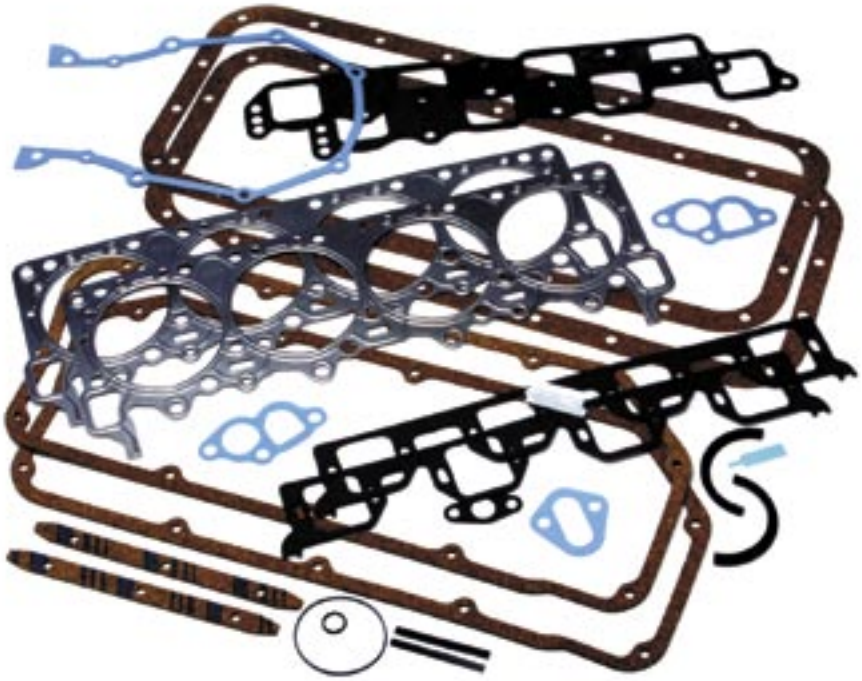
*Not legal for sale on pollution-controlled vehicles or vehicles registered for highway use.

A.

B.

C.

D.



E.

ENGINE BLOCK COMPONENTS

A. Rear Main Bearing Seal Retainer Kit

Rear Main Bearing Seal Retainer Kit contains Rear Main Seal Retainer, Retainer Bolts and Seal Package.

P4529732	Rear Main Bearing Seal Retainer (426 Hemi® and Big Block)

B. Oil Seal Package

Oil Seal Package includes crank seals and installation tool.

P4271961	Oil Seal Package (426 Hemi and Big Block)

C. Block Hardware Package

This Block Hardware Package includes all necessary dowels, plugs, bushings and keys, as well as core plugs, rear cam bearing plug, drive gear bushing and head dowels.

P5249259	Block Hardware Package (426 Hemi and Big Block)

D. Freeze Plugs

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

P5249708	Brass Freeze Plugs (426 Hemi and Big Block)

E. Engine Teardown Gasket Set

Engine Teardown Gasket Set includes all gaskets needed for complete Hemi engine teardown. Includes oil pan, cylinder head, valve cover, timing chain case cover, intake manifold and oil pump gaskets.

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

CRANKSHAFTS AND ACCESSORIES

A. Forged Crankshafts — Machined

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

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

B. Crank Key Package

This Crank Key Package locates crank sprocket on the nose of the crank. Contains 2 keys.

P5249822	Crank Key Package (426 Hemi, Big Block, Small Block, Slant Six)

C. Crank Bolt Packages

These Crank Bolt Packages are used to attach the Damper to the Crankshaft.

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

VIBRATION DAMPERS

D. Steel Vibration Damper

This Steel Vibration Damper features a steel ring and a universal 6-bolt front pulley mount pattern. SFI approved.

P5249699	Steel Vibration Damper (1966–71 426 Hemi)

E. Thin Crank Vibration Damper

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

P3830183	Thin Crank Vibration Damper (426 Hemi and Big Block)

F. Damper Degree Timing Tape

Damper Degree Timing Tape is marked in 90° increments. Self-adhesive strip adheres to crank vibration damper for clear identification of marks. Permits initial total spark advance up to 60° instead of only 10°-15° as on chain case timing tab.

P4529070AB	Damper Degree Timing Tape

Note: Damper not included.

G. Oil Slinger

This Oil Slinger protects front seal from excessive oil contact. Forces lubricant oil into chain.

P5249636	Oil Slinger (426 Hemi, Big Block, Small Block, Slant Six, 3.9L V6)

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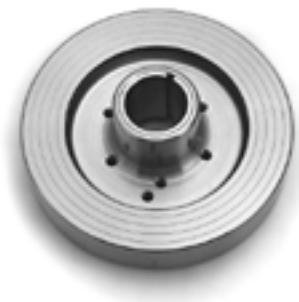

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ROLLER TIMING CHAIN AND SPROCKETS

A. Double Roller Chains and Sprocket Sets

High-Strength Double Roller Chain and Sprocket Sets provide added durability and decreased rotational friction versus the production silent chains. Three machined keyways in crank sprocket adjust the cam timing. Kits includes Magna-Fluxed Sprockets and Roller Timing Chain.

*P4452815	All-Out Race Chain and Sprockets — 3-Bolt Mount, Standard Size (426 Hemi® and Big Block)
*P5249269	Double Roller Chain and Sprockets — 3-Bolt Mount (426 Hemi, Big Block)

B. Chrome-Plated Front Timing Chain Cover

Chrome-Plated Front Timing Chain Cover includes cover, seal and gasket.

P4349816	Chrome-Plated Front Timing Chain Cover (1968-91 426 Hemi and Big Block)

C. Chrome Bolt Package for Front Timing Cover

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

P4452795	Chrome Bolt Package for Front Timing Cover (426 Hemi and Big Block)

D. Front Cover Gasket and Seal

P4876280	Front Cover Seal (426 Hemi, Big Block, Small Block)
P4876769	Front Cover Gasket (426 Hemi and Big Block)

PISTONS AND CONNECTING RODS

E. Forged Aluminum Piston

This Forged Aluminum Piston features valve notches and floating pin. Top and Second rings measure 1/16", while oil rings measure 3/16".

*P4876026	Siamesed Forged Piston — 4.500" Bore, 4.500" Stroke, 6.860" Rod, 12.5:1 CR (426 Hemi)

F. Forged Steel Connecting Rod

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

P5249898	Forged Steel Connecting Rod — Floating Pin, 6.86" Center-to-Center; Sold Individually (426 Hemi)

CAMSHAFTS AND LIFTERS

A. Purple Shaft Camshafts

All Mopar Performance cams are designed, developed, dyno'd, and track tested by engineers. These cams are developed for increased power and rpm potential while maintaining reliability and the best possible low-speed characteristics, including torque and idle quality. These Purple Shaft Cams offer the best horsepower to dollar-spent value. Each cam package contains the cam, cam lube, instruction sheet, and tappets.

*P4529315 Hydraulic Camshaft
*P4529316 Mechanical Camshaft

B. Camshaft Bearings

Complete engine set of Camshaft Bearings

P5249711 Camshaft Bearings — Babbit Applications (426 Hemi® and Big Block)

Camshaft Sprocket Bolts (Not Pictured)

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

C. Tappets

These Mopar Performance Tappets are sold individually.

P4006767 Hydraulic Tappet (Hemi and Big Block)
*P2843177 Mechanical Tappet — 0.005" Undersize, Race/Street Applications (Hemi, Big Block, Small Block)

Roller Tappet Set (Not Pictured)

Roller Tappet Set includes matched pair with guide bar.

*P4452920 Roller Tappet Set (Hemi and Big Block)

D. Offset Camshaft Bushing Set

Offset Camshaft Bushing Set includes 5 bushings; 2°, 4°, 6°, 8° offset, plus 1 on-center bushing.

*P3690936 Offset Camshaft Bushing Set (426 Hemi, Big Block, Slant Six)

Note: Color guide only — check installations with dial indicator. Gold = 2°, Copper = 4°, Silver = 6°, Black = 8°.

E. Pushrods

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

P4529561 Hydraulic Pushrods — 10.47" Intake, 11.45" Exhaust, Set of 16
P4529547 Hydraulic Pushrod — 10.47" Intake, Sold Individually
P4529548 Hydraulic Pushrod — 11.45" Exhaust, Sold Individually
P4529549 Mechanical Pushrod — 10.65" Intake, Sold Individually

A.

HEMI ENGINE CAMSHAFTS

Part Number	Advertised Duration	@ 0.050	O-Lap	Center Line	Lift	Recom. Spring	Valve Lash	Applications & Comments
*P4529316	284/284	241/241	72	106	0.484"/0.475"	P3690933	28/32	1968–69 Restoration
*P4529315	284/284	241/241	72	106	0.484"/0.475"	P3690933	N/A	1970–71 Restoration

Valve lash is listed in thousandths. For example, 0.028" lash settings are "cold."

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Mechanical Hydraulic

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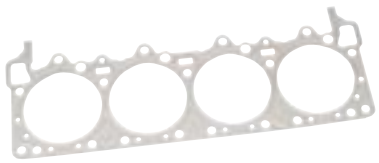

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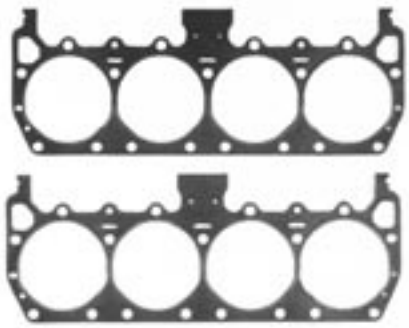

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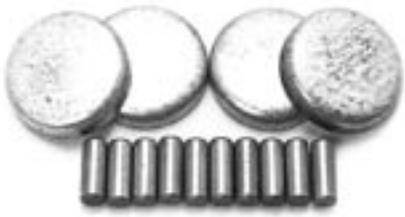

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CYLINDER HEADS, GASKETS AND HARDWARE

A. Aluminum Cylinder Heads

Hemi® Aluminum Cylinder Heads are interchangeable with the production cast iron head, and offer a weight reduction of 50 lbs. per engine set. Each features a single plug per cylinder (capability for dual), a common 2.25" intake and 1.94" exhaust valve machining, and a 170 cc combustion chamber. Includes valve seats and guide inserts. Assembly includes Valves, Springs, Retainers and Keepers.

*P4876857	Aluminum Cylinder Head Assembly (528 Hemi)
*P4529336	Aluminum Bare Machined Head (426 Hemi)

B. Cast Iron Cylinder Heads

Hemi Cast Iron Cylinder Heads are designed for more power. Stiffer and stronger than original, increased material permits porting for improved airflow. They feature the same outward appearance as the original 1966–1971 heads (except shape of alternator boss). All components attach the same as original (intake, exhaust, valve guides, seats, rocker gear, etc.). Features 170 cc combustion chamber and 2.25" intake and 1.94" exhaust valve machining.

*P4876855	Cast Iron Cylinder Head Assembly (426 Hemi)
*P4529898	Cast Iron Bare Machined Head (426 Hemi)

C. Cast Iron Head Steel Shim Gaskets

These Cylinder Head Shim Gaskets are sold in pairs.

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

D. Composition Material Cylinder Head Gaskets

Hemi Composition Material Cylinder Head Gaskets can be used for replacement or competition applications up to 12.5:1 compression ratio. These premuim high-quality head gaskets offer maximum sealing for standard and high-compression (12.5:1) Hemi engines. They have thickness of 0.040" to 0.042" and are sold in pairs.

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

E. Cylinder Head Hardware Kit

Cylinder Head Hardware Kit contains 4 head freeze plugs and 10 dowel pins for the rocker shaft stands.

P5249570	Cylinder Head Hardware Kit

F. Cylinder Head Bolt Set

Head bolts and washers for one cylinder head.

P4529978	Cylinder Head Bolt Set

G. Hardened Washer Sets

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

P4120456	Hardened Washer Set — 3/8" (426 Hemi, Big Block, Small Block, Truck Magnum/Jeep® Engines)
P4120459	Hardened Washer Set — 1/2" (426 Hemi, Big Block, Small Block, Truck Magnum/Jeep Engines)

VALVE COVERS AND HARDWARE

A. Black Wrinkle Cast Aluminum Valve Cover Set

Dress up your 426 Hemi® with this handsome Black Wrinkle Cast Aluminum Hemi Valve Cover Set. Painted black wrinkle and finned with Hemi logo cast in. For single-plug cylinder head applications. Uses Street Hemi valve cover rail. Gaskets included.

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

B. Chrome Valve Cover Set

Dress up your Hemi engine compartment with this Chrome Valve Cover Set. Set features quality chrome plating and includes 2 valve covers and gaskets.

P4529338	Chrome Valve Cover Set (426 Hemi)
P4120353	Replacement Valve Cover Gaskets — Rubber Reinforced Cork, 2 Per Set (1966-Up Street Hemi)

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

Mopar Performance takes another giant step to help the restoration crowd with these O.E. Black Wrinkle 426 Street Hemi Valve Cover Sets. Original equipment for all 1966–1971 426 Street Hemi engines, these stamped steel black wrinkle covers have the spark plug wire brackets and rubber coated alternator wiring looms. Sets include left and right valve covers, gaskets and hold-down studs and nuts. P4529399 also includes chrome breather cap, metal PCV valve and chrome PCV cap. P4510577 also includes chrome oil fill cap and grommets for PCV and breather.

P4510577	NEW! Black Wrinkle Valve Cover Set — Original Equipment (1970–71 426 Hemi)
P4529339	Black Wrinkle Valve Cover Set — Original Equipment (1966–69 426 Hemi)
P4120353	Replacement Valve Cover Gaskets — Rubber Reinforced Cork, 2 Per Set (1966–Up Street Hemi)

D. Replacement Race Valve Cover Gaskets

These Replacement Race Valve Cover Gaskets are for use with 1964–65 Hemi engines.

P4120085	Replacement Race Valve Cover Gaskets — Rubber Reinforced Cork, 2 Per Set (1964–65 Hemi)

E. Service Parts for Cast Aluminum Valve Covers

These parts will come in handy when servicing Mopar Performance Cast Aluminum Valve Covers.

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

F. Valve Cover Stud and Nut Package

This Valve Cover Stud and Nut Package contains 20 studs and 20 nuts, and will allow you to retain factory valve covers. For use with all stamped (sheet metal) covers.

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

G. Chrome Breather Cap

Chrome Breather Cap for use with Mopar Performance Stamped Steel Hemi Black Wrinkle and Chrome Valve Covers (P4529338, P4510577, P4529339).

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

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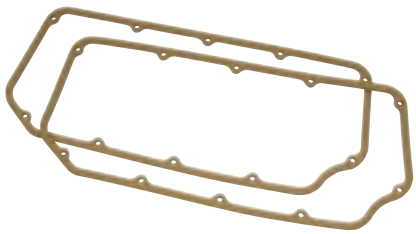

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VALVE KEEPERS

Part Number	Valve Angle	Stem Diameter	Groove	Retainers	Sets
P4120634	8°	5/16"	Single-Square	P4452769, P4529288, Stock	16 Pieces
P4529038	10°	5/16"	Single-Square	P4120785, P4286775	16 Pieces

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A. PCV Package

Use this original equipment 426 Hemi® PCV Package for restoration or repair of Hemi valve covers. This factory reissue kit contains one PCV valve cap, a PCV valve and nut, and one PCV valve retaining spring. Push-on style PCV valve cap is chrome and fits 1964–1969 Hemi valve covers, including Mopar Performance chrome or black wrinkle valve cover kits. Also can be used to service non-Hemi 60s-era push-on style PCV valves.

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

VALVES AND VALVE HARDWARE

B. Valves

These stainless valves have swirl-polished underheads that have no flat or ski jump areas. They feature a 5/16" stem diameter and 1 square groove. For use with cast iron and aluminum cylinder heads.

***P5249203** Intake Valve — 2.25" Diameter, 5.40" Stem Length (426 Hemi)
***P5249204** Exhaust Valve — 1.94" Diameter, 4.86" Stem Length (426 Hemi)

C. Valve Seals

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

P5249661 Valve Seals — 5/16" Stem Size, 0.530" Guide (426 Hemi, 5.2L/5.9L Truck Magnum/ Jeep® Engines)

D. Valve Stem Lash Caps

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

***P4120626** Valve Stem Lash Caps — 3/8" Stem (426 Hemi, Big Block, Small Block, Truck Magnum/Jeep Engines)
***P4120635** Valve Stem Lash Caps — 5/16" Stem (426 Hemi, Big Block, Small Block, Truck Magnum/Jeep Engines)

E. Valve Guides

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

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

F. Valve Keepers (Locks)

These single groove style Hemi Valve Keepers are made from hardened material. They feature a 5/16" stem diameter and can be used for restoration or performance applications. Sold as cylinder head sets of 16 pieces (note that two sets are required for all V8 engines).

P4120634 Valve Keepers
P4529038 Valve Keepers

A. Valve Springs

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

P4286812	Valve Spring
P3690933	Valve Spring
P5249848	Valve Spring
P2806077	Valve Spring
P4876064	Valve Spring
P2946353	Valve Spring
P5249849	Valve Spring
P4007536	Valve Spring

Note: With a single spring, the damper is installed inside the main spring; with a dual spring, the damper is installed between the inner and outer springs. There are no dampers in the triple springs. The retainers listed are the basic recommendation. Check the retainer listing for other options.

B. Valve Spring Retainers

These Valve Spring Retainers for Hemi® engines are available in three levels of performance: steel for restoration, chrome moly for heavy-duty applications and titanium for top-level race performance. Sold individually.

*P4452769	Steel Valve Spring Retainer
*P4529288	Chrome Moly Valve Spring Retainer
*P4120785	Titanium Valve Spring Retainer (426 Hemi, Big Block, Small Block, Slant Six, 3.9L V6)
*P4286775	Titanium Valve Spring Retainer (426 Hemi, Big Block, Small Block)

VALVE SPRINGS

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

A.

VALVE SPRING RETAINERS

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

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ROCKER SHAFTS, SUPPORTS AND HARDWARE

A. Rocker Shafts

These chrome Rocker Shafts are for use with mechanical valve gear. They are sold individually.

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

B. Rocker Shaft Supports

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

P5249505	Rocker Shaft Supports

C. Rocker Shaft End Plugs

Rocker Shaft End Plugs are sold as a set of 4. They do not fit aftermarket rocker shafts.

P5249633	Rocker Shaft End Plugs (426 Hemi and Big Block)

D. Rocker Shaft Springs

Rocker Shaft Springs for use on all production-based Hemi valve gear. Used to locate rockers on the shaft. Includes 14 long springs and 2 short springs. Package contains 1 engine set.

P4452827	Rocker Shaft Springs (426 Hemi)

ROCKER ARMS AND HARDWARE

E. Mechanical Rocker Arms

These Rocker Arms are made of SAE 1041 forged steel. They feature hardened valve tip pads to help prevent scuffing. Can serve as a replacement for original production rockers. Fits both cast iron and aluminum heads. Sold individually.

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

Note: High-Ratio rockers may require grinding on block and head for pushrod clearance.

F. Stainless Steel Roller Tip Rocker Arms

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

*P5249603	Stainless Steel Roller Tip Rocker — Intake
*P5249604	Stainless Steel Roller Tip Rocker — Exhaust

G. Rocker Arm Adjusting Screw and Nut Set

Rocker Arm Adjusting Screw and Nut Set includes 8 screws and nuts. Note that 2 sets are required for V8 engines.

P5007444AB	Rocker Arm Screw/Nut Set (426 Hemi, Big Block, Small Block, 2.2L/2.5L, Slant Six, 3.9L V6)

INTAKE MANIFOLDS AND HARDWARE

A. NEW! Dual Quad Intake — 8-bbl

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

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

Note: Will not accept original equipment AFB carburetors.

B. Dual Plane Intake — 4-bbl

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

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

C. Cross Ram Intake — 8-bbl

This aluminum Cross Ram Intake Manifold features rectangle ports and is designed for (2) 4-bbl carburetors. Offers significant performance increase over the production Cross Ram Manifolds due to increased runner volume and plenum area. Uses Holley Carburetors (P4452778 and P4452779).

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

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INTAKE MANIFOLD SPECIFICATIONS

Part Number	Fuel System	Material	Port Style	Port Shape	Heads	Engine Usage
*P5007534	(2) 4-bbl carb	Aluminum	Cross Ram	Rectangle	Hemi	426, 472, 528 Hemi Engines
*P4876188	4-bbl carb	Aluminum	Dual Plane	Rectangle	Hemi	426, 472, 528 Hemi Engines
*P4510633	(2) 4-bbl carb	Aluminum	Dual Quad	Rectangle	Hemi	426, 472, 528 Hemi Engines

INTAKE MANIFOLD APPLICATION CHART

Engine	Cylinder Head	Performance Level	Carburetion	Resto	Drag	Street
426, 472, 528 Hemi	All	All	8-bbl Inline	Stock	Stock	Stock
426, 472, 528 Hemi	All	All	8-bbl Cross Ram	Stock	*P5007534	*P5007534
426, 472, 528 Hemi	All	All	4-bbl	—	*P4876188	*P4876188
426, 472, 528 Hemi	All	All	8-bbl Dual Quad	*P4510633	*P4510633	*P4510633

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A. Intake Manifold Gasket Sets

Custom-fit Intake Gasket Sets come complete to service one engine (includes gaskets, end seals, o-rings and distributor seal where applicable).

P4120087	Intake Manifold Gasket Set — 0.060" Thick (426 Hemi® D4-D6 and Mullen Ported)
P4120086	Intake Manifold Gasket Set — 0.060" Thick (426 Hemi Except D4-D6)
P4529534	Intake Manifold Gasket Set — 0.090" Thick (426 Hemi Except D4-D6)

B. Intake Manifold Heat Shield

Original equipment Heat Shield for all 426 Street Hemi Intake Manifolds. Bolts to the bottom of the Intake Manifold to prevent hot engine oil from heating the manifold and robbing horsepower. Also fits Aluminum Dual Plane Intake Manifold (P4876188).

P4529431	Intake Manifold Heat Shield (426 Hemi)

C. Intake Manifold Screw Set

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

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

D. Intake Manifold Plug Package

Intake Manifold Plug Package consists of 8 manifold plugs. Used in Max Wedge and Hemi Cross Ram Intake Manifolds.

P5249926	Cross Ram Intake Manifold Plug Package (426 Hemi and Max Wedge)

CARBURETORS

E. Cross Ram Holley Carburetors

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

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

F. Air Horns

These Air Horns are for use with Holley Hemi Cross Ram Carburetors. Perfect for Super Stock competition or restoration. Sold as a pair, includes front and rear.

*P5007809	Air Horns (426 Hemi)

G. NEW! Cross Ram Linkage

This Cross Ram Linkage is for use with Hemi Cross Ram Intake Manifold (P5007534) and Holly carburetors (P4452778 and P4452779).

P4510635	Cross Ram Linkage (426 Hemi)

OILING COMPONENTS

A. Oil Pans

Oil Pans contain a factory engineered and approved oil pan, drain plug and washer. Center sump style is used on passenger car applications. Windage Trays may be used if desired.

P5007816	NEW! Oil Pan — 8-Quart, Center Sump (426 Hemi® and Big Block)
P4529884	Oil Pan — 6-Quart, Center Sump (1970–71 426 Hemi E-Body)

B. Windage Trays

Windage Trays are designed to provide improved engine lubrication by reducing the interior windage at higher engine speed. Packages include tray and two pan gaskets.

P4120998	Windage Tray — 3.75" Stroke (426 Hemi and Big Block)
P5007345	Windage Tray — 4.15" Stroke (426 Hemi and Big Block)

C. Oil Pan Gaskets

Note that two are required for Windage Tray applications.

P4452099	Race Oil Pan Gasket — Set of 2 (426 Hemi and Big Block)
P3412049	Oil Pan Gasket — Sold Individually (426 Hemi and Big Block)

D. Oil Pan Bolt Set

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

E. Oil Pickup and Screen Assemblies

Factory original reissued Hemi Oil Pickup and Screen Assemblies.

P5007818	NEW! Oil Pickup and Screen Assembly — 8-Quart, 1/2" Pipe, for Pan P5007816 (426 Hemi, Big Block)
P4529566	Oil Pickup and Screen Assembly — 5-Quart, 1/2" Pipe (1966–69 426 Hemi)
P4529567	Oil Pickup and Screen Assembly — 6-Quart, 1/2" Pipe, for Pan P4529884 (1970–71 426 Hemi)
P5249818	Oil Pickup and Screen Assembly — 6-Quart, 1/2" Pipe, Siamese Bore, not Raised Cam (426 Hemi, "RB")

F. Oil Pressure Relief Spring

Oil Pressure Relief Spring increases engine oil pressure over stock spring for high-performance applications. Delivers up to 70 lbs. of oil pressure. Includes a cap and instructions.

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

G. Oil Pump Assembly

This high-performance, high-output Oil Pump Assembly provides a 25% increase in oil volume. Ideal in high-performance applications.

*P4286590	Oil Pump Assembly (426 Hemi and Big Block)

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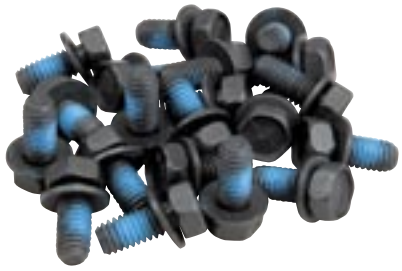

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A. Distributor Drive Gear Assemblies

Distributor/Oil Pump Driveshaft Gear Assemblies feature a hardened tip shaft with full radius blend from hex to round and pinned gears.

P3412064	Distributor Drive Gear — Flat Tappet Cams, Milodon Oil System (426 Hemi® and Big Block)
P3571071	Distributor Drive Gear — Flat Tappet Cams (426 Hemi and Big Block)
P3690875	Distributor Drive Gear — Roller Tappet, Aluminum-Bronze Gear (426 Hemi and Big Block)
P3690876	Distributor Drive Gear — Roller Tappet, Aluminum-Bronze Gear, Milodon System (426 Hemi, Big Block)

B. Tube and Peen Tool Package

Tube and Peen Tool Package block off oil to right-side tappet bores. Required for race engines with high-lift roller cams.

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

C. High-Performance Oil Filter

P4452890	High-Performance Oil Filter — Black Finish (426 Hemi, Big Block, Small Block, Slant Six, 3.9L V6)

D. Race Oil Filter

High-performance, heavy-duty Race Oil Filter has a thicker canister with high burst strength.

P4529190	Race Oil Filter — Black Finish (426 Hemi, Big Block, Small Block)

E. Restoration Oil Filters

Mopar Performance has reissued these service replacement oil filters, used in the 1960s and 1970s. The high-performance white filter (P4529805) was recommended for use in competition from 1965–74.

P4529187	Restoration Oil Filter (426 Hemi, Big Block, Small Block)
P4529805	High-Performance Restoration Oil Filter (426 Hemi, Big Block, Small Block)

Note: These filters may not fit some V8 applications (those after 1972 requiring short filters).

F. Oil Pump Priming Shaft

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

P4286800	Oil Pump Priming Shaft (V8)

COOLING COMPONENTS

G. Lightweight Aluminum Water Pump

Lightweight Aluminum Water Pump features the same dimensions as stock, and an 8 Blade Impeller.

P5007643AB	Lightweight Aluminum Water Pump (426 Hemi and Big Block)

H. Aluminum Water Pump Housing

P4286900	Aluminum Water Pump Housing (1968–78 426 Hemi and Big Block)
P2206445	Bracket for Alternator (426 Hemi and Big Block)

A. Water Pump Installation Kit
Kit includes water pump gasket, pump housing gasket, plugs, water pump screws, and long and short housing screws.

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

B. Chrome Water Pump and Housing Bolts
Chrome dress-up projects are incomplete without chrome bolts.

P5007621 Water Pump and Housing Bolts (426 Hemi and Big Block)

C. Front Cover Gasket and Seal

P4876280 Front Cover Seal (426 Hemi, Big Block, Small Block)
P4876769 Front Cover Gasket (426 Hemi and Big Block)

D. 90° Water Neck Outlet
Cast aluminum 90° Water Neck Outlet provides greater flexibility in routing cooling system hoses and improves the appearance of the engine compartment. It features 3-direction capability, which is ideal for compact engine compartments.

P5249191 90° Water Neck Outlet (426 Hemi, Big Block, Small Block, Slant Six, 3.9L V6)

E. Chrome Water Neck
This high-quality Chrome Water Neck is made of heavy-duty material. Includes gasket and 2 chrome bolts.

P4286759 Chrome Water Neck (to 1978 426 Hemi, Big Block, Small Block)

F. Viscous Fan Package
Most late 1960s and early 1970s factory-built muscle cars were equipped with viscous fans for cooling purposes. The package provides thermostatically controlled cooling, includes a lightweight balanced fan, and takes the least amount of horsepower from the engine. Offers up to 15 horsepower gain on typical high-performance V8s.

P4120758 Viscous Fan Package (426 Hemi, Big Block, Small Block)

G. NEW! Radiator Cooling Fan Shrouds
These Restoration Radiator Cooling Fan Shrouds measure 26.00".

P2785434 Restoration Radiator Cooling Fan Shroud (1967–69 426 Hemi, 383/440 Big Block B-Body)
P2998326 Restoration Radiator Cooling Fan Shroud (1970–73 426 Hemi, 383/440 Big Block B- and E-Body)

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

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

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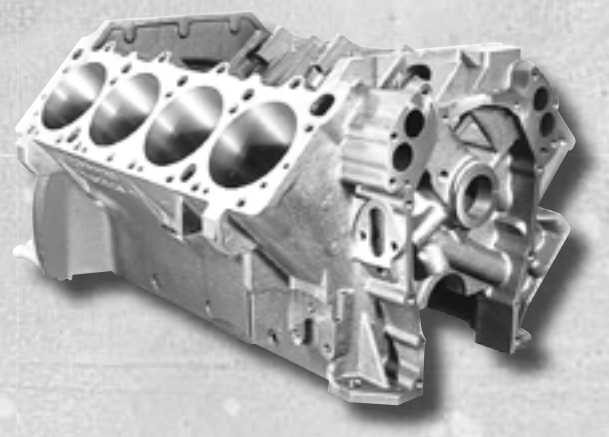
PERFORMANCE

Big Block



CAST IRON BIG BLOCK

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

STAGE VI CNC PORTED CYLINDER HEAD

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

CENTER SUMP 8 QT. OIL PAN

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

OLD SCHOOL

There's No Replacement for Displacement. Old school performance enthusiasts know what works, and what doesn't. When it comes to pure power and performance, Big Blocks are the only way to go. With authentic Mopar Performance parts (along with a few tricks learned along the way), you'll show 'em who's still the top dog in the schoolyard. And if they're nice, you might even let 'em keep their lunch money!

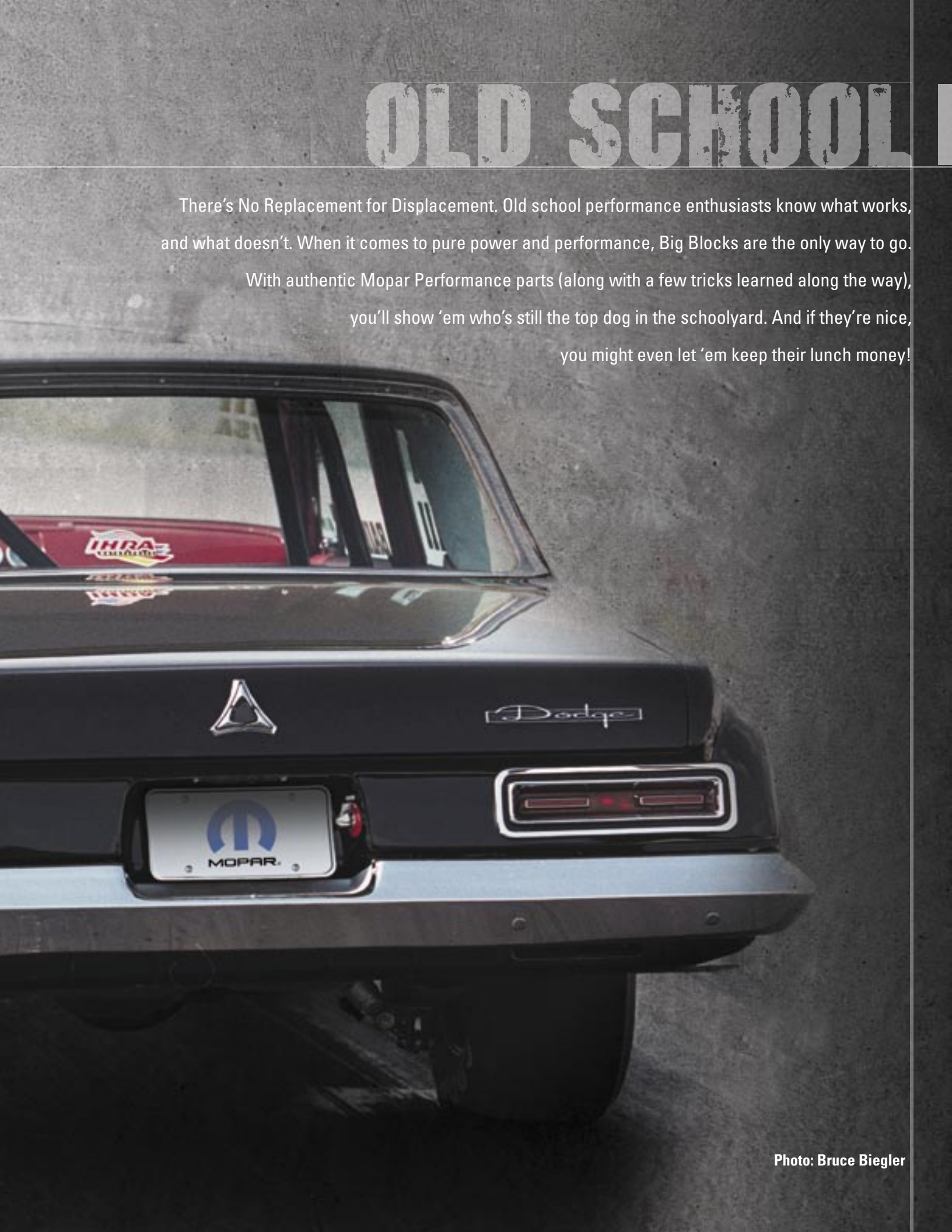


Photo: Bruce Biegler

CAST IRON BIG BLOCKS

- 100% CNC machined for accuracy and quality
- Brand-new castings made from high nickel alloy cast iron
- Thicker deck surface for improved rigidity and gasket sealing
- Ductile iron main caps which are cross-bolted on the 3 center caps on all the siamesed 440 blocks
- Stock 10.72" deck height allows for standard components
- Machined to accept all standard production pieces

A. Cast Iron Siamesed-Bore Blocks

These blocks can be bored to the stock size of 4.25", but are specifically designed to be bored larger. Mopar recommends that you sonic check each block if you approach or exceed the 4.50" bore diameters.

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

Note: P5007626AB Requires special UGL cam P5007714, special oil pickup, and intermediate shaft modifications. Higher cam location allows (0.250" higher) longer stroke for more cubic inch displacement up to 4.50" stroke. Some clearancing of the pan rail and other areas will be required.

Cast Iron Wedge Blocks (not pictured)

Wedge Blocks feature factory-size bores, water flow between the cylinders (not siamesed) for improved cooling and sealing durability. These blocks are fully water-jacketed.

*P5007671AB	426 Max Wedge Cast Iron Block — 2-Bolt Mains, Finish Bored at 4.25"
*P5007815AB	NEW! 440 Wedge Cast Iron Block — 2-Bolt Mains, Finish Bored at 4.32"

ENGINE BLOCK COMPONENTS

B. Rear Main Bearing Seal Retainer Kit

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

P4529732	Rear Main Bearing Seal Retainer Kit (426 Hemi® and Big Block)

C. Oil Seal Package

Oil Seal Package includes crank seals and installation tool.

P4271961	Oil Seal Package (426 Hemi and Big Block)

D. Freeze Plugs

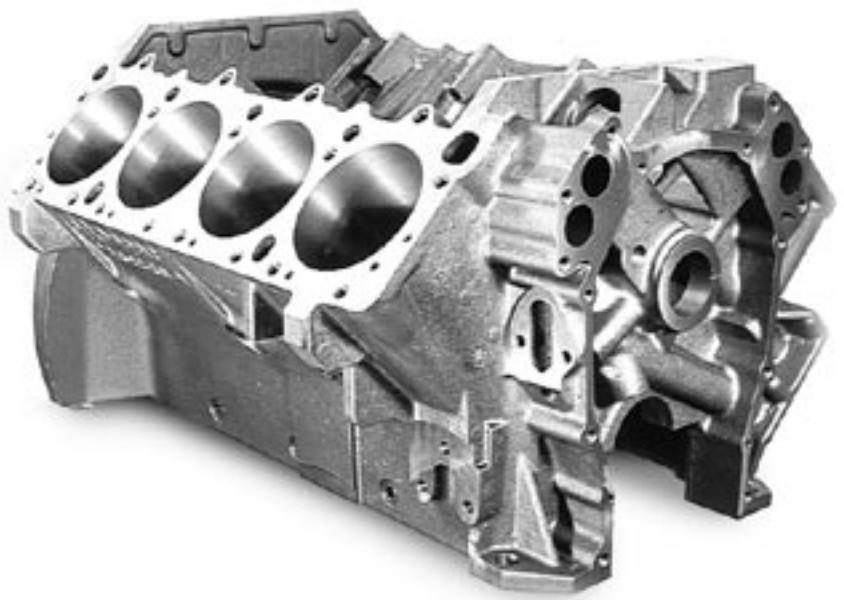
Round, press-in engine block Freeze Plugs fit standard or Mopar Performance race Cast Iron Blocks.

P5249708	Brass Freeze Plugs (426 Hemi and Big Block)

E. Block Hardware Package

This Block Hardware Package includes all necessary dowels, plugs, bushings and keys, as well as core plugs, rear cam bearing plug, drive gear bushing and head dowels.

P5249259	Block Hardware Package (426 Hemi and Big Block)



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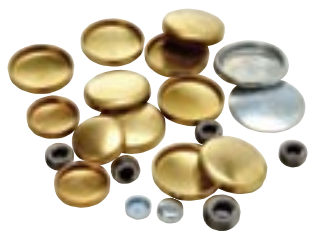

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BIG BLOCK ENGINE DISPLACEMENT (CUBIC INCHES)

Bore (in inches)	Stroke 3.750"	4.150"	4.500"
4.250"	426	472	511
4.310"	438	485	525
4.320"	440	487	528
4.380"	452	500	542
4.500"	477	528	573
4.530"	484	535	580
4.560"	490	542	588

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A. Engine Teardown Gasket Sets

Engine Teardown Gasket Sets include all gaskets needed for complete Big Block engine teardown. Includes oil pan, cylinder head, valve cover, chain case cover, intake manifold and oil pump gaskets.

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

CRANKSHAFTS AND ACCESSORIES

B. Forged Race Crankshafts

These high-strength, high-quality Forged Steel Cranks are machined from 4340 steel. For high-performance race applications. Eight-bolt flange for Hemi® and "RB" engines.

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

C. Crank Key Package

This Crank Key Package locates crank sprocket on the nose of the crank. Contains 2 keys.

P5249822	Crank Key Package (426 Hemi, Big Block, Small Block, Slant Six)

D. Crank Bolt Packages

These Crank Bolts are used to attach the damper to the crank.

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

VIBRATION DAMPERS

A. Steel Vibration Damper
These Steel Vibration Dampers feature a steel ring and a universal 6-bolt front pulley mount pattern. SFI approved.

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

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

P3830183	Thin Crank Vibration Damper (426 Hemi and Big Block)

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

P4529070AB	Damper Degree Timing Tape

Note: Damper not included.

D. Oil Slinger
This Oil Slinger protects front seal from excessive oil contact. Forces lubricant oil into chain.

P5249636	Oil Slinger (426 Hemi, Big Block, Small Block, Slant Six, 3.9L V6)

PUSHRODS

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

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

F. Mechanical/Hydraulic Pushrods (Not Pictured)
Special Pushrods to use with adjustable rocker arms and hydraulic tappet cams.

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

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ROLLER TIMING CHAIN AND SPROCKETS

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A. All-Out Race Chain and Sprockets

Matched sprockets and double roller chain for all-out race applications. Has 3 matched keyways on crank sprocket to adjust cam timing. Kit includes magna-fluxed sprockets and roller timing chains.

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

B. Double Roller Chains and Sprockets

High-strength Double Roller Chains provide added durability and decreased rotational friction versus the production silent chains. Kit includes magna-fluxed sprockets and roller timing chain. Has 3 machined keyways in crank sprocket to adjust cam timing.

P5249268	Double Roller Chain and Sprockets — 1-Bolt Mount
P5249269	Double Roller Chain and Sprockets —3-Bolt Mount (426 Hemi, Big Block)

C. Chrome-Plated Front Timing Chain Cover

Chrome-Plated Front Timing Chain Cover package includes cover, seal and gasket.

P4349816	Chrome-Plated Front Timing Chain Cover (1968–91 426 Hemi and Big Block)

D. Chrome Bolt Package for Front Timing Cover

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

P4452795	Chrome Bolt Package for Front Timing Cover (426 Hemi and Big Block)

E. Front Cover Gasket and Seal

P4876280	Front Cover Seal (426 Hemi, Big Block, Small Block)
P4876769	Front Cover Gasket (426 Hemi and Big Block)

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CAMSHAFTS AND LIFTERS

A. Purple Shaft Camshafts

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

*P4452783	Hydraulic Camshaft
*P4529270	Hydraulic Camshaft
*P4286675	Hydraulic Camshaft
*P4286677	Hydraulic Camshaft
*P4452993	Hydraulic Camshaft
*P4120235	Hydraulic Camshaft
*P5007697	Hydraulic Camshaft
*P4120237	Hydraulic Camshaft
*P5007698	Hydraulic Camshaft
*P4529318	Hydraulic Camshaft
*P4120659	Mechanical Camshaft
*P4120661	Mechanical Camshaft
*P4120663	Mechanical Camshaft
*P4349268	Mechanical Camshaft

B. Camshaft Bearings

Complete engine set of Camshaft Bearings.

P5249711	Camshaft Bearings — Babbit Applications (426 Hemi® and Big Block)

C. Camshaft Sprocket Attaching Hardware

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

D. Offset Camshaft Bushing Set

Offset Camshaft Bushing Set includes 5 bushings; 2°, 4°, 6°, 8° offset, plus 1 on-center bushing.

*P3690936	Offset Camshaft Bushing Set (426 Hemi, Big Block, Slant Six)

Note: Color guide only — check installations with dial indicator.
Gold = 2°, Copper = 4°, Silver = 6°, Black = 8°

E. Tappets

Mopar Performance Tappets are sold individually.

P4006767	Hydraulic Tappet (Hemi and Big Block)
*P2843177	Mechanical Tappet — 0.005" Undersize, Race/Street Applications (Hemi, Big Block, Small Block)

Roller Tappet Set (not pictured)

Roller Tappet Set includes matched pair with guide bar.

*P4452920	Roller Tappet Set (Hemi and Big Block)

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HYDRAULIC CAMSHAFTS

Part Number	Advertised Duration	@ 0.050"	O-Lap	Center Line	Lift	Recom. Spring	Basic RPM	Applications & Comments
*P4452783	268/284	228/241	46	115	0.450"/0.458"	P3690933	Idle-5800	Resto, 383/440 Magnum Super Commando Road Runner
*P4529270	268/284	228/241	46	115	0.450"/0.458"	P3690933	Idle-5800	Resto, 440 Six Pak (1969–71)
*P4286675	260/260	221/221	34	113	0.430"/0.430"	—	1000-5300	Mild Comp. and Performance RV
*P4286677	272/272	231/231	48	112	0.455"/0.455"	—	1300–5700	Drag Light Comp.
*P4452993	280/280	238/238	60	110	0.474"/0.474"	P3690933	2000–5900	Drag Mild Comp.
*P4120235	284/284	241/241	68	108	0.484"/0.484"	P3690933	2200–5900	Drag Mod. Comp.
*P5007697	284/284	241/241	56	114	0.484"/0.484"	P3690933	2200–5900	Revised Center Line for Improved Driveability
*P4120237	292/292	248/248	76	108	0.509"/0.509"	P5249848	2600–6000	Drag Mod. Comp.
*P5007698	292/292	248/248	64	114	0.509"/0.509"	P5249848	2600–6000	Revised Center Line for Improved Driveability
*P4529318	320/320	272/272	104	108	0.533"/0.533"	P5249848	3600–6300	Drag Mod. Comp.

MECHANICAL CAMSHAFTS

Part Number	Advertised Duration	@ 0.050"	O-Lap	Center Line	Lift	Valve Lash	Recom. Spring	Basic RPM	Applications & Comments
*P4120659	284/284	241/241	60	112	0.528"/0.528"	28/32	P5249848	2400– 6600	Drag Mod. Comp.
*P4120661	296/296	252/252	76	110	0.557"/0.557"	28/32	P2806077	3000–6700	Drag Pro Comp.
*P4120663	312/312	265/265	104	106	0.590"/0.590"	28/32	P2806077	3400–6900	Drag Super Comp.
*P4349268	324/324	275/275	112	106	0.620"/0.620"	28/32	P4876064	4000–7000	Drag Super Comp.

Valve lash is listed in thousandths. Lash settings are “cold.”

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CYLINDER HEADS, GASKETS AND HARDWARE

A. CNC-Ported Stage VI Aluminum Cylinder Heads

These unique CNC-ported Stage VI Cylinder Heads feature special machining for longer valves, allowing for a deeper port in the critical short turn area. Port profiles developed by Chapman Racing, these exclusive heads feature state of the art design for maximum flow over the entire lift curve. It is available in two versions: standard port window with a 260 cc intake port or Max Wedge with a 285 cc intake port. Both set the standard in Big Block flow efficiency for their respective port size. The Max Wedge port version out-powered competitive heads of all manufacturers in Popular Hot Rodding Magazine's National Engine Masters Challenge Dyno Competition.

***P4876383** CNC-Ported Stage Aluminum VI Cylinder Head — 2.18" Intake and 1.81" Exhaust

***P4876386** NEW! CNC-Ported Stage Aluminum VI Cylinder Head — 2.25" Intake and 1.81" Exhaust (Max Wedge)

Note: P45876383 requires the use of Rocker Shaft Stands (P5007742) and 5.40" length / 11/32" diameter valves.

B. Aluminum 383/440 Cylinder Head

This lightweight Big Block Cylinder Head (approx. 25 lbs.) uses stock valves and valve gear including rocker arms. Head outflows the original "906" head on intake and exhaust sides and features an increase of 40 horsepower over stock (cast iron) 383/440 heads. It is designed with a smaller chamber than open chamber CI 383/440 heads. Head uses stock intake manifolds without adapter.

***P4876311** Aluminum Cylinder Head — 2.14" Intake and 1.81" Exhaust (383/440 Big Block)

C. Stage VI Aluminum Big Port Cylinder Heads

Designed and developed by Mopar Performance, these Stage VI Aluminum Big Port Cylinder Heads are made from high-strength aluminum and are designed to be completely interchangeable with the stock Big Block cylinder heads. These high-strength, lightweight (40 lbs. lighter per engine set) aluminum heads feature larger intake ports that are rectangular and raised for increased output — 210 cc, raised exhaust ports while maintaining stock header pattern, and a "closed" combustion chamber of 78 cc with thick 0.450" deck that permits milling. These bare machine heads use stock valve gear and include seats and bronze 3/8" guides. All aluminum heads are quality checked for pressure and hardness.

***P4529335** Stage VI Aluminum Cylinder Head — 2.14" Intake and 1.81" Exhaust

***P5249579** Stage VI Aluminum Cylinder Head — 2.14" Intake and 1.81" Exhaust

Note: Aluminum Max Wedge heads require offset intake rockers. P5249579 features small closed chamber and relocated spark plug.

D. Max Wedge Cast Iron Cylinder Heads

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

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

***P5249824** Cast Iron Stage III Cylinder Head — 2.14" Intake and 1.81" Exhaust (1962–64 Max Wedge)

A.

FLOW FIGURES AT 28"

	P4876386		P4876383	
	Intake	Exhaust	Intake	Exhaust
0.100	77	55	71	55
0.200	151	112	157	112
0.300	220	177	230	177
0.400	283	211	290	211
0.500	330	233	325	233
0.600	364	242	351	242
0.700	375	252	351	252
0.750	381	260	—	—

These are actual flow numbers and have not been inflated. Exhaust ports flowed without any type of flow pipe.

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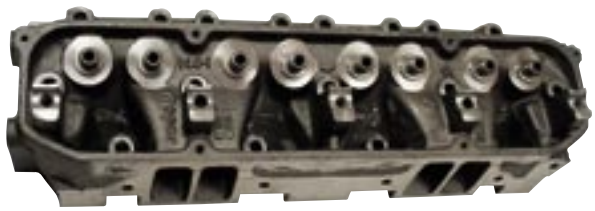

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MAX WEDGE CYLINDER HEADS

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

STAGE V CYLINDER HEAD

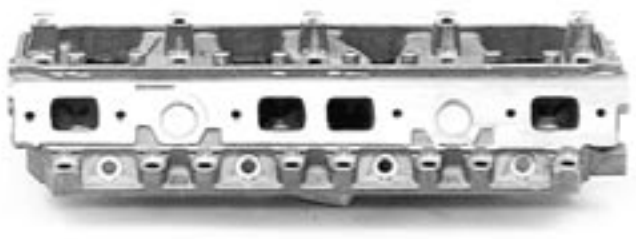
Part Number	Material	Chamber	Valve Sizes	Approx. Weight	Description
*P4529993	Cast Iron	90 cc	2.14"/1.81"	50 lbs.	Replaces Stock — Same as 1968–78 casting & chamber

383/440 ENGINE CYLINDER HEAD

Part Number	Material	Chamber	Valve Sizes	Approx. Weight	Description
*P4876311	Aluminum	78 cc	2.14"/1.81"	25 lbs.	Production "906" style — use stock valves and valve gear small chamber (40 hp increase over stock 383/440)

STAGE VI CYLINDER HEADS

Part Number	Material	Chamber	Valve Sizes	Approx. Weight	Description
*P4529335	Aluminum	78 cc	2.14"/1.81"	25 lbs.	Bare machined casting with bronze guides
*P5249579	Aluminum	78 cc	2.14"/1.81"	25 lbs.	Max Wedge port, small closed chamber, relocated spark plug hole and offset intake rockers
*P5007834	Aluminum	78 cc	2.14"/1.81"	25 lbs.	Partially machined for CNC porting or hand porting
*P4876386	Aluminum	N/A	2.25"/1.81"	25 lbs.	CNC ported w/ Max Wedge style port
*P4876383	Aluminum	N/A	2.18"/1.81"	25 lbs.	CNC ported with standard Stage VI Port



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A. Stage V Wedge Cast Iron Cylinder Heads

Developed by Mopar Performance, this Stage V Cylinder Head is designed to be interchangeable with the stock Big Block Cylinder Heads. They feature heat crossover for improved drivability. Head uses standard Big Block valve gear, gaskets and valve covers, and out-flow "906" heads on intake and exhaust (stock and mildly modified). Same open combustion chamber as 1968–78 production heads. Head uses 6-bolt valve cover; rocker shaft pedestals cast-in. Uses offset intake rockers.

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

A. Composition Material Cylinder Head Gaskets

Thick, 0.040" to 0.042" unless otherwise noted, Big Block Composition Cylinder Head Gaskets can be used for replacement or competition applications up to 12.5:1 compression ratio. Sold as an engine set.

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

B. Steel Shim Cylinder Head Gasket Set

Steel Shim Cylinder Head Gasket Set features 0.020" compression thickness. Sold as an engine set.

P4286754	Steel Shim Cylinder Head Gasket Set (Big Block)

C. Head Bolt Set

Head Bolt Set includes all head bolts and washers as required.

P4120472	Cylinder Head Bolt Set

D. Hardened Washer Sets

Hardened Washer Sets for use with head bolts and main caps. They are sold in sets of 20.

P4120456	Hardened Washer Set — 3/8" (426 Hemi®, Big Block, Small Block, Truck Magnum/ Jeep® Engines)
P4120459	Hardened Washer Set — 1/2" (426 Hemi, Big Block, Small Block, Truck Magnum/ Jeep Engines)

E. Porting Templates

These die cut clear templates allow you to port a set of heads to increase intake and exhaust flow. Designed to increase torque and horsepower.

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

VALVE COVERS AND HARDWARE

F. "As Cast" Aluminum Valve Cover Set

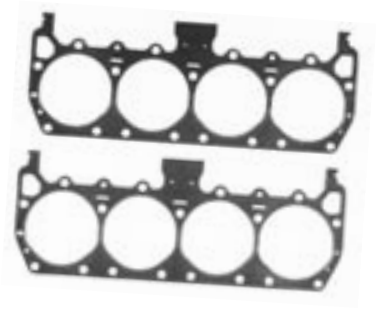
These cast aluminum valve covers are sold "as cast," so you can set up the breathers the way you want them. There's no paint to remove if welding is done. Mopar Performance Pentastar logos are cast into each cover. Cast aluminum covers are more rigid than stamped valve covers and help prevent valve cover leaks. Set includes 2 valve covers and oil filler caps.

P5007615	"As Cast" Aluminum Valve Cover Set
P4452091	Race Gaskets — Rubber Reinforced Cork (Set of 2)

G. Black Wrinkle Cast Aluminum Valve Cover Set

These high-strength valve covers are more rigid than standard aluminum covers, offering better anti-leak properties. Set includes 2 valve covers, baffle package and 2 oil filler caps.

P5007614	Black Wrinkle Cast Aluminum Valve Cover Set
P4452091	Race Gaskets — Rubber Reinforced Cork (Set of 2)



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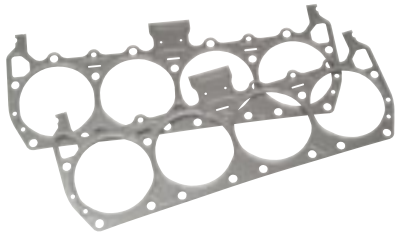

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A. Chrome Valve Cover Set

Dress up your Big Block engine compartment with this Chrome Valve Cover Set. Includes valve covers and grommets. Quality chrome plating. Stamped steel with Mopar Pentastar logo.

P5007448	Chrome Valve Cover Set
P4452091	Race Gaskets — Rubber Reinforced Cork (Set of 2)
P4120101	Valve Cover Gaskets — Production Material (Set of 2)

B. Polished Cast Aluminum Valve Cover Set

These Big Block Polished Cast Aluminum Valve Covers are perfect for that show car engine look. They feature the Mopar Performance Pentastar logo and are polished to a chrome-like shine. Set includes 2 valve covers and 2 oil filler caps (does not include baffling).

P5007616	Polished Cast Aluminum Valve Cover Set
P4452091	Race Gaskets — Rubber Reinforced Cork (Set of 2)

C. Stamped Aluminum Valve Cover Set

Lightweight, blue anodized aluminum Big Block valve covers are distinctive in any engine compartment. Mopar Pentastar logo is imprinted in each cover. Set includes one pair of covers with grommets (does not include baffling).

P4529199	Stamped Aluminum Valve Cover Set
P4120101	Valve Cover Gaskets — Production Material (Set of 2)
P4452091	Race Gaskets — Rubber Reinforced Cork (Set of 2)

D. Valve Cover Accessory Set

For Stamped Steel Valve Covers only. Valve Cover Accessory Set includes 12 chrome-plated screw and washer assemblies, 1 chrome-plated oil filter cap, 2 rubber grommets. Grommet Set and Bolt and Washer Set can also be purchased individually.

P4120272	Valve Cover Accessory Set (Big Block and Small Block)
P4349620	Chrome Hold-Down Bolt and Washer Set
P5007419	Chrome Valve Cover Grommet Set (Big Block and Small Block)

E. Baffle and Screw Package

For cast aluminum valve covers only.

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

A. Valve Cover Retaining Screw Set
Valve Cover Retaining Screw Set includes 12 screws. For Cast Aluminum Valve Covers only.

P5007053	Valve Cover Retaining Screw Set (Big Block and Small Block)

B. Valve Cover Bolt Kit
Valve Cover Bolt Kit includes 12 chrome-plated screws for stamped steel and aluminum valve covers. Not for use with Magnum engines.

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

C. Cast Aluminum Valve Cover Grommet Set
Set of grommets to service cast aluminum valve covers. Set includes 1 grommet for PVC and 1 that can be used for plug or opened for breather.

P5007921	Die Cast Valve Cover Grommet Set (Big Block and Small Block)

D. Chrome Breather Caps
Use to fill extra valve cover holes in cast aluminum valve covers. Push-In Style Breather Cap requires the use of Grommet Set (P4529882).

*P4529880	Twist-On Bottom Vented Breather Cap (Big Block, Small Block, 5.2L/5.9L Truck Magnum/ Jeep® Engines)
*P4529881	Push-In Style Breather Cap (Big Block, Small Block, 5.2L/5.9L Truck Magnum/Jeep Engines)
*P4529882	Rubber Grommet — for Breather Cap P4529881

VALVES AND VALVE HARDWARE

E. Valves
These stainless valves for your Big Block engine have swirl-polished underheads that have no flat or ski jump areas. They feature a 3/8" stem diameter and 1 square groove.

*P5249199	Intake Valve — 2.08" Diameter, 4.86" Stem Length
*P5249200	Intake Valve — 2.14" Diameter, 4.86" Stem Length
*P5249866	Intake Valve — 2.18" Diameter, 4.86" Stem Length
*P5249201	Exhaust Valve — 1.74" Diameter, 4.87" Stem Length
*P5249202	Exhaust Valve — 1.81" Diameter, 4.87" Stem Length
*P4876398	Exhaust Valve — 1.88" Diameter, 4.87" Stem Length

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

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

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

*P4120626	Valve Stem Lash Caps — 3/8" Stem (426 Hemi®, Big Block, Small Block, Truck Magnum/ Jeep Engines)
*P4120635	Valve Stem Lash Caps — 5/16" Stem (426 Hemi, Big Block, Small Block, Truck Magnum/ Jeep Engines)

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VALVE KEEPERS

Part Number	Valve Angle	Stem Diameter	Groove	Retainers	Sets
P4120618	7°	3/8"	Single	P4452033, P4007178, stock	16 pieces
P4286612	10°	3/8"	Single	P4120783, P4120785, P4286775	16 pieces

VALVE SPRINGS

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

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

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

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A. Valve Keepers (Locks)

These single groove style Big Block Valve Keepers are made from hardened material. They feature a 3/8" stem diameter and can be used for restoration or performance applications. Sold as cylinder head sets of 16 pieces (note that 2 sets are required for all V8 engines).

P4120618	Valve Keepers (Big Block, Small Block, Slant Six, 3.9L V6)
P4286612	Valve Keepers (Big Block, Small Block, Slant Six, 3.9L V6)

B. Valve Springs

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

P4286812	Valve Spring
P3690933	Valve Spring
P5249848	Valve Spring
P2806077	Valve Spring
P4876064	Valve Spring
P2946353	Valve Spring
P5249849	Valve Spring
P4007536	Valve Spring

Note: Please refer to the reference chart for proper application.

A. Valve Spring Retainers

Valve Spring Retainers for Big Block engines are available in two levels of performance: Chrome Moly for heavy-duty applications and Titanium for top-level race performance. Sold individually.

*P4007178	Titanium Valve Spring Retainer (Big Block, Small Block, Slant Six, 3.9L V6)
*P4120785	Titanium Valve Spring Retainer (426 Hemi®, Big Block, Small Block, Slant Six, 3.9L V6)
*P4286775	Titanium Valve Spring Retainer (426 Hemi, Big Block, Small Block)
*P4452033	Chrome Moly Valve Spring Retainer (Big Block, Small Block, Slant Six, 3.9L V6)

B. Valve Guides

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

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

ROCKER SHAFTS, SUPPORTS AND HARDWARE

C. Rocker Shafts

P4529101	Rocker Shaft — Hydraulic Valve Gear, On-Center (Sold Individually)
P5249092	Rocker Shafts — Aluminum Roller Valve Gear, On-Center, Chromed (Set of 2)

D. Rocker Shaft End Plugs

Rocker Shaft End Plugs are sold as a set of 4. They do not fit aftermarket rocker shafts.

P5249633	Rocker Shaft End Plugs (426 Hemi and Big Block)

E. Rocker Shaft Hold-Down

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

P5249714	Rocker Shaft Hold-Down

F. Rocker Shaft Retainers and Bolts

Each kit contains previously hard-to-find hold down retainers and bolts necessary to secure both rocker shafts. These retainers are manufactured to Mopar Performance O.E. specs to assure high quality. For use on all cylinder heads with cast-in rocker stands.

P4529744	Rocker Shaft Retainers and Bolts

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VALVE SPRING RETAINERS

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

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A. Rocker Shaft Stands

These heavy-duty billet aluminum CNC machined Rocker Shaft Stands use standard rocker shafts and rocker arms.

*P5007742	Rocker Shaft Stand (Stage VI CNC Ported Heads P4876383)

B. Rocker Shaft Springs

Rocker Shaft Springs for use with Big Block mechanical rocker arms. Use to separate and locate rocker arms on shaft. Package includes 1 engine set (8 springs).

P4452801	Rocker Shaft Springs

ROCKER ARMS AND HARDWARE

C. Hydraulic Rocker Arm Packages

These heavy-duty Hydraulic Rocker Arm Packages feature thicker cross-sectional material in pushrod socket area for added durability, similar to the O.E. 440 Six Pack style. Complete package includes 16 heavy-duty hydraulic rocker arms, rocker shaft retainers and hold-down bolts. Rocker shafts not included. Individual service rocker arms are also available.

*P4529743	Hydraulic Rocker Arm Package — 1.5 Ratio
*P4529476	Service Hydraulic Rocker — 1.5 Ratio, Right, Sold Individually
*P4529477	Service Hydraulic Rocker — 1.5 Ratio, Left, Sold Individually

Note: For the 383/400 "B" and 413/440 "RB" engines, the left rocker socket is approximately 1/16" to the right, and the right rocker socket is approximately 1/16" to the left. High-Ratio rockers may require grinding on block and head for clearance.

D. Cast Iron/Ductile Mechanical Rocker Arm Packages

These Cast Iron/Ductile Mechanical Rocker Arm Packages include 16 rocker arms, 8 separator springs (includes Max Wedge), adjusting screws and lock nuts. They feature mechanical lash adjustment with lock-nut and high-strength cast iron/ductile iron rocker arms. Required with Mechanical Camshafts, can be used with Hydraulic Camshafts. Rocker shafts not included. Individually sold service rockers are also available.

*P4120974	Cast Iron Ductile Mechanical Rocker Arm Package — 1.5 Ratio
*P5249797	Service Cast-Iron Ductile Rocker — 1.6 Ratio, Left, Sold Individually
*P5249798	Service Cast-Iron Ductile Rocker — 1.6 Ratio, Right, Sold Individually

Note: High-Ratio rockers may require grinding on block and head for clearance.

E. Rocker Arm Adjusting Screw and Nut Set

Rocker Arm Adjusting Screw and Nut Set includes 8 screws and nuts. Note that 2 sets are required for V8 engines.

P5007444AB	Rocker Arm Screw/Nut Set (426 Hemi®, Big Block, Small Block, 2.2L/2.5L, Slant Six, 3.9L V6)

INTAKE MANIFOLDS AND HARDWARE

A. NEW! Cross Ram Intake — Dual 4-bbl Max Wedge

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

*P5007330	Aluminum Cross Ram Intake — Dual 4-bbl Carbs (Max Wedge and "RB" Engines)

B. Race Aluminum Single Plane Intakes — 4-bbl

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

C. Aluminum Dual Plane Intakes — 4-bbl

For bracket, Super Stock, or general high performance, these dual plane intake manifolds are designed for use with standard cylinder heads, bolt-on with no modifications necessary, and accept standard flange Holley carburetors. Manifolds are similar to the production, but they have larger cross-sectional area runners for increased power. Heat crossovers make them ideal for dual purpose applications.

*P4529117	Aluminum Dual Plane Intake — 4-bbl Carb (Production 361/383/400 with Stage IV/V/ Production Heads)
*P4529118	Aluminum Dual Plane Intake — 4-bbl Carb (Production 413/426W/440 with Stage IV/V/ Production Heads)

D. Aluminum Dual Plane Intakes — Six Pack

*P4529055	Aluminum Dual Plane Intake — Six Pack (Prod. 361/383/400 Engines with Stage IV/ V/ Prod. Heads)
*P4529056	Aluminum Dual Plane Intake — Six Pack (Production 413/426W/440 with Stage IV/V/ Production Heads)

E. Aluminum Single Plane Intakes — 4-bbl

These lightweight aluminum single plane intake manifolds are engineered for use with standard cylinder heads and require no attaching modifications. Perfect for bracket, Super Stock, or general high-performance applications. These intake manifolds offer a 5–10 horsepower advantage over other single plane manifolds. Carburetor flange accepts standard Holley single 4-bbl carburetors.

*P4529462	Aluminum Single Plane Intake — 4-bbl Carb (Production 361/383/400 with Stage IV/V/ Production Heads)
*P4529463	Aluminum Single Plane Intake — 4-bbl Carb (Prod. 413/426 W/440 with Stage IV/V/ Prod. Heads)
*P4529724	Aluminum Single Plane Intake — 4500 Carb (Production 361/383/400 with Stage IV/V/ Production Heads)
*P4529725	Aluminum Single Plane Intake — 4500 Carb (Production 413/426W/440 with Stage IV/V/ Production Heads)

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INTAKE MANIFOLD APPLICATION CHART

Engine	Cyl. Head	Carb.	RPM Range	Resto	Drag Race	Street Rod	RV Truck
361-383-400	All Standard"B"	4-bbl	Idle–5800	*P4529117	*P4529117	*P4529117	*P4529117
361-383-400	All Standard"B"	4-bbl	2600–7200	—	*P4529462	*P4529462	*P4529462
361-383-400	All Standard"B"	4500	3500–8000	—	*P4529724	—	—
361-383-400	Stage VI	4-bbl	Idle–6000	*P4529118	*P4529118	*P4529118	—
361-383-400	Stage VI	4-bbl	2800–7400	—	*P4529463	*P4529463	—
361-383-400	Stage VI	4500	3600–8200	—	*P4529725	—	—
413-426W-440	All Standard "RB"	4-bbl	Idle–5800	*P4529118	*P4529118	*P4529118	*P4529118
413-426W-440	All Standard "RB"	6-bbl	Idle–6100	*P4529056	*P4529056	*P4529056	—
413-426W-440	All Standard "RB"	4-bbl	2600–6800	—	*P4529463	*P4529463	—
413-426W-440	Max Wedge	8-bbl	3000–7500	*P5007330	*P5007330	*P5007330	—
Race	All Standard "RB"	8-bbl	4000–8500	—	*P4529119	*P4529119	—
Race	Stage VI	4-bbl	2800–7200	—	*P5249358	*P5249358	—
Race	Stage VI	4500	3600–7800	—	*P4876127	—	—
Race	Stage VI Max Wedge	4-bbl	3000–7500	—	*P4876128	*P4876128	—
Race	Stage VI Max Wedge	4500	3800–8000	—	*P4876129	—	—

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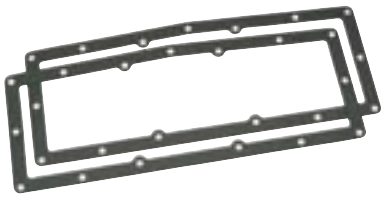

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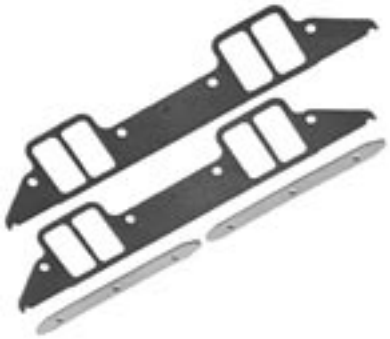

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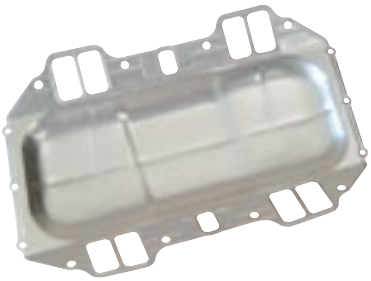

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A. Intake Manifold Gasket Sets

Custom-fit intake gaskets for use with Mopar Performance Big Block cylinder heads. Sold in pairs (includes gaskets, end seals, o-rings and distributor seal where applicable).

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

B. Intake Manifold Service Gaskets

Gaskets required to service Mopar Performance intake manifolds.

P5007334	Cross Ram Intake Manifold Service Gaskets

C. Composite Intake Manifold Gasket Set

Special composite material intake gaskets for large port Max Wedge heads originally built in 1962–64 as 413/426 engines. These gaskets offer advantages in reliability and shape, allowing for more port modifications. Package includes 2 gaskets and 2 end seals.

P5249643	Composite Intake Manifold Gasket Set (Max Wedge)

D. Intake Manifold Gasket Heat Block-Off

These stainless steel Intake Manifold Gasket Heat Block-Offs keep exhaust heat from transferring to the Intake Manifold for a cooler, denser fuel-air mixture.

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

A. Intake Manifold Gasket Reinforcement Bars

Hard-to-find "B" and "RB" engine Intake Manifold Gasket Reinforcement Bars hold down the intake manifold gasket at the front and back of the block. Sold in pairs.

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

B. Intake Manifold Plug Package

Intake Manifold Plug Package consists of 8 manifold plugs. Used in Max Wedge and Hemi cross ram intake manifolds.

P5249926	Cross Ram Intake Manifold Plug Package (426 Hemi® and Max Wedge)

C. Intake Manifold Spacers

These are the correct Intake Manifold Spacers to use with Mopar Performance Stage VI aluminum heads on "RB" (440) blocks. Can also be used to mate a "B"manifold to Stage VI heads on a "B" block. Unique design allows the standard 440 intake gasket/valley tray to be used as a valley cover with a simple modification and paper gaskets. Package contains 2 cast aluminum manifold spacers.

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

D. Choke Seal

This Choke Seal is for dual plane production and aluminum intake manifolds. Package includes the choke cup, gasket and 2 screws. Does not include a choke.

P5249639	Choke Seal (Big Block, Small Block)

E. Intake Manifold Attaching Bolts

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

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

OILING COMPONENTS

F. Chrome Dipstick and Tube

P4349629	Chrome Dipstick and Tube (Big Block)

G. Oil Pans

Oil Pans contain a factory engineered and approved oil pan, drain plug and washer. Center sump style is used on passenger car applications, while the rear sump style is used for pickups. Windage trays may be used if desired.

P5249064	Oil Pan — 6-Quart, Rear Sump
P5007807AB	Oil Pan — 6-Quart, Center Sump
P5007816	NEW! Oil Pan — 8-Quart, Center Sump (426 Hemi and Big Block)

Note: See the Oil Pickup and Screen Assemblies for specific application information.

H. Oil Pan Bolt Set

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

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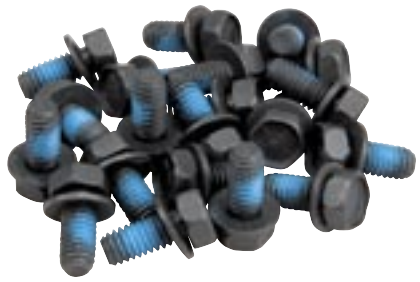

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A. Oil Pan Gaskets

Oil Pan Gaskets for Big Block/Hemi® applications. Note that 2 are required for Windage Tray applications.

P4452099	Race Oil Pan Gasket — Set of 2 (426 Hemi and Big Block)
P3412049	Oil Pan Gasket — Sold Individually (426 Hemi and Big Block)

B. Oil Pressure Relief Spring

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

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

C. Oil Pickup and Screen Assemblies

Factory original reissued oil pickup and screen assemblies. Standard pickups are 3/8", while race styles require hole enlargement in stock blocks.

P5007817	NEW! Oil Pickup and Screen Assembly — 8-Quart, 3/8" Pipe, for Pan P5007816
P5007818	NEW! Oil Pickup and Screen Assembly — 8-Quart, 1/2" Pipe, for Pan P5007816 (426 Hemi, Big Block)
P5007848	NEW! Oil Pickup and Screen Assembly — 6-Quart, 3/8" Pipe, for Pan P5007807AB
P4529565	Oil Pickup and Screen Assembly — 6-Quart, 3/8" Pipe ("RB" Engines)
P4529564	Oil Pickup and Screen Assembly — 6-Quart, 3/8" Pipe ("B" Engines)
P5249817	Oil Pickup and Screen Assembly — 6-Quart, 1/2" Pipe ("B" Engines)
P5249818	Oil Pickup and Screen Assembly — 6-Quart, 1/2" Pipe, Siamese Bore, not Raised Cam (426 Hemi, "RB")

Note: P4529564 does not fit the 440 Six Pak.

D. Valley Trays

Valley Trays for use with Stage VI head to keep the engine oil in the tappet chamber and off the intake manifold.

P4876847	Valley Tray ("B" Engines, "RB" Engines with Manifold Spacers and Stage VI Heads)
P4876848	Valley Tray ("RB" Engines)

E. Windage Trays

Windage Trays are designed to provide improved engine lubrication by reducing the interior windage at higher engine speed. Includes tray and 2 pan gaskets.

P4120998	Windage Tray — 3.75" Stroke (426 Hemi and Big Block)
P5007345	Windage Tray — 4.15" Stroke (426 Hemi and Big Block)

F. Oil Pump Assembly

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

*P4286590	Oil Pump Assembly (426 Hemi and Big Block)

A. Distributor/Oil Pump Driveshaft Gear Assemblies

Distributor/Oil Pump Driveshaft Gear Assemblies feature hardened tip shaft with full radius blend from hex to round and pinned gears.

P3412064	Distributor Drive Gear — Flat Tappet Cams, Milodon Oil System (426 Hemi® and Big Block)
P3571071	Distributor Drive Gear — Flat Tappet Cams (426 Hemi and Big Block)
P3690875	Distributor Drive Gear — Roller Tappet. Cams, Aluminum-Bronze Gear (426 Hemi and Big Block)
P3690876	Distributor Drive Gear — Roller Tappet. Cams, Aluminum-Bronze Gear, Milodon System (426 Hemi, Big Block)

B. Tube and Peen Tool Package

Tube and Peen Tool Package block off oil to right-side tappet bores. Required for race engines with high-lift roller cams.

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

C. High-Performance Oil Filter

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

P4452890	High-Performance Oil Filter — Black Finish (426 Hemi, Big Block, Small Block, Slant Six, 3.9L V6)

D. Race Oil Filter

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

P4529190	Race Oil Filter — Black Finish (426 Hemi, Big Block, Small Block)

E. Restoration Oil Filters

Mopar Performance has reissued these service replacement oil filters, used in the 1960s and 1970s. The high-performance white filter (P4529805) was recommended for use in competition from 1965–74.

P4529187	Restoration Oil Filter (426 Hemi, Big Block, Small Block)
P4529805	High-Performance Restoration Oil Filter (426 Hemi, Big Block, Small Block)

Note: These filters may not fit some V8 applications (those after 1972 requiring short filters).

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A. Oil Pump Priming Shaft

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

P4286800	Oil Pump Priming Shaft (V8)

COOLING COMPONENTS

B. Aluminum Water Pump

Lightweight Aluminum Water Pump is fully assembled and ready to install. Same dimensions as the stock cast iron version, except the housing is made of aluminum. It features an 8-blade Impeller.

P5007643AB	Aluminum Water Pump (426 Hemi® and Big Block)

C. Aluminum Water Pump Housing

Aluminum Water Pump Housing has bosses for both Hemi and Big Block engine applications (1968–78).

P4286900	Aluminum Water Pump Housing (1968–78 426 Hemi® and Big Block)
P2206445	Bracket for Alternator (426 Hemi and Big Block)

D. Water Pump Installation Kit

Water Pump Installation Kit includes water pump gasket, pump housing gasket, plugs, water pump screws, plus long and short housing screws.

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

E. Chrome Water Pump and Housing Bolts

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

P5007621	Chrome Water Pump and Housing Bolts (426 Hemi and Big Block)

BIG BLOCK

A. 90˚ Water Neck Outlet
Cast aluminum 90˚ Water Neck Outlet provides greater flexibility in routing cooling system hoses and improves the appearance of the engine compartment. It features 3-directional capability, which is ideal for compact engine compartments.

P5249191 90˚ Water Neck Outlet (426 Hemi®, Big Block, Small Block, Slant Six, 3.9L V6)

B. Chrome Water Neck
This high-quality chrome water neck is made of heavy-duty material. Includes gasket and 2 chrome bolts.

P4286759 Chrome Water Neck (to 1978 426 Hemi, Big Block, Small Block)

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

*P4876307 180˚ Thermostat (to 1978 426 Hemi, Big Block, Small Block, Slant Six)

D. Viscous Fan Package
Most late 1960s and early 1970s factory-built muscle cars were equipped with viscous fans for cooling purposes. Engineers have determined through dyno-testing that this viscous fan is the best replacement package. It provides thermostatically controlled cooling, includes a lightweight balanced fan and takes the least amount of horsepower from the engine. Offers up to 15 horsepower gain on typical high-performance V8s.

P4120758 Viscous Fan Package (426 Hemi, Big Block, Small Block)

E. NEW! Radiator Cooling Fan Shrouds
These Restoration Radiator Cooling Fan Shrouds measure 26.00".

P2785434 Restoration Radiator Cooling Fan Shroud (1967–69 426 Hemi, 383/440 Big Block B-Body)
P2998326 Restoration Radiator Cooling Fan Shroud (1970–73 426 Hemi, 383/440 Big Block B- and E-Body)

EXHAUST

F. Drag Race Exhaust Headers
These Race Exhaust Headers are painted 18-gauge. TS(OD) = 1.70". CS (OD) = 3.00".

*P4529436 Drag Race Exhaust Headers — Slip-On Collector Under Chassis Exit (Big Block B-and E-Bodies).

Note: Column Shift must be modified on some models, converted to floor Shift or altered to fit.

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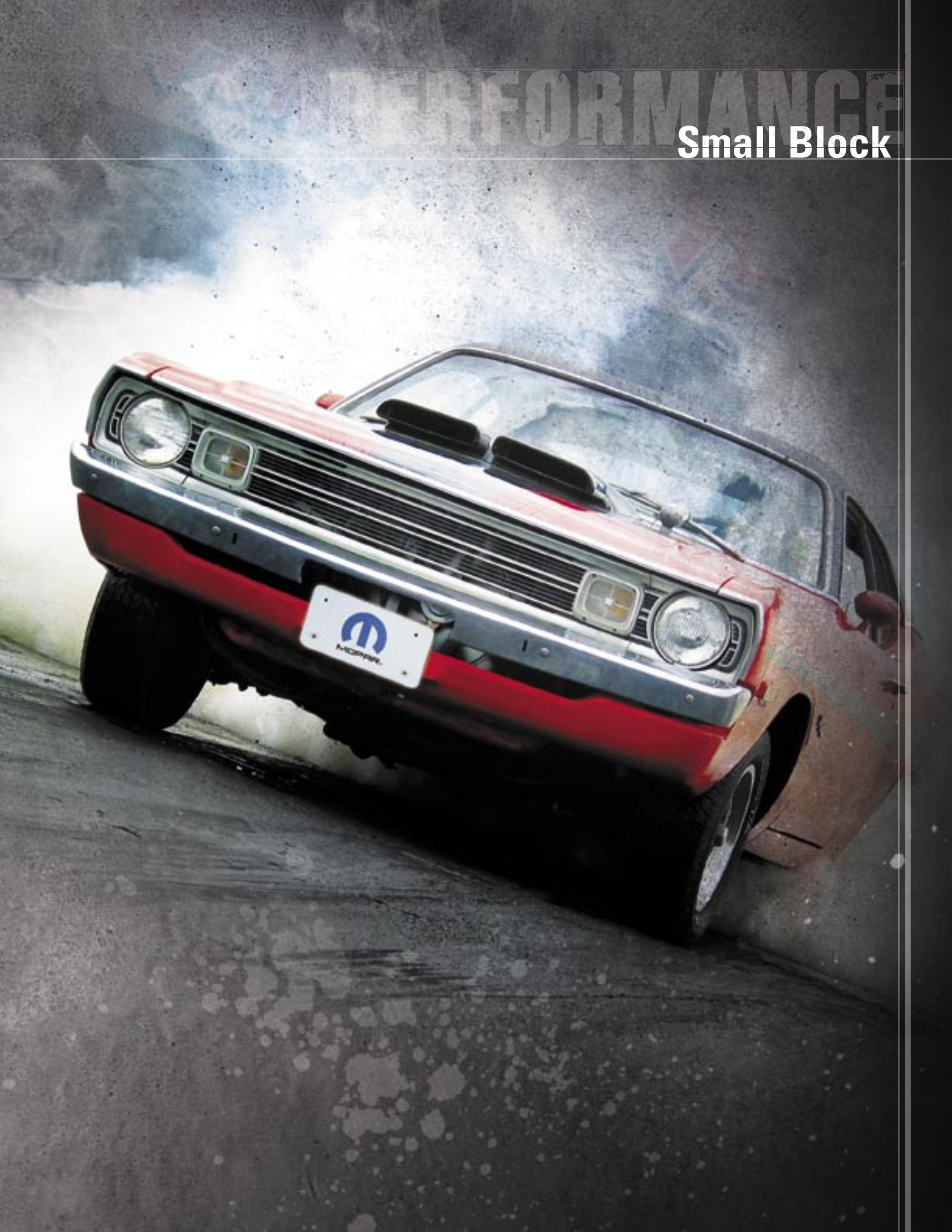
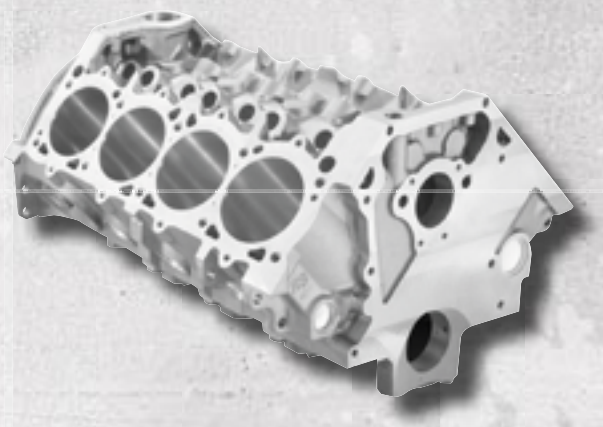
PERFORMANCE

Small Block





340 REPLACEMENT BLOCK

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

ALUMINUM BIG PORT CYLINDER HEAD

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

ALUMINUM VALVE COVER SET

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

Photo (Previous Page): Bruce Biegler

RAT POISON

Without a doubt, the most versatile engine packages available today are Mopar Small Blocks. They are compact in size, fit in almost any engine compartment, and are designed to produce awesome power. The Mopar Small Block engine family continues to be a staple at every drag strip, circle track, and show car event across the country. Oh, and if you see any rats or mice, stomp on 'em!

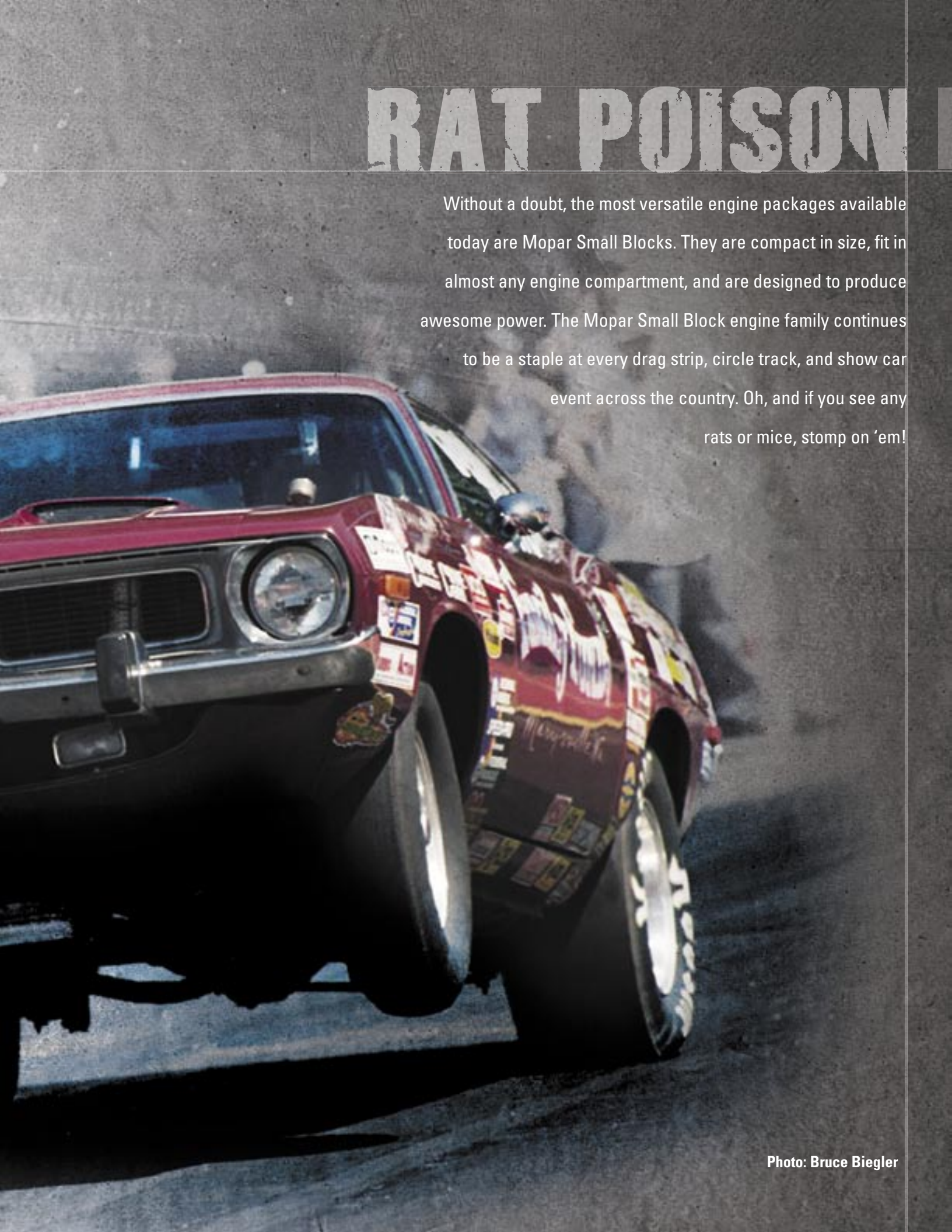


Photo: Bruce Biegler

ENGINE BLOCKS AND COMPONENTS

A. Cast Iron "R3" Race Engine Blocks

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

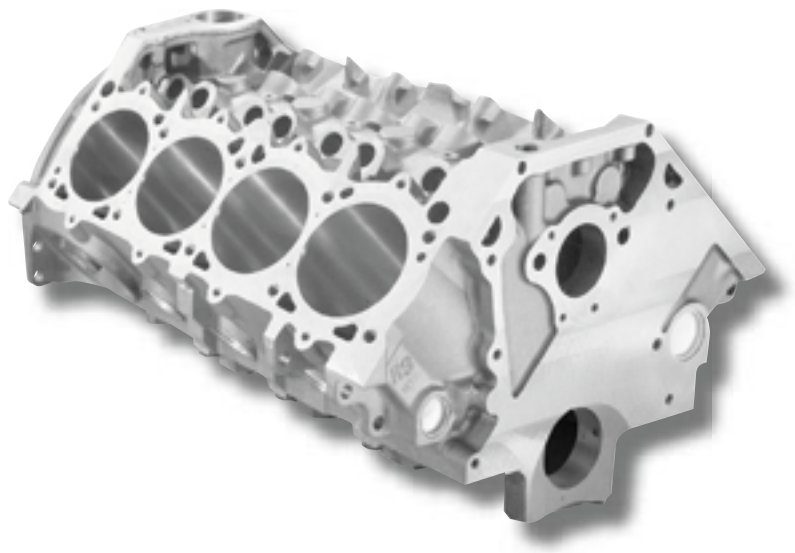
- Process-controlled castings utilizing high-strength cast iron and a computer-controlled stress relieving process
- 100% CNC machining with full statistical process control
- Thick deck surface and 6-bolt cylinder head attachment (48° blocks) for improved sealing and reliability
- Rough bore at 3.900" with various options that provide over-bore capacities up to 4.220" (in siamesed-bore versions)
- Various options that provide deck height potentials of 8.900" to 9.560"
- Tappet angles in both 59° (stock) and 48° (improved valve train geometry) are available (59° blocks are not recommended for use with roller tappets)
- Thicker main webbing and pan rail for improved rigidity
- 4-bolt mains in ductile iron, billet
- 318/340 main journal size
- Machined for pre-Magnum head oiling, as well as engine mounts

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

340 Replacement Engine Block (Not Pictured)

Limited production of the original 340 block has made it very difficult to find in good condition. Why take a chance with a 30-plus-year-old block when you can buy a new one? This new casting includes the original 340 production casting part number with an "M" added at the end to identify the Mopar Performance 340 block. The block has a few cosmetic differences from the original 340 block, but it is machined to work with all 340 production components. Special features include brand-new castings made from high nickel cast iron for added strength (not a thin wall casting), 4-bolt main bearing caps and 340 journal size. It has thicker webbing and pan rail (like the 340 T/A), a thicker deck surface and thicker bore walls in major/minor thrust directions. Block is rough bored at 3.900" to allow various bore sizes from 3.910" to 4.080" size (finish bore and honing required). Deck height is approximately 9.600". Requires the use of oil filter (PN 05281090BA). The 340 Replacement Block is ideal for restoration or where racing rules require a 340 block. It is not recommended for use with roller tappets, and may require use of late 1970s 318 motor mount (left side).

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



A.

CAST IRON "R3"/340 ENGINE BLOCKS

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

1. 48° cam tunnel machining requires cam bearings P4876372 and cam UGL P4876633 or P4876634.
2. 48° roller cam tunnel machining requires 50 mm roller cam bearings P4876707 and cam UGL P5007932.
3. Dry Sump application only, requires external oil pump and filter.
4. Lightening program removes all motor mounts, requires motor plate installation.
5. Steel billet cap application: #1 – 2-bolt; #2 through #4 – 4-bolt wide register; #5 – 2-bolt ductile iron.
6. 59° cam tunnel machining requires stock cam stepped bearings and standard cam.
7. 48° cam tunnel machining requires 60 mm cam bearings P5007361 and cam UGL P5007437.
8. Roller tappets are not recommended for use with 59-degree blocks.

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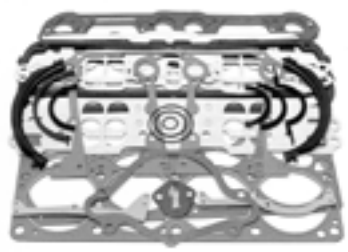

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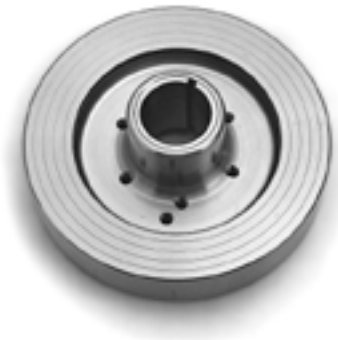

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A. Block Hardware Package

This Block Hardware Package includes all the necessary dowels, plugs, bushings and keys, as well as core plugs, rear cam bearing plug, drive gear bushing and head dowels.

P5249261	Block Hardware Package (Small Block)

B. Engine Teardown Gasket Set

Engine Teardown Gasket Set includes all gaskets needed for complete engine teardown: oil pan, cylinder head, valve cover, timing chain case cover, intake manifold and oil pump gaskets.

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

C. Freeze Plugs

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

P5249706	Brass Freeze Plugs

D. Main Bearing Cap Bolt Package

This Main Bearing Cap Bolt Package was engineered to original factory specifications for repair and maintenance on your engine package. Magna-fluxed and hardness checked. Includes the necessary hardware for a complete engine kit.

P4120096	Main Bearing Cap Bolt Package—2-Bolt Application

VIBRATION DAMPERS

E. Steel Vibration Damper

These Steel Vibration Dampers feature a steel ring and a universal 6-bolt front pulley mount pattern. SFI approved.

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

F. Thin Crank Vibration Damper

Thin Crank production style damper is designed for all production balanced Small Blocks. Not SFI approved.

P4452816	Thin Crank Vibration Damper—Internally Balanced (1967–91 273/318 Small Block, 1968–71 340 Small Block Forged Crank)
P5007301	Thin Crank Vibration Damper—Externally Balanced (1971–92 360, Short Blocks P4876906-08, P4876913)

G. Damper Degree Timing Tape

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

P4529070AB	Damper Degree Timing Tape

Note: Damper not included.

H. Oil Slinger

This Oil Slinger protects front seal from excessive oil contact. Forces lubricant oil into chain.

P5249636	Oil Slinger (426 Hemi®, Big Block, Small Block, Slant Six, 3.9L V6)

CRANKSHAFTS AND ACCESSORIES

A. Forged Crankshafts

Surface hardened, forged Small Block crankshafts feature radiused fillets at main and rod journals. 6-bolt flange—4340 steel, requires balancing.

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

Note: 4.00" stroke cranks require clearancing on block.

B. Cast Crankshafts

Special, heavy-duty performance Crankshafts with radiused fillets for the Small Block engine. Requires balancing. Also features 6-bolt pattern on crank flange.

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

Note: 4.00" stroke cranks require clearancing on block.

C. Crank Bolt Package

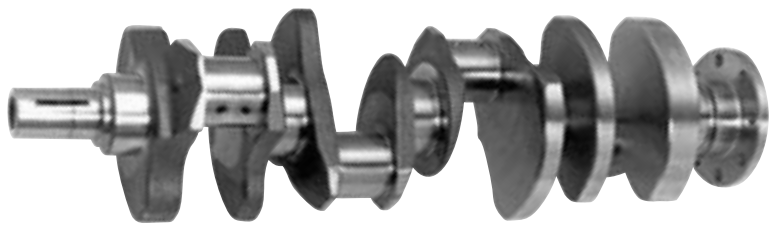
These heavy-duty/high-performance crank bolts are used to attach the damper to the crank.

P5249557AB	Crank Bolt Package—2.25" Length (426 Hemi®, Big Block, Small Block)

D. Crank Key Package

This Crank Key Package locates the crank sprocket on the nose of the crank. Contains 2 keys.

P5249822	Crank Key Package (426 Hemi®, Big Block, Small Block, Slant Six)



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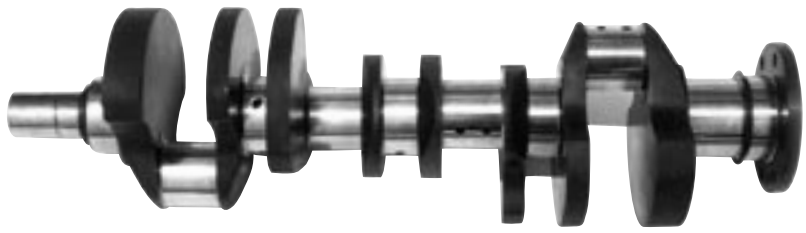

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SMALL BLOCK ENGINE DISPLACEMENT (CUBIC INCHES)

Bore (in inches)	Stroke 3.310"	3.580"	3.790"	4.000"
3.910"	318	344	364	384
3.940"	323	349	369	390
3.970"	328	355	375	397
4.000"	333	360	381	402
4.030"	338	365	386	408
4.040"	340	367	388	410
4.060"	343	371	391	414
4.100"	350	378	398	422
4.180"	363	393	416	439
4.220"	370	401	424	447

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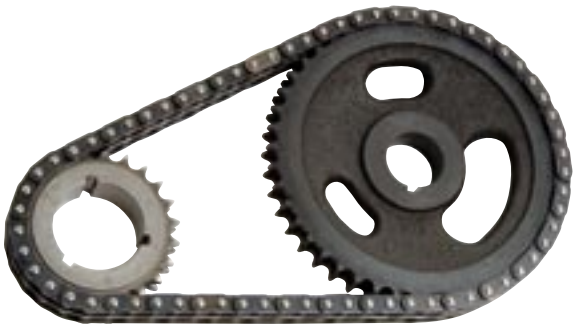

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ROLLER TIMING CHAIN AND SPROCKETS

A. All-Out Race Chain and Sprockets

Matched sprockets and double roller chain for all-out race applications. Kit features 3 matched keyways to adjust cam timing. Includes magna-fluxed sprockets and roller timing chains.

*P5249131	Replacement Double Roller Chain (Cloyes Race Application)
*P4876560	Oversize Race Chain and Sprockets—0.010" Oversize
*P4876559	Oversize Race Chain and Sprockets—0.005" Oversize
*P3690866	Standard Size Race Chain and Sprockets

B. Timing Chain Tensioner

This Timing Chain Tensioner stabilizes cam timing by reducing timing chain slack. It can be used in place of thrust plate P5249637.

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

C. Double Roller Chain

High-Strength Double Roller Chain for added durability and decreased rotational friction versus the production silent-chains. Kit includes magna-fluxed sprockets and roller timing chain.

P5249267	Double Roller Chain/Sprockets—1-Bolt, 3 Matched Keyways (Small Block, 5.2L/5.9L Magnum/Jeep® Engines)

D. Front Cover Gasket and Seals

P4876700	Front Cover Gasket—for Short Deck (9.00"-9.20") Race Blocks, Use with Covers (P4876631–32)
P4876701	Front Cover Seal Retainer for Sand-Cast Race Cover
P4876280	Front Cover Seal (426 Hemi®, Big Block, Small Block)

E. Timing Chain Covers

Front Timing Chain Covers to fit your needs. Package includes cover, seal, and gasket.

P4876377	Sand Cast Race Timing Chain Cover—9.560" Deck Height (Small Block and V6)
P4876631	Sand Cast Race Timing Chain Cover—9.00"- 9.20" Deck, Standard Water Pump (Small Block, V6)
P4876632	Sand Cast Race Timing Chain Cover—9.00"- 9.20" Deck, Race Water Pump/Front Motor Plate
P5249930	Production Timing Chain Cover—9.560" Deck Height; Non-Chrome (Small Block and V6)

F. Timing Cover Chrome Bolt Package

Engine chrome dress-up projects are incomplete without chrome bolts. Mopar Performance offers a complete set of chrome bolts for timing covers.

P4529256	Chrome Bolt Package

CAMSHAFTS AND LIFTERS

A. Purple Shaft Camshafts

Mopar Performance cams are designed and engineered exclusively for your engine. A wide range of profiles is available from mild to wild and bracket to all-out racing. All Mopar Performance cams are designed, developed, dyno'd, and track tested by engineers.

These cams are developed for increased power and rpm potential while maintaining reliability and the best possible low-speed characteristics, including torque and idle quality. These Purple Shaft cams offer the best horsepower to dollar-spent value. Each cam package contains the cam, cam lube, instruction sheet, and tappets where indicated.

*P4452782	Hydraulic Camshaft
*P4452757	Hydraulic Camshaft
*P4452759	Hydraulic Camshaft
*P4452761	Hydraulic Camshaft
*P4452992	Hydraulic Camshaft
*P4120231	Hydraulic Camshaft
*P4120233	Hydraulic Camshaft
*P5007695	Hydraulic Camshaft
*P5007696	Hydraulic Camshaft
*P4529317	Hydraulic Camshaft
*P4120653	Mechanical Camshaft
*P4120655	Mechanical Camshaft
*P4120657	Mechanical Camshaft

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HYDRAULIC CAMSHAFTS

Part Number	Adv. Duration	@ 0.50"	O-Lap	Centerline	Lift	Recom. Spring	Basic RPM	Applications and Comments
*P4452782	268/276	228/235	44	114	0.429"/0.444"	P4120249	Idle–5800	Muscle car – factory original
*P4452757	248/256	211/218	32	110	0.410"/0.425"	P4286813	1000–5000	Drag mild comp and perf RV
*P4452759	260/268	221/228	44	110	0.430"/0.450"	P4286813	1200–5200	Drag mild comp and high perf RV
*P4452761	268/272	228/231	50	110	0.450"/0.455"	P4120249	1500–5800	Drag light comp and good mid-range
*P4452992	280/280	238/238	60	110	0.474"/0.474"	P4120249	2000–6000	Drag mild comp w/ auto or 4 speed
*P4120231	284/284	241/241	68	108	0.484"/0.484"	P4120249	2600–6000	Drag mod. comp w/ auto or 4 speed
*P4120233	292/292	248/248	76	108	0.508"/0.508"	P5249847	2800–6200	Drag modified comp
*P5007695	284/284	241/241	56	114	0.484"/0.484"	P4120249	2600–6000	Improved driveability
*P4529317	320/320	272/272	104	108	0.533"/0.533"	P5249847	3800–6400	Drag mod. comp w/ auto or 4 speed

MECHANICAL CAMSHAFTS

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

Valve lash is listed in thousandths. For example, 0.028" lash settings are "cold."

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

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A. Race Roller UGL Camshafts

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

*P4876633	Race Roller UGL Camshaft—Roller Tappets, for Babbitt Bearings P4876372 (R Blocks)
*P4876634	Race Roller UGL Camshaft—Flat Tappets, for Babbitt Bearings P4876372 (R Blocks)
*P5007437	Race Roller UGL Camshaft—Roller Tappets, for 60 mm Roller Bearings P5007361 (R Blocks)
*P5007932	NEW! Race Roller UGL Camshaft—Roller Tappets, 50 mm Roller Bearings P4876708 (R Blocks)

B. Camshaft Bearings

P4876372	Camshaft Bearings—48°, Babbitt Applications
P4876707	Camshaft Bearings—48°, 50 mm Roller Bearing Application
P5007361	Camshaft Bearings—48°, 60 mm Roller Bearing Application

C. Camshaft Plate Kit

Kit includes the cam plate and all necessary bolts.

P5249637	Camshaft Plate Kit

D. Camshaft Sprocket Attaching Hardware

Use Camshaft Sprocket Attaching Hardware when fuel pump eccentric is used (includes washer).

P4529838	Camshaft Sprocket Attaching Hardware

E. Offset Camshaft Keys

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

*P4286500	Offset Camshaft Keys

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

F. Tappets

These Mopar Performance Tappets are sold individually.

P3614321	Hydraulic Tappet
*P2843177	Mechanical Tappet—0.005" Undersize, (Hemi®, Big Block, Small Block)

G. Roller Tappet Set

Roller Tappet Set includes matched pair with guide bar.

P4452919	Roller Tappet Set

H. Drill Fixture Tool

This Drill Fixture Tool was developed to add tappet oiling for 48° "R" blocks and aluminum Small Blocks.

P5007728	Drill Fixture Tool (Small Block)

CYLINDER HEADS

A. NEW! "A" Engine Replacement Cylinder Head

Based on the Magnum R/T big-valve head design, and machined to fit 318/340/360 Mopar "LA" Style small block intake manifolds made through 1991. Imagine the new combinations!

*P5007950 "A" Engine Replacement Cylinder Head—2.02" Intake, 1.625" Exhaust

Note: Requires the use of Magnum Cylinder Head Conversion Package: Hydraulic Pushrods (P5007477), Hydraulic Tappet (P4529220AB), Rocker Arm (P4876050).

B. Big Port Commando Cylinder Head

Small block performance cylinder head, featuring stock intake bolt pattern for standard manifold, and dual-drilled exhaust pattern for production or W2 exhaust. Utilizes W2/W5 type offset intake rockers allowing unrestricted port cross section from the intake flange to the valve. Intake has an easy flow potential of over 300 cfm with seat and chamber machining and minor porting, making it the best value in small block power potential. Offset rocker allows for the cross sectional area to take power to the next level, far beyond the capabilities of standard layout heads. Compatible with standard intake and exhaust, the Big Port Commando is the low-cost alternative for exotic "race style " heads.

*P4876310 Big Port Commando Cylinder Head

C. Aluminum Commando Cylinder Head

Small Block high-performance cast aluminum head for pre-Magnum engines is 100% interchangeable with cast iron 340/360 heads.

- Uses production shaft-mounted (not W2) valve gear—oils through the head
- Requires minor modification to rocker shafts
- Designed with smaller chamber than cast iron open chamber 340/360 heads
- Uses single production exhaust flange pattern
- No heat crossover
- Uses stock 340/360 intake manifolds
- Head requires the use of head bolt set (P4876759)

*P4876785 Aluminum Commando Cylinder Head—2.02" Intake, 1.60" Exhaust (Small Block, Commando Crate)

*P4876759 Aluminum Commando Cylinder Head Bolt Set (Small Block, 5.2L/5.9L Truck Magnum/Jeep® Engines)

D. W2 Cast Iron Race Cylinder Heads

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

*P5007445AB W2 Cast Iron Race Cylinder Head—2.02" Intake, 1.60" Exhaust, Revised Intake Ports

*P5249769 W2 Cast Iron Race Cylinder Head—2.02" Intake, 1.60" Exhaust, Standard Intake Ports

*P5007708AB W2 Cast Iron Race Cylinder Head—2.02" Intake, 1.60" Exhaust, Revised Intake Ports

*P5007355 W2 Cast Iron Race Cylinder Head—2.02" Intake, 1.60" Exhaust, Revised Intake Ports

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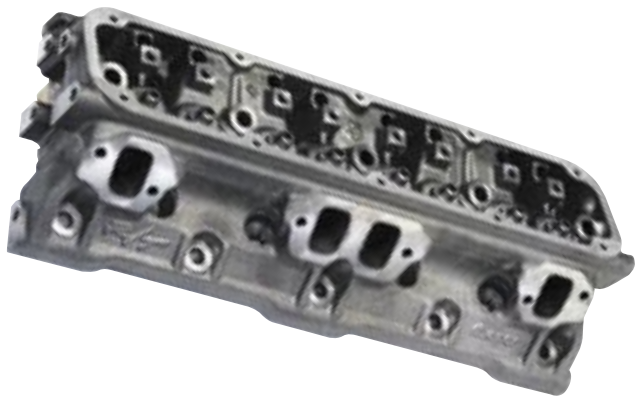

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A. NEW! W9 Raised Port Aluminum Cylinder Head

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

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

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

B. W9 Aluminum Cylinder Heads

These W9 heads feature high-strength, lightweight A356 aluminum alloy casting. Their thick decks permit small chambers for maximum compression ratios. Heads feature 6-bolt head attachment design for sealing integrity and raised intake and exhaust ports for maximum performance. Heads have a 15° valve angle, with additional material to permit "rolling" the head (except head P5007861 which is 13°). These heads are the same length as block to permit ease of installation with engine plates.

*P4510324	NEW! W9 Aluminum Cylinder Head (59° Small Blocks)
*P5007065AB	W9 Aluminum Cylinder Head (Small Block, A-4 Midget Block)
*P5007855	W9 Aluminum Cylinder Head (Small Block, A-4 Midget Block)
*P5007861	W9 Aluminum Cylinder Head (Small Block, A-4 Midget Block)

C. Magnum Aluminum Cylinder Head

This Magnum engine cylinder head features: Higher air flow and performance over the stock cast iron Magnum engine heads; Unique vertical style intake manifold attachment; Production valve gear, except for larger 3/8" studs; Uses production exhaust flange pattern; No heat crossover.

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

D. Magnum R/T Cast Iron Cylinder Heads

- Unique all-new casting for Magnum V8 engines
- Higher airflow and better performance than stock cast iron heads
- Vertical style intake manifold attachment
- Production valve gear (i.e., Rocker Arms, Valves, Valves Springs, Keepers and Retainers)
- Works with factory and Mopar Performance Magnum engines plus stock Intake Manifolds, Exhaust Manifolds and Valve Covers

*P5007141	Cast Iron R/T Head—2.02" Intake, 1 5/8" Exhaust (5.2L/5.9L Dodge Truck Magnum/Jeep Engines)
*P5007140	Cast Iron R/T Head—1.92" Intake, 1 5/8" Exhaust (5.2L/5.9L Dodge Truck Magnum/Jeep Engines)
*P5007145	Magnum R/T Cast Iron Head Assembly—1.92" Int./1.625" Ex. (5.2L/5.9L Truck Magnum/Jeep Engines)

Note: Magnum cylinder heads can be used on pre-1991 318 and pre-1992 360 (and 340) Small Block engines. Please refer to the Magnum Cylinder Head Conversion components and the Mopar Small Block Engine Manual (P4876826) for installation information. Production guide plates must be drilled to 3/8".

SMALL BLOCK CYLINDER HEADS

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

W2 Cylinder Heads

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

W9 Cylinder Heads

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

W9 Raised Port Heads

*P5007904	W9 Partially Machined	Aluminum	N/A	48°	13°	N/A	N/A	N/A	N/A	N/A	N/A	Std 5 Bolt	N/A

FOR USE WITH PRODUCTION BLOCKS OR "R" BLOCKS WITH 59° TAPPET BORE

W2 Cylinder Heads

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

W9 Cylinder Heads

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

"Commando" Cylinder Heads

*P4876785	Commando	Aluminum	60 cc	59°	18°	2.02"/1.60"	3/8"	177 cc	222 cfm	Rect. 360	Std.	Std 5 Bolt	25 lbs.
*P4876310	LargePort Commando	Aluminum	60 cc	59°	18°	2.02"/1.60"	3/8"	N/A	N/A	Rect. W5	Std.	Std 5 Bolt	25 lbs.

"A" Engine Replacement Head

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

Magnum Cylinder Heads

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

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CYLINDER HEAD GASKETS AND HARDWARE

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A. Magnum Cylinder Head Conversion Components

Designed to allow the use of Magnum engine heads on pre-91 Small Block engines/blocks. Requires the use of Magnum cylinder heads, hydraulic pushrods, special tappets (P4529220AB), and 8 Magnum engine rocker arms (P4876050) to oil rocker arms through tappet and pushrod.

P5007477	Hydraulic Pushrods—7 5/8", Set of 16 (1967–91 Small Block)
P4529220AB	Hydraulic Tappet—Sold Individually (Small Block, 2.5L/4.0L Jeep Engines)
P4876050	Rocker Arm Set—Single Cylinder (5.9L Magnum Engines, Magnum Crate Engines, not 4.7L)

B. Composition Material Cylinder Head Gaskets

Composition Cylinder Head Gaskets can be used for replacement or competition applications up to 12.5:1 compression ratio (sold as an engine set). Small Block 4-bolt pattern. They feature 0.040"–0.042" compressed thickness, unless otherwise noted.

P4120094	Composition Material Cylinder Head Gasket— Up to 4.060" Bore; 0.024"–0.028" Compressed Thickness
P4529454	Composition Material Cylinder Head Gasket—Up to 4.100" Bore
P4349557	Composition Material Cylinder Head Gasket—Up to 4.060" Bore, High Comp

Low Compression Ratio Composition Material Head Gasket (not pictured)

The Low Compression Ratio Composition Material Head Gasket is not recommended for compression ratios over 10.5:1.

P4120093	Composition Material Cylinder Head Gasket—Up to 4.060" Bore

C. Head Stud Kits

Replace the stock head bolts with high-strength studs and nuts (contains studs, nuts and washers for changeover of stock head bolts).

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

D. Head Bolt Sets

Head Bolt Sets include all head bolts and washers as required.

P4120471	Cylinder Head Bolt Set
P4876759	Aluminum Commando Cylinder Head Bolt Set (Small Block, 5.2L/5.9L Truck Magnum/ Jeep Engines)

E. Hardened Washer Sets

Hardened Washer Sets for use with head bolts and main caps. They are sold in sets of 20, unless otherwise noted.

P4120456	Hardened Washer Set—3/8" (426 Hemi®, Big Block, Small Block, Truck Magnum/ Jeep Engines)
P4120459	Hardened Washer Set—1/2" (426 Hemi, Big Block, Small Block, Truck Magnum/Jeep Engines)

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VALVE COVERS AND HARDWARE

A. "As Cast" Aluminum Valve Cover Set

These Small Block Cast Aluminum Valve Covers are sold "as cast" so you can set up the breathers the way you want them. There's no paint to remove if welding is done. Mopar Performance Pentastar logo is cast into each cover. Cast aluminum covers are more rigid than stamped valve covers and help prevent valve cover leaks. Set includes 2 valve covers and 2 oil filler caps.

P5007612	"As Cast" Aluminum Valve Cover Set
P5249581	5-Bolt Gasket—Rubber with Steel Shim Reinforcement
P4452089	Race Gaskets

B. Black Wrinkle Cast Aluminum Valve Cover Set

Bold looking Small Block Cast Aluminum Valve Covers with Mopar Performance Pentastar logo. These high-strength valve covers are more rigid than aluminum covers, offering better anti-leak properties. Set includes 2 valve covers, baffle package and 2 oil filler caps.

P5007611	Black Wrinkle Cast Aluminum Valve Cover Set
P4452089	Race Gaskets

C. Chrome Valve Cover Set

Chrome Valve Cover Set includes valve cover and grommets. Quality chrome plating. Stamped steel with Mopar Pentastar logo. Does not include gaskets, screws or baffling.

P5007446	Chrome Valve Cover Set
P5249581	5-Bolt Gasket—Rubber with Steel Shim Reinforcement
P4452089	Race Gaskets

D. Polished Cast Aluminum Valve Cover Set

These polished Cast Aluminum Valve Covers are perfect for that show car engine look. They feature the Mopar Pentastar logo and are polished to a chrome-like shine. Cast aluminum covers are more rigid than stamped valve covers and help prevent valve cover leaks. Set includes 2 valve covers, baffle package and 2 oil filler caps.

P5007613	Polished Cast Aluminum Valve Cover Set
P4452089	Race Gaskets

E. Wide Valve Cover Set

This Wide Valve Cover Set uses stock production gasket. Features reversed lip design that allows the cover to be wider on the same gasket surface. The extra width allows for larger valve springs and longer rocker arms. 5-bolt covers. Valve Cover set features Mopar Performance Pentastar logo. Use with Stud Package (P4876676).

P4876124	Wide Valve Cover Set (Stock Production Small Blocks and W2/W5/W7/W9 Flanges)
P5249581	5-Bolt Gasket—Rubber with Steel Shim Reinforcement
P4452089	Race Gaskets

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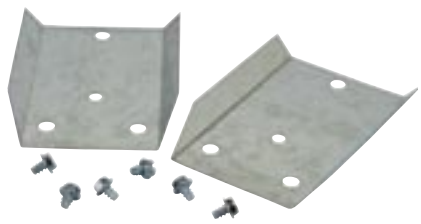

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A. Valve Cover Accessory Set

For Small Block engines. Includes 12 chrome-plated screw and washer assemblies, chrome-plated oil filter cap and 2 rubber grommets.

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

B. Baffle and Screw Package

For cast aluminum valve covers only.

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

C. Valve Cover Retaining Screw Set

Valve Cover Retaining Screw Set includes 12 screws.

P5007053	Valve Cover Retaining Screw Set (Big Block and Small Block)

D. Valve Cover Bolt Kit

Valve Cover Bolt Kit includes 12 chrome-plated screws for stamped steel and aluminum valve covers. Not for use with Magnum engines.

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

E. Valve Cover Stud Attaching Kit

W8 Valve Cover Stud Attaching Kit is required for use with W8 cast aluminum valve cover P4876699 (also fits P4876124).

P4876676	Valve Cover Stud Attaching Kit (W8 Heads)

F. Cast Aluminum Valve Cover Chrome Bolt Set

Chrome Bolt Set is designed for cast aluminum valve covers only. Set includes 20 bolts (10 per cover).

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

G. Cast Aluminum Valve Cover Grommet Set

Set of grommets to service cast aluminum valve covers. Will work with black, polished or as-cast Mopar Performance valve covers except Hemi®. Set includes 1 for PVC and 1 that can be used for plug or opened for breather.

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

H. Chrome Breather Caps

Chrome Breather Caps are for use with Mopar Performance cast aluminum valve covers. Use to fill extra valve cover holes in cast aluminum valve covers. Push-In Style Breather Cap requires the use of Grommet set.

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

VALVES AND VALVE HARDWARE

A. Valves

These stainless valves for your Small Block engine have swirl-polished underheads that have no flat or ski jump areas. They feature a 3/8" stem and 1 square groove.

*P4876397	Intake Valve—1.88" Diameter, 4.98" Stem Length (340/360 Small Block)
*P5249185	Intake Valve—2.02" Diameter, 4.98" Stem Length (340/360 Small Block)
*P5249186	Intake Valve—2.08" Diameter, 4.98" Stem Length (340/360 Small Block)
*P5249195	Intake Valve—2.02" Diameter, 5.28" Stem Length (W2/W5 Heads)
*P5249196	Intake Valve—2.08" Diameter, 5.28" Stem Length (W2/W5 Heads)
*P5249187	Exhaust Valve—1.60" Diameter, 4.97" Stem Length (340/360 Small Block)
*P5249188	Exhaust Valve—1.65" Diameter, 4.97" Stem Length (340/360 Small Block)
*P5249197	Exhaust Valve—1.60" Diameter, 5.29" Stem Length (W2/W5 Heads)
*P5249198	Exhaust Valve—1.65" Diameter, 5.29" Stem Length (W2/W5 Heads)
*P4876580	X-Long Race Valve—2.15" Diameter, 5.40" Stem Length, 5/16" Tulip Stem
*P5249886	X-Long Race Valve—1.60" Diameter, 5.40" Stem Length

B. Race Valve Seals

P3690963	Race Valve Seals—3/8" Stem Size, 0.530" Guide, set of 16 (Small Block)

C. Valve Seals

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

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

Note: Does not apply to .530 guide

D. Valve Stem Lash Caps

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

*P4120626	Valve Stem Lash Caps—3/8" Stem (426 Hemi®, Big Block, Small Block, Truck Magnum/ Jeep® Engines)
*P4120635	Valve Stem Lash Caps—5/16" Stem (426 Hemi®, Big Block, Small Block, Truck Magnum/ Jeep® Engines)

E. Valve Spring Retainers

These Valve Spring Retainers are available in two levels of performance: Chrome Moly for heavy-duty applications and Titanium for top-level race performance. Sold individually.

*P4452033	Chrome Moly Valve Spring Retainer (Big Block, Small Block, Slant Six, 3.9L V6)
*P4007178	Titanium Valve Spring Retainer (Big Block, Small Block, Slant Six, 3.9L V6)
*P4120785	Titanium Valve Spring Retainer (426 Hemi®, Big Block, Small Block, Slant Six, 3.9L V6)
*P4286775	Titanium Valve Spring Retainer (426 Hemi®, Big Block, Small Block)

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VALVE SPRING RETAINERS

Part Number	Material	Locks	Valve Stem	Valve Spring	Installed Height
*P4452033	Chrome Moly	7°	3/8"	Single	Standard
*P4007178	Titanium	7°	3/8"	Dual	Standard
*P4120785	Titanium	10°	5/16"	Dual	Standard
*P4286775	Titanium	10°	5/16"	Triple	0.060" increase

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

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VALVE KEEPERS

Part Number	Valve Angle	Stem Diameter	Groove	Retainers	Sets
P4120618	7°	3/8"	Single	P4452033, P4007178, stock	16 pieces
P4120619	8°	3/8"	Double	P4452033, P4007178, stock	16 pieces
P4120620	8°	3/8"	Triple	P4452033, P4007178, stock	16 pieces
P4286612	10°	3/8"	Single	P4120783, P4120785, P4286775	16 pieces

VALVE SPRINGS

Part No.	Inst. Ht.	Description	OD	Wire Dia.	Lift Range	Material	Retainer
P4286813	1.65"/1.70"	Single/Damper	1.39"	0.185"	0.390"/0.450"	Chrome Vandium	P4452033, P4286573
P4120249	1.67"/1.70"	Single/Damper	1.50"	0.206"	0.430"/0.500"	Chrome Vandium	P4452033
P3614542	1.67"/1.70"	Dual/Damper	1.45"	0.185"	0.500"/0.610"	Chrome Silicon	P4452033, P4286573
P5249847	1.68"/1.70"	Single/Damper	1.50"	0.207"	0.480"/0.535"	Chrome Silicon	P4452033
P3412068	1.68"/1.70"	Dual/Damper	1.46"	0.191"	0.520"/0.620"	Special	P4452033
P4286812	1.83"/1.86"	Single/Damper	1.49"	0.208"	0.430"/0.460"	Chrome Vandium	P4452033
P3690933	1.83"/1.86"	Single/Damper	1.53"	0.224"	0.440"/0.500"	Chrome Vandium	P4452769, P4529288, P5007858
P2806077	1.83"/1.86"	Dual/Damper	1.52"	0.215"	0.500"/0.610"	Chrome Vandium	P4529288, P4120785
P5249848	1.86"/1.87"	Single/Damper	1.55"	0.216"	0.480"/0.540"	Chrome Silicon	P4452769, P4289288
P4876064	1.86"/1.88"	Dual/Damper	1.60"	0.216"	0.590"/0.640"	Chrome Silicon	P4529288, P4120785
P2946353	1.99"/2.00"	Dual/Damper	1.59"	0.224"	0.520"/0.700"	Special	P4120785
P5249849	2.00"/2.02"	Dual/Damper	1.55"	0.216"	0.650"/0.750"	Chrome Silicon	P4120785
P4007536	2.00"/2.02"	Triple	1.62"	0.225"	0.640"/0.745"	Chrome Silicon	P4286775

1. On W7 heads and others with x-long valves, like the 5.40" length, the typical installed spring height is 2.00", so only the springs listed above for the 1.99" thru 2.02" installed heights can be used.
2. With a single spring, the damper is installed inside the main spring; with a dual spring, the damper is installed between the inner and outer springs. There are no dampers in the triple springs.
3. Retainers — the ones listed are the basic recommendations Check the actual retainer listing for other options, such as added installed height, materials, lock size.

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A. Valve Keepers (Locks)

Valve Keepers are made from hardened material. Single, double and triple groove styles are available to meet your application requirements. They feature a 3/8" stem diameter and 3/8" valve stem. Available in 8° and 10° angles. They can be used for restoration or performance applications. Sold as cylinder head sets of 16 pieces (note that 2 sets are required for 225 Slant 6, 3.9L V6 and all V8 engines).

P4286612	Valve Keepers (Big Block, Small Block, Slant Six, 3.9L V6)
P4120620	Valve Keepers (Small Block, Slant Six, 3.9L V6)
P4120618	Valve Keepers (Big Block, Small Block, Slant Six, 3.9L V6)
P4120619	Valve Keepers

B. Valve Springs

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

P2806077	Valve Spring
P2946353	Valve Spring
P3412068	Valve Spring
P3614542	Valve Spring
P3690933	Valve Spring
P4007536	Valve Spring
P4120249	Valve Spring
P4286812	Valve Spring
P4286813	Valve Spring
P4876064	Valve Spring
P5249847	Valve Spring
P5249848	Valve Spring
P5249849	Valve Spring

Note: Please refer to reference chart for proper application.

ROCKER SHAFTS, SUPPORTS AND HARDWARE

A. Rocker Shafts

*P4510636	NEW! Hard Chrome Steel Rocker Shaft—Mechanical Valve Gear, On-Center (Sold Individually)
P3577086	T/A Rocker Shaft—Mechanical Valve Gear, On-Center, Sold Individually
P4120589	Rocker Shaft—Mechanical Valve Gear, Offset, Sold Individually (W2/W5 Heads)
P5249091	Rocker Shaft—Aluminum Roller Valve Gear, On-Center; Set of 2

B. Rocker Shaft Hold-Down

Billet aluminum Rocker Shaft Hold-Down for greater rocker shaft stiffness. Helps rocker shaft maintain roundness with attaching torque. Roundness is important with mechanical rockers and high spring loads. Anodized blue.

P5249712	Rocker Shaft Hold-Down (Standard Small Block Heads)
P5249713	Rocker Shaft Hold-Down (W2 Heads)

C. Rocker Shaft Retainers and Bolts

Each kit contains previously hard-to-find hold-down retainers and bolts necessary to secure both rocker shafts. These retainers are manufactured to Mopar Performance O.E. specs to assure high quality. For use on all cylinder heads with cast-in rocker stands.

P4529740	Rocker Shaft Retainers and Bolts

D. Rocker Shaft Stands

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

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

ROCKER ARMS AND HARDWARE

E. Hydraulic Rocker Arm Packages

Hydraulic Rocker Arm Packages feature thicker cross-sectional material in pushrod socket area for added durability. Each kit includes 16 heavy-duty Hydraulic Rocker Arms (8 right, 8 left), Rocker Shaft Retainers and Hold-Down Bolts. Rocker Shafts not included.

*P4529742	Hydraulic Rocker Arm Package—Standard Heads, 1.5 Ratio
*P4529474	Service Hydraulic Rocker—1.5 Ratio, Right, Sold Individually (Small Block)
*P4529475	Service Hydraulic Rocker—1.5 Ratio, Left, Sold Individually (Small Block)

F. "Pro" Race Rocker Arm System

Complete Rocker Arm System made of high-strength aluminum, including shafts and bolts. Designed for high rpm, high load racing applications. Roller tip. Needle bearing center pivot. Requires hollow pushrods for oiling

*P5007470	Rocker Arm System—0.550" Offset, 1.5 Ratio, 1 Head Only (W9 Heads)

Note: High-Ratio rockers may require grinding on block and head for clearance.

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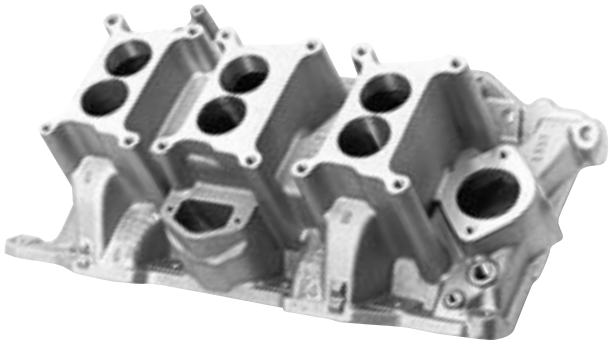

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A. Cast Iron/Ductile Mechanical Rocker Arm Packages

Package includes 16 rocker arms, adjusting screws and lock nuts. They feature mechanical lash adjustment with lock-nut and high-strength cast iron/ductile iron rocker arms. Required with mechanical cams, can be used with Hydraulic Camshafts. Rocker Shafts not included. Includes 8 separator springs (includes Max Wedge).

*P4529738	Cast Iron/Ductile Mechanical Rocker Arm Package—Standard Heads, 1.5 Ratio, Unbushed, to 6000 rpm
*P5249796	Service Cast-Iron/Ductile Rocker—1.6 Ratio, Straight, Unbushed, Sold Individually

Note: High-Ratio rockers may require grinding on block and head for clearance.

B. Rocker Arm Adjusting Screw and Nut Set

Rocker Arm Adjusting Screw and Nut Set includes 8 screws and nuts. Note that 2 sets are required for V8 engines.

P5007444AB	Rocker Arm Screw/Nut Set (426 Hemi®, Big Block, Small Block, 2.2L/2.5L, Slant Six, 3.9L V6)

INTAKE MANIFOLDS

C. Aluminum Dual Plane Intake—Six Pack

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

D. Aluminum Dual Plane Intake—4-bbl

*P4876335	NEW! Aluminum Dual Plane Intake—4-bbl Carb (1967–91 Standard Heads)
*P5249572AB	Aluminum Dual Plane Intake—4-bbl Carb (W2 Heads)
*P5249572	Aluminum Dual Plane Intake—4-bbl Carb (W2 Heads)
*P5007381	Aluminum Dual Plane Intake—4-bbl Carb (5.2L/5.9L Dodge Truck Magnum/Jeep® Engines)

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

E. Aluminum Single Plane Intake—4-bbl

*P4529408	Aluminum Single Plane Intake—4-bbl Carb (W2 Heads)
*P4876829AB	Aluminum Single Plane Intake—4-bbl Carb (W2 Heads)
*P5249614	Aluminum Single Plane Intake—4-bbl Carb (W5 Heads)
*P4532598	Aluminum Single Plane Intake—4-bbl Carb (W7, W8, W9 Heads)
*P4876162	Aluminum Single Plane Intake—4-bbl Carb (W7, W8, W9 Heads)
*P4876334	Aluminum Single Plane Intake—4-bbl Carb (1967–91 Standard Heads)
*P5007380	Aluminum Single Plane Intake—4-bbl Carb (5.2L/5.9L Truck Magnum/Jeep® Engines, Magnum Crate)

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

INTAKE MANIFOLD APPLICATION CHART

Model Year	Cylinder Head/ Casting Number	Deck Height	Intake Manifold Design	Intake Material	RPM Range	Drag Race	Street Rod	RV Truck	Circle Track
1968–92	Stock, 308 or 576	9.560"–9.600"	2- or 4-bbl Dual Plane	Cast Iron	—	Stock 1968–91	Stock 1968–91	Stock 1968–91	Stock 1968–91
1968–92	Stock, 308 or 576	9.560"–9.600"	4-bbl Dual Plane	Aluminum	Idle–5600	*P4876335	*P4876335	*P4876335	*P4876335
1968–92	Stock, 308 or 576	9.560"–9.600"	4-bbl Single Plane	Aluminum	Idle–5600	*P4876334	*P4876334	*P4876334	*P4876334
1967–91	Stock, 308, or 576	9.560"–9.600"	6-bbl Dual Plane	Aluminum	Idle–6300	*P4529054	*P4529054	*P4529054	—
1993–03	Magnum, R/T, Alum Mag.	9.560"–9.600"	4-bbl Dual Plane	Aluminum	Idle–5600	*P5007381	*P5007381	*P5007381	*P5007381
1993–03	Magnum, R/T, Alum Mag.	9.560"–9.600"	4-bbl Single Plane	Aluminum	Idle–5600	*P5007380	*P5007380	*P5007380	*P5007380
—	W2	9.560"	4-bbl Dual Plane	Aluminum	Idle-6000	*P5249572	—	—	*P5249572
—	W2	9.560"	4-bbl Single Plane	Aluminum	2600–7000	*P4529408	—	—	*P4529408
—	W2	9.200"	4-bbl Dual Plane	Aluminum	Idle-6000	*P5249572AB	—	—	*P5249572AB
—	W2	9.200"	4-bbl Single Plane	Aluminum	2800–7200	*P4876829AB	—	—	*P4876829AB
—	W5	9.560"–9.600"	4-bbl Single Plane	Aluminum	2800–7500	*P5249614	—	—	*P5249614
—	W8/W9	9.000"	4-bbl Single Plane	Aluminum	3600–8500	*P4532598	—	—	*P4532598
—	W8/W9	9.560"	4-bbl Single Plane	Aluminum	3600–8500	*P4876162	—	—	*P4876162

SMALL BLOCK INTAKE MANIFOLDS

Part Number	Fuel System	Material	Port Style	Port Shape	Heads	Engine Usage
*P4529054	6-bbl/Six Pack	Aluminum	Dual Plane	Rectangle	Standard Small Block	Small Block (1967–91)
*P4876335	4-bbl Carb	Aluminum	Dual Plane	Rectangle	Standard Small Block	Small Block (1967–91)
*P5249572AB	4-bbl Carb	Aluminum	Dual Plane	Oval	W2	9.200" Deck
*P5249572	4-bbl Carb	Aluminum	Dual Plane	Oval	W2	9.560" Deck
*P5007381	4-bbl Carb	Aluminum	Dual Plane	Rectangle	Magnum	5.2L/5.9L Truck Magnum/Jeep® Engines (1992–02)
*P4529408	4-bbl Carb	Aluminum	Single Plane	Oval	W2	Water-Heat, 9.560" deck
*P4876829AB	4-bbl Carb	Aluminum	Single Plane	Large Oval	W2	9.20" Deck
*P5249614	4-bbl Carb	Aluminum	Single Plane	Large Rectangle	W5	Small Block
*P4532598	4-bbl Carb	Aluminum	Single Plane	Large Rectangle	W7, W8, W9	9.000" Deck
*P4876162	4-bbl Carb	Aluminum	Single Plane	Rectangle	W7, W8, W9	9.560" Deck
*P4876334	4-bbl Carb	Aluminum	Single Plane	Rectangle	Standard Small Block	Small Block (1967–91)
*P5007380	4-bbl Carb	Aluminum	Single Plane	Rectangle	Magnum	5.2L/5.9L Truck Magnum/Jeep Engines (1992–02)

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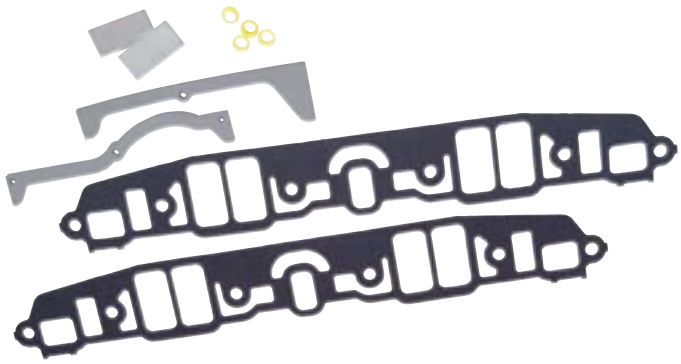

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INTAKE MANIFOLD HARDWARE

A. Bypass Hose

This Bypass Hose is designed to go from the intake manifold to the water pump. Made of heavy-duty silicone rubber. Includes 2 clamps.

P4876373	Bypass Hose
P4876374	Intake Manifold Fitting—Adapts Bypass Hose to Manifold

B. Choke Seal

This Choke Seal is for dual plane production and aluminum intake manifolds. Package includes the choke cup, gasket and 2 screws.

P5249639	Choke Seal (Big Block, Small Block)

C. Intake Gasket and Heat Block-Off Plate

Keeps exhaust heat from transferring to the Intake Manifold for a cooler, denser fuel-air mixture.

P4286569	Intake Gasket with Heat Block-Off Plate

D. Intake Manifold Attaching Bolts

A complete package of bolts required to attach the intake manifold to the cylinder heads.

P4876771	Intake Manifold Attaching Bolts (Small Block)

E. Intake Manifold Gasket Sets

Custom-fit Intake Gaskets for use with Small Block Heads. Kits come complete to service 1 engine set (includes gaskets, end seals, o-rings, and distributor seal where applicable).

P4007576	Intake Gasket Set—0.060" Thick
P4286569	Intake Gasket Set—0.060" Thick, with Heat Block off
P4120210	Intake Gasket Set—0.030" Thick (W2 Heads)
P4120211	Intake Gasket Set—0.045" Thick (W2 Heads)
P4007571	Intake Gasket Set—0.060" Thick (W2 Heads)
P4876446	Intake Gasket Set—0.090" Thick (W2 Heads)
P4007570	Intake Gasket Set—0.120" Thick (W2 Heads)
P5249432	Intake Gasket Set—0.030" Thick (W5 Heads)
P5249465	Intake Gasket Set—0.045" Thick (W5 Heads)
P5249466	Intake Gasket Set—0.060" Thick (W5 Heads)
P5249480	Intake Gasket Set—0.030" Thick (W7 Heads)
P5249481	Intake Gasket Set—0.045" Thick (W7 Heads)
P5249482	Intake Gasket Set—0.060" Thick (W7 Heads)
P5007153	Intake Gasket Set—0.030" Thick (W9 Heads)
P5007154	Intake Gasket Set—0.045" Thick (W9 Heads)
P5007155	Intake Gasket Set—0.060" Thick (W9 Heads)

F. Intake Manifold End Spacers

Fills the gap between the intake manifold and the block when installing W5/W7/W9 heads on stock height blocks. Use in conjunction with RTV and standard end seal gaskets.

P5249619	Intake Manifold End Spacers—Set of 2 (W5/W7/W9 Heads)

FUEL PUMPS

G. Mechanical Fuel Pump

Great for oval track—3 times greater fuel flow than production.

*P4529368	Race Fuel Pump (318, 340, 360 Small Block)

OILING COMPONENTS

A. Oil Pans

Oil Pans include a factory engineered and approved oil pan, drain plug and washer. Center sump style is used on passenger car applications, while the rear sump style is used for pickups. Windage trays may be used if desired.

P5249059	Oil Pan—5-Quart, Center Sump (360 Small Block)
P5249060	Oil Pan—5-Quart, Rear Sump (360 Small Block)
P5249061	Oil Pan—5-Quart, Center Sump (273, 318, 340 Small Block)
P5249062	Oil Pan—5-Quart, Rear Sump (273, 318, 340 Small Block)

B. Chrome Dipstick and Tube

P4349628	Chrome Dipstick and Tube—Center Sump Pan (Small Block Passenger Cars)

C. Oil Pan Bolt Set

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

D. Oil Pan Gaskets

P4007572	Oil Pan Gaskets—Reusable (340 Small Block)
P5007631	Aluminum Oil Pan Gasket—1 Piece
P4007573	Oil Pan Gaskets (360 Small Block)
P4452097	Oil Pan Gasket (1970–90 318/340 Small Block and "X" Block)
P4452093	Race Oil Pan Gasket (360 Small Block)

E. Oil Pickup and Screen Assembly

Factory original reissued Oil Pickup and Screen Assembly. Standard pickups are 3/8".

*P4529563	Oil Pickup and Screen Assembly—Center Sump Pans **P5249059** and **P5249061** (Small Block)

F. Oil Pressure Relief Spring

Oil Pressure Relief Spring increases engine oil pressure over stock spring for high-performance applications. Delivers up to 70 lbs. of oil pressure. Includes a cap and instructions.

P3690944	Oil Pressure Relief Spring Set (Small Block, 2.2L/2.5L, 3.9L V6)

G. Windage Tray Package

Small Block Windage Tray Package is designed to provide improved engine lubrication by reducing the interior windage at higher engine speeds (adds 5–7 horsepower). Package includes tray and mounting hardware (mounting hardware is also available separately).

P4529790	Windage Tray Package (318, 340, 360 Small Block)
P3690939	Windage Tray Mounting Hardware (318, 340, 360 Small Block)

H. Oil Pump Assembly

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

*P4286589	Oil Pump Assembly (Small Block and 3.9L V6)

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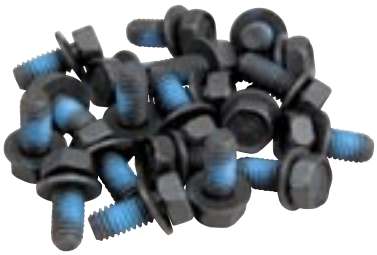

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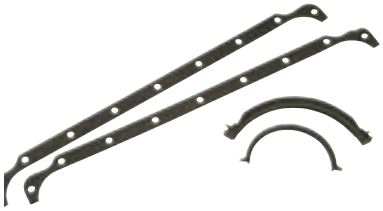

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A. Oil Pump Kit

Avoid oil starvation with this high-performance Oil Pump Kit. Increases oil flow capacity when using stock pump and oil pan. Does not require a special deep pan. Includes pump cover, rotors and attaching screws. Installs easily.

*P5249620	Oil Pump Kit

Note: Modification required with production pans.

B. Distributor Drive Gear Assemblies

Distributor/Oil Pump Driveshaft Gear Assemblies feature hardened tip shaft with full radius blend from hex to round and pinned gears.

P3690715	Distributor Drive Gear
P3690874	Distributor Drive Gear—Billet Roller Cam, Aluminum-Bronze Gear

C. Tube and Peen Tool Package

Tube and Peen Tool Package blocks off oil to right-side tappet bores. Required for race engines with high-lift roller cams.

*P4120603	Tube and Peen Tool Package (Small Block)

D. High-Performance Oil Filter

P4452890	High-Performance Oil Filter—Black Finish (426 Hemi®, Big Block, Small Block, Slant Six, 3.9L V6)

E. Race Oil Filter

High-performance, heavy-duty race oil filter has a thicker canister with high burst strength.

P4529190	Race Oil Filter—Black Finish (426 Hemi®, Big Block, Small Block)

F. Restoration Oil Filters

Mopar Performance has reissued these service replacement oil filters, used in the 1960s and 1970s. The high-performance white filter (P4529805) was recommended for use in competition from 1965–74.

P4529187	Restoration Oil Filter (426 Hemi®, Big Block, Small Block)
P4529805	High-Performance Restoration Oil Filter (426 Hemi®, Big Block, Small Block)

Note: These filters may not fit some V8 applications (those after 1972 requiring short filters).

G. Right Angle Oil Filter Adapter Kit

Right Angle Oil Filter Adapter Kit allows 90° rotation of the oil filter. Made of aluminum and provides necessary clearance for headers, engine swaps, etc. Filter not included.

*P5249624	Right Angle Oil Filter Adapter Kit
*P5007515	Oil Filter Adapter Mounting Screw
*P5249320	Oil Filter Adapter Gasket Set—Services Oil Filter Adapter P5249624

H. Oil Pump Priming Shaft

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

P4286800	Oil Pump Priming Shaft (V8)

COOLING COMPONENTS

A. Aluminum Water Pumps
Aluminum Water Pumps feature basic high flow designs. The 6-blade pump is recommended for use with cast iron cylinder heads and drag racing applications. The 8-blade pump is recommended for use with aluminum cylinder heads and circle track applications. Passenger side lower hose outlet.

P5249558	Aluminum Water Pump—6-Blade
P5249559	Aluminum Water Pump—8-Blade, Increased Flow

B. Race Aluminum Water Pump
Must be used with Sand Cast Race Timing Cover (P4876632).

*P4876548	Race Aluminum Water Pump
P4876632	Sand Cast Race Timing Chain Cover—9.00"-9.20" Deck Height, Race Water Pump/Front Motor Plate

C. Chrome Bolt Package for Water Pump
Chrome dress-up projects are incomplete without chrome bolts.

P4529256	Chrome Bolt Package

D. Chrome Water Necks
These high-quality Chrome Water Necks are made of heavy-duty material. Includes gasket and 2 chrome bolts.

P4286759	Chrome Water Neck (to 1978 426 Hemi®, Big Block, Small Block)
P4452025	Chrome Water Neck (1979-91 Small Block and 3.9L V6)

E. 90° Water Neck Outlet
Cast aluminum 90° Water Neck Outlet provides greater flexibility in routing cooling system hoses and improves the appearance of the engine compartment. It features 3-direction capability.

P5249191	90° Water Neck Outlet (426 Hemi®, Big Block, Small Block, Slant Six, 3.9L V6)

F. Viscous Fan Package
Provides thermostatically controlled cooling, includes a lightweight balanced fan, and takes away the least amount of horsepower. Offers up to 15 horsepower gain on typical high-performance V8s.

P4120758	Viscous Fan Package (426 Hemi®, Big Block, Small Block)

G. Thermostats
Each Thermostat comes with replacement gasket.

*P4876307	180° Thermostat (to 1978 426 Hemi®, Big Block, Small Block, Slant Six)
*P4876308	195° Thermostat (1979 and Later Small Block, Slant Six, 3.9L V6)

EXHAUST

H. Drag Race Exhaust Headers
These Race Exhaust Headers are painetd 18-guage. TS(OD) = 1.625". CS (OD) = 3.00".

*P4529437	Drag Race Exhaust Headers—Slip-On Collector, Under Chasis Exit (Small Block B-, E-, A-, F- and J-Bodies)

Note: Column Shift must be modified on some models. Converted to floor shift or altered to fit. Must use 90° Oil Filter Adapter.

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

PERFORMANCE

Fuel Systems

CARBURETORS

A. Holley Cross Ram Carburetors

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

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

B. Cross Ram Carburetor Air Horns

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

*P5007809	Air Horns (426 Hemi)

C. Holley Universal Carburetor

This Carburetor features universal calibration, a manual choke and center-hung bowls. Vacuum secondary.

*P4349228	Holley Universal Carburetor — R3310 - 750 CFM (Big Block and Small Block)

CARBURETOR HARDWARE

D. NEW! Tall Throttle Bracket

The Tall Throttle Bracket is used to attach the throttle spring to Mopar M1® single plane intake applications or when using a 1" carb spacer.

P4510318	Tall Throttle Bracket (Big Block)

E. NEW! Kickdown Bracket

Kickdown Bracket is for use with automatic transmission kickdown cable (P4510646) — see the Automatic Transmission section of this catalog for more information.

P4510319	Carburetor Kickdown Bracket (Big Block)

F. NEW! Cross Ram Linkage

This Cross Ram Linkage is for use with Hemi Cross Ram Intake Manifold (P5007534) and Holly carburetors (P4452778 and P4452779) — see the Hemi Section of this catalog for more information.

P4510635	Cross Ram Linkage (426 Hemi)

G. NEW! Tall Return Spring Bracket

This Tall Return Spring Bracket is for use on Mopar M1® single plane intake applications or when using a 1" carb spacer.

P4510646	Tall Return Spring Bracket (Big Block)

H. NEW! Thin Carburetor Adapter

This is by no means your average carburetor spacer! Designed with air/fuel flow technologies in mind versus ease of machining. Tested and used by top engine builders, these adapters are only 1/16" thick and allow the use of square bore carburetors on spread bore manifolds.

*P5007869	Thin Carburetor Adapter (Big Block and Small Block)

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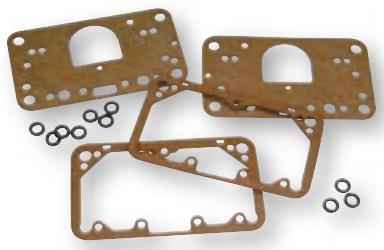

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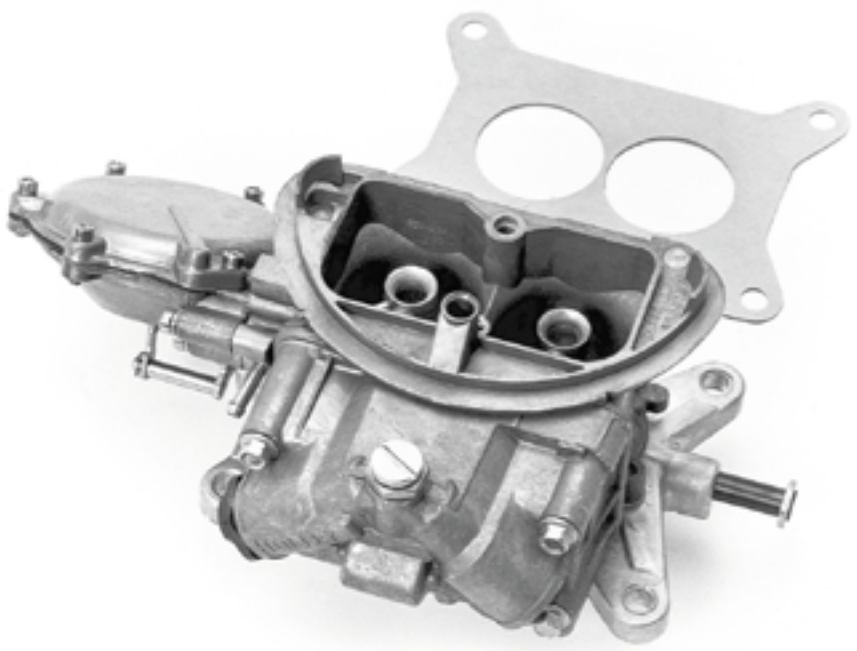

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A. Accelerator Return Spring Bracket

Accelerator Return Spring Bracket is designed for Magnum Crate Engines with 4-bbl carb Intake Manifolds. Developed to hold accelerator pedal return spring in proper relationship to carburetor.

P4876313	Accelerator Return Spring Bracket (4-bbl 300, 380, 395, 435 Magnum Crate Engines)

B. Cable Mounting Bracket

Cable Mounting Bracket is designed to hold stock throttle cable to Mopar Performance Magnum intake. Will hold throttle cable in proper relationship to carburetor. Includes hardware.

P4876850	Cable Mounting Bracket (Magnum 300, 380, 395, 435 Crate Engines with Carburetor)

C. Holley Service Gasket Set

This handy carburetor service gasket set includes everything required to service and performance-tune your Holley. Package includes only the necessary parts for proper servicing of the following: primary bowl, primary metering block, secondary bowl, secondary metering block/plate gaskets, required bowl screw o-rings and fuel transfer tube o-rings.

*P4349304	Holley Service Gasket Set — 2-bbl, R4412 and 7448 (340/440/Hemi Six Pack, Holley Cross Ram)

D. Hemi Throttle Cable

Mopar Performance offers the throttle cable for street Hemi applications. This performance cable includes the retaining clip and a plug to finish the installation.

P4529112	Hemi Throttle Cable (1968–70 B-Body)

SIX PACK

Some of the fastest vehicles of the "Muscle Car" era were Six Packs. Mopar Performance now offers the components to restore or build your own Six Pack car.

E. Six Pack Holley Carburetors

Holley carburetors are exact reissues of the original equipment Six Pack. Order 1 center and 2 outboard carburetors to match your engine.

*P4349235	Holley Carburetor— Center (1969–70 Big Block Six Pack)
*P4349236	Holley Carburetor — Outboard (1969–70 "RB" Six Pack)
*P4349237	Holley Carburetor — Center (1971 "RB" Six Pack MTX)
*P4349238	Holley Carburetor — Outboard (1971 "RB" Six Pack)
*P4349239	Holley Carburetor — Outboard ("B" Six Pack and Small Block Six Pack)
*P4349241	Holley Carburetor — Center (Small Block Six Pack ATX)

Note: Six Pack "A" engines use intake manifold P4529054. Six Pack "RB" engines use intake manifold P4529056. Refer to the Big Block and Small Block sections of this catalog for more information.

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A. Six Pack Secondary Diaphragm Set

This Secondary Diaphragm Set is for use with Six Pack Holley 2-bbl outboard carburetors. Sold individually.

P4349321 Secondary Diaphragm Set (Six Pack)

B. Six Pack Gasket Set

This gasket set includes O.E. gaskets made exactly the way they were produced in the early 1970s. Set includes 3 premium quality air cleaner gaskets and 3 premium quality carb-to-manifold gaskets. Fits all 6-bbl applications.

P4529060 Gasket Set (Six Pack)

C. Six Pack Choke Thermostat Assembly

Reproduction O.E. Choke Thermostat Assembly. Fits all production 6-bbl applications.

P4529185 Choke (Six Pack)

D. Six Pack Fuel Line Kit

This exact reproduction of the O.E. Six Pack fuel lines includes 2 fuel tees and the 4 fuel tubes.

P4529264 Fuel Line Kit (Six Pack)

E. Six Pack Installation Kits

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

P4529058 Six Pack Installation Kit (Small Block)
P4529059 Six Pack Installation Kit (Big Block)

F. Six Pack Air Cleaner Lids

We carry all the components you need to rebuild a stock 6-bbl setup. Now top it all off with this Mopar Performance air cleaner lid. Designed and produced to factory specs for the perfect finish to every Six Pack or 6-bbl application.

P2946393 Orange Air Cleaner Lid (Six Pack)
P4529748 Chrome Air Cleaner Lid (Six Pack)

G. Six Pack Linkage Kit

This Six Pack Linkage Kit is perfect for repair or restoration projects. The kit includes front carb rod, rear carb rod, front and rear clips, adjusting pivot, throttle cable, bolt, nut, clip and washer assembly.

P4529061 Six Pack Linkage Kit

H. Six Pack Throttle Cable

This performance cable includes the retaining clip and a plug to finish the installation.

P4529111 Throttle Cable (1971 Six Pack B-Body)

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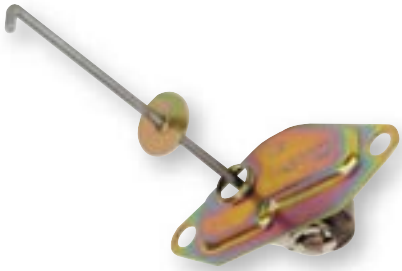

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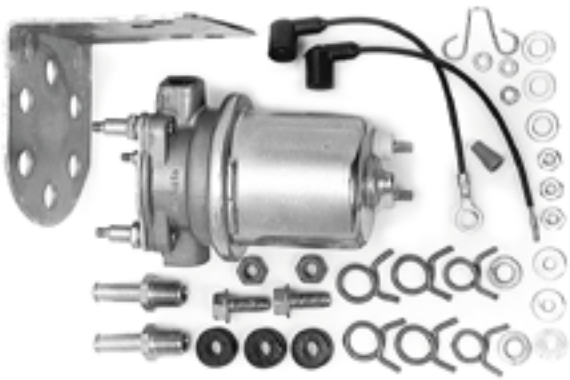

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A. Six Pack Restoration Air Filter Element

P4529965AB Air Filter (Resto Six Pack and Hemi)

B. Six Pack Air Cleaner Assembly Kits

This low-profile, high-flow air cleaner tops off the Six Pack system. Kits include metal base, orange lid, studs, nuts, gaskets and air filter. Designed for 1970-71 B- and E-body vehicles — can be used for other vehicle applications.

P4529057AB Air Cleaner Assembly Kit — Non-Cold Air (Six Pack)
P5007737AB Air Cleaner Assembly Kit — Cold Air (1970 440 Six Pack w/Air Grabber or Ramcharger Hood Scoop)

MECHANICAL FUEL PUMPS AND HARDWARE

C. Mechanical Fuel Pumps

These Mechanical Fuel pumps provide higher delivery rate than stock at 80 gph @ 8.7 psi.

*P4007039AB High-Output Mechanical Fuel Pump (426 Hemi® and Big Block)
*P4007040 Mechanical Fuel Pump (Small Block)

D. Fuel Pump Pushrod Kit

Fuel Pump Pushrod Kit includes pushrod and access plug.

*P5249569 Fuel Pump Pushrod Kit (426 Hemi and Big Block)

E. Moly-Coated Fuel Pump Eccentric

The moly coating on this Fuel Pump Eccentric significantly reduces friction and wear.

*P4120484 Moly-Coated Fuel Pump Eccentric (Small Block)

ELECTRIC FUEL PUMPS AND HARDWARE

F. Chrome Fuel Pump Block-Off Plate

This Chrome Fuel Pump Block-Off Plate covers the hole left when removing mechanical fuel pump for replacement with electric pump. Gasket included.

*P5007546 Chrome Fuel Pump Block-Off Plate

G. Carter Electric Fuel Pump

This high-volume Electric Fuel Pump provides a delivery rate of 72 gph @ 7.0 psi.

*P4007038 Carter Electric Fuel Pump

AIR INTAKE SYSTEMS

A. Cast Air Cleaner Assembly

This Cast Air Cleaner Assembly features a black cast aluminum lid with the Mopar Performance Pentastar logo to match the style of the cast aluminum Mopar valve covers. Includes 12 3/4" element.

*P5249807	Cast Air Cleaner Assembly (Hemi®, Big Block, Small Block, 5.2L/5.9L Truck Magnum/Jeep® Engines)

B. Replacement Air Cleaners

These are original-style (unsilenced) Replacement Air Cleaners, as found on the 340, 383 and 440 high-performance engines. Air cleaners are offered in the original black wrinkle paint finish or chrome-plated. The chrome air cleaner is available with or without a breather tube. Black wrinkle finish air cleaner is available only with breather tube. All air cleaner packages come with a base plate, filter element, base-to-carb gasket, air cleaner stud and chrome-plated wing nut. These air cleaners provide better airflow to help produce more horsepower than most aftermarket air cleaners. To top off your air cleaner, add one of Mopar's original style engine ID plates.

*P4529001	Black Wrinkle Replacement Air Cleaner — with Breather Tube (383/440 Big Block, 340 Small Block)
*P4529002	Chrome Replacement Air Cleaner — without Breather Tube (383/440 Big Block and 340 Small Block)
*P4529025	Chrome Replacement Air Cleaner — with Breather Tube (383/440 Big Block and 340 Small Block)

C. Engine ID Plates

Most cars equipped with 340, 383 or 440 engines rolled out of the assembly plant with an Engine ID Plate on top of the air cleaner. Mopar Performance has original style plates to cover all engines that were available during the muscle car era. The proper selection of engine ID plates is as follows: 1967–68 Red; 1969–71 Orange. ID plates for other engines are also available (318 4-bbl, 360 4-bbl, 440 4-bbl, Hemi 4-bbl and 360 Magnuml).

P4529071	Engine ID Plate — Orange (440 Magnum)
P4529072	Engine ID Plate — Red (440 Magnum)
P4529073	Engine ID Plate — Orange (383 Road Runner)
P4529074	Engine ID Plate — Red (383 Road Runner)
P4529075	Engine ID Plate — Red (383 4-bbl)
P4529076	Engine ID Plate — Red (Commando 383)
P4529077	Engine ID Plate — Orange (Chrysler TNT 440)
P4529078	Engine ID Plate — Red (Chrysler TNT 441)
P4529079	Engine ID Plate — Orange (440 Super Commando)
P4529080	Engine ID Plate — Red (440 Super Commando)
P4529081	Engine ID Plate — Orange (Super Commando 383)
P4529082	Engine ID Plate — Red (Super Commando 383)
P4529083	Engine ID Plate — Orange (340 4-bbl)
P4529084	Engine ID Plate — Red (340 4-bbl)
P4529085	Engine ID Plate — Orange (383 Magnum)
P4529086	Engine ID Plate — Red (383 Magnum)
P4876414	Engine ID Plate — Orange (360 Magnum)
P4876415	Engine ID Plate — Orange (318 4-bbl)
P4876416	Engine ID Plate — Orange (360 4-bbl)
P4876417	Engine ID Plate — Orange (440 4-bbl)
P4876448	Engine ID Plate — Orange (Hemi 4-bbl)

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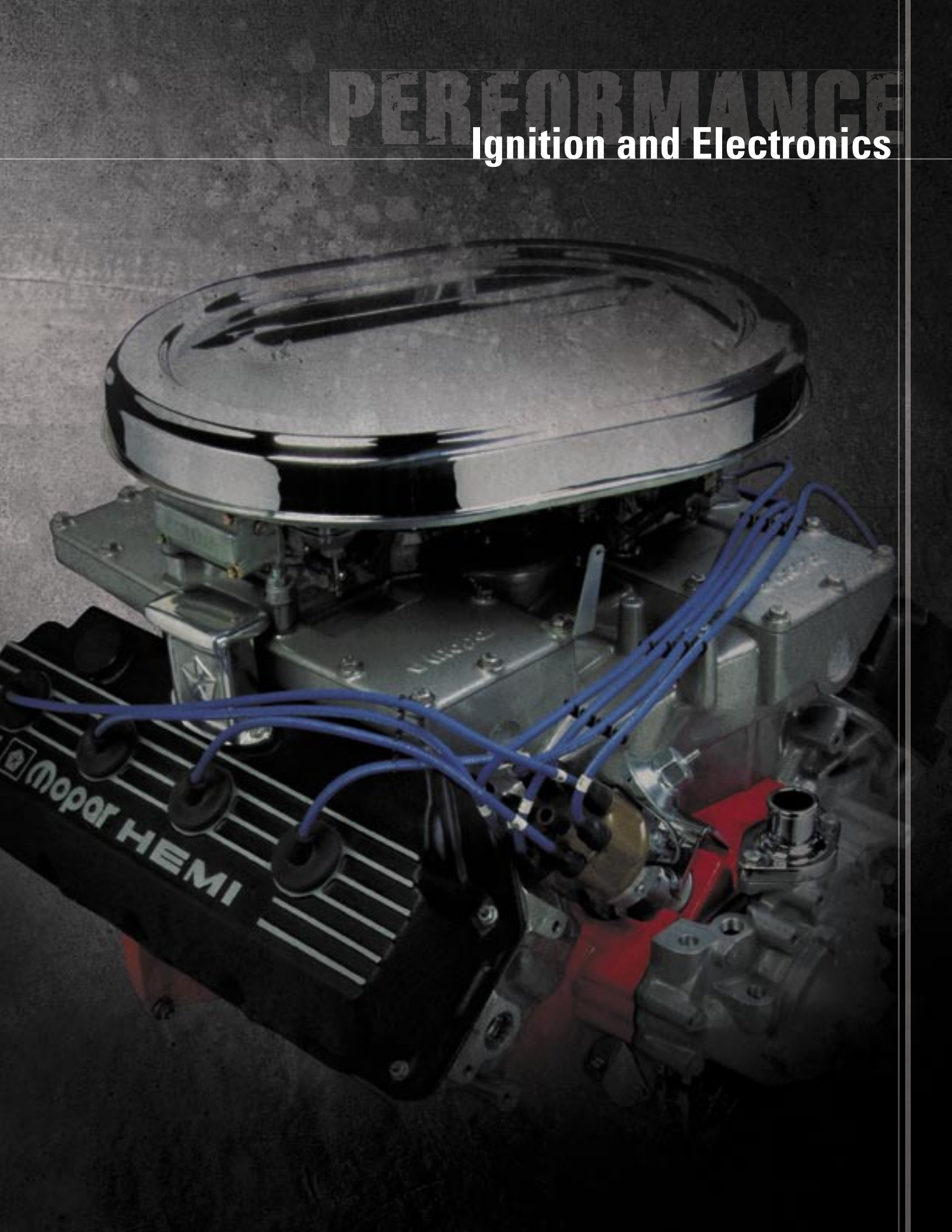
PERFORMANCE

Ignition and Electronics



DISTRIBUTORS AND HARDWARE

A. Vacuum Advanced Electronic Distributors

These Electronic Ignition Distributors feature a high-performance advance curve and an adjustable vacuum advance unit. Includes cap and rotor.

*P3690430	Vacuum Advanced Electronic Distributor (Small Block)
*P3690431	Vacuum Advanced Electronic Distributor (383/400 Big Block)
*P3690432	Vacuum Advanced Electronic Distributor (426 Hemi®, 426 Wedge, 413/440 Big Block)

Billet Aluminum Electronic Distributors (Not Pictured)

These 1-piece Billet Aluminum Electronic Distributors are designed for street, bracket and oval track applications.

*P5249775	Billet Aluminum Electronic Distributor (426 Hemi and "RB" Engines)
*P5249776	Billet Aluminum Electronic Distributor (Small Block)

B. Dual Pickup Billet Distributor

Developed and tested in conjunction with the NASCAR Truck programs, this distributor features an extended 6061-T61 billet housing for increased bearing support, 2 sealed ball bearings and 2 magnetic pickups. It is the ultimate for racing applications.

*P4876735	Dual Pickup Billet Distributor

Note: Not for use in production engines. Requires dry sump oiling system.

C. Chrome Distributor Hold-Down Clamps

Under the hood, every detail matters, and chrome is the perfect enhancement. Add the detail of heavy-duty, Chrome Distributor Hold-Down Clamps with chrome-plated bolts. Sold individually.

P4349278	Chrome Distributor Hold-Down Clamp (Small Block)
P4349279	Chrome Distributor Hold-Down Clamp (426 Hemi and Big Block)

D. Distributor Adapter Set

Adapts "RB"/Hemi distributor to "B" engine.

P3690275	Distributor Adapter Set ("B" Engines)

E. Distributor Advance Weight Springs

Use these Distributor Advance Weight Springs to convert stock distributor to quick advance curve. Package contains 2 springs.

P2932675	Distributor Advance Weight Springs

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A. Distributor Cap and Rotor Sets

*P4120886	Distributor Cap and Rotor Set — Mech. Tach. Drive Distributor (426 Hemi®, Big Block, Small Block)
*P5007856	Distributor Cap and Rotor Set — for Distributors P3690430–2 (426 Hemi, Big Block, Small Block)

B. Intermediate Shaft Bushing

P1737725	Intermediate Shaft Bushing (V6/V8)

C. Original Replacement Distributor Cap

Replacement for the original tan-colored distributor cap used in Chrysler high-performance V8 muscle cars of the late 1960s and early 1970s (sold individually).

P4529791	Original Replacement Distributor Cap (Big Block and Small Block)

D. Pickup Coil and Lead Assembly

The Pickup Coil and Lead Assembly services electronic and mechanical tach drive distributors.

*P4007985	Pickup Coil and Lead Assembly

ELECTRONIC IGNITION SYSTEMS

E. Electronic Ignition Conversion Kits

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

*P3690426	Electronic Conversion Kit (Small Block)
*P3690427	Electronic Conversion Kit (383/400 Big Block)
*P3690428	Electronic Conversion Kit (426 Hemi, 426 Wedge, 413/440 Big Block)

A. Capacitive Discharge Ignition Controllers

These Capacitive Discharge Ignition Controllers feature multispark capability below 3000 rpm and 115 millijoules per spark. They can be triggered with the use of a magnetic pickup or by breaker points. Each contains built-in, soft-touch rev control.

*P4876729	MSD 6ALN Capacitive Discharge Ignition Controller
*P4876728	MSD 6AL Capacitive Discharge Ignition Controller (V6 and V8)

Note: P4876729 is potted in clear silicone elastomer for added vibration protection, and is equipped with a 6-pin Weatherpak connector, as specified by NASCAR.

B. Drag Race Ignition Controller

This Drag Race Ignition Controller features 14,000 rpm capability with built-in rev control (supplied with 7000, 8000, 9000 limits) and 115 millijoule spark energy. It produces 480-volt output on primary windings, and is compatible with 2- and 3-step module selectors, timing controls and crank triggers. Can be used with Mopar Performance coils (P4876732, P4876733 or P4876734).

*P4876731	MSD 7AL-2 Professional Drag Race Ignition Controller (V8)

C. Orange Electronic Control Unit

The Orange Electronic Control Unit is for general high-performance use up through 6000 rpm.

*P4120505	Orange ECU (Hemi®, Big Block, Small Block)

D. Chrome Electronic Control Unit

For a hotter spark, use this high-performance Chrome Electronic Control Unit. For general high-performance use up through 8000 rpm.

*P4120534	Chrome ECU (Hemi, Big Block, Small Block)

E. Super Gold Electronic Control Unit

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

*P4120600	Super Gold ECU — Race Only (Hemi, Big Block, Small Block)

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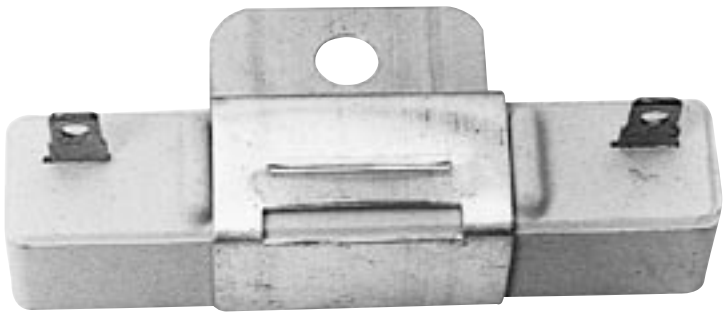

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A. Electronic Ignition Update Set

The Electronic Ignition Update Set contains lightweight advance springs to recurve the electronic ignition distributor for quicker spark advance and high-performance control unit.

*P4007968	Electronic Ignition Update Set (Hemi®, Big Block, Small Block)

B. Control Unit Wiring Harness Kit

*P3690152	Control Unit Wiring Harness Kit — for Electronic Ignitions (Hemi, Big Block, Small Block)

BATTERY INSTALLATION

C. Rear-Mounted Battery Kit

This kit is designed for moving the battery to the rear of the vehicle to improve weight distribution. It means less clutter in the engine compartment, and it helps provide better traction. It will even contribute to improved braking and less understeer in hard turns for oval racers and ralliers. Kit will fit nearly any vehicle. Includes battery box with lid, battery hold-down bracket, battery cable, hold-down bolts and wire terminals. Does not include battery.

P4349500AB	Rear-Mounted Battery Kit (All RWD Applications)

D. Restoration Battery Tray

Replace that rusty or missing battery tray with a new Mopar restoration unit. Manufactured to exact specifications, this tray comes e-coated to protect it from chemical and moisture exposure.

P2925322	Restoration Battery Tray (1970–74 E-Body,1971–74 B-Body)

BALLAST RESISTORS

E. Resto Dual Ballast Resistor

The sharpest eyes will spot the correct ballast resistors on restoration projects. This Mopar Performance Ballast Resistor is a reissued factory original, as used on 1971 and later points-style and electronic ignitions with 4-pin dual ballast resistors.

P4529795	Resto Dual Ballast Resistor

F. Ballast Resistors — Electronic Distributor

P2444641	Ballast Resistor — for Mechanical Advance Distributor, Using P3690560 and P4876832–33 Coils 1/4 ohm
P5206436	Ballast Resistor — for P4120505 Orange Box and Production Coil or P4120889 Coil 1 ohm

IGNITION WIRES AND SPARK PLUGS

A. Ignition Wire Set — 8 mm

Mopar Performance custom wire set made specifically for high-performance use. It features a suppression core for general high-performance applications. Wires are blue with the Mopar Performance name imprint along the wire and a Chrysler Pentastar-embossed boot end (cut to length).

*P4529032	Ignition Wire Set — 8 mm, Suppression Core (Hemi®, Big Block, Small Block)

Note: Use P4529032 plus (8) insulator and boots (P4120808) on Hemi engines.

B. Ignition Wire Sets — 8 mm, Pre-Cut

These pre-cut wire sets are designed with factory attached cap and plug ends. Constructed with either a radio supression core for high-performance street use or a metallic core for racing applications, and wrapped in 8 mm heat resistant insulation to maintain maximum voltage.

*P5007406	Ignition Wire Set — 8 mm, Metallic Core (Small Block)
*P5007408	Ignition Wire Set — 8 mm, Metallic Core (Big Block)
P5007405	Ignition Wire Set — 8 mm, Radio Suppression Core (Small Block)
P5007407	Ignition Wire Set — 8 mm, Radio Suppression Core (Big Block)

C. Ignition Wire Sets — 7.5 mm, Pre-Cut

Package contains the high-tech style boot ends at both the distributor and plug ends of the wire. These blue wires are imprinted with the Mopar Performance name as well as the cylinder number.

P4876775	Ignition Wire Set — 7.5 mm (426 Hemi)

D. P5/Hemi Ignition Wire Set

This ignition wire set is specifically designed for P5/Hemi cylinder head applications.

P5007248	Ignition Wire Set (P5 Hemi)

E. Restoration Spark Wire Sets

These restoration spark wire sets are as close to original as possible. Just like O.E., each carbon suppression wire is created in the correct color and lettering, and includes the correct spark plug boot. Each set contains 8 ignition secondary wires and 1 coil wire.

P4529792	Restoration Spark Wire Set — Orange (383/440 Big Block)
P4529797	Restoration Spark Wire Set — Orange (340 Small Block)

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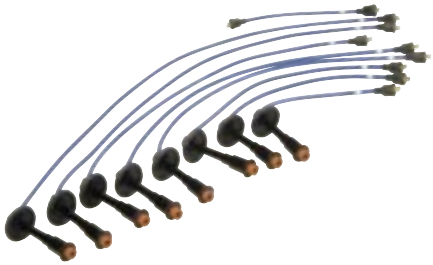

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A. Ignition Wire Separator Set

P4007667 Ignition Wire Separator Set

B. Hemi® Insulator and Boot Kit

Hemi® Insulator and Boot Kit services 1 cylinder. 8 required per engine. Use with 8 mm ignition wire set (P4529032).

P4120808 Insulator and Boot Kit (Hemi)

C. Plug Tube and Seal Set

Plug Tube and Seal Set includes 8 special spark plug tubes and tube seals, as used on the 426 engines.

P4120294 Plug Tube and Seal Set (426, 472, 528 Hemi)

D. Spark Plug Wire Removal Tool

Here's the tool you need for easy removal of spark plug wires without pulling the wire out of the terminal end and boot.

P5249718 Spark Plug Wire Removal Tool

E. Universal Fit Spark Plug Wire Loom

Universal Fit Spark Plug Wire Loom works with 7 mm–8 mm wire. Includes (4) 1/4" mounting studs (20 tpi).

P5007481 Universal Fit Spark Plug Wire Loom

F. Spark Plugs

These Bosch Motorsports spark plugs are specifically designed for the optimum performance of your Mopar engine. Sold in sets of 4.

P4876926 Spark Plug (Hemi and Small Block)
P4876927 Spark Plug (Big Block)

COILS

G. Blaster Coils

These high-performance cylindrical Blaster Coils are oil-filled. They feature 100:1 turns ratio, threaded-stud primary connection and conventional "socket" style tower. They are designed for high-performance street and race applications.

*P4876732 Black Blaster Coil — for Controllers P4876728–29 (V8)
*P4876733 Chrome Blaster Coil — for Controllers P4876728–29 and P4876731 (V8)

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

H. Ignition Coil

Ignition Coil for all 12-volt applications. Not recommended for engine speeds over 6500 rpm.

*P4120889 Super Ignition Coil (Hemi, Big Block, Small Block)

Note: Use 1-ohm ballast resistor P5206436.

A. Pro Power Blaster Coil
Pro Power Blaster Coil features a unique design shape that is potted with urethane. It features special windings for fast rise time characteristics required for high rpm. Designed for short drag race applications only. Use with Drag Race Ingnition Controller (P4876731).

*P4876734 Pro Power Blaster Coil (Race V8)

B. Race Coil
Race Coil specifically designed to be used with race electronic ignition kit. Designed for racing applications only. Not recommended for continued operation at speeds below 3000 rpm for more than 30-minute periods.

*P3690560 Race Coil (Race V8)

Note: Use 1/4-ohm ballast resistor P2444641.

C. Chrome Coil Bracket
Another underhood piece to dress up your engine compartment. The Chrome Coil Bracket includes a special clamp screw.

P4286728 Chrome Coil Bracket (V8 and 6-Cyl.)

STARTERS

D. Lightweight Starters
These specially-designed starter motors with heavy-duty features for V8 applications need no adapters. Approximately 7 lbs. complete, these units are lighter than the previous Mopar Performance lightweight starter, half the weight of the original 1960–70s vintage V8 production starter, and 1" shorter. May require header/exhaust modifications on some applications.

P5007860 NEW! Lightweight Starter (426 Hemi®, Big Block)
P5249644AB Lightweight Starter (Small Block)

VOLTAGE REGULATORS

E. Constant Output Voltage Regulators
To ensure your ignition and electrical systems can provide maximum performance, install a Constant Output Voltage Regulator. Voltage is held at a constant 13.5 volts. For race applications only.

*P3690731 Constant Output Voltage Regulator (1970 and newer V8)
*P3690732 Constant Output Voltage Regulator (to 1969 V8)

F. O.E. Muscle Car Voltage Regulator
For restoration or repair, Mopar Performance offers this factory reissue of the Voltage Regulator used on muscle cars of the early 1970s. The Regulator is black with the original Mopar part number imprinted in yellow. Contains modern electronics.

P4529794 O.E. Muscle Car Voltage Regulator (V8)

G. Tach Adapter
Designed for applications when high-capacitive discharge coils interfere with tachometer or fuel injection signals. Provides a clear 12-volt square wave signal output with a 30% duty cycle.

*P4876738 Tach Adapter (V8)

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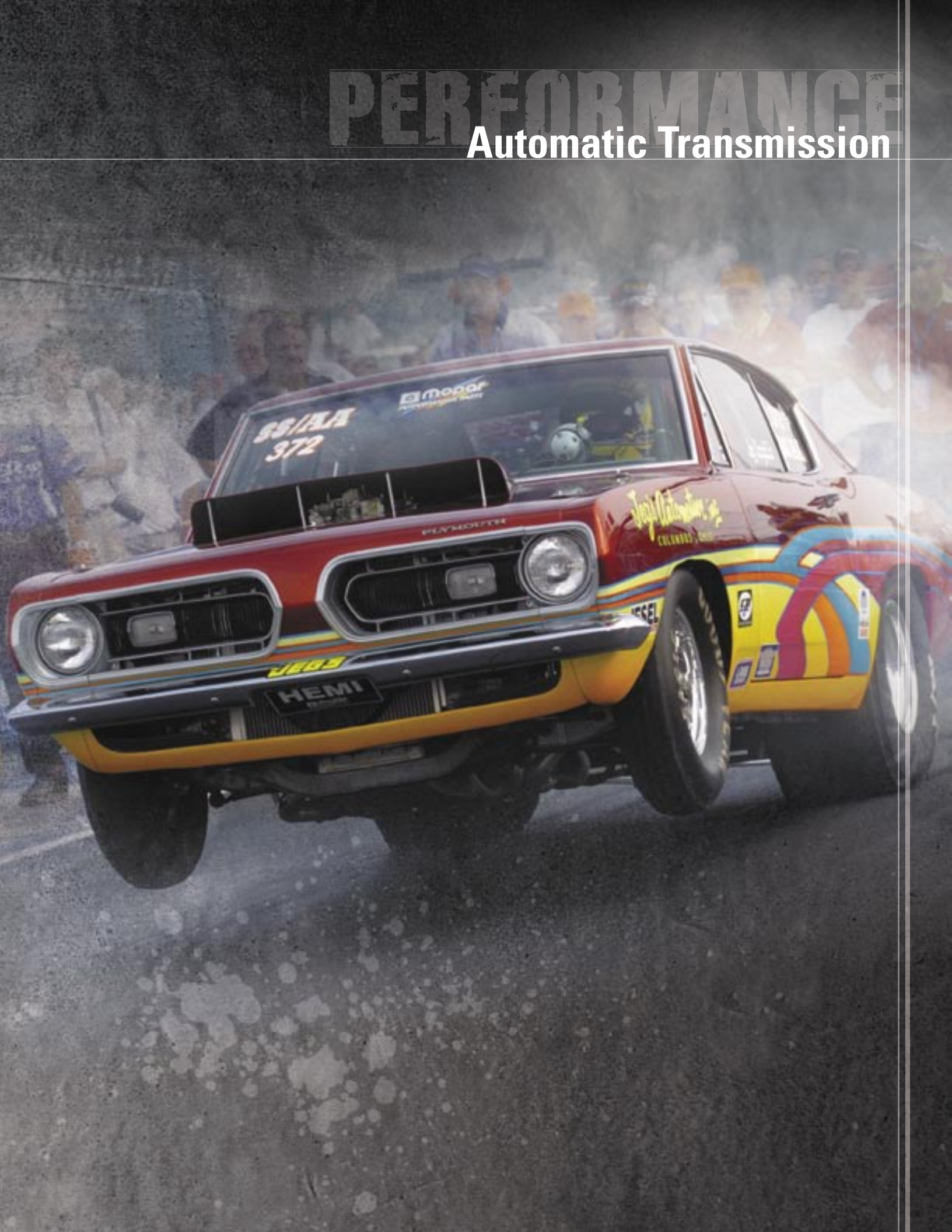
PERFORMANCE
Automatic Transmission



SHIFT IMPROVEMENT KITS

A. RWD Shift Improver Packages

Enjoy firmer, quicker shifts with these Shift Improver Packages. On 1971–86.5 A-727/A-904 transmissions, the part-throttle kickdown is retained.

*P4007899	RWD Shift Improver Package (to 1986.5 A-904, A-998, A-999)
*P4349469AB	RWD Shift Improver Package (to 1986.5 A-727)

B. Shift Improver Packages

These packages offer firmer, quicker shifts for better performance and quicker ETs. Packages come complete with all necessary parts, spacer gaskets, pan gasket and simple instructions. For serious performance/racer applications. Non-lockup applications only.

*P4529087	Shift Improver Package (1962–70 A-727, 1971–73 A-904 6-cyl.)
*P4529088	Shift Improver Package (1971–73 A-727, 1971–73 A-904)

AUTOMATIC TRANSMISSION COMPONENTS

C. RWD Valve Body Assembly

RWD Valve Body Assembly eliminates 2–3 shift overlap. Manual shift turbo action. Fits all 1966–76 Mopar transmissions and 1966–83 non-lockup reverse pattern. For race use only.

*P4007291	RWD Valve Body Assembly (1966–83 A-727)

D. Neutral Safety Switch

P5007747	Neutral Safety Switch—3-prong (1965–84 A-727/A-904)

E. NEW! Kickdown Cable

Kickdown Cable is for engine/transmission swaps when production kickdown linkage will not work or is not available.

P4510645	Kickdown Cable

DRIVE PLATES

F. RWD Torque Converter Flex Plates — 5/16" Bolts

For use with econo/lockup torque converters.

P4876821	RWD Torque Converter Flex Plate — 6-Bolt Crank, 5/16" (to 1991 V8)
P5007378	RWD Torque Converter Flex Plate — 8-Bolt Crank, 5/16" (Hemi®)

G. RWD Torque Converter Flex Plates — 7/16" Bolts

For use with high-performance aftermarket 10" and 9" converters.

*P4529751	RWD Torque Converter Flex Plate — SFI Approved for Use with 6-Bolt Crank Flange
*P4529752	RWD Torque Converter Flex Plate — SFI Approved for Use with 8-Bolt Crank Flange

Photo (Previous Page): Bruce Biegler

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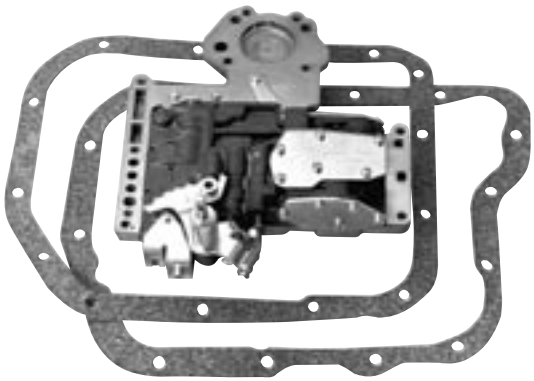

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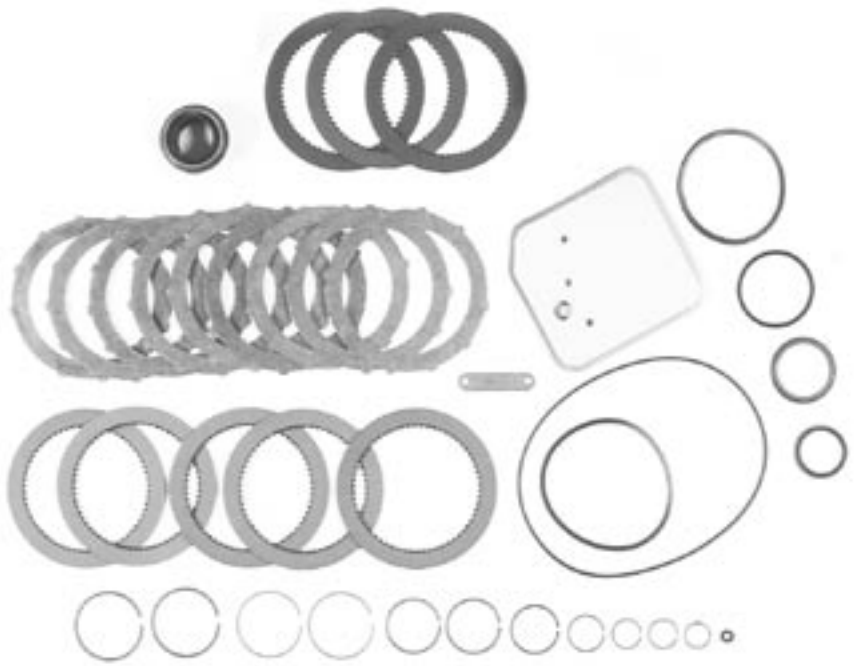
*Not legal for sale on pollution-controlled vehicles or vehicles registered for highway use.

TRANSMISSION OVERHAUL KITS

Mopar Performance has packaged all the necessary parts to rebuild and restore your A-904/A-500 and A-727 transmission. Included in these kits are rubber seals, gaskets, sealing rings, filter, front flex band, clutch plates and steels. Blue plate clutch plates features and benefits include the following:

- High-strength steel to withstand high torque and horsepower
- High-strength, matrix bonding resins which gives its blue color
- Higher dynamic and static coefficients of friction
- Critical parts are handmade and 100% checked for critical dimensions
- Higher torque and horsepower capacity which frees up horsepower for improved acceleration and ET
- Greater durability and minimal wear extends clutch life
- Faster and cleaner shifts
- Less shock during shifts



A.

A. General Performance Overhaul Kits

Overhaul Kits are intended for general purpose street/strip usage. Friction materials are factory-quality, original equipment parts manufactured through Raybestos, and are adequate for dual purpose applications.

P5007172	Transmission Overhaul Kit (A-727)
P5007568	Transmission Overhaul Kit (A-904/A-500)

Note: Low/reverse band is not included since wear is usually minimal and does not requiring replacement.

Race Overhaul Kits (Not Pictured)

Race Kits are recommended for strip usage only, and are distinguished from general performance by the use of a more aggressive Kevlar-lined front drum flex band (steel drum only) and Raybestos blue plate special racing front and rear clutch plates.

P5007171	Race Transmission Overhaul Kit (A-727)
P5007569	Race Transmission Overhaul Kit (A-904/A-500)

B.

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RWD TRANSMISSION PAN GASKET AND HARDWARE

B. Chrome Transmission Attaching Bolts

Fits all automatic transmission assemblies.

P4452785	RWD Chrome Attaching Bolt Package (A-904, A-727, A-500, A-518)

C. RWD Transmission Plug and Cap Package

Plastic plugs and caps to prevent unwanted dust and dirt from getting into a transmission during storage or transport.

P4120280	RWD Transmission Plug and Cap Package (A-500, A-518, A-727, A-904, A-998, A-999)

D. RWD Gasket and Filter Packages

All the parts you need for changing the fluid in your automatic transmission.

P4120461	RWD Gasket and Filter Package (A-727)
P4120462	RWD Gasket and Filter Package (A-904/A-999)
P3690855	Gasket (A-727)

D.

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TORQUE CONVERTERS AND HARDWARE

A. Torque Converters

These Torque Converters have higher stall speeds than production units, but aren't as expensive as aftermarket race units. The higher stall speed offers better throttle response and a quicker launch.

P4529403AB	145K Lockup Torque Converter (1967–92 A-904)
P4876947AB	145K Lockup Torque Converter (A-727)
P5007290AB	166K Lockup Torque Converter (1967–92 A-904)
P5007297AB	166K Lockup Torque Converter (A-727)
P4876805AB	145K Econo Torque Converter (1967–92 A-904)
P4876870AB	145K Econo Torque Converter (A-727)
P4876876AB	166K Econo Torque Converter (1967–92 A-904)
P4876878AB	166K Econo Torque Converter (A-727)
P4876877AB	175K Econo Torque Converter (1967–92 A-904)
P4876879AB	175K Econo Torque Converter (A-727)

B. RWD Flex Plate Screw Packages

Flex Plate Screw Packages include crank screws (8 for 8-bolt cranks; 6 for 6-bolt cranks) and 4 converter screws.

P4120464	Flex Plate Screws — 8-Bolt Crank, 7/16" Converter (Hemi®, Big Block, Small Block, Slant Six/3.9L V6)
P4120465	Flex Plate Screws — 6-Bolt Crank, 7/16" Converter (Hemi, Big Block, Small Block, Slant Six/3.9L V6)
P4876820	Flex Plate Screws — 6-Bolt Crank; 5/16" Converter (Hemi, Big Block, Small Block, Slant Six/3.9L V6)

C. RWD Torque Converter Bolt Packages

Packages include 4 bolts to attach torque converter to the flex plate.

P4529591	RWD Torque Converter Bolt Package — 5/16" (8/6-cyl. Engines)
P4529592	RWD Torque Converter Bolt Package — 7/16" (8/6-cyl. Engines)

D. RWD Balance Weight and Positioning Template Package

Required for rebalancing performance torque converters. For use with externally balanced cast iron cranks.

*P4120241	RWD Balance Weight and Positioning Template Package (1971–71 440 Six Pack, 1971–92 360, not AMC)

TRANSMISSION COOLERS AND PANS

E. Heavy-Duty Transmission Cooler

Durable 3/4" line construction and steel material make this an outstanding performer.

P4876916	Heavy-Duty Transmission Cooler — 7 1/2" W x 17" L x 3/4" D (1967–91 Cars and Light Trucks)

F. Transmission Cooler

Features 3/4" line construction and steel material turbulator. Ideal for cars and light trucks used for everyday transportation.

P4876915	Transmission Cooler — 5" W x 13" L x 3/4" D

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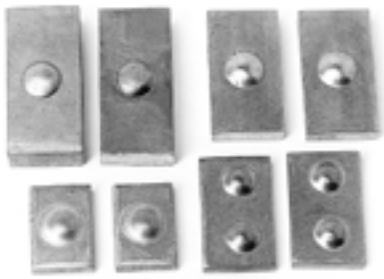

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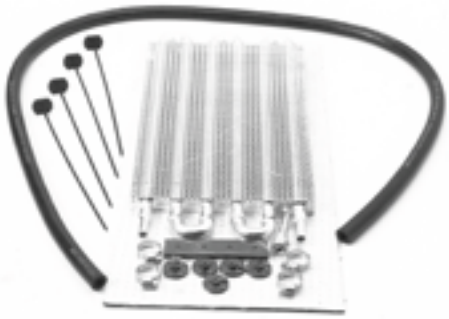

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PERFORMANCE ECONO TORQUE CONVERTERS

General Desc.	Speeds	Lockup	FR Drive	Attach Lub	145K	166K	175K
Up to 1992 A904	3	No	Slot	Offset	P4876805AB	P4876876AB	P4876877AB
Up to 1995 A727	3	No	Slot	Offset	P4876870AB	P4876878AB	P4876879AB

Note: The torque converters above fit all the A904 and A727 3-speed non-lockup transmissions built from 1967–90. They do not fit lockup transmissions and the newer models. Recommended for muscle cars from 1968–76, street rods, street machines, and drag race cars and trucks. Performance converters are considered 10" converters and measure approximately 10 1/2". The "stall speed" listed is an estimate based on a typical performance vehicle and tends to vary from engine to engine and car to car. The "K" factor is a better, more reliable method of comparing converters.

PERFORMANCE LOCKUP TORQUE CONVERTERS

General Desc.	Speeds	Lockup	FR Drive	Attach Lub	145K	166K	175K
1967–92 A904	3	Yes	Slot	Offset	P4529403AB	P5007290AB	NA
1993–96 A904	3	Yes	D-Drive	Offset	P5007291AB	P5007292AB	NA
1996–up A904	3	Yes	D-Drive	Symmetrical	P5007293AB	P5007294AB	NA
1967–95 A727	3	Yes	Slot	Offset	P4876947AB	P5007297AB	NA
1996–up A727	3	Yes	Slot	Symmetrical	P5007298AB	P5007299AB	NA

Note: The torque converters above fit only the A904/A500 and A727/A518 lockup transmissions listed. They do not fit non-lockup transmissions and the newer models. Performance converters are considered 10" converters and measure approximately 10 1/2". The "stall speed" listed is an estimate, but Lockup converters tend to vary more than non-lockup units do. Note the specific years for the Lockup applications. Production has changed several major features that make lockup converters non-interchangeable.

145K = 1900–2100 stall speed, 166K = 2250–2350 stall speed, 175K = 2400–2500 stall speed

TORQUE CONVERTER ENGINE USAGE

General Desc.	Hemi®, 5.2L Magnum, Slant 6, 3.9L V6, 383, 440 Forged Crank, 273, 318, 340 Forged Crank	440 6-BBL and Heavy Rod 440, 440 Cast Crank, 360 Cast Crank (1971–92), 340 Cast Crank	1993–01 360 Magnum
145K, 166K Torque Converter 175K Torque Converter All Race Torque Converter	No Extra Weights	Add P4120241	Add P5249843

TORQUE CONVERTER USAGE BY VALVE LIFT FACTOR

Engine	Valve Lift	Torque Converter	General Usage
Hemi®	Up to 0.499"	150K	Dual Purpose
	0.500"–0.530"	166K	General Bracket
	0.531" and up	175K and up	Serious Brackets
440	Up to 0.481"	145K	Dual Purpose
	0.482"–0.520"	166K	General Bracket
	0.521" and up	175K and up	Serious Brackets
383	Up to 0.450"	145K	Dual Purpose
	0.451"–0.481"	166K	General Bracket
	0.482" and up	175K and up	Serious Brackets
360	Up to 0.481"	145K	Dual Purpose
	0.482"–0.520"	166K	General Bracket
	0.521" and up	175K	Serious Brackets
318/340	Up to 0.450"	145K	Dual Purpose
	0.451"–0.481"	166K	General Bracket
	0.482" and up	175K and up	Serious Brackets

TORQUE CONVERTER USAGE BY "K" FACTOR

Application	318/340	360	383/400	440
Stock — Performance	120–145K	120–145K	120–145K	120K
Street — Performance	166–175K	145–166K	166–175K	145–166K
Street — Strip	175K	166–175K	175K	166–175K
Bracket Race	175–230K	175–230K	175–200K	150–150K
Race	250–265K	240–255K	250–265K	240–255K
	260–275K–W2	260–275K–W2	—	—

AUTOMATIC TRANSMISSION

A. RWD Deep Oil Pan Packages

Extra-capacity RWD Deep Oil Pan Packages improve the cooling and lubrication of critical transmission components. Results in better shift performance and longer component life. A new, redesign billet bolt-on spacer is provided to lower the fluid pickup. Includes drain plug.

P5007793AB	RWD Cast Aluminum Deep Oil Pan Package (A-727)
P5007794AB	RWD Cast Aluminum Deep Oil Pan Package (A-904)
P3690730AB	RWD Stamped Steel Deep Oil Pan Package (A-727)
P4007886AB	RWD Stamped Steel Deep Oil Pan Package (A-904/A-999)
P4120161AB	RWD Chrome-Plated Deep Oil Pan Package (A-727)
P4120162AB	RWD Chrome-Plated Deep Oil Pan Package (A-904/A-999)

B. Filter Extension Kit

For use with RWD deep automatic transmission pan packages. Kit contains 1 filter extension, 1 transmission pan gasket and 1 transmission fluid filter.

P5249321AB	Filter Extension Package (A-727)

C. Front Clutch Piston Spring

When rebuilding your 727 Transmission, you should always replace the Front Clutch Spring. This spring provides the correct amount of tension to ensure firm upshifts and prolonged clutch life.

P2801243	Front Clutch Piston Spring

TRANSMISSION CLUTCHES

D. RWD Complete Clutch Kits

Dual-purpose performance A-904 (includes A-998, A-999 and A-500) or A-727 transmissions can be fixed with these RWD Complete Clutch Kits. All components are high-quality O.E. parts designed for your transmission. Kits contain front and rear discs, clutch plates and instructions.

P4529016	RWD Complete Clutch Kit (A-727)
P4529008	RWD Complete Clutch Kit (A-904/A-500)

E. RWD Front Bands

Mopar Performance takes the same high-quality, heavy-duty transmission front bands found in our other complete A-904 or A-727 transmission kits, but packages them separately for your convenience. Select either dual-purpose performance or race applications.

P4529009	RWD Front Band (A-904/A-500)
P4529012	RWD Front Band — Race (A-904/A-500)
P4529017	RWD Front Band (A-727)
P4529020	RWD Front Band — Race (A-727)

F. RWD Kickdown Lever

This special 5:1 ratio Kickdown Lever can be used as a replacement on the 426 Hemi® transmission. Speeds up front band actuation on other A-904 and A-727 transmissions to firm upshifts.

*P4529023AB	Kickdown Lever (A-904/A-727)

G. RWD Rear Clutch Kit

We've packaged our heavy-duty, high-performance A-727 race clutch plates and discs into a practical kit.

P4529019	RWD Rear Clutch Kit — Race (A-727)

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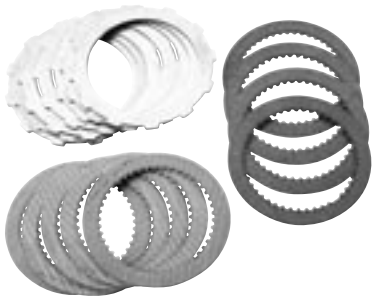

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PERFORMANCE

Manual Transmission

FLYWHEELS AND HARDWARE

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

P4529110	Cast Crank Flywheel — 130 Tooth (1971–92 360 Small Block, not AMC 360)

B. Race Steel Flywheel
This race steel V8 flywheel weighs 18 1/2 lbs. and is designed for use with 10 1/2" clutch.

*P4876047	Race Steel Flywheel — 6-Bolt (Big Block, Small Block)

C. Steel Replacement Flywheels
Steel Replacement Flywheels weigh 30 lbs. and are for use with 10 1/2" clutch. Not SFI approved.

P4529142	Steel Flywheel — 6-Bolt, 130 Tooth (Big Block, Small Block)
P4529143	Steel Flywheel — 8-Bolt, 130 Tooth (Big Block, Small Block)

D. Flywheel Attaching Screw Set
This flywheel attaching screw set is ideal for inline 6 and 90° V6 and V8 engines. It includes 6 crankshaft and pressure plate bolts.

P4529113	Flywheel Attaching Screw Set — 6-Bolt (V8 and 6-Cyl.)

CLUTCH LINKAGE

E. Clutch Fork Replacement Kits
Replacement Kits for rear-wheel-drive manual transmission clutch forks. Kits contain a clutch fork, clutch fork pivot and boot.

P4529451	Clutch fork Repair Kit — 12 1/2" Approx. Length (Small Block A-Body, Except 1976)
P4529452	Clutch fork Repair Kit — 10 3/4" Approx. Length (Small Block B- and E-Body)
P4529453	Clutch fork Repair Kit — 10 3/4" Approx. Length ("B" Engine B- and E-Body)

F. Clutch Linkage Shaft Service Kits
Each kit contains nylon bearings, snap rings, seals, washers, lock springs, pivot ball studs and instructions.

P4529447	Clutch Linkage Shaft Service Kit (B- and E-Body)
P4529489	Clutch Linkage Shaft Service Kit (A-Body)

G. Clutch Rod Repair Kits
Each kit contains a clutch rod, nuts, washers, springs, clips and instructions.

P4529448	Clutch Rod Kit — 6.885" Overall Length (Small Block A-Body)
P4529449	Clutch Rod Kit — 4.860" Overall Length (Small Block B- and E-Body)
P4529450	Clutch Rod Kit — 4.880" Overall Length (Big Block B- and E-Body)

Photo (Previous Page): Frank Kidd

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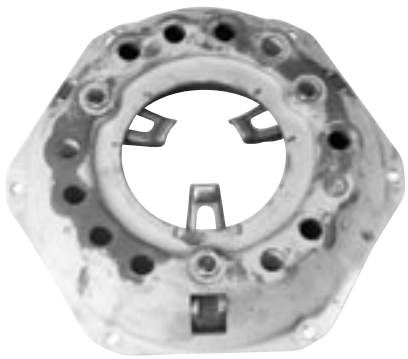

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CLUTCH DISCS, PRESSURE PLATES AND HARDWARE

A. Race Clutch Cover and Pressure Plate

Race Clutch Cover and Pressure Plate is super heavy-duty for 3100 lbs. spring load.

P4529406	Race Clutch Cover and Pressure Plate — 10 1/2" (Hemi®, Big Block, Small Block)

B. Muscle Car Pressure Plates

These Muscle Car Pressure Plates are roller designs similar to original production units. Use with muscle car clutch discs.

P4529140	Muscle Car Pressure Plate — 10 1/2", 2500 lb. Base (Dodge and Plymouth V8 Muscle Cars)
P4529141	Scalloped Muscle Car Pressure Plate — 11" (10.95"), 2500 lb. Base (1970–72 Hemi and Big Block)

C. Muscle Car Clutch Discs

Use with Mopar Performance Muscle Car Pressure Plates (P4529140 and P4529141).

P4529136	Muscle Car Clutch Disc — 10 1/2", 23 Spline (Dodge and Plymouth V8 Muscle Cars)
P4529137	Muscle Car Clutch Disc — 11" (10.95"), 23 Spline (Dodge and Plymouth V8 Muscle Cars)
P4529138	Muscle Car Clutch Disc — 10 1/2", 18 Spline (Dodge and Plymouth V8 Muscle Cars)
P4529139	Muscle Car Clutch Disc — 11" (10.95"), 18 Spline (Dodge and Plymouth V8 Muscle Cars)

D. Street/Strip Pressure Plates

P4876919	Pressure Plate — 11" (10.95") (426 Hemi, 440 Big Block)
P4876920	Pressure Plate — 10 1/2" (426 Hemi, 440 Big Block, 340 Small Block)

Pilot Bearing (Not Pictured)

Pilot bearing should be replaced when servicing clutch and throw out bearing. It should be installed with every new clutch.

P5007051	Pilot Bearing (Big Block and Small Block)

SHIFTERS

E. Hurst Pistol Grip Shifters

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

P4510610	Hurst Pistol Grip Shifter (All 1968–69 Non-Console, 1970 B-Body Non-Console)
P4510611	Hurst Pistol Grip Shifter (1971–74 B-Body Non-Console with Center Armrest)
P4510612	Hurst Pistol Grip Shifter (1970–74 E-Body, 1971–74 B-Body with Console)
P4510948	NEW! Hurst Pistol Grip Shifter (1970 B-Body with Console)
P4510614	Hurst Pistol Grip Simulated Wood Grain Insert Grips

Note: All pistol grip sticks are the bolt-in style and are designed for use with Hurst Comp Plus shifter, part number 391–6769 (not available through Mopar).

MANUAL TRANSMISSION COMPONENTS

A. RWD Clutch Release Roller Bearing and Sleeve Assembly

For all 426 Hemi® or 440 Magnum engines, it is recommended that you take the preventative measure of replacing your throw-out bearing. This RWD Clutch Release Roller Bearing and Sleeve Assembly installs easily. Applies to 4-speed transmissions with 10.50" clutch. Fits only 18-spline input shaft. It should be installed every time you replace your clutch.

P4529064	RWD Clutch Release Roller Bearing and Sleeve Assembly

B. NEW! 4-Speed Gasket Kit

Complete Rebuild 4-Speed Gasket Kit for A-833 manual transmissions. Kit includes input seal, large rubber cone-style rear seal and all necessary gaskets and seals.

P4510639	4-Speed Gasket Kit (A-833)

C. 4-Speed Front Bearing Retainers

Mopar Performance has re-released these previously discontinued A-833 4-Speed Front Bearing Retainers. No more scouring the salvage yards for the correct one. Whether you are swapping transmissions or restoring a legend, you can choose the correct bearing retainer for your application. Each package includes the retainer, retainer gasket and input shaft seal. Bearing retainers are identified by their outside diameter (OD), attaching bolt circle diameter (BC), and corresponding transmission input shaft.

P4529694	4-Speed Front Bearing Retainer — 4.35" O.D., 3.70" BC, for 23 Spline Input Shaft (A-833)
P4529695	4-Speed Front Bearing Retainer — 4.80" O.D., 3.70" BC, for 23 Spline Input Shaft (A-833)
P4529696	4-Speed Front Bearing Retainer — 4.80" O.D., 4.16" BC, for 23 Spline Input Shaft (A-833)
P4529697	4-Speed Front Bearing Retainer — 4.80" O.D., 4.16" BC, for 18 Spline Input Shaft (A-833)

D. Input Shaft Bearing Package

Original equipment Input Shaft Bearing Package for A-833 4-speed transmission includes bearing, snap ring and gaskets.

P4529698	Input Shaft Bearing Package — 308 Bearing (A-833)

Note: 308 = 3.54" OD.

E. RWD Offset Clutch Housing Dowel Package

This dowel package contains dowels offset by 0.007", 0.014" and 0.021" (2 each).

P4120383	RWD Offset Clutch Housing Dowel Package

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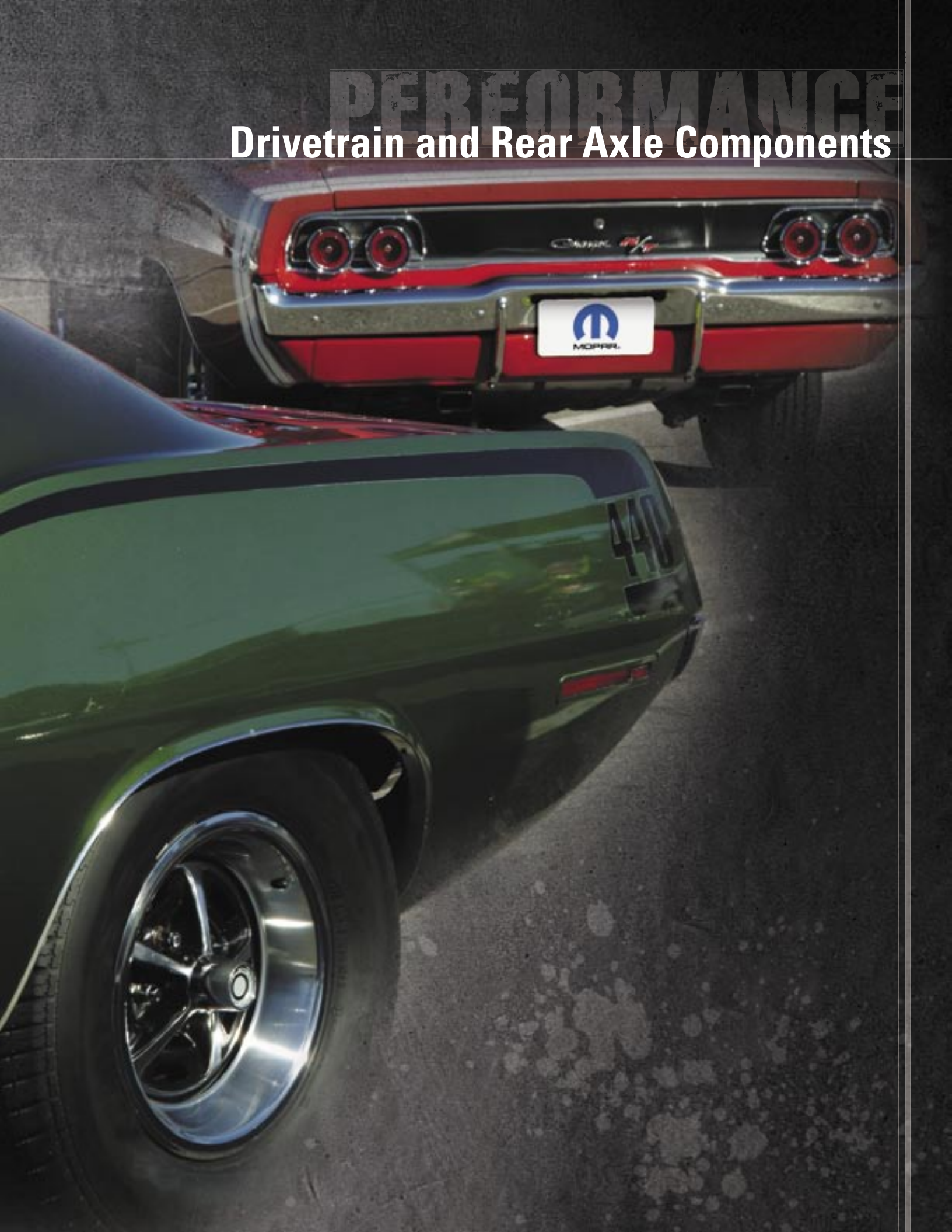
PERFORMANCE
Drivetrain and Rear Axle Components



UNIVERSAL JOINT AND YOKE KITS

A. NEW! Billet Yoke Kits

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

P4510638	Axle Yoke — 10 Spline, 1.078" Bearing Cap, Aluminum Billet (8 3/4" Axles)
P4510655	Axle Yoke — 10 Spline, 1.125" Bearing Cap, Aluminum Billet (8 3/4" Axles)
P4510656	Axle Yoke — 10 Spline, 1.078" Bearing Cap, 4130 Chrome Moly Billet (8 3/4" Axles)
P4510657	Axle Yoke — 10 Spline, 1.125" Bearing Cap, 4130 Chrome Moly Billet (8 3/4" Axles)

B. Slip Yoke Kits

Slip Yoke Kits for use with driveshaft kits or general service.

P5007409	Slip Yoke Kit — Type 7260 U-Joint, 26 Spline, 6.80" Long (A-904)
P5007410	Slip Yoke Kit — Type 7290 U-Joint, 26 Spline, 7.30" Long (A-904)
P5007411	Slip Yoke Kit — Type 7290 U-Joint, 29 Spline, 8.00" Long (A-727)

C. Universal Joint Packages

U-joint for driveshaft use.

P3690773	Universal U-Bolt Assembly Package — 1330 Series
P5007418	Universal Joint Package — Adapts 7260 Drive shaft to 7290 Axle Yoke

D. Axle Yoke Kits

Complete driveshaft pinion yoke kits include yoke, U-joint retaining straps, strap hold-down bolts, yoke retaining washer and nut and instructions.

P4529481AB	Axle Yoke Kit — 29 Spline, 7260 Joint (8 1/4" and 8 3/4" Axles)
P4529483AB	Axle Yoke Kit — 29 Spline, 7290 Joint (8 3/4" Axles)
P4876804	Axle Yoke Kit — 10 Spline, 7290 Joint (Dana 60 Axles)

E. U-Bolt Yoke Conversion — 29 Spline

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

P5007417AC	Yoke Kit — Adapts 7290 Yoke to 7260 Driveshaft, 8 3/4" Carrier

F. U-Joint and Prop Shaft Assembly Kit

For custom fabrication of prop shafts. Kit includes the following: Front (7290) yoke and 3 1/4" 16 gauge tube assembly (58.20" in length); U-Joints (2); Balance weights — 2 of each (0.26 oz., 0.36 oz., 0.50 oz., 0.75 oz., and 1.00 oz.).

P4876886	Large Yoke U-Joint —7290 Joint (1971–00 8 1/4", 1962–74 8 3/4" and 1962–74 9 1/4" Axles)

Note: Does not include slip yoke.

Photo (Previous Page): Frank Kidd

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UNIVERSAL JOINT MOUNTING HARDWARE

A. U-Joint U-Bolt Service Package

Services U-Bolt Conversion Kit. 2 required.

P3690774	U-Joint U-Bolt Service Package (Dana 60 Axles)

B. U-Joint Strap and Bolt Packages

This inexpensive package will help you avoid driveshaft failure and give you peace of mind. Use with Dana 60 Axle Yoke Kit (P4876804).

P4120468	7260 U-Joint Strap and Bolt Package (8 1/4" and 8 3/4" Axles)
P4120469	7290 U-Joint Strap and Bolt Package (8 3/4" and Dana 60 Axles)

REAR AXLE COMPONENTS

C. Aluminum Carrier Housing

This rugged Aluminum Carrier Housing is designed to reduce weight and hold up under high torque. Uses 1 3/4" large stem pinion and standard components. The 8 3/4" aluminum axle housing uses "742" style large stem ring and pinions and fits 8 3/4" banjo housings (up to 1974). It features a weight reduction of 44% (approximately 11 lbs. to 14 lbs.), compared to production cast iron and includes 6061 billet aluminum caps. It is stiffer than cast iron housing; decreases pinion deflection 10%. It uses "742" style bearings and shims, service parts and sure-grips.

P4876445	Aluminum Bare Housing (8 3/4" Axles)
P5007239	Housing Gasket (8 3/4" Axles)

Note: Clearance required on 3.23 or higher ratios. Adjuster lock bolts may need to be replaced with socket head bolts.

D. Ring and Pinion Gears

These high-performance rear end Ring and Pinion Gears are manufactured with a special heat treat process.

P5249928	Rear Axle Ring and Pinion Gears — 3.55:1 Ratio, 10-Bolt Cover (8 1/4" Axles)
P5249927	Rear Axle Ring and Pinion Gears — 3.55:1 Ratio, 12-Bolt Cover (9 1/4"Axles)
P4529271	Rear Axle Ring and Pinion Gears — 3.90:1 Ratio, 10-Bolt Cover (8 1/4" Axles)
P4529272	Rear Axle Ring and Pinion Gears — 3.90:1 Ratio, 12-Bolt Cover (9 1/4" Axles)
P4529900	Rear Axle Ring and Pinion Gears — 4.10:1 Ratio, 10-Bolt Cover (8 1/4" Axles)

E. NEW! Axle Brace

Axle Brace keeps axle tubes from twisting under extreme loads and provides strength and rigidness to Chrysler 8 3/4" axles. Welding required.

P4510642	Axle Brace (8 3/4" Axles)

F. Differential Clutch Kits

Clutch discs and plates to rebuild a limited slip differential.

P4529484	Differential Clutch Kit (8 3/4" Axles)
P4529485	Differential Clutch Kit (9 3/4" Axles)

A. Rear Axle Bearing Set

This Rear Axle Bearing Set was specifically designed by Mopar Performance to eliminate the production bearing retainers and axle end play adjuster. Set contains two axle shaft bearings, two bearing retainer sleeves, two axle shaft seals and two axle flange gaskets.

P5249444	Rear Axle Bearing Set (1965 and Newer 8 3/4" and 9 3/4"Axles)

B. Crush Sleeves

Original equipment crush sleeves for setting up rear axle. Includes pinion nut washer and pinion flange nut.

P4529700	Crush Sleeve (8 1/4" Axles)
P4529702	Crush Sleeve (9 1/4" Axles)

C. Ring Gear Retaining Bolt Packages

Complete sets of (12) Ring Gear Retaining Bolts with instructions.

P4529486	Right-Hand-Thread Ring Gear Bolt Package (1971–on 7 1/4" and 8 3/4" Axles, 1972–on 8 1/4" Axles)
P5249163	Left-Hand-Thread Ring Gear Bolt Package (to 1970 7 1/4" and 8 3/4" and to 1971 8 1/4" Axles)

D. Synthetic Gear Lube

Mobil One Synthetic Gear Lube improves wear protection. Engineered to protect your axle in severe duty applications.

P5007326	Mobile 1 Synthetic Gear Lube — 75W-140 MS8985

DIFFERENTIAL COMPONENTS

E. Sure-Grip Differential Assemblies

Mopar Performance supplies production replacement Sure-Grip Differential Assemblies for rear axles. These assemblies are complete for high-performance applications. Designed for gear ratios of 2.76:1 and higher.

P4529273	Sure-Grip Differential Assembly (to 1995 8 1/4" Axles)
P4876118	Sure-Grip Differential Assembly (8 3/4" Axles)

F. RWD Chrome Differential Covers

Impress those behind you with one of these Chrome Differential Covers. Attaching bolts not included.

P3690753	RWD Chrome Differential Cover (8 1/4" Axles)
P3690754	RWD Chrome Differential Cover (1973 and Newer 9 1/4" Axles)
P3690755	RWD Chrome Differential Cover (9 3/4" Dana 60 Axles)

G. Rear Axle Cover Chrome Attaching Bolt Sets

Chrome Attaching Bolt packages for chrome rear axle covers.

P4452787	Chrome Attaching Bolts — Set of 12 (7 1/4", 8 1/4", 9 1/4" Axles)
P5249719	Chrome Attaching Bolts — Set of 9 9 3/4" Dana Axles)

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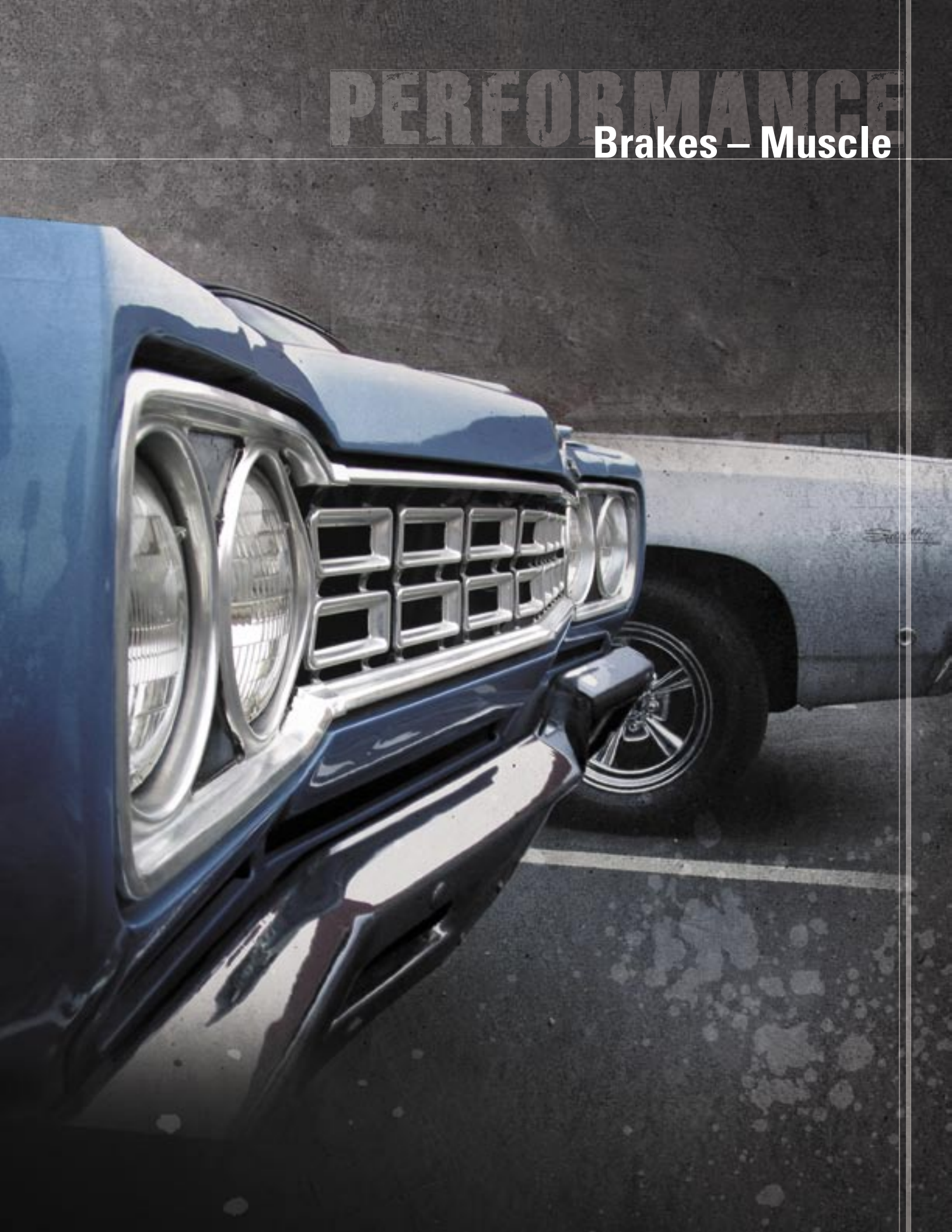
PERFORMANCE

Brakes – Muscle



MASTER CYLINDER COMPONENTS

A. Master Cylinder Assemblies

These master cylinders offer an upgrade over the older production units. The master cylinders and reservoirs are made from lightweight aluminum. Assembly Kit (P5249270) features a 15/16" bore diameter and a 1.42" stroke for the highest volume fluid displacement while maintaining proper pressure. Kit (P5249271) features a larger bore diameter for an increased pedal "feel."

P5249270	Master Cylinder Assembly — 15/16" Bore, 1.30" Displacement, 63% Front/37% Rear, Cars Under 2800 lbs.
P5249271	Master Cylinder Assembly — 1 1/32" Bore, 1.02" Displacement, 69% Front/31% Rear, Cars Over 2800 lbs.

B. NEW! Stainless Master Cylinder Heat Shield

Master Cylinder Heat Shield prevents heat from exhaust header or exhaust manifolds from boiling and degrading brake fluid.

P4510634	Stainless Master Cylinder Heat Shield (Big Block A-Body)

C. Master Cylinder Adapter

This Master Cylinder Adapter converts from 4-stud to 2-stud attaching style. For use with Mopar Performance Master Cylinder Assemblies (P5249270 and P5249271) and Brake Cylinder Pushrod Package (P5249316AB).

P5249315	Master Cylinder Adapter

D. Offset Master Cylinder Adapter

Offset Master Cylinder Adapter moves master cylinder away from engine for added clearance with Hemi® or 440 engine valve covers. Designed specifically for 1968 Hemi A-body cars.

P5249717	Offset Master Cylinder Adapter (1968 Hemi A-Body)

BRAKE PUSHRODS

E. NEW! Adjustable Brake Pushrod

Adjustable Brake Pushrod for use with lightweight master cylinders.

P4510640	Adjustable Brake Pushrod

F. Brake Cylinder Pushrod Package

Brake Cylinder Pushrod Package contains pushrod assembly, bolt, nut, washer, adhesive, roll pin and instruction sheet. For use with Mopar Performance Master Cylinder Assemblies (P5249270 and P5249271) and Master Cylinder Adapter (P5249315).

P5249316AB	Brake Cylinder Pushrod Package

BRAKE PROPORTIONING VALVE

G. Lightweight Brake Proportioning Valve

This valve is made from lightweight billet aluminum and is compact for all applications. It's perfect for all hydraulic brake applications and is easily adjusted with the turn of a knob. For diagonally split brakes, install one valve in each rear brake line (do not change brake system to front-to-rear split).

P5249088	Lightweight Brake Proportioning Valve

Photo (Previous Page): Frank Kidd

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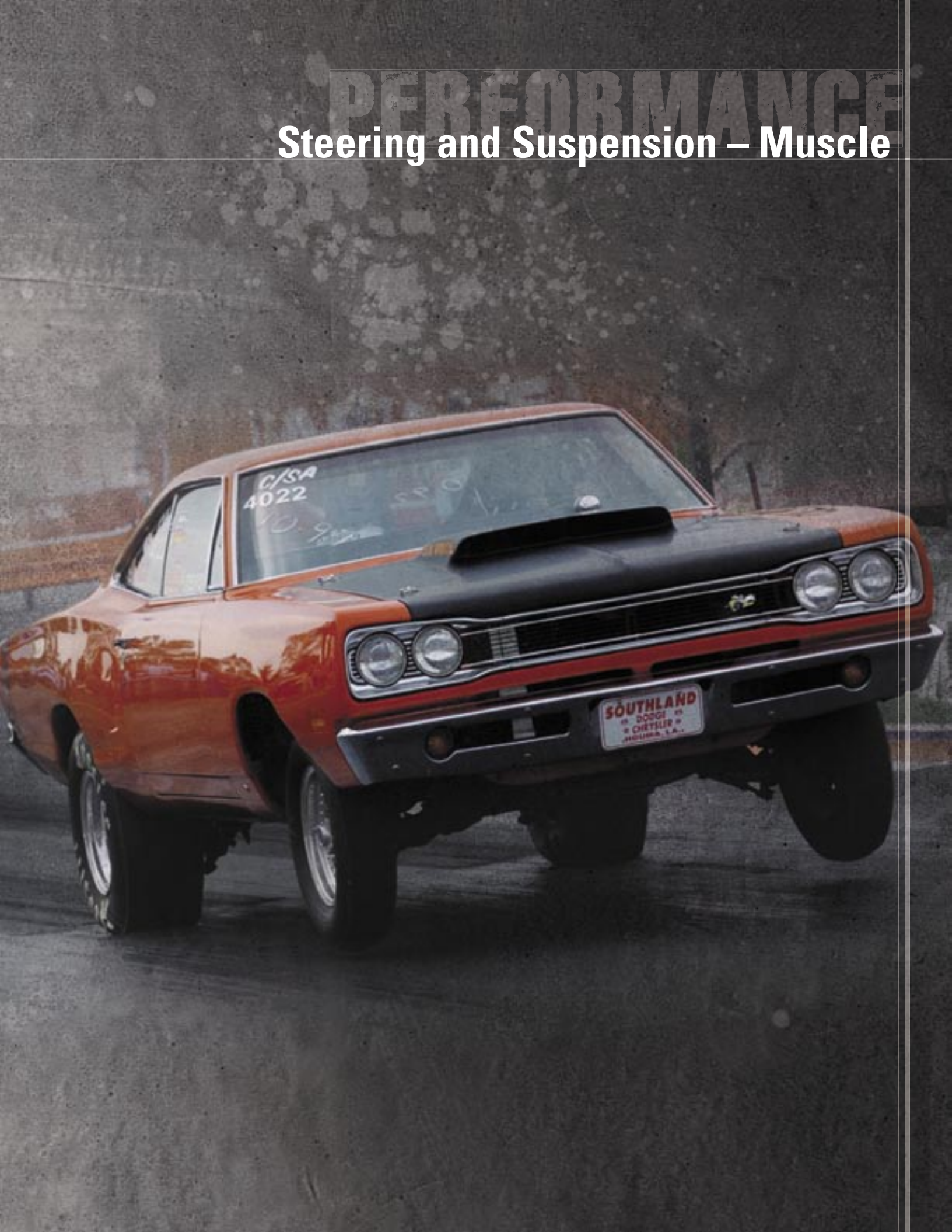
PERFORMANCE

Steering and Suspension – Muscle



LEAF SPRINGS

A. XHD Leaf Springs — Original Equipment

These extra heavy-duty springs are just like the bias design production springs that were stock items on 1968–72 A-body vehicles with 340 high-performance engines, 1967–71 B-body vehicles with 440 or 426 manual and automatic transmissions, and 1970–74 E-body vehicles with 440 or 426 manual or automatic transmissions. Springs will fit any A-body (1964–75), B-body (1966–72) or E-body (1970–74), regardless of engine size, and come with front bushing installed in assembly. B-body: front 22", rear 36".

P4510268	NEW! O.E. Leaf Spring — Right (1964–75 A-Body)
P4510269	NEW! O.E. Leaf Spring — Left (1964–75 A-Body)
P4452982	O.E. Leaf Spring — Right (1966–72 B-Body)
P4452983	O.E. Leaf Spring — Left (1966–72 B-Body)
P4452984	O.E. Leaf Spring — Right (1970–74 E-Body)
P4452985	O.E. Leaf Spring — Left (1970–74 E-Body)

Note: Lighter cars may sit higher than stock.

B. Competition Leaf Springs — Super Stock

Leaf spring sets are designed to control torque roll, providing equal bite on rear wheels through limited axle wind-up. These springs don't lock up the rear but allow it to move, keeping the tires on the track where they belong. The rear springs listed below have a 20" front segment and require a longer front spring hanger bracket for B-, E-, F-, J- and M-bodies (not included). Standard hanger brackets used on A-bodies.

P4120863	Competition Leaf Spring — Right, 2800 lbs. (A-Body)
P4120864	Competition Leaf Spring — Left, 2800 lbs. (A-Body)
P3412002	Competition Leaf Spring — Right, 3000–3200 lbs. (Modified Cars, 1968 Hemi® Super Stock A-Body)
P3412003	Competition Leaf Spring — Left, 3000–3200 Lb (Mod. Cars, Hemi Super Stock A-Body, B-Body w/Relocated Shackle)
P3690454	Competition Leaf Spring — Right, 3800 lbs. (B-Body)
P3690455	Competition Leaf Spring — Left, 3800 lbs. (B-Body)
P3690456	Competition Leaf Spring — Right, 3400 lbs. (1964–65 Super Stock B-Body)
P3690457	Competition Leaf Spring — Left, 3400 lbs. (1964–65 Super Stock B-Body)
P3690460	Competition Leaf Spring — Right, 3600 lbs. (E-Body Barracuda-Challenger, B-Body w/Shackle Relocation)
P3690461	Competition Leaf Spring — Left, 3600 lbs. (E-Body Barracuda-Challenger, B-Body w/Shackle Relocation)
P4120865	Competition Leaf Spring — Right, 3300 lbs. (E-Body Barracuda-Challenger, B-Body w/Shackle Relocation)
P4120866	Competition Leaf Spring — Left, 3300 lbs. (E-Body Barracuda-Challenger, B-Body w/Shackle Relocation)

Note: With P3412002–03, the rear eye in frame is moved forward; Pinion Snubber is recommended. If using P4120863, vehicle will not be level at standstill.

C. Oval Track Leaf Springs

Reissued Mopar Performance Kit Car leaf springs are ideal for oval track applications. These springs are widely used on dirt track race cars. The spring rate is 120 lbs. per inch. Front 20.50", Rear 35.0".

P4529414	Oval Track Leaf Spring — No Arch
P4529415	Oval Track Leaf Spring — 1" Arch

Photo (Previous Page): Bruce Biegler

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LEAF SPRING ATTACHMENT HARDWARE

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A. NEW! Solid Leaf Spring Front Eye Bushings

Improves spring reaction by decreasing rubber deflection. Steel sleeve allows free movement of bushing. Designed for use with competition leaf springs (super stock). Contains two.

P4510644	Aluminum Solid Leaf Spring Front Eye Bushings — 1 1/2" Dia., 2.00" Length (A-, B- and E-Body)

B. Rear Spring Shackle Bushings

These bushings are available in high-performance polyurethane for improved vehicle handling, or factory original equipment heavy-duty rubber for restoration projects. Sold in sets of 8 bushings.

P4510643	NEW! Polyurethane Rear Spring Shackle Bushings (A-Body)
P4452986	O.E. Rubber Rear Spring Shackle Bushings — 7/8" (A-Body)
P4452987	O.E. Rubber Rear Spring Shackle Bushings — 1" (B-Body, E-Body, Super Stock Springs)

C. Rear Axle Shim Package

These tapered angle shims allow you to adjust the pinion-to-driveshaft to the correct 5 to 7 degrees. Package includes 2 each 1°, 2° and 3° shims (6 shims total).

P4529536	Rear Axle Shim Package (8 1/4", 8 3/4" and Dana 60 Axles)

D. Rear Spring Clamp Package

Clamps to the front half of rear leaf springs to increase stiffness. Contains clamps for 2 springs.

P4120470	Rear Spring Clamp Package — Superstock Springs Only

E. Rear Spring Front Hanger Bracket Sets

These straight hangers are 2.0" longer for use with Super Stock springs.

P4120079	Front Hanger Bracket Set — 117" WB (1966–70 Dodge B-Body Sedan and Wagon)
P4120080	Front Hanger Bracket Set — 108/110/115" WB (1964–65 Mod. B-Body, 1970–74 E-Body, 1971–74 B-Body Hard Top)
P4120081	Front Hanger Bracket Set — 110" WB (1976–80 F-Body, 1980–83 J-Body, 1977–78 M-Body)
P4120105	Front Hanger Bracket Set — 116" WB (1966–70 Plymouth B-Body Sedans, 1971–74 B-Body Wagons)

F. Offset Rear Spring Front Hanger Bracket Sets

Offset Bracket Sets move the springs next to the frame. Requires spring seat and offset shackles to be moved. Offers the maximum possible movement inboard for tire clearance without frame rework.

P4120077	Offset Rear Spring Front Hanger Bracket Set (A-Body)
P4120078	Offset Rear Spring Front Hanger Bracket Set (B- and E-Body with Super Stock Springs)

G. Rear Spring Mounting Seats

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

P4120074	Rear Spring Mounting Seats
P5007857	NEW! Rear Spring Mounting Seat — for Super Stock Springs

A. Rear Spring Shock Mounting Plates
They provide lower shock pivot, plus support for the U-bolts that hold the rear spring to the axle. Sold individually.

P4876518	Rear Spring Shock Mounting Plates — Right (A-, B- and E-Body)
P4876519	Rear Spring Shock Mounting Plates — Left (A-, B- and E-Body)

B. Spring Relocation Kits
Kits move leaf springs in 3" per side for added tire clearance. Kits mount longitudinally. Requires welding. Includes front hangers, shackles, rear shackle mounts and spring mounting seats.

P4120665AB	Spring Relocation Kit (B- and E-Body)
P4876558AB	Spring Relocation Kit (A-Body)

Note: A-body uses small rear spring eye.

C. Spring U-Bolt and Nut Packages
For replacement of U-bolts when working on your car's springs. Packages include 4 spring/axle U-bolts and 8 nuts.

P5249709	Spring U-Bolt and Nut Package — 7" (Standard 8 3/4" and Dana 60 Axles
P4120611	Spring U-Bolt and Nut Package — 8"
P4120612	Spring U-Bolt and Nut Package — 9"

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

P5249716	Straight Rear Shackle Bushing — 1 Shackle Only (B-Body)
P5249715	Straight Rear Shackle Bushing — 1 Shackle Only (A-Body)

E. Offset Rear Shackle Packages
Offset approximately 0.80" for use on cars with relocated rear springs. Use with offset front hangers.

P4120075	Offset Rear Shackle Bushings (A-Body)
P4120076	Offset Rear Shackle Bushings (B- and E-Body)

FRAME COMPONENTS

F. Adjustable Pinion Snubbers
Adjustable Pinion Snubbers will help control axle wind-up by adjusting the height to the floor pan. Units fit to the center front of the rear axle housing

P3690181	Adjustable Pinion Snubber (Dana 60 Axles)
P3690182	Adjustable Pinion Snubber (8 3/4" Axles)

G. Bolt-In Frame Connector Packages
These prefabricated Bolt-In Frame Connector Packages let you tie the front and rear frame longitudinally on drag cars. They can be welded for additional strength and rigidity. Packages include 2 connectors, brackets and necessary mounting hardware.

P4286868	Bolt-In Frame Connector Package — 108" Wheelbase (1967–76 A-Body)
P4876658	Bolt-In Frame Connector Package — 111" Wheelbase (1967–76 A-Body)
P4286870	Bolt-In Frame Connector Package — 108"–110" Wheelbase (1970–74 E-Body)
P4286869	Bolt-In Frame Connector Package — 115"–117" Wheelbase (1966–72.5 B-Body)

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TORSION BAR SETS

Part Number	Diameter	Body	Applications
P5249148	0.810" Diameter	A-body	Drag Racing
P5249149	0.870" Diameter	A-body	Restoration for 340 Cars, Improved Slant 6, 273 and 318 Handling
P5249150	0.890" Diameter	A-body	Restoration for 383 Cars, Improved Small Block Handling
P5249151	0.920" Diameter	A-body	Performance Handling, Solo Racing
P5249152	0.990" Diameter	A-body	Solo Racing, Road Racing
P5249153	1.040" Diameter	A-body	Heavy-Duty Solo Racing, Road Racing, 1/4 or 1/2 Mile Circle Track Racing
P5249154	1.090" Diameter	A-body	1/4 or 1/2 Mile Circle Track Racing
P5249155	1.140" Diameter	A-body	1/4 or 1/2 Mile Circle Track Racing
P5249156	0.840" Diameter	B- and E-body	Drag Racing
P5249157	0.920" Diameter	B- and E-body	Restoration for 440 and Hemi® Cars, Improved Small Block Handling
P5249158	0.960" Diameter	B- and E-body	Improved Big Block and Hemi® Handling
P5249159	1.000" Diameter	B- and E-body	Solo Racing, Road Racing
P5249160	1.120" Diameter	B- and E-body	Heavy-Duty Solo, Road Racing, 1/4 or 1/2 Mile Circle Track Racing
P5249161	1.160" Diameter	B- and E-body	1/4 Or 1/2 Mile Flat Circle Track Racing
P5249162	1.220" Diameter	B- and E-body	1/4 Or 1/2 Mile Banked Circle Track Racing

TORSION BARS AND HARDWARE

A. Torsion Bar Sets

Mopar Performance offers torsion bars for the A-, B- and E-body cars in a variety of diameters for restoration, performance and racing. Improve the suspension performance and cornering ability or weight transfer of your vehicle with these Mopar Performance Torsion Bar Sets. The A-body bars are 35.70" long; the B- and E-body bars are 41" long. These sets bolt right into stock locations without modifications (sold as sets of 2).

P5249148 Torsion Bar Set — 0.810" Diameter (A-Body)
P5249149 Torsion Bar Set — 0.870" Diameter (A-Body)
P5249150 Torsion Bar Set — 0.890" Diameter (A-Body)
P5249151 Torsion Bar Set — 0.920" Diameter (A-Body)
P5249152 Torsion Bar Set — 0.990" Diameter (A-Body)
P5249153 Torsion Bar Set — 1.040" Diameter (A-Body)
P5249154 Torsion Bar Set — 1.090" Diameter (A-Body)
P5249155 Torsion Bar Set — 1.140" Diameter (A-Body)
P5249156 Torsion Bar Set — 0.840" Diameter (B- and E-Body)
P5249157 Torsion Bar Set — 0.920" Diameter (B- and E-Body)
P5249158 Torsion Bar Set — 0.960" Diameter (B- and E-Body)
P5249159 Torsion Bar Set — 1.000" Diameter (B- and E-Body)
P5249160 Torsion Bar Set — 1.120" Diameter (B- and E-Body)
P5249161 Torsion Bar Set — 1.160" Diameter (B- and E-Body)
P5249162 Torsion Bar Set — 1.220" Diameter (B- and E-Body)

B. Torsion Bar Lock and Seal

P5249609 Torsion Bar Lock and Seal (A-, B- and E-Body)
P4876097 Torsion Bar Lock Clip (A-, B- and E-Body)

FRONT SUSPENSION BALL JOINT AND HARDWARE

A. Front End Seal Packages

This Front Suspension Seal Package contains seals for tie rod ends, pitman arm, upper and lower, ball joints and idler arm.

P5249226	Front End Seal Package (1968–76 A- and E-Body)
P5249229	Front End Seal Package (1968–72 B-Body)

RWD Front Strut Bushing Packages (Not Pictured)

Minimize fore and aft movement during braking and hard acceleration. Made of special high durometer material.

P4529183	RWD Front Strut Bushing Package (1967–76 A-Body)
P4529184	RWD Front Strut Bushing Package (B- and E-Body)

MANUAL STEERING HARDWARE

B. NEW! Manual Steering Adapter

This adapter allows you to convert vehicles equipped with power steering to a manual steering box.

P4510637	Manual Steering Adapter (A-, B- and E-Body)

C. Gear Worm and Ball Nut Package

Replace your 26:1 manual steering production gear ratio set with this improved 20:1 ratio Package.

P4007612	Manual Steering Gear Worm and Ball Nut Package (1963–85 Passenger Cars)

SHOCKS AND STRUTS

D. Drag Race Rear Shock Absorbers

These Shock Absorbers are designed with the extended length required by special drag racing applications. Sold individually.

P4529516	Drag Race Rear Shock Absorber (A-Body MTX)
P4529514	Drag Race Rear Shock Absorber (A-Body ATX)
P4529515	Drag Race Rear Shock Absorber (B- and E-Body ATX)

E. Urethane Suspension Bushings

Tough durable polyurethane gives the bushings higher durometers than production. Recommended for circle track, solo and road racing applications. They can also be used in drag racing where they apply.

P4876196	Control Arm Bushing Kit — Front (1962–76 A-Body)
P4876197	Front Eye Leaf Spring Bushing Kit — Standard, Rear (A-, B- and E-Body)
P5007088	Leaf Spring Bushing Kit — Rear (1965–72 426/440 B-Body)
P5007087	Leaf Spring Bushing Kit — Rear (1965–72 B-Body Except 426/440)
P4876206	Transmission Mounts (1967–83 A-, B-, C-, E-, F- and M-Body)

F. Replacement End-Link Bushings

Extra hard urethane for positive stiffness and longer wearability. Sold as a set of 8.

P4349116	Replacement End-Link Bushings

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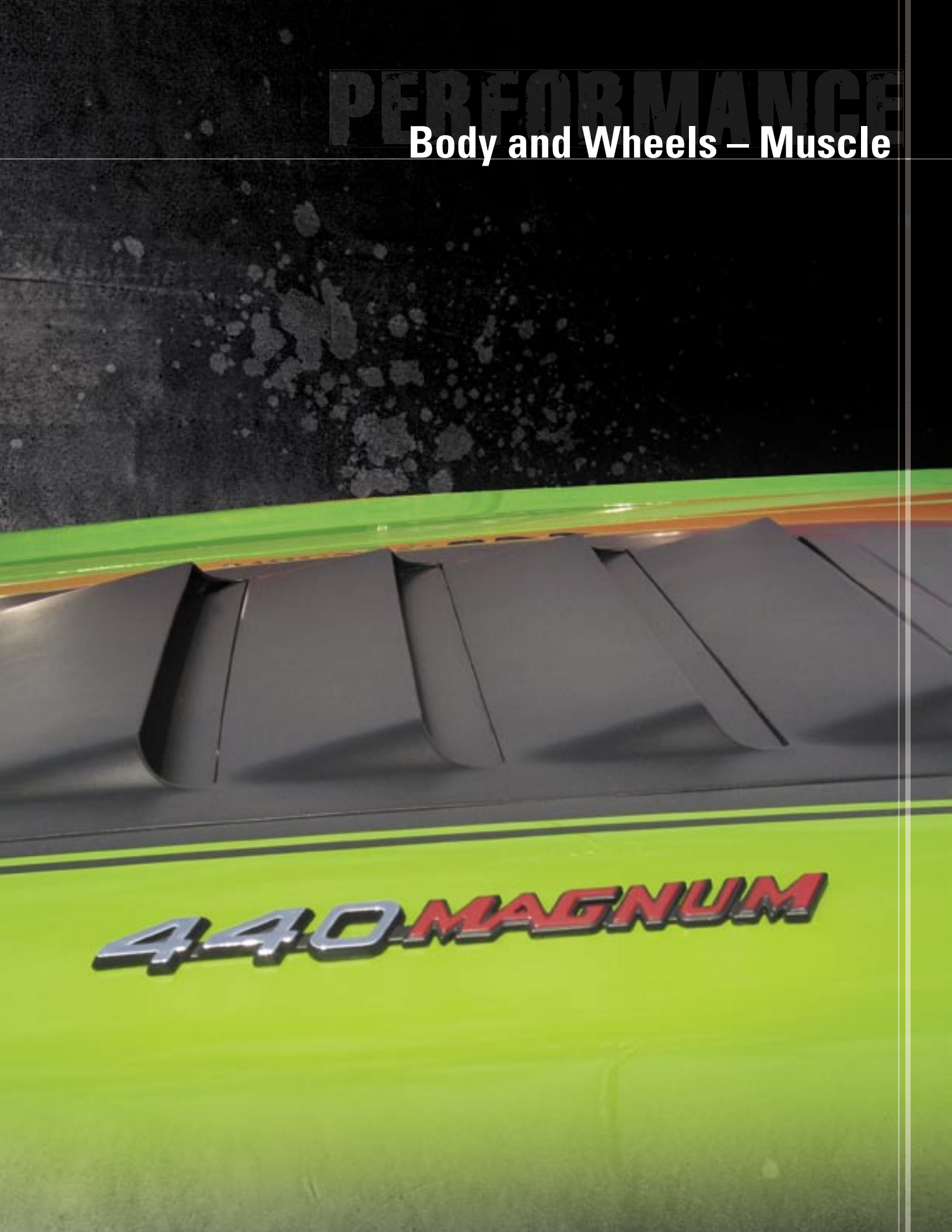
Leaf Spring Bushing Kits

Part Number	Main Eye/ Shackle End	Spring ID	Bolt/Sleeve OD	Spring Width	Frame Bracket Width
P4876197	Main Eye	1.50″	1/2″ Bolt	2.50″	3.00″
	Shackle End	7/8″	1/2″ Bolt	2.50″	3.00″
P5007087	Main Eye	1.96″	5/8″ Bolt	2.50″	3.125″
	Shackle End	1.00″	9/16″ Bolt	2.50″	3.00″
P5007088	Main Eye	1.50″	5/8″ Bolt	2.50″	3.125″
	Shackle End	1.00″	9/16″ Bolt	2.50″	3.00″

PERFORMANCE

Body and Wheels – Muscle



BODY COMPONENTS

A. NEW! Challenger/'Cuda Door Handle

P3760214	Door Handle — Right (Challenger and 'Cuda)
P3760215	Door Handle — Left (Challenger and 'Cuda)

B. Hood Pin and Cable Kit

Kit includes a pair of hood pins and complete attachment hardware. Exposed hardware is chrome-plated.

P4529405	Hood Pin and Cable Kit

WHEEL COMPONENTS

Wheel Paint (Not Pictued)

Polyurethane formulated Argent Silver paint gives that factory look to wheels, grilles and light bezels, or wherever Argent paint was used.

P4529876	Argent Wheel Paint

C. NEW! Rallye/Road Wheel Center Caps

Rallye Wheel Center Caps are made from original tooling with correct astrotone finish.

P4510579	Rallye Wheel Center Cap — 4.500" Bolt Circle, Light Argent Finish (All 1970 Applications)
P3461066	Rallye Wheel Center Cap — 4.500" Bolt Circle, Dark Argent Finish (All 1971 Applications)
P3461458	Rallye Wheel Center Cap — 4.500" Bolt Circle (All 1972–75 Applications)
P3580466	Road Wheel Center Dome (All 1966–78 Applications)

D. NEW! Trim Rings

These 14" and 15" Trim Rings for Rallye, Road and Steel wheels are available in either a chrome or brushed finish. They are made from the original tooling and have the correct retaining ring for a proper fit.

P3461043	Chrome Trim Ring — 15" (15" x 7" Rims)
P3461222	Brushed Trim Ring — 15" (15" x 7" Rims)
P5153310	Chrome Trim Ring — 15" (15" x 6", 15" x 6.5" Rims)
P5153311	Brushed Trim Ring — 15" (15" x 6", 15" x 6.5" Rims)
P2944443	Brushed Trim Ring — 14" (14" x 6" Rims)

E. RWD Wheel Stud Sets

Studs for RWD cars are heavy-duty and extra long to allow use of wheel spacers. Set contains 10 studs.

P4120610	RWD Wheel Stud Set — 1/2" Diameter, Disc Brakes (A-, B- and E-Body)
P4120625	RWD Wheel Stud Set — 1/2" Diameter, Drum Brakes (A-, B- and E-Body)

A.

B.

C.

D.

E.

DECORATIVE EMBLEMS

A. B.

C. D.

E. F.

G. H.

A. NEW! "340 Four-Barrel" Nameplate Emblem

P3443247 "340 Four-Barrel" Nameplate Emblem — Hood (1970–73 Challenger with Rallye Hood)

B. NEW! "340 Magnum" Nameplate Emblem

P3573632 "340 Magnum" Nameplate Emblem — Hood (1972 –73 Charger Rallye with Power Bulge Hood)

C. NEW! "360 Four-Barrel" Nameplate Emblem

P3691468 "360 Four-Barrel" Nameplate Emblem — Hood (1974 Challenger with Rallye Hood)

D. NEW! "383 Magnum" Nameplate Emblems

P2998801 "383 Magnum" Nameplate Emblem — Hood (1970–71 Challenger with Rallye Hood)

P3443627 "383 Magnum" Nameplate Emblem — Hood (1971 Charger Super Bee with Power Bulge Hood)

E. NEW! "400 Magnum" Nameplate Emblem

P3574059 "400 Magnum" Nameplate Emblem — Hood (1972–74 Charger Rallye with Power Bulge Hood)

F. NEW! "426 Hemi" Nameplate Emblem

P2998800 "426 Hemi" Nameplate Emblem — Hood (1970–71 Challenger Rallye, 1971 Charger Power Bulge)

G. NEW! "440" Nameplate Emblem

P3613278 "440" Nameplate Emblem — Hood (1969 GTX, 1969–70 Coronet R/T, Super Bee with Ramcharger Hood)

H. NEW! "440 Magnum" Nameplate Emblems

P2998802 "440 Magnum" Nameplate Emblem — Hood (1970 Challenger Rallye Hood, 1972–74 Charger)

P3443516 "440 Magnum" Nameplate Emblem — Hood (1971–74 Charger with Power Bulge Hood)

A. NEW! "440 Six Pack" Nameplate Emblems

P2998804 "440 Six Pack" Nameplate Emblem (1970–71 Challenger Rallye, 1971 Charger Power Bulge)
P3462491 "440 Six Pack" Nameplate Emblem — Right (1970–71 Challenger with Shaker Hood)
P3462492 "440 Six Pack" Nameplate Emblem — Left (1970–71 Challenger with Shaker Hood)

B. NEW! "Challenger" Nameplate Emblem

P3444938 "Challenger" Nameplate Emblem (1970–74 Challenger)

C. NEW! "Charger" Nameplate Emblems

P3504807 "Charger" Nameplate Emblem — Fender Side (1971–74 Charger)
P2841886 "Charger" Nameplate Emblem (1966–74 Charger)

D. NEW! "'Cuda 340" Nameplate Emblem

P3443159 "'Cuda 340" Nameplate Emblem — Hood (1970–73 'Cuda with Shaker or Sport Hood)

E. NEW! "'Cuda 383" Nameplate Emblem

P2998796 "'Cuda 383" Nameplate Emblem — Hood (1970–71 'Cuda with Shaker or Sport Hood)

F. NEW! "'Cuda 440-6" Nameplate Emblem

P2998798 "'Cuda 440-6" Nameplate Emblem — Hood (1970–71 'Cuda with Shaker or Sport Hood)

G. NEW! "Dart" Nameplate Emblem

P3505419 "Dart" Nameplate Emblem (1970–75 Dart)

A.

B. C.

D. E.

F. G.

A.

B.

C. D.

E.

A. NEW! "D" "O" "D" "G" "E" Nameplate Emblems

P2579655	"D" Emblem (1966–74 Dodge Vehicles)
P2579656	"O" Emblem (1966–74 Dodge Vehicles)
P2579657	"G" Emblem (1966–74 Dodge Vehicles)
P2579658	"E" Emblem (1966–74 Dodge Vehicles)

B. NEW! "Duster" Nameplate Emblem

P3680304	"Duster" Nameplate Emblem (1972–75 Duster)

C. NEW! "GTX" Nameplate Emblems

P3504289	"GTX" Nameplate Emblem — Quarter Panel (1969–71 GTX)
P2785518	"GTX" Nameplate Emblem — Front Fender (1967 GTX) and Deck Lid (1972–74 440 GTX Road Runner)

D. NEW! "Magnum" Nameplate Emblem

P3691667	"Magnum" Nameplate Emblem — Hood (1972–74 Charger Rallye with Power Bulge Hood)

E NEW! "Plymouth" Nameplate Emblems

P2785791	"Plymouth" Nameplate Emblem (1970–72 Duster Hood, 1968–69 Road Runner, GTX Hood)
P2998042	"Plymouth" Nameplate Emblem (1970 Road Runner, GTX Hood, 1971 Barracuda Hood)
P3444927	"Plymouth" Nameplate Emblem — Decklid (1970–72 Duster)

A. NEW! "Road Runner" Decals

P4022410	"Road Runner" Decal—Left
P4022411	"Road Runner" Decal—Right

B. NEW! "Road Runner" Nameplate Emblems

P3505490	"Road" Nameplate Emblem (1969–75 Road Runner)
P3505491	"Runner" Nameplate Emblem (1969–75 Road Runner)

C. NEW! "R/T" Nameplate Emblems

P3445223	"R/T" Nameplate Emblem — Decklid and Front Fender (1970 Challenger R/T)
P2901812	"R/T" Nameplate Emblem — Quarter Panel (1969 Charger R/T and Coronet R/T)
P2786711	"R/T" Nameplate Emblem — Grille (1968 Coronet R/T)
P2785579	"R/T" Nameplate Emblem — Front Fender (1968 Coronet R/T)
P2998547	"R/T" Nameplate Emblem — Grille (1970–71 Challeger)
P2898886	"R/T" Nameplate Emblem — Grille (1969 Coronet R/T)

D. NEW! "Special Edition" Nameplate Emblem

P2782966	"Special Edition" Nameplate Emblem (1966–70 Charger and Coronet)

E. NEW! "Super Bee" Emblems

P2998065	Super Bee Emblem — Hood (1970 Super Bee)
P2949303	Super Bee Emblem — Grille (1969 Super Bee)
P2964635	Super Bee Emblem — Decklid (1969 Super Bee)

F. NEW! "Super Bee" Nameplate Emblem

P2998749	"Super Bee" Nameplate Emblem — Hood (1970 Super Bee with Power Bulge Hood 1971 Superbee Front Fender)

G. NEW! "Swinger" Nameplate Emblem

P3446861	"Swinger" Nameplate Emblem — Quarter Panel and Decklid (1970–75 Swinger)

A.

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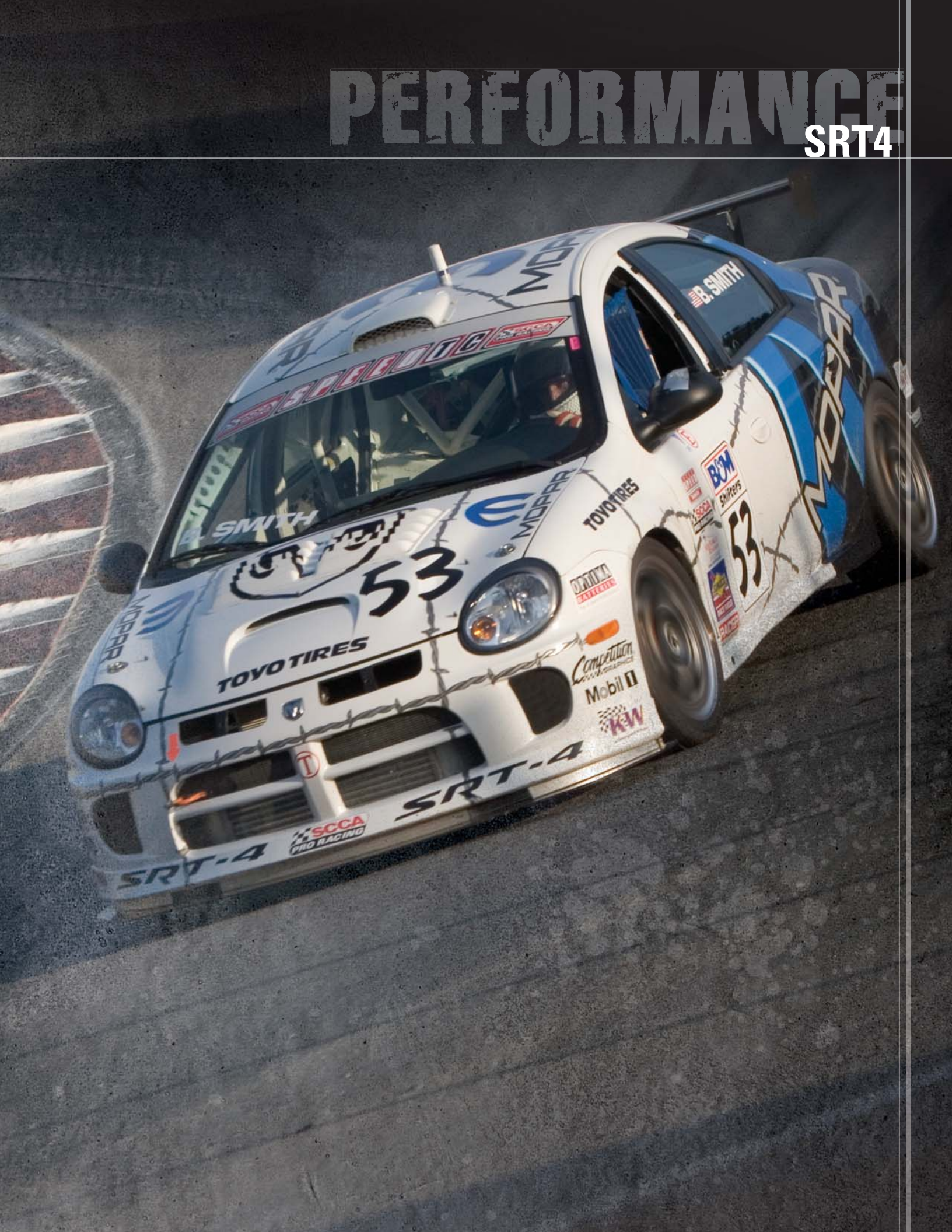
PERFORMANCE

SRT4



STAGE 3 TD05 TURBO UNIT

Mopar Stage 1, 2, and 3 Turbo Upgrade Kits allow you to choose the exact level of performance increase you desire. As all SRT4 owners know, fast is never fast enough!

STAGE 2 COILOVER SUSPENSION

Mopar offers SRT4 owners a wide range of suspension upgrades. Anti-sway bars, performance springs, coilover suspension kits, rear tension strut kits and strut tower braces, allow you to choose a Stage 1, 2, 3, or 3R (race) performance level. Your competitors are sure to lose their focus!

CAT-BACK EXHAUST SYSTEM

Whether it's for the street or the track, Mopar has the right exhaust system for your pride and joy. Add the Cat-Delete Kit for maximum performance. So many choices, so little time.

Photo (Previous Page): Jay Canter

ATTITUDE MEETS POWER

The much anticipated introduction of the Dodge SRT4 in 2003 knocked the sport compact market back on its heels. Mopar adds a powerful, game over uppercut with the hottest performance upgrades, designed to work together to turn this factory rocket into a street and track monster like no other. How hard you hit 'em is up to you!

Photo: Dale Seeley

Turbo Toys

A. Stage 1 Turbo Upgrade Kit

B. Stage 2 Turbo Upgrade Kit

TURBO UPGRADE KITS

A. Stage 1 Turbo Upgrade Kits

Key Components:
- Stage 1 Performance Control Module
- (4) 577 cc/min Fuel Injectors (2003 kit only)

Calibration Features:
- Increased WOT and part throttle boost
- Improved turbo response
- Boost hold feature during wide open throttle shifts
- Enhanced 1st gear boost for a high-performance launch
- More aggressive exhaust note during deceleration
- Optimized calibration for the Mopar Performance Blow-Off Valve Conversion Kit (P4510548 — sold separately)

*P4510910	NEW! Stage 1 Turbo Upgrade Kit (2005 only SRT4)
*P4510592	Stage 1 Turbo Upgrade Kit (2004 only SRT4)
*P5007862	Stage 1 Turbo Upgrade Kit (2003 only SRT4)

B. Stage 2 Turbo Upgrade Kits

Key Components
- Stage 2 Performance Control Module
- (4) 682 cc/min Fuel Injectors
- Wastegate Actuator
- 3.0 Bar MAP Sensor
- 3.0 Bar TIP Sensor
- Turbo Toys Hardware and Components

*P4510912	NEW! Stage 2 Turbo Upgrade Kit — with Turbo Toys (2005 only SRT4)
*P5007863	Stage 2 Turbo Upgrade Kit — with Turbo Toys (2003–04 SRT4)
*P4510911	NEW! Stage 2 Turbo Upgrade Kit — without Turbo Toys (2005 only SRT4)
*P5007967	Stage 2 Turbo Upgrade Kit — without Turbo Toys (2003–04 SRT4)

Note: P5007967 and P5007911 do not accept Turbo Toys, and they cannot be added to these kits at a later date.

Turbo Toys Descriptions

Intercooler Sprayer

The four fine-mist water spray nozzles attached to the front mounted intercooler are activated by the three-position blue rocker switch located on the Turbo Toys bezel. The three intercooler spray system modes are defined as follows:

Off – No spraying will occur in the off position.
Auto – This mode uses an algorithm in the PCM to optimize charge air cooling with minimum use of fluid. The PCM monitors vehicle speed, ambient air temperature, charge air temperature, and throttle position to determine when to spray the intercooler.
Manual – This mode is activated when the switch is fully pressed down. The result is a constant spray of water upon demand. The sprayers will stay on continuously while the switch is held down, and will remain on for a short time after the switch is released

The intercooler sprayers increase the efficiency of the intercooler and reduce charge air temperature, resulting in increased engine performance. The blue indicator lamp will illuminate whenever the system is spraying.

High-Octane Fuel Switch

Fill the tank with 100 (R+M)/2 octane unleaded fuel, press the red switch located on the Turbo Toys bezel, and discover instant torque and power gains. The PCM will increase spark advance and adjust fueling to take full advantage of the 100 octane unleaded fuel. The red indicator lamp will illuminate when High Octane Mode is active. During High Octane Mode operation, the PCM prevents damaging detonation via the OEM knock detection system. High Octane Mode will be bypassed if damaging knock is detected. The red indicator lamp will blink when High Octane Mode is bypassed. Spark advance and fueling are returned to standard levels in bypass mode. The blinking indicator light can be turned off by pressing the red High-Octane Mode switch. Entering bypass mode is an indication that higher-octane fuel is required.

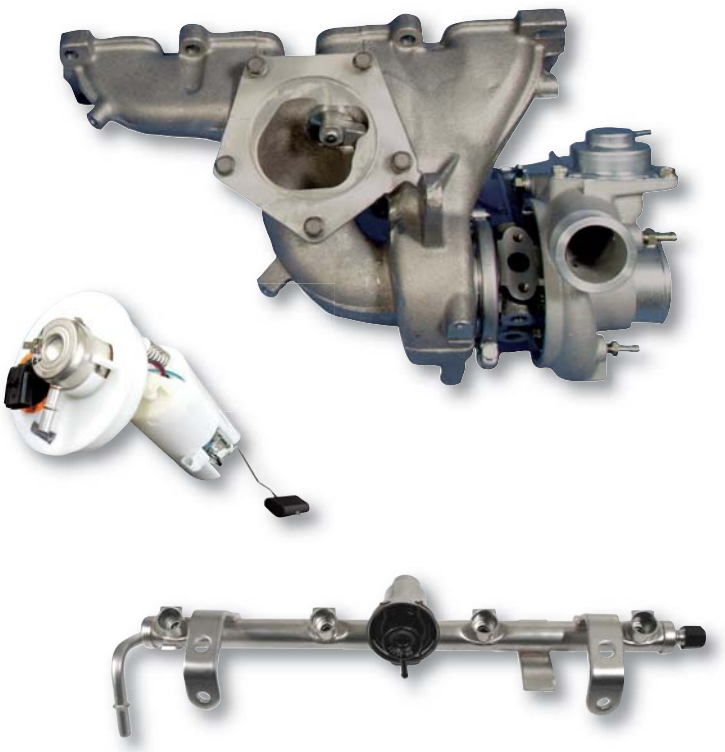
NOTE: It is recommended that the level of premium fuel be as low as possible when adding high-octane fuel. Before the High Octane Mode is engaged, the tank level should be reduced until the low fuel indicator is blinking and filled completely with 100 (R+M)/2 octane unleaded fuel. The use of leaded fuels will cause damage to the vehicle's catalytic converter and oxygen sensors.

Dial-A-Boost Switch

Manage boost on demand by adjusting the 4-position thumb wheel located on the Turbo Toys bezel. Through boost torque management, engine output can be optimized for the best launch and drivability in conditions varying from the sticky launch pad at the drag strip to snow-covered pavement. The thumb wheel can be set to the following four positions:

Position 3 – Provides the highest boost level, with torque management optimized for traction limit with high-grip tires
Position 2 – Provides the highest boost level, with torque management optimized for traction limit with OEM tires
Position 1 – Provides mid-level boost
Position 0 – Provides minimum boost

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



A. Stage 3R Turbo Upgrade Kit

POWER CHART

Turbo Upgrade Kit	Horsepower	Torque
Stage 1	240 hp	260 ft.-lbs.
Stage 2 (without Toys)	260 hp @ 5200 rpm	280 ft.-lbs. @ 3600–4400 rpm
Stage 2 (with Toys)	265 hp @ 5200 rpm	280 ft.-lbs. @ 3600–4800 rpm
Stage 2 (with Toys in High-Octane Mode)	280 hp @ 5200 rpm	300 ft.-lbs. @ 3600–4400 rpm
Stage 3R (with and without Toys)	310 hp @ 5600 rpm	325 ft.-lbs. @3200–4800 rpm
Stage 3R (with Toys in High-Octane Mode)	355 hp @ 5200 rpm	365 ft.-lbs. @ 3200–4800 rpm

NOTE: The Mopar Performance Cat-Back Exhaust System (P4510461) is required to obtain these power figures.

A. NEW! Stage 3R Turbo Upgrade Kits

For maximum power and torque, the Stage 3R Turbo Kit will be the ultimate upgrade for your SRT4.

Key Components:
- Stage 3 PCM with Block-Off Connector
- TD05HR-15GK2-10cm2 Turbo Unit and Manifold: 16% larger compressor wheel diameter to flow and compress more intake air, 19% larger turbine wheel diameter to flow more exhaust gas and reduce back pressure, 67% more turbine scroll area for reduced back pressure
- TiAl (Titanium Aluminide) Turbine Wheel with significantly less rotational inertia than the standard Inconel steel; less inertia results in reduced turbo lag and better turbo response.
- High-Flow (180 lph 75 psi) Fuel Pump Module
- Pressure Regulated Fuel Rail Assembly with 4.0 Bar Returnless Regulator and Hose Kit
- (4) 682 cc/min Fuel Injectors†
- 3.0 bar MAP Sensor†
- 3.0 bar TIP Sensor†
- Turbo Toys Hardware and Components (optional)†

† Not included in the Stage 3R Add-On Kit.

Calibration Features:
- Increased WOT and part throttle boost
- Boost hold feature during WOT shifts
- More aggressive exhaust note during deceleration
- Optimized calibration for the Mopar Performance Blow-Off Valve Conversion Kit (P4510548 — sold separately)
- Increased rev. limit from 6240 rpm to 6500 rpm

*P4510914	Stage 3R Turbo Upgrade Kit — with Turbo Toys (2005 only SRT4)
*P5007864	Stage 3R Turbo Upgrade Kit — with Turbo Toys (2003–04 SRT4)
*P4510913	Stage 3R Turbo Upgrade Kit — without Turbo Toys (2005 only SRT4)
*P4510338	Stage 3R Turbo Upgrade Kit — without Turbo Toys (2003–04 SRT4)
*P4510915	Stage 3R Turbo Upgrade Add-On Kit (2005 SRT4 w/Stage 2 Turbo Upgrade Kit)
*P4510339	Stage 3R Turbo Upgrade Add-On Kit (2003–04 SRT4 w/Stage 2 Turbo Upgrade Kit)

Note: P4510339 and P4510915 apply to all Stage 2 Turbo Upgrade Kits (with and without Turbo Toys). P4510338 and P4510913 do not accept Turbo Toys, and they cannot be added to these kits at a later date.

NEW! Turbo Upgrade Kits Service Parts (not pictured)

P4510868	Blow-Off Valve Diaphragm (Stage 1, 2, 3R)
P4510365	3.0 Bar Map Sensor (Stage 2, 3R)
P4510366	3.0 Bar Tip Sensor (Stage 2, 3R)
P4510529	+30% Fuel Injector — (Stage 2, 3R)
P4510595	Wastegate Actuator — P350 (Stage 2)
P4510063	Fuel Rail Assembly — Demand Regulated (Stage 3R)
P4510554	Fuel Pump Module — 75 psi Regulated (Stage 3R)
P4510864	Iconel Center Section Turbo Cartridge (Stage 3R)
P4510865	TiAl Center Section Turbo Cartridge (Stage 3R)
P4510866	TD05HR Hardware Kit — Includes Clamp, Snap Ring, Actuator and Elbow Bolts (Stage 3R)
P4510867	Compressor Cover Kit — Includes Cover, Surge Bypass Valve, and Surge Valve Bolts (Stage 3R)
P4510596	Wastegate Actuator — P420 (Stage 3R)
P4510625	Water Jet (Turbo Toys)
P4510626	Inline Water Filter (Turbo Toys)
P4510602	Sprayer Bracket (Turbo Toys)
P4510632	Sprayer Pump (Turbo Toys)
P4510861	Wire Harness Terminals — Set of 10 (Turbo Toys)
P4510862	Blue Led Wire Harness (Turbo Toys)
P4510863	Red Led Wire Harness (Turbo Toys)
P4510601	Bezel Assembly (Turbo Toys)
P4510923	Water Jets — Set of 4 (Turbo Toys)
P4510922	Sprayer Brackets — Set of 2 (Turbo Toys)

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

A. Blow-Off Valve Conversion Kit

The Mopar Performance Blow-Off Valve Conversion Kit maximizes the function of your vehicle's turbo system by venting excess hot compressed air into the atmosphere, thereby reducing your intake air temperature. This kit adds a vent to the stock blow-off valve and creates a unique turbo sound.

*P4510548	Blow-Off Valve Conversion Kit — Anodized, Blue (2003–05 SRT4, 2003–05 PT Turbo)

AIR SYSTEMS

B. Air Filter

Mopar Performance air filters are constructed with factory tight seals, engineering level polyurethane, deep 4-ply pleats of oiled cotton gauze, and 2-layer screen. This filter offers high flow and low restriction, better throttle response and increased filtration and horsepower. Filters are washable and reusable and come pre-oiled.

P4510478	Air Filter (2003–05 SRT4, 2001–05 Neon)

C. NEW! Cold Air Intake

What's so great about Cold Air Intakes? Cold air is much denser than hot, humid air and holds more oxygen. More oxygen going into an engine equals more combustion, thus, more power. The Mopar Performance Cold Air Intake System increases airflow by as much as 20%, boosting torque up to 20 lbs. and power by nearly 20 horsepower. All of this while improving fuel economy (1-2 mpg, depending on driving style).

P4510919	Cold Air Intake (2003–05 SRT4)

VALVE COVERS

D. NEW! Carbon Fiber Valve Cover

Mopar Performance's injection-molded carbon fiber valve covers offer great sealing performance using stock seal and anodized 6061 aluminum fittings. Twill woven materials give the valve covers a stunning carbon fiber look. These are the lightest valve covers that can be made without sacrificing the structural integrity necessary for race cars and high-performance street machines.

P4510538	Carbon Fiber Valve Cover (2003–05 SRT4, 2003–05 PT Turbo)

E. NEW! Valve Covers

Available in a variety of colors, these Mopar Performance Valve Covers can bring that final touch of class to your high-performance vehicle.

P4510371	Electric Blue Powder-Coated Valve Cover (2003–05 SRT4, 2003–05 PT Turbo)
P4510367	Red Powder-Coated Valve Cover (2003–05 SRT4, 2003–05 PT Turbo)
P4510368	Yellow Powder-Coated Valve Cover (2003–05 SRT4, 2003–05 PT Turbo)
P4510370	Permastar™ Chrome Valve Cover (2003–05 SRT4, 2003–05 PT Turbo)

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

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

TRANSAXLE COMPONENTS

A. NEW! Clutch

This performance Clutch is capable of handling 430 N·m (315 ft.-lbs.) torque, and the torsion disc package exceeds 500 N·m torque capacity before coil bind. It features a racing grade organic friction disc lining with torsion damper disc and a heat-treated pressure plate for higher friction capacity. It provides an O.E.-like smooth engagement and pedal effort. This brand-new design was developed and built from scratch, using all-new high-performance and racing grade components, rather than reworked O.E. clutches.

P4510647 Clutch (2003–05 SRT4)

B. Short-Throw Shifter

The Mopar Performance Short-Throw Shifter is a direct, bolt-on, self-contained unit. It offers a dramatic improvement in shifting performance, due in large part to reduced shifter travel or "shifter throw." In performance driving scenarios, the additional seconds — or fractions of a second — a factory-equipped shifter takes to go from one gear to another may result in slower lap times. The Mopar Performance Short-Throw Shifter gives the racer a competitive advantage.

P4510485 Short-Throw Shifter — Direct Bolt-On, Self-Contained Unit (2003–05 SRT4, 2000–05 Neon)

C. Limited-Slip Differential

Quaife automatic torque-biasing (ATB) Limited-Slip Differentials are high-quality components that help make your ride even quicker. The unique design improves handling and steering, and powers both drive wheels under nearly all conditions. Internal components sense which wheel has better grip, then biases more power to that wheel. Installation Kit is required.

P5007923 Limited Slip Differential (2003 only SRT4, 2002–05 Stratus R/T Sedan, Sebring Conv. V6 T-850 MTX)
P4510588 LSD Installation Kit (2003 SRT4, 2002–05 Stratus R/T Sedan/Sebring Convertible V6 T-850 MTX)

Note: A Limited Slip Differential is standard equipment on the 2004–05 Dodge SRT4.

EXHAUST SYSTEMS

D. Cat-Back Exhaust System

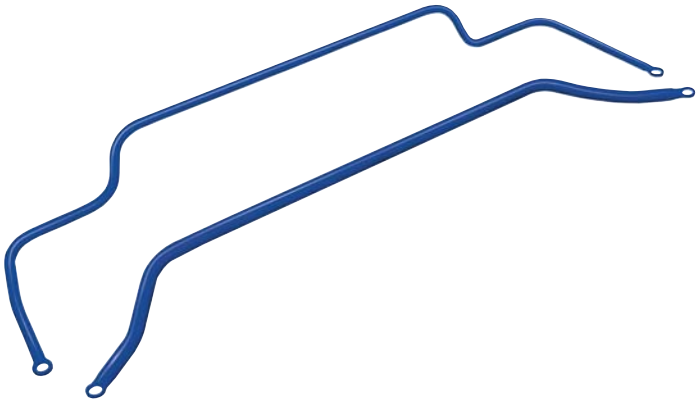
This SRT4 Cat-Back Exhaust System, including the muffler, features T304 stainless steel construction (aircraft quality) with mandrel-bent tubing, stainless band (torca) clamps and polished tips. This free-flow system provides a horsepower and torque gain, improved fuel economy and a deeper tone.

P4510461 Cat-Back Exhaust — Dual Outlet, 2.50" Diameter Tubing, 4.00" Od Tips (2003–05 SRT4)

E. NEW! Cat-Delete Kit

More power when you need it is what's behind the new Cat-Delete Kit. Eliminating the catalytic converter means less restriction and more airflow and that means more power. And, as a bonus, you get the kind of engine sound that will show everyone that you mean business.

*P4510649 Cat-Delete Kit (2003–05 SRT4)



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SUSPENSION UPGRADE KITS

The Stage 1, 2 and 3 Mopar Performance Suspension Components were produced by a team of Mopar and KW Suspension engineers using DaimlerChrysler specs, logging hundreds of hours of real world and track testing time to ensure optimal performance.

A. NEW! Stage 1 Anti-Sway Bars

Mopar Performance Anti-Sway Bars are made from high-quality bar material that ensures durability and heightens performance, ride and handling by virtually eliminating body roll, helping to keep all four tires firmly on the pavement. An exclusive adjustable rear sway bar allows you to tune in the system to your specific driving needs!

P4510454 Stage 1 Anti-Sway Bar Kit — 26 mm Front, 19 mm Rear, 3-Position Adjustable (2003–05 SRT4)

B. NEW! Stage 1 Performance Springs

These Performance Springs are made of high-tensile spring material that ensures durability and heightens spring performance without bind. These springs provide a 25 mm drop from the stock ride height.

P4510458 Stage 1 Performance Springs— Front and Rear (2003–05 SRT4)

C. Stage 2 Coilover Suspension Kit

Get ready for a whole new level of performance. This Coilover Suspension Kit will provide your vehicle with better handling and ride characteristics than any other aftermarket suspension system available today!

The Stage 2 Coilover Suspension Kit utilizes cutting edge technology born on the track and raised on the street. The latest in shock tuning combined with new stainless steel INOX-line strut housings provides your vehicle with the ultimate in protection against rust and corrosion. This kit allows you to lower your vehicle within a specified range using adjustable aluminum spring perches to suit your driving needs. It is height adjustable from 0–30 mm lower than factory, and includes fixed-valve dampers.

Features:
- Easy-adjust stainless steel impregnated composite perches
- Stock height and down lowering range
- High-quality, high-tensile racing springs
- Special ventilation and sealing system
- Hardened chromium-plated piston rods
- Pistons with V-shaped Teflon seals
- Strut and shock housings in INOX-line stainless steel
- Infinitely adjustable within adjustment parameters
- Shortened struts for increased travel
- Trapezoidal adjustment threads for simple height adjustment
- Elastomer bump stops with integrated dust boot protection

P4510447 Stage 2 Coilover Suspension Kit (2003–05 SRT4)

D. Stage 3 Coilover Suspension Kit

The Stage 3 Coilover Kit includes all the features of the Stage 2 Kit. In addition, the Stage 3 Kit allows drivers to adjust the damper setting of the suspension system for the ultimate in personalization. The adjustable rebound damper gives drivers the ability to adjust the vehicle's pitch and roll to their driving preferences and needs, from the street to the track. The Stage 3 Kit is height adjustable and rebound adjustable from 20% under to 50% over Stage 2 settings. Rebound adjustment takes place via an adjustment screw at the end of the piston rod, and primarily affects the low and midrange rebound dampening.

Features:
- External adjustable rebound damper
- Stock height and down lowering range
- Easy-adjust stainless steel-impregnated composite perches
- High-quality, high-tensile racing springs
- Special ventilation and sealing system
- Hardened chromium-plated piston rods
- Pistons with V-shaped Teflon seals
- Strut housings in INOX-line stainless steel
- Infinitely adjustable within adjustment parameters
- Shortened struts for increased travel
- Trapezoidal adjustment threads for simple height adjustment
- Elastomer bump stops with integrated dust boot protection

P4510586 Stage 3 Coilover Suspension Kit (2003–05 SRT4)

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

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E. NEW! Stage 3R Damper Kit

The Stage 3R Damper Kit is designed for the serious club sport driver and includes all the build quality and features of the Stage 2 and 3 Kits, but with added racing features. The Stage 3R system adds independently adjustable rebound and compression on each damper. This Club Racer system includes a set of coilover shock absorbers similar to our Stage 2 and 3 systems, but without springs.

Features:
- Independently adjustable rebound and compression dampening
- Stock height and down lowering range
- Easy-adjust stainless steel-impregnated composite perches
- Special ventilation and sealing system
- Hardened chromium-plated piston rods
- Pistons with V-shaped Teflon seals
- Strut housings in INOX-line stainless steel

P4510825	Stage 3R Damper Kit — Race Only, Double-Adjustable Threaded Strut Kit (2003–05 SRT4)

F. NEW! Stage 3R Race and Helper Springs

These high-tensile springs have been designed to work with the valving and setup of the Stage 3R Damper Kit. Constructed of a lightweight alloy, they provide a lighter weight solution along with increasing travel before spring bind than standard linear springs. Depending on your use, different rates can be combined with the valving to produce various handling characteristics. Sold in pairs only!

P4510823	High-Tensile Race Springs — 35 N·M-250 Lb. (2003–05 SRT4)
P4510824	High-Tensile Race Springs — 40 N·M-250 Lb. (2003–05 SRT4)
P4510836	High-Tensile Race Springs — 45 N·M-250 Lb. (2003–05 SRT4)
P4510818	High-Tensile Race Springs — 50 N·M-250 Lb. (2003–05 SRT4)
P4510819	High-Tensile Race Springs — 60 N·M-200 Lb. (2003–05 SRT4)
P4510837	High-Tensile Race Springs — 70 N·M-200 Lb. (2003–05 SRT4)
P4510820	High-Tensile Race Springs — 80 N·M-170 Lb. (2003–05 SRT4)
P4510821	High-Tensile Race Springs — 90 N·M-170 Lb. (2003–05 SRT4)
P4510817	Front Helper Spring (2003–05 SRT4)
P4510822	Rear Helper Spring (2003–05 SRT4)

INOX Technology

Stage 2 and 3 Kits feature new INOX Stainless Steel technology exclusive to Mopar Performance and KW Suspensions. After 418 hours of testing (salt water spray), INOX Coilover Suspension Struts constructed of stainless steel were clearly superior to the galvanized versions in terms of corrosive resistance, and were still functioning perfectly after testing.

Galvanized Pipe

INOX Suspension Strut

Galvanized Pipe

INOX Suspension Strut

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

SUSPENSION COMPONENTS

A. NEW! Rear Tension Strut Kit

The latest addition to the Mopar Performance lineup of parts, Rear Tension Struts feature a high-durometer bushing material designed for heavy-duty and competition use. The revised design results in improved toe stability (reduced bump-steer), which virtually eliminates rear wheel hop under heavy braking. Provides more positive suspension control for improved driver feedback and dynamic stability.

P4510826	Rear Tension Strut Kit — Left and Right (2003–05 SRT4, 2000–05 Neon)

B. NEW! Strut Tower Braces

Stop the flex — when the body is rigid, the car handles better. Available in titanium or steel for front (shown) and rear.

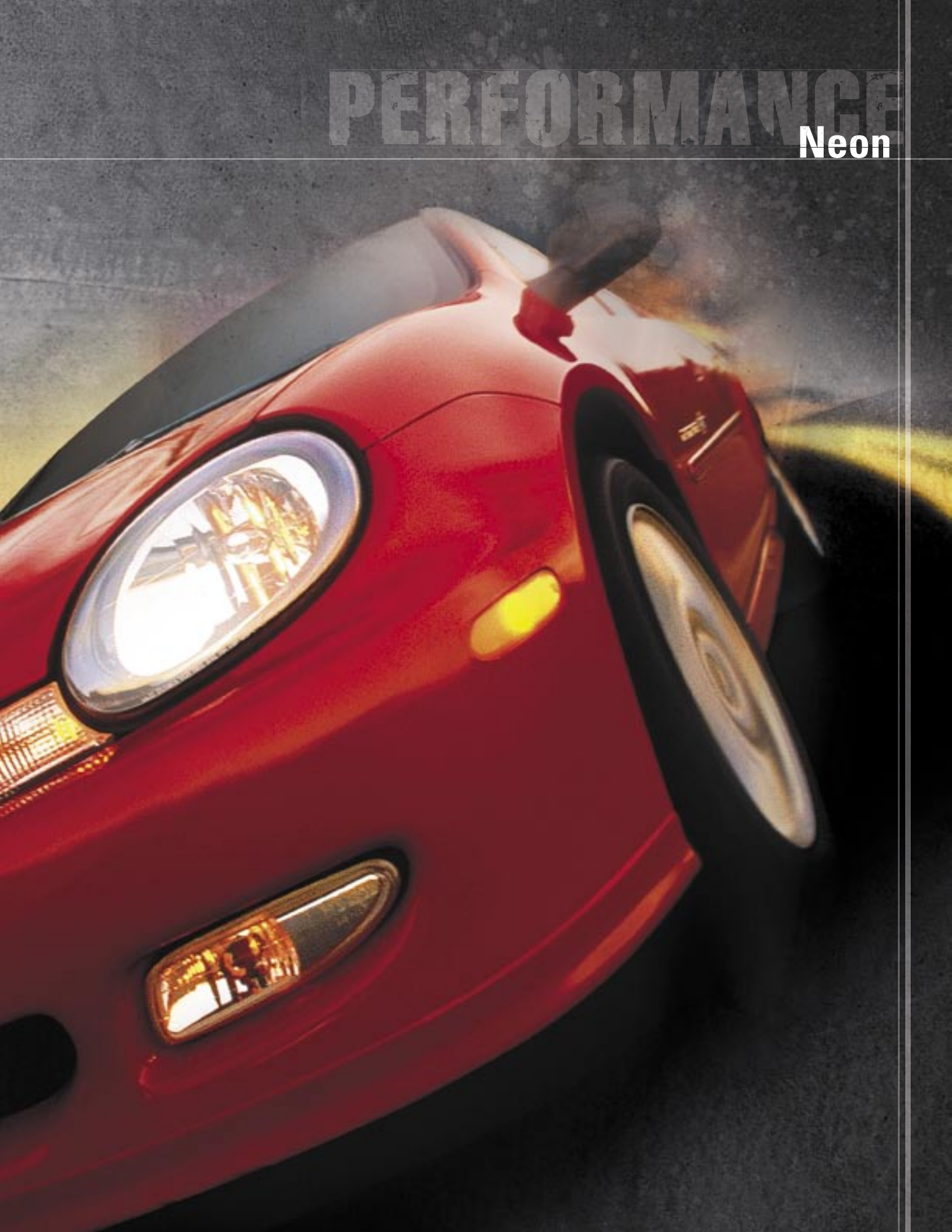
P4510543	Steel Strut Tower Brace — Front (2003–05 SRT4)
P4510876	Steel Strut Tower Brace — Rear (2003–05 SRT4)
P4510874	Titanium Strut Tower Brace — Front (2003–05 SRT4)
P4510875	Titanium Strut Tower Brace — Rear (2003–05 SRT4)

A.

B.

PERFORMANCE

Neon



VALVE COVERS

Choosing Mopar's new Carbon Fiber Valve Cover is an easy decision. It has that show car quality look that's so desirable today. The world will take notice.

SHORT-THROW SHIFTER

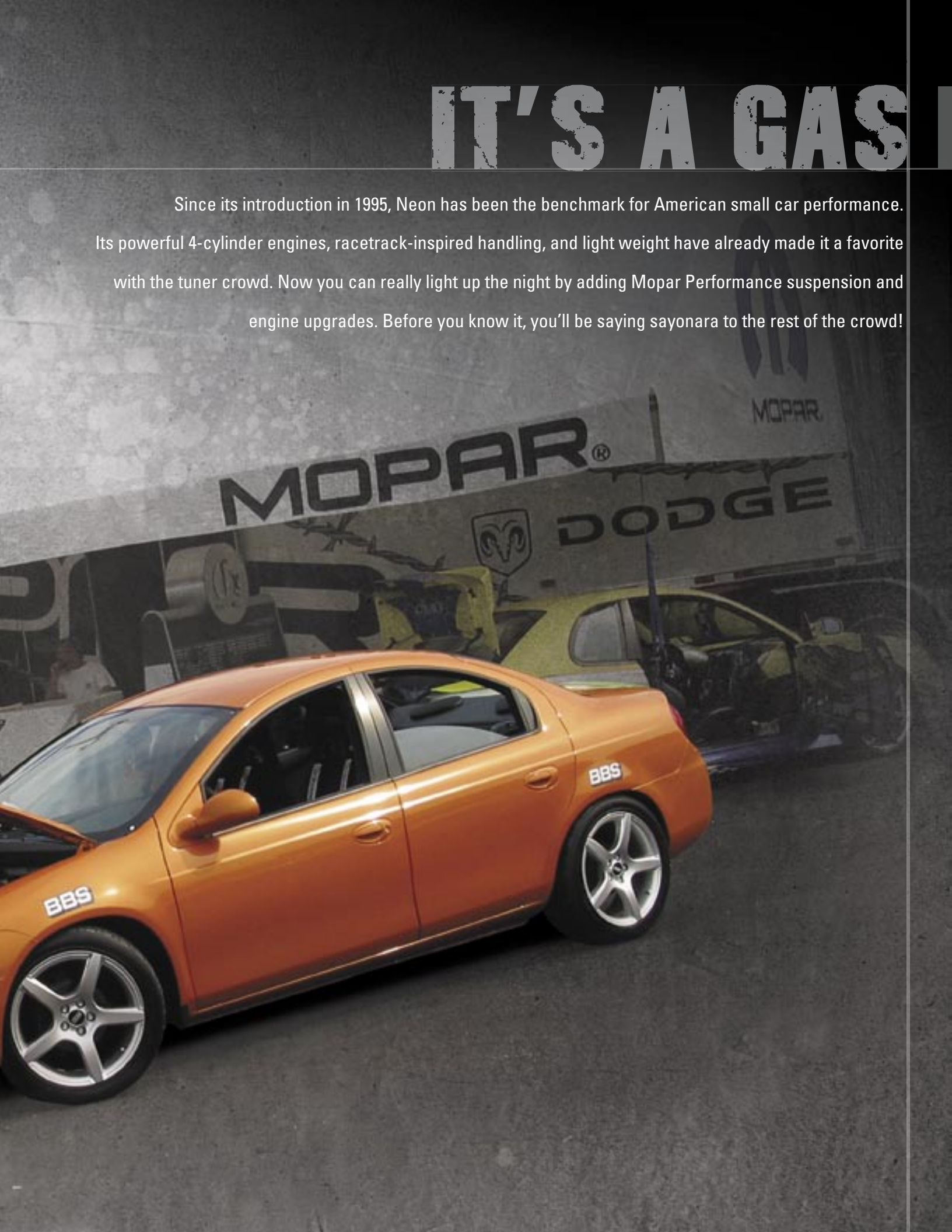
For a dramatic improvement in shifting performance, bolt on a new Mopar Short-Throw Shifter. Whether for the street or the track, after installing this self-contained unit you'll wonder how you ever got along without one.

REAR TENSION STRUT KIT

Mopar offers Neon owners a wide range of suspension upgrades. Anti-sway bars, performance springs, coilover suspension kits, and rear tension strut kits allow you to dial-in a Stage 1, 2, or 3 level of performance enhancement. For street or track, choosing the application is up to you. On your way to the top, don't forget the little people!

IT'S A GAS

Since its introduction in 1995, Neon has been the benchmark for American small car performance. Its powerful 4-cylinder engines, racetrack-inspired handling, and light weight have already made it a favorite with the tuner crowd. Now you can really light up the night by adding Mopar Performance suspension and engine upgrades. Before you know it, you'll be saying sayonara to the rest of the crowd!



ENGINE STRUTS AND MOUNTS

A. Engine Bobble Strut
Engine Bobble Strut for manual transmissions. Increases damping force and helps reduce missed shifts.

P5007028	Engine Bobble Strut (1995–99 Neon DOHC/SOHC)

B. Engine Mount
Engineered to help minimize engine movement during hard acceleration and cornering. The 60 durometer rubber manual transmission front mount helps reduce missed shifts.

P5007027	Engine Mount (1995–99 Neon DOHC/SOHC)

IGNITION AND ELECTRONICS

C. Engine Controllers
These emissions exempt (D-265-18) Engine Controllers are a direct replacement and will increase horsepower and torque without affecting drivability. 7,800 rpm rev limit. Requires the use of premium fuel. Manual transmission vehicles only.

P5007033	PCM (1995 Neon SOHC)
P5007034	PCM (1995 Neon DOHC)
P5007035	PCM (1996 Neon SOHC)
P5007036	PCM (1996 Neon DOHC)
P5007037	PCM (1997–99 Neon SOHC)
P5007038	PCM (1997–99 Neon DOHC)

Note: Emissions exempt in California, Massachusetts and New York only.

D. Ignition Wire Sets — 7.5 mm, Pre-Cut
These high-performance Ignition Wire Sets maintain compatibility with production computers and electronics. Each package contains the high-tech style boot ends at both the distributor and plug ends of the wire. These blue wires are imprinted with the Mopar Performance name and the cylinder number.

P4876510	Ignition Wire Set (1996–01 Neon SOHC)
P4876511	Ignition Wire Set (Neon, PT Cruiser and 2.4L Stratus DOHC)
P4876546	Ignition Wire Set (1995 Neon SOHC)

E. Spark Plugs
Package contains 4 Bosch Motorsports spark plugs.

P4876923	Spark Plugs — Cross Reference Number RC9YC (Neon, USA 2.4L Engines)

Note: 2.4L engines include Minivan, Stratus/Sebring Sedan/Breeze/Cirrus, Sebring Convertible, Stratus Coupe/Sebring Coupe, and PT Cruiser.

A.

B.

C.

D.

E.

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

A.

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

CAMSHAFTS AND CAMSHAFT TOOLS

A. Camshaft

Engineered exclusively for Neon, this camshaft was developed for power while maintaining reliability and idle quality. Camshaft package includes cam, front seal and cam lube. Use with valve spring P5249846.

P5007030	Camshaft — 6 hp Increase, 2 hp with 2001 H.O. Engine (1995 Neon SOHC)

B. Hydraulic Lash Adjusters

Use these high-performance Hydraulic Lash Adjusters for improved hydraulic lash control. They are resistant to aeration. Sold in sets of 4 (2 sets required per engine).

P5007440	Hydraulic Lash Adjusters (1995–99 Neon DOHC, 2.4L DOHC Engines)

Note: 2.4L engines found in the following vehicles: Minivan, Stratus/Sebring Sedan/Breeze/Cirrus, Sebring Convertible, Stratus Coupe/Sebring Coupe and PT Cruiser.

INTAKE MANIFOLD COMPONENTS

C. EGR Block-Off Plate Kit

Lightweight, 6061-T6 anodized aluminum Block-Off Plate Kit will remove EGR valve for racing purposes only. Includes head and manifold plates with gaskets.

P5007276	EGR Block-Off Plate Kit (1995–99 Neon SOHC/DOHC)

VALVE COVERS

D. NEW! Carbon Fiber Valve Cover

Add even more excitement under your hood with a carbon fiber valve cover. Mopar Performance's injection-molded carbon fiber valve covers offer great sealing performance using stock seal and anodized 6061 aluminum fittings. Twill woven materials give the valve covers a stunning carbon fiber look. These are the lightest valve covers that can be made without sacrificing the structural integrity necessary for race cars and high-performance street machines.

P4510539	Carbon Fiber Valve Cover (2001–05 Neon SOHC)

VALVES AND VALVE HARDWARE

A. Stainless Steel Valves

Stainless steel for improved durability. Oversize diameter heads for improved airflow and performance. Intake head diameter is 34.00 mm, vs. 33.24 mm stock. Exhaust head diameter is 29.30 mm, vs. 28.70 mm stock. They feature a swirl polished underhead area and a chromed stem and hardened tip. No flat or ski-jump areas on underhead area. Sold individually.

P5007507	Stainless Steel Valve — Intake, 34.00 mm Diameter (Neon SOHC)
P5007508	Stainless Steel Valve — Exhaust, 29.30 mm Diameter (Neon SOHC)

B. Valve Springs

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

P4876636	Valve Spring (1995–99 Neon DOHC)
P5249846	Valve Spring (Neon SOHC)

OILING COMPONENTS

C. Windage Tray

Neon Windage Tray provides better engine lubrication by reducing windage and aeration at higher engine speeds. Includes mounting hardware and pan gasket.

P5007278	Windage Tray

AIR SYSTEMS

D. Air Filter

Mopar Performance Air Filters are constructed with factory tight seals, engineering level polyurethane, deep 4-ply pleats of oiled cotton gauze and 2-layer screen. This filter offers high flow and low restriction, better throttle response and increased filtration and horsepower. Filters are washable and reusable and come pre-oiled.

P4510478	Air Filter (2003 SRT4, 2001–03 Neon)

E. Cold Air Intake Systems

Heat up your Neon with a steady flow of cold air! These bolt-on systems are designed to direct cooler outside air through a directional cone filter and funnel, directly into the intake manifold. These kits provide noticeable horsepower and torque gains under varying atmospheric conditions. Kits include all mounting hardware and a pre-oiled, washable/reusable filter.

P5007833	Cold Air Intake System (2000–03 Neon SOHC)
P5007031	Cold Air Intake System (1995–99 Neon SOHC/DOHC MTX)

A.

B.

VALVE SPRINGS

Part Number	Engine	Inst. Ht.	Description	O.D.	Wire Dia.	Lift Range	Material	Retainer
P5249846	SOHC	1.54″	Single/ Damper	1.07″	0.170″	0.300″/0.450″	Chrome Silicon	Stock Retainer 04648682
P4876636	DOHC	1.46″	Single/ Damper	1.04″	0.156″	0.290″/0.440″	Chrome Silicon	Stock Retainer 04648682

1. On W7 heads and others with x-long valves, like the 5.40″ length, the typical installed spring height is 2.00", so only the springs listed above for the 1.99″ through 2.02″ installed heights can be used.
2. With a single spring, the damper is installed inside the main spring.
3. Retainers — the ones listed are the basic recommendation. Check the actual retainer listing for other options-added installed height, materials, lock size.

C.

D.

E.

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

SUSPENSION COMPONENTS

A.

A. NEW! Rear Tension Strut Kit

Rear Tension Struts feature a high-durometer bushing material designed for heavy duty and competition use. The revised design results in improved toe stability (reduced bump-steer), which virtually eliminates rear wheel hop under heavy braking. Provides more positive suspension control for improved driver feedback and dynamic stability.

P4510826	Rear Tension Strut Kit — Left and Right (2003–05 SRT4, 2000–05 Neon)

B. Performance Struts

These rebound adjustable performance Struts will improve the handling and performance of your Neon. Precision manufactured struts are the same as those found on the 1995–99 Neon ACR. Meets SCCA Club rules. Includes all mounting hardware. Sold individually.

P4876812	Front Strut (1995–99 Neon)
P5007000	Rear Strut (1995–99 Neon)

B.

C. Coil Springs

These Mopar Performance Coil Springs will add a new dimension to your car's handling and performance. Reduce body roll and attack corners with confidence on the street and track. Upgrade base model vehicles to ACR/RT level, and upgrade ACR/RT models to higher levels. Select spring sets lower car as noted. Sold in pairs.

P5007003	High Rate Autocross Coil Springs — Front, 225 lbs./In., 1" Lower Ride Height (1995–99 Neon)
P5007004	Extra-High Rate Autocross Coil Springs — Front, 310 lbs./In., 1" Lower Ride Height (1995–99 Neon)
P5007005	High Rate Autocross Coil Springs — Rear, 185 lbs./In., 1" Lower Ride Height (1995–99 Neon)
P5007006	Extra-High Rate Autocross Coil Springs — Rear, 230 lbs./In; 1" Lower Ride Height (1995–99 Neon)

C.

D.

D. Strut Adjuster Knob

Use to adjust production ACR and Mopar Performance ACR struts. Same as provided in ACR glove box.

P5007269	Strut Adjuster Knob (1995–99 Neon ACR)

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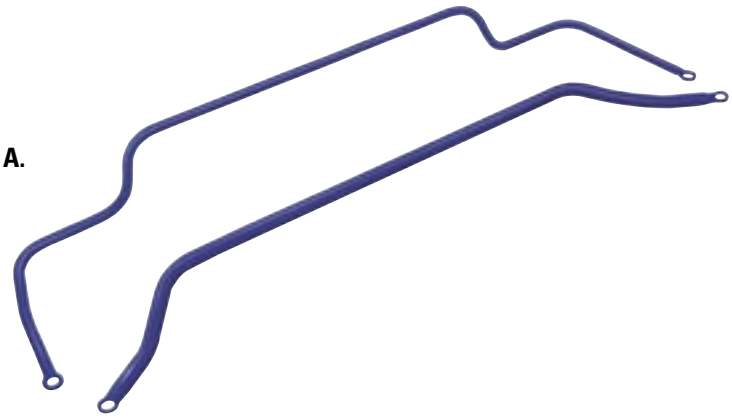

B.

C.

SUSPENSION UPGRADES

The Stage 1, 2 and 3 Mopar Performance Suspension Components were produced by a team of Mopar and KW Suspension engineers using DaimlerChrysler specs, logging hundreds of hours of real world and track testing time to ensure optimal performance.

A. NEW! Stage 1 Anti-Sway Bars

Mopar Performance Anti-Sway Bars are made from high-quality bar material that ensures durability and heightens performance, ride and handling by virtually eliminating body roll, helping to keep all four tires firmly on the pavement. An exclusive adjustable rear sway bar allows you to tune in the system to your specific driving needs!

P4510457 Stage 1 Anti-Sway Bar Kit — Front and Rear (2000–05 Neon)

B. NEW! Stage 1 Performance Springs

These Performance Springs are made of high-tensile spring material that ensures durability and heightens spring performance without bind. These factory-produced springs provide a 25 mm drop from the stock ride height.

P4510460 Stage 1 Performance Springs — Front and Rear (2000–05 Neon)

C. NEW! Stage 2 Coilover Suspension Kit

Get ready for a whole new level of performance! This Coilover Suspension Kit provides your vehicle with better handling and ride characteristics than any other aftermarket suspension system available today!

The Stage 2 Coilover Suspension Kit utilizes cutting edge technology born on the track and raised on the street. This kit allows you to lower your vehicle within a specified range using adjustable aluminum spring perches to suit your driving needs. It is height adjustable from 0–30 mm lower than factory, and includes fixed-valve dampers.

Features:
- Easy-adjust stainless steel impregnated composite perches
- Stock height and down lowering range
- High-quality, high-tensile racing springs
- Special ventilation and sealing system
- Hardened chromium-plated piston rods
- Pistons with V-shaped Teflon seals
- Strut and shock housings in INOX-line stainless steel
- Infinitely adjustable within adjustment parameters
- Shortened struts for increased travel
- Trapezoidal adjustment threads for simple height adjustment
- Elastomer bump stops with integrated dust boot protection

P4510451 Stage 2 Coilover Suspension Kit (2000–05 Neon)

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

A.

A. NEW! Stage 3 Coilover Suspension Kit

The Stage 3 Coilover Kit includes all the features of the Stage 2 Kit. In addition, the Stage 3 Kit allows drivers to adjust the damper setting of the suspension system for the ultimate in personalization. The adjustable rebound damper gives drivers the ability to adjust the vehicle's pitch and roll to their driving preferences and needs, from the street to the track. The Stage 3 Kit is height adjustable and rebound adjustable from 20% under to 50% over Stage 2 settings. Rebound adjustment takes place via an adjustment screw at the end of the piston rod, and primarily affects the low and midrange rebound dampening.

Features:
- External adjustable rebound damper
- Stock height and down lowering range
- Easy-adjust stainless steel-impregnated composite perches
- High-quality, high-tensile racing springs
- Special ventilation and sealing system
- Hardened chromium-plated piston rods
- Pistons with V-shaped Teflon seals
- Strut housings in INOX-line stainless steel
- Infinitely adjustable within adjustment parameters
- Shortened struts for increased travel
- Trapezoidal adjustment threads for simple height adjustment
- Elastomer bump stops with integrated dust boot protection

P4510587 Stage 3 Coilover Suspension Kit (2000–05 Neon)

INOX TECHNOLOGY

Stage 2 and 3 kits feature new INOX Stainless Steel technology exclusive to Mopar Performance and KW Suspensions. After 418 hours of testing (salt water spray), INOX Coilover Suspension Struts constructed of stainless steel were clearly superior to the galvanized versions in terms of corrosive resistance, and were still functioning perfectly after testing.

Galvanized Pipe

INOX Suspension Strut

Galvanized Pipe

INOX Suspension Strut

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TRANSAXLE COMPONENTS

A. Limited-Slip Differential

Quaife automatic torque-biasing (ATB) Limited-Slip Differentials are high-quality components that help make your ride even quicker. The unique design improves handling and steering, and powers both drive wheels under nearly all conditions. Internal components sense which wheel has better grip and biases more power to that wheel.

P5007382 Limited-Slip Differential (2001–05 Neon T-350 MTX and PT Cruiser Non-Turbo)

B. Short-Throw Shifter

The Mopar Performance Short-Throw Shifter offers a dramatic improvement in shifting performance, due in large part to reduced shifter travel or "shifter throw." In performance driving scenarios, the additional seconds — or fractions of a second — a factory-equipped shifter takes to go from one gear to another may result in slower lap times. It features revised geometry, which improves shifter feel, narrows the neutral gate and shortens the shift throws.

P4510485 Short-Throw Shifter — Direct Bolt-On, Self-Contained Unit (2003–05 SRT4, 2000–05 Neon)

Note: Neon factory shift boot and knob will not fit this part. One option is to use the SRT4 Shift Knob (0XF701ZAAA) and Shift Boot (05029257AA).

C. Clutch Installation Kit

Components required for initial installation of P5007392 clutch in place of conventional clutch and flywheel. Not required in vehicles already equipped with production modular clutch assembly. Also not required again once P5007392 has been installed. Kit includes drive plate and backing plate, drive plate-to-crankshaft attaching bolts, and upper and lower dust shields.

P5007435 Clutch Installation Kit (1995–99 Neon)

WHEEL COMPONENTS

D. Hub and Bearing Kit

This kit upgrades standard hubs and bearings to service Neon ACRs. Upgrade is recommended for non-ACR Neons used for racing purposes. ACR hubs and bearings should be replaced after 12 on-track hours. Kit includes 1 hub and 1 bearing. Same as production 1995–99 ACR.

P5007314 Hub and Bearing Kit (1995–99 Neon ACR)

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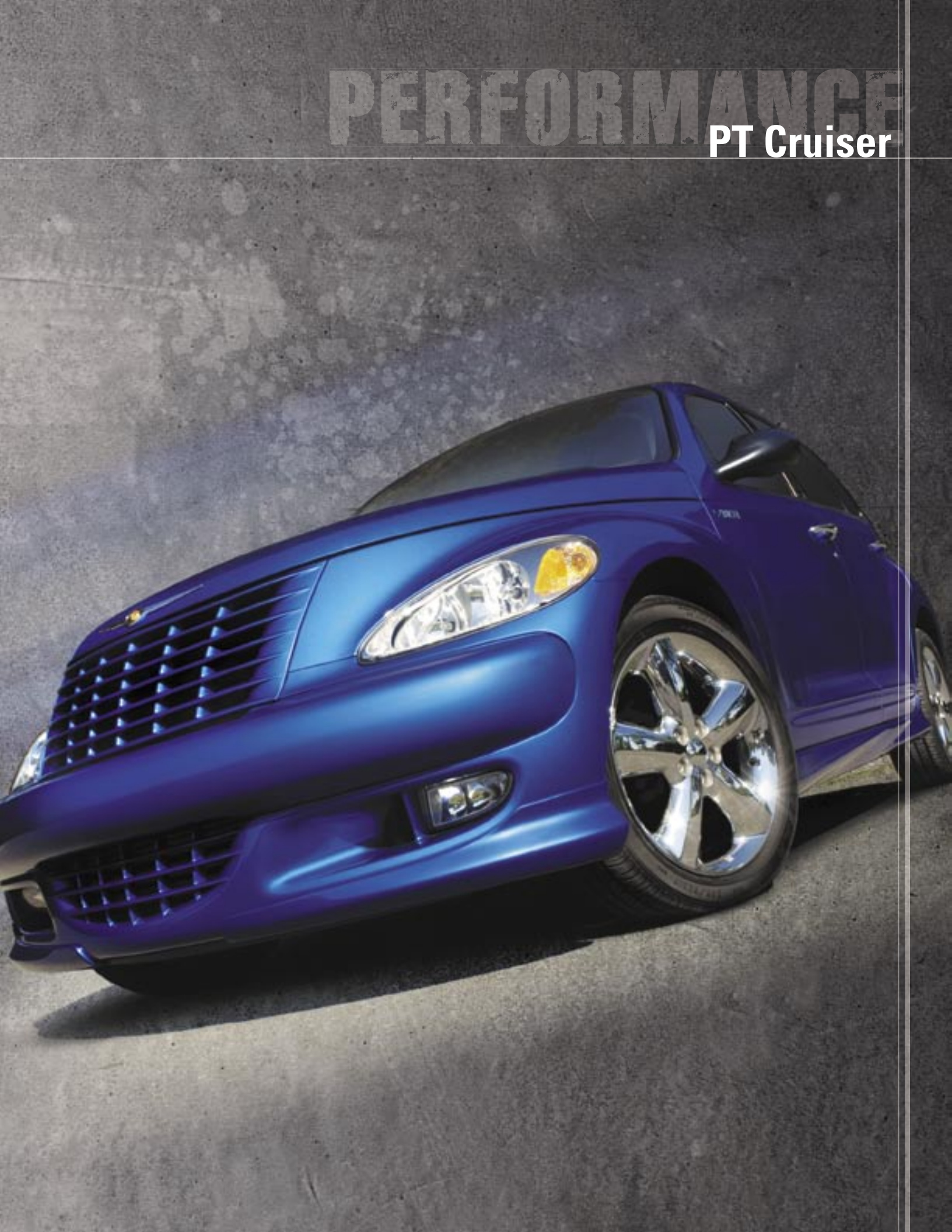
PERFORMANCE

PT Cruiser



IT'S HOT TO BE COOL

When it comes to being cool, the PT Cruiser can teach its competition a thing or two. After adding Mopar performance engineered engine and suspension upgrades, your PT Cruiser will have the credentials to take all the other wannabes to finishing school. And, hey … if they refuse to learn their lesson, send them to detention. Sometimes you have to resort to tough love!

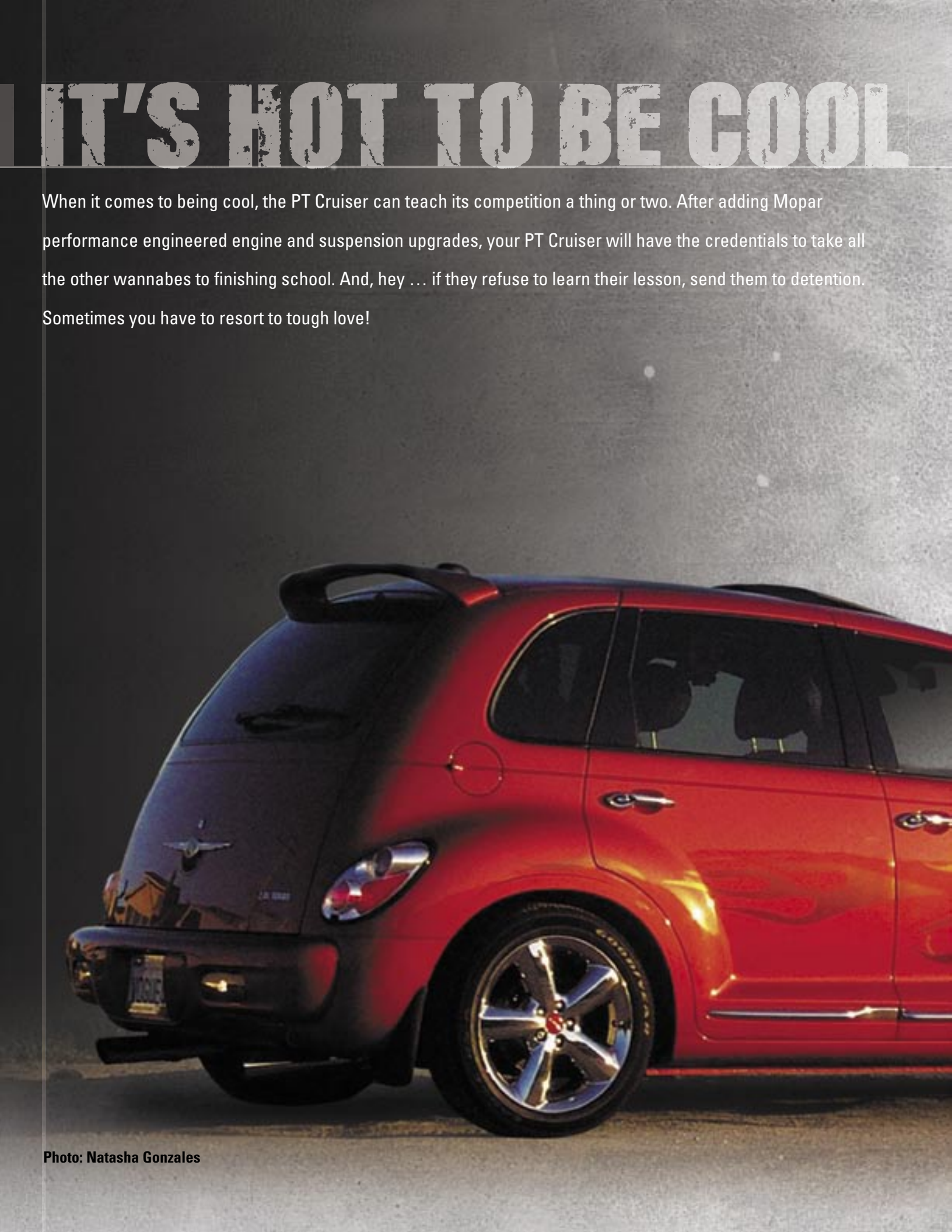


Photo: Natasha Gonzales

STAGE 3 COILOVER SUSPENSION KIT

Mopar offers PT Cruiser owners a wide range of suspension upgrades. Anti-sway bars, performance springs, and coilover suspension kits allow you to dial-in a Stage 1, 2, or 3 level of performance enhancement. For street or track, choosing the application is up to you. We just hope the competition can handle it!

HURST SHORT-THROW SHIFTER

Enhance shifting performance by bolting-on a new Hurst Short-Throw Shifter. The classic Hurst look adds extra punch to your already retro-cool PT Cruiser.

STAGE 1 TURBO UPGRADE KIT

Stage 1 Turbo Upgrade Kits for automatic and manual transmission PT Turbos pack a real punch, boosting your ride to 235 hp and 260 ft-lbs of torque. Fuel injectors matched perfectly to the PCM make this the most effective upgrade kit you can by. Now you can be cool and fast – most popular and valedictorian!

TURBO UPGRADE KITS

A. Stage 1 Turbo Upgrade Kits

These Stage 1 Turbo Upgrade Packages for the PT Turbo boost power to 235 hp and 260 ft.-lbs. of torque.

Key Components:
- Stage 1 Performance Control Module
- (4) 577 cc/min Fuel Injectors (2003 Kit only)
- Upper-to-lower Intake Manifold Gasket

Calibration Features — Manual Transmission (MTX)
- Increased WOT and part throttle boost
- Enhanced 1st gear boost schedule for a higher performance launch
- Optimized calibration for the Mopar Performance Blow-Off Valve Conversion Kit (P4510548 — sold separately)
- Improved turbo response
- Boost hold feature during Wide Open Throttle shifts
- Soft rev limiter

Calibration Features — Automatic Transmission (ATX)
- Increased WOT and part throttle boost
- Optimized calibration for the Mopar Performance Blow-Off Valve Conversion Kit (P4510548 — sold separately)
- Improved turbo response
- Performance optimized transmission calibration

*P4510597	Stage 1 Turbo Upgrade Kit (2004 Only PT Turbo ATX)
*P4510606	Stage 1 Turbo Upgrade Kit (2004 Only PT Turbo MTX)
*P5007944	Stage 1 Turbo Upgrade Kit (2003 Only PT Turbo ATX)
*P5007943	Stage 1 Turbo Upgrade Kit (2003 Only PT Turbo MTX)

Note: P4510597 will work with 2004 high-output and low-output (180 hp) ATX models. Cat-Back Exhaust (P4510463) is recommended.

B. Blow-Off Valve Conversion Kit

The Mopar Performance Blow-Off Valve Conversion Kit maximizes the function of your vehicle's turbo system by venting excess hot compressed air into the atmosphere, thereby reducing your intake air temperature. This kit adds a vent to the stock blow-off valve and creates a unique turbo sound.

*P4510548	Blow-Off Valve Conversion Kit — Anodized, Blue (2003–05 SRT4, 2003–05 PT Turbo)

CAMSHAFT COMPONENTS

C. Hydraulic Lash Adjusters

Use these high-performance Hydraulic Lash Adjusters for improved hydraulic lash control. They are resistant to aeration. Sold in sets of 4 (2 sets required per engine).

P5007440	Hydraulic Lash Adjusters (1995–99 Neon DOHC, 2.4L DOHC Engines)

Note: 2.4L engines found in the following vehicles: Minivan, Stratus/Sebring Sedan/Breeze/Cirrus, Sebring Convertible, Stratus Coupe/Sebring Coupe and PT Cruiser.

A.

B.

C.

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

A.

B.

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IGNITION AND ELECTRONICS

A. Ignition Wire Set — 7.5 mm, Pre-cut

This special, high-performance 7.5 mm plug wire set is specifically designed to maintain compatibility with the onboard computers and electronics found on production vehicles. Each package contains the high tech style boot ends at both the distributor and plug ends of the wire. These blue wires are imprinted with the Mopar Performance name as well as the cylinder number.

P4876511	Ignition Wire Set (Neon, PT Cruiser and 2.4L Stratus DOHC)

B. Spark Plugs

These 2.0L/2.4L Bosch Motorsports spark plugs are specifically designed for the optimum performance of your engine. Package contains 4 Spark Plugs.

P4876923	Spark Plugs — Cross Reference Number RC9YC (Neon, USA 2.4L Engines)

Note: 2.4L engines include Minivan, Stratus/Sebring Sedan/Breeze/Cirrus, Sebring Convertible, Stratus Coupe/Sebring Coupe, and PT Cruiser.

VALVE COVERS

C. NEW! Carbon Fiber Valve Cover

Add even more excitement under your hood with a carbon fiber valve cover. Mopar Performance's injection-molded carbon fiber valve covers offer great sealing performance using stock seal and anodized 6061 aluminum fittings. Twill woven materials give the valve covers a stunning carbon fiber look. These are the lightest valve covers that can be made without sacrificing the structural integrity necessary for race cars and high-performance street machines.

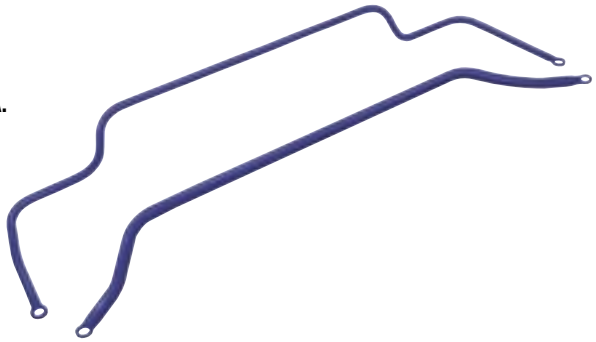
P4510538	Carbon Fiber Valve Cover (2003–05 SRT4, 2003–05 PT Turbo)

D. NEW! Valve Covers

These hot looking Valve Covers can bring car show quality to your SRT4 or PT Turbo. Available in a variety of colors, these Mopar Performance valve covers can bring that final touch of class to your high-performance vehicle.

P4510371	Electric Blue Powder-Coated Valve Cover (2003–05 SRT4, 2003–05 PT Turbo)
P4510367	Red Powder-Coated Valve Cover (2003–05 SRT4, 2003–05 PT Turbo)
P4510368	Yellow Powder-Coated Valve Cover (2003–05 SRT4, 2003–05 PT Turbo)
P4510370	Permastar™ Chrome Valve Cover (2003–05 SRT4, 2003–05 PT Turbo)

A.



B.

C.

SUSPENSION UPGRADES

The Stage 1, 2 and 3 Mopar Performance Suspension Components were produced by a team of Mopar and KW Suspension engineers using DaimlerChrysler specs, logging hundreds of hours of real world and track testing time to ensure optimal performance.

A. NEW! Stage 1 Anti-Sway Bars

Anti-Sway Bars from Mopar Performance are made from high-quality bar material that ensures durability and heightens performance, ride and handling by virtually eliminating body roll, helping to keep all four tires firmly on the pavement.

P4510261	Stage 1 Anti-Sway Bar Kit — 25.4 mm Front, 19 mm Rear (2001–05 PT Cruiser Non-Turbo)
P4510455	Stage 1 Anti-Sway Bar Kit — 27 mm Diameter Front, 19 mm Diameter Rear (2003–05 PT Turbo)
P4510839	Stage 1 Sway Bar Installation Kit (2001–05 PT Cruiser)

Note: Customers who do not currently have a rear sway bar must also purchase the Sway Bar Installation Kit (P4510839).

B. NEW! Stage 1 Performance Springs

These Performance Springs are made of high-tensile spring material that ensures durability and heightens spring performance without bind.

P4510262	Stage 1 Performance Springs — 22 mm Front Drop, 18 mm Rear Drop (2003–05 PT Turbo)
P4510459	Stage 1 Performance Springs — 20 mm Front Drop, 18 mm Rear Drop (2001–05 PT Cruiser Non-Turbo)

C. NEW! Stage 2 Coilover Suspension Kits

Get ready for a whole new level of performance from your PT. The new Stage 2 Coilover Suspension Kit for the PT Cruiser and PT Turbo is the ultimate in performance and ride for your PT. It will provide your vehicle with better handling and ride characteristics than any other aftermarket suspension system available today!

The lowering range has been optimized for the PT Cruiser platform, allowing you to set the height anywhere from factory height to 40 mm lower on the front, with a preset lowering of 57 mm on the rear.

Features:
- Easy-adjust stainless steel-impregnated composite perches
- Stock height and down lowering range
- High-quality, high-tensile racing springs
- Special ventilation and sealing system
- Hardened chromium-plated piston rods
- Pistons with V-shaped Teflon seals
- Strut and shock housings in INOX-line stainless steel

P4510448	Stage 2 Coilover Suspension Kit (2001–05 PT Cruiser Non-Turbo)
P4510449	Stage 2 Coilover Suspension Kit (2003–05 PT Turbo)

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

A.

A. NEW! Stage 3 Coilover Suspension Kits

"The Mopar Stage 2 and 3 equipped PT Cruiser and PT Turbo have exhibited the most dramatic change of any of the vehicle platforms. With the addition of this system, the vehicle balance, roll stiffness, and front to rear transition have been exponentially improved, while actually adding additional driving comfort! One drive and you are hooked. . . . And the look is just right. This is exactly what the designers had intended. A must have. Incredible!" — Mopar/KW Engineering Team

The Stage 3 Coilover Kit includes all the features of the Stage 2 Kit. In addition, the Stage 3 Kit allows drivers to adjust the damper setting of the suspension system for the ultimate in personalization. The adjustable rebound damper gives drivers the ability to adjust the vehicle's pitch and roll to their driving preferences and needs, from the street to the track. The Stage 3 Kit is height adjustable and rebound adjustable from 20% under to 50% over Stage 2 settings. Rebound adjustment takes place via an adjustment screw at the end of the piston rod, and primarily affects the low and midrange rebound dampening.

Features:
- External adjustable rebound damper
- Stock height and down lowering range
- Easy-adjust stainless steel impregnated composite perches
- High-quality, high-tensile racing springs
- Special ventilation and sealing system
- Hardened chromium-plated piston rods
- Pistons with V-shaped Teflon seals
- Strut housings in INOX-line stainless steel

P4510628	Stage 3 Coilover Suspension Kit (2003–05 PT Turbo)
P4510629	Stage 3 Coilover Suspension Kit (2001–05 PT Cruiser Non-Turbo)

INOX TECHNOLOGY

Stage 2 and 3 kits feature new INOX Stainless Steel technology exclusive to Mopar Performance and KW Suspensions. After 418 hours of testing (salt water spray), INOX Coilover Suspension Struts constructed of stainless steel were clearly superior to the galvanized versions in terms of corrosive resistance, and were still functioning perfectly after testing.

Galvanized Pipe

INOX Suspension Strut

Galvanized Pipe

INOX Suspension Strut

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AIR SYSTEMS

A. Cold Air Intake System

These bolt-on systems are designed to allow cooler outside air through a directional cone filter and funnel directly into the intake manifold. These kits provide noticeable horsepower and torque gains under varying atmospheric conditions. Kits include all mounting hardware and a pre-oiled, washable/reusable filter.

*P5007832	Cold Air Intake System (2001–03 PT Cruiser Non-Turbo)

B. Air Filter

Mopar Performance Air Filters are constructed with factory tight seals, engineering level polyurethane, deep 4-ply pleats of oiled cotton gauze, and 2-layer screen. This filter offers high flow and low restriction, better throttle response and increased filtration and horsepower. Filters are washable and reusable and come pre-oiled.

P4510476	Air Filter (2001–04 PT Cruiser Non-Turbo)

EXHAUST SYSTEMS

C. Cat-Back Exhaust Systems

Exhaust Systems feature T304 stainless steel construction (aircraft quality) with mandrel-bent tubing, stainless band (torca) clamps and polished tips. These free-flow systems provide a horsepower and torque gain, improved fuel economy and a deeper tone.

P4510463	Cat-Back Exhaust — 3.50" Round Tips, Dual-Split Outlet (2003–04 PT Turbo)
P5007748	Cat-Back Exhaust — 3.50" Round Tips, Dual-Split; U.S. Muffler (2001–04 PT Cruiser Non-Turbo)
P5007457	Cat-Back Exhaust — Twin Chrome 2.00" DTM Tips, Driver Side Outlet (2001–04 PT Cruiser Non-Turbo)
P5007746	Cat-Back Exhaust — Dual-Split, Large European Muffler, Stock Noise (2001–05 PT Cruiser Non-Turbo)

TRANSAXLE COMPONENTS

D. Limited Slip Differential

Quaife automatic torque-biasing Limited-Slip Differential improves handling and steering, and powers both drive wheels under nearly all conditions. Internal components sense which wheel has better grip and biases more power to that wheel.

P5007382	Limited-Slip Differential (2001–05 Neon T-350 MTX and PT Cruiser Non-Turbo)

E. NEW! Hurst Short-Throw Shifters

These Short-Throw Shifters for the PT Cruiser enhance performance by providing shorter, quicker shifts and reducing knob travel by 30%. Custom designed to eliminate any vehicle modifications when installing. Positive gear stops eliminate overshifting, helping prevent transmission and cable damage. Includes urethane bushings to eliminate mounting bracket flex providing a more positive and secure shifting feel. CNC-machined billet steel gear selector and billet aluminum stop collar provide ultimate strength. Classic Hurst appearance and feel fits perfectly in the "retro" PT Cruiser.

P4510486	Hurst Short-Throw Shifter (2003–05 PT Turbo)
P4510263	Hurst Short-Throw Shifter (2001–05 PT CruiserNon-Tubo)

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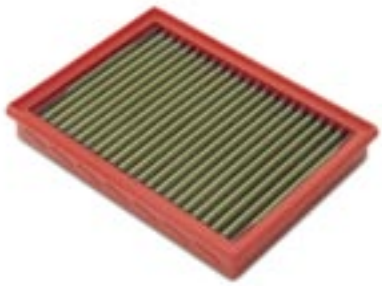

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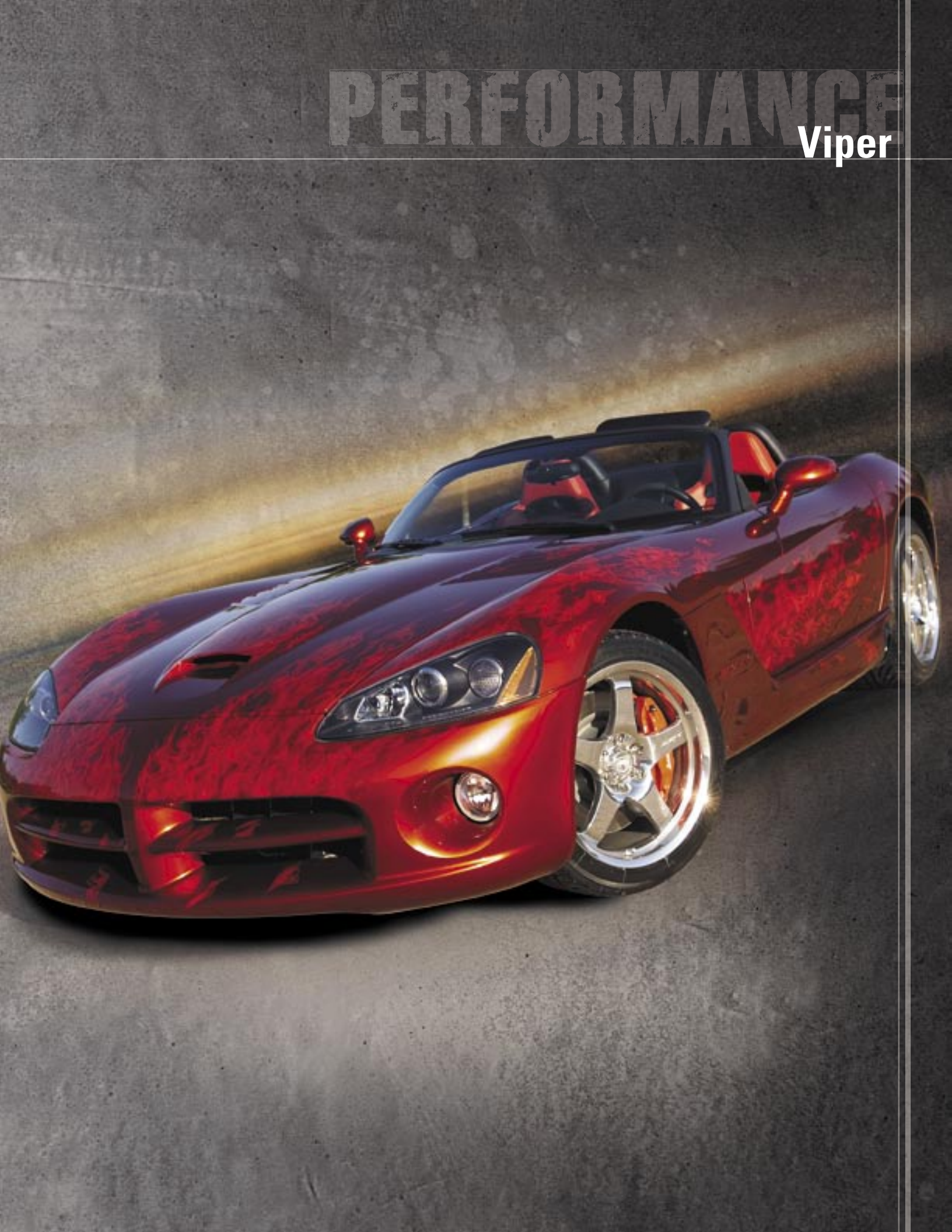
PERFORMANCE

Viper



AGGRESSIVE TENDENCIES

Never enough is your mantra – that's why you drive a Viper. That's also why we know you'll want to bolt on every race proven, Mopar Performance part you can get your hands on. Tuck your napkin under your chin and get ready to drool. You want these parts. You need these parts. After all, you may have beaten everyone else out there, but one day you might line up against another Viper… then what? Oh happy day!

RACE CAMSHAFT

This Competition Coupe-inspired Race Camshaft will give you a power boost. Use with Mopar's Race Exhaust System and Engine Controller to build your own SRT10 Power Kit. You asked for it, and Mopar delivered!

STREET CAT-BACK EXHAUST SYSTEM

Whether it's for the street or the track, Mopar has the right exhaust system for your pride and joy. Add a set of Mopar race exhaust headers for maximum on-track performance. So many choices, so little time!

SHORT THROW SHIFTER

For a dramatic improvement in shifting performance, bolt on a Mopar Short Throw Shifter. Whether for the street or the track, after installing this self-contained unit you'll wonder how you ever got along without one. Life is short.

VIPER SRT10 POWER KIT

Total performance increase when Controller, Camshaft and Exhaust are used together:

Horsepower increase = 44 bhp at 4,800 rpm
Torque increase = 48 ft.-lbs. of torque at 4,800 rpm

A. NEW! Race Engine Controller

This Race Engine Controller for the Viper SRT10 is specifically calibrated for use with the Race Camshaft (P4510171) and the Viper 3" Race Exhaust (P4510176). It optimizes fuel/air tables for peak performance without catalytic converters, removes the skip shift feature (found on the production model), and is calibrated for premium pump fuel (91 octane minimum). For race use only.

*P4510172 Race Engine Controller (2003–05 Viper SRT10)

B. NEW! Race Camshaft

This Race Camshaft is based on the Competition Coupe camshaft. Uses production springs and rocker arms to offer a 6–8 horsepower increase at top end of rpm range. Recommended for use with Race Engine Controller (P4510172) and 3" Race Exhaust (P4510176).

Cam lift: 0.3519" intake and 0.3519" exhaust
Duration at 0.050": 220.00 intake/230.5 exhaust
Cam Centerline = 117° after top dead center

*P4510171 Race Camshaft (2003–05 Viper SRT10)

C. NEW! Race Exhaust System

This 3" Race Exhaust System provides low restriction from manifold to tip. Catalytic converters are eliminated (upstream and downstream), and it has a side exit from the sill that removes H-pipe crossover. This system represents more than 30 lbs. savings when compared to the production exhaust system. The exhaust muffler is tuned to minimize noise where track restrictions are present, yet it yields a deep sounding exhaust note. Recommended package includes Race Engine Controller (P4510172) and Race Camshaft (P4510171).

*P4510176 Race Exhaust — 10+ bhp gain (2003–05 Viper SRT10)

AIR SYSTEMS

D. Smooth Bore Inlet Hoses

ACR production part with correct molded bend and hose end diameters. Provides increased airflow with less turbulence for more horsepower. 5-ply polyester reinforced silicone shell eliminates collapse due to high vacuum. Features a fluro-silicone liner for fuel/oil protection and 100,000+ mile durability. Includes 2 hoses.

*P5007362 Black Smooth Bore Hoses (Viper RT/10 and GTS)

EXHAUST

E. Performance Exhaust System

This Performance Exhaust System offers low restriction with a performance sound. Made from 304 stainless steel construction, this system features 3" diameter tubing for high-volume flow and factory-style band clamps. Exclusive laser-etched Viper logo on polished stainless steel exhaust tips with rolled rims. Bolt-on replacement for production rear exit exhaust.

P5007274 Performance Exhaust (1997–01 Viper RT/10, 1996–01 GTS)

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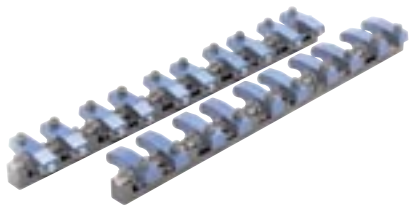

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A. NEW! Street Cat-Back Exhaust System

Add some extra bite to your Viper by installing this Cat-Back Exhaust System. Designed specifically for street use, it features stainless steel construction (including the muffler) with mandrel-bent tubing. This free-flow system provides a horsepower and torque gain, improved fuel economy, and a deeper tone. Includes 2 mufflers, right and left turn out assemblies, and four 2-1/2" clamps.

P4510608	Street Cat-Back Exhaust System (2003–05 Viper SRT10)

NEW! Race Exhaust Headers (Not Pictured)

*P4510178	Race Exhaust Headers (2003–05 Viper SRT10)

VALVETRAIN COMPONENTS

B. Valves

Stainless steel valves offer improved durability. Standard stem length (5.726") with oversize head diameters. Swirl-polished underhead area. Chromed stem and hardened tip.

*P5007510	Valve — Intake, 2.02" Diameter Head, for Head P4876869
*P5007511	Valve — Exhaust, 1.60" Diameter Head

Note: Cylinder Head (P4876869) is no longer available through Mopar.

C. Race Rocker Arm Assembly

This Rocker Arm Assembly was proven victorious on the 24 Hours of Le Mans GTS-R. Features individual shaft mounted rockers with needle bearings on shafts and rocker tips, forged aluminum 1.7 ratio rockers, 12-point aircraft quality mounting hardware, and rocker arm adjusters. Rockers mount to one-piece CNC steel billet bar for positive alignment.

P5007049	Race Rocker Arm Assembly (1997–01 Viper RT/10)

D. Adjustable Timing Chain Set

Matched cam and crank gears with precision-fit, double-roller timing chain. Cam must be drilled and tapped for 3 gear-mounting bolts. Compatible with production performance and aftermarket engine controllers. Cam style adjuster for accurate cam timing adjustments.

*P4876834	Adjustable Timing Chain Set (1997–01 Viper RT/10, GTS (1996–01) and GTS-R)

DIFFERENTIAL

E. Ring and Pinion Sets

These Ring and Pinion Sets are stronger than other units currently available in the aftermarket. Note that these are only for Dana Super 44 differentials with 3/8" diameter ring gear retaining bolts.

*P5007022	Ring and Pinion Set — 3/8" Diameter, 3.73 Gear (1996–00 Viper RT/10 and GTS)
*P5007043	Ring and Pinion Set — 3/8" Diameter, 4.10 Gear (1996–00 Viper RT/10 and GTS)

Race Ring and Pinion Sets (Not Pictured)

Upgraded to stronger 7/16" diameter ring gear retaining bolts. Requires Trac-Lok (P5007555) when installed in 1996–00 Dana Super 44 differential. The 7/16" diameter bolts are included in Buildup Kit (P5007553). 2001 Production Trac-Lok units use 7/16" diameter ring gear retaining bolts

*P5007525	Race Ring and Pinion Set — 7/16" Diameter, 3.55 Gear (2000–04 Viper)
*P5007526	Race Ring and Pinion Set — 7/16" Diameter, 3.73 Gear (2000–04 Viper)

TRANSMISSION

A. NEW! Hurst Short-Throw Shifter

Shift throw reduced by 40%. One-piece shift stick and gold anodized billet aluminum construction for durability. Exclusive Black Viper Head Shift Knob is available in your choice of 4 logo colors and must be ordered separately (shift knob height is reduced for competition feel).

P4510168	Hurst Short-Throw Shifter (all Viper)
P5153300	Viper Head Shift Knob — Red Viper Logo
P5153301	Viper Head Shift Knob — Silver Viper Logo
P5153302	Viper Head Shift Knob — Blue Viper Logo
P5153303	Viper Head Shift Knob — Yellow Viper Logo

Note: This shifter handle does not accept the factory knob, but is designed to accept the shift knobs listed above that have a 1/2" - 20 UNF thread.

B. NEW! Lightweight Flywheel

High-strength alloy steel flywheel is a direct replacement for stock SRT10 part and uses production clutch assembly. Reduction of 9.4 lbs. (31%) in flywheel mass, and 39% in flywheel rotating inertia. No release bearing changes, crank trigger changes or calibration required.

P4510169	Lightweight Flywheel (2003–05 Viper SRT10)

C. NEW! High Durometer Transmission Mounts

Urethane mount reduces transmission movement under high-load conditions. Improved life compared to stock rubber mount. Same as used on Viper Competition Coupe.

P4510179	High Durometer Transmission Mount (2003–05 Viper SRT10)

IGNITION AND ELECTRONICS

D. Spark Plug Wire Sets

These suppression-type Spark Plug Wire Sets are compatible with the production engine control unit. 8.5 mm diameter high-temp material for added durability. Individually numbered spark plug terminals and boots. Sold in sets only.

P5007159	Spark Plug Wire Set — 8.5 mm, Coils at Back of Engine (1996.5–01 Viper RT/10 and 1996–01 GTS)
P4876435	Spark Plug Wire Set — 8.5 mm, Coils Under Intake Manifold (1992–96.5 Viper RT/10)

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COOLING SYSTEMS

A. 180° Race Thermostat

Help your engine run cooler under track conditions. Thermostat includes gaskets for both heavy and lightweight engines.

P4876900	180° Race Thermostat (1992–01 Viper)

B. NEW! Underdrive Crank Pulley

This Underdrive Crank Pulley was developed for the Competition Coupe. It improves water pump efficiency at high rpms. Constructed of hard-coated aluminum. Requires one of the available Accessory Drive Belts.

P4510177	Underdrive Crank Pulley (2003–05 Viper SRT10)
P4510224	Accessory Drive Belts — for Vehicles with A/C (2003–05 Viper SRT10)
P4510233	Accessory Drive Belt Kit — for Vehicles without A/C, Includes Belts and 3 Bolts (2003–05 Viper SRT10)

C. Fan and Control Module

For use with Viper V10 crate engine in non-Viper installations. Use this Fan and Control Module with Viper wiring harness (P5007142). Same as 1996–98 production. Height: 18.00", Width 25.50"; Thickness: 4.50".

P5007266	Fan and Control Module (Viper V10 Crate Engine)

OILING COMPONENTS

D. NEW! Race Oil Pickup

This articulating Race Oil Pickup swings to oil location under high lateral G maneuvers and provides consistent oil pressure during race conditions. It utilizes the same design as used on the Viper Competition Coupe. Kit includes pickup assembly and replacement oil pan.

*P4510174	Race Oil Pickup (2003–05 Viper SRT10)

STEERING AND SUSPENSION

E. NEW! Heat Shield Boots

These flexible Heat Shield Boots lower joint temperature and protect the rubber boot from thermal cracking. Heat shields slip over existing rubber boots — no modifications required. Recommended for racing use, but also good for street applications.

P4510161	Tie Rod Heat Shield Boot (1996–05 Viper)
P4510144	Ball Joint Heat Shield Boot (1996–05 Viper)

F. NEW! Solid Steering Gear Mounts

Mounts improve turning and handling response. They are a direct replacement for rubber isolator mounts found in production Vipers. Constructed of lightweight aluminum for strength and durability.

P4510204	Solid Steering Gear Mounts (1994–05 Viper)

GTS-R ENGINE PARTS

A. Race Block

The GTS-R Race Block is derived from the production casting, but machined to accommodate a dry sump oil pump, which eliminates the air conditioning compressor mounts. Block features 356-T6 casting with pressed-in, dry centrifugal cast cylinder liners and cross-bolted, cast solid, nodular iron main caps machined for oil pan scraper. It has 2.75" main bearing bore diameters (for use with GTS-R crank only) and 0.125" thick liners for reduced bore distortion at high loads. Features rolled threads for cylinder head attaching studs.

***P4876831** Race Block (Viper GTS-R)

B. Valve

Stainless steel for improved durability. Stem length is 0.100" than stock, and head diameters are oversized. Swirl-polished underhead area. Chromed stem and hardened tip. Use in GTS-R Ported Head (P4876838AB).

***P5007514** Valve — Exhaust, 1.60" Diameter, 5.826" Stem (Viper GTS-R)

Serpentine Belt (Not Pictured)

Serpentine Belt is designed to fit GTS-R engine with modified crank, water pump and power steering pump pulleys. 1,877 mm length.

P4876843 Serpentine Belt (Viper GTS-R)

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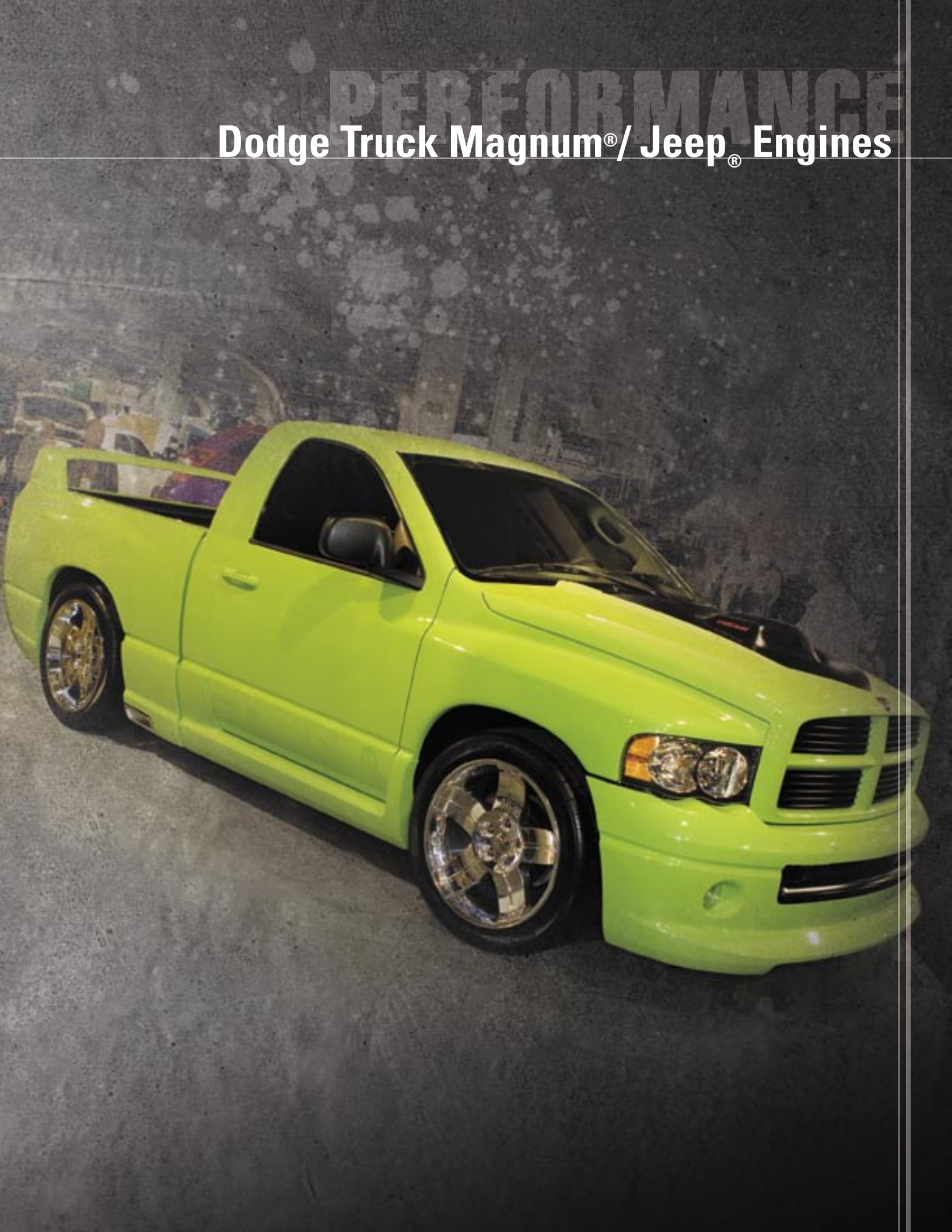
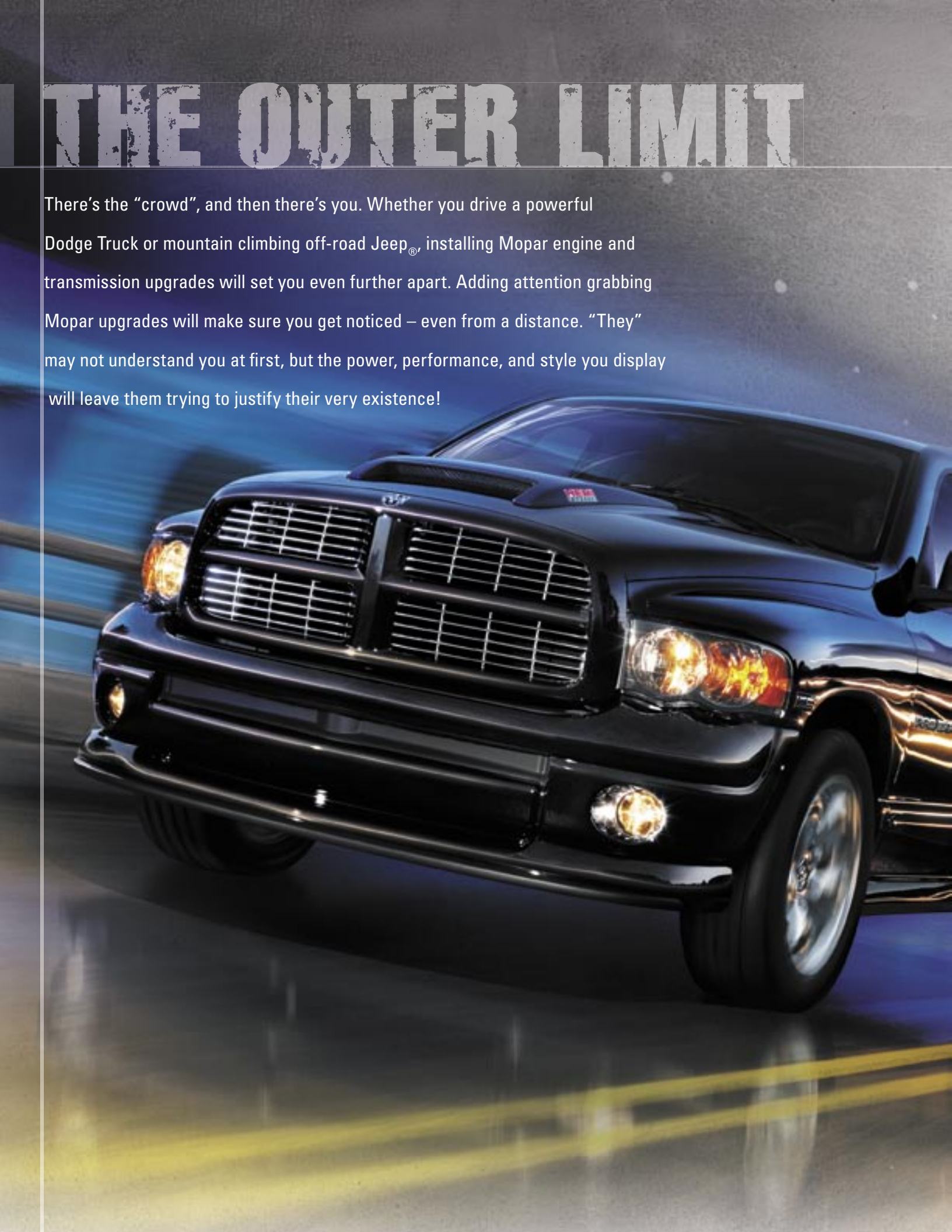
PERFORMANCE

Dodge Truck Magnum®/ Jeep® Engines



THE OUTER LIMIT

There's the "crowd", and then there's you. Whether you drive a powerful Dodge Truck or mountain climbing off-road Jeep®, installing Mopar engine and transmission upgrades will set you even further apart. Adding attention grabbing Mopar upgrades will make sure you get noticed – even from a distance. "They" may not understand you at first, but the power, performance, and style you display will leave them trying to justify their very existence!



COLD AIR INTAKES

Mopar Cold Air Intake Systems are the fastest, easiest way to add an immediate performance boost to your Jeep® Vehicle or Dodge Truck. Remember to breathe deeply — you're already in rarified air!

5.7L HEMI® VALVE COVER SET

Mopar offers several black wrinkle and polished cast aluminum valve covers for Jeep and Dodge Truck engines, as well as chrome valve covers for your 5.7L Hemi®. No matter which set you choose, the world will have no choice but to take notice. Try to be humble!

5.7L HEMI RAM EXHAUST HEADERS

Bolt-on a set of new Mopar 5.7L Hemi Ram Exhaust Headers and you will feel and hear the power of your legendary engine like never before. Available for 2WD and 4WD models, nothing beats the best. Try not to scare the kids!

ENGINES AND BLOCK HARDWARE

A. Magnum 5.9L MPI 360 Short Block Assembly

This Magnum 5.9L MPI 360 Short Block Engine Assembly features a remanufactured block, along with crankshaft and connecting rods. Mopar recommends the use of a Magnum R/T Cast Iron Cylinder Head or the Aluminum Magnum Cylinder Head.

Specifications:

- Blocks are bored 0.020" oversize
- Slightly shorter deck assures smooth gasket surface
- New Engine Bearings
- New Hydraulic Camshaft (requires new tappets; not included)
- Properly clearanced Crankshaft and Connecting Rods
- New Aluminum Pistons and Moly Piston Rrings
- New Timing Gears and Chain
- Balanced to use all production Magnum 5.9L components
- Recommended as a direct replacement Magnum V8 Short Block for 1993 and newer trucks and Jeep® vehicles

*P5007549 Magnum 5.9L MPI 360 Short Block Assembly

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

B. Engine Teardown Gasket Sets

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

P4876249 Engine Teardown Gasket Set (5.9L Truck Magnum/Jeep Engines)
P4876248 Engine Teardown Gasket Set (5.2L Truck Magnum/Jeep Engines)
P4529245 Engine Teardown Gasket Set (4.0L Jeep Engines)

C. Front Cover Gasket

P4876052 Front Cover Gasket (5.2L/5.9L Dodge Truck Magnum/Jeep Engines)

CRANKSHAFTS

D. Cast Crankshafts

These heavy-duty surface hardened, forged Magnum Engines Cranks feature radiused fillets at main and rod journals. Requires balancing. Also features 6-bolt pattern on crank flange.

*P5007259 Cast Crankshaft — 3.58" Stroke (360 Main Small Block, 5.9L Truck Magnum/Jeep Engines)
*P5007258 Cast Crankshaft — 4.00" Stroke (360 Main Small Block, 5.9L Truck Magnum/Jeep Engines)

Note: 4.00" stroke cranks require clearancing on block and the use of custom pistons.

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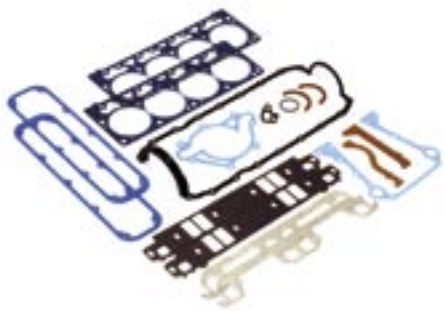

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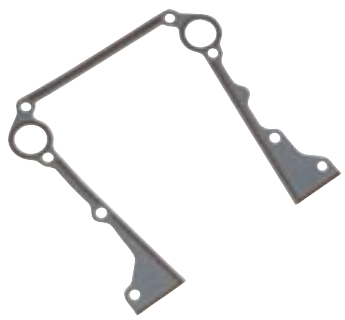

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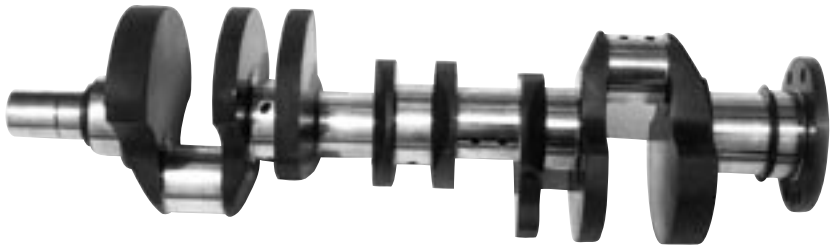

D.

SMALL BLOCK ENGINE DISPLACEMENT (CUBIC INCHES)

Bore (in inches)	Stroke 3.31	3.58	3.79	4.00
3.91	318	344	364	384
3.94	323	349	369	390
3.97	328	355	375	397
4.00	333	360	381	402
4.03	338	365	386	408
4.04	340	367	388	410
4.06	343	371	391	414
4.10	350	378	398	422
4.18	363	393	416	439
4.22	370	401	424	447

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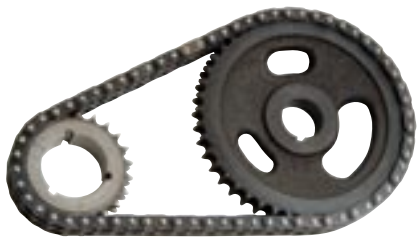

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ROLLER TIMING CHAIN AND SPROCKETS

A. Timing Chain Tensioner

This Timing Chain Tensioner stabilizes cam timing by reducing timing chain slack. It can be used instead of Thrust Plate P5249637.

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

B. Double Roller Chain and Sprocket Sets

These high-strength Double Roller Chain and Sprocket Sets provide added durability and decreased rotational friction compared to the production silent chains. Sets include magna-fluxed sprockets and roller timing chain.

P5249267	Double Roller Chain and Sprocket Set — 1-Bolt, 3 Matched Keyways (Small Block, 5.2L/5.9L Truck Magnum/Jeep Engines)
P5249519	Double Roller Chain and Sprocket Set — 1-Bolt Mount, 1 Keyway (2.5L/4.0L Jeep Engines)

C. Flywheel Attaching Package

This Flywheel Attaching Package from Mopar Performance contains all bolts required to attach the flywheel and clutch to the engine assembly. Includes 6 flywheel bolts, 6 clutch bolts, pilot bearing, and seal.

P4529636AB	Flywheel Attaching Package (4.0 AMC 360 MTX Jeep Engines)

VIBRATION DAMPERS

D. Thin Crank Vibration Damper

This production-style Thin Crank Vibration Damper is designed for all production balanced Small Blocks. Not SFI approved.

P5007187	Thin Crank Vibration Damper (5.9L Truck Magnum/ Jeep Engines, 5.9L Magnum Crate Engines)

E. Production Replacement Vibration Damper

Production Replacement Damper is compatible with production crank and piston rod weight.

P5249535	Production Replacement Vibration Damper — V-Belt (4.2L Jeep Engines)

F. Damper Attachment Package

This package contains parts necessary to attach the vibration damper to the crankshaft.

P4529677	Damper Attachment Package (2.5L/4.0L Jeep Engines)

G. Damper Degree Timing Tape

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

P4529070AB	Damper Degree Timing Tape

Note: Damper not included.

CAMSHAFTS AND LIFTERS

A. Purple Shaft Camshafts

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

*P5249549	Hydraulic Roller Camshaft (5.2L/5.9L Truck Magnum/Jeep® Engines)
*P5007551	Hydraulic Roller Camshaft (5.2L/5.9L Truck Magnum/Jeep Engines)
*P4529230AB	Hydraulic Camshaft (4.0L Jeep Engines)
*P4529228AB	Hydraulic Camshaft (4.0L Jeep Engines)
*P4529229AB	Hydraulic Camshaft (4.0L Jeep Engines)

B. Hydraulic Roller Tappets

Sold as sets of 16 or individually for service.

*P5249862	Hydraulic Roller Tappets — Set of 16 (5.2L /5.9L Truck Magnum/Jeep Engines, Magnum Crate)
*P4876054	Hydraulic Roller Tappet — Sold Individually (5.2L/5.9L Truck Magnum/Jeep Engines)
P4529220AB	Hydraulic Roller Tappet — Sold Individually (2.5L/4.0L Jeep Engines)
*P4876055	Tappet Aligning Yoke (5.2L/5.9L Truck Magnum/Jeep Engines)

C. Offset Camshaft Key Set

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

*P5249600	Offset Camshaft Key Set (3.7L, 3.9L, 4.7L, 5.2L, 5.9L Truck Magnum/Jeep Engines)

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

D. Pushrods

Mopar Performace Pushrods are sold as complete engine sets (16 for V8 engines; 12 for 6-cylinder engines).

P4529675	Pushrods — Set of 12 (1987–89 4.0L Jeep Engines)
P5249662	Hydraulic Roller Pushrods — 6.92", Set of 16 (5.2L/5.9L Truck Magnum/Jeep Engines, Magnum Crate)

HYDRAULIC CAMSHAFTS

Part Number	Adv Duration	O-Lap	Center Line	Lift	Basic rpm	Recom. Spring	Applications & Comments
*P4529228AB	240/240	24	108	0.430/0.430	900–4700	P4529214	Mild. Comp
*P4529229AB	248/248	32	108	0.440/0.440	1100–4800	P4529214	Mild. Comp
*P4529230AB	256/256	40	108	0.450/0.450	1300–4900	P5249464	Mild. Comp
*P5249549	260/264	55	109	0.458/0.467	–	P5249464	Magnum R/T Com
*P5007551	272/278	37	118	0.467/0.482	–	P5249464	+10 hp over R/T

ENGINE APPLICATION CHART

Engine	Performance Level	Best Choice Manual	Best Choice Automatic	4 x 4 Auto & Man	Street Rod Auto & Man
4.0L Jeep I6	Stock	Stock	Stock	—	—
	Phase I	P4529228AB	P4529228AB	P4529228AB	P4529228AB
	Phase II	P4529229AB	P4529229AB	P4529228AB	P4529229AB
	Phase III	P4529230AB	P4529229AB	P4529229AB	P4529230AB

All lift figures are at the valve and are calculated with production rocker arm ratios.
Camshaft packages include camshaft, tappets, assembly oil and instruction sheet.

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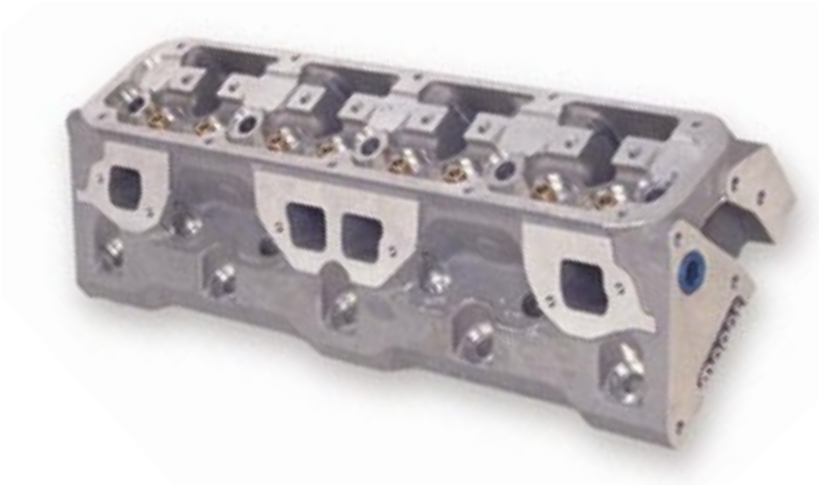
CYLINDER HEADS, GASKETS AND HARDWARE



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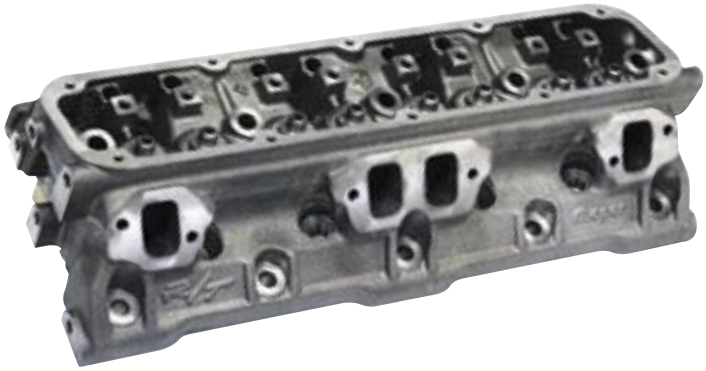

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A. Aluminum Cylinder Head

This Magnum engine Cylinder Head features:

- Higher airflow and performance over the stock cast iron Magnum engine heads
- 10-bolt production Valve Cover
- 8 mm Valve Stems
- Unique vertical style Intake Manifold attachment
- Production valve gear, except for larger 3/8" studs
- Machined for 1.92" Intake Valves and 1 5/8" Eexhaust Valves
- Designed with smaller 53 cc combustion chamber
- Uses production exhaust flange pattern
- No heat crossover
- Lighter weight than cast iron
- Intake runner 177 cc

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

Note: Production guide plates must be drilled to 3/8".

B. Magnum R/T Cast Iron Cylinder Heads

These heads feature:

- Unique all-new casting for Magnum V8 engines
- Higher airflow and better performance than stock cast iron Magnum engine Cylinder Heads
- 10-bolt Magnum engine production Valve Cover design
- 8 mm Valve Stems
- Vertical style Intake Manifold attachment
- Production valve gear (i.e., Rocker Arms, Valves, Valve Springs, Keepers and Retainers)
- Works with factory and Mopar Performance Magnum engines plus stock Intake Manifolds, Exhaust Manifolds and Valve Covers

*P5007145 Magnum R/T Cast Iron Head Assembly — 1.92" Int./1.625" Ex. (5.2L/5.9L Truck Magnum/Jeep Engines)

*P5007140 Magnum R/T Cast Iron Head — 1.92" Intake, 1 5/8" Exhaust (5.2L/5.9L Truck Magnum/Jeep Engines)

*P5007141 Magnum R/T Cast Iron Head — 2.02" Intake, 1 5/8" Exhaust (5.2L/5.9L Truck Magnum/Jeep Engines)

MAGNUM CYLINDER HEADS

Part Number	Description	Material	Chamber Size	Tappet Angle	Valve Angle	Valve Sizes	Valve Stem Size	Int. Port Volume	Int. Flow@ .600"	Int. Port Shape	Exh. Port Shape	Valve Cover	Approx. Weight
*P4876624	Magnum	Aluminum	53 cc	59°	18°	1.92"/1.625"	8 mm	177 cc	222 cfm	Rect.	Std.	12 bolt	25 lbs.
*P5007140	Magnum R/T	Cast Iron	60 cc	59°	18°	1.92"/1.625"	8 mm	180 cc	229 cfm	Rect.	Std.	11 bolt	57 lbs.
*P5007141	Magnum R/T	Cast Iron	60 cc	59°	18°	2.02"/1.625"	8 mm	180 cc	229 cfm	Rect.	Std.	11 bolt	57 lbs.
*P5007145	Magnum R/T Assembly	Cast Iron	60 cc	59°	18°	1.92"/1.625"	8 mm	180 cc	229 cfm	Rect.	Std.	11 bolt	57 lbs.

Magnum cylinder heads use special tappets and hollow pushrods for cylinder head/rocker arm oiling. All flow numbers are at 28" H2O.

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DODGE TRUCK MAGNUM®/ JEEP® ENGINE

A. Cylinder Head Gaskets

These Cylinder Head Gaskets can be used as replacements or for heavy-duty/competition applications.

P4876048	Composition Material Gaskets — to 12.5:1, 0.040–0.042 Thick, Set of 2 (5.2/5.9L Truck Magnum/Jeep® Engines)
P4529242	Cylinder Head Gasket — Sold Individually (4.0L Jeep Engines)

B. Head Bolt Set

Head Bolt Set includes all head bolts and washers as required.

P4876759	Aluminum Commando Cylinder Head Bolt Set (Small Block, 5.2L/5.9L Truck Magnum/Jeep Engines)

C. Hardened Washer Sets

Hardened Washer Sets for use with head bolts and main caps. They are sold in sets of 20.

P4120456	Hardened Washer Set — 3/8" (426 Hemi®, Big Block, Small Block, Truck Magnum/Jeep Engines)
P4120459	Hardened Washer Set — 1/2" (426 Hemi, Big Block, Small Block, Truck Magnum/Jeep Engines)

VALVE COVERS AND HARDWARE

D. Polished Cast Aluminum Valve Cover Set

Cast aluminum Magnum engine logo valve cover is high strength to be more rigid for better antileak properties. Set includes 20 screws and washer assemblies, all grommets and quarter-turn oil filler cap. Gaskets must be ordered separately.

P5007618	Polished Cast Aluminum Valve Cover Set (5.2L/5.9L Dodge Truck Magnum Engines)
P5249660	Valve Cover Gaskets — 10-Bolt Mold Rubber, Steel Shim (5.2L/5.9L Truck Magnum/Jeep Engines)

E. NEW! 5.7L Hemi Valve Cover Set

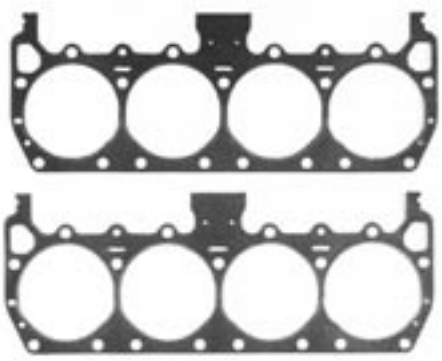
These Valve Covers feature a Parmaster™ chrome finish. A perfect way to dress up any factory 5.7L Hemi engine. They will not discolor under heat. Set includes 2 valve covers, valve cover gaskets and spark plug seals.

P4510845	Permaster™ Chrome Valve Covers (5.7L Hemi Crate Engine, Production 5.7L Engines)

F. Black Wrinkle Cast Aluminum Valve Cover Sets

Magnum Valve Covers feature the Mopar Pentastar logo, while Jeep Valve Covers feature the Jeep logo. Sets include 2 valve covers for 5.2L/5.9L engines; 1 for 4.2L engines. Sets include attaching screws, grommets, baffle and oil filler cap. Gaskets must be purchased separately.

P5007617	Black Wrinkle Valve Cover Set (5.2L/5.9L Truck Magnum Engines)
P5007619	Black Wrinkle Valve Cover Set (1993–98 5.2L/5.9L Jeep Engines)
P4876388	Black Wrinkle Valve Cover (1981–86 4.2L Jeep Engines)
P5249660	Valve Cover Gaskets — 10-Bolt Mold Rubber, Steel Shim (5.2L/5.9L Truck Magnum Engines)
P5007854	Valve Cover Gasket (4.2L Jeep Engines)



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A. Chrome Breather Caps

Use to fill extra valve cover holes in cast aluminum valve covers.

*P4529880	Twist-On Bottom Vented Breather Cap (Big Block, Small Block, 5.2L/5.9L Truck Magnum/Jeep® Engines)
*P4529881	Push-In Style Breather Cap (Big Block, Small Block, 5.2L/5.9L Truck Magnum/Jeep Engines)
*P4529882	Rubber Grommet — for Breather Cap P4529881

B. Baffle and Screw Package

For cast aluminum valve covers only.

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

C. Cast Aluminum Valve Cover Chrome Bolt Set

For cast aluminum valve covers only. Includes 20 bolts.

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

D. Cast Aluminum Valve Cover Grommet Set

Set includes 1 Grommet for PVC and for 1 breather.

P5249642	Cast Aluminum Valve Cover Grommet Set (5.2L/5.9L Dodge Truck Magnum/Jeep Engines)

VALVES AND VALVE HARDWARE

E. Valves

These stainless Valves have swirl-polished underheads that have no flat or ski jump areas. They feature a 8 mm stem and 1 square groove.

*P5249876	Exhaust Valve — 1.625" Diameter, 4.93" Stem Length (3.9L, 5.2L, 5.9L Truck Magnum/Jeep Engines)
*P5249875	Intake Valve — 1.92" Diameter, 4.91" Stem (2.5L, 3.9L,4.0L, 5.2L, 5.9L Truck Magnum/Jeep Engines)
*P5249877	Intake Valve — 1.97" Diameter, 4.91" Stem (2.5L, 3.9L, 4.0L, 5.2L, 5.9L Truck Magnum/Jeep Engines)
*P5249878	Intake Valve — 2.02" Diameter, 4.91" Stem Length (3.9L, 5.2L, 5.9L Truck Magnum/Jeep Engines)
*P5249880	Exhaust Valve — 1.56" Diameter, 4.93" Stem Length (2.5L/4.0L Jeep Engines)
*P5249879	Exhaust Valve — 1.50" Diameter, 4.93" Stem Length (2.5L/4.0L Jeep Engines)

F. Valve Seals

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

P5249661	Valve Seals — 5/16" Stem Size, 0.530" Guide (426 Hemi, 5.2L/5.9L Truck Magnum/Jeep Engines)
P4529240	Valve Seals — 8 mm Stem Size (4.0L Jeep Engines)

G. Valve Stem Lash Caps

These Valve Stem Lash Caps are 0.080" thick. They are made of hardened steel for improved rocker tip durability. Larger area than stock valve tip to help spread the rocker loads. Sold in sets of 16.

*P4120626	Valve Stem Lash Caps — 3/8" Stem (426 Hemi®, Big Block, Small Block, Truck Magnum/Jeep Engines)
*P4120635	Valve Stem Lash Caps — 5/16" Stem (426 Hemi, Big Block, Small Block, Truck Magnum/Jeep Engines)

A. Valve Springs

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

P4529214	Valve Spring (1981–87 2.5L/4.0L Jeep® Engines)
P4529215	Valve Spring (1988–02 2.5L/4.0L Jeep Engines)
P5249464	Valve Spring (3.9L, 5.2L, 5.9L Dodge Truck Magnum/Jeep Engines)
P4876062	Valve Spring (5.2L/5.9L Truck Magnum/ Jeep Engines)

B. Valve Spring Retainers

Restore worn or damaged valve train components to factory specifications with these durable Valve Spring Retainers. Use with 8° locks. 8 mm valve stem diameter. Sold individually.

*P4529216	Steel Valve Spring Retainer (2.5L/4.0L Jeep Engines)
*P4529217	Steel Valve Spring Retainer (2.5L/4.0L Jeep Engines)
*P4452032	Chrome Moly Valve Spring Retainer (2.2L/2.5L SOHC, Dodge Truck Magnum/Jeep Engines)

C. Valve Keepers (Locks)

These single groove style Valve Keepers are made from hardened steel material. They feature 8° angles, an 8 mm stem diameter, and can be used for restoration or performance applications. Sold as cylinder head sets of 16.

P4529218	Valve Keepers — For Retainers P4529216–17 (5.2L/5.9L Truck Magnum/Jeep Engines, 2.5L/4.0L Jeep Engines)

ROCKER ARMS AND HARDWARE

D. Roller Rocker Arm Sets — Complete Engine

These complete engine Roller Rocker Arm Sets for Magnum engines include 16 roller tip Rocker Arms, Pivots, Guides, and Pushrods. Rockers are die cast aluminum and are individually adjustable. Can be used as heavy-duty replacement with Hydraulic Cams, standard or high-performance. May interfere with production Magnum engine Valve Covers.

*P5007404	Roller Rocker Arm Set — 1.7 Ratio (5.2L/5.9L Dodge Truck Magnum/Jeep Engines)
*P5249800AB	Roller Rocker Arm Set — Stock 1.6 Ratio (5.2L/5.9L Dodge Truck Magnum/Jeep Engines)

Note: High-ratio rockers will increase valve lift — use matching valve spring, and check piston to valve clearance.

VALVE SPRINGS

Part No.	Engine	Inst. Ht.	Description	O.D.	Wire Dia.	Lift Range	Material	Retainer
P4529214	2.5L/4.0L	1.64"	Cylindrical	1.31"	0.177"	0.350"/0.430"	Production	P4529216
P4529215	2.5L/4.0L	1.64"	Conical	Production	—	0.350"/0.430"	Production	P4529217
P5249464	5.2L/5.9L	1.64"	Single/ Damper	1.42"	0.187"	0.400"/0.525"	Chrome Silicon	P4452032
P4876062	3.9L/5.2L/5.9L	1.64"	Single/ Damper	1.42"	0.187"	0.480"/0.600"	Chrome Silicon	P4452032

1. With a single spring, the damper is installed inside the main spring.
2. Retainers — the ones listed are the basic recommendation. Check the actual retainer listing for other options-added installed height, materials, lock size.

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VALVE SPRING RETAINERS

Part Number	Material	Locks	Valve Stem	Valve Spring	Installed Height
*P4529216	Steel	8°	5/16"	Single-standard	Standard
*P4529217	Steel	8°	5/16"	Conical	Standard
*P4452032	Chrome Moly	8°	8 mm	Single	Standard

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A. Roller Rocker Arm Set — Single Cylinder

This single cylinder Roller Rocker Arm Set for Jeep® vehicles includes 1 cylinder set of 2 rockers, 2 support stands, rocker shaft and screws. Extruded aluminum rockers, anodized blue. Can be used with hydraulic, mechanical or roller cams. Roller tip and center pivot bearing to reduce internal friction. Provides exact geometry and 1.6:1 ratio. Adjustable, oil through pushrod style.

P4529885	Roller Rocker Arm Set — Single Cylinder (2.5L, 4.0L, and 4.2L Jeep Engines)

Note: 2.5L and 4.0L engines require aftermarket spacer for valve cover clearance.

B. Production Replacement Rocker Arm Set — Single Cylinder

Rocker Arm set consists of 2 rocker arms, 2 pivots, 2 attaching bolts and 1 guide. Designed for use with hydraulic cams only. Production 1.6 design ratio.

P4876050	Rocker Arm Set — Single Cylinder (5.9L Magnum Engines, Magnum Crate Engines, not 4.7L)

C. Rocker Arm

Heavy-duty stamped rocker for use with hydraulic cams only. Can be used to service stock Jeep engines. Sold individually.

P4529221	Rocker Arm (2.5L/4.0L Jeep Engines)

D. Rocker Arm Pivot Package

Larger 3/8" diameter (stock 5/16"). Requires attaching hole enlargement on cast iron heads, standard on aluminum Magnum engines. Set of 16.

P4876514	Rocker Arm Pivot Package —3/8" (3.9L, 5.2L and 5.9L Magnum Engines)

Note: Requires guide plate to be drilled with 3/8" hole.

E. Rocker Arm Stud Kits

Required with aluminum Magnum engine Cylinder Heads and Aluminum Roller Rocker Arms.

*P5007645	Roller Rocker Stud Kit — 3/8" Coarse Thread (5.2L/5.9L Truck Magnum/Jeep Engines)
P4876963	Rocker Stud Kit — 3/8" (Truck Magnum)

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INTAKE MANIFOLDS

When it comes to Intake Manifolds for your engine, don't settle for the "also rans." Insist on the real deal. Only Mopar Performance Intakes are designed and developed by Chrysler engineers for Chrysler engines using only original equipment specifications for power and performance.

A. Aluminum Dual Plane Intake — 4-bbl

This Aluminum 4-bbl Dual Plane Intake Manifold permits the user to convert from EFI to carburated. Power range is idle–5000 rpm.

*P5007381	Aluminum Dual Plane Intake — 4-bbl Carb (5.2L/5.9L Truck Magnum/Jeep® Engines)

B. Aluminum Single Plane Intake — 4-bbl

This Aluminum Single Plane Intake Manifold permits the user to convert from EFI to carburated. Power range is 3000–6500 rpm. Perfect for engine swaps!

*P5007380	Aluminum Single Plane Intake — 4-bbl Carb (5.2L/5.9L Truck Magnum/Jeep Engines, Magnum Crate)

Note: Single plane manifolds may cause hood clearance problems. Check clearance with carburetor and air cleaner installed.

C. Aluminum Single Plane Intakes — MPI

These MPI Intake Manifolds can be used as a direct replacement for 5.2L and 5.9L production engines. They are designed to use production throttle body, injectors, fuel rail and other hardware from your stock intake. Available in EGR and non-EGR.

*P5007852	Aluminum Single Plane Intake — 2-bbl MPI w/o EGR (1998–03 5.2L/5.9L Truck Magnum/Jeep Engines)
*P5007398AB	Aluminum Single Plane Intake — 2-bbl MPI w/EGR (1992–97 5.2L/5.9L Truck Magnum/ Jeep Engines)
*P5007791	Aluminum Single Plane Intake — 2/4-bbl MPI, Left Linkage (5.2L/5.9L Magnum Engine Conversion)
*P5007790	Aluminum Single Plane Intake — 2/4-bbl MPI, Right Linkage (5.2L/5.9L Truck Magnum/Jeep Engines)
P5007638	Intake Manifold Installation Kit (5.2L/5.9L Dodge Truck Magnum/Jeep Engines)

Note: P5007398AB and P5007852 allows use of A/C and all factory accessories. Replacement for stock. Each may require modifications in some applications. Requires installation kit P5007638.

INTAKE MANIFOLD HARDWARE

D. Intake Manifold Installation Kit

This installation kit is needed to install the Magnum engine single plane 2-bbl MPI intake manifolds (P5007398AB and P5007852). Kit includes all the necessary bolts, hardware, spacers and wire.

P5007638	Intake Manifold Installation Kit (5.2L/5.9L Truck Magnum/Jeep Engines)

E. Intake Manifold Attaching Package

Package of factory original nuts and bolts to attach intake manifold and exhaust manifolds. Includes 5 bolts, 7 washers, 4 studs, 2 pins, 2 spacers, and 3 plugs for Jeep engines.

P4529680	Intake Manifold Attaching Package (1987–89 4.0L Jeep Engines)

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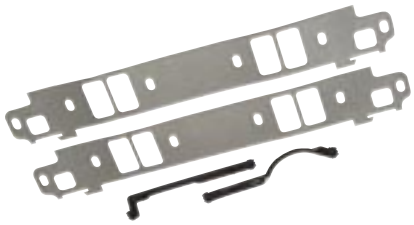

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A. Intake Manifold Gasket Set

Custom fit Intake Manifold Gasket for use with Mopar Performance Magnum engine Cylinder Heads. Kits come complete to service 1 engine set (includes gaskets, end seals, o-rings and distributor seal where applicable).

P4876049	Intake Manifold Gasket Set (5.9L Truck Magnum/ Jeep® Engines)

B. Intake/Exhaust Gaskets

Jeep 6-cylinder engines use a common intake/exhaust manifold gasket design. This gasket is designed for original replacement (includes engine set).

P4529243	Intake/Exhaust Gasket (4.0L Jeep Engines)

C. Throttle Body Adapter

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

P5007865	Throttle Body Adapter (5.2L/5.9L Dodge Truck Magnum/Jeep Engines)

D. Intake Manifold Attaching Bolts

A complete package of bolts required to attach the intake manifold to the cylinder heads. Set of 12.

P4876772	Intake Manifold Attaching Bolts (5.2L/5.9L Dodge Truck Magnum/Jeep Engines)

MPI CONVERSION KITS AND COMPONENTS

E. Conversion Kit Vibration Dampers

Damper kits for use with Jeep 4.2L MPI fuel injection conversion kits.

P5249688	Vibration Damper — Serpentine Belt (1981–90 4.2L Jeep Engines)
P5249687	Vibration Damper — V-Belt (1981–90 4.2L Jeep Engines)

F. MPI Conversion Kits

Designed to make your 1981–90 Jeep vehicle more efficient and powerful. The kit replaces the stock carburetor, intake manifold and other major components with multi-point injection (MPI). Each cylinder has its own injector that is activated sequentially within the firing order to precisely control individual fuel requirements. These MPI Conversion Kits are self-compensating and run equally well from sea level to terrain above 12,000 feet. Mechanical components are based on production 1995 Jeep vehicle parts.

P5249610AD	MPI Conversion Kit — MTX; Emissions Exempt D-265-21** (1981–90 4.2L Jeep Engines)
P5249686AD	MPI Conversion Kit — ATX; Emissions Exempt D-265-21** (1981–90 4.2L Jeep Engines)
P5007146	Engine Controller — ATX (1981–90 4.2L Jeep Engines)
P5007147	Engine Controller — MTX (1981–90 4.2L Jeep Engines)
P5007150	Fuel Pump — ATX and MTX (1981–90 4.2L Jeep Engines)
P5007046	Crank Sensor Bracket (4.2L Jeep Engines)
P5007148	Wiring Harness — ATX and MTX (1981–90 4.2L Jeep Engines)

Note: ** Emissions exempt in California, Massachusetts and New York only.

AIR SYSTEMS

A. Cold Air Intake Systems

Heat up your engine with a steady flow of cold air! These bolt-on systems are designed to allow cooler outside air through a directional cone filter and funnel, directly into the intake manifold. These kits provide noticeable horsepower and torque gains under varying atmospheric conditions. Kits include all mounting hardware and a pre-oiled, washable/reusable filter.

*P5007828	Cold Air Intake System (2002–04 3.7L Liberty)
*P5007829	Cold Air Intake System (1997–04 4.0L Wrangler)
*P5007831	Cold Air Intake System (1999–04 4.7L Grand Cherokee)
*P5007823	Cold Air Intake System (2000–03 4.7L Dakota/Durango)
*P5007824	Cold Air Intake System (1997–99 5.2/5.9L Dakota/Durango)
*P5007825	Cold Air Intake System (2000–03 5.9L Dakota/Durango)
*P5007827	Cold Air Intake System (2002–03 3.7, 4.7, 5.9L Ram)
*P5007826	Cold Air Intake System (1994–02 5.2/5.9L Ram)
*P4510920	Cold Air Intake System (2003–05 5.7L Hemi® Ram)

B. Air Filters

Mopar Performance Air Filters are constructed with factory tight seals, engineering level polyurethane, deep 4-ply pleats of oiled cotton gauze, and 2-layers of screen. This filter offers high flow and low restriction, better throttle response and increased filtration and horsepower. Filters are washable and reusable and come pre-oiled.

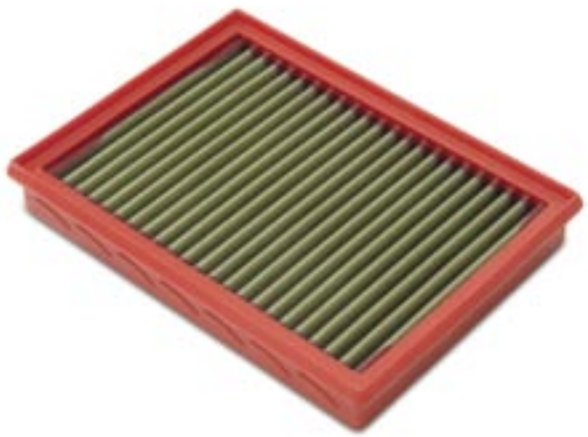
P4510469	Air Filter (1994–01 5.2L/5.9L Ram)
P4510475	Air Filter (1999–04 4.7L Grand Cherokee)
P4510474	Air Filter (1991–01 4.0L Cherokee)
P4510466	Air Filter (1994–01 5.2L/5.9L Ram)
P4510468	Air Filter (2000–03 5.9L Dakota/Durango)
P4510470	Air Filter (2002–03 3.7L, 4.7L, 5.9L Ram, not H.O)
P4510471	Air Filter (2003–04 5.7L Hemi Ram)
P4510473	Air Filter (1997–03 4.0L Wrangler)
P4510472	Air Filter (2002–03 3.7L Liberty)
P4510467	Air Filter (1997–99 5.2L/5.9L Dakota/Durango)

C. Cast Air Cleaner Systems

These Cast Air Cleaner Systems feature a cast aluminum lid with Mopar Performance Pentastar or Jeep® logo painted in black to match the style of the Black Wrinkle Cast Aluminum Valve Covers. Includes 12 3/4" element.

*P5007067	Air Cleaner Package (Jeep Vehicles)
*P5249807	Cast Air Cleaner System (Hemi, Big Block, Small Block, 5.2L/5.9L Truck Magnum/ Jeep Engines)

A.



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EXHAUST

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A. Borla Cat-Back Exhaust Systems

These Exhaust Systems feature T304 stainless steel construction (aircraft quality) with mandrel-bent tubing, stainless band Torca clamps and polished tips. They provide horsepower and torque gains, improved fuel economy and a deeper tone.

P5007792	Cat-Back Exhaust — 3 1/2" Single Tips, Split Rear Exits, Angle Cut (2002–05 3.7L Liberty)
P4510858	NEW! Cat-Back Exhaust — Single Outlet (1999–04 4.7L/4.0L Grand Cherokee)
P4510857	NEW! Cat-Back Exhaust — Single Outlet (2004 Wrangler Unlimited)
P4510465	NEW! Cat-Back Exhaust — 4.0" Single Tips, Split Side Exit, Angle Cut (2004–05 5.7L Hemi® Ram 2500 Extended Cab, Short Bed ATX)
P4510464	NEW! Cat-Back Exhaust — 4.0" Single Tips, Split Side Exit, Angle Cut (2003–05 5.7L Hemi Ram 1500)
P4510648	NEW! Cat-Back Exhaust — 4.0" Single Tips, Split Side Exit, Angle Cut (2004 Only 5.7L Hemi Ram 1500)
P4510856	NEW! Cat-Back Exhaust — Single Outlet, Low Restriction (2004–05 SRT10 Ram 1500 Standard/Quad Cab)
P4510607	NEW! Cat-Back Exhaust —4.0" Single Tip, Angle Cut, 2.0" Tubing Diameter (2004–05 4.7L/5.7L Durango ATX)

Note: P4510464, P4510465 and P4510648 apply to short bed ATX Ram Trucks with both quad or regular cabs, 2WD or 4WD.

B. Cat-Back Exhaust System

This bolt-on system features heavywall 16-gauge aluminized tubing with true mandrel bends allowing for maximum flow and minimum back pressure. A low restriction, aluminized case, flow-through muffler with a 3.00" core produces a deep mellow exhaust note.

P5007851	Cat-Back Exhaust — 3.0" Single Tip, Rear Exit (2002–05 4.7L/5.9L Ram)

C. NEW! Exhaust Headers

Manufactured from heavy 14-gauge tubing with 3/8" thick flanges. True mandrel bends and triple nickel-chrome finish make these headers the most durable on the market. Each header is engineered to achieve minimum backpressure and maximum flow, resulting in increased horsepower and torque. No welding required.

P4510280	Exhaust Headers (2003–04 5.7L Hemi Ram 1500 ATX 2WD)
P4510873	Exhaust Headers (2003–05 5.7L Hemi Ram 1500 ATX 4WD)

Note: For use of P4510280, High-Flow Exhaust Package (P4510829) must be used on 2004 models. It is recommended that High-Flow Exhaust Package (P4510364) be used with 2003 models.

D. NEW! Low Restriction Exhaust Header Y-Pipe Packages

These Low Restriction Exhaust Header Y-Pipe Packages will boost horsepower and torque by 10%. They feature T304 stainless steel construction and include dual high-flow catalytic converters. They include dual 2.5" into a 2 into 1 Y connections and 0.065" thick walls. Packages use all factory sensors and require no welding for a direct, bolt-on fit.

*P4510829	Exhaust Header Y-Pipe Package (2004 Only 5.7L Hemi Ram 1500 2WD, ATX)
*P4510364	Exhaust Header Y-Pipe Package (2003 Only 5.7L Hemi Ram 1500 2WD, ATX)
*P4510872	Exhaust Header Y-Pipe Package(2004 Only 5.7L Hemi Ram 1500 4WD, ATX)
*P4510871	Exhaust Header Y-Pipe Package (2004–05 5.7L Hemi Ram 1500 4WD, ATX)

OILING COMPONENTS

A. Oil Pump
When the going gets tough, you'll want to be sure and supply as much oil to your engine as possible. This heavy-duty, high-volume Oil Pump will do the job and take the most severe punishment.

*P4529241 Oil Pump (4.0L/4.2L 6-Cyl. Jeep® Vehicles)

Note: P4529241 requires pan rework for 4.0L applications.

B. Oil Pump Priming Shaft
Special hardened steel Oil Pump Priming Shaft fits on any 3/8" or larger drill. Insert shaft into hole where distributor fits. Pressurizes oil galleys to ensure against dry starts and ruining your engine.

P4286800 Oil Pump Priming Shaft (V8)

C. Oil Pan Gasket

P5249932 Oil Pan Gasket (5.9L Dodge Truck Magnum/ Jeep Engines)

D. Accelerator Return Spring Bracket
Accelerator Return Spring Bracket is designed for Magnum crate engines with 4-bbl carb intake manifolds. Developed to hold accelerator pedal return spring in proper relationship to carburetor.

P4876313 Accelerator Return Spring Bracket (4-bbl 300, 380, 395, 435 Magnum Crate Engines)

E. Cable Mounting Bracket
Cable Mounting Bracket is designed to hold the stock throttle cable to a Mopar Performance Magnum Intake Manifold. It will also hold the Throttle Cable in proper relationship to Carburetor. Hardware.

P4876850 Cable Mounting Bracket (Magnum 300, 380, 395, 435 Crate Engines with Carburetor)

IGNITION AND ELECTRONICS

NEW! SRT10 Engine Controller (Not Pictured)
Recalibrated Engine Controller is optimized for maximum vehicle performance on premium fuel when used with Cold Air Intake, Camshaft, Exhaust Headers and Exhaust System. It is similar to the system used on the One Lap of America SRT10 Ram.

*P4510918 Performance Engine Controller (2004 SRT10 Ram 1500)

F. Distributor Cap and Rotor Set

*P4876255 Distributor Cap and Rotor Set (1992–97 5.2L/ 5.9L Dodge Truck Magnum/Jeep Engines)

G. Intermediate Shaft Bushing

P1737725 Intermediate Shaft Bushing (V6/V8)

H. Ignition Wire Separator Set
Ignition Wire Separator Set includes 8 pieces. Fits 7.5 mm wire.

P4007667 Ignition Wire Separator Set

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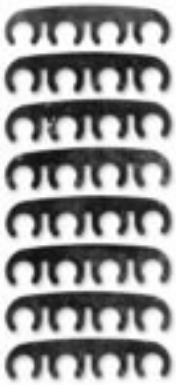
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A. High-Performance Engine Controllers

Direct replacement for production computers. Provide increases in both horsepower and torque without affecting driveability.

**P5249548	Engine Controller (1994–95 8.0L ATX Ram)
**P5249955	Engine Controller (1996 5.2L ATX Ram)
**P5007105	Engine Controller (1999 5.9L 4x4 ATX Federal Ram)
**P5249516	Engine Controller (1992–93 5.2L Dakota)
**P5007205	Engine Controller (2000 5.9L 4x2 ATX Federal Dakota)
**P5007111	Engine Controller (1999 5.9L 4x4 ATX Federal Durango)
**P5249545	Engine Controller (1994–95 5.2L ATX Ram and Dakota)
**P5007107	Engine Controller (1999 5.9L 4x2 ATX Federal Dakota)
**P5249546	Engine Controller (1994–95 5.9L ATX Ram)
**P5249935	Engine Controller (1996 5.9L ATX Ram)
**P5249518	Engine Controller (1993–94 5.2L 4x4 ATX Grand Cherokee)
**P5249702	Engine Controller (1995 5.2L 4x4 ATX Grand Cherokee)
**P4876898	Engine Controller (1998 5.9L 4x4 ATX Federal Grand Cherokee)

Note: ** Emissions exempt in California, Massachusetts and New York only. Requires the use of premium unleaded fuels (92 octane or better). 1998 and later models require Vehicle Identification Number (VIN) and Mileage encoding by a DaimlerChrysler franchised dealer. Not recommended for towing applications.

B. Ignition Wires — 7.5 mm, Pre-Cut

These Ignition Wire Sets are specifically designed for production computers and electronics. Each package contains high-tech style boot ends at both the distributor and plug ends of the wire. These blue wires are imprinted with the Mopar Performance name and the cylinder number.

P4876431	Ignition Wire Set — 7.5 mm (1992–03 3.9L Truck Magnum Engines)
P4876437	Ignition Wire Set — 7.5 mm (1996–00 2.5L Dakota and Wrangler)
P4876436	Ignition Wire Set — 7.5 mm (1991–02 4.0L Jeep® Engines)
P4876432	Ignition Wire Set — 7.5 mm (5.2L/5.9L Truck Magnum/Jeep Engines)
P4876434	Ignition Wire Set — 7.5 mm (1994–02 8.0L Ram)
P4876433	Ignition Wire Set — 7.5 mm (1993–98 5.2L/5.9L Truck Magnum/Jeep Engines)

C. Replacement Distributors

Replacement electronic ignition distributors for Jeep vehicles. Includes cap and rotor.

P4529684AC	Replacement Distributor (to 1991 360 AMC Jeep Engines)

D. Spark Plugs

Sold in sets of 4.

P4876926	Spark Plug — Cross Ref. #RC12YC (Hemi® and Small Block)

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DODGE TRUCK MAGNUM®/ JEEP® ENGINE

A. Universal Fit Spark Plug Wire Loom
Universal Fit Spark Plug Wire Loom works with 7 mm–8 mm wire. Includes (4) 1/4" mounting studs (20 tpi).

P5007481 Universal Fit Spark Plug Wire Loom

B. Rear-Mounted Battery Kit
This kit is designed for moving the battery to the rear of the vehicle to improve weight distribution. It will contribute to improved braking and less understeer in hard turns for oval racers and ralliers. Includes battery box with lid, battery hold-down bracket, battery cable, hold-down bolts and wire terminals. Does not include battery.

P4349500AB Rear-Mounted Battery Kit (All RWD Applications)

AUTOMATIC TRANSMISSION

C. Balance Weight and Positioning Template Package
The Balance Weight and Positioning Template Package is required for rebalancing performance torque converters. For use with externally balanced cast iron cranks in Magnum 360 engines.

*P5249843 Balance Weight and Positioning Template Package (5.9L Truck Magnum/Jeep® Engines)

D. RWD Overdrive Shift Improver Package
On the A-500 and A-518 lockup overdrive automatic transmissions used in RWD trucks, the part-throttle kickdown function is retained along with the full shift pattern. Kit is designed for general purpose or high-performance applications.

*P5249641 Shift Improver Package — Lockup and Non Lockup (1990–95 A-518)

E. RWD Torque Converter Flex Plate — 5/16" Bolts
This weighted, externally balanced Torque Converter Flex Plate is for use with econo/lockup torque converters.

P4876706 RWD Torque Converter Flex Plate (1996–03 5.2L/5.9L Dodge Truck Magnum/ Jeep Engines)

F. NEW! Transmission Overhaul Kits
Packages include factory original equipment transmission seals, filters, gaskets, rings, bands and discs.

P5007846 High-Performance Transmission Overhaul Kit (1990–97 A-518/A-618)
P5007845 Heavy-Duty Transmission Overhaul Kit (1990–97 A-518/A-618)
P5007844 High-Performance Transmission Overhaul Kit (1987–97 A-500)
P5007843 Heavy Duty Transmission Overhaul Kit (1987–97 A-500)

G. Heavy-Duty Transmission Cooler
Made of durable 3/4" line construction and steel.

P4876916 Heavy-Duty Transmission Cooler — 7 1/2" W X 17" L X 3/4" D (1967–91 Cars and Light Trucks)

H. Transmission Cooler
Features 3/4" line construction and steel material turbulator.

P4876915 Transmission Cooler — 5" W X 13" L X 3/4" D

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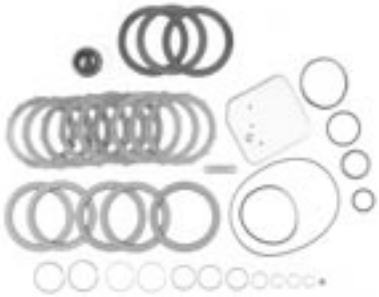
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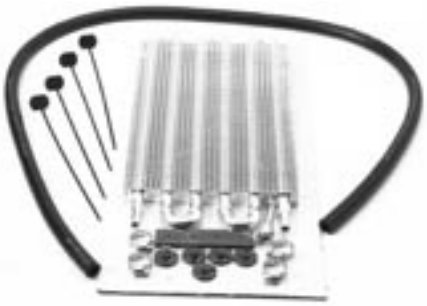
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PERFORMANCE LOCKUP TORQUE CONVERTERS

General Desc.	Speeds	Lockup	FR Drive	Attach Lub	145K	166K	175K
1993–96 A904	3	Yes	D-Drive	Offset	P5007291AB	P5007292AB	NA
1996–up A904	3	Yes	D-Drive	Symmetrical	P5007293AB	P5007294AB	NA
1996–up A727	3	Yes	Slot	Symmetrical	P5007298AB	P5007299AB	NA

Note: The torque converters above fit only the A904/A500 and A727/A518 lockup transmissions listed. They do not fit non-lockup transmissions and the newer models. Refer to the "Usage Chart" for specific information. Performance converters are considered 10" converters and measure approximately 10 1/2". Lockup converters are non-interchangeable.

Note: 145K=1900–2100 stall speed, 166K=2250–2350 stall speed, 175K=2400–2500 stall speed

TORQUE CONVERTER ENGINE USAGE

Basic Description	5.2L Magnum 273, 318, Forged Crank	1993–01 360 Magnum
145K, 166K Torque Converter	No Extra Weights	Add P5249843

TORQUE CONVERTER USAGE BY VALVE LIFT FACTOR

Engine	Valve Lift	Torque Converter	General Usage
360	Up to 0.481"	145K	Dual Purpose
	0.482"–0.520"	166K	General Bracket
	0.521" and up	175K	Serious Brackets
318/340	Up to 0.450"	145K	Dual Purpose
	0.451"–0.481"	166K	General Bracket
	0.482" and up	175K and up	Serious Brackets

TORQUE CONVERTER USAGE BY "K" FACTOR

Application	318/340	360
Stock — Performance	120–145K	120–145K
Street — Performance	166–175K	145–166K
Street — Strip	175K	166–175K
Bracket Race	175–230K	175–230K
Race	250–265K	240–255K
	260–275K–W2	260–275K–W2

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A. Cast RWD Automatic Transmission Deep Oil Pan Packages

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

P5007740AB RWD Deep Cast Oil Pan Package — 3.90" Deep (1990–01 A-518)
P5007795AB RWD Deep Cast Oil Pan Package — 4.50" Deep (1989–01 A-500)

B. Torque Converters

These performance Torque Converters have higher stall speeds than production units, but are less expensive than aftermarket race units. The higher stall speed offers better throttle response and a quicker launch.

P5007298AB 145K Lockup Torque Converter (A-518)
P5007299AB 166K Lockup Torque Converter (A-518)
P5007292AB 166K Lockup Torque Converter (1993–96 A-904)
P5007293AB 145K Lockup Torque Converter (1996 and newer A-500)
P5007291AB 145K Lockup Torque Converter (1993–96 A-904)
P5007294AB 166K Lockup Torque Converter (1996 and newer A-500)

MANUAL TRANSMISSION PARTS

A. Cast Crank Flywheel

Replacement flywheel for the 360 cast crank engine with external balance. Not SFI approved. It is 6-bolt for 10.50" clutch. Carb use only, including crate engines.

P5249842	Cast Crank Flywheel — 130 Tooth (5.9L Truck Magnum/Jeep® Engines)

B. Pilot Bearing

Pilot bearing should be replaced when servicing clutch and throw- out bearing.

P4876056	Pilot Bearing (5.2L/5.9L Truck Magnum/Jeep Engines)

HEMI GRAPHICS FOR DODGE RAM

D. NEW! Hemi® Hockey Stick Graphics Kits

Kit includes Hemi® hockey stick stripes (bed side: driver and passenger) and hood stripe. Fits both long and short bed trucks. Material is Avery 2 mil high-performance cast vinyl film, die-cut and pre-masked. Kit includes step-by-step installation instructions and application squeegee.

P4510274	Silver Metallic Hemi Hockey Stick Graphics Kit (Dodge Ram 6.5′ and 8.0′ Bed)
P4510273	White Hemi Hockey Stick Graphics Kit (Dodge Ram 6.5′ and 8.0′ Bed)
P4510272	Black Hemi Hockey Stick Graphics Kit (Dodge Ram 6.5′ and 8.0′ Bed)

E. NEW! Hemi Billboard Graphics Kits

Kit includes Hemi billboard graphics (bed side: driver and passenger) and hood stripe. For short bed trucks only. Material is Avery 2 mil high-performance cast vinyl film, die-cut and pre-masked. Kit includes step-by-step installation instructions and application squeegee.

P4510277	Silver Metallic Hemi Billboard Graphics Kit (Dodge Ram 6.5' Bed)
P4510275	Black Hemi Billboard Graphics Kit (Dodge Ram 6.5' Bed)
P4510276	Red Hemi Billboard Graphics Kit (Dodge Ram 6.5' Bed)

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PERFORMANCE

2.2L / 2.5 L Engines

ENGINE BLOCK COMPONENTS

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

P4120868 Engine Teardown Gasket Set (2.2L Except Turbo II)

B. Engine Mounts
These heavy-duty replacement engine mounts are made of hard rubber to help minimize engine movement during hard acceleration and cornering. Specially designed for racing and competition events. Sold individually.

P4286765 FWD Engine Mounts — Right Side (Left for 1981–83 2.2L)
P4286766 FWD Engine Mounts — Front

CAMSHAFTS AND CAMSHAFT TOOLS

C. Purple Shaft Camshafts
All Mopar Performance cams are designed, developed, dyno'd and track tested by engineers. These cams are developed for increased power and rpm potential while maintaining reliability and the best possible low-speed characteristics, including torque and idle quality. These Purple Shaft cams offer the best horsepower-to-dollar-spent value. Each cam package contains the cam, cam lube and instruction sheet.

*P4529320 Hydraulic Camshaft (2.2L/2.5L FWD 4-Cylinder)
*P4452767 Hydraulic Camshaft (2.2L/2.5L FWD 4-Cylinder)
*P4529314 Hydraulic Camshaft (2.2L/2.5L FWD 4-Cylinder)

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

*P4349650 Offset Camshaft Key Set (2V SOHC)

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

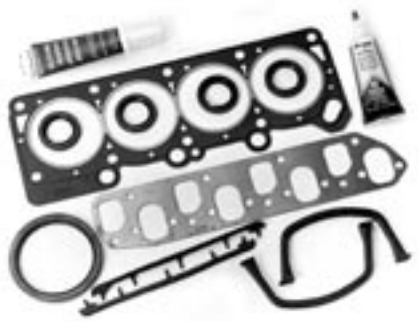
ROCKER ARMS

E. Rocker Arms
These Heavy-Duty Rocker Arms feature hardened inserts (sintered iron). Designed for added strength and wearability, they fit all 2.2L and 2.5L SOHC engines, non-roller cams. Extra length version keeps rocker from falling off valve tip with high-lift cams. Sold as a set of 8.

P4349147 Rocker Arms (2.2L/2.5L SOHC with Non-Roller Cams)

F. Rocker Arm Adjusting Screw and Nut Set
Set includes 8 screws and nuts. Requires 2 sets for V8 engines.

P5007444AB Rocker Arm Screw/Nut Set (426 Hemi®, Big Block, Small Block, 2.2L/2.5L, Slant Six, 3.9L V6)



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HYDRAULIC CAMSHAFTS

Part Number	Adv. Duration	O-lap	Centerline	Lift	Recom. Spring	Applications & Comments
*P4529320	252/252	36	108	0.430/0.430	P4286813	Mild Competition
*P4452767	240/248	24	110	0.460/0.460	P4286813	Mild Competition
*P4529314	240/248	24	110	0.460/0.460	P4286813	Mild CompetitionTurbo (req P4286540)

All lift figures are at the valve and are calculated with production rocker arm ratios.

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CYLINDER HEAD GASKETS AND HARDWARE

A. Head Bolt Set

Head Bolt Set includes 10 head bolts and washers.

P4349736	Cylinder Head Bolt Set — 11 mm (1985 and Later OHC)

B. Composition Material Cylinder Head Gaskets

These thick, 0.079" to 0.080", Cylinder Head Gaskets can be used for replacement or competition applications up to 12.5:1 compression ratio. Sold as engine sets.

P4452006	Cross-Drilled Cylinder Head Gaskets (Turbo II)
P4452005	Composition Material Cylinder Head Gaskets (TBI, and Turbo I)

TURBO COMPONENTS

C. Turbo Computers

These race computers are programmed to deliver high performance from turbocharged 2.2L or 2.5L Chrysler powered vehicles. Special Stage II computers for the 1986–87 Shelby GLHS and CSX models are also included. Turbo I computers feature full-time boost levels up to 11 psi, with a corresponding faster rise time for the boost curve, plus revised fuel and spark schedules.Turbo II computers feature boost levels up to 13 psi to take advantage of the cooler inlet charge, in addition to the features included in the Turbo I computers. The Stage II computers are calibrated for a WOT (Wide Open Throttle) boost level of 14 psi. Do not attempt to use these computers on any vehicle except those produced by Shelby Automobiles.

*P4529869	Stage I PCM (1985 2.2L)
*P4529871	Stage I PCM (1985 2.2L and 1987 Shelby Charger)
*P4529873	Stage I PCM (1987 2.2L, Except Shelby Charger)
*P5249017	Stage I PCM (1989 2.5L ATX)
P5249670	Stage II PCM — Carb E.O. #D-265 (1986–1987 Shelby GLHS)
P5249671	Stage II PCM — Carb E.O. #D-265 (1987 Shelby CSX)

Note: P5249670 and P5249671 are emissions exempt in California, Massachusetts, and New York only.

D. Turbo Injectors

These Turbo Injectors can be used as replacements for the production injectors with specific applications for Turbo I, Turbo II, High Flow and Super 60 configurations. Sold in sets of 4 unless otherwise noted.

*P4452803	MPI Injectors (1984–89 Turbo I)
*P4452804	MPI Injectors (1990–91 2.5L Turbo I and 1987–91 Turbo II, III, IV)
*P4529495	Turbo I and II High Flow Turbo Injectors
*P4532586	Super 60 Fuel Injector — Sold Individually + 40%, (Super 60 2.2L/2.5L)

E. Super 60 Electric Fuel Pump

This pump flows over 60 gallons per hour and is mandatory for engines with boost pressure of 18 lbs. It is required with Super 60 Turbo Kit (P4529981) — no longer available from Mopar. Pump requires fuel system modification.

*P5249511	Super 60 Electric Fuel Pump (Super 60 2.2L/2.5L)

VALVES AND VALVE HARDWARE

A. Valves

Get the most out of your engine with Mopar Performance valves. These stainless valves have swirl-polished underheads that have no flat or ski jump areas and feature a 114.3 mm stem length.

*P4529824	Intake Valve — 40 mm Diameter, Single Square Groove, Back-Cut (1986–up 2.2L/2.5L SOHC)
*P4529825	Exhaust Valve — 35 mm Diameter, Triple Groove, Back-Cut (1986–up 2.2L/2.5L SOHC)
*P4876399	Intake Valve — 44 mm Diameter, Single Square Groove, Requires Oversize Seat (1986–up 2.2L/2.5L SOHC)

B. Valve Seat Inserts

Valve Seat Inserts require head machining. Made of special hardened material. Must be pressed into the head once prepped. Seat ring OD must be sized into the head before seat is pressed in. Can be used to modify, rebuild or repair cylinder heads. Sold individually.

P4349125	Aluminum Valve Seat Insert — Intake, 44 mm (2.2L)
P4349126	Aluminum Valve Seat Insert — Exhaust, 36.8 mm (2.2L)

C. Valve Keepers (Locks)

These 2.2L/2.5L Valve Keepers are made from hardened material. They feature an 8 mm stem diameter and 8° valve angle, and can be used for restoration or performance applications. Different groove styles are available to meet your application requirements. Sold as cylinder head sets of 8.

P4452030	Valve Keepers — Triple Groove (2.2L/2.5L SOHC)
P4452031	Valve Keepers — Single Groove (2.2L/2.5L SOHC)

D. Valve Seals

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

P4349121	Valve Seals — 8 mm (2.2L/2.5L SOHC)

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C.

VALVE KEEPERS

Part Number	Valve Angle	Stem Diameter	Groove	Retainers	Sets
P4452030	8°	8 mm	Triple	P4452032, P4286574, P4349642, stock	8 pieces
P4452031	8°	8 mm	Single	P4452032, P4286574, P4349642, stock	8 pieces

D.

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A.

VALVE SPRINGS

Part No.	Inst. Ht.	Description	O.D.	Wire Dia.	Lift Range	Material	Retainer
P4286813	1.654”/1.70”	Single/Damper	1.39”	0.186”	0.430”/0.460”	Chrome Vandium	P4452032
P4876061	1.68”	Single/Damper	1.46”	0.191”	0.460”/0.550”	Chrome Silicon	P4286574, P4349642
P3412068	1.70”	Dual/Damper	1.46”	0.191”	0.525” & up	Special	P4286574, P4349642

1. All valve springs are sold individually.
2. With a single spring, the damper is installed inside the main spring; with a dual spring, the damper is installed between the inner and outer springs.
3. Retainers — the ones listed are the basic recommendation. Check the actual retainer listing for other options-added installed height, materials, lock size.

B.

VALVE SPRING RETAINERS

Part Number	Material	Locks	Valve Stem	Valve Spring	Installed Height
*P4286574	Aluminum	8°	8 mm	Single/Dual	Standard
*P4349642	Titanium	8°	8 mm	Single/Dual	Standard
*P4452032	Chrome Moly	8°	8 mm	Single	Standard

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

A. Valve Springs

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

P4286813 Valve Spring
P4876061 Valve Spring
P3412068 Valve Spring

Note: See Chart for specifications.

B. Valve Spring Retainers

Three levels of performance are available for 2.2L/2.5L engines: Chrome Moly for heavy-duty applications, Aluminum for lightweight race requirements, and Titanium for top-level race performance. Sold individually.

***P4349642** Titanium Valve Spring Retainer (2.2L/2.5L SOHC)
***P4286574** Aluminum Valve Spring Retainer (2.2L/2.5L SOHC)
***P4452032** Chrome Moly Valve Spring Retainer (2.2L/2.5L SOHC, Dodge Truck Magnum/Jeep® Engines)

OILING COMPONENTS

A. Oil Filter
This high-performance Oil Filter is engineered to meet the demands of heavy-duty and high-performance applications.

P4452889 Black Finish Oil Filter (2.2L/2.5L)

B. Oil Pump
When the going gets tough, you'll want to be sure to supply as much oil to your engine as possible. This heavy-duty, high-volume oil pump will do the job and take the most severe punishment.

P4286741 Oil Pump (2.2L, Except 1987 and Newer Turbo)

C. Oil Pressure Relief Spring
Oil Pressure Relief Spring increases engine oil pressure over stock spring for high-performance applications. Delivers up to 70 lbs. of oil pressure. Includes a cap and instructions.

P3690944 Oil Pressure Relief Spring Set (Small Block, 2.2L/2.5L, 3.9L V6)

WHEEL COMPONENTS

D. FWD Wheel Stud Set
Special FWD wheel studs have increased length for custom and racing wheel applications. A direct replacement for production. Contains 4 studs per set.

P4349052 FWD Wheel Stud Set — 12 mm X 1.5 mm Diameter (2.2L/2.5L L- and G-Body)

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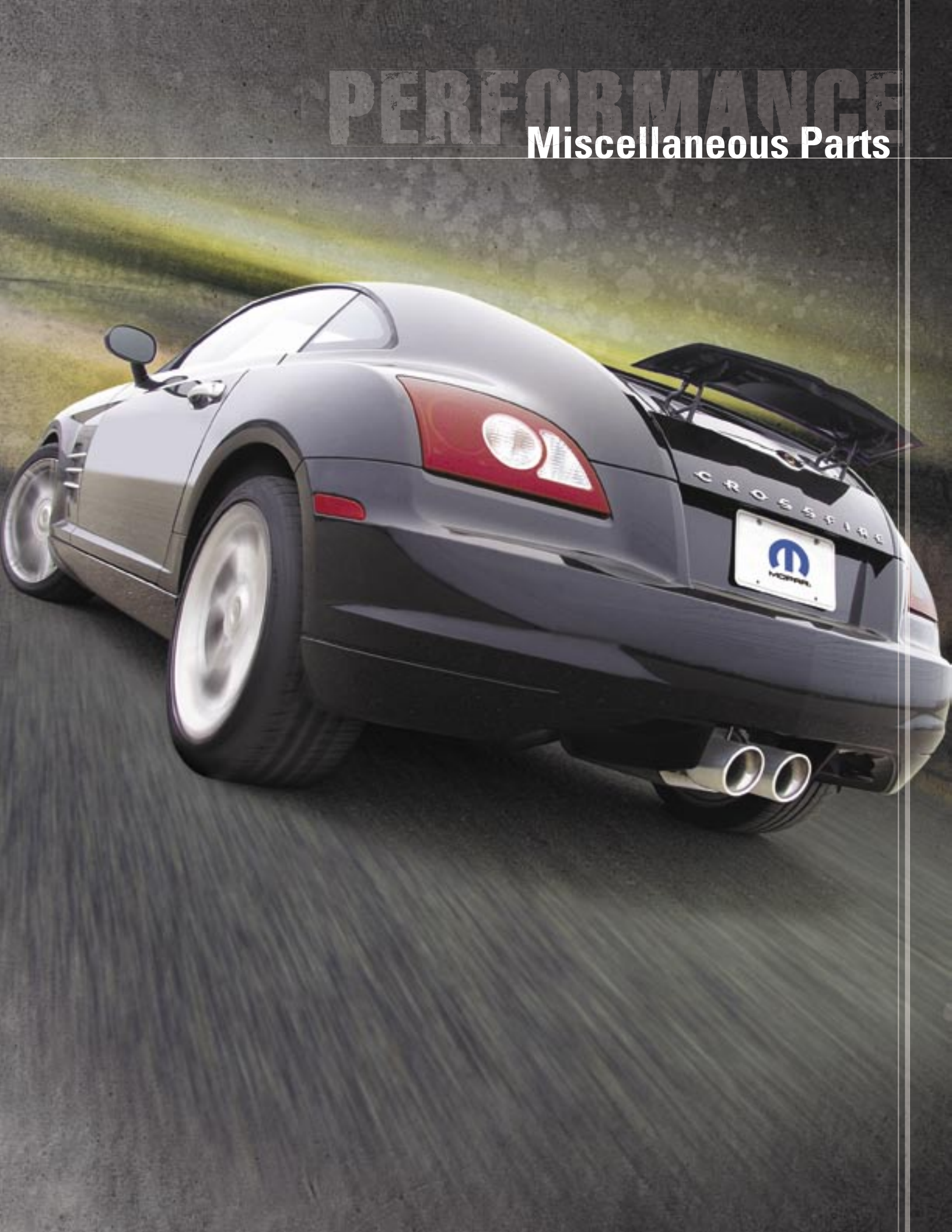
*Not legal for sale on pollution-controlled vehicles or vehicles registered for highway use.

PERFORMANCE

Miscellaneous Parts



AIR SYSTEMS

A. Air Filter

This performance Air Filter for 300M, LHS, Concorde and Intrepid is constructed with factory tight seals, engineering level polyurethane, and deep pleats made of four plies of oiled cotton gauze and two layers of screen. This filter offers high flow and low restriction, better throttle response and increased filtration and horsepower. Filter is washable and reusable and comes pre-oiled.

P4510481 Air Filter (1999–03 3.5L 300M, LHS, Concorde, Intrepid)

B. NEW! Cold Air Intake — Magnum /300C

Heat up your 300C or Magnum with a steady flow of cold air! This bolt-on system is designed to allow cooler outside air through a directional cone filter and funnel directly into the intake manifold. These kits provide noticeable horsepower and torque gains under varying atmospheric conditions. Kit includes all mounting hardware and a pre-oiled, washable/reusable filter.

*P4510832 Cold Air Intake System (2005 5.7L Hemi® Magnum, 2004–05 5.7L 300C and 2005 6.1L 300C SRT8)

EXHAUST SYSTEMS

Cat-Back Exhaust Systems feature T304 stainless steel construction (aircraft quality) with mandrel-bent tubing, stainless band (Torca) clamps, muffler and polished tips. These free-flow systems provide horsepower and torque gains, improved fuel economy and a deeper tone.

C. Cat-Back Exhaust System — Prowler

Engineered specifically for Prowler, this exhaust system emits a rich, snarling sound befitting a prowling cat. System includes exclusive chrome tips with an embossed Prowler logo.

P5007536 Cat-Back Exhaust System (Prowler)

D. NEW! Cat-Back Exhaust System — Crossfire

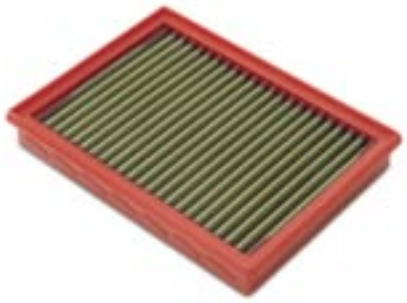
P4510609 Cat-Back Exhaust System — 4.0" x 3.0" Oval Tip, 2.5" Diameter Tubing (2004–05 3.7L Crossfire)

E. NEW! Cat-Back Exhaust System — Magnum/300C

P4510855 Cat-Back Exhaust System — Dual Outlet, 4.25" x 3.5" Oval Tip, 2.25" Diameter Tubing (2004–05 5.7L Hemi 300C, 2005 5.7L Magnum)

F. NEW! Cat-Back Exhaust System — Stratus/Sebring Coupe

P5007868 Cat-Back Exhaust System — Single Outlet (2002–05 Sebring Coupe/Stratus Coupe)



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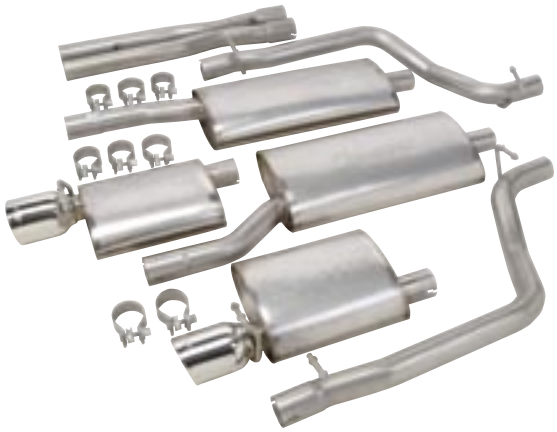

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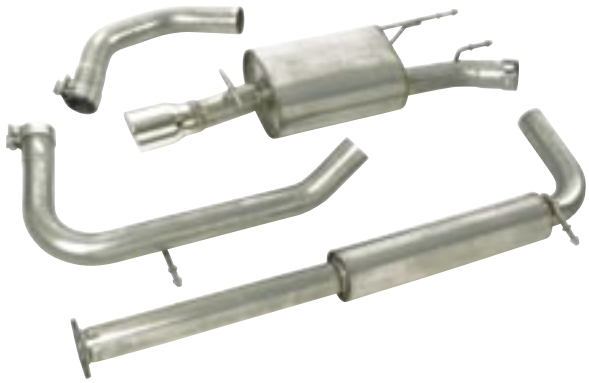

F.

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

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F.

ENGINE COMPONENTS

A. NEW! 5.7L Hemi Valve Cover Set

These Valve Covers feature a Permastar™ chrome finish. A perfect way to dress up any 5.7L Hemi engine. They will not discolor under heat. Set includes 2 valve covers, valve cover gaskets and spark plug seals.

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

B. Hydraulic Lash Adjusters

Resistant to aeration. Sold in sets of 4 (2 sets required per engine).

P5007440	Hydraulic Lash Adjusters (1995–99 Neon DOHC, 2.4L DOHC Engines)

Note: 2.4L engines include: Minivan, Stratus/Sebring Sedan/Breeze/Cirrus, Sebring Convertible, Stratus Coupe/Sebring Coupe and PT Cruiser.

IGNITION AND ELECTRONICS

C. Ignition Wire Set — 7.5 mm, Pre-Cut

This high-performance 7.5 mm plug wire set maintains compatibility with the production computers and electronics. Package contains the high tech style boot ends at both the distributor and plug ends of the wire. Wire is imprinted with the Mopar Performance logo.

P4876511	Ignition Wire Set (Neon, PT Cruiser and 2.4L DOHC Stratus)

D. Street Spark Plugs

Package contains 4 spark plugs.

P4876923	Spark Plug — Cross Reference Number RC9YC (Neon, USA 2.4L Engines)

Note: 2.4L engines include Minivan, Stratus/Sebring Sedan/Breeze/Cirrus, Sebring Convertible, Stratus Coupe/Sebring Coupe, and PT Cruiser.

TRANSAXLE

E. Limited-Slip Differential

This Quaife automatic torque-biasing (ATB) Limited-Slip Differential improves handling and steering, and powers both drive wheels under nearly all conditions. Internal components sense which wheel has better grip and biases more power to that wheel. Installation Kit is required.

P5007923	Limited Slip Differential (2003 Only SRT4, 2002–05 Stratus R/T Sedan, Sebring Conv. V6 T-850 MTX)
P4510588	LSD Installation Kit (2003 SRT4, 2002–05 Stratus R/T Sedan/Sebring Convertible V6 T-850 MTX)

SUSPENSION

F. NEW! Stage 1 Performance Springs

These performance springs are for 300C owners who desire a sporty yet comfortable ride. They reduce ride height 1.0" for that low, custom look. The high-tensile spring material ensures durability and heightens spring performance without bind. These factory-produced lowering springs were designed utilizing DaimlerChrysler engineering specs to achieve optimal performance. For 300C only (does not fit SRT8).

P4510854	Stage 1 Performance Springs — Front and Rear (300C)

TOOLS

A. Plastigauge Assortment

When reassembling your engine, you'll need a variety of Plastigauge to measure bearing clearances. This popular assortment includes 1 blue strip for 0.004"–0.009" clearances, 2 red strips for 0.002"–0.006" clearances, and 2 green strips for 0.001"–0.003" clearances. Each strip is 12" long.

P4286819 Plastigauge Assortment

B. Degree Wheel

Use the Mopar Performance aluminum Degree Wheel for centerlining camshafts. 0–180–0 degrees. Features step-by-step installation instructions printed on reverse side.

P4452990 Degree Wheel

C. TDC Indicator Tool

Take the guesswork out of finding TDC with this handy positive-stop tool for determining exact top-dead-center when centerlining cams. This tool, made of hardened steel, is extremely accurate and can be used on all Chrysler engines except for 2.4L Turbo engines.

P4349737 TDC Indicator Tool (All Engines but 2.4L Turbo)

D. Valve Lash Adjustment Chart Decal

This self-adhesive chart can be mounted on a firewall or under the hood for quick reference. Indicates how to properly set valve lash with high-lift cams on V8 engines (8-position method).

P4452989 Valve Lash Adjustment Decal (Hemi®, Big Block, Small Block, 5.2L/5.9L Truck Magnum/ Jeep® Engines)

OIL

E. Mobil 1 Tri-Synthetic Motor Oil

Mobil 1 Tri-Synthetic Motor Oil combines 3 highly advanced synthetic polymers with an innovative anti-wear additive package. The result provides improved wear protection, cleaner running engines and better high- and low-temperature durability. It pumps quickly at start-up, minimizing engine wear. Flows freely when very cold or very hot and reduces sludge. Engineered to protect your engine under severe duty. Contains no wax. Factory fill for Dodge Viper. Pallets contain 156 cases (936 quarts).

P5007323 5W-30 Tri-Synthetic formula
P5007324 10W-30 Tri-Synthetic formula
P5007363 5W-30 Tri-Synthetic formula — Pallet (936 Quarts)
P5007364 10W-30 Tri-Synthetic formula — Pallet (936 Quarts)

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E.

Performance Gauges

AIR/FUEL RATIO

A. Air/Fuel Ratio Gauges

Air/Fuel Ratio Gauges feature standard 2 1/16" diameter. Gauge measures your engine's air/fuel ratio from lean to rich. For 2003 and newer models, you must order the Oxygen Sensor Kit (P4510599).

P4510416	Air/Fuel Ratio Gauge — Carbon Face with White Mopar Logo
P4510426	Air/Fuel Ratio Gauge — White Face with Blue Mopar Logo
P4510444	Air/Fuel Ratio Gauge — Silver Face with Black Mopar Logo
P4510435	Air/Fuel Ratio Gauge — Silver Face with Black SRT Logo
P4510599	Oxygen Sensor Kit — Required on 2003 and Newer Models

BOOST VACUUM

B. Boost Vacuum Gauges

Boost Vacuum Gauges feature standard 2 1/16" diameter. Boost-Vacuum 30 psi/30" hg with peak warning and memory.

P4510410	Boost Vacuum Gauge — Carbon Face with White Mopar Logo
P4510420	Boost Vacuum Gauge — White Face with Blue Mopar Logo
P4510526	Boost Vacuum Gauge — Silver Face with Black Mopar Logo
P4510525	Boost Vacuum Gauge — Silver Face with Black SRT Logo

NITROUS PRESSURE

C. Full Sweep Nitrous Pressure Gauges

Full Sweep Nitrous Pressure Gauge features standard 2 1/16" diameter. Range is 0–1600 psi.

P4510417	Full Sweep Nitrous Pressure Gauge — Carbon Face w/ White Mopar Logo
P4510427	Full Sweep Nitrous Pressure Gauge — White Face w/ Blue Mopar Logo
P4510436	Full Sweep Nitrous Pressure Gauge — Silver Face w/ Black SRT Logo
P4510445	Full Sweep Nitrous Pressure Gauge — Silver Face w/ Black Mopar Logo

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FUEL PRESSURE

A. Full Sweep Fuel Pressure Gauges

Full Sweep Fuel Pressure Gauges feature standard 2 1/16" diameter. Range is 0–100 psi.

P4510415	Full Sweep Fuel Pressure Gauge — Carbon Face with White Mopar Logo
P4510425	Full Sweep Fuel Pressure Gauge — White Face with Blue Mopar Logo
P4510443	Full Sweep Fuel Pressure Gauge — Silver Face with Black Mopar Logo
P4510434	Full Sweep Fuel Pressure Gauge — Silver Face with Black SRT Logo

TACHOMETERS

B. In-Dash Tachometers

In-Dash Tachometers feature standard 2 1/16" diameter. Range is 0–8000 rpm.

P4510418	Tachometer — Carbon Face with White Mopar Logo
P4510428	Tachometer — White Face with Blue Mopar Logo
P4510446	Tachometer — Silver Face with Black Mopar Logo
P4510437	Tachometer — Silver Face with Black SRT Logo

C. 5.0" Tachometers

Tachometers feature 5.0" diameter. Range is 0–10,000 rpm. Tachometer Signal Adapter (P4510598) required.

P4510409	Tachometer — Carbon Face with White Mopar Logo
P4510419	Tachometer — White Face with Blue Mopar Logo
P4510438	Tachometer — Silver Face with Black Mopar Logo
P4510429	Tachometer — Silver Face with Black SRT Logo
P4510598	Tachometer Signal Adapter (Required)

OIL PRESSURE

D. Oil Pressure Gauges

Oil Pressure Gauges feature standard 2 1/16" diameter. Range is 0–100 psi.

P4510412	Oil Pressure Gauge — Carbon Face with White Mopar Logo
P4510422	Oil Pressure Gauge — White Face with Blue Mopar Logo
P4510440	Oil Pressure Gauge — Silver Face with Black Mopar Logo
P4510431	Oil Pressure Gauge — Silver Face with Black SRT Logo

PYROMETERS

A. Pyrometer Kits

Pyrometer Kits feature standard 2 1/16" diameter. Range is 0°F–1600°F, EGT.

P4510411	Pyrometer Kit — Carbon Face with White Mopar Logo
P4510421	Pyrometer Kit — White Face with Blue Mopar Logo
P4510439	Pyrometer Kit — Silver Face with Black Mopar Logo
P4510430	Pyrometer Kit — Silver Face with Black SRT Logo

VOLTMETERS

B. Voltmeters

Voltmeters feature standard 2 1/16" diameter. Range is 8–18 volts.

P4510414	Voltmeter — Carbon Face with White Mopar Logo
P4510424	Voltmeter — White Face with Blue Mopar Logo
P4510442	Voltmeter — Silver Face with Black Mopar Logo
P4510433	Voltmeter — Silver Face with Black SRT Logo

WATER TEMPERATURE

C. Water Temperature Gauges

Water Temperature Gauges feature standard 2 1/16" diameter. Range is 100°F–250°F.

P4510413	Water Temperature Gauge — Carbon Face with White Mopar Logo
P4510423	Water Temperature Gauge — White Face with Blue Mopar Logo
P4510441	Water Temperature Gauge — Silver Face with Black Mopar Logo
P4510432	Water Temperature Gauge — Silver Face with Black SRT Logo

GAUGE PODS

D. Gauge Pods

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

P4510560	Single Gauge Pod, A-Pillar Mount, Black Finish (2003–05 SRT4, 2000–05 Neon)
P4510559	Dual Gauge Pod, A-Pillar Mount, Black Finish (2003–05 SRT4, 2000–05 Neon)
P4510567	Dual Gauge Pod, A-Pillar Mount, Beige Finish (2001–05 PT Cruiser)

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D.

PERFORMANCE
Katzkin Leather Interiors

KATZKIN LEATHER INTERIORS

Leather is unquestionably cool. Mopar Performance and Katzkin Leather, Inc., have joined together to bring hot-looking quality leather interiors to Chrysler, Jeep® and Dodge vehicle owners. For the first time ever, you can order a complete custom leather interior package directly from your dealer.

Produced with the latest technology and CAD design, Katzkin maintains more than 250 patterns to fit almost every DaimlerChrysler vehicle on the road — which means that whether you drive a sporty late-model coupe, a heavy-duty pickup or a rugged SUV, Katzkin has the interior you need.

Katzkin provides a 3-year/36,000 mile limited warranty on interiors installed by a certified installer.

LEATHER1PU	Katzkin Leather Interior — 1-Row, Premium, Uninstalled
LEATHER1PI	Katzkin Leather Interior — 1-Row, Premium, Installed
LEATHER2DU	Katzkin Leather Interior — 2-Row, Deluxe, Uninstalled
LEATHER2DI	Katzkin Leather Interior — 2-Row, Deluxe, Installed
LEATHER2PU	Katzkin Leather Interior — 2-Row, Premium Uninstalled
LEATHER2PI	Katzkin Leather Interior — 2-Row, Premium, Installed
LEATHER3DU	Katzkin Leather Interior — 3-Row, Deluxe, Uninstalled
LEATHER3DI	Katzkin Leather Interior — 3-Row, Deluxe, Installed
LEATHER3PU	Katzkin Leather Interior — 3-Row, Premium, Uninstalled
LEATHER3PI	Katzkin Leather Interior — 3-Row, Premium, Installed

MOPAR®

Katzkin LEATHER INTERIORS, INC.

Everything Looks Better in Leather

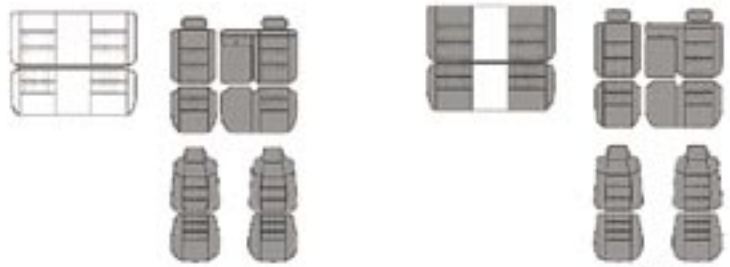
More than 50 color choices . . . nearly infinite combinations.

Mopar and Katzkin offer more than 50 color choices, creating a nearly infinite number of combinations. Combine that with the following upgrade options available at no cost, and you can satisfy even the most demanding customers.

Embroidery and Stitching Colors

Make It Your Own . . . It's on Us!

The options listed here are available at no additional cost.



3 Row Deluxe

3 Row Premium

2 Row Deluxe

2 Row Premium

Leather can be ordered for 1-row, 2-row or 3-row seating. A good example of a 1-row vehicle is a regular cab Ram truck. Examples of 2-row vehicles are Neon, PT Cruiser, and the Stratus Sedan. Grand Cherokee and minivans are 3-row examples.

PERFORMANCE

SilverStar™ Lighting

SILVERSTAR™ LIGHTING

Because your car should be hot at night, too. You've got a sweet ride, no question. But in the dark can anybody tell? With SilverStar lighting, your car will outshine the competition. SilverStar headlamp bulbs are the whitest, brightest and sharpest looking halogen bulbs available for your Chrysler, Dodge or Jeep® vehicle. Their searing intensity is only exceeded by the much more expensive HID bulbs. So if you want hot-looking, vision-enhancing lighting, you need to take a serious look at the street-legal SilverStar halogen bulbs.

Whitest — SilverStar halogen's color temperature is a white hot 4000K, far hotter than other halogens on the market and comparable to HID bulbs.

Brightest — SilverStar halogen bulbs shine with a luminance of up to 20% greater than other halogen bulbs.

Sharpest — A sharp profile, silver tip, and amethyst blue coating create a dramatic, crisp, clean look.

PL009007ST	Headlight Bulb — Capsule (O.E. Part Number: 9007)
PL9006XSST	Headlight Bulb — Capsule (O.E. Part Number: 9006XS)
PL009004ST	Headlight Bulb — Capsule (O.E. Part Number: 9004)
PL009006ST	Headlight Bulb — Capsule (O.E. Part Number: 9006)
P00H6054ST	Headlight Bulb — Rectangle Sealed Beam (O.E. Part Number:H6054)
P00H6024ST	Headlight Bulb — Round Sealed Beam (O.E. Part Number: H6024)
P0009005ST	Fog Light Bulb — Capsule (O.E. Part Number: 9005)
PL00H3ST	Fog Light Bulb — Capsule (O.E. Part Number: H3)

APPLICATION CHART

Part Number	Description	Cross Reference Number
PL009007ST	Headlight Bulb	9007
PL9006XSST	Headlight Bulb	9006XS
PL009004ST	Headlight Bulb	9004
PL009006ST	Headlight Bulb	9006
PL00H6054ST	Headlight Bulb	H6054
PL00H6024ST	Headlight Bulb	H6024
PL009005ST	Fog Light Bulb	9005
PL00H3ST	Fog Light Bulb	H3

SilverStar Halogen

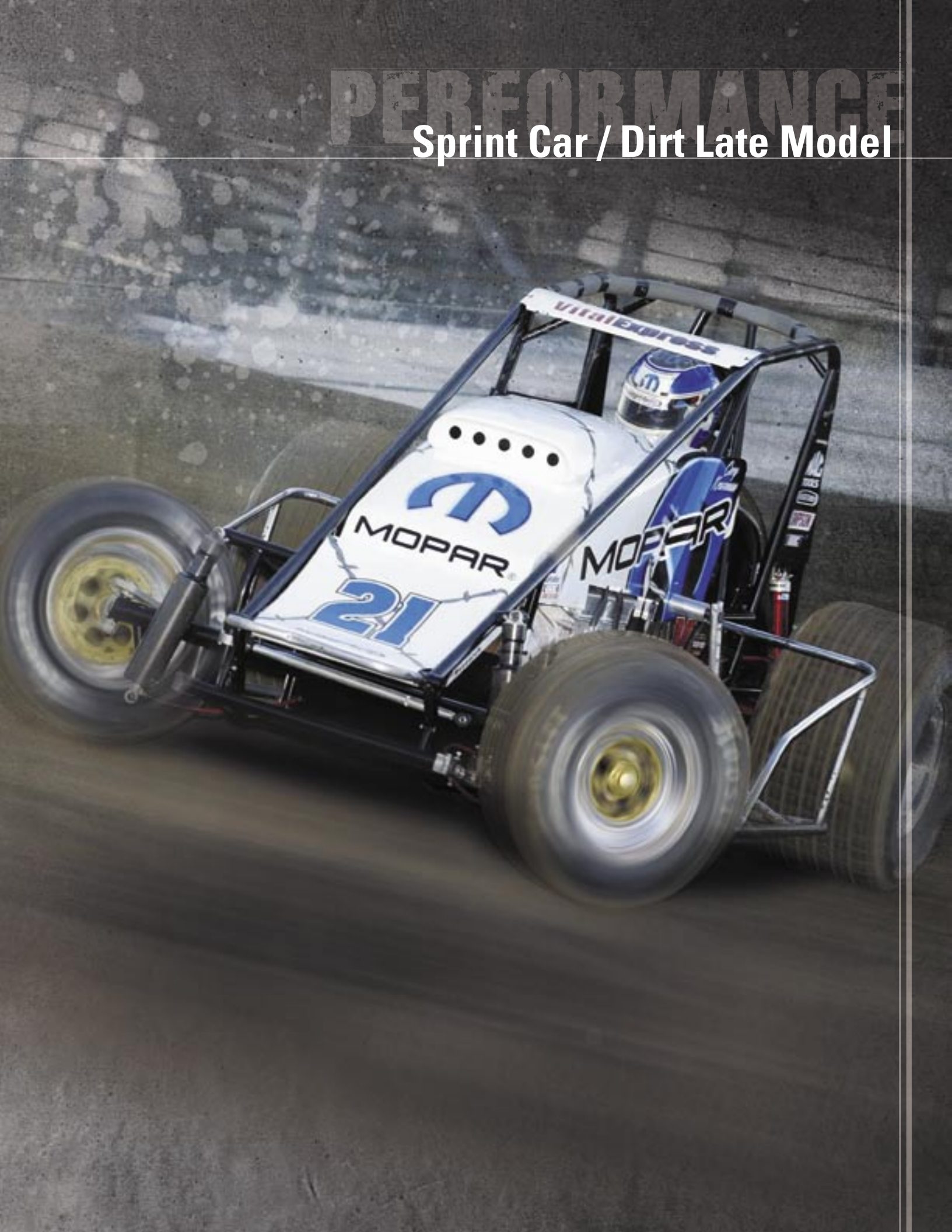
Standard Halogen

MOPAR®

silverstar™ HIGH PERFORMANCE HALOGEN

PERFORMANCE

Sprint Car / Dirt Late Model



TURN LEFT
THEN LEFT AGAIN

Mopar ruled the USAC Sprint and World of Outlaws series in 2004. No surprise! Fueled by Mopar power, Tony Stewart Racing Enterprises driver Jay Drake captured the USAC National Sprint Car championship, the second in a row for Mopar. In WoO, Mopar drivers Danny Lasoski and Steve Francis posted oh-so-close second-place points finishes in the Winged Car and Late Model divisions, respectively. It proves that the best racing talent along with Mopar Performance parts are a fearsome combination!

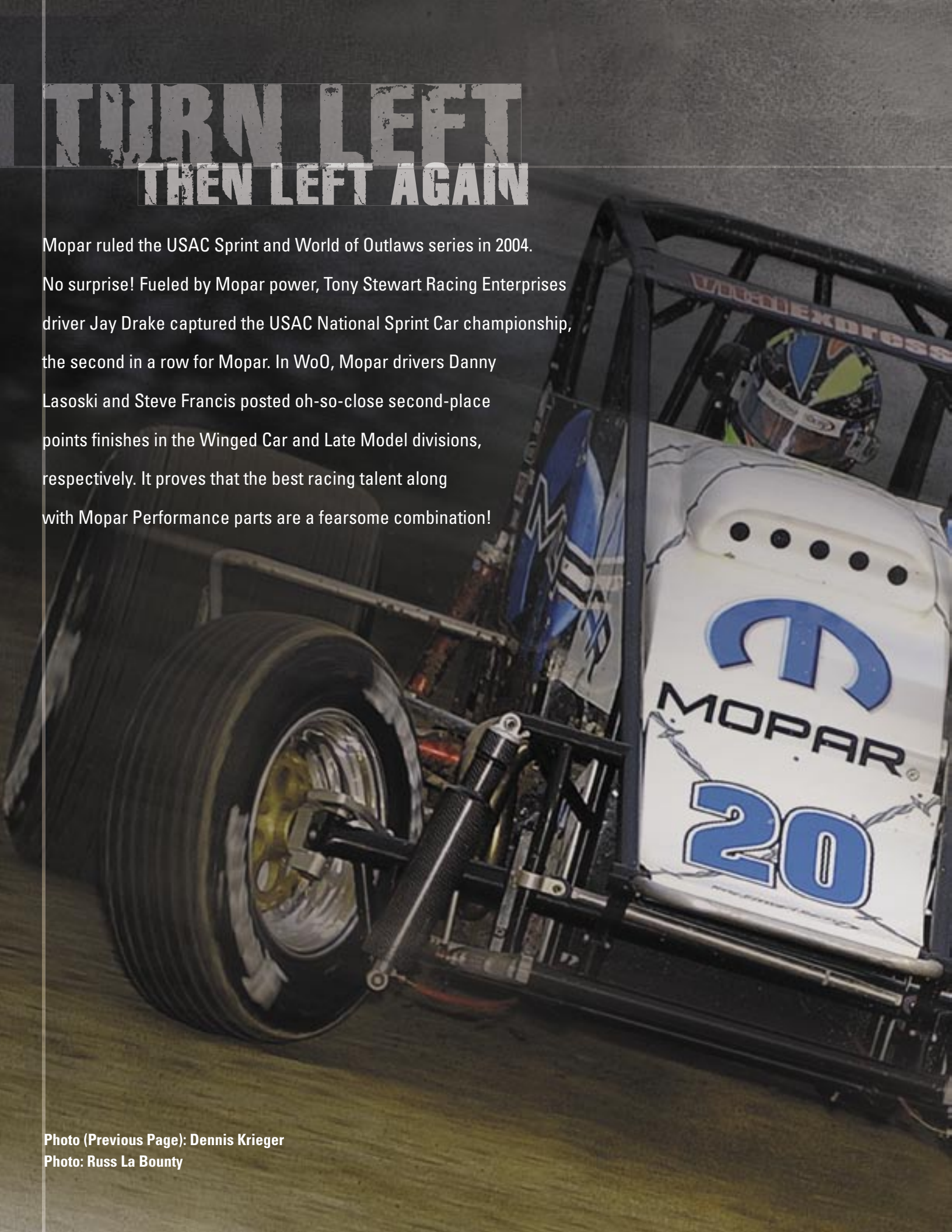


Photo (Previous Page): Dennis Krieger
Photo: Russ La Bounty

410 SPRINT CAR ENGINE

Mopar's 410 Sprint Car, 410 Outlaw, and 358 Silver Crown race engines are designed with one purpose in mind – to make you a winner. Bolt one of these bad boys in your race car, and you'll be sure to leave a mark they'll never forget. There's only one winner at every race – it might as well be you!

ALUMINUM A8 SPRINT CAR BLOCK

Choosing a tried-and-true Mopar Aluminum Race block or one of the new Aluminum A8 Sprint Car Blocks will make you a winner before you even get to the track. Several versions are available so you can pick the perfect application for your ride. Heads (and competitors) will spin!

ALUMINUM A8 BLOCK UGL CAMSHAFT

Mopar offers performance engineered UGL camshafts, camshaft bearings, and rear cam plates for your Sprint Car/Dirt Late Model engine. Attention to engine details like these will give you the edge you need to rise to the top. When questioned by your competitors, just be sure to keep the secret to yourself!

NEW! 410 SPRINT CAR ENGINE

Circle track race engine designed for use in non-winged sprint cars in USAC and SCRA racing series. This complete and dyno'ed Aluminum Small Block Engine includes injector stacks, magneto, oil tank and lines and W9 Cylinder Heads.

***P5007962 410 Sprint Car Engine**

Specifications:
Horsepower: 800 horsepower
Torque: 630 ft.-lbs. of torque
Max. Recommended rpm: 8200 rpm
Displacement: 410 C.I.
Stroke: 3.800"
Compression Ratio: 14:1
Connecting Rods: 6.00"
Camshaft: Crane roller with 50 mm Roller Bearings
Block: Aluminum Mopar with 9.100" deck
Oil Pan: Aluminum
Fuel: Methanol
Maximum rpm: 8500 rpm

Note: Sold "As is". The Mopar Performance 90-Day Crate Engine Limited Warranty does not apply. Horsepower and torque ratings based on test engine. Ratings may vary on individual engines

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

NEW! 410 OUTLAW RACING ENGINE

Circle track race engine designed for use in winged sprint cars in World of Outlaws and other 410 racing series. This complete and dyno'ed aluminum Small Block engine includes injector stacks, MSD magneto, ignition box and wires, oil tank and lines, front engine mounts and W9 RP cylinder heads.

*P5007963 410 Outlaw Racing Engine

Specifications:
Horsepower: 840 horsepower
Torque: 670 ft.-lbs. of torque
Max. Recommended rpm: 8200 rpm
Displacement: 410 C.I.
Stroke: 3.800"
Compression Ratio: 15:1
Connecting Rods: 6.00"
Cylinder Heads: W9 Raised Port
Valve Angle: 13°
Camshaft: Crane roller with 50 mm roller bearings
Block: Aluminum Mopar with 9.100" deck
Oil Pan: Aluminum
Fuel: Methanol
Maximum rpm: 8500 rpm

Note: Sold "As is". The Mopar Performance 90-Day Crate Engine Limited Warranty does not apply. Horsepower and torque ratings based on test engine. Ratings may vary on individual engines

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

NEW! SILVER CROWN ENGINE

Circle track race engine designed for use in the USAC Silver Crown series and Western States Sprints. This complete and dyno'ed R3 iron block engine includes injector stacks, MSD magneto, ignition box, wires, and harnesses, front hex drive for starter, five-stage belt driven oil pump with fuel pump mount, front engine mounts, race water pump with billet/pulleys and W9 cylinder heads.

***P5007964 Silver Crown Engine**

Specifications:
Horsepower: 740 horsepower at 7200 rpm
Torque: 580 ft.-lbs. of torque at 5800 rpm
Max. Recommended rpm: 8200 rpm
Displacement: 358 C.I.
Stroke: 3.335"
Compression Ratio: 15:1
Connecting Rods: 6.00"
Cylinder Heads: W9
Camshaft: Crane 50 mm roller camshaft with roller bearings
Block: R3 Race Block
Fuel: Methanol
Maximum rpm: 8500 rpm

Note: Sold "As is". The Mopar Performance 90-Day Crate Engine Limited Warranty does not apply. Horsepower and torque ratings based on test engine. Ratings may vary on individual engines

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

ALUMINUM RACE BLOCKS

Designed and built for the serious sprint car and dirt late model racer, these Mopar Performance aluminum race blocks showcase the latest in technology. Knowing the racer's concern for weight and overall strength, these blocks were engineered using finite element analysis to optimize the design for weight savings of over 25 lbs. from the previous version. The following features set the Mopar block ahead of the competition:

***P5007580**	**Aluminum Race Block — 9.000" Deck Height, Ribbed**
***P5007581**	**Aluminum Race Block — 9.100" Deck Height, Ribbed**
***P5007582**	**Aluminum Race Block — 9.600" Deck Height, Ribbed**
***P4532865**	**Aluminum Race Block Replacement Sleeve — 4.301" OD, 4.090" ID, 5.545" Long (9.00"/9.100" Blocks)**
***P4532866**	**Aluminum Race Block Replacement Sleeve — 4.209" OD, 3.990" ID, 5.570" Long (9.00" Blocks)**
***P5249984**	**Aluminum Race Block Replacement Sleeve — 4.301" OD, 4.090" ID, 6.000" Long (9.560" Blocks)**
P4876707	**Camshaft Bearings — 48°, 50 mm Roller Bearing Application**

Specifications:

- 6-bolt head design for superior gasket sealing and reliability at higher compression ratios (a 4-bolt head can be installed)
- Full skirted "H" block design for the required strength and rigidity
- Cross-bolted main caps for added strength and improved rigidity
- Ductile iron dry cylinder liners
- High-strength A1 studs, bolts, and attaching hardware
- Small Block high cam location for longer strokes and reduced windage
- 50 mm roller bearing cam design for reduced friction (Requires bearing set P4876707)
- 48° tappet angle for close to ideal valve train geometry
- Approximate weight — 95 lbs. to 100 lbs.

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

ENGINE BLOCKS AND HARDWARE

A. NEW! Aluminum A8 Sprint Car Blocks

These Aluminum Blocks are designed specifically for Sprint/Late Models race cars and can run a slightly larger bore size. They feature improved windage and a larger diameter cam. Steel main bearing caps, main bearing cap studs and fasteners are included.

*P5007905	Aluminum Sprint Car Block — 9.100" Deck Height
*P5007909	Aluminum Sprint Car Block — 9.435" Deck Height
*P4510557	Aluminum Sprint Car Block — 9.015" Deck Height

B. Aluminum Gear Drive and Cover Assemblies

Gear drive assemblies for sprint car applications for front mount oil and water pumps. Kits include the following: crank drive gear, cam gear, idler gear, front cover, water pump drive hub and adapter, oil pump drive and adapter and mounting hardware.

P5249988	Aluminum Gear Drive Package (Aluminum "A" Engines)
P5007908	NEW! Aluminum Gear Drive Package (A8 Block)

CRANKSHAFTS

C. NEW! Billet Sprint Car Crankshaft

This lightweight 4340 billet steel crank features a 3.80" stroke, 2.00" rod journals, 340 mains and a generic 6-bolt rear flange.

*P5007903	Billet Sprint Car Crank — 3.80" Stroke

CAMSHAFTS AND CAMSHAFT TOOLS

D. UGL Camshafts

These Mopar UGL cams are designed, dyno tested and track tested to ensure top quality and high performance. These lightweight cams must be ground before use, but if you're looking for increased power as well as more low rpm torque, these are the cams you need.

*P5007134	UGL Camshaft — 50mm ("R" Blocks, Aluminum "A" Engine)
*P5007906	NEW! UGL Camshaft — 2.125" (A8 Block)

E. Camshaft Bearings

Complete engine set of camshaft bearings.

P4876707	Camshaft Bearings — 48°, 50 mm Roller Bearing Application (Aluminum "A" Engine)
P5007911	NEW! Camshaft Bearings — 2.125" Roller Bearing Application (A8 Block)

F. NEW! Rear Cam Plates

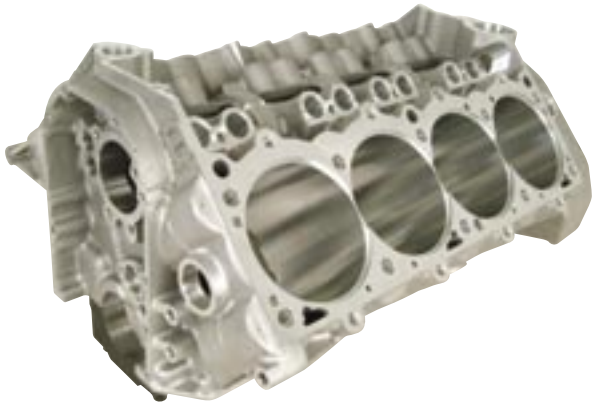
Pacakages include rear seal plate only.

P4510809	Sprint Car Rear Cam Plate — Center Hole for Rear-Mount Mechanical Fuel Pump (A8 Block)
P4510810	Dirt Late Model Rear Cam Plate (A8 Block)

G. "Pro" Race Rocker Arm System

Complete system made of high-strength aluminum, including shafts and bolts. Designed for high-rpm, high-load racing applications. Roller tip. Needle bearing center pivot. Requires hollow pushrods for oiling.

*P5007470	Rocker Arm System — 0.550" Offset, 1.5 Ratio, 1 Head Only (W9 Heads)



A.

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G.

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

CYLINDER HEADS AND GASKETS

A.

A. NEW! W9 Raised Port Aluminum Cylinder Head

This partially machined W9 Cylinder Head with raised intake and exhaust ports is recommended for use in sprint and midget cars.

Features:

- High-strength, lightweight A356 aluminum alloy casting
- Ports raised significantly higher than standard W9 Cylinder Heads
- Machined deck, intake surface, head bolts and valve cover rail
- Small cast parts to allow for flexibility in porting (requires porting)
- Chamber is cast filled in to allow very small machined chamber (requires machining)
- Requires machining for valve guides, spark plugs, intake screws, porting, chamber, valve spring pockets, rocker stands and injectors
- Designed for 13° valve angle
- For use on 48° V8 and 4-cylinder blocks
- Recommended valve length: 6.040" intake and 6.060" exhaust
- 6-bolt head attachment design
- Accepts 5-bolt Mopar valve cover and gasket
- Recommended for use with T&D rocker arms with 0.750" offset (custom order)

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

B.

B. W9 Aluminum Cylinder Heads

Designed with the professional racer in mind, W9 Aluminum Cylinder Heads incorporate the latest in "Paperless Design Technology" to give racers the leading edge. These W9 heads feature high-strength, lightweight A356 aluminum alloy casting. Their thick decks permit small chambers for maximum compression ratios. Heads feature 6-bolt head attachment design for sealing integrity, and raised intake and exhaust ports for maximum performance. Heads have a 15° valve angle, with additional material to permit "rolling" the head (except head P5007861 which is 13°). These heads are the same length as block to permit ease of installation with engine plates. Machined for 5.540" intake and 5.560" exhaust valves. Heads accept 5-bolt Mopar valve cover and gasket.

*P5007855 W9 Aluminum Cylinder Head (Small Block, A-4 Midget Block)
*P5007861 W9 Aluminum Cylinder Head (Small Block, A-4 Midget Block)

W9 CYLINDER HEADS

Part Number	Description	Material	Chamber Size	Tappet Angle	Valve Angle	Valve Sizes	Valve Stem	Int. Port Volume	Int. Flow @ .600"	Int. Port Shape	Ex. Port Shape	Valve Cover	Approx Weight
*P5007855	W9 Partially Machined	Aluminum	52 cc	48°	15°	N/A	N/A	N/A	N/A	Rect. W8/9	"D" W7/9	Std 5 Bolt	22
*P5007861	W9 Partially Machined	Aluminum	52 cc	48°	13°	N/A	N/A	N/A	N/A	Rect. W8/9	"D" W7/9	Std 5 Bolt	22
*P5007904	W9 Partially Machined	Aluminum	N/A	48°	13°	N/A	N/A	N/A	N/A	N/A	W9RP	Std 5Bolt	N/A

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A. Racing Gaskets

These Racing Gaskets feature the latest in 4-Armor design composite gasket technology. Designed to accommodate both 4- and 6-bolt head attachment systems. Sold as an engine set.

P4876665	Cylinder Head Gasket Set — to 4.180" Bore (W7, W8, W9 Heads)
P4876830	Cylinder Head Gasket Set — Up to 4.250" Bore (W7, W8, W9 Heads)
P5007741	Cylinder Head Gasket Set — Up to 4.060" Bore (W7, W8, W9 Heads)
P4876666	Lock Wire Cylinder Head Gasket Set — to 4.180" Bore; Head Needs Groove Machining (W7, W8, W9 Heads)

B. Aluminum Block Head Stud Kits

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

P5007912	NEW! Cylinder Head Stud Kit (W9 Raised Port Cylinder Head)
P4876757	Cylinder Head Stud Kit (W9 Cylinder Heads)

INTAKE MANIFOLDS AND GASKETS

C. Race Single Plane Intakes — 4-bbl

*P4532598	Aluminum Single Plane Intake — 4-bbl Carb (W7, W8, W9 Heads)
*P4876162	Aluminum Single Plane Intake — 4-bbl Carb (W7, W8, W9 Heads)

Intake Manifold Gasket Sets (Not Pictured)

Custom fit for use with sprint car/dirt late model Cylinder Heads. Kits come complete to service 1 engine set (includes gaskets, end seals, o-rings, and distributor seal where applicable).

P5007154	Intake Manifold Gasket Set — 0.045" Thick (W9 Heads)
P5007155	Intake Manifold Gasket Set — 0.060" Thick (W9 Heads)
P5007153	Intake Manifold Gasket Set — 0.030" Thick (W9 Heads)
P5007156	Intake Manifold Gasket Set — 0.090" Thick (W9 Heads)

OILING COMPONENTS

D. Aluminum Block Oil Pan Gaskets

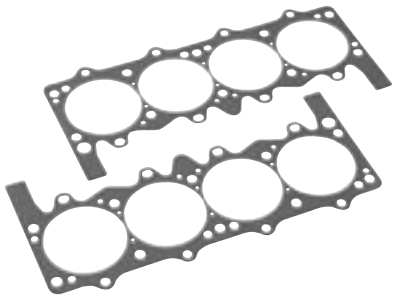
P5007631	Aluminum Oil Pan Gasket (Aluminum "A" Engine)
P5007910	NEW! Aluminum Oil Pan Gasket (A8 Block)

BOOKS

E. Mopar Sprint Car Engine Build-Up Manual

This manual presents package recommendations and guidelines for preparing 360 and 410 sprint car and 358 dirt late model racing engines. Detailed discussions on engine block, oiling system, cylinder heads, valve train, rotating assembly and induction/fuel delivery are all included. It also includes a highly detailed 410 sprint car engine buildup case study performed by one of today's top professional engine builders. (64 pages).

P5007520	Mopar Sprint Car Engine Build-Up Manual



A.

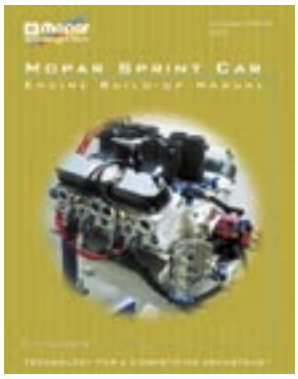
B.

C.

RACE SINGLE PLANE INTAKE MANIFOLDS

Part No.	Fuel System	Material	Port Style	Port Shape	RPM Range	Heads	Engine Usage
*P4532598	4-bbl Carb	Aluminum	Single Plane	Large Rectangle	3600–8500	W7, W8, W9	9.000" Deck, Drag Race and Circle Track
*P4876162	4-bbl Carb	Aluminum	Single Plane	Rectangle	3600–8500	W7, W8, W9	9.560" Deck, Drag Race and Circle Track

D.



E.

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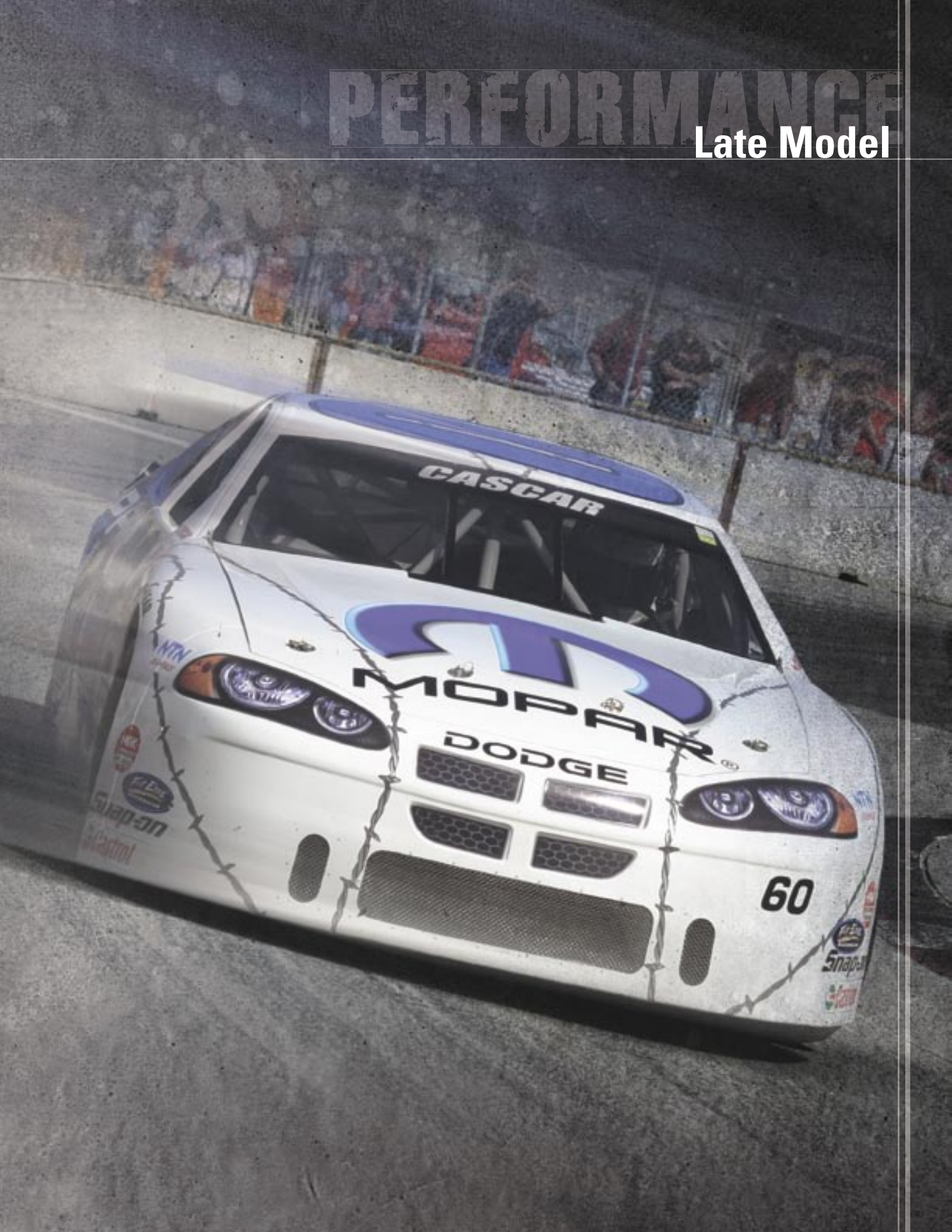
PERFORMANCE

Late Model



AMATEURS NEED NOT APPLY

It's true that Mopar has become the benchmark for racing success in the bright lights of series such as NASCAR Craftsman Truck and the NHRA. No less important are racing circuits such as the Late Model NASCAR Dodge Weekly Series, where Mopar Performance parts are proving their mettle day in and day out at tracks throughout the nation. Mopar doesn't discriminate – show us the racetrack, and we'll start collecting the checkered flags!

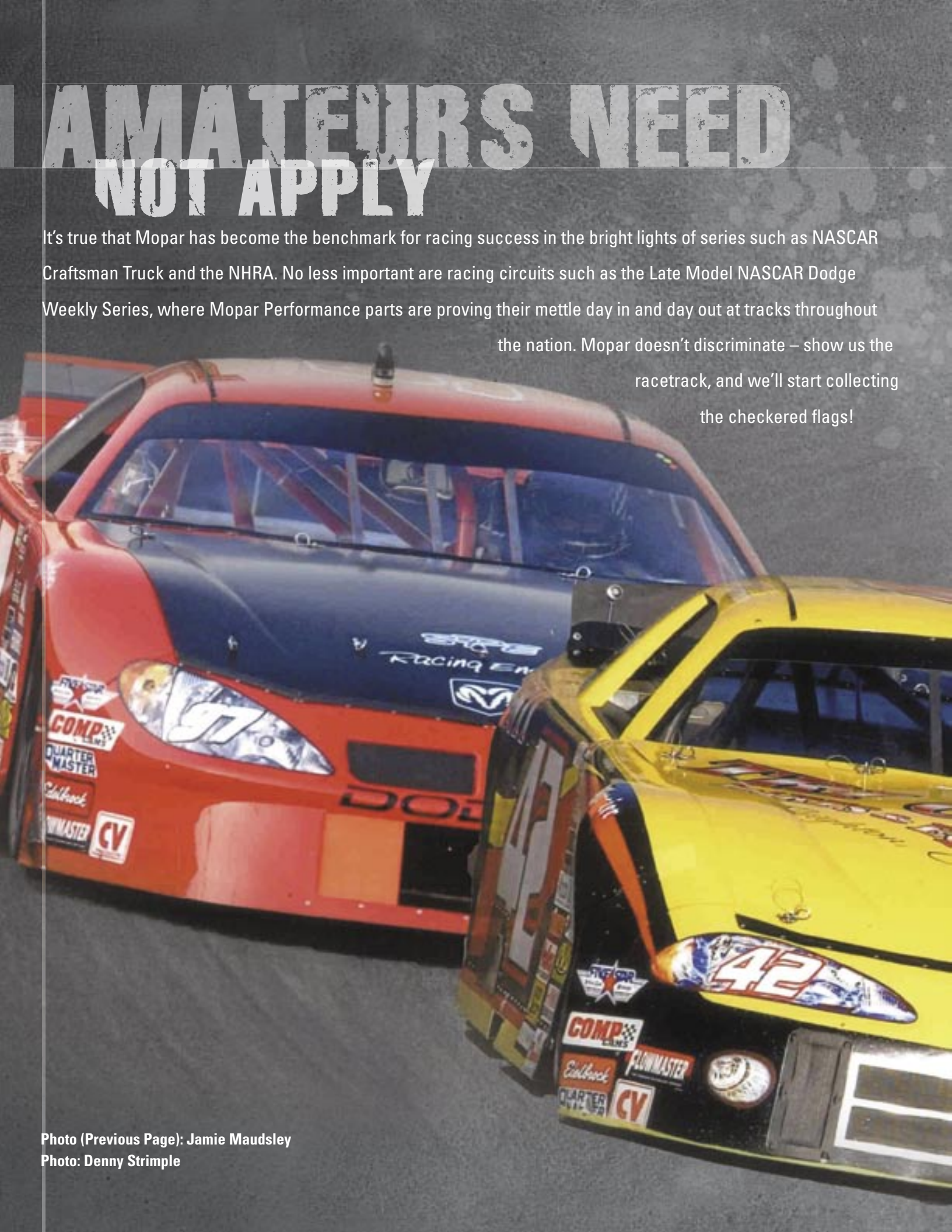


Photo (Previous Page): Jamie Maudsley
Photo: Denny Strimple

355 HORSEPOWER RACE ENGINE

Bolt-in a Mopar 355 or 400 Horsepower Race Engine and get ready to collect your share of the purse. These factory-sealed race engines come complete and ready to install. All you need to do is decide how you're going to spend your winnings!

"A" ENGINE REPLACEMENT CYLINDER HEAD

In addition to race proven W2 and W9 race cylinder heads, Mopar now offers 318-340-360 "A" Engine replacement cylinder heads. Mild or wild, you can't go wrong. Just remember to read the rule book first!

RACE ALUMINUM WATER PUMP

Select a high-flow, Mopar Race Aluminum Water Pump for that extra performance kick you're looking for. Designed specifically for circle track applications, this is the best water pump available for your Mopar powerplant. Your competition will be all wet!

400 HORSEPOWER RACING ENGINE

This circle track Crate Engine was designed for use in the NASCAR/Dodge Weekly Racing Series in modified, late model, and Limited Late Model applications. Dyno tested and factory sealed to ensure consistent output. This factory-sealed crate engine includes the Water Pump, Damper, Ignition System with Distributor, oval track Oil Pan, Timing Chain Tensioner and aluminum Valve Covers.

*P5007958 400 Horsepower Racing Engine

Specifications:
Horsepower: 400 horsepower at 5700 rpm
Torque: 400 ft.-lbs. of torque at 4500 rpm
Maximum Recommended rpm: 5800 rpm
Displacement: 363.5 CI
Bore: 4.020"
Stroke: 3.58"
Compression Ratio: 10:1
Connecting Rods: Length — 6.123", forged steel with high-performance rod bolts
Crankshaft: Cast
Cylinder Heads: Aluminum W9 (P4510324)
Combustion Chamber Size: 62 cc
Valve Angle: 15°
Intake Manifold: Aluminum single plane (P4876162)
Valve Sizes: 2.15" intake/1.60" exhaust (stainless)
Rocker Arms: 1.6:1 double roller pro race – T&D
Camshaft: Hydraulic Roller Tappet
Lift: 0.481"/0.481"
Duration at 0.050": 224°/224°
Valve Covers: Die cast aluminum with breather
Block: Late 360 – Reman (thermal cycled)
Pistons: Flat-top with coated skirt and valve relief
Oil Pump: Melling high-volume
Oil Pan/Pickup: Race with kick-out (8 quart)
Water Pump: Aluminum 6-blade – normal rotation
Fuel Pump Eccentric: High-performance moly coated
Fuel: 100 octane leaded racing gasoline

Note: Sold "As-is". The Mopar Performance 90-Day Crate Engine Limited Warranty does not apply. Horsepower and torque rating based on test engine. Ratings may vary on individual engines.

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

355 HORSEPOWER RACING ENGINE

This circle track Crate Engine was designed for use in the NASCAR/Dodge Weekly Racing Series in modified, late model, and street stock applications. Dyno tested and factory sealed to ensure consistent output. This factory-sealed crate engine includes the Water Pump, Damper, Ignition System with Distributor, oval track Oil Pan, Timing Chain Tensioner and aluminum Valve Covers.

*P5007949 355 Horsepower Racing Engine

Specifications:
Horsepower: 355 horsepower at 5300 rpm
Torque: 405 ft.-lbs of torque at 3800 rpm
Maximum Recommended rpm: 5800 rpm
Displacement: 363.50 CI
Bore: 4.020"
Stroke: 3.58"
Compression Ratio: 10:1
Connecting Rods: Length is 6.123" — forged steel with high-performance rod bolts
Crankshaft: Cast steel
Cylinder Heads: Aluminum "Late 360" (P4876624)
Combustion Chamber Size: 53 cc
Valve Angle: 18°
Intake Manifold: Aluminum dual plane (P5007381)
Valve Sizes: 1.92" intake/1.625" exhaust (stainless)
Rocker Arms: 1.52:1 with heavy-duty 0.375" bolts
Camshaft: Hydraulic Roller Tappet (P4876348)
  Lift: 0.501" intake/0.513" exhaust
  Duration at .050": 230 intake/234 exhaust
Valve Spring/Retainers: High-performance (P5249464)
Valve Covers: Die cast aluminum with breather
Block: "Late 360" — Reman (thermal cycled)
Pistons: Flat-top hypereutectic with coated skirt and valve relief
Distributor/Ignition: High-performance Electronic Ignition Kit (P3690426)
Oil Pump: Melling high-volume
Oil Pan/Pickup: Race with kick-out (8-quart)
Fuel Pump Eccentric: High-performance moly coated
Water Pump: Aluminum with 6-blade — normal rotation
Fuel: 100-octane gasoline

Note: Sold "As-is". The Mopar Performance 90-Day Crate Engine Limited Warranty does not apply. Horsepower and torque rating based on test engine. Ratings may vary on individual engines.

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ENGINE BLOCKS AND HARDWARE

A. Cast Iron "R3" Race Engine Blocks

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

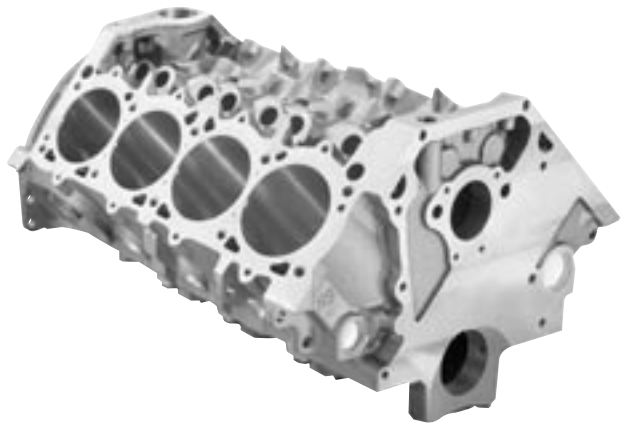
- Process-controlled castings utilizing high-strength cast iron and a computer-controlled stress relieving process
- 100% CNC machining with full statistical process control
- Thick deck surface and 6-bolt cylinder head attachment (48° blocks) for improved sealing and reliability
- Rough bore at 3.900" with various options that provide over-bore capacities up to 4.220" (in siamesed-bore versions)
- Various options that provide deck height potentials of 8.900" to 9.560"
- Tappet angles in both 59° (stock) and 48° (improved valve train geometry) are available (59° blocks are not recommended for use with roller tappets)
- Thicker main webbing and pan rail for improved rigidity
- 4-bolt mains in ductile iron and billet
- 318/340 main journal size
- Machined for pre-Magnum head oiling, as well as engine mounts

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

A. 340 Replacement Engine Block

Limited production of the original 340 block has made it very difficult to find one in good condition. Why take a chance with a 30-plus-year-old block when you can buy a new one? This new casting includes the original 340 production casting part number with an "M" added at the end to identify the Mopar Performance 340 block. The block has a few cosmetic differences from the original 340 block, but it is machined to work with all 340 production components. Special features include brand-new castings made from high nickel cast iron for added strength (not a thin wall casting), 4-bolt main bearing caps and 340 journal size. It has thicker webbing and pan rail (like the 340 T/A), a thicker deck surface and thicker bore walls in major/minor thrust directions. Block is rough bored at 3.900" to allow various bore sizes from 3.910" to 4.080" size (finish bore and honing required). Deck height is approximately 9.600". Requires the use of oil filter (PN 05281090BA). The 340 Replacement Block is ideal for restoration or where racing rules require a 340 block. It is not recommended for use with roller tappets, and may require use of late 1970s 318 motor mount (left side).

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



A.

B.

CAST IRON "R3"/340 ENGINE BLOCKS

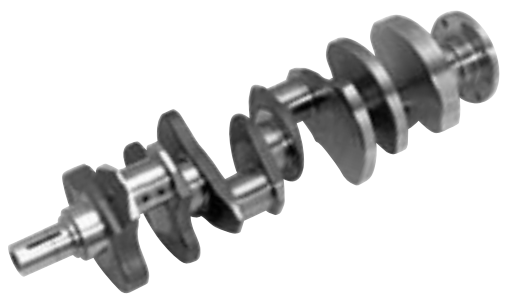
Part No.	Deck Nom.	Deck Min.	Cyl. Design	Over Bore	Cap Design	Tappet Angle	Journal Size	Notes
*P4876381AB	9.025"	8.90"	Siamese	4.220"	4-Bolt — Steel	48°	318/340	(2,3,4,5)
*P5007360AB	9.025"	8.90"	Siamese	4.220"	4-Bolt — Steel	48°	2.25"	(3,4,5,7)
*P4876671AC	9.200"	8.90"	Siamese	4.220"	4-Bolt — Iron	48°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

1. 48° cam tunnel machining requires cam bearings P4876372 and cam UGL P4876633 or P4876634.
2. 48° roller cam tunnel machining requires 50 mm roller cam bearings P4876707 and cam UGL P5007932.
3. Dry sump application only, requires external oil pump and filter.
4. Lightening program removes all motor mounts, requires motor plate installation.
5. Steel billet cap application: #1 – 2-bolt; #2 through #4 – 4-bolt wide register; #5 – 2-bolt ductile iron.
6. 59° cam tunnel machining requires stock cam stepped bearings and standard cam.
7. 48° cam tunnel machining requires 60 mm cam bearings P5007361 and cam UGL P5007437.
8. Roller tappets are not recommended for use with 59-degree blocks.

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

A.

B.



C.

SMALL BLOCK ENGINE DISPLACEMENT (CUBIC INCHES)

Bore (in inches)	Stroke 3.310"	3.580"	3.790"	4.000"
3.910"	318	344	364	384
3.940"	323	349	369	390
3.970"	328	355	375	397
4.000"	333	360	381	402
4.030"	338	365	386	408
4.040"	340	367	388	410
4.060"	343	371	391	414
4.100"	350	378	398	422
4.180"	363	393	416	439
4.220"	370	401	424	447

D.

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A. Timing Chain Covers

Front Timing Chain Covers fit your needs. Packages include cover, seal, and gasket.

P4876632	Sand Cast Race Timing Chain Cover — 9.00"–9.20" Deck, Race Water Pump/Front Motor Plate
P4876631	Sand Cast Race Timing Chain Cover — 9.00"–9.20" Deck, Standard Water Pump (Small Block, V6)
P4876377	Sand Cast Race Timing Chain Cover — 9.560" Deck (Small Block and V6)
P5249930	Production Timing Chain Cover — 9.560" Deck, Non-Chrome (Small Block and V6)

B. Timing Chain Tensioner

This Timing Chain Tensioner stabilizes cam timing by reducing timing chain slack. Use in place of thrust plate P5249637.

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

CRANKSHAFTS

C. Forged Crankshafts

Surface hardened, forged Small Block cranks feature radiused fillets at main and rod journals. Each features a 6-bolt flange and is forged from 4340 steel.

*P5007253	Forged Crankshaft — 3.58" Stroke, (318/340 Main)
*P5007959	Forged Crankshaft — 3.58" Stroke, 50 lbs., 2.100" Rod Journal, Generic Rear Flange (360 Main)
*P5007255	Forged Crankshaft — 3.58" Stroke (360 Main)
*P5007253AB	Forged Crankshaft — NASCAR and Late Model Applications, 3.58" Stroke, 50lbs., 2.100" Rod Journal, Generic Rear Flange(318/340 Main)

CAMSHAFTS

D. Race Roller UGL Camshafts

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

*P4876633	Race Roller UGL Camshaft — Roller Tappets, for Babbitt Bearings P4876373 (R Blocks)
*P4876634	Race Roller UGL Camshaft — Flat Tappets, for Babbitt Bearings P4876373 (R Blocks)
*P5007932	NEW! Race Roller UGL Camshaft — Roller Tappets, for 50 mm Roller Bearings P4876708 (R Blocks)
*P5007437	Race Roller UGL Camshaft — Roller Tappets, for 60 mm Roller Bearings P5007361 (R Blocks)

CYLINDER HEADS

A. W2 Cast Iron Race Cylinder Heads

These heads feature flat-machined rocker pads that require T&D Pro Race Rocker Arms. Oiled through tappets and hollow pushrods. Older style rocker stands do not work with these heads.

***P5007445AB** W2 Cast Iron Cylinder Head — Revised Intake Ports
***P5007708AB** W2 Cast Iron Cylinder Head — Revised Intake Ports
***P5249769** W2 Cast Iron Cylinder Head — Standard Intake Ports
***P5007355** W2 Cast Iron Cylinder Head — Revised Intake Ports

B. W9 Aluminum Cylinder Head

Heads feature high-strength, lightweight A356 aluminum alloy casting. A thick deck permits small chambers for maximum compression ratios. Raised intake and exhaust ports for maximum performance. Head has a 15° valve angle, with additional material to permit "rolling" the head. Same length as the block to permit ease of installation. Machined for 5.540" intake and 5.560" exhaust valves.

***P4510324** NEW! 9 Aluminum Cylinder Head (59° Small Blocks)
***P5007065AB** W9 Aluminum Cylinder Head (48° Small Blocks)

C. NEW! "A" Engine Replacement Cylinder Head

Based on the Magnum R/T big-valve head design and machined to fit 318/340/360 Mopar Small Block intake manifolds made through 1991. Imagine the new combinations!

*P5007950 "A" Engine Replacement Cylinder Head

Cylinder Head Stud Kit (not pictured)

Replace the stock head bolts with the high-strength studs and nuts. Contains studs, nuts and washers.

*P4876083 Head Stud Kit ("R" Blocks with W9 Heads)

A.

B.

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CYLINDER HEADS

Part Number	Description	Material	Chamber Size	Tappet Angle	Valve Angle	Valve Sizes	Valve Stem	Int. Port Volume	Int. Flow @ .600"	Int. Port Shape	Ex. Port Shape	Valve Cover	Approx Weight	Head Bolts
*P5007445AB	W2	Cast Iron	65 cc	48°	15°	2.02"/1.60"	3/8"	190 cc	265 cfm	Oval W2	"D" W2/5	Std 5 Bolt	51	4
*P5007708AB	W2	Cast Iron	47 cc	48°	15°	2.02"/1.60"	3/8"	190 cc	265 cfm	Oval W2	"D" W2/5	Std 5 Bolt	51	4
*P5249769	W2	Cast Iron	65 cc	59°	18°	2.02"/1.60"	3/8"	180 cc	260 cfm	Oval W2	"D" W2/5	Std 5 Bolt	51	4
*P5007355	W2	Cast Iron	68 cc	59°	18°	2.02"/1.60"	3/8"	185 cc	260 cfm	Oval W2	"D" W2/5	Std 5 Bolt	51	4
*P4510324	W9	Aluminum	62 cc	59°	15°	2.15"/1.60"	3/8"	200 cc	290 cfm	Rect. W8/9	"D" W2/5	Std 5 Bolt	22	4
*P5007950	"A" Engine Replacement	Cast Iron	60 cc	59°	18°	2.02"/1.625"	8 mm	180 cc	229 cfm	Rect.	Std	10 Bolt	52	4
*P5007928	Brodix NTS, Unmachined	Aluminum	67 cc	59°	18°	2.15"/1.60"	11/32"	N/A	N/A	Rect. W5	"D"	Unique	N/A	4
*P5007065AB	W9	Aluminum	62 cc	48°	15°	NA/NA	11/32"	200 cc	290 cfm	Rect.W8/W9	"D" W8/W9	Std 5 Bolt	22	6

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

INTAKE MANIFOLDS

Part Number	Fuel System	Material	Port Style	Port Shape	Heads	Engine Usage
*P5249572AB	4-bbl Carb	Aluminum	Dual Plane	Oval	W2	9.200" Deck
*P5249572	4-bbl Carb	Aluminum	Dual Plane	Oval	W2	9.560" Deck
*P4529408	4-bbl Carb	Aluminum	Single Plane	Oval	W2	Water-Heat, 9.560" Deck
*P4876829AB	4-bbl Carb	Aluminum	Single Plane	Large oval	W2	9.200" Deck
*P4532598	4-bbl Carb	Aluminum	Single Plane	Large Rectangle	W7, W8, W9	9.000" Deck
*P4876162	4-bbl Carb	Aluminum	Single Plane	Rectangle	W7, W8, W9	9.560" Deck

INTAKE MANIFOLD APPLICATION CHART

Cylinder Head/Casting Number	Deck Height	Intake Manifold Design	Intake Material	RPM Range	Drag Race	Street Rod	RV Truck	Circle Track
W2	9.560"	4-bbl Dual Plane	Aluminum	Idle-6000	*P5249572	—	—	*P5249572
W2	9.560"	4-bbl Single Plane	Aluminum	2600–7000	*P4529408	—	—	*P4529408
W2	9.200"	4-bbl Dual Plane	Aluminum	Idle-6000	*P5249572AB	—	—	*P5249572AB
W2	9.200"	4-bbl Single Plane	Aluminum	2800–7200	*P4876829AB	—	—	*P4876829AB
W8/W9	9.000"	4-bbl Single Plane	Aluminum	3600–8500	*P4532598	—	—	*P4532598
W8/W9	9.560"	4-bbl Single Plane	Aluminum	3600–8500	*P4876162	—	—	*P4876162

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D. NEW! NASCAR Touring Series Cylinder Head

This partially-machined A356 aluminum alloy Cylinder Head is approved by NASCAR for their Touring Series. Designed and manufactured for Mopar Performance by Brodix. It features high-flow 239 cc intake and raised exhaust ports and removable phosphorous bronze valve guides and ductile iron valve seats. Use with Intake Manifold (P4876829AB).

***P5007928** NASCAR Touring Series Cylinder Head

INTAKE MANIFOLDS

B. Race Dual Plane Intakes — 4-bbl

***P5249572** Aluminum Dual Plane Intake — 4-bbl Carb (W2 Heads)
***P5249572AB** Aluminum Dual Plane Intake — 4-bbl Carb (W2 Heads)

C. Aluminum Single Plane Intakes — 4-bbl

***P4876162** Aluminum Single Plane Intake — 4-bbl Carb (W7, W8, W9 Heads)
***P4532598** Aluminum Single Plane Intake — 4-bbl Carb (W7, W8, W9 Heads)
***P4876829AB** Aluminum Single Plane Intake — 4-bbl Carb (W2 Heads)
***P4529408** Aluminum Single Plane Intake — 4-bbl Carb (W2 Heads)

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

CYLINDER HEAD/INTAKE MANIFOLD GASKETS

A. Composition Material Cylinder Head Gaskets

Thick, 0.040" to 0.042" unless otherwise noted. Late model composition head gaskets can be used for replacement or competition applications up to 12.5:1 compression ratio (sold as an engine set). Small Block 4-bolt pattern.

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

B. Intake Manifold Gasket Sets

Custom-fit intake gaskets for use with Mopar Performance late model cylinder heads. Kits come complete to service one engine set (includes gaskets, end seals, o-rings, and distributor seal where applicable).

P4120210	Intake Gaskets — 0.030" Thick (W2 Heads)
P4120211	Intake Gaskets — 0.045" Thick (W2 Heads)
P4007571	Intake Gaskets — 0.060" Thick (W2 Heads)
P4876446	Intake Gaskets — 0.090" Thick (W2 Heads)
P4876447	Intake Gaskets — 0.115" Thick (W2 Heads)

VALVE COVERS

C. Wide Valve Cover Set

This wide valve cover uses stock production gasket. Features Mopar Performance Pentastar logo and reversed lip design that allows the cover to be wider on the same gasket surface. The extra width allows for larger valve springs and longer rocker arms. 5-bolt cover. Requires the use of Valve Cover Stud Attaching Kit (P4876676).

P4876124	Wide Valve Cover Set (Stock Production Small Blocks and W2/W5/W7/W9 Flanges)
P5249581	5-Bolt Gasket — Rubber with Steel Shim Reinforcement
P4876676	Valve Cover Stud Attaching Kit

NEW! Race Valve Cover Sets (Not Pictured)

Sets include 2 Breathers (left side).

P4510328	Race Valve Cover Set — 5-Bolt (Small Block)
P4510329	Race Valve Cover Set — 10-Bolt (Magnum Engines)

OIL PUMPS/FUEL PUMPS/WATER PUMPS

D. Oil Pump Assembly

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

*P4286589	Oil Pump Assembly (Small Block and 3.9L V6)

E. Oil Pump Kit

Avoid oil starvation with this high-performance Oil Pump Kit. Increases oil flow capacity when using stock pump and oil pan. Does not require a special deep pan. Includes pump cover, rotors and attaching screws. Use with all Small Blocks. Installs easily.

*P5249620	Oil Pump Kit

Note: Modification required with production pans.

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

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NEW! Aluminum Valley Tray (Not Pictured)
This Aluminum Valley Tray is for use with W9 heads on a tall deck block. Designed for late model racing.

P4510327 Aluminum Valley Tray (W9 Heads)

A. Moly-Coated Fuel Pump Eccentric
The moly coating on this Fuel Pump Eccentric significantly reduces friction and wear.

*P4120484 Moly-Coated Fuel Pump Eccentric (Small Block)

B. Circle Track Mechanical Fuel Pump
Special high rpm Fuel Pump for circle track applications.

*P4876074 High-Performance Fuel Pump

C. Race Aluminum Water Pump

*P4876548 Race Aluminum Water Pump

NEW! Race Water Pump (Not Pictured)
Stock style Water Pump with extra clearance to Fuel Pump.

*P4510325 Race Water Pump

BOOKS

A. Mopar Late Model Oval Track Engine Build-Up Manual

This manual from Mopar Performance is recommended for anyone who wants to build a Mopar 340-410 CID late model oval track racing engine. It describes all of the parts and procedures necessary to build a late model oval track engine for competition. Written by Mopar Performance race engineers, this step-by-step buildup manual contains information on cylinder block preparation, oiling system planning and modifications, cylinder head and valve train preparation, short block preparation, and induction and ignition setup. Also included are complete part and supplier listings. Whether you're racing in CASCAR, ARCA, USAR Pro Cup, or any other late model sanctioning organization, this manual contains all of the information you need to know straight from the people who know best! (96 pages).

P5007450 Mopar Late Model Oval Track Engine Build-Up Manual

B. Mopar 358 Oval Track Engine Build-Up Manual

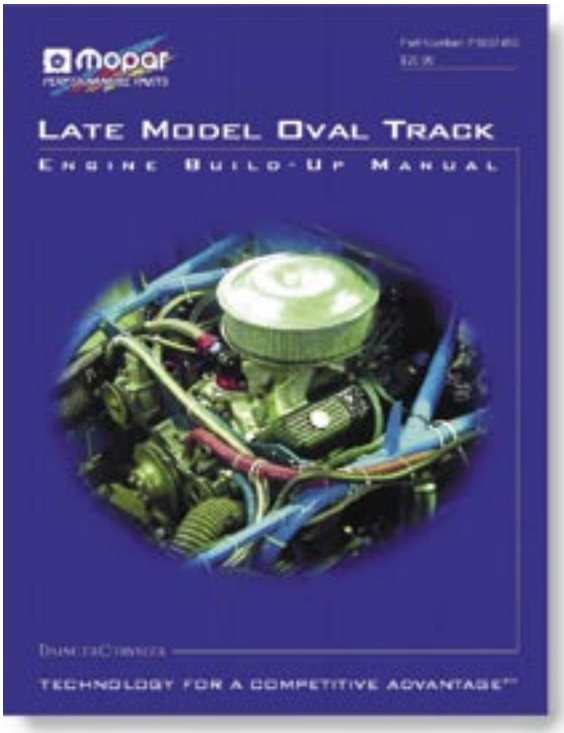
This manual from Mopar Performance is recommended for anyone who wants to build a Mopar 358 CID oval track race engine. Written in conjunction with Dodge Motorsports race engineers, this step-by-step buildup manual contains information on cylinder block preparation, oiling system planning and modifications, cylinder head and valve train preparation, short block preparation and induction setup. Also included are complete parts and supplier listings. All the information you need to know straight from the pros! (56 pages).

P5007373 Mopar 358 Oval Track Engine Build-Up Manual

C. Mopar Oval Track Modifications — 3rd Edition

This is the book every Mopar oval track racer must have. It includes complete engine and chassis buildup information. Speed secrets and racing tips are directed primarily toward Chrysler-Plymouth-Dodge V8 engines (273-318, 340-360 "A" engines; 361-383-400 "B" engines; 413-426W-440 "RB" engines; 5.2L and 5.9L Magnum engines). Additional chapters include information on automatic and manual transmissions, driveshafts and rear axles, front and rear suspension, steering and handling, brakes, shocks, wheels and tires, body and chassis. Late Model, Sprint Car, and NASCAR Truck racing specifications and performance recommendations are also included. Summarizes more than four decades of Chrysler-Plymouth-Dodge involvement in oval track engineering and on-track testing (500 pages).

P5249959 Mopar Oval Track Modifications — 3rd Edition



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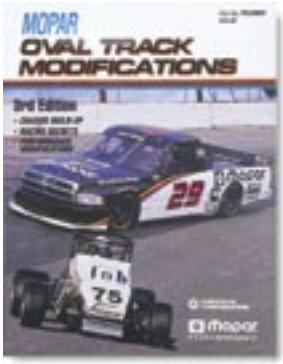

C.

PERFORMANCE

Midget

MIDGET RACING ENGINE

Bolt a dyno-tested, 162 CID, 350 Horsepower Mopar Midget Racing Engine into your racer and get ready to hold on for dear life. This complete, factory-sealed engine assembly comes complete and is ready to race (after installation, of course). Driving into the winner's circle has never been easier!

FORGED MIDGET CRANKSHAFT

A Mopar engineered Forged Midget Crankshaft is the perfect complement to your new A-4 block. Choose a fully machined crank that's ready to go, or an unmachined crank to grind to your exact (and unique) specifications. Now when someone tells you to crank it, you can tell them you already did!

A-4 ALUMINUM MIDGET RACE BLOCK

Mopar A-4 Aluminum Midget Race, Drag Race, and Wedge Blocks give you the performance advantage you need to rise to the top. The application choice is up to you. It's good to be a big fish in a little (midget) pond.

Photo (Previous Page): Dennis Krieger
Photo: RacersEdge Photography

FENDERS ARE FOR WIMPS

For Tony Stewart, owner of Tony Stewart Racing Enterprises (TSRE), there isn't any alternative. When it comes time to strap his drivers into their tiny 900-pound Midget cars, Stewart turns to Mopar for power. It paid off in 2004. Mopar and TSRE driver Josh Wise finished a stellar second in the final USAC Midget points standing, with four other Mopar drivers cracking the top ten. They might be called Midgets, but the power these cars generate using Mopar Performance parts is gigantic!

ENGINES, BLOCKS AND HARDWARE

A. Midget Racing Engine

This circle track race engine is designed for use in all midget series with a 166-cubic-inch limit. Dyno tested and factory sealed to ensure consistent output. This complete and dyno'd aluminum A4 engine includes injector stacks, fuel pump, ignition box and wires, all wires and harnesses, and a W9 cylinder head.

Specifications:
Horsepower: 350 horsepower at 7200 rpm
Torque: 265 ft.-lbs. of torque at 6000 rpm
Max. Recommended rpm: 8500 rpm
Displacement: 162 c.i.
Compression Ratio: 15:1
Crankshaft: Scat
Cylinder Head: W9
Combustion Chamber Size: 38 cc
Camshaft: Roller cam with 60 mm bearings
Block: A4 aluminum
Oil Pan: Aluminum
Fuel: Methanol
Maximum rpm: 9000 rpm

*P5007961 Midget Racing Engine

Note: Sold "As is". The Mopar Performance 90-Day Crate Engine Limited Warranty does not apply. Horsepower and torque ratings based on test engine ratings may vary on individual engines.

B. Aluminum Midget Race Blocks

Mopar Performance takes midget racing to a new level with these lightweight Aluminum Midget Race Blocks. They feature a 4.130" unfinished bore. Block comes with cast iron sleeves, billet main caps, main cap stud kit and hardware (no bell housing).

*P5007466 A-4 Aluminum Midget Race Block — 8.40" Deck Height, Aluminum Main Caps
*P5007935 A-4 Aluminum Midget Race Block — 9.00" Deck Height, Steel Main Caps

C. Aluminum Drag Race Block

This Aluminum Drag Race Block features a full bell housing, 4.130" unfinished bore, and 9.000" deck height. Block comes with cast iron sleeves, billet aluminum main caps, main cap stud kit and hardware.

*P5007467 A-4 Drag Race Block (P5 Cylinder Head)
*P5007636 A-4 Drag Race Block (W9 and W9RP Cylinder Heads)

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

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A. Cast Iron Cylinder Replacement Sleeve

Fits the 4-cylinder A-4 race engine. Sold individually. Use with A-4 Drag Race and Aluminum Midget Race Blocks (P5007466–67, P5007935).

*P5007788	Cylinder Replacement Sleeve

B. Front Cover Gear Drive Set

This Front Cover Gear Drive Set is designed for use with Mopar Performance aluminum 4-cylinder race blocks (P5007466–67, P5007636 and P5007935).

*P5007469	Front Cover Gear Drive Set (A-4 Block)

C. Aluminum Gear Drive Hardware Kit

This A-4 Engine Gear Drive Hardware Kit includes all the parts necessary to change cams (cam hub and all fasteners).

P5007853	Gear Drive Hardware Kit (A-4 Block)

CAMSHAFTS

D. UGL Camshafts

These unground lobe (UGL) cams give you the opportunity to dial in the performance you need. Requires finish grinding before use.

*P5007468	UGL Camshaft (A-4 Aluminum Race Blocks P5007466, P5007935, P5007636)
*P5007505	UGL Camshaft (Aluminum A-4 Drag Race Block P5007467)

CRANKSHAFTS

E. Forged Midget Crankshaft

This fully machined Midget Crankshaft features 2.000" rod journals for use with generic racing rods, and a 6-bolt generic bolt pattern on the crank flange. 4340 forged steel.

*P5007907	Forged Midget Crankshaft — 3.075" Stroke (A-4 Block)

F. Forged Midget Crankshaft — Unmachined

This unmachined Midget Crankshaft allows you to cut custom cranks. It is forged from 4340 steel and requires complete machining.

*P5007573	Forged Unmachined Midget Crankshaft — 3.00"–3.25" Approx. Stroke (A-4 Block)

OILING COMPONENTS

G. Oil Pan Gasket

This 0.060" paper Oil Pan Gasket is designed for use with Mopar Performance aluminum 4-cylinder race blocks (P5007466–67, P5007636 and P5007935).

P5007722	Oil Pan Gasket (A-4 Block)

CYLINDER HEADS

A. NEW! W9 Raised Port Aluminum Cylinder Head

This partially machined W9 Cylinder Head with raised intake and exhaust ports is recommended for use in sprint and midget cars.

Features:

- High-strength, lightweight A356 aluminum alloy casting
- Ports raised significantly higher than standard W9 Cylinder Heads
- Machined deck, intake surface, head bolts and valve cover rail
- Ports allow for flexibility in porting (requires porting)
- Chamber is cast filled in to allow very small machined chamber
- Requires machining for valve guides, spark plugs, intake screws, porting, chamber, valve spring pockets, rocker stands and injectors
- Designed for 13° valve angle
- For use on 48° V8 and 4-cylinder blocks
- Recommended valve length: 6.040" intake and 6.060" exhaust
- 6-bolt head attachment design
- Accepts 5-bolt Mopar valve cover and gasket
- Recommended for use with T&D rocker arms with 0.750" offset

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

B. W9 Aluminum Cylinder Heads

W9 Aluminum Cylinder Heads incorporate the latest in "Paperless Design Technology" to give racers the leading edge. These W9 heads feature high-strength, lightweight A356 aluminum alloy casting. Their thick decks permit small chambers for maximum compression ratios. Heads feature 6-bolt head attachment design for sealing integrity and raised intake and exhaust ports for maximum performance. Heads have a 15° valve angle, with additional material to permit "rolling" the head (except head P5007861 which is 13°). These heads are the same length as block to permit ease of installation with engine plates. Machined for 5.540" intake and 5.560" exhaust valves. Heads accept 5-bolt Mopar valve cover .

*P5007855	W9 Aluminum Cylinder Head (Small Block, A-4 Midget Block)
*P5007861	W9 Aluminum Cylinder Head (Small Block, A-4 Midget Block)

C. Cylinder Head Stud Kits

Contains studs, nuts and washers for changeover of stock head bolts. Sets service V8, enough for 2 Midget engines

P5007912	NEW! Cylinder Head Stud Kit (W9 RP Cylinder Head)
P4876757	Cylinder Head Stud Kit (Aluminum Block with W9 Cylinder Heads)
P4876083	Cylinder Head Stud Kit ("R" Block with W9 Cylinder Heads)

A.

B.

C.

W9 CYLINDER HEADS

Part Number	Description	Material	Chamber Size	Tappet Angle	Valve Angle	Valve Sizes	Valve Stem	Int. Port Volume	Int. Flow @ .600"	Int. Port Shape	Ex. Port Shape	Valve Cover	Approx Weight
*P5007855	W9 Partially Machined	Aluminum	52 cc	48°	15°	N/A	N/A	N/A	N/A	Rect. W8/9	"D" W7/9	Std 5 Bolt	22
*P5007861	W9 Partially Machined	Aluminum	52 cc	48°	13°	N/A	N/A	N/A	N/A	Rect. W8/9	"D" W7/9	Std 5 Bolt	22
*P5007904	W9 RP Partially Machined	Aluminum	N/A	48°	13°	N/A	N/A	N/A	N/A	N/A	W9 RP	Std 5 Bolt	N/A

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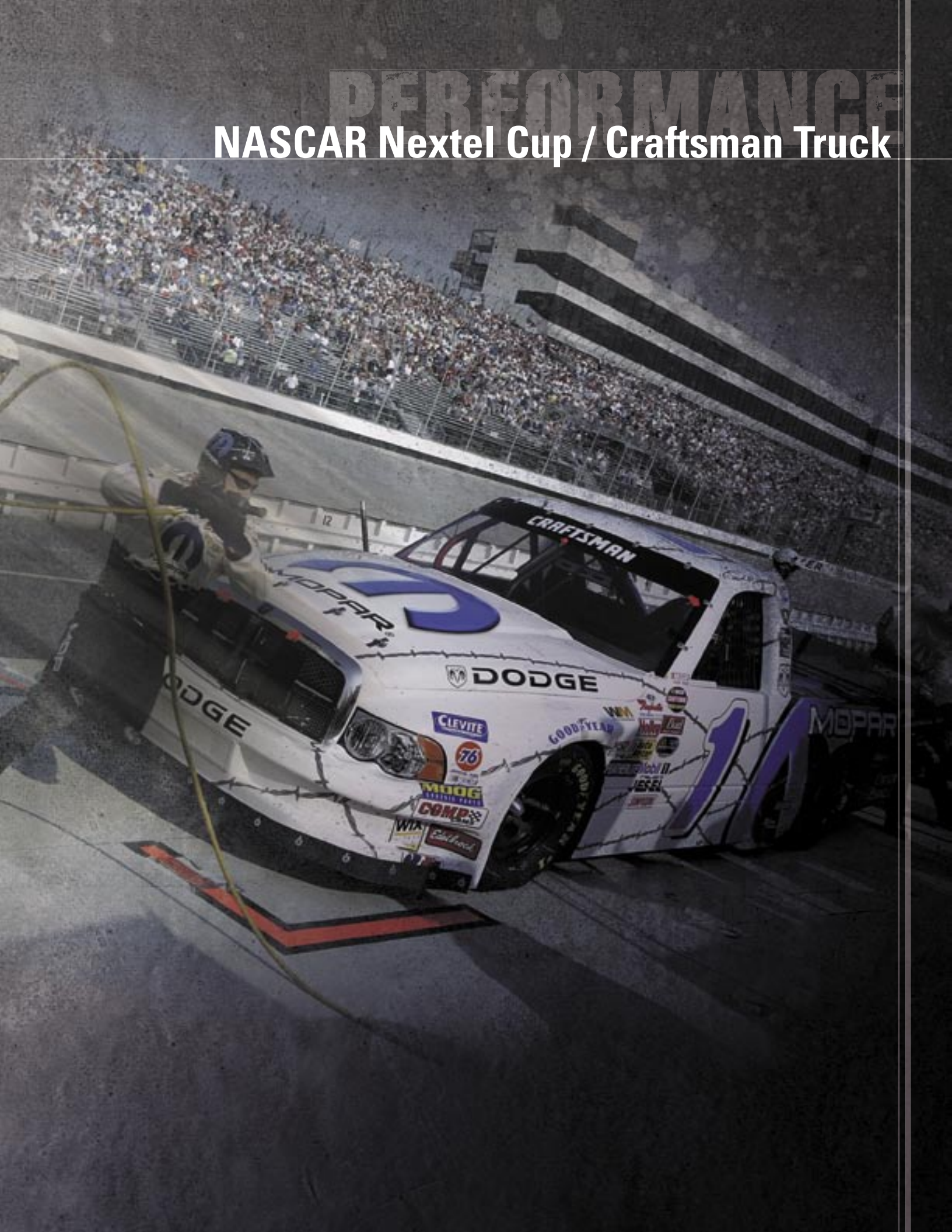
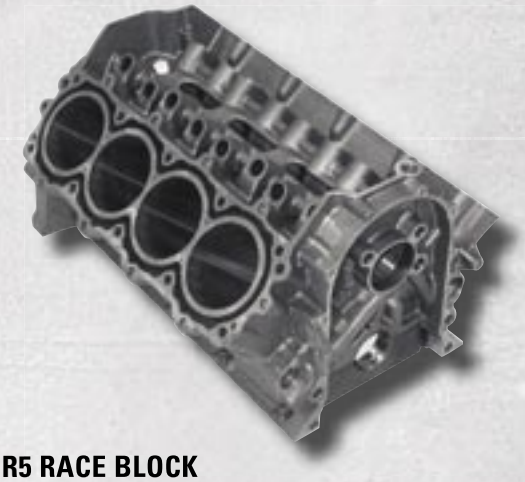
PERFORMANCE

NASCAR Nextel Cup / Craftsman Truck





R5 RACE BLOCK

The NASCAR Nextel Cup R5 Race Block is the King of the Hill. Numero Uno. Nothing beats it. Enough said!

P7 ALUMINUM CYLINDER HEAD

Designed for the NASCAR Nextel Cup Series, the P7 Aluminum Cylinder Head is the same one that dominated the NASCAR Craftsman Truck Series. Sorry Chevy and Ford – you'll just have to fight for second!

RACE SINGLE PLANE INTAKE

The Mopar Race Single Plane Intake Manifold is designed to be used with the P7 Aluminum Cylinder Head (only). It's aluminum, 4-bbl design is for NASCAR-style applications. Fire in the hole!

Photo (Previous Page): Getty Images, Jonathan Ferrey
Photo: Getty Images, Rusty Jarrett

THE GOLD STANDARD

Mopar performance power made major waves on the NASCAR scene in 2004, helping deliver another manufacturer's championship for Dodge in the NASCAR Craftsman Truck Series (NCTS). Ted Musgrave posted a third-place points finish in his Dodge Ram, while Bobby Hamilton's Dodge Ram nabbed the NCTS championship. Mopar made history in the NASCAR Nextel Cup Series in October, 2004, when Kasey Kahne's No.9 Dodge Intrepid carried the Mopar logo, Mopar's first-ever entry in Nextel Cup racing. One thing for certain—Mopar will be a fixture on the NASCAR circuit for many years to come!

SHEET METAL

A. NASCAR Nextel Cup/Craftsman Truck Sheet Metal

Contact supplier directly: Evernham Motorsports (704) 786-1909.

RACE BLOCK

B. NASCAR Nextel Cup R5 Race Block

This stress-relieved Cast Iron R5 Block features an open deck design and cross-bolted steel main bearing caps. Main journal size is 2.25". It must be used with the P7 Cylinder Head (P5007428).

*P5007427	NASCAR Nextel Cup R5 Race Block

CYLINDER HEAD

C. NASCAR Nextel Cup P7 Aluminum Cylinder Head

Designed for NASCAR Nextel Cup program. This is the same head that has dominated the NASCAR Craftsman Truck Series. This partially machined head is made from high-strength aluminum alloy and features a unique 6-bolt cylinder head bolt pattern. Use with "R5" block (P5007427) only.

*P5007428	NASCAR P7 Aluminum Cylinder Head

INTAKE MANIFOLD

D. Race Single Plane Intake — 4-bbl

*P5007431	Race Aluminum Single Plane Intake — 4-bbl Carb., Rect. Port, 9.00" Deck (NASCAR P7 Heads)

FUEL PUMPS

E. Fuel Pump/Pushrod

High-performance Mechanical Pump for NASCAR applications.

*P5007652	Fuel Pump (NASCAR R5 Block)
*P5007745	Fuel Pump Pushrod (NASCAR R5 Block)

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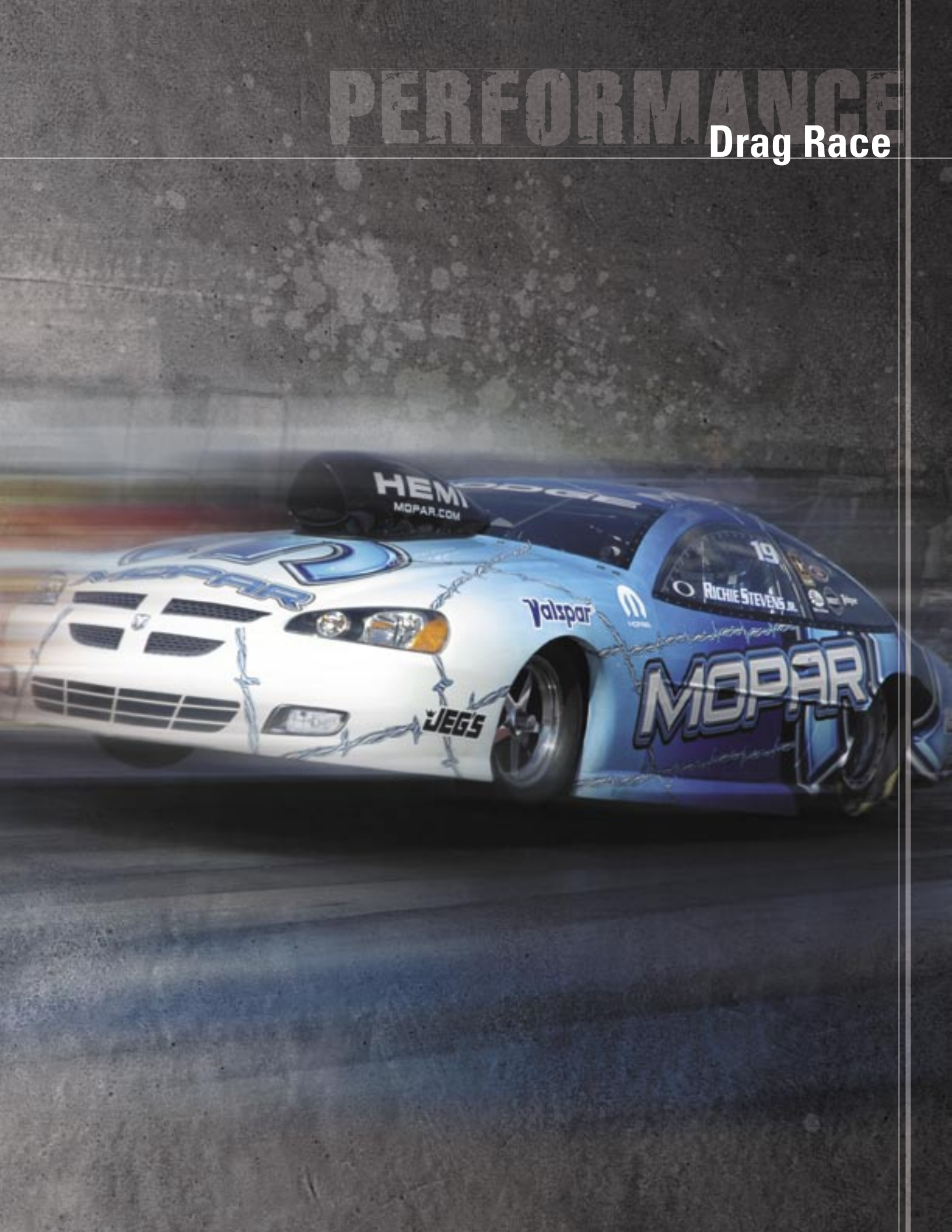
PERFORMANCE

Drag Race



ENGINE BLOCKS AND HARDWARE – SMALL BLOCK

A. Cast Iron "R3" Race Engine Blocks

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

- Process-controlled castings utilizing high-strength cast iron and a computer-controlled stress relieving process
- 100% CNC machining with full statistical process control
- Thick deck surface and 6-bolt cylinder head attachment (48° blocks) for improved sealing and reliability
- Rough bore at 3.900" with various options that provide over-bore capacities up to 4.220" (in siamesed-bore versions)
- Various options that provide deck height potentials of 8.900" to 9.560"
- Tappet angles in both 59° (stock) and 48° (improved valve train geometry) are available (59° blocks are not recommended for use with roller tappets)
- Thicker main webbing and pan rail for improved rigidity
- 4-bolt mains in ductile iron, billet
- 318/340 main journal size
- Machined for pre-Magnum head oiling, as well as engine mounts

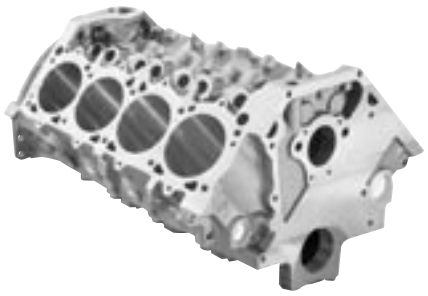
***P4876381AB** Cast Iron "R3" Race Engine Block — Siamese
***P4876793AC** Cast Iron "R3" Race Engine Block — Siamese
***P4876673AC** Cast Iron "R3" Race Engine Block — Siamese
***P4876791AC** Cast Iron "R3" Race Engine Block — Siamese
***P4876671AC** Cast Iron "R3" Race Engine Block — Siamese
***P5007360AB**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

B. Cast Iron "R4" Race Blocks

These siamese-bore short deck, high nickel alloy Cast Iron Race Blocks are cross-drilled for improved cooling between bores. Blocks are stress relieved, shot peened and machined for 60 mm roller cam bearings. They are 100% CNC machined and utilize optimal valve train geometry. They feature small main bearing size (2.25" journals) and 4-bolt main caps. Blocks are available with either the P5 or Wedge head bolt pattern.

***P5007270AC** Cast Iron "R4" Race Engine Block — Wedge Heads
***P5007151AC** Cast Iron "R4" Race Engine Block — P5 Heads

Photo (Previous Page): Roger Richards



A.

B.

CAST IRON "R3"/340 ENGINE BLOCKS

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

1. 48° cam tunnel machining requires cam bearings P4876372 and cam UGL P4876633 or P4876634.
2. 48° roller cam tunnel machining requires 50 mm roller cam bearings P4876707 and cam UGL P5007932.
3. Dry Sump application only, requires external oil pump and filter.
4. Lightening program removes all motor mounts, requires motor plate installation.
5. Steel billet cap application: #1 – 2-bolt; #2 through #4 – 4-bolt wide register; #5 – 2-bolt ductile iron.
6. 59° cam tunnel machining requires stock cam stepped bearings and standard cam.
7. 48° cam tunnel machining requires 60 mm cam bearings P5007361 and cam UGL P5007437.
8. Roller tappets are not recommended for use with 59-degree blocks.

CAST IRON "R4" ENGINE BLOCKS

Part Number	Head	Deck Nom.	Deck Min.	Overbore	Cap Design	Tappet Angle	Journal	Notes
*P5007151AC	P5	8.580"	8.445"	4.220"	4-Bolt Aluminum	45° Intake/59° Exhaust	2.25"	(1, 3)
*P5007270AC	Wedge	8.580"	8.445"	4.220"	4-Bolt Steel	48° Intake/48° Exhaust	2.25"	(1, 2)

Notes:
1. Dry Sump application only, requires external oil pump and filter.
2. 48° cam tunnel machining requires 60 mm cam bearings P5007631 and cam UGL P5007437.
3. No distributor.

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

A.

B.

SMALL BLOCK ENGINE DISPLACEMENT (CUBIC INCHES)

Bore (in inches)	Stroke 3.310"	3.580"	3.790"	4.000"
3.910"	318	344	364	384
3.940"	323	349	369	390
3.970"	328	355	375	397
4.000"	333	360	381	402
4.030"	338	365	386	408
4.040"	340	367	388	410
4.060"	343	371	391	414
4.100"	350	378	398	422
4.180"	363	393	416	439
4.220"	370	401	424	447

C.

D.

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

A. Gear Drives

Eliminate chain-induced cam timing fluctuations with Mopar Performance single idler gear drive system.

P5249956	Gear Drive — Use without Fuel Pump Eccentric
P5249758	Gear Drive (Fuel Pump Eccentric P4120484)
*P4120484	Moly-Coated Fuel Pump Eccentric (Small Block)

CRANKSHAFTS

B. Forged Crankshafts

Surface hardened, forged Small Block cranks feature radiused fillets at main and rod journals. Each features a 6-bolt flange and is forged from 4340 steel.

*P5007252	Forged Crankshaft — 4.00" Stroke (318/340 Main)
*P5007254	Forged Crankshaft — 4.00" Stroke (360 Main)

CAMSHAFTS

C. Race Roller UGL Camshafts

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

*P5007437	Race Roller UGL Camshaft — Roller Tappets, for 60 mm Roller Bearings P5007361 (R Blocks)
*P4876633	Race Roller UGL Camshaft — Roller Tappets, for Babbitt Bearings P4876374 (R Blocks)
*P4876634	Race Roller UGL Camshaft — Flat Tappets, for Babbitt Bearings P4876374 (R Blocks)
*P5007932	NEW! Race Roller UGL Camshaft — Roller Tappets, 50 mm Roller Bearings P4876707 (R Blocks)

P5 COMPONENTS

R4/P5 Racing Gasket Set (Not Pictured)

This Racing Gasket Set was designed and engineered for NHRA ProStock Truck competition. Exclusively for R4/P5 combination.

P5007452	Racing Gasket Set — Up to 4.180" Bore (R4/P5 Heads)

D. P5 Hemi® Aluminum Cylinder Head

This semi-machined head (requires machining and porting) features high-quality aluminum casting. Designed for race applications. Special features include a unique valve cover design, 5/16" valve stem size, unique 6-bolt cylinder head mounting design for improved sealing, and unique valve angles (10° intake, 2° exhaust). For use with "R4" cast iron block (P5007151) and A-4 4-cylinder block (P5007467).

*P5007509AB	P5 Hemi® Aluminum Cylinder Head

VALVE COVERS

A. P5 Valve Covers

Aluminum Valve Cover Set for P5 Hemi® Cylinder Heads.

P5007642	Aluminum Valve Cover Set (P5 Hemi Heads)
P5007218	Valve Cover Gasket Set 1/M O-Ring Style (P5 Hemi Heads)

B. W8 Valve Cover Set

These distinctive magnesium Valve Covers are designed exclusively for use with Mopar Performance W8 Cylinder Heads. Sold as a pair.

P4876699	Magnesium W8 Valve Cover Set (W8 Heads)
P4876401	Valve Cover Gasket Set (W8 Heads)
P4876676	Valve Cover Stud Attaching Kit (W8 Heads)

TRANSMISSION COMPONENTS

C. RWD Valve Body Assembly

Manual shift turbo action. RWD Valve Body Assembly eliminates 2–3 shift overlap. Fits all 1966–76 Mopar Performance transmissions and 1966–83 non lockup reverse pattern. For race use only.

*P4007291	RWD Valve Body Assembly (1966–83 A-727)

INTAKE MANIFOLDS

D. Race Single Plane Intake — 4-bbl

*P5007420	Aluminum Single Plane Intake — 4-bbl Carb, Rectangle Port, 9.000" Deck (W7/W8/W9 Heads)

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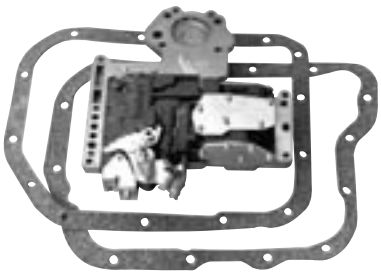

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D.

SINGLE PLANE INTAKE MANIFOLD

Part Number	Fuel System	Material	Port Style	Port Shape	Heads	Engine Usage
*P5007420	4-bbl Carb	Aluminum	Single Plane	Rectangle	W7, W8, W9	9.000" Deck

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

HEMI® PROSTOCK

A.

A. Hemi® ProStock Block

Full skirt design cast iron block with Mopar/Hemi® logos cast in. Features include 4.90" bore centers, 9.28" deck height and 5 aluminum cross-bolted main caps. Block has a 6-bolt head design, 5 bolts and 1 stud in the tappet chamber. Cylinder bore range is from 4.65" to 4.70" and more. Block requires aluminum front seal plate (P5007137) and aluminum rear seal plate (P5007138).

*P4876887AB	Rough Bored Hemi Prostock Engine Block
P5007137	Aluminum Front Seal Retainer Plate (Hemi Prostock)
P5007138	Aluminum Rear Seal Retainer Plate (Hemi Prostock)

B. Hemi ProStock Heads

Now you can power up with the same cylinder heads used on the Mopar-sponsored Stratus currently running in the NHRA ProStock series. Heads are made of heavy-duty 355 aluminum and feature a 6-bolt head pattern. Both ports are designed with material for porting and the intake ports point straight at carbs. Valve alignment is E-I-I-E-E-I-I-E. Head uses individual rocker shaft system. Oil drain is located at each end of the head. Requires finish machining and porting.

*P4876883AB	Hemi Prostock (NHRA) Cylinder Head — 4.90" Bore Center
*P5007135	Hemi Prostock (IHRA) Cylinder Head — 5.00" Bore Center
*P5007178	Hemi Pro Mod (IHRA) Cylinder Head — 5.00" Bore Center

B.

Composition Material Head Gaskets (Not Pictured)

Thick, 0.040" to 0.042", Composition Head Gaskets that can be used for replacement or competition applications up to 12.5:1 compression ration. Sold as an engine set.

P5007459	Cylinder Head Gaskets — Up to 4.700" Bore (Hemi Prostock)

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

A. Aluminum Front Seal Retainer Plate

P5007137 Aluminum Front Seal Retainer Plate (Hemi® ProStock)

B. Aluminum Rear Seal Retainer Plate

P5007138 Aluminum Rear Seal Retainer Plate (Hemi ProStock)

C. Cast Magnesium Valve Covers

Cast Magnesium ProStock Valve Covers with cast-in Hemi logo are designed for Hemi ProStock heads only. Single plug design (sold individually).

P5007300 IHRA Valve Cover — 5.00" Bore Center (Hemi ProStock)
P4876884 NHRA Valve Cover — 4.90" Bore Center (Hemi ProStock)

D. Ignition Wire Set

Ignition Wire Set is specifically designed for P5 and ProStock Hemi cylinder head applications.

P5007248 Ignition Wire Set (P5 Hemi)

A.

B.

C.

D.

Hemi
The Ultimate American V-8
Robert Genat

ENGINES

A. Mopar Crate Motor Installation Manual

This book is for anyone wanting to install a Mopar Performance crate engine or short block assembly into their street rod/street machine, muscle car, race car, truck, etc. Information includes custom installation and setup information for Magnum, Big Block Wedge, and Hemi® crate engines, as well as our Pre-Magnum and Magnum Short Block engine assemblies. Additional information on safety modifications and crate engine functionality is also included, along with a detailed 426 Hemi crate engine Dakota case study. Hundreds of photos and illustrations. All the information you need to do the project right, straight from the source (248 pages).

P5007521 Mopar Crate Motor Installation Manual

B. Hemi® Engines

If you currently own or have ever dreamed of owning a Hemi-powered vehicle, you'll want to get this book from Mopar Performance. It includes an extensive chapter on Hemi development and racing history, as well as detailed information on 331-354-392 Hemis, 426 Street and Race Hemis, Hemi Crate engines, carburetion, ignition systems, racing secrets, engine blueprinting, performance modifications and more! Contains hundreds of photos, illustrations, tables and charts. The most comprehensive book ever published on the Hemi engine from the company that designed and built it (456 pages).

P4876824 Hemi Engines

C. Big Block "B/RB" Engines

This book from Mopar Performance contains Big Block engine speed secrets and performance modifications, tables, and charts. Covers 361-383-400 "B" and 413-426W-440 "RB" engines. Also includes information on blueprinting, carburetion, ignition systems, oval track and drag racing package recommendations, and more! The most comprehensive book ever published on DaimlerChrysler Big Block engines. A must for every Big Block owner/racer (424 pages).

P4876825 Big Block "B-RB" Engines

D. Mopar Small Block "A" Engines

This book from Mopar Performance contains Small Block engine speed secrets and performance modifications, highlighted by hundreds of photos, illustrations, tables and charts. Covers 273-318 and 340-360 "A" engines and Old Style 277-301-318 "A" engines. Also includes information on blueprinting, carburetion, ignition systems, oval track and drag racing package recommendations and more! The most comprehensive book ever published on DaimlerChrysler Small Block engines. A must for every Small Block owner/racer (400 pages).

P4876826 Mopar Small Block "A" Engines

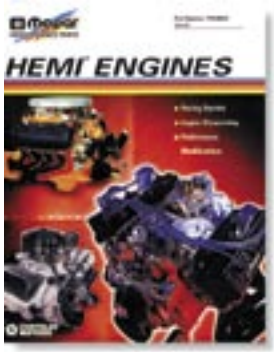
MUSCLE CARS

E. Hemi® (Muscle Car Color History Series)

By Anthony Young. History of the Hemi V8 engine and Hemi-Powered Cars. Copyright 1991 Motorbooks International (128 pages).

P5249646 Hemi (Muscle Car Color History Series)

A.



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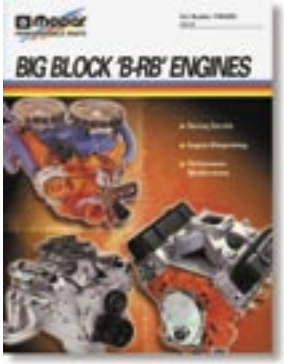

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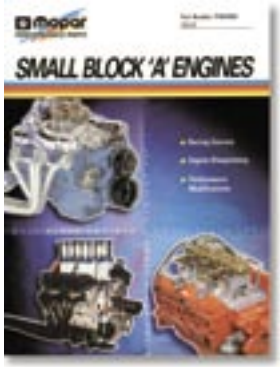

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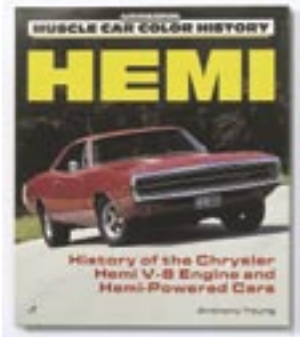

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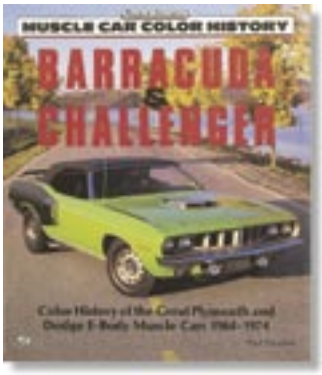

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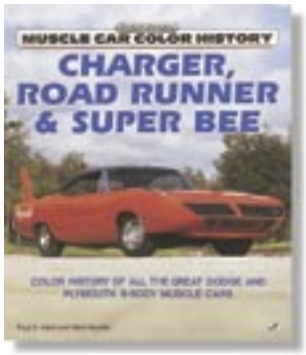

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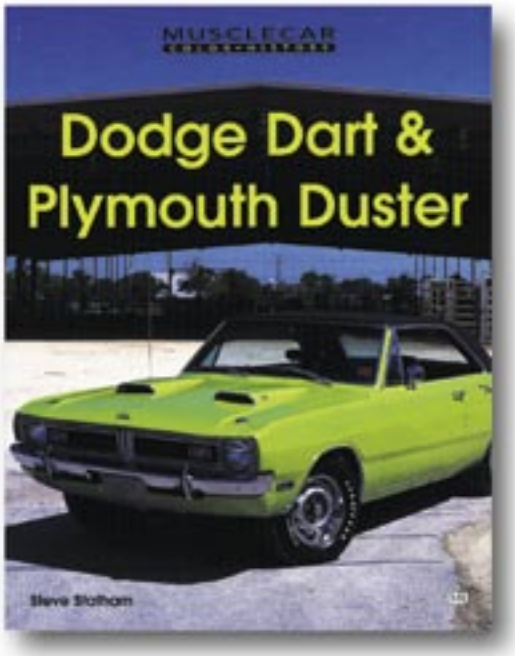

E.

A. Barracuda & Challenger (Muscle Car Color History Series)

By Paul Zazarine. Color history of the great Plymouth and Dodge E-body muscle cars of 1964–74. Copyright 1991 by Motorbooks International (128 pages).

P5249647 Barracuda & Challenger (Muscle Car Color History Series)

B. Charger, Road Runner & Super Bee (Muscle Car Color History Series)

By Paul A. Herd and Mike Mueller. Color history of all the great Dodge and Plymouth B-body muscle cars. Copyright 1994 by Motorbooks International (128 pages).

P5249648 Charger, Road Runner & Super Bee (Muscle Car Color History Series)

C. Charger, Road Runner & Super Bee Restoration Guide

By Paul A. Herd. If you're restoring a classic Chrysler B-body vehicle, you need this restoration guide in your shop. With more than 300 pages, this impressive book features a guide to authenticity for all 1968 to 1971 B-bodies, an encyclopedia of original parts, options, serial numbers and much more. It's everything you need for a professional restoration job. Copyright 1994 by Motorbooks International (320 pages).

P5249656 Charger, Road Runner & Super Bee Restoration Guide

D. Chrysler, Dodge & Plymouth Muscle

By A. Young. The exciting history of Dodge, Plymouth and Chrysler muscle cars in color. Copyright 1999 by Motorbooks International (192 pages).

P5007517 Chrysler, Dodge & Plymouth Muscle

E. Dodge Dart & Plymouth Duster

By Steve Stratham. Although they started their lives as rather innocuous economy cars, the Dodge Dart and Valiant-based Plymouth Duster grew into their own as true high-performance muscle cars. The transformation took place in 1967 when Mopar shoehorned in a Big Block 383-cubic-inch V8. There was no logical reason for this much power in an economy car other than the fact that horsepower fever had officially taken over Detroit. This book chronicles the life and times of these classic Mopar muscle cars. Copyright 2000 by Motorbooks International (128 pages).

P5007691 Dodge Dart & Plymouth Duster

A. NEW! Hemi®: The Ultimate American V-8
By Robert Genat. For muscle car fans, the name says it all. Check out the Hemi® in all its glory in this new book about one of the most famous engines in modern history. With full-color photos of your favorite Hemi-powered vehicles, this book will satisfy the muscle car lover in everyone. This book examines Hemi engines from the past and present, making this a must-have collectible for Hemi fans. Copyright 2002 by Motorbooks International (156 pages).

P5007919 Hemi®: The Ultimate American V-8

B. Hemi® Muscle Cars
By Robert Genat. A colorful history of Dodge and Plymouth Hemi production cars. Printed in full color. Copyright 1999 by Motorbooks International (96 pages).

P5007516 Hemi® Muscle Cars

C. Plymouth 1946–1959
By Jim Benjaminson. Extensive pictorial history of the classic post-war Plymouth production models and prototypes. Copyright 1994 by Motorbooks International (160 pages).

P5249652 Plymouth 1946–1959

D. Dodge & Plymouth Muscle Car Red Book
By Peter C. Sessler. Covers 1964–74 serial numbers, options and specs, colors and codes, photos and history. Copyright 1991 by Motorbooks International (192 pages).

P5249650 Dodge & Plymouth Muscle Car Red Book

E. Chrysler Muscle Cars (Enthusiast Color Series)
By Mike Mueller. Pictorial color history of Chrysler muscle cars. Copyright 1993 by Motorbooks International (96 pages).

P5249649 Chrysler Muscle Cars (Enthusiast Color Series)

HISTORICAL

F. NEW! Forward: The American Heritage of DaimlerChrysler
See the cars that started it all, as well as the exciting new cars and trucks that are keeping the DaimlerChrysler tradition alive and well. Forward: The American Heritage of DaimlerChrysler features outstanding photography of your favorite vehicles, old and new, along with a comprehensive historical narrative. Copyright 2002 by Motorbooks International (144 pages).

P5007920 Forward: The American Heritage of DaimlerChrysler

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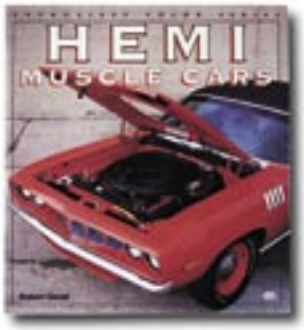

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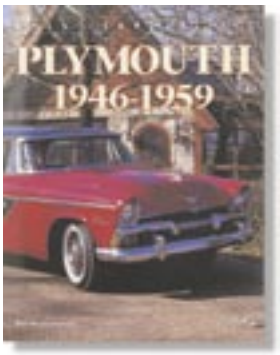

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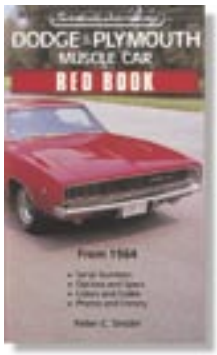

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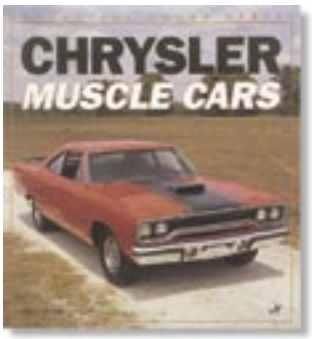

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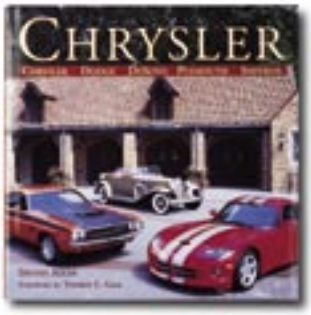

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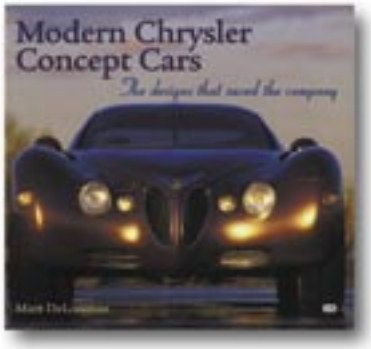

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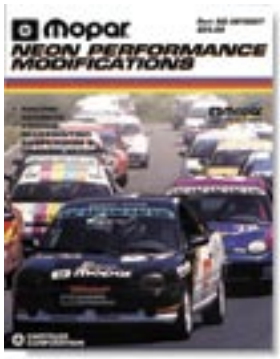

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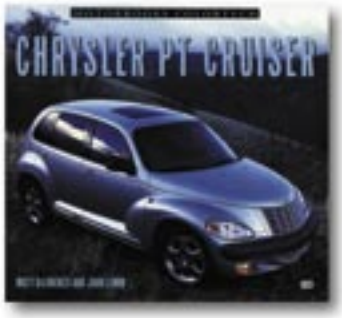

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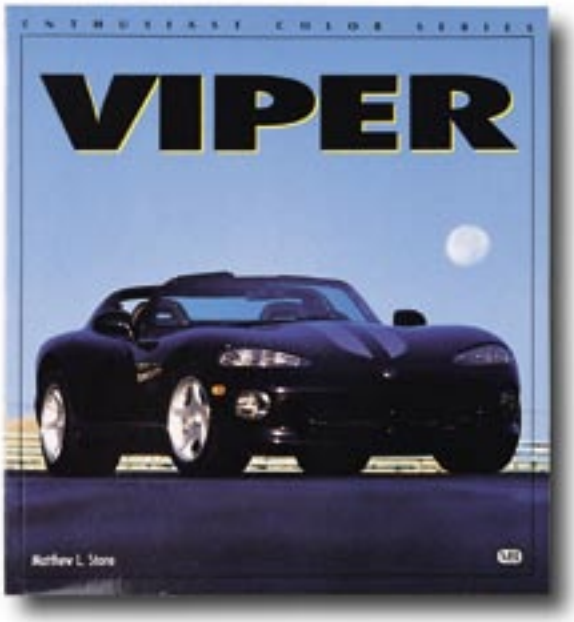


E.

A. Chrysler
By Dennis Adler with forward by Tom Gale. Full-color history of Chrysler Corporation from 1925 to present, including Chrysler, Dodge, DeSoto, Plymouth and Imperial brands. Copyright 2000 by Motorbooks International (192 pages).

P5007461 Chrysler

B. Modern Chrysler Concept Cars
By Matt DeLorenzo. Concept cars: The stuff that dreams are made of. Perhaps no other auto manufacturer has been more successful at turning concepts into reality than Chrysler. From the Dodge Viper to the Plymouth Prowler and Chrysler Crossfire, Chrysler has repeatedly shown the world that passion for the art of automotive design is alive and well. This book brings a unique perspective to Chrysler's philosophy of concept cars and includes many color photos of some of the company's most popular designs. Copyright 2000 by Motorbooks International (144 pages).

P5007811 Modern Chrysler Concept Cars

LATE MODEL CARS

C. Neon Performance Modifications
This book from Mopar Performance is a must for every Neon owner and racer. It contains technical help and engineering information on every aspect of vehicle preparation, including 2.0L engines (SOHC and DOHC), transmissions (manual and automatic), body, chassis and suspension buildup. Covers all types of Neon racing (350 pages).

P4876667 Neon Performance Modifications

D. Chrysler PT Cruiser
By Matt DeLorenzo and John Lamm. Seldom does a vehicle come along that changes the automotive landscape the way the Chrysler PT Cruiser has. This new book chronicles the design, development and production of a vehicle that former Chrysler Chairman Bob Eaton described as "segment-busting." Included are quotes from lead PT Cruiser designers and full color photos of this unique automobile. Copyright 2000 by Motorbooks International (128 pages).

P5007812 Chrysler PT Cruiser

E. Viper
By Matt Stone. The legendary Dodge Viper comes alive in this full-color book about America's sports car. A photo gallery of this fantastic car includes the RT/10 coupe and GTS-R models, plus model history and evolution. Also included are aftermarket tuner specials, specifications, technical notes and insight into Viper prototypes. Copyright by Motorsports International (96 pages).

P5007519 Viper

A. NEW! Dodge Viper

By Daniel F. Carney. The Dodge Viper is an American legend. From conception to the assembly line, from the design studio to the victory circle, Dodge Viper follows the history of America's most powerful sports car, illustrated with 200 color photographs. This book dissects the 3 generations of Vipers: the original RT/10, the GTS Coupe, and the SRT/10. As Bob Lutz, the mastermind behind the Viper, states in the foreword: "The Viper is still the ultimate American performance icon." Copyright 2001 by Motorbooks International (168 pages).

P5007850 Dodge Viper

B. 2.2/2.5 FWD – 4th Edition

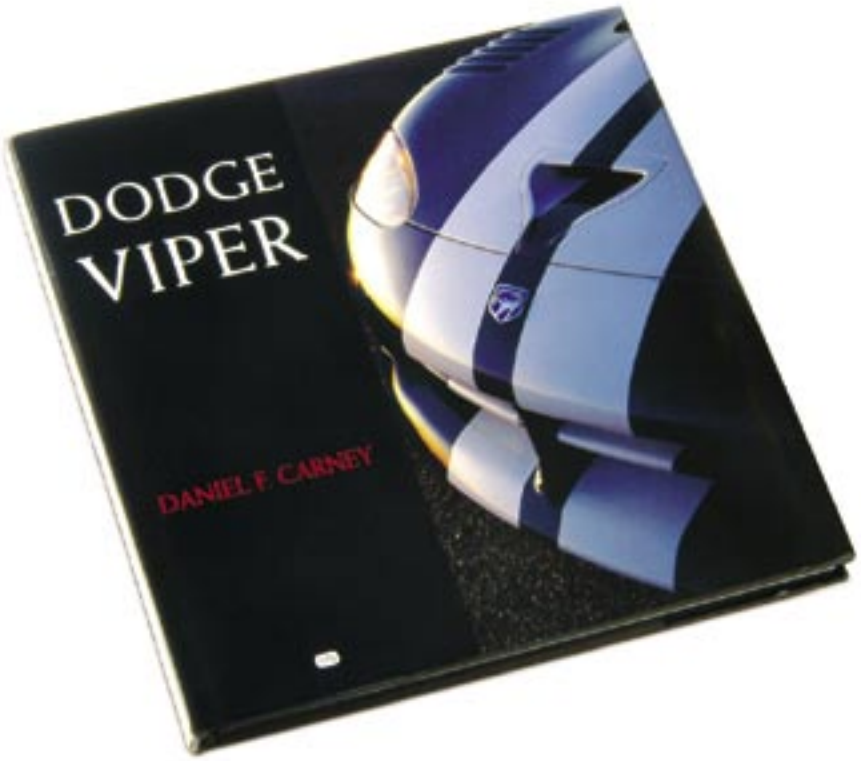
This speed secrets and performance modifications book from Mopar Performance is for anyone interested in modifying their Chrysler-Plymouth-Dodge 2.2L or 2.5L FWD vehicle. Both turbo and non-turbo-charged versions are covered in great detail. This comprehensive book also includes performance strategies and technical information on automatic transmissions and torque converters, manual transmissions and clutches, axle shafts, front and rear suspension components, steering and handling, brakes, bodies, chassis and roll cages, shock/struts, springs, wheels and tires. Indispensable for serious 2.2L and 2.5L FWD racers and performance enthusiasts. Covers all types of racing (500 pages).

P5007162 2.2/2.5 Fwd – 4th Edition

C. Six Cylinder Engines

If you own a 1986–91, 3.9L V6 engine or any 170-198-225 Slant Six engine, you'll want to get this speed secrets and racing modifications book from Mopar Performance. It also includes chapters on 3.0L and 3.3L/3.8L V6 engines, as well as our new family of 2.7L, 3.2L, and 3.5L aluminum V6 engines. This book is packed full of six cylinder-only information, highlighted by hundreds of photos and illustrations. Includes horsepower tips, engine blueprinting procedures, performance modifications and racing secrets from our factory engineers and racers (344 pages).

P4876827 Six Cylinder Engines



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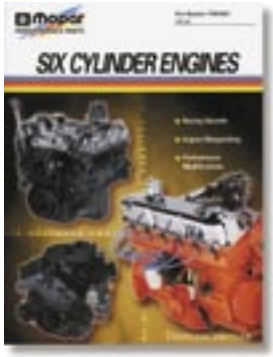

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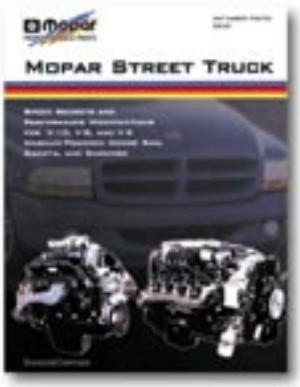

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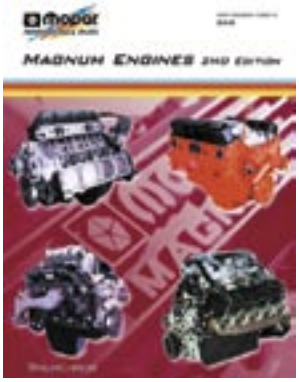

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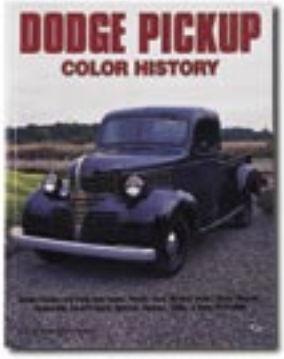

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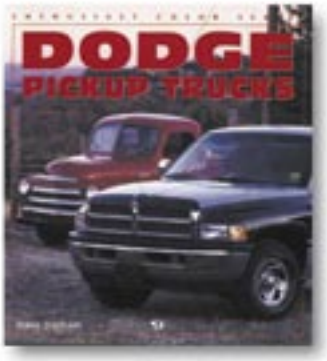

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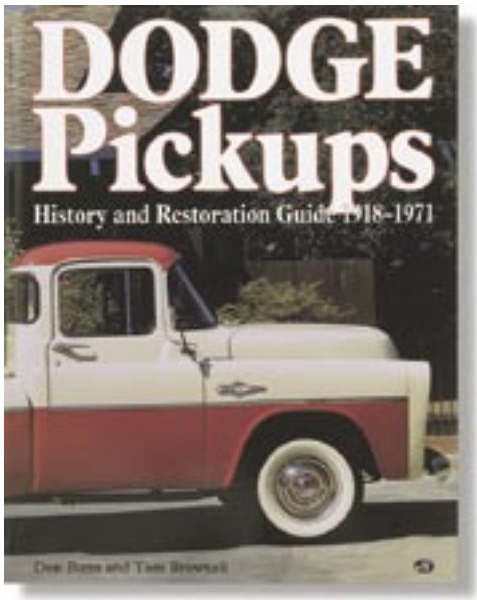


E.

TRUCK

A. Mopar Street Truck

Do you own a V10, V8 or V6 Magnum-powered Dodge Ram, Dakota or Durango? If so, you'll want to get this book from Mopar Performance. It is packed full of Dodge truck-only performance strategies and package recommendations, highlighted by hundreds of photos and illustrations. Discussions on automatic transmissions and torque converters, manual transmissions and clutches, driveshafts and rear axles, ignition systems, front and rear suspension, body and chassis, brakes, shocks, wheels and tires are all included. Straight from Mopar Performance engineers, racers, and race teams, this book also contains bracket racing speed secrets and performance tips for those who want to take their truck to the next level. A must for any Magnum-powered Dodge truck owner (400 pages).

P5007522 Mopar Street Truck

B. Magnum Engines — 2nd Edition

This book from Mopar Performance contains Magnum engine buildup information, speed secrets, and racing tips. It includes performance information on 5.2L and 5.9L V8, 8.0L V10, 3.9L V6, and 2.5L 4-cylinder Magnum engines, including our 300 and 380 horsepower Magnum Crate engines. This book is a must for every Magnum engine owner/racer (450 pages).

P5007610 Magnum Engines — 2nd Edition

C. Dodge Pickup Color History

By Don Bunn and Tom Brownell. Full-color history of the Dodge Pickup covers 1916 to 1966 models. Copyright by Motorbooks International (128 pages).

P5007518 Dodge Pickup Color History

D. Dodge Pickup Trucks

By Steve Statham. Dodge turned the auto industry upside down in 1994 when it launched the bold, "big-rig"-styled Dodge Ram pickup. But Dodge pickup truck history dates back many decades prior to that momentous launch. This book chronicles the ups and downs of Dodge's pickup truck history and includes many full-color photographs and engineering diagrams. Copyright 1998 by Motorbooks International (96 pages).

P5007690 Dodge Pickup Trucks

E. Dodge Pickups

By Don Bunn and Tom Brownell. This complete history and restoration guide covers Dodge pickups from 1918 to 1971 and includes everything you need to bring your classic Dodge pickup back to like-new condition. Copyright 1991 by Motorbooks International (224 pages).

P5249655 Dodge Pickups

JEEP®

A. NEW! Jeep® Owners Bible

By Moses Ludel. From the original military prototypes to the latest groundbreaking models, the Jeep® Owners Bible is a wholesale celebration of an American icon and the most thorough orientation to Jeep vehicles available. This book provides Jeep vehicle history, off-road driving tips, performance upgrades and modifications, tips on selecting accessories that meet specific driving demands, and step-by-step technical procedures. A must-read for every Jeep vehicle owner! Copyright 2004 by Bentley Publishers (494 pages).

P4510834 Jeep® Owners Bible

B. NEW! Jeep® CJ: 1946–1971

By Moses Ludel. From engine rebuilds and transmission swaps to accessories and safety equipment, this book includes step-by-step instructions on how to disassemble, update, and reassemble your 1946–71 Jeep® CJ. Each step of each process has been photographed and outlined in great detail. Copyright 2003 by Bentley Publishers (562 pages).

P4510077 Jeep® CJ: 1946–1971

C. NEW! Jeep® CJ: 1972–1986

By Moses Ludel. Using a pictorial step-by-step format, this book meticulously outlines the disassembly, repair, and reassembly of the 1972–86 Jeep® CJ. Installation procedures for performance upgrades and trail-ready accessories are also included. Copyright 2003 by Bentley Publishers (604 pages).

P4510078 Jeep® CJ: 1972–1986

D. Jeep® Engines — 3rd Edition

If you own a Jeep®-built 2.5L Power Tech In-Line 4, 2.46L In-Line 4, 4.0L Power Tech In-Line 6, 4.2L In-Line 6, or 360 AMC V8 engine, you'll want to get this speed secrets and performance modifications book from Mopar Performance. It is packed full of Jeep-only information, highlighted by hundreds of photos and illustrations. The third edition features 70 pages of new information. Discussions on Jeep vehicle history, horsepower tips, engine blueprinting procedures, performance modifications, off-roading tips and techniques, and racing secrets from our factory engineers are all included. This book also includes a chapter highlighting the all-aluminum 4.7L Power Tech V8 engine. A must for any Jeep off-roader or racer (520 pages).

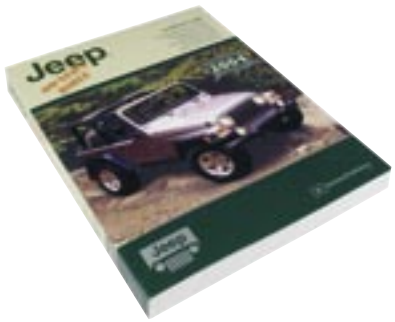
P5007161 Jeep® Engines — 3rd Edition

RACING

E. Mopar 358 Oval Track Engine Build-Up Manual

This manual from Mopar Performance is recommended for anyone who wants to build a Mopar 358 CID oval track race engine. Written in conjunction with Dodge Motorsports race engineers, this step-by-step build-up manual contains information on cylinder block preparation, oiling system planning and modifications, cylinder head and valve train preparation, short block preparation and induction setup. Also included are complete parts and supplier listings. All the information you need to know straight from the pros (56 pages).

P5007373 Mopar 358 Oval Track Engine Build-Up Manual



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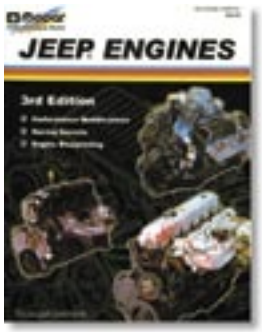

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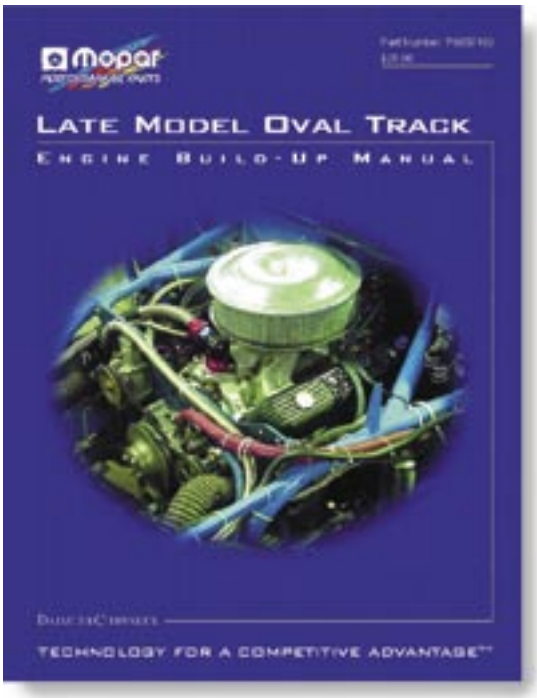

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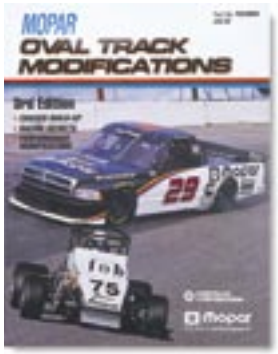

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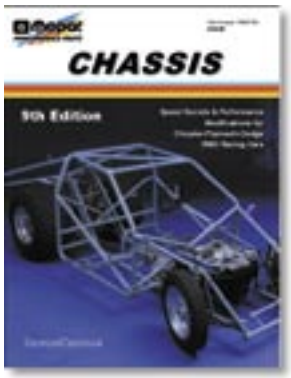

C.

A. Mopar Late Model Oval Track Engine Build-Up Manual

This manual from Mopar Performance is recommended for anyone who wants to build a Mopar 340-410 CID late model oval track racing engine. It describes all of the parts and procedures necessary to build a late model oval track engine for competition. Written by Mopar Performance race engineers, this step-by-step build-up manual contains information on cylinder block preparation, oiling system planning and modifications, cylinder head and valve train preparation, short block preparation, and induction and ignition setup. Also included are complete parts and supplier listings. Whether you're racing in CASCAR, ARCA, USAR Pro Cup, or any other late model sanctioning organization, this manual contains all of the information you need to know straight from the people who know best! (96 pages).

P5007450 Mopar Late Model Oval Track Engine Build-Up Manual

B. Mopar Oval Track Modifications — 3rd Edition

This is the book every Mopar oval track racer must have. It includes complete engine and chassis buildup information. Speed secrets and racing tips are directed primarily toward Chrysler-Plymouth-Dodge V8 engines (273, 318, 340, 360 "A" engines; 361, 383, 400 "B" engines; 413, 426W, 440 "RB" engines; 5.2L and 5.9L Magnum engines). Additional chapters include information on automatic and manual transmissions, driveshafts and rear axles, front and rear suspension, steering and handling, brakes, shocks, wheels and tires, body and chassis. Late Model, Sprint Car, and NASCAR Truck racing specifications and performance recommendations are also included. Summarizes more than four decades of Chrysler-Plymouth-Dodge involvement in oval track engineering and on-track testing (500 pages).

P5249959 Mopar Oval Track Modifications — 3rd Edition

C. Mopar Chassis — 9th Edition

This speed secrets and performance book is a complete collection of DaimlerChrysler chassis engineering information for Chrysler-Plymouth-Dodge rear wheel drive racing cars. Contains information on performance strategies, engine swaps, automatic transmissions and torque converters, manual transmissions and clutches, driveshafts and rear axles, front and rear suspension, steering and handling, brakes, shocks, wheels and tires, bodies, chassis and roll cage, Mopar Street Rods and Street Machines and more (448 pages).

P5007160 Mopar Chassis — 9th Edition

BOOKS ON CD-ROM

A. NEW! Service Manuals and Parts Catalog on CD-ROM

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P4510786	1969 Plymouth Service Manual
P4510787	1970 Plymouth Service Manual
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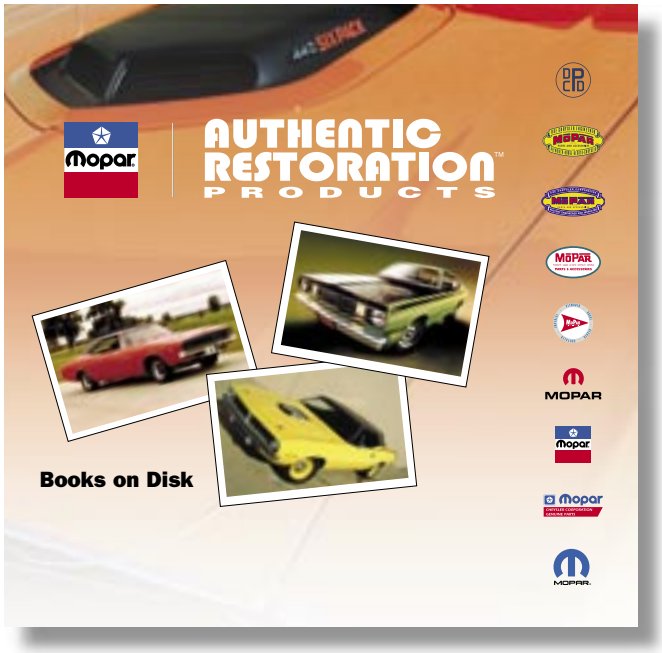

A.

Performance Gear

From track shirts and hats to jackets and decals, Mopar Authentic Performance Gear has everything you need to display your love for all things Mopar. See your dealer or go to www.mopar.com for a complete listing of available merchandise.

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Muscle enthusiasts demand high-performance wearables and collectibles to compliment their passion for power. Whether it's a Hemi hat, Direct Connection jacket or Dodge Scat Pack T-Shirt, Mopar Muscle enthusiasts display their love of performance with Mopar Authentic Performance Gear.

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When you hit the street, go in style with performance jackets, T-shirts, ladies muscle shirts and more. If you're looking for some serious street credibility, show your dedication with some Mopar Authentic Performance Gear.

SPEED

From track shirts, T-shirts, sweatshirts and hats, Mopar Authentic Performance Gear has everything you need for the track. Want to be a Mopar racing fan? Here's all you need: Octane in your veins and Mopar gear on your body. See you at the track!

QUESTIONS OR COMMENTS?

Do you have a question or comment about the material printed in this catalog? Go to Mopar.com and submit your question or comment to the Mopar Mailbag. While you're there, check out everything Mopar.com has to offer.

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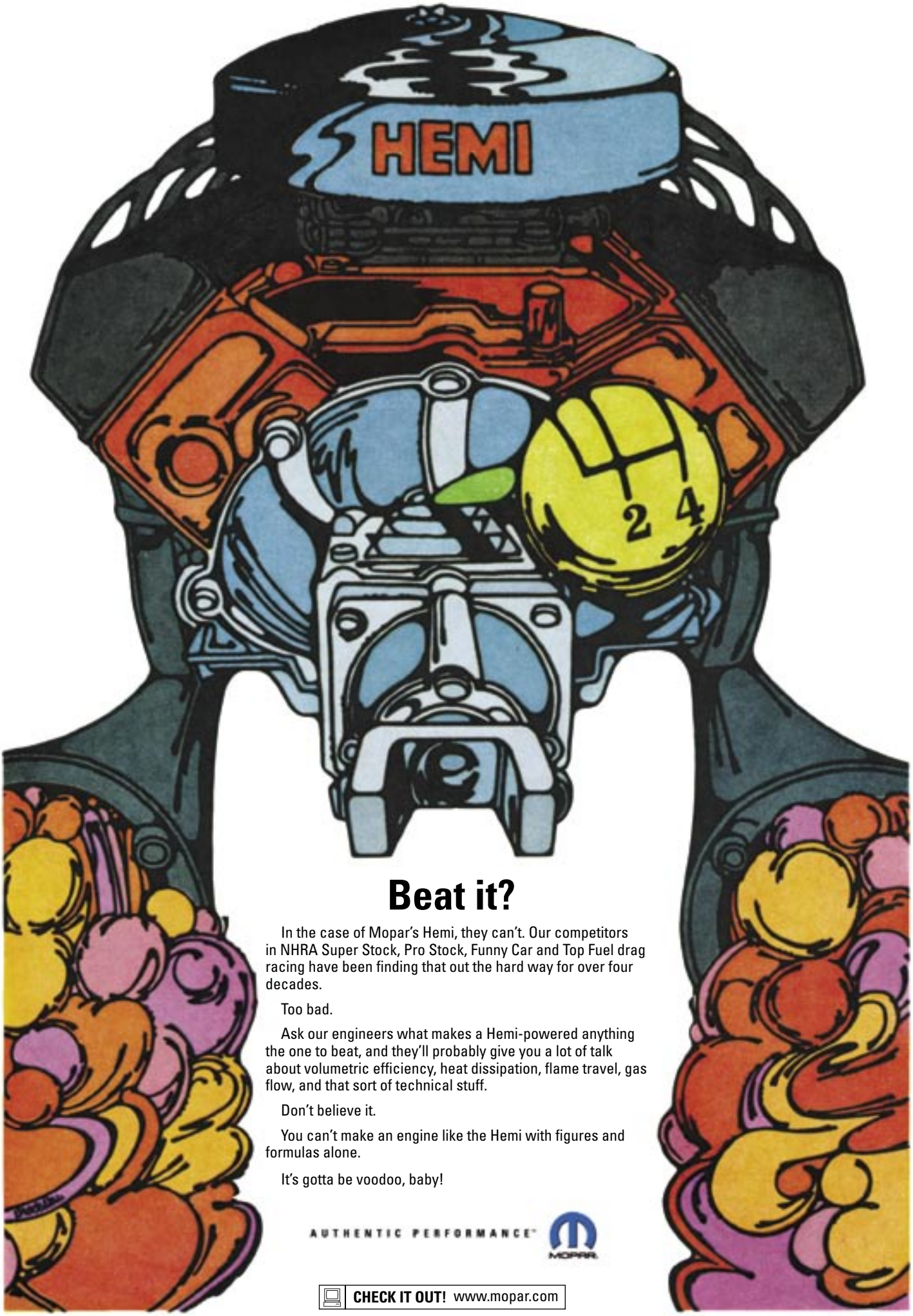

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Too bad.

Ask our engineers what makes a Hemi-powered anything the one to beat, and they'll probably give you a lot of talk about volumetric efficiency, heat dissipation, flame travel, gas flow, and that sort of technical stuff.

Don't believe it.

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