

HEMI® GEN II .02

572 - 528 - 472 - 426



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MOPAR PERFORMANCE TERMS AND CONDITIONS



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 \$32,500 per vehicle. Mechanical and/or electronic performance parts listed in this catalog with a "1" cannot be used on vehicles used on public streets or highways.

These parts may be used only on vehicles used solely in sanctioned off-highway events. No other applications are intended or implied. Those parts that have been granted an exemption by the California Air Resources Board (CARB) or meet the EPA requirements of memorandum 1A are legal for highway use in California, New York, and Massachusetts and are noted as such.

NO PARTS WARRANTY – "AS IS"

Mopar Performance parts beginning with a "P" prefix are sold "as is" unless otherwise noted. This means that parts sold by Mopar Performance carry no warranty whatsoever. Implied warranties, such as warranties of merchantability, are excluded. (An implied warranty of merchantability means that the part is reasonably fit for the general purpose for which it was sold). The entire risk as to quality and performance of such parts is with the buyer. Should such parts prove defective following their purchase, the buyer and not the manufacturer, distributor or retailer, assumes the entire cost of all necessary servicing or repair. Chrysler, Jeep®, Dodge and Ram vehicle and parts warranties are voided if the vehicle or parts are used for competition. The addition of performance parts does not by itself void a vehicle's warranty. However, added performance parts (parts not originally supplied on the vehicle from the factory) are not covered by the vehicle's warranty, and any failure that they may cause is also not covered by the vehicle's warranty.

MOPAR PERFORMANCE CRATE ENGINE 90-DAY LIMITED WARRANTY

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

MOPAR PARTS 12-MONTH LIMITED WARRANTY

Except parts as listed above, certain parts from Mopar Performance sold over the counter or wholesaled are warranted against defects in workmanship or materials for 12 months/unlimited miles for parts (exchange) only. These parts are identified in this catalog as having a specific part number structure. Part numbers starting with "P" are not covered under the 12-month warranty. Other parts listed in this catalog without a "P" prefix part number are covered under the 12-Month Limited Warranty described here. See your dealer for a copy of the limited warranty, which contains additional terms and limitations. Parts installed on a Chrysler, Plymouth, Jeep®, Dodge and Ram vehicle by an authorized Chrysler, Jeep®, Dodge and Ram dealer are warranted for 12 months/unlimited miles for parts (exchange) only. See your dealer for a copy of the limited warranty, which contains additional terms and limitations.

EMISSIONS STATEMENT

Federal law requires emissions parts on new vehicles to be warranted for at least two years or 24,000 miles, whichever comes first. Federal and many state laws also prohibit the removal, modification or rendering inoperative any part that affects emissions or safety on motor vehicles used on public streets or highways. Many Mopar Performance parts are designated for track use or off-road use only. Installation of certain components may bring the vehicle out of compliance with safety and/or emissions standards. Mopar recommends that vehicles with parts designated in this fashion not be operated on public roads. Mopar Performance customers are responsible for complying with applicable state and local environmental regulations. Additionally, certain performance parts may affect the emissions characteristics of the vehicle. If you install them on the vehicle, and your vehicle consequently fails a required state or local I/M (inspection and maintenance) emissions test, including any test required to maintain or renew your vehicle's registration, or if your vehicle is subject to an emissions recall, Chrysler Group LLC 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 a "1" 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®, Dodge and Ram dealerships or the speed shops carrying the Mopar Performance line of products. When a part ordered has been superseded, the replacing part will be shipped automatically. The price of the replacing part may differ from the ordered part. All products, illustrations and specifications are based upon current information at the time of publication approval. Although descriptions are believed correct, complete accuracy cannot be guaranteed. Chrysler Group LLC reserves the right to make changes at any time, without notice or obligation, to the information contained in this printed document, including and without limitation to prices, specifications, equipment, colors, materials, and to change or discontinue products.

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HEMI®, GEN II

CRATE ENGINES

A. 572 Hemi Crate Engine, 650 Horsepower

There is no substitute for displacement! The largest of Mopar's Gen II line up this giant 572-cid Hemi is rated at 650 horsepower and 660 lb-ft. of torque. Pictured with Mopar's available Cross Ram Intake (P5007534) with Holley Carbs (P4452778 and P4452779) and Hemi Air Horns (P5007809).

¹ **P5155429** Crate Engine, 572 Hemi, Black, 650 Horsepower, 660 ft.-lbs Torque

¹ **P5155431** Crate Engine, 572 Hemi, Orange, 650 Horsepower, 660 ft.-lbs Torque

B. 528 Hemi Crate Engine- 640 Horsepower

Bigger is truly better in high-performance engines. Mopar has developed a huge 528 Hemi Crate Engine that cranks out a whopping 640 horsepower and 612 ft.-lbs. of torque! Mopar recommends that for maximum performance, an 850/900 cfm Holley carburetor and 2-1/4" exhaust headers be used (not available through Mopar). Shown with available Cross Ram Intake (P5007534), Holley Carburetors (P4452778 and P4452779), and Hemi Air Horns (P5007809). Refer to the Hemi and Fuel Systems sections of this catalog for details. Assembled by legendary Hemi engine builder Ray Barton for Mopar.

¹ **P5007630AE** Crate Engine, 528 Hemi, 640 Horsepower, 612 ft.-lbs. Torque

Specifications:

- Built with All-New Components
- Heavy-Duty, Siamese-Bore Cast Iron Block with Cross-Bolted Mains
- Aluminum Cylinder Heads
- Black Cast Aluminum Valve Covers
- Breathers
- Stainless Steel 2.25" Intake and 1.94" Exhaust Valves
- Heavy-Duty Single Valve Springs
- Premium Material Valve Stem Seals
- Camshaft grind selected by Ray Barton for Mopar's 528 Hemi
- Forged Pistons - 4.50" Bore, 10.0:1 C.R.
- Aluminum Single Plane Four-barrel Intake Manifold
- Forged Steel Crankshaft - 4.15" Stroke
- Precision Double Roller Timing Chain and Sprockets
- Chrome Front Cover
- Six-quart Center 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: 10.0:1 compression ratio with aluminum heads allows the use of current high-octane premium pump gasoline. Crate engines that change the emissions performance of the vehicle may not be legal for use on vehicles regulated for highway use in California and other states. Horsepower and torque ratings based on test engine. Ratings may vary on individual engines. Verify hood clearance for Intake Manifold.



A. P5155429



B.

CRATE ENGINES

A. 472 Hemi Crate Engine - 530 Horsepower

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

¹ P5249666AE Crate Engine, 472 Hemi, 530 Horsepower, 530 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
- 301° Hydraulic Camshaft (248° duration @ .050") - 0.582"/0.563" Lift
- Forged Pistons - 4.250" Bore, 9.0:1 C.R.
- Aluminum Dual-Plane M1® Four-barrel Intake Manifold
- Forged Steel Crankshaft - 4.150" Stroke
- Premium Double Roller Timing Chain and Sprockets
- Front Timing Chain Cover
- Six-Quart Center Sump Oil Pan (1970-71 B- and E-Body Style)
- 7 mm Silicone Spark Plug Wires
- Spark Plugs
- High-Performance Electronic Distributor
- Heavy-Duty Engine Stand and Shipping Crate

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



A.

HEMI®, GEN II

CRATE ENGINES

A. 426 Hemi Crate Engine - 465 horsepower

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

¹ P5249667AE Crate Engine, 426 Hemi, 465 Horsepower, 465 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
- 288° Hydraulic Camshaft (234° duration @ .050")- 0.499"/0.483" Lift
- Forged Pistons - 4.250" Bore, 8.7:1 C.R.
- Aluminum Dual-Plane Four-barrel Intake Manifold
- Forged Steel Crankshaft - 3.750" Stroke
- Premium Double Roller Timing Chain and Sprockets
- Front Timing Chain Cover
- Six-Quart Center Sump Oil Pan (1970-71 B- and E-Body Style)
- Spark Plug Wires
- High-Performance Electronic Distributor

Note: 8.7:1 compression ratio allows the use of current high-octane premium pump gasoline. Crate engines that change the emissions performance of the vehicle may not be legal for use on vehicles regulated for highway use in California and other states. Horsepower and torque ratings based on test engine. Ratings may vary on individual engines.

BLOCKS

B. Blocks- Cast Iron, Siamese-Bore

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

¹ P5155072 Block, Cast Iron, 426 Hemi, Siamese-bore, Finished Bored at 4.25"

¹ P5153862 Block, Cast Iron, 426 Hemi, Siamese-bore, Finished Bored at 4.50"

¹ P5153942 Block, Cast Iron, 426 Hemi, Siamese-bore, Rough Bored at 4.24"

¹ P5153943 Block, Cast Iron, 426 Hemi, Siamese-bore, Rough Bored at 4.24", Tappet Machining Deleted

C. Blocks- Aluminum, Siamese-bore

Cast from 356 T-6 aluminum. Extra wall thickness in critical areas.

¹ P5153864 Block, Aluminum, 426 Hemi, Siamese-bore, Finished Bored at 4.50"



A.



B. P5153942



C. P5153864

ENGINE INSTALLATION COMPONENTS

A. Engine Installation Components

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

P4510285	Bracket, Coil, 426 Hemi
P4510287	Brackets, Engine Mounting, LH/RH, 426 Hemi Crate Engine, Engine Set
P4510288	Insulator, Left Hand, 426 Hemi
P4510289	Insulator, Right Hand, 426 Hemi
P4510284	Oil Dipstick and Tube, 426 Hemi
P4510283	Pulley, Crank Spacer, 3/16" Thick, 426 Hemi
P4510281	Pulley, Crank, Belt Groove with Power Steering, 426 Hemi
P4510286	Pulley, Crank, without Power Steering, 426 Hemi
P4510282	Pulley, Water Pump, 426 Hemi

ENGINE BLOCK HARDWARE

B. Engine Teardown Gasket Sets

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

P3412083	Gasket, Engine Teardown, 1966 and Newer 426 Hemi, Set
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C. Oil Seal Package

Includes crank seals and installation tool.

P4271961	Oil Seal Package, 426 Hemi and Big Block
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D. Block Hardware Package

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

P5155034	Hardware Package, Block, 426 Hemi/ Big Block, For Use With New B/RB Hemi and Wedge Engine Blocks
P5249259AB	Hardware Package, Block, 426 Hemi/ Big Block, For Use With Original Style Hemi Blocks

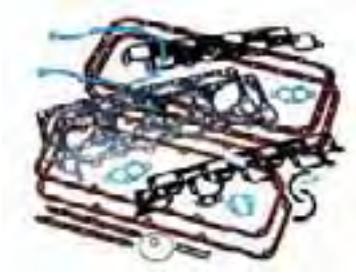
E. Core Plugs

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

P5249708	Core Plugs, Brass, 426 Hemi and Big Block
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A.



B.



C.



D.



D.



E.

HEMI®, GEN II

CRANKSHAFTS AND HARDWARE

A. Forged Crankshafts - Machined

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

- ¹ P5007251 Crankshaft, Forged, 3.75" Stroke, Full Radius, Eight-bolt, Balanced, 426 Hemi/ Wedge/ "RB" Engine, Race
- ¹ P5007250 Crankshaft, Forged, 4.15" Stroke, Full Radius, Eight-bolt, Balanced, 426 Hemi/ Wedge/ "RB" Engine, Race

B. Crank Key Package

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

- P5249822 Key Package, Crank, 426 Hemi/ Big Block/ Small Block/ Slant Six

C. Crank Bolt Set

Used to attach the vibration damper to the crankshaft.

- P5249562 Bolt Set, Crank, 1.25" Length, Thin Damper, 426 Hemi/ Big Block with O.E.M Dampers
- P5249557AB Bolt Set, Crank, 2.25" Length, 426 Hemi/ Big Block/ Small Block/ Aftermarket Dampers



A.

B.

VIBRATION DAMPERS

D. Vibration Damper- Thin Crank

Designed for forged cranks and used primarily in Big Block and Hemi engines. It features 90° index markings and a symmetrical six-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).

- ¹ P3830183 Vibration Damper, Thin Crank, Hemi (crate engines) and Big Block without 400 Cast Crank or 440 with Six Pack Connecting Rods

E. Vibration Damper- SFI Approved

Features a steel ring and a universal six-bolt front pulley mount pattern.

- ¹ P5249699 Vibration Damper, Steel, 1966-71 426 Hemi

F. 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



C.

D.



E.

F. Damper Not Included



A.



B.



C.



D.



E.



F.



G.

VIBRATION DAMPERS

A. 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

TIMING CHAIN AND SPROCKETS

B. Double Roller Chain and Sprocket

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

¹ **P5249269** Chain and Sprockets, Roller, Double, 3-Bolt Mount, B/RB, Hemi

C. Timing Chain Cover, Chrome

Includes cover, seal, and gasket.

P4349816 Cover, Timing Chain, Chrome-Plated, Front

D. Bolt Set, Timing Cover, Chrome

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

P4452795 Bolt Set, Front Timing Cover, Chrome

E. Front Cover Seal and Gasket

P4876280 Seal, Front Cover, 426 Hemi/ Big Block/ Small Block

P4876769 Gasket, Front Cover, Hemi/Big Block

PISTONS AND CONNECTING RODS

F. Forged Aluminum Piston

Features valve notches and floating pin. Top and second rings measure 1/16", while oil rings measure 3/16".

¹ **P4876026** Piston, Forged Aluminum, 4.500" Bore, 4.500" Stroke, 6.860" Rod, 12.5:1 C.R., 426 Hemi

G. Forged Steel Connecting Rods

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

¹ **P5249898** Connecting Rod, Floating Pin, Forged Steel, 6.86" Center-to-Center, Hemi, Sold Individually

HEMI®, GEN II

CAMSHAFTS, LIFTERS, AND HARDWARE

A. Camshafts, Purple Shaft

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

- ¹ P4529315 Camshaft, Hydraulic, Duration @ .050° 241° Intake / 241° Exhaust. Intake Centerline 106°. Lift .484" Intake / .475" Exhaust. Recommended springs P3690933, 1970-71 Street
- ¹ P4529316AC Camshaft, Mechanical, Duration @ .050° 241° Intake/241° Exhaust. Intake Centerline 106°. Lift .484" Intake / .475" Exhaust. Recommended springs P3690933, 1966-69 Street

B. Camshafts, High Performance, Hydraulic

- ¹ P5155620 Camshaft, Hydraulic Roller, 0.566 / 0.544 Lift, 280 / 288 Adv. Duration
- ¹ P5155621 Camshaft, Hydraulic Roller, 0.569 / 0.548 Lift, 286 / 294 Adv. Duration
- ¹ P5155622 Camshaft, Hydraulic Roller, 0.574 / 0.551 Lift, 292 / 300 Adv. Duration
- ¹ P5155618 Camshaft, Hydraulic, 0.502 / 0.486 Lift, 278 / 278 Adv. Duration
- ¹ P5155619 Camshaft, Hydraulic, 0.534 / 0.517 Lift, 292 / 292 Adv. Duration

C. Camshafts, High Performance, Mechanical

- ¹ P5155626 Camshaft, Mechanical Roller, 0.811 / 0.793 Lift, 322 / 337 Adv. Duration
- ¹ P5155625 Camshaft, Mechanical Roller, 0.822 / 0.793 Lift, 317 / 337 Adv. Duration
- ¹ P5155623 Camshaft, Mechanical, 0.518 / 0.502 Lift, 270 / 270 Adv. Duration
- ¹ P5155624 Camshaft, Mechanical, 0.557 / 0.54 Lift, 285 / 285 Adv. Duration

See chart for additional information.

D. Mechanical Tappet

Sold individually.

- ¹ P2843177 Tappet, Mechanical, 0.0005" Undersize

E. Roller Tappet Set

Includes matched pair of roller tappets with guide bar.

- ¹ P4452920 Tappet, Roller, for Bushed Lifter Bores, Hemi/Big Block, Set

F. Hydraulic Tappet

Sold individually.

- ¹ P4006767 Tappet, Hydraulic, Hemi/ Big Block



A.



B.



C.



D.



E.



F.

CAMSHAFTS, LIFTERS, AND HARDWARE

A. Pushrods

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

- ¹ P4529561 Pushrod, Hydraulic, Overall Length 10.64" Intake, 11.62" Exhaust, Set of 16
- ¹ P4529547 Pushrod, Hydraulic, Overall Length 10.64" Intake, Sold Individually
- ¹ P4529548 Pushrod, Hydraulic, Overall Length 11.62" Exhaust, Sold Individually
- ¹ P4529549 Pushrod, Mechanical, Overall Length 10.81" Intake, Sold Individually

Note: Hydraulic pushrods are made to 1970-71 OEM lengths for use with OEM height lifters. Check overall lengths for your application before purchase.

B. Camshaft Bearings

Complete engine set.

- P5249711 Bearings, Camshaft, Babbitt Applications, 426 Hemi/ Big Block

C. Offset Camshaft Bushing Set

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

- P3690936 Bushing Set, Camshaft, Offset, 426 Hemi/ Big Block/ Slant Six

D. Camshaft Sprocket Attaching Hardware

- P6030269 Bolt, Camshaft Sprocket, For One-Bolt Mounting, 426 Hemi/ Big Block, Sold Individually
- P5007801 Bolt, Camshaft Sprocket, For Three-bolt Mounting, 426 Hemi/ Big Block, Set of three
- P2120930 Bolt, Camshaft, Sprocket, For Three-Bolt Mounting, 383/440/426, Sold Individually

CYLINDER HEADS, GASKETS, AND HARDWARE

E. Cylinder Heads, Aluminum

Interchangeable with production cast iron heads and offers a weight reduction of 50 lbs. per engine set. Features include single plug per cylinder (capability for dual), common 2.25" intake and 1.94" exhaust valve machining, 170 cc combustion chamber, valve seats and guide inserts. Includes valves, springs, retainers and keepers.

- ¹ P5153875 Cylinder Head, Aluminum, Assembly, as used on 528 Hemi Crate Engine
- ¹ P5153779 Cylinder Head, Aluminum, Bare, 426 Hemi



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

¹ Not legal on pollution-controlled vehicles or vehicles registered for highway use.

HEMI®, GEN II

CYLINDER HEADS, GASKETS, AND HARDWARE

A. Cylinder Heads, Cast Iron

Designed for more power. Stiffer and stronger than original, increased material permits porting for improved airflow. Features the same outward appearance as the original 1966-1971 heads, except for shape of alternator boss. All components attach the same as original (intake and exhaust valves, valve guides, seats, rocker gear, etc.). Features 170 cc combustion chamber and 2.25" intake and 1.94" exhaust valve machining.

¹ P4876855 Cylinder Head, Cast Iron, Assembly, as used on 426 Hemi Crate Engine

¹ P4529898 Cylinder Head, Cast Iron, Bare, 426 Hemi

B. Cylinder Head Gasket, Composite Material

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

P4529456 Gasket, Cylinder Head, Composite Material, 4.250" - 4.310" Bore Range

P4876071 Gasket, Cylinder Head, Composite Material, 4.380" - 4.500" Bore Range

C. Cylinder Head Gasket, Multi-Layer Steel

Hemi multi-layer steel gaskets. Sold in pairs.

P5155234 Gasket, Multi-layer Steel, 0.025" Compressed Thickness, for 4.250" Bore Diameter. Especially recommended for use with aluminum heads.

D. Cylinder Head Hardware

P5155279 Bolt Set, Cylinder Head, For Current Replacement Blocks, Includes Head Bolts, Washers, Nuts, and Studs (4.50" Long) for One Cylinder Head, 426 Hemi,

P4529978 Bolt Set, Cylinder Head, For Original and Restoration Blocks. Includes Head Bolts, Washers, Nuts, and Studs (3.86" Long) for One Cylinder Head. Requires Additional 4 1/2" Inboard Stud for Use With Current Replacement Blocks, 426 Hemi

P5249570 Hardware Kit, Cylinder Head, Includes Dowels (10) and Freeze Plugs (4), 426 Hemi

VALVE COVERS AND HARDWARE

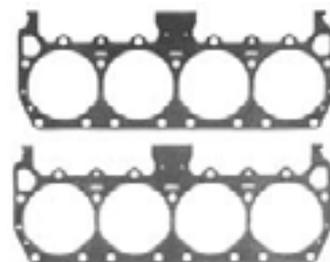
E. Valve Covers, Cast Aluminum, Black Wrinkle

Painted black wrinkle and finned with Hemi logo cast in. For single-plug cylinder head applications. Uses Street Hemi valve cover rail. Gaskets included. Takes P5249949 oil cap.

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



A. P4529898



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VALVE COVERS AND HARDWARE

A. Valve Covers, O.E. Stamped Steel, Black Wrinkle

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

P4529339 Valve Cover, Black Wrinkle, Original Equipment, 1966-69 426 Hemi, Set

P4510577 Valve Cover, Black Wrinkle, Original Equipment, 1970-71 426 Hemi, Set

Valve Covers, Cast Aluminum, Painted (Not Shown)

P5155433 Valve Cover, Cast Aluminum, Black, 572 Hemi, Set

P5155432 Valve Cover, Cast Aluminum, Orange, 572 Hemi, Set

B. Valve Covers, Chrome

Features quality chrome plating. Includes two valve covers and gaskets.

P4529338 Valve Cover, Chrome, 426 Hemi, Set

P4120353 Gasket, Valve Cover, Rubber Reinforced Cork, Replacement, Two Per Set, 1966 and Newer Street Hemi

C. Valve Cover Service Parts, Cast Aluminum Covers

These parts will come in handy when servicing Mopar cast aluminum valve covers (P5007796).

P5007499 Cap, Breather, Bolt-On

P5249949 Cap, Oil Fill, Screw-In

P5249947 Stud and Nut Set, 20 Pieces Each

D. Valve Cover Service Parts, Stamped Steel Covers

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

P4529897 Stud and Nut Set, 20 Pieces Each, 1966-71 426 Hemi

E. 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 1964-69 Hemi valve covers, including Mopar Chrome or Black Wrinkle valve cover kits. Can be used to service non-Hemi, 1960s-era push-on-style PCV valves.

P4529895 PCV Package, 1964-69 426 Hemi



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E.

HEMI®, GEN II

VALVE COVERS AND HARDWARE

A. Breather Cap, Chrome

For use with stamped steel Hemi valve covers, both black wrinkle and chrome
P4529896 Breather Cap, Chrome, Push-In, 1964-69 426 Hemi

VALVES AND VALVE TRAIN HARDWARE

B. Valves

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

P5249204 Valve, Exhaust, 1.94" Diameter, 4.86" Stem Length, 426 Hemi

P5249203 Valve, Intake, 2.25" Diameter, 5.40" 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.

¹ **P5249661** Valve Seals, 5/16" Stem, 0.530" Guide, 426 Hemi and 5.2L/5.9L 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.

P4120635 Lash Caps, Valve Stem, 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. Guide replacement in aluminum heads requires removal of the old guide and some prep to resize the guide holes. Guide inside diameter must be sized for the valve stem once pressed into the head. Can be used to modify, rebuild or repair aluminum heads. Sold individually. For 426-based Hemi.

P4876710 Valve Guide, 5/16" Valve Stem, Exhaust

P4876709 Valve Guide, 5/16" Valve Stem, Intake

F. Valve Keepers (Split Locks)

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

P4529038 Valve Keepers, 10°, Use with Retainers P4120785 and P4286775

P4120634 Valve Keepers, 7°, Use with Retainers P4452769 and P4529288



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VALVES AND VALVE TRAIN HARDWARE

A. Valve Springs

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

¹ P4286812	Valve Spring, Single, 0.430"/0.460" Lift
¹ P3690933	Valve Spring, Single, 0.440"/0.500" Lift
¹ P5249848	Valve Spring, Single, 0.480"/0.540" Lift
¹ P2806077	Valve Spring, Double, 0.500"/0.610" Lift
¹ P2946353	Valve Spring, Double, 0.520"/0.700" Lift
¹ P4876064	Valve Spring, Double, 0.590"/0.640" Lift

See chart for additional information.

B. Valve Spring Retainers

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

P4529288	Retainer, Chrome Moly, 5/16", Single/Dual, Std Height, 7°
P4452769	Retainer, Steel, 5/16", Single, Std Height, 7°
P4120785	Retainer, Titanium, 3/8", Dual, Std Height, 10°
P4286775	Retainer, Titanium, 3/8", Triple, .060" Increase, 10°



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HEMI (GEN II) VALVE SPRINGS

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

1. All valve springs are sold individually.

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

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

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HEMI®, GEN II

ROCKER ARMS, SHAFTS, SUPPORTS, AND HARDWARE

A. Rocker Arms, Mechanical

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

¹ P4529708AC Rocker Arm, Mechanical, 1.65 Ratio, Exhaust

¹ P4529707AC Rocker Arm, Mechanical, 1.70 Ratio, Intake

B. Rocker Arm Set

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

¹ P5153782 Rocker, Roller, Aluminum, Race, 426 Hemi, Set

C. Rocker Arms, Roller Tip, Stainless

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. For 426 Hemi.

¹ P5249603AB Rocker, Stainless Steel, Roller Tip, 1.50 Ratio, Intake

¹ P5249604AB Rocker, Stainless Steel, Roller Tip, 1.55 Ratio, Exhaust

D. Rocker Shafts

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

P5249632 Rocker Shaft, Exhaust, On-Center, 426 Hemi

P5249631 Rocker Shaft, Intake, On-Center, 426 Hemi

E. Rocker Shaft Springs

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

P4452827 Rocker Shaft Springs, 426 Hemi

F. Rocker Shaft Stand

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

P5249505 Rocker Shaft Stand, 426 Hemi

G. Rocker Shaft End Plugs

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

P5249633 Rocker Shaft End Plugs, 426 Hemi/Big Block



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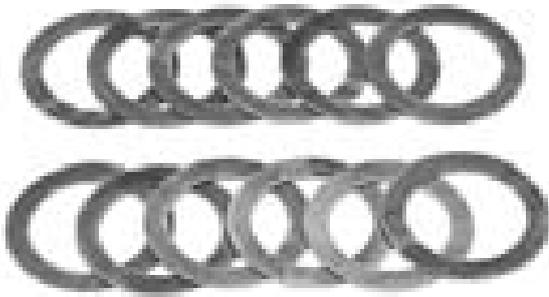
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ROCKER ARMS, SHAFTS, SUPPORTS, AND HARDWARE

A. Rocker Shim Package

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

P3690896 Rocker Arm Spacer Set, 0.015" Thick, .878" I.D., 1.246" O.D., Set of 12

INTAKE MANIFOLDS, HARDWARE, AND GASKETS

B. Single Plane Intake Manifold

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

¹ **P5153781** Intake Manifold, Aluminum, Single Plane, Holly 4150 Series, 426 Hemi

C. Dual Plane Intake Manifold

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

¹ **P4876188** Intake Manifold, Aluminum, Dual Plane, Four-barrel Carburetor, 426, 472, 528 Hemi

D. Dual Quad Intake Manifold- Holley Carb

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 or Holley carburetors (P4452778 rear, P4452779 front - see Fuel Systems section of this catalog). Will fit production 426 Hemi heads and has provisions for manifold heat and power brakes. It retains the stock height of the production 1966-71 Street Hemi AFB intake manifold. Production AFB air cleaner baseplate/lid will need to be changed or modified. Some O.E. and aftermarket linkage components and fuel lines are needed to complete the installation.

¹ **P4510633** Intake Manifold, Aluminum, Dual Quad, Holley Carb Set Up, 426 Hemi

HEMI®, GEN II

INTAKE MANIFOLDS, HARDWARE, AND GASKETS

A. Dual Quad Intake Manifold- AFB Carb

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

¹ P5153737 Intake Manifold, Aluminum, Dual Quad, AFB Carb Set Up, 426 Street Hemi

B. Cross Ram Intake Manifold

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

¹ P5007534 Intake Manifold, Aluminum, Cross Ram, Dual Four-barrel Carburetors, 426/472/528 Hemi

P5007334 Gasket, Cross Ram, For Removable Top

C. Dual Plane Intake Manifold - Six Pack

This intake manifold is designed to allow the use of (3) 2-barrel Six Pack carburetors on a 426 C.I.D. Chrysler Hemi engines. This intake manifold has mounting bosses on the drivers side that are the same as the stock style dual 4 barrel Hemi intake. The carburetor pads have the same dimensions and position as a 1969-1971 440 C.I.D. Chrysler Six Pack. This intake manifold can be used with the 440 carburetors, fuel line kit, linkage kit, and air cleaner. be sure to check for hood clearance with the air cleaner.

¹ P5153738 Intake Manifold, Dual Plane, Six Pack, 426 Hemi

D. Intake Manifold Gasket Sets

Custom-fit set comes complete to service one engine. Includes gaskets and end seals.

P4120086 Gasket, Intake Manifold, 0.060" Thick, 426 Hemi Except D4D6, Set

P4529534 Gasket, Intake Manifold, 0.090" Thick, 426 Hemi Except D4D6, Set

P5155316 Gasket, Intake Manifold, 0.103" Thick, 426 Hemi, Except D4D6, Set

P4532199 Gasket, Intake Manifold, 0.120" Thick with .005" Tolerance, 426 Hemi

E. Intake Manifold Screw Set

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

P4529330 Screw, Intake Manifold, A-990 Cross Ram, Hemi, Set



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INTAKE MANIFOLDS, HARDWARE, AND GASKETS

A. Intake Manifold Heat Shield

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

P4529431 Heat Shield, Intake Manifold, 426 Hemi

B. Intake Manifold Plug Package

Includes eight intake manifold plugs. Used in 426 and Hemi® Cross Ram Intake Manifolds.

P5249926 Plug Package, Intake Manifold, Cross Ram, Hemi and Max Wedge. Includes eight intake manifold plugs.

OILING COMPONENTS

C. Oil Pans

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

P4529884 Oil Pan, Six-Quart, Center Sump, 1970-71 426 Hemi E-Body

P5007816 Oil Pan, Eight-Quart, Center Sump, Hemi/Big Block

D. Windage Trays

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

P4120998 Windage Tray, 3.75" Stroke

P5007345 Windage Tray, 4.15" Stroke

E. Oil Pan Gaskets

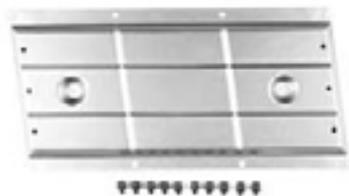
For Big Block and Hemi applications. Note that two are required for Windage Tray applications.

P4452099 Gasket, Oil Pan, Race, Set of Two

P3412049 Gasket, Oil Pan, Sold Individually

F. Oil Pan Bolt Set

P4120613 Bolt Set, Oil Pan, 426 Hemi, Big Block/ Small Block, Set of 20 Bolts



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HEMI®, GEN II

OILING COMPONENTS

A. Oil Pickup and Screen Assemblies

Factory original reissue.

- P5007818** Oil Pickup and Screen Assembly, Eight-Quart, 1/2" Pipe, Use with Oil Pan P5007816
- P4529566** Oil Pickup and Screen Assembly, Five-Quart, 1/2" Pipe, 1966-69 426 Hemi
- P4529567** Oil Pickup and Screen Assembly, Six-Quart, 1/2" Pipe, 1970-71 426 Hemi, Use with Oil Pan P4529884
- P5249818** Oil Pickup and Screen Assembly, Six-Quart, 1/2" Pipe, Siamese Bore, Not Raised Cam, 426 Hemi and Big Block

B. Oil Pressure Relief Spring

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

- P4286571** Spring, Oil Pressure Relief, B/RB/Hemi

C. Oil Pump Assembly

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

- P4286590** Oil Pump Assembly, Use With 02084355 Service Gasket

D. Oil Pump Priming Shaft

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

- P4286800** Shaft, Oil Pump Priming

E. Distributor Drive Gear Assemblies

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

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

F. Oil Filter- Performance

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

- P4452890** Oil Filter, High-Performance, Black Finish, 6/8 Cylinder Engines



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B. P4529805



C.



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G.

OILING COMPONENTS

A. Oil Filter - Race

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

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

B. Oil Filter- Restoration

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

P4529806 Oil Filter, Restoration, Black with Yellow Mopar logo, 1962-66 V8

P4529805 Oil Filter, Restoration, High-Performance, White with Red Stripe

COOLING SYSTEMS

C. Lightweight Aluminum Water Pump

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

P5007643AB Water Pump, Aluminum, B/RB/ Hemi

D. Water Pump Housing

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

P4286900 Water Pump Housing, Aluminum, B/RB/ Hemi

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

E. Water Pump Installation Kit

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

P5007449 Water Pump Installation Kit

F. Bolt Set, Water Pump Housing, Chrome

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

P5007621 Bolts, Water Pump, Chrome

G. 90 Degree 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. Features three-direction capability, ideal for compact engine compartments.

P5249191 Thermostat Housing, 90 Degrees

HEMI®, GEN II

COOLING SYSTEMS

A. Thermostat Housing, Chrome

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

P4286759 Water Neck, Chrome, Up To 1978, V8

B. Viscous Fan Package

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

P4120758 Viscous Fan Package, 18" fan. 3.25 Pitch

C. Thermostat

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

P4876307 Thermostat, 180 Degree, 426 Hemi/Big Block/Small Block/Slant Six Engines, Up to 1978



A.



B.



C.



AUTHENTIC PERFORMANCE



PERFORMANCE



PERFORMANCE CATALOG