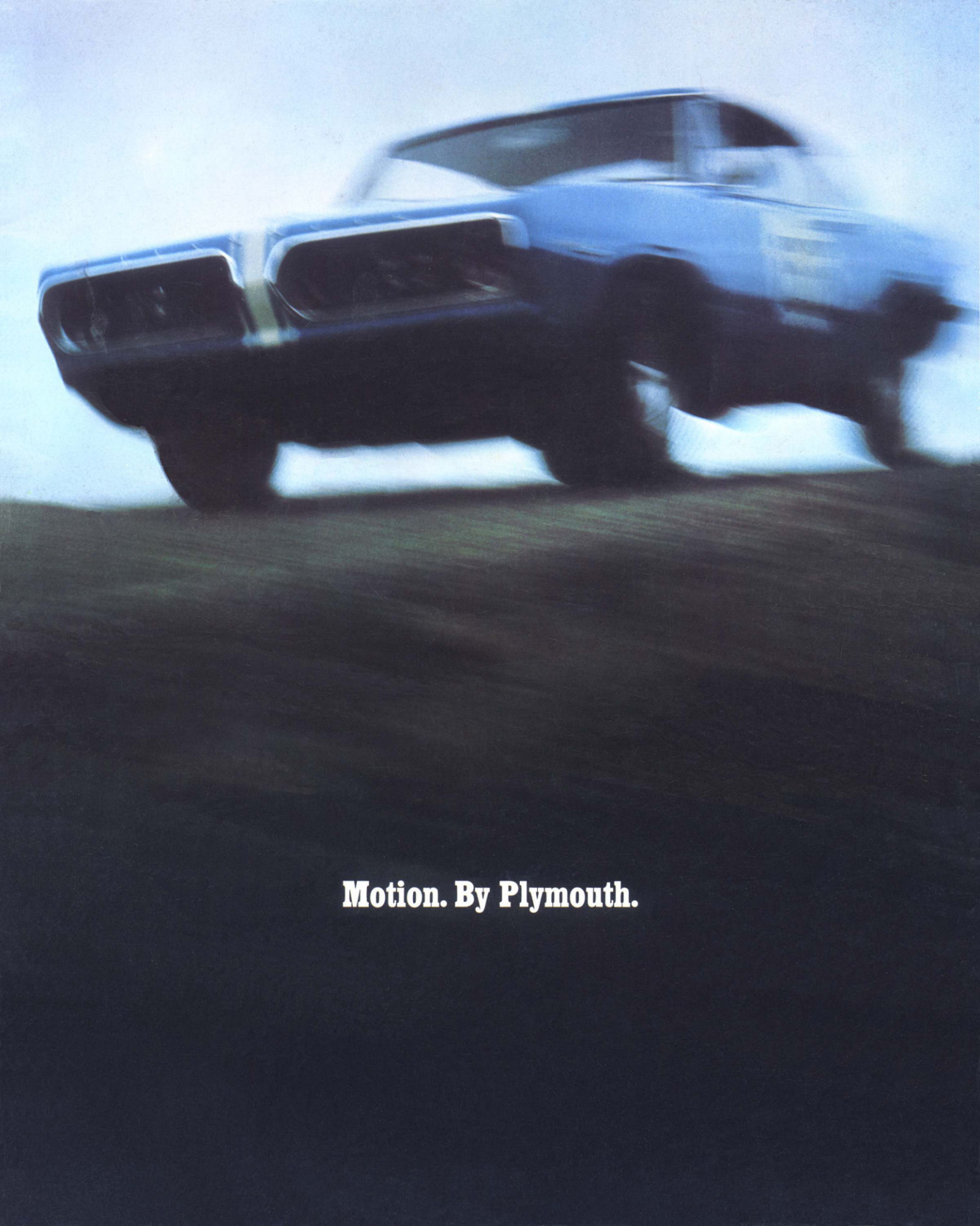

Motion. By Plymouth.

Motion: A well-tuned engine. Pistons. Valves. Cam. And crank. The needle on the tach, and the guy at the wheel.

Motion is a grinder polishing ports. And a torque-wrench on a head bolt.

Motion is a creeper, and a guy on top with a hundred pounds of gearbox on his chest. It's the dirt that falls in his eyes when he lifts the thing into position. Motion is mosquitoes around the shop light.

Motion is oil draining from a sump. And carbon tetrachloride spilling off a freshly-washed carburetor. Motion is scrubbing greasy fingernails.

Motion is a fast arm on a still faster 4-speed. Motion is the synchronizers. And the gears themselves. Motion is turning slicks. And a good ET.

Motion is sitting in the sun. At a place like Darlington, S.C., where the track gets so hot it'll fry an egg solid in 30 seconds. Motion is a stocker on a banked oval. And a good pit crew.

Motion is the people who take on the 4,000-mile Trans-Canada Rally. And the people who'll go into hock to get enough gas for a joyride in the country. Motion is a blur of fences and farmhouses. And the wind. And a 4-wheel drift.

Motion is cars: Double-A Fuelers; Grand National Stockers; Racing Sedans; Supercars; Street Cars.

This is what motion is all about. And this is what this book is about:

Motion.

By Plymouth.

Respectfully dedicated to the guy who'd sell his nice old Granny for a good, fast car.

**We'd have named it after an animal,
But we couldn't think of one hairy enough.**

The Boss: GTX.

A 440 cu. in., 375 hp, 4-bbl. Wedge is standard equipment. The 426 Street Hemi's an option.
High-upshift TorqueFlite automatic or heavy-duty 4-speed, standard.
Heavy-duty front torsion bars, standard.
Heavy-duty shock absorbers, standard.
0.94 in. diameter front stabilizer bar, standard.
Heavy-duty ball-joints, standard.
Heavy-duty 11 in. drum brakes, standard.
150 mph speedometer, standard.
Heavy-duty radiator, standard.
2½ in. exhaust pipes and tuned mufflers, standard.
Heavy-duty 6-leaf left rear spring, standard.
Special 7-leaf right rear spring, standard.
Heavy-duty driveshaft and U-joints, standard.
Heavy-duty rear axle, standard.
Red Streak nylon tires, standard.
Extra-wide 5½-in. Safety-Rim wheels, standard.
Dual fuel filtration, standard.
TorqueFlite oil filter, standard.
Twin hood scoops, standard.
Bucket seats, standard.
Pit-stop gas filler, standard.
Available in Hardtop and Convertible models.

The 440 GTX: they don't call it the Flying Wedge for nothing.

Richard Petty's GTX: Good ol' boys finish first a lot.

The Sox & Martin GTX: They're making the Quarter shorter this year.

A GTX moves like other cars do. Only better.

Just what is a GTX, anyway?

Good question.

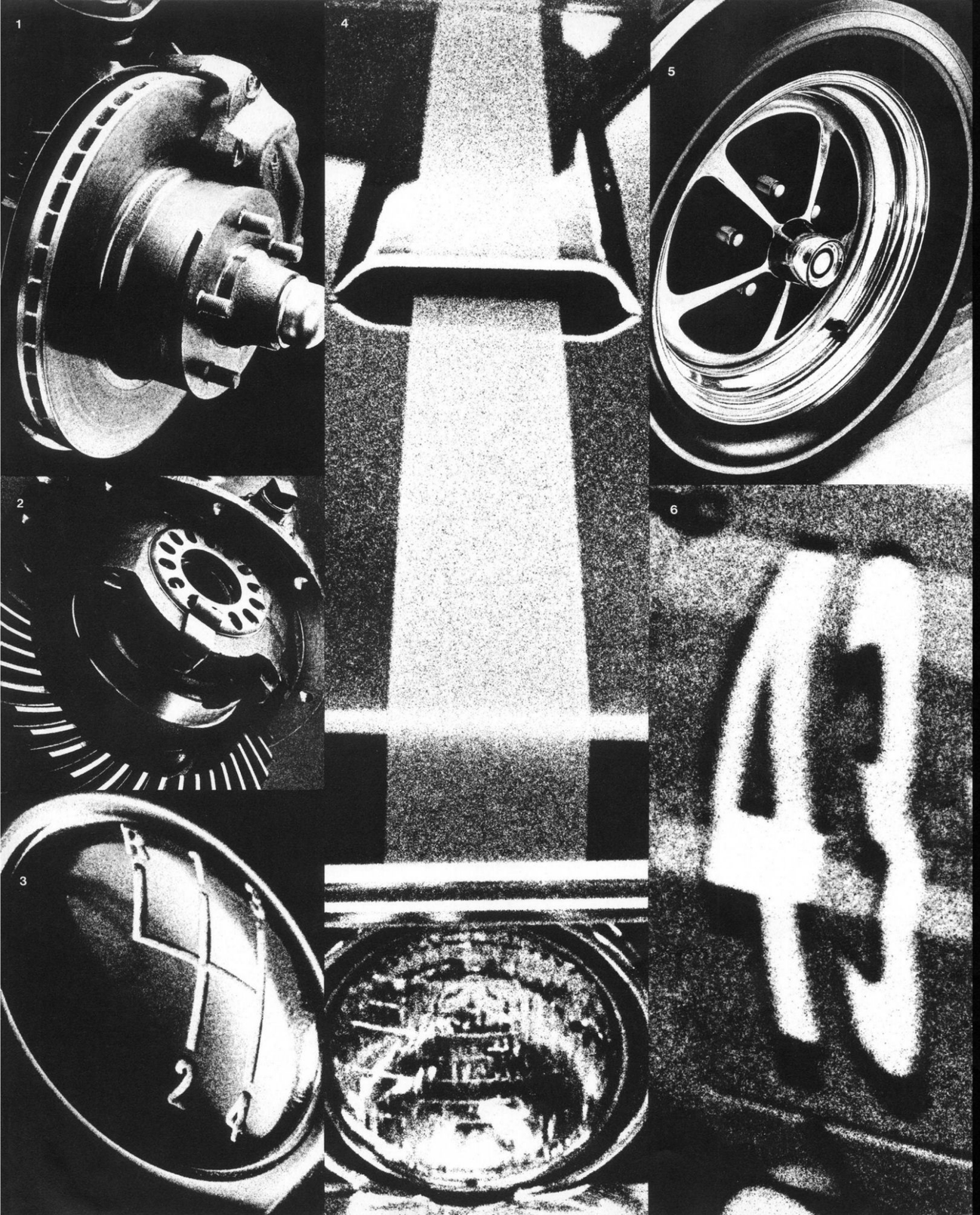
We'll begin by telling you what it isn't: namely, another run-of-the-mill Supercar—or, by any other name, an Intermediate with a great big engine.

In the first place, GTX is shorter than most of its adversaries—as much as six inches shorter—yet it has the longest wheelbase of the bunch. This puts the wheels and suspension closer to all four corners, so there's less overhang, less pitch and yaw, more stability. And combined with some of the exotic seasonings on the preceding page, it's one of the reasons why specially prepared GTX stockers figure in the money so often. Needless to say, chauffeurs like Richard Petty, Paul Goldsmith, Jim Hurtubise and Norm Nelson help, too. But the basic car has to be right from the start. And GTX handles like Plymouth invented the word.

Moreover, it covers the Quarter like no other stock car in history. But we'd guess Jere Stahl proved that point conclusively when he took Top Stock Eliminator at the '66 NHRA Springnationals, Summernationals and World Finals. His Plymouth—specially prepared, of course—was powered by a version of the Street Hemi, a GTX option. The same goes for the Sox & Martin stocker up there.

All told, GTX is a nonconformist's delight. It shatters images; it uproots the standing order; it threatens empires; it annoys skeptics; it feeds on competition. It goes; it sticks; it steers; it stops. With the standard 440 cu. in. Wedge, it's an absolute gas. With the 426 Hemi, it's *the* Boss.

We sell it in two versions: Quick. And Quicker.



GTX Options.

Our Option List isn't as long as some; it doesn't have to be.

GTX, you see, is great because of what it is—not what you have to add on. Most of the real gutsy stuff is standard, and some of what isn't is pictured on the left. The remainder consists of things that tailor GTX to your individual taste. They're extra cost, but nice to have. And besides, they keep you from meeting yourself everywhere you go. In fact, we hardly ever build two GTXs that are exactly alike.

For your convenience in ordering, we've placed a code number in front of each item. If you want power steering, for example, tell the salesman you want "456", and forget the nomenclature. Go ahead, he'll understand.

1. #479: Front disc brakes. Internally finned 11.04 in. diameter. Increase total swept area to 387.8 sq. in.
2. #408: Sure-Grip differential. Automatic-equipped GTXs carry the heavy-duty model, with an 8¾ in. ring gear and a final drive ratio of 3.23 to 1. 4-speed GTXs come with the racing version; ring gear diameter is 9¾ in. Final drive is 3.54.
3. #393: Our heavy-duty 4-speed. Ratios are 2.65, 1.90, 1.39 and 1.00. It uses special main-shaft bushings and coarse-pitch gears. Fully synchronized, naturally.
4. #294: Racing stripes. Two of them.
5. #580: Road wheels. Diameter: 14 in. Width: 5.5 in. Material: Steel.
6. #43: This is a racing number. We don't sell these. You'll have to make your own.

#577: 6000-rpm electric tachometer.
#591: 46-amp. alternator.
#486: Console.
#533: Headrests (left and right).
#456: Power steering.
#451: Power brakes.
#568: Shoulder belts—front.
#583: Sport wheel covers.
#708: Special buffed silver paint.
For additional options, see your dealer.

Specs.

ENGINES:

	440 V-8	426 Hemi V-8
Bhp @ rpm	375 @ 4600	425 @ 5000
Torque, lbs.-ft.	480 @ 3200	490 @ 4000
Bore	4.32 in.	4.25 in.
Stroke	3.75 in.	3.75 in.
Displacement	440 cu. in.	426 cu. in.
Compression ratio		
Nominal	10.1 to 1	10.25 to 1
Maximum	10.62 to 1	10.89 to 1
Combustion chamber volume, min. allowable	73.5 cc.	167.7 cc.
Min. deck clearance	.059 in. below	.502 in. above
Carburetion	Single AFB 4-bbl.	Double AFB 4-bbl.
Throttle dia.	1 11/16 in. primary; 1 11/16 in. secondary.	1 7/16 in. primary; 1 11/16 in. secondary.
Camshaft duration		
Intake	276°	284°
Exhaust	292°	284°
Overlap	54°	60°
Lift @ 0 in. lash		
Intake	0.450 in.	0.480 in.
Exhaust	0.465 in.	0.460 in.

Camshaft timing–440 V-8

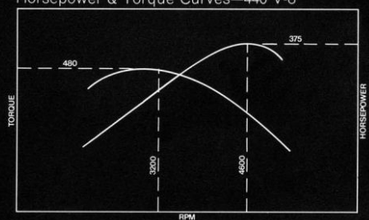
Camshaft timing–426 Hemi

Valve diameter		
Intake	2.08 in.	2.25 in.
Exhaust	1.74 in.	1.94 in.
Tappet type	Hydraulic	Mechanical
Tappet clearance		
Intake	Hydraulic	.028
Exhaust	Hydraulic	.032
Max. valve spring pressure		
Closed	121 lbs. @ 1.83 in.	Outer—113.3 lbs. @ 1.83 in
Open	258 lbs. @ 1.36 in.	189 lbs. @ 1.40 in. Inner—53 lbs. @ 1.635 in. 96 lbs. @ 1.175 in.
Crankshaft journal diameter		
Mains	2.75 in.	2.75 in.
Connecting rods	2.37 in.	2.37 in.
Ignition		
Type	Single breaker	Double breaker
Point gap	.014—.019 in.	.014—.019 in.
Dwell	28°—32°	27°—32° (both sets)
Timing	12.5° BTC	12.5° BTC
Spark plug type	Champion J-11Y	Champion N-10Y
Gap	.035 in.	.035 in.

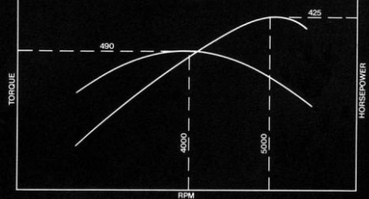
Firing order 1-8-4-3-6-5-7-2 1-8-4-3-6-5-7-2

For additional features of these engines, see page 20.

Horsepower & Torque Curves—440 V-8



Horsepower & Torque Curves—426 Hemi



POWER TRAIN COMBINATIONS:

Engine	Transmission	Standard axle Axle Ratio 2.94	3.23	Sure-Grip Axle Ratio 3.23	3.54
440	Automatic	opt.	std.	opt.	—
	4-speed	—	—	—	std.
Hemi	Automatic	—	std.	opt.	—
	4-speed	—	—	—	std.

Axle ratios of 4.10, 4.56 and 4.88 are also available for 4-speed GTXs. Ratios of 2.76, 2.94, 3.58, 3.91, 4.30, 4.56 and 4.89 are available for TorqueFlite-equipped cars. These can be obtained from your dealer on an installed or over-the-counter basis. See page 22 for reference.

AXLES AND TRANSMISSIONS:

440 Automatic: High-upshift, competition type; using an 11¾ in. dia. torque converter; manually shiftable. Planetary gear ratios are 2.45, 1.45 and 1.00:1. Maximum stall ratio is 2.0:1. Special features include five front clutch discs instead of the usual four, a 2½ in.-wide second gear band, an oil cooler and an internal oil filter. Rear axle ring gear diameter with this unit is 8.75 in., heavy-duty.

Hemi Automatic: High-upshift, competition type; using a 10¾ in. high-stall speed torque converter. Stall ratio is 2.0:1. Ring gear diameter with this unit is also 8.75 in., heavy-duty.

440 4-speed: Competition-type; using coarse-pitch gears and ratios of 2.65, 1.90, 1.39 and 1.00. Ring gear diameter is 9.75 in., extra-heavy duty.

Hemi 4-speed: Same as 440 unit.

MPH PER 1000 RPM IN HIGH GEAR:

Tires:	Axle ratios: 2.94	3.23	3.54
7.75 x 14 Red Streak Nylon	26.30	23.94	21.78

SUSPENSION:

Front: Heavy-duty torsion bars and ball-joints. Rate at wheel, 130 lbs. per in. 0.94 in. link-type stabilizer bar.

Rear: Semi-elliptical, asymmetrical, leaf-type; 6 leaves on left, 7 leaves on right; 2½ in. wide. Rate at left wheel, 159 lbs. per in. Rate at right, 159 lbs. per in.

Shock absorbers: Heavy-duty Oriflow.

STEERING:

Recirculating ball type. Manual ratio is 28.8 to 1; 5.3 turns, lock to lock. Power steering is 18.8 to 1; 3.5 turns, lock to lock.

TURNING DIAMETER:

Curb to curb	Outside front, 40.6 ft.	Inside rear, 24.5 ft.
Wall to wall	Outside front, 43.7 ft.	Inside rear, 23.9 ft.

BRAKES:

Drum type

Front—11 in. x 3 in. cast iron. Manually adjustable.

Rear—11 in. x 2½ in. cast iron. Manually adjustable.

Total swept area: 380.1 sq. in.

Disc:

Front only—11.04 in. diameter. Internally finned. Four pistons per caliper. Self-adjusting.

Total swept area (with rear drums): 387.8 sq. in.

WHEELS AND TIRES:

Wheel size and type: 5.5K x 14 in. Safety Rim.

Tire size and type: 7.75 x 14 Red Streak Nylon.

Recommended pressures (cold):

Front 28 psi.

Rear 30 psi.

DIMENSIONS:

Wheelbase		116.0 in.
Track, front		59.5 in.
Track, rear		59.2 in.
Length, overall		200.5 in.
Width, overall		76.4 in.
Height, overall		54.1 in.
Shipping weight	With 440	With Hemi
Hardtop	3605 lbs.	3723 lbs.
Convertible	3685 lbs.	3803 lbs.

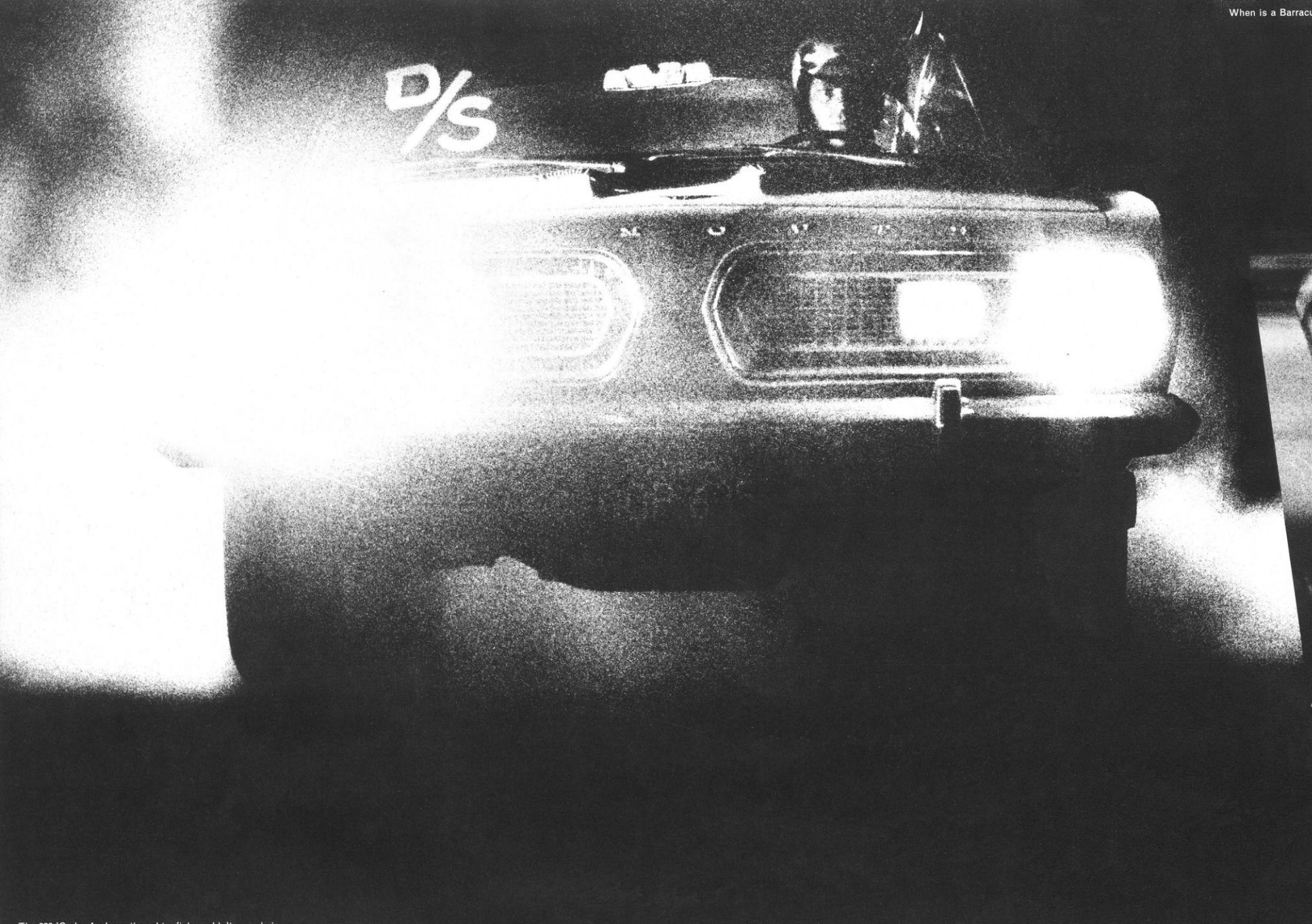
CAPACITIES:

Fuel tank	19 gals.
Cooling system	
440	18 qts.
Hemi	18 qts.
Oil pan	
440	5 qts. with filter
Hemi	6 qts. with filter
Transmissions	
Automatic	18.5 pts.
4-speed	8.5 pts.

Put your sidecurtains in mothballs; the Age of Enlightenment is upon us.

Barracuda. Formula S.

A 273 cu. in., 4-bbl. V-8 is standard equipment. A 383 cubic-incher is optional.
4-speed manual or TorqueFlite automatic transmission, required.
Heavy-duty front torsion bars, standard.
Heavy-duty shock absorbers, standard.
0.88 in.-diameter front anti-sway bar, standard.
D70 x 14 Red Streak Wide Oval tires, standard.
Extra-wide 5½ in. rims, standard.
Low-restriction exhausts, standard.
Ammeter, Oil Pressure and Temperature gauges, standard.
Pit-stop gas filler, standard.
Dual fuel filters, standard.
Trip odometer, standard.
Rallye lights, standard.
Chromed hood louvers, standard.
Available as a Fastback, Hardtop or Convertible.



The 383 'Cuda: And you thought a fish couldn't grow hair.

'Cuda isn't out to set the world on fire—just scorch it a bit.

Frankly, Barracuda never ceases to amaze.

It does everything well.

And if the fish in question happens to carry our Formula S package, enthusiasm doubles.

Climb in, start one up, and —wham! Sound. Rich, virile, enginey sound. The kind that can only come from a wild cam and solid lifters and an exhaust system that might have been done by Doug.

Snatch first and—zap!—away. Suddenly wind is motion. Second. Third. Fourth. The ride is firm, sensory. "Up tight", as they say. Steering is positive and direct, with plenty of good, self-centering caster action.

Corner it. Heel-and-toe down to third. (Va-room!) Grab second. (Va-roooooom!) Point it, crank some lock into the tiller—hold it—and squeeze the throttle. There's no lean to speak of, very little dive, and, by Ned, you're around the turn and into the straightaway before you can shout, "Bring back the Mille Miglia!"

No small wonder specially prepared Barracudas do so well in SCCA Sedan racing. Likewise in rallying; although Sally and Dennis Koelmel (they're the SCCA National Rally Champions) tell us it's 'Cuda's reliability that makes the big difference. Theirs runs when others won't; and despite its sophisticated underpinnings, the thing has a taxicab's affinity for staying glued together.

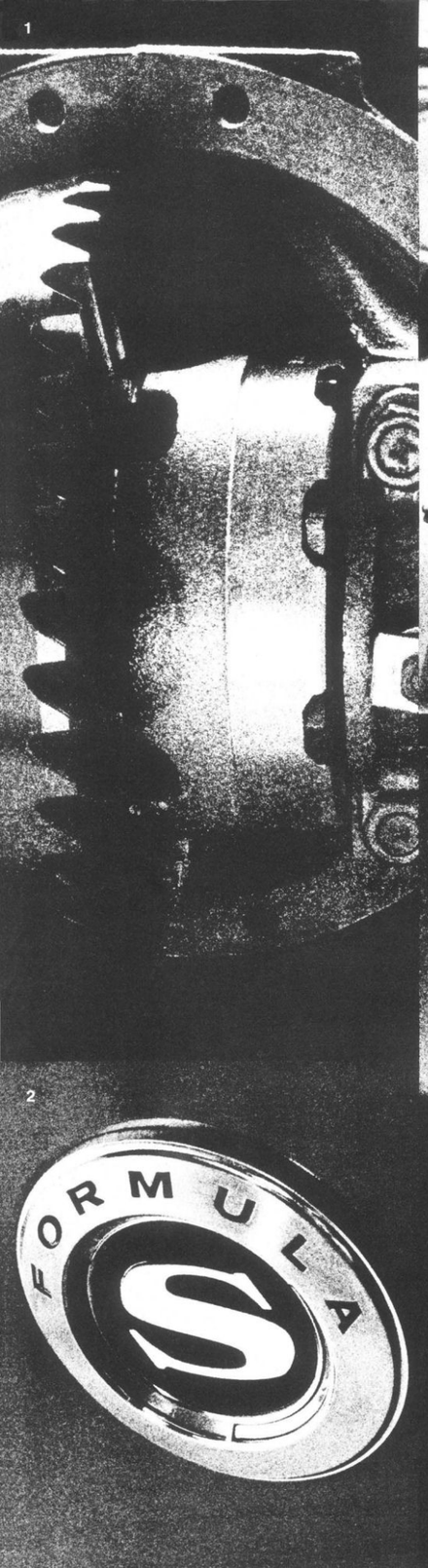
What's more, we'd be willing to bet the 383 cu. in. Barracuda will open more than a few eyes in stock drag racing this year. We planned it that way.

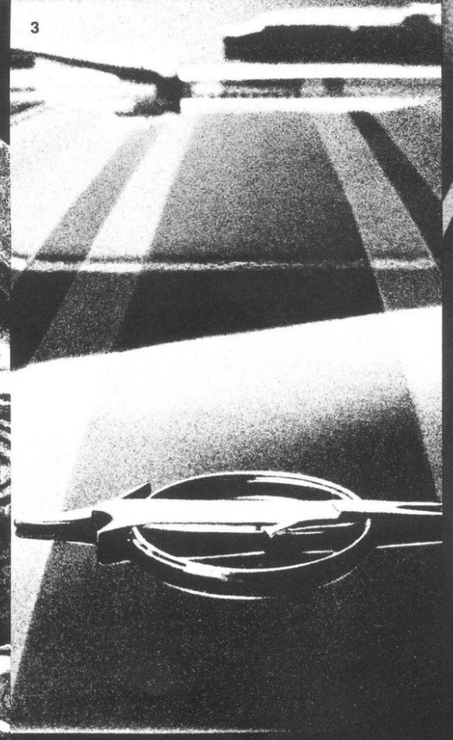
As we said, 'Cuda does everything well. The Quarter notwithstanding.

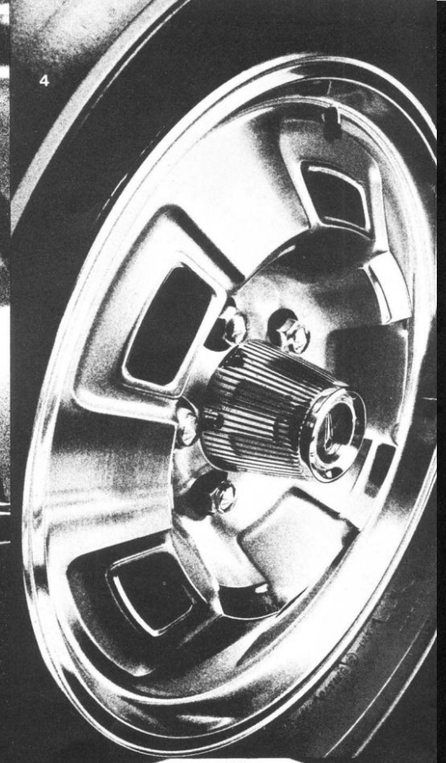
The Formula S Barracuda isn't just a car; it's a happening.

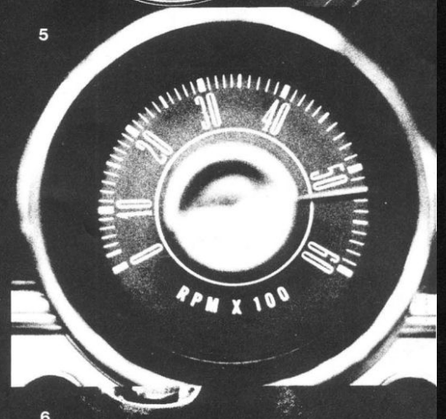
When is a Barracuda not a sports car? When it's a racing sedan, of course.

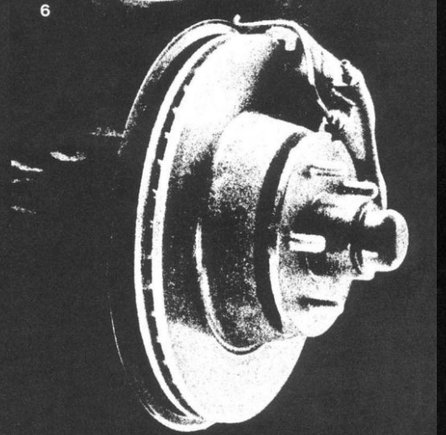
Barracuda: The SCCA Natl. Rally Champion.











'Cuda Options.

Items of particular interest to you are shown on the left; others are listed below. Again, we've given you the order code for each one, in order to expedite matters.

1. #408: Our Sure-Grip differential. The standard ratio with Formula S is 3.23 to 1. Optional ratios are 3.55 and 3.91. Ring gear diameter is 7½ in., 8¼ in. or 8¾ in., depending on engine transmission combinations.
2. #367: The Formula S Package. Described in detail on page 11.
3. #294: Sport stripes. Fighting trim, if you like.
4. #583: Bolt-on type wheel covers.
5. #577: Tachometer. We mount it in the dash, right beside the speedo.
6. #479: Front disc brakes. Internally finned; four pistons per caliper: 10-in. diameter. Increase total swept area to 314.7 sq. in.

#360: Decor group. Contains pedal dress-up; 150 mph speedometer; simulated wood interior trim; rear armrests with ashtrays.
#411: Air conditioning. (NA with 383 V-8)
#621: 70 amp. battery.
#591: 46 amp. alternator.
#486: Console. (W. bucket seats only)
#418: Rear window defroster.
#521: Tinted glass—all windows.

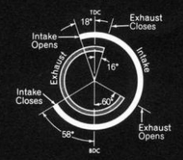
#533: Headrests.
#544: Sill molding.
#451: Power brakes.
#456: Power steering. (NA with 383 V-8)
#568: Shoulder belts.
#579: Undercoating with underhood pad.
#574: Vacuum gauge. (in place of tach)
#708: Buffed metallic paint.
#588: Wheelhousing liners.
#628: Fast-steering ratio.
#589: Variable-speed windshield wipers.
For additional options, see your dealer.

Specs.

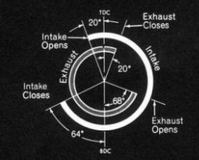
ENGINES:

	273 V-8	383 V-8
Bhp @ rpm	235 @ 5200	280 @ 4200
Torque, lbs.-ft.	280 @ 4000	400 @ 2400
Bore	3.63 in.	4.25 in.
Stroke	3.31 in.	3.38 in.
Displacement	273 cu. in.	383 cu. in.
Compression ratio		
Nominal	10.5 to 1	10.0 to 1
Maximum	11.69 to 1	10.55 to 1
Combustion chamber volume, min. allowable	57.3 cc.	73.5 cc.
Deck height	+.129 in. Max.	—.014 in. Min.
Carburetion	1 4-bbl. Carter	1 4-bbl. Carter
Throttle dia.	1.44 in. primary; 1.56 in. secondary.	1.44 in. primary; 1.56 in. secondary.
Camshaft duration		
Intake	256°	264°
Exhaust	256°	268°
Overlap	34°	40°
Lift @ 0 in. lash		
Intake	0.415 in.	0.425 in.
Exhaust	0.425 in.	0.437 in.

Camshaft timing–273 V-8



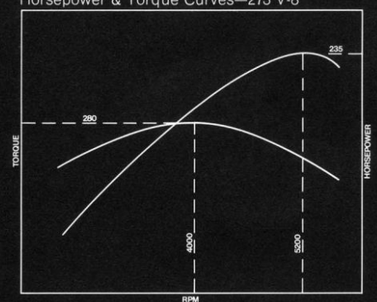
Camshaft timing–383 V-8



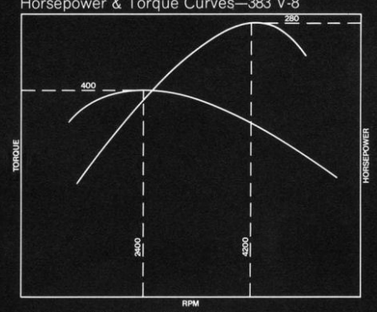
Valve diameter		
Intake	1.78 in.	2.08 in.
Exhaust	1.50 in.	1.60 in.
Tappet type	Solid	Hydraulic
Tappet Clearance		
Intake	.013 in. Hot	—
Exhaust	.021 in. Hot	—
Max. valve spring pressure		
Closed	103 lbs. @ 1.62 in.	136.5 lbs. @ 1.83 in.
Open	184 lbs. @ 1.31 in.	210 lbs. @ 1.43 in.
Crankshaft journal diameter		
Mains	2.500 in.	2.625 in.
Connection rods	2.125 in.	2.375 in.
Ignition		
Type	Double breaker	Single breaker
Point gap	.014—.019 in.	.014—.019 in.
Dwell	28°—32°	28°—32°
Timing	5° BTC (4-spd.) 10° BTC (Auto)	12.5° BTC
Spark plug type	Champion N-14Y	Champion J-13Y
Gap	.035 in.	.035 in.
Firing order	1-8-4-3-6-5-7-2	1-8-4-3-6-5-7-2

For additional features of these engines, see page 21.

Horsepower & Torque Curves—273 V-8



Horsepower & Torque Curves—383 V-8



POWER TRAIN COMBINATIONS:

Engine	Transmission	Standard axle Axle Ratio 2.93*	3.23	Sure-Grip Axle Ratio 3.23	3.55	3.91
273	4-speed		std.	std.	opt.	opt.
	Automatic	opt.	std.	std.	opt.	opt.
383	4-speed		std.	std.		
	Automatic		std.	std.		

Ratios of 3.73 and 4.56 are also available on a dealer-installed basis.

AXLES AND TRANSMISSIONS:

273 4-speed: Fully synchronized, with bronze alloy shift forks. Torque-lock feature prevents gears from slipping out of mesh under deceleration or overrun. Ratios are 2.66, 1.91, 1.39 and 1.00. Axle ring gear diameter with this unit is 8.75 in.

383 4-speed: Same as above.

273 Automatic: High-upshift type; compatible with the high-rpm torque characteristics of the 273. Torque converter diameter is 10.75 in. Ratios are 2.45, 1.45 and 1.00. Manually shiftable. Standard axle ring gear diameter is 7.25 in. Diameter with Sure-Grip is 8.75 in. Maximum stall ratio is 2.2:1.

383 Automatic: Similar to that of the 273; but uses an 11.75 in. dia. torque converter. Upshift speeds are compatible with the great bottom-end torque of the 383. Axle ring gear diameter is 8.75 in. Maximum stall ratio is 2.0:1. Manually shiftable. Console required.

MPH PER 1000RPM IN HIGH GEAR:

Tires:	Axle ratios:	2.93	3.23	3.55	3.91
D 70 x 14 Wide Oval		24.82	22.52	20.49	18.60

SUSPENSION:

Front: Heavy-duty torsion bars and ball-joints. Rate at wheel, 103 lbs. per in. Uses 0.88 in. dia. link-type front stabilizer bar.

Rear: Semi-elliptical, asymmetrical, leaf-type springs of chromium-alloy steel. Rate at wheel 136 lbs. per in.

Shock absorbers: Firm-Ride Oriflow type, with 1 in. dia. pistons.

STEERING:

Recirculating ball type. Standard ratio is 24.0:1 (5.3 turns, lock to lock). Fast-ratio steering option reduces this to 16.0:1 (3.6 turns, lock to lock). Power steering ratio is 15.7:1 (3.5 turns, lock to lock).

TURNING DIAMETER:

Curb to curb:	Outside, front, 38.0 ft.	Inside rear, 22.5 ft.
Wall to wall:	Outside, front, 40.0 ft.	Inside rear, 21.9 ft.

BRAKES:

Drum-type
- Front: 10 in. x 2.25 in. cast iron. Self-adjusting.
- Rear: 10 in. x 1.75 in. cast iron. Self-adjusting.
- Total lining area: 156.2 sq. in.
- Total swept area: 251.3 sq. in.

Disc (required with 383 V-8)
- Front only: 10.79 in. diameter. Internally vented. Four pistons per caliper. Self-adjusting.
- Total lining area: 102.3 sq. in.
- Total swept area (with 10 in. rear drums): 314.7 sq. in.

WHEELS AND TIRES:

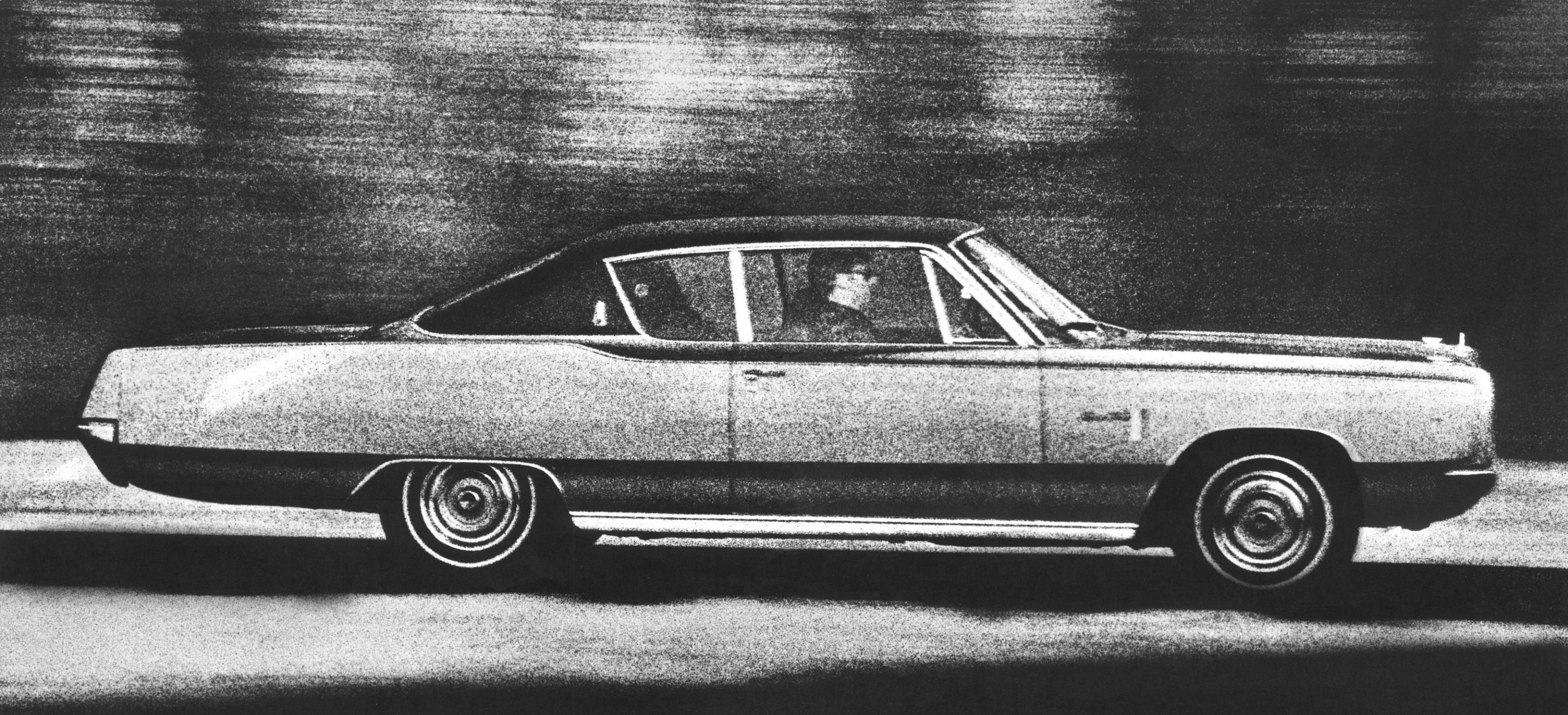
Wheel size and type: 5.5J x 14 in. Safety Rim.
Tire size and type: D70 x 14 in. Red Streak Wide Oval.
Recommended pressures (cold):
Front: 28 psi.
Rear: 30 psi.

DIMENSIONS:

Wheelbase		108.0 in.
Track, front		58.1 in.
Track, rear		56.3 in.
Length, overall		192.8 in.
Width, overall		71.6 in.
Height, overall		52.9 in.
Shipping weight	With 273	With 383
Hardtop	2868 lbs.	3120 lbs.
Fastback	2953 lbs.	3205 lbs.
Convertible	2973 lbs.	3225 lbs.

CAPACITIES:

Fuel tank	18 gals.
Cooling system	
273	18 qts.
383	17 qts.
Oil pan	5 qts. with filter
Transmission	
4-speed	8 pts.
273 Automatic	18.5 pts.



Call it "Daddy Longlegs."

Sport Fury 440.

Okay. You want a Sport Fury, with our 440 package.
Now this is what you do:
Order the 440 cu. in., 375 hp, 4-bbl. V-8.
Order the high-stall speed, high-upshift, 3-speed TorqueFlite automatic or heavy-duty 4-speed.
Order power-assisted front disc brakes and our heavy-duty Sure-Grip differential.
The rest is on us:
High-capacity air cleaner, standard.
Heavy-duty 11 in. x 7 in. clutch, standard with 4-speed.
2½ in. exhaust pipes and tuned mufflers, standard.
Extra-large 11 in. x 2.5 in. rear drum brakes, standard.
Heavy-duty radiator, standard.
0.94 in. diameter front stabilizer bar, standard.
Heavy-duty front torsion bars, standard.
Heavy-duty front and rear shock absorbers, standard.
8.15 x 15 tires, and extra-wide 15 in. x 6 in. Safety-Rim wheels, standard.
Heavy-duty 6-leaf rear springs, standard.
70 amp. battery, standard.
Bucket seats, standard.
Full instrumentation, standard.
Deluxe, 3-spoke steering wheel, standard.
Disc brake wheel covers, standard.
Available as a Hardtop, Fast Top or Convertible.

Options.

The Daddy Longlegs Fury packs so much guts-ball equipment you're probably wondering if we've made all your decisions for you. Well we haven't. In fact, the task of building Daddy to your exact specifications begins right here. With you.

On your left:

1. # 94: Our 8.15 x 15 4PR white sidewall tire. Blackwalls are standard.
2. #408: Our extra-heavy-duty Sure-Grip differential. Required with our 4-speed.
3. #638: Extra-heavy-duty shocks.
4. #577: Daddy's 6000-rpm electric tachometer. Console-mounted.
5. # 83: The 440 package: the thing that makes it all happen. Described on page 17.

#591: 46-amp. alternator.
#418: Rear window defroster.
#521: Tinted glass—all windows.
#456: Power steering.
#458: Power windows.
#454: 6-way power seat—driver's side.
#423: FM/AM radio.
#533: Headrests—left and right.
#568: Shoulder belts—front.
#579: Undercoating with hood insulator pad.
#708: Buffed metallic paint.
#306-7: Vinyl roof covering.

For additional options, see your dealer.

Other Sport Fury features include: body paint stripes; folding center armrest or console: Flow-Through ventilation on Fast Top; padded instrument panel; windshield washers; heater and defroster; crank-operated vent windows; glove box light; trunk light; back-up lights; fender-mounted turn indicators.

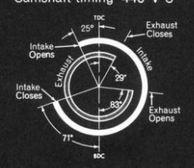
Sorry—it's all standard.

Specs.

ENGINE:

	440 V-8
Bhp @ rpm	375 @ 4600
Torque, lbs.-ft.	480 @ 3200
Bore	4.32 in.
Stroke	3.75 in.
Displacement	440 cu. in.
Compression ratio	
Nominal	10.1 to 1
Maximum	10.62 to 1
Combustion chamber volume, min. allowable	73.5 cc.
Min. deck clearance	.059 in. below
Carburetion	Single AFB 4-bbl.
Throttle dia.	$1\frac{11}{16}$ in. primary; $1\frac{11}{16}$ in. secondary.
Camshaft duration	
Intake	276°
Exhaust	292°
Overlap	54°
Lift @ 0 in. lash	
Intake	.450 in.
Exhaust	.465 in.

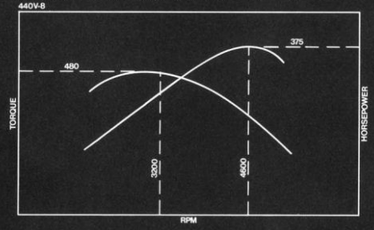
Camshaft timing—440 V-8



Valve diameter	
Intake	2.08 in.
Exhaust	1.74 in.
Tappet type	Hydraulic
Tappet clearance	
Intake	Hydraulic
Exhaust	Hydraulic
Max. valve spring pressure	
Closed	121 lbs. @ 1.83 in.
Open	258 lbs. @ 1.36 in.
Crankshaft journal diameter	
Mains	2.750 in.
Connecting rods	2.375 in.
Ignition	
Point gap	.014—.019 in.
Dwell	28°—32°
Timing	12.5° BTC
Spark plug type	Champion J-11Y
Gap	.035 in.
Firing order	1-8-4-3-6-5-7-2

For additional features of this engine, see page 20.

Horsepower & Torque Curves—440 V-8



POWER TRAIN COMBINATIONS:

Engine	Transmission	Standard axle Axle Ratio 2.76	3.23	Sure-Grip Axle Ratio 2.76	3.23	3.31
440 V-8	Automatic	opt.	std.	—	opt.	—
	4-speed	—	—	—	—	std.

Ratios of 3.23, 3.58, 3.91, 4.30, 4.56 and 4.89 are also available from your dealer—for automatic-equipped cars only.

AXLES AND TRANSMISSIONS: (with 440 V-8 only)

4-speed: Heavy-duty competition-type; using coarse-pitch gears and ratios of 2.65, 1.90, 1.39 and 1.00:1; fully synchronized. Clutch is 11 in. x 7 in. heavy-duty. Ring gear diameter with this unit is 9.25 in., extra-heavy-duty.

Automatic: Manually-shiftable, high-upshift type; using an $11\frac{3}{4}$ in. diameter torque converter. Heavy-duty features include 5 front clutch discs instead of the usual 4, along with a special $2\frac{1}{2}$ in.-wide second gear band. Planetary gear ratios are 2.45, 1.45 and 1.00:1. Stall ratio is 2.0:1. Ring gear diameter with this unit is 8.75 in., heavy-duty.

MPH PER 1000 RPM IN HIGH GEAR:

Tires:	Axle ratios: 2.76	3.23	3.31
8.15 x 15 in. 4PR	28.87	24.64	24.07

SUSPENSION:

Front: Heavy-duty, 0.98 in. dia. torsion bars and 0.94 in. dia. stabilizer bar. Rate at wheel: 134 lbs. per in.

Rear: Semi-elliptical, asymmetrical, 6-leaf type; of chromium-alloy steel. Rate at wheel: 163 lbs. per in.

STEERING:

Circulating ball type. Manual ratio is 29.2:1; 5.8 turns, lock to lock. Power steering ratio is 19.1:1; 3.5 turns, lock to lock.

TURNING DIAMETER:

Curb to curb: Outside front, 42.8 ft. Inside rear, 26.2 ft.
Wall to wall: Outside front, 45.8 ft. Inside rear, 25.4 ft.

BRAKES:

Type
Front: Power-operated disc; 11.76 in. diameter, internally vented, with four pistons per caliper; self-adjusting.
Rear: 11 in. x $2\frac{1}{2}$ in. cast iron drum; self-adjusting.
Total lining area: 146.4 sq. in.
Total swept area: 437.1 sq. in.

WHEELS AND TIRES:

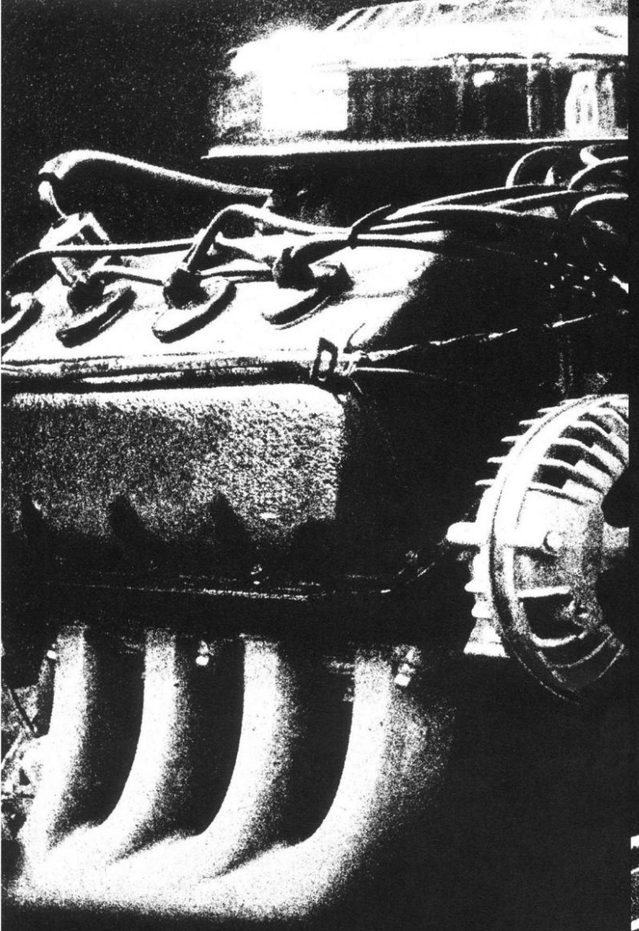
Wheel size and type:	6JK x 15 in. Safety-Rim.
Tire size and type:	8.15 x 15 in. 4 PR.
Recommended pressures (cold):	
Front: 28 psi.	
Rear: 30 psi.	

DIMENSIONS:

Wheelbase	119 in.
Track, front	62.0 in.
Track, rear	60.7 in.
Length, overall	213.1 in.
Width, overall	77.7 in.
Height, overall (Fast Top)	54.7 in.
Shipping weight with 440 package	
Hardtop	3939 lbs.
Fast Top	3939 lbs.
Convertible	3999 lbs.

CAPACITIES:

Fuel tank	25 gals.
Cooling system	18 qts.
Oil Pan	5 qts. with filter
Transmissions	
4-speed	9.0 pts.
Automatic	18.5 pts.



426 Street Hemi:

With a name like Hemi, we could stop right here. But we won't.

This is a slightly milder version of the Hemi Super-Stock, which just happens to be this country's winningest competition engine.

It differs only in the respect that components such as carburetors, intake manifolding, headers and valve timing produce more mannerly behavior for "street" operation.

Other than that, though, it's King Kong all over again.

Pistons are forged aluminum, and use chrome rings.

The crankshaft is forged, shot-peened and nitride-hardened. Main bearing grooves are extra-wide, and run completely around the shells. The caps themselves are cross-bolted for maximum rigidity.

Main and rod bearings are steel-backed, and of copper/lead/nickel composition.

Intake valves are XB silicone-chrome alloy. Exhausts are 21-4N chrome-manganese alloy, with a welded stellite face. Both are "tuliped" for minimum air-flow resistance.

The camshaft is a special high-lift, long-duration type, driven by a double roller chain and carbon steel crankshaft sprocket. Lifters are solid; valve springs are double.

Carburetion is by two Carter 4-bbls., Models 4139S and 4343S.

Throttle linkage is "staged," or progressive, so that the engine runs at low speeds on the primaries of the rear carburetor. The secondary valves of both carburetors are velocity-controlled by the intake flow of the engine.

Cylinder bore finish is 20 to 35 micro inches.

Even the cylinder head gaskets are made of stainless steel.

Available in Belvedere clothing only.

440:

The Flying Wedge.

This is it. The high-performance edition of Plymouth's trusty 440 cu. in. go-to-town engine. It moves. Oh, *how* it moves. With 440 cubes—what else?

Like a Hemi, almost. What follows is why:

Intake manifold passages are 52% larger than those of the standard 440. Runners, for example, are a cavernous 3.2 square inches.

Carburetion is via a single Carter AFB 4326S, with velocity-controlled secondaries.

Cylinder head ports have special configurations for improved high-rpm breathing.

The cam is a high-lift, high-overlap unit.

Exhaust valve diameters are enlarged 18% to 1.74 in. Intake diameters are a very throaty 2.08 in. Valve springs are stiffer than normal, to prevent valve float. Surge dampers are used inside the springs.

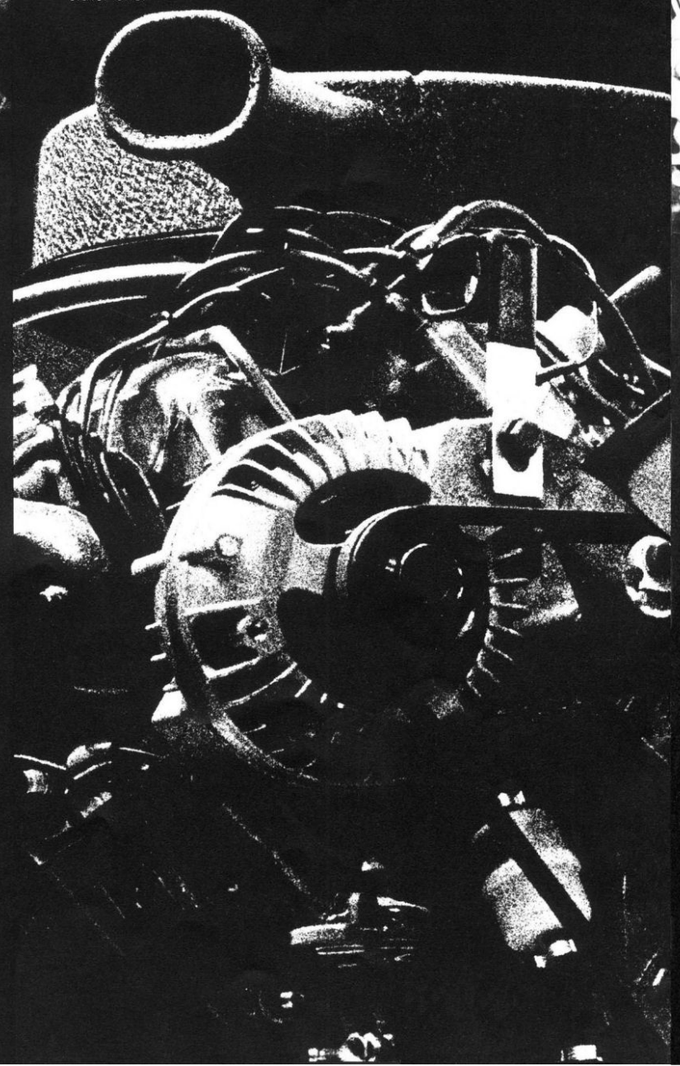
Rocker arms are stamped from SAE 1010 cold-rolled steel.

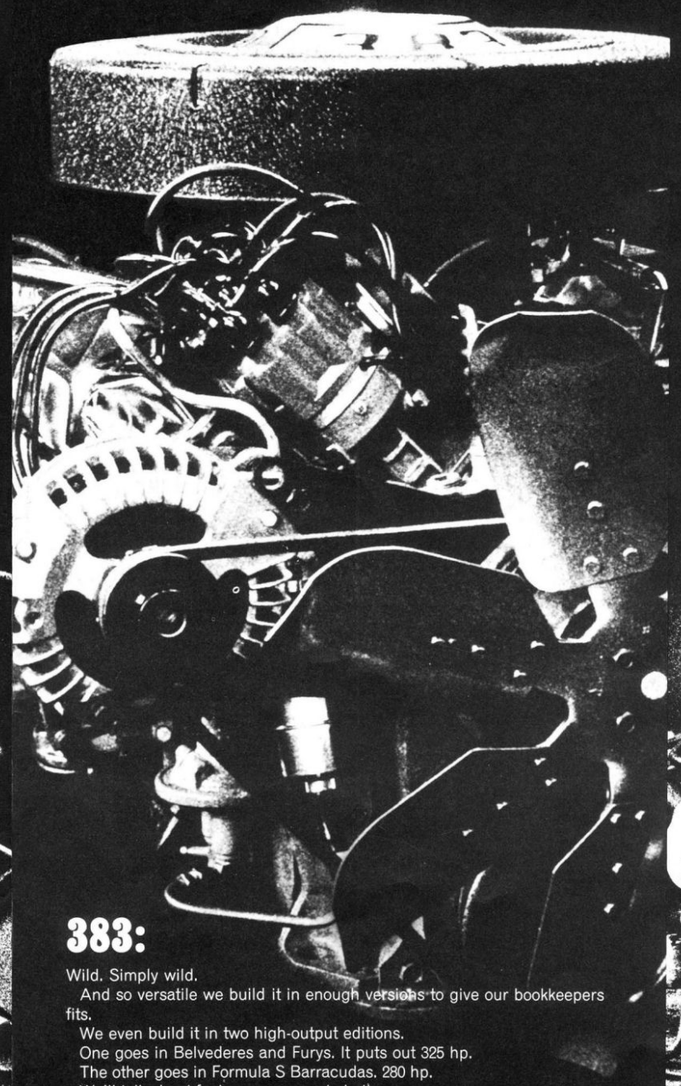
Exhaust is emitted through cast headers.

The remainder of the system is identical to that of the Hemi: exhaust pipe diameters are 2½ in. and are connected by a 2¼ in. diameter balance tube; mufflers are low-restriction units of stainless steel; tail pipes are 2¼ in. diameter (2 in. on Fury).

In addition, 4-speed GTXs carry a dual breaker point distributor and a 4-blade, viscous-drive fan.

The 440 is found standard in GTX; optional in Furys. It's a gas in either one.





383:

Wild. Simply wild.

And so versatile we build it in enough versions to give our bookkeepers fits.

We even build it in two high-output editions.

One goes in Belvederes and Furys. It puts out 325 hp.

The other goes in Formula S Barracudas. 280 hp.

We'll talk about features common to both:

Pistons are closed slipper type, elliptically turned; construction is aluminum with steel struts. They give a compression ratio of 10 to 1. Wrist pins are high-manganese steel.

Connecting rods are drop-forged steel. Inserts are steel-backed lead.

The camshaft is high-lift, high-overlap in type.

Lifters are hydraulic; of hardened steel.

Valve springs are stiffer than normal, to prevent valve float.

Carburetion is handled by a single Carter AFB 4-bbl.; secondaries are mechanically-operated.

The crankshaft is of drop-forged steel, for maximum hardness and rigidity.

Valves are of SAE 1041 hardened steel.

Exhaust is emitted through 2½ in. diameter pipes, dual reverse-flow mufflers and twin 2 in. tail pipes.

As for differences between the two, we'll talk about 'Cuda:

The exhaust manifolds are of a special configuration, allowing the engine to be "shoehorned" in.

Exhaust pipe diameters are 2¼ in.; tail pipes are 1⅞ in.

Otherwise, everything's the same.

You'll like it either way.

273:

If there's a better-running, higher-revving, nicer-sounding, small-displacement V-8 than our 273, we'd like to know where it is and how may G's it costs.

No kidding. Our engineers are all turned on about it. And that's going some. But, as one of them said recently, "Just listening to it idle is kind of—well—therapeutic."

A look at the 273's feature list reveals their enthusiasm is fully justified. Consider, for example:

Pistons are domed to give a 10.5 to 1 compression ratio, and use special light-weight wrist pins.

The camshaft is of the high-lift, long-duration type, with 256° of duration and 26° of overlap. (Hence the therapeutic idle.)

Lifters are solid.

Valve springs are stiffened, high-load type units.

The carburetor is a big Carter AFB, with velocity-controlled secondaries.

The air cleaner is unsilenced for maximum air flow. And chromed for looks.

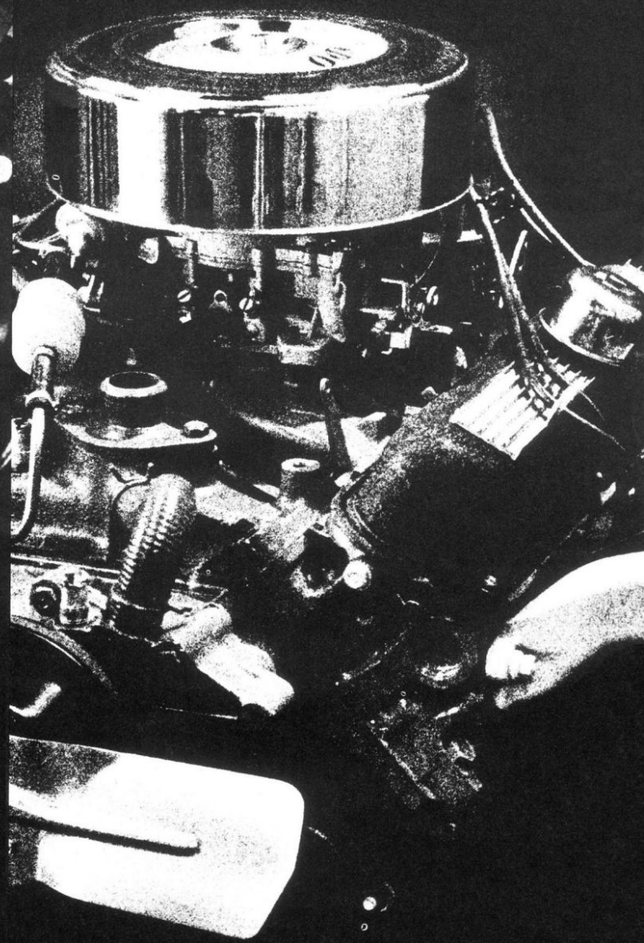
Connecting rods are drop-forged steel with copper/lead/nickel (tri-metal) inserts.

Valve covers are black, crackle-finish.

The distributor uses dual, rather than single, breaker points for better high-rpm operation.

Exhaust is collected by a single 2½ in. diameter exhaust pipe and passed through a low-restriction muffler into a special 2¼ in. tailpipe and resonator.

You get it all in the Formula S 'Cuda.



MoPar and Chrysler Parts:

Bolt-ons- for Plymouths, Old and New.

Carburetors & Manifolds:

SINGLE FOUR-BARREL—FOR ALL 273 C.I.D. AND '67 318 V-8 ENGINES
- 1-2532309 Carburetor
- 1-2465727 Intake Manifold
- 1-2465986 Throttle Control Cable Mtg. Assy.
- 1-2532609 Air Cleaner Cover
- 1-2465159 Air Cleaner Support
- 1-1946923 Air Filter
- 1-2465985 Acc. Pedal Return Spring Brkt.

DUAL FOUR-BARREL—FOR 318-361 & 383 C.I.D. "LOW BLOCK" ENGINES, 383-413, 426 & 440 C.I.D. "RAISED BLOCK" ENGINES
- 1-2299175 Carburetor—Rear, ALL
- 1-2206468 Carburetor—Front, ALL
- 1-1732479 Intake Manifold (318)
- 1-1854817 Intake Manifold (383-413, 426 & 440 "Raised")
- 1-1827899 Intake Manifold (361 & 383 "Low")
- 1-1825924 Throttle Rod
- 1-1822124 Swivel
- 1-1822123 Rod End—Front
- 1-1634876 Rod End—Rear
- 1-1851752 Throttle Bracket—Front
- 1-1851753 Throttle Bracket—Rear
- 2-1852568 Air Cleaner Assy.—Complete
- 2-1852569 Filter
- 2-1821170 Air Cleaner Gasket
- 2-1852278 Spacers (req'd.)

Rear Axle Ring Gear and Pinion Set Options:

FOR ALL VALIANT & BARRACUDA 6 cyl. & 180 hp V-8s
- 1-2467326—3.23 to 1 Ratio
- 1-2467134—3.55 to 1 Ratio
- 1-2467135—3.91 to 1 Ratio

FOR ALL 1957-67 PLYMOUTHS—WITH 361, 383, 413, 426 (Exc. 4-Speed Hemi) and 440 C.I.D. ENGINES

	Stem Diameter
1-2070816—3.23 to 1 Ratio	(S)
1-2070817—3.23 to 1 Ratio	(L)
1-2070915—3.55 to 1 Ratio	(S)
1-2070916—3.55 to 1 Ratio	(L)
1-1673380—3.73 to 1 Ratio	(S)
1-2070300—3.91 to 1 Ratio	(S)
1-2404127—3.91 to 1 Ratio	(L)
1-1738822—4.30 to 1 Ratio	(L)
1-1738761—4.56 to 1 Ratio	(S)
1-1738823—4.56 to 1 Ratio	(L)
1-1738824—4.89 to 1 Ratio	(L)

Note: Small stem carriers (S) have part No. 1820657 cast into the left side of the axle housing. Large stem carriers (L) have part No. 2070742 cast into the left side of the axle housing.

FOR ALL 1966-67 4-SPEED STREET HEMI ENGINES AND 4-SPEED 440s.
- 1-2852579—4.10 to 1 Ratio
- 1-2852580—4.56 to 1 Ratio*
- 1-2800478—4.88 to 1 Ratio*

*1-1929772 Sure-Grip Differential Case Required.

Select the gear ratio to coincide with the type of driving you do. The higher the ratio, the better the acceleration.

Camshafts and Mechanical Tappets:

FOR 170 & 225 C.I.D. "SLANT SIX" ENGINES
- 1-E7885M Camshaft
- 12-2469501 Tappets
- 244° Intake and Exhaust duration
- 61° Overlap, with a lift of .405 inches
- Lash (hot): .010" int.; .020" exh.

This Camshaft will give increased rpm when used with heavy-duty valve springs. Part No. 1944554 required.
- 1-2205620 Camshaft
- 12-2469501 Tappets
- 276° Intake and 268° Exhaust duration
- 69° Overlap, with a lift of .431 inches
- Lash (hot): .011" int.; .022" exh.

Excellent for street and strip use. Part No. 944554 required.

FOR 273 & '67 318, 2 bbl. V-8 ENGINES
- 1-2465679 Camshaft
- 16-2469501 Tappets
- 248° Intake and Exhaust duration
- 26° Overlap, with a lift of .425 inches
- Lash (hot): .013" int.; .021" exh.

FOR 318 C.I.D. V-8 ENGINES—'66 & PRIOR
- 1-1825890 Camshaft
- 16-2469501 Tappets
- 256° Intake and Exhaust duration
- 38° Overlap, with a lift of .405 inches
- Lash (hot): .010" int.; .018" exh.

This Camshaft will increase output in the high-speed range. It must be used in conjunction with Heavy-duty Valve Springs.

FOR 361, 383, 413, 426 & 440 C.I.D. ENGINES
- 1-2206465 Camshaft
- 16-2402288 Tappets
- 268° Intake and Exhaust duration
- 48° Overlap, with a lift of .430 inches
- Lash (cold): .017" int.; .028" exh.

This is an ideal "Street" cam. Heavy-duty Valve Springs and Mechanical Valve Gear must be used
- 1-2495055 Camshaft & Tappet Pkg.
- 300° Intake and 308° Exhaust duration
- 75° Overlap, with a lift of .520 inches
- Lash (cold): .028" int.; .032" exh.
- (Package consists of 1 Camshaft and 16 Valve Tappets.)

Excellent for street and strip use. Must be used in conjunction with Mechanical Valve Gear combinations listed elsewhere on this spread.

Ignition Parts:

DISTRIBUTORS—DOUBLE BREAKER TYPE: for better advance curve and hotter spark at high engine speeds. Use in conjunction with other high-performance equipment for best results.

FOR 273 & 318 C.I.D. V-8 ENGINES
- 1-2444873 Distributor
- 1-2585000 Distributor Cap
- 1-1658535 Distributor Rotor
- 1-1947613 Distributor Mtg. Clamp

FOR 383, 413, 426 & 440 "RAISED BLOCK" C.I.D. V-8 ENGINES
- 1-2444366 Distributor
- 1-1658534 Distributor Cap
- 1-1658535 Distributor Rotor

TRANSISTORIZED IGNITION SYSTEM: (Can be used on any Chrysler-built vehicle.)
- 1-2444639 Transistor and Heat Sink
- 1-2444861 Coil
- 1-2444587 Ignition Coil Secondary Cable
- 1-2580498 Wiring Harness
- 1-2444641 Ballast Resistor

Note: Complete installation instructions are included in Heat Sink Package.

Mechanical Valve Gear:

FOR 361 & 383 C.I.D. "LOW BLOCK" ENGINES (1963 & PRIOR)
- 8-2402521 Rocker Arms—Right
- 8-2402522 Rocker Arms—Left
- 16-2402035 Push Rods (Hvy. Dty.)
- 16-2402011 Valve Springs (Hvy. Dty.)
- 16-2202546 Valve Spring Retainers
- 8-2202557 Spring

FOR 361 & 383 C.I.D. "LOW BLOCK" ENGINE (1964-67 VERSION)
- 8-2463242 Rocker Arms—Right
- 8-2463243 Rocker Arms—Left
- 16-2402035 Push Rods (Hvy. Dty.)
- 16-2402011 Valve Springs (Hvy. Dty.)
- 16-2202546 Valve Spring Retainers
- 8-2202557 Spring

FOR 383, 413 & 426 C.I.D. "RAISED BLOCK" V-8 ENGINES (1963 & PRIOR)
- 8-2402521 Rocker Arms—Right
- 8-2402522 Rocker Arms—Left
- 16-2402326 Push Rods (Hvy. Dty.)
- 16-2402011 Valve Springs (Hvy. Dty.)
- 16-2202546 Valve Spring Retainers
- 8-2202557 Spring

FOR 413, 426 & 440 C.I.D. "RAISED BLOCK" ENGINES (1964-67 VERSION)
- 8-2463242 Rocker Arms—Right
- 8-2463243 Rocker Arms—Left
- 16-2402326 Push Rods (Hvy. Dty.)
- 16-2402011 Valve Springs (Hvy. Dty.)
- 16-2202546 Valve Spring Retainers
- 8-2202557 Spring

FOR 361, 383, 413, 426 & 440 C.I.D. ENGINES

Mechanical Valve Gear Components for the "Low Block" and "Raised Block" versions of these engines include the following: Heavy-duty Tubular Push Rods with hardened inserts. Adjustable Malleable Cast Iron Rocker Arms. Heavy-duty Valve Springs and Retainers.

Use of this equipment will help increase power output and allow higher rpm's by eliminating hydraulic tappet pump-up. These Valve Gear combinations must be used in conjunction with a suitable Hi-Performance Camshaft and mechanical Tappets.

Heavy-Duty Clutch Disc & Pressure Plate:

High-capacity Clutch with high burst strength and heat-resistant facing material suitable for most high-performance applications.

FOR ALL 361, 383, 413, 426 & 440 C.I.D. ENGINES
- 1-2409713 Clutch Disc Assembly
- 1-2409712 Clutch Cover & Pressure Plate Assy.

HIGH-SPEED TORQUE CONVERTER:

This Torque Converter has a stall speed of approximately 400 rpm higher than the standard converter. Greatly improves 0 to 30 mph acceleration.

FOR 361, 383, 413, 426 and 440 C.I.D. ENGINES (1962-67 MODELS)
- 1-2466323 Torque Converter—'66 and earlier
- 1-2801325 Torque Converter—'67
- 1-2466326 Torque Converter Drive Plate (exc. 426 Hemi)
- 1-2466715 Torque Converter Drive Plate (426 Hemi)
- 4-6024318 Screw (exc. 426 Hemi)
- 6-6024293 Screw (exc. 426 Hemi)
- 8-6025528 Screw (426 Hemi)

MANUAL SHIFT VALVE BODY PLATE:

For converting TorqueFlite automatic transmissions to complete manual control—like "Super Stock" units.
- 1-2538049 Plate (1965 and Prior)
- 1-2466307 Transfer Plate (1965 and Prior)
- 1-2801446 Plate (1966 & '67)
- 1-2801444 Transfer Plate (1966 & '67)

Wheels:

- 4-2823840 14 x 5.50 in. Chromed Steel Road Wheels—For Belvederes.
- 4-2823841 14 in. x 6.00 in. Chromed Steel Road Wheels—For Furys & Belvederes.
- 10-2823848 Chromed lug bolts—Left side
- 10-2823849 Chromed lug bolts—Right side
- 4-2823842 Medallions
- 4-2823845 Retainers

Fast-Steering Conversions:

16 to 1 Ratio. Assures faster steering by reducing the number of turns, lock to lock.

FOR 1963-67 VALIANT, BARRACUDA, PLYMOUTH & BELVEDERE
- 1-2267707 Complete Manual Steering Chuck Assembly, or
- 1-2267640 Worm and Ball Nut Assembly

Engine Dress-Up Kits:

AVAILABLE FOR 170 & 225 "SLANT SIX" ENGINES, 273 C.I.D. ENGINES, 361, 383, 413, 426 & 440 C.I.D. V-8 ENGINES.

These kits include such items as chrome or crackle-finished valve covers, air cleaners and oil breather caps.

NOTE: The equipment on these pages is available from your dealer on an installed or over-the-counter basis.

For your convenience,

we are listing the names and addresses of some of the people who manufacture additional speed equipment for Plymouths. We figure you may want to drop them a line. Democratic of us, huh?

CAMS & VALVE GEAR:
Iskenderian Racing Cams
16020 South Broadway
Gardena, California 90247

Racer Brown Cams
108 West Florence Avenue
Inglewood, California

MANIFOLDING:
Edelbrock Equipment Company
4921 West Jefferson Boulevard
Los Angeles 16, California

Doug's Headers
5533 East Whittier Boulevard
Los Angeles, California 90022

Stahl Engineering
2005 West Market Street
York, Pennsylvania

S & S Headers
1611 North 31st Street
Phoenix, Arizona

Hooker Headers
1004 West Brooks
Ontario, California 91761

ELECTRICAL:
Sun Electric Corporation
Corner of Harlem and Avondale
Chicago, Illinois 60631

Mallory Electric Corporation
12416 Cloverdale Avenue
Detroit, Michigan 48204

Prestolite Company
15075 Meyers
Detroit, Michigan

Champion Spark Plug Company
Toledo, Ohio 43601

WHEELS:
Hurst Performance Products
50 West Street Road
Warminster, Pennsylvania 18974

Keystone Rims, Inc.
700 East Bonita Avenue
Pomona, California 91767

American Racing Equipment Company
355 Valley Drive (Crocker Indust. Prk.)
Brisbane, California 94005

Cragar Industries
5829 East Firestone Boulevard
South Gate, California

CARBURETION:
Holley Carburetor Company
11955 East Nine Mile Road
Warren, Michigan 48090

Carter Carburetor Corporation
2840 North Spring Avenue
St. Louis, Missouri

SHIELDING:
R. C. Industries
980 West Lafayette Road, P.O. Box 356
Medina, Ohio 44256

CLUTCHES:
Schiefer Manufacturing Company
508-B Monterey Pass Road
Monterey Park, California 91754

Borg & Beck
Division of Borg-Warner
Service Parts Company
11045 Gage Avenue
Franklin Park, Illinois 60131

TIRES:
Firestone Tire & Rubber Company
Akron, Ohio 44317

Goodyear Tire & Rubber Company
Akron, Ohio 44316

PISTONS:
ForgeTrue Piston Company
1979 East Colorado Boulevard
Pasadena, California

BEARINGS:
Clevite Corporation
17000 St. Clair
Cleveland, Ohio

OILS:
Valvoline Oil Company
Freedom, Pennsylvania

Information:

Literature on the following can be obtained by sending a postcard with your name and address to Domestic Product Planning—Dept. 4440, Chrysler Corporation, P.O. Box 1919, Detroit, Michigan 48231. Be sure to include the number *and* name of the booklets desired.

(1) MoPar High-Performance Parts Catalog
(2) 383 Tune-Up Tips
(3) Double Pick-Up Oil Pumps
(4) Street Hemi Service Bulletin
(5) SCCA Sedan Preparation Notes
(6) Street Hemi Tune-Up Tips
(7) 4-Speed Transmission "Stick Shift" Conversion
(8) 273 Tune-Up Tips
(9) Street Hemi Manual-Shift TorqueFlite Conversion
(10) Super Stock Hemi Tune-Up Tips
(11) Super Stock Hemi Service Bulletin
(12) Barracuda Club Application Form
(13) Fuel Injection Bulletin
(14) 440 Tune-Up Tips
(15) Slant-Six Tune-Up Tips
(16) Street Hemi Booklet
(17) Supercharged Hemi Tips
(18) Camshaft Installation Tips
(19) TorqueFlite Transmission Modifications
(20) Special Parts Bulletin
(21) Warranty Policy Letter

Chrysler Corporation warrants against defects in materials and workmanship and will repair or replace without charge for parts or labor at any Plymouth, Imperial, Chrysler or Dodge Authorized Dealer's place of business, the engine block, head and internal parts, intake manifold, water pump, transmission case and internal parts (except manual clutch), torque converter, drive shaft, universal joints, rear axle and differential, suspension system (except shock absorbers), steering gear and linkage system, wheels and wheel bearings of its 1967 automobiles for 5 years or 50,000 miles and all other parts for 24 months or 24,000 miles, whichever occurs first, excluding only tires, normal maintenance replacement of spark plugs, condensers, ignition points, filters, brake and clutch lining, etc., and normal deterioration of hoses, belts, upholstery, soft trim and appearance items. Maintenance services required under the warranty are: change oil every 3 months or 4,000 miles, whichever occurs first, and replace oil filter every second oil change, clean carburetor air filter every 6 months and replace every 2 years, lubricate front suspension ball joints and tie rod ends at 3 years or 36,000 miles, whichever occurs first; and every 6 months have a Plymouth, Imperial, Chrysler or Dodge Dealer certify (i) receipt of evidence of performance of the required services and (ii) the car's then current mileage.

On cars equipped with the 426 Hemi, the above warranty is for 12 months or 12,000 miles, and applies to the original purchaser only. Some of the items of equipment listed on these pages is not available as original installation equipment from Chrysler Corporation. The above warranties shall not apply if the particular vehicle is subjected to any form of extreme operation, or altered or modified in any manner.

The policy of Chrysler Corporation is one of continual improvement in design and manufacture wherever possible to assure a still finer and safer car. Hence, specifications, equipment, and prices are subject to change without notice. Automobiles pictured, in some cases, show optional equipment, available at extra cost. Product information published in this catalog is subject to change.

Motion. By Plymouth.

Norm Nelson

Jere Stahl

Paul Goldsmith

Scott Harvey

Richard Petty

Sally & Dennis Koelmel

Ronnie Sox &
Buddy Martin

NASCAR, 1966:
- Motor Trend 500—Paul Goldsmith, 3rd. Plymouth Hemi
- Daytona 500—Richard Petty, 1st. Plymouth Hemi
- Peach Blossom 500—Paul Goldsmith, 1st. Plymouth Hemi
- Southeastern 500—Paul Lewis, 2nd. Plymouth Hemi
- Atlanta 500—Jim Hurtubise, 1st. Plymouth Hemi
- North Wilkesboro 250—Jim Paschal, 1st. Plymouth Hemi
- Darlington 400—Richard Petty, 1st. Plymouth Hemi
- Charlotte 600—Marvin Panch, 1st. Plymouth Hemi
- Firecracker 400—Jim Paschal, 3rd. Plymouth Hemi
- Dixie 400—Richard Petty, 1st. Plymouth Hemi

USAC, 1966:
- Langhorne 150—Norm Nelson, 1st. Plymouth Hemi
- Yankee 300—Norm Nelson, 1st. Plymouth Hemi
- Indianapolis Fairgrounds 100—Norm Nelson, 1st. Plymouth Hemi
- Mosport 250—Sal Tovella, 1st. Plymouth Hemi
- Milwaukee 250—Norm Nelson, 1st. Plymouth Hemi
- Langhorne 250—Jim Hurtubise, 1st. Plymouth Hemi
- Wentzville 200—Norm Nelson, 1st. Plymouth Hemi

USAC Manufacturer's Award—1966 Plymouth
USAC Index of Performance Award—1966 Plymouth

ARCA, 1966:
- Houston, Tex.—100 miles—Iggy Katona, 1st. Plymouth Hemi
- Florence, Ky.—50 miles—Iggy Katona, 1st. Plymouth Hemi
- Toledo, Ohio—50 miles—Iggy Katona, 1st. Plymouth Hemi
- Rossburg, Ohio—50 miles—Ralph Latham, 1st. Plymouth Hemi

IMCA, 1966:
- Shreveport, La.—100 miles—Ramo Stott, 1st. Plymouth Hemi
- Knoxville, Iowa—100 miles—Ramo Stott, 1st. Plymouth Hemi
- Des Moines, Iowa—100 miles—Ramo Stott, 1st. Plymouth Hemi
- Sedalia, Mo.—100 miles—Ramo Stott, 1st. Plymouth Hemi
- Des Moines, Iowa—125 miles—Ramo Stott, 1st. Plymouth Hemi

NHRA, 1966:

Winternationals:
- Top Stock Eliminator—Shirley Shahan, Plymouth Hemi
- Super Stock (stick)—Butch Leal, Plymouth Hemi
- Super Stock (auto.)—Joe Smith, Plymouth Hemi
- A/Stock (stick)—Don Grotheer, Plymouth Hemi
- A/Stock (auto.)—Richard Charbonneau, Plymouth Hemi

Springnationals:
- Top Stock Eliminator—Jere Stahl, Plymouth Hemi
- Super Stock (auto.)—Joe Smith, Plymouth Hemi
- A/Stock (stick)—Jere Stahl, Plymouth Hemi
- A/Stock (auto.)—Kenny Heinemann, Plymouth Hemi
- B/Stock (auto.)—Bill Abraham, 426 Plymouth Wedge
- B/X Stock—Lee Smith, Plymouth Hemi

Summernationals:
- Top Stock Eliminator—Jere Stahl, Plymouth Hemi
- Junior Stock Eliminator—Dave Kempton, 383 Plymouth Wedge
- Super Stock (stick)—Ed Miller, Plymouth Hemi
- Super Stock (auto.)—Joe Smith, Plymouth Hemi
- A/Stock (stick)—Arlen Vanke, Plymouth Hemi
- A/Stock (auto.)—Clayton Wright, 426 Plymouth Wedge
- B/Stock (auto.)—Bill Abraham, 426 Plymouth Wedge
- C/Stock (auto.)—Dave Kempton, 383 Plymouth Wedge
- B/X Stock—Vernon Rowley, Plymouth Hemi
- C/X Stock—Tom Tignanelli, Plymouth Hemi

World Points Finals:
- Top Stock Eliminator—Jere Stahl, Plymouth Hemi
- Junior Stock Eliminator—Bill Abraham, 2nd. 426 Plymouth Wedge

AHRA, 1966:

Summernationals:
- Top Fuel Stock Eliminator—Al Fontaninni, Plymouth Hemi

World Championships:
- Top Gas Stock Eliminator—Harry Holton, Plymouth Hemi
- Mr. Stock Eliminator—Dr. Richard Spence, Hemi-Barracuda

NASCAR, 1966:
- Heads-up Eliminator—Vernon Rowley, 5 wins—Plymouth Hemi
- Heads-up Eliminator—Dave Koffel, 6 wins—Plymouth Hemi

SCCA NATIONAL RALLIES, 1966:
- "Virginia Reel"—Dennis & Sally Koelmel, 1st. 1966 Barracuda
- "On Wisconsin"—Dennis & Sally Koelmel, 1st. 1966 Barracuda
- "Great Petroleum"—Dennis & Sally Koelmel, 1st. 1966 Barracuda
- "Historic New York"—Dennis & Sally Koelmel, 1st. 1966 Barracuda
- "Great Smokey Mountain"—Dennis & Sally Koelmel, 1st. 1966 Barracuda
- "Swamp Fox"—Dennis & Sally Koelmel, 2nd. 1966 Barracuda

SCCA Rally Manufacturer's Championship—Barracuda

SCCA TRANS-AMERICAN SEDAN RACING SERIES, 1966:
- Sebring 4-Hour—Team Starfish—2nd. & 3rd. in class—Barracuda
- Mid-America 300—Team Starfish—2nd. in class—Barracuda
- Bryar 250—Team Starfish—1st. in class—Barracuda
- V.I.R. 400—Team Starfish—3rd. in class—Barracuda
- Marlboro 12-Hour—Team Starfish—2nd. & 3rd. in class—Barracuda
- Green Valley 6-Hour—Team Starfish—2nd. in class—Barracuda
- Trans-American Sedan Racing Manufacturer's Championship—2nd. Place

The above cars were specially modified for the events named.

Photography: Dick James, Don Hunter and Chrysler Photographic

Plymouth

CHRYSLER
MOTORS CORPORATION

Litho in U.S.A. March, 1967