

Centerline Auto Drag Wheels all 15 inch (frt. 5.5 wide, rear 10.0 wide)

Frt. Tires Standard 205/75R15 radials, Rears-for now- BFG Drag radials 325/50R15

### Brakes and Chassis

Front disc conversion using 1974 Dart Spindles, and complete as left assembly line 74 A body 10.87 rotors, calipers, pads, and hardware.

NAPA new master cylinder (M2122) w/ 15/16" bore Installed all new brake lines and hoses, rear shoes, cylinders & hardware

Wilwood adjustable Proportioning Valve

Magnumforce Racing Double Adjustable tubular upper control arms, Still also uses stock adjustment cams

Driveshaft Safety Loop

Front Brake Roll-Control

Rebuilt steering shaft coupler (as it came stock)

New pitman arm, idler arm, drag link, and a used manual steering gear box (O.E.) Pitman and idler are for standard ratio steering.

### Engine – It's Heart

Started with "Muscle Motors Racing" (built by Mike Ware) Killer Krate Stroker RB Block (493 cu.in.) Fully ported Edelbrock Performer RPM Heads, Mopar M-1 single plane intake w/4500 Dominator mount, 1 inch spacer, Holley 1050 CFM Dominator (model no. 8896) Muscle motors H-Beam Rods, 4.150 Stroker crank, billet seals, Signature valve Covers, Muscle Motors spec. cam (solid flat tappet) Gross lift .607" both Intake & exhaust, and @ .020" lift duration: intake 289 degrees, exh. 304 degrees, lode separation 112 degrees, Crane gold 1.5 rockers, Comp cam timing set, INDY rocker shafts and hold downs, ARP fasteners throughout, Melling Perf. Oil pump, Moroso Deep 7 Quart oil pan with large pick up, Moroso 4 vane vacuum pump system (w/ separators breathers, & relief valves) all plumbed w/ 12 AN lines, MSD 6AL box, distributor, and blaster coil, and on & on & on. Results: 689 HP @ 6,000 RPM – 675 Lb.Ft. torque @ 4,500RPM ( breaks 600 lb.ft. @ 2900 RPM stays above that to 7,000 RPM red line.