BIG BLOCK

BLOCKS

A. Blocks- Cast Iron, Siamese-Bore
Mopar Siamese-bore Big Blocks are specifically designed to be bored larger. Mopar still recommends that you sonic check each block if you exceed as-shipped bore diameters.

1 P5153860 Block, Cast Iron, 440 Wedge, Siamese-Bore, Finished Bored at 4.50”

1 P5153944 Block, Cast Iron, 440 Wedge, Siamese-Bore, Rough Bored at 4.31”

ENGINE BLOCK HARDWARE

B. Oil Seal Package
Includes crank seals and installation tool.
P4271961 Oil Seal Package, 426 Hemi and Big Block

C. Core Plugs
Round, press-in engine block Core Plugs fit original style or Mopar Race Cast Iron Blocks.
P5249708 Core Plugs, Brass, 426 Hemi and Big Block

D. Block Hardware Package
P5155034 Hardware Package, Block, 426 Hemi/ Big Block, For Use With New BR/B RB Hemi and Wedge Engine Blocks

P5249259AB Hardware Package, Block, 426 Hemi/ Big Block, For Use With Original Style Hemi Blocks

CRANKSHAFTS AND HARDWARE

E. Forged Race Crankshafts
High-strength, high-quality Forged Steel Cranks machined from 4340 steel. For high-performance race applications. Eight-bolt flange “RB” main journal size.

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

F. Crank Key Package
Used to locate the crank sprocket on the nose of the crankshaft. Contains two keys.
P5249822 Key Package, Crank, 426 Hemi/ Big Block/ Small Block/ Slant Six
CRANKSHAFTS AND HARDWARE

A. 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

VIBRATION DAMPERS

B. Vibration Damper- SFI Approved
Features a steel ring and a universal, symmetrical six-bolt front pulley mount pattern.

- **P5249694** Vibration Damper, Steel, 440 Forged Crank, 1962-70
- **P361381** “B” Forged Crank, 413/426 Wedge

C. Vibration Damper- Thin Crank
Designed for forged cranks. 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).

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

D. 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 reading spark advance up to 60° instead of only 10°–15° as on chain case timing tab.

- **P4529070AB** Damper Degree Timing Tape

E. Oil Slinger
Protects the 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

F. Double Roller Chain and Sprocket
High-strength Double Roller Chain provides added durability and decreased rotational friction versus the production silent chain. Has three matched keyways on crank sprocket to adjust cam timing. Kit includes magna-fluxed sprockets and roller timing chains.

- **P5249268** Chain and Sprockets, Roller, Double, 1-Bolt Mount, B/RB, Hemi
- **P5249269** Chain and Sprockets, Roller, Double, 3-Bolt Mount, B/RB, Hemi

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.
BIG BLOCK

TIMING CHAIN AND SPROCKETS

A. Timing Chain Cover, Chrome
Package includes cover, seal, and gasket.
P4349816 Cover, Timing Chain, Chrome-Plated, Front

B. Bolt Set, Timing Chain Cover, Chrome
Engine chrome dress-up projects are incomplete without chrome bolts.
P4452795 Bolt Set, Front Timing Cover, Chrome

C. Front Cover Seal and Gasket
P4876280 Seal, Front Cover, 426 Hemi/Big Block/Small Block
P4876769 Gasket, Front Cover, Hemi/Big Block

CAMSHAFTS, LIFTERS, AND HARDWARE

D. Camshafts, High Performance, Hydraulic
1 P5155597 Camshaft, Hydraulic Roller, 0.538 / 0.534 Lift, 274 / 282 Adv. Duration
1 P5155598 Camshaft, Hydraulic Roller, 0.541 / 0.537 Lift, 280 / 288 Adv. Duration
1 P5155599 Camshaft, Hydraulic Roller, 0.544 / 0.541 Lift, 286 / 294 Adv. Duration
1 P5155600 Camshaft, Hydraulic Roller, 0.549 / 0.544 Lift, 292 / 300 Adv. Duration
1 P5155589 Camshaft, Hydraulic, 0.432 / 0.444 Lift, 250 / 260 Adv. Duration
1 P5155590 Camshaft, Hydraulic, 0.447 / 0.455 Lift, 256 / 268 Adv. Duration
1 P5155591 Camshaft, Hydraulic, 0.462 / 0.47 Lift, 262 / 270 Adv. Duration
1 P5155596 Camshaft, Hydraulic, 0.464 / 0.464 Lift, 268 / 276 Adv. Duration
1 P5155592 Camshaft, Hydraulic, 0.477 / 0.48 Lift, 268 / 280 Adv. Duration
1 P5155593 Camshaft, Hydraulic, 0.488 / 0.491 Lift, 274 / 286 Adv. Duration
1 P5155594 Camshaft, Hydraulic, 0.507 / 0.51 Lift, 284 / 296 Adv. Duration

See chart for additional information.

¹ Not legal on pollution-controlled vehicles or vehicles registered for highway use.
### A. Camshafts, High Performance, Mechanical

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Description</th>
<th>Lift</th>
<th>Duration</th>
</tr>
</thead>
<tbody>
<tr>
<td>P5155601</td>
<td>Camshaft, Mechanical, 0.488 / 0.501 Lift, 268 / 274 Adv.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>P5155602</td>
<td>Camshaft, Mechanical, 0.502 / 0.511 Lift, 274 / 280 Adv.</td>
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<td></td>
</tr>
<tr>
<td>P5155603</td>
<td>Camshaft, Mechanical, 0.52 / 0.54 Lift, 282 / 290 Adv.</td>
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<tr>
<td>P5155604</td>
<td>Camshaft, Mechanical, 0.54 / 0.558 Lift, 290 / 298 Adv.</td>
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<td></td>
</tr>
<tr>
<td>P5155605</td>
<td>Camshaft, Mechanical, 0.55 / 0.57 Lift, 286 / 296 Adv.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>P5155606</td>
<td>Camshaft, Mechanical, 0.567 / 0.579 Lift, 294 / 299 Adv.</td>
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</tr>
<tr>
<td>P5155607</td>
<td>Camshaft, Mechanical, 0.59 / 0.609 Lift, 302 / 311 Adv.</td>
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<tr>
<td>P5155608</td>
<td>Camshaft, Mechanical, 0.65 / 0.63 Lift, 305 / 320 Adv.</td>
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<tr>
<td>P5155609</td>
<td>Camshaft, Mechanical, 0.65 / 0.65 Lift, 324 / 324 Adv.</td>
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<td></td>
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<tr>
<td>P5155610</td>
<td>Camshaft, Mechanical Roller, 0.564 / 0.57 Lift, 274 / 280 Adv.</td>
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<td></td>
</tr>
<tr>
<td>P5155611</td>
<td>Camshaft, Mechanical Roller, 0.57 / 0.576 Lift, 280 / 286 Adv.</td>
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<tr>
<td>P5155612</td>
<td>Camshaft, Mechanical Roller, 0.576 / 0.582 Lift, 286 / 292 Adv.</td>
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<td></td>
</tr>
<tr>
<td>P5155613</td>
<td>Camshaft, Mechanical Roller, 0.582 / 0.588 Lift, 292 / 297 Adv.</td>
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<td></td>
</tr>
<tr>
<td>P5155615</td>
<td>Camshaft, Mechanical Roller, 0.625 / 0.625 Lift, 306 / 306 Adv.</td>
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<tr>
<td>P5155616</td>
<td>Camshaft, Mechanical Roller, 0.657 / 0.659 Lift, 308 / 315 Adv.</td>
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<tr>
<td>P5155614</td>
<td>Camshaft, Mechanical Roller, 0.66 / 0.66 Lift, 283 / 291 Adv.</td>
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</tr>
<tr>
<td>P5155617</td>
<td>Camshaft, Mechanical Roller, 0.66 / 0.663 Lift, 316 / 321 Adv.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

See chart for additional information.
# BIG BLOCK

## CAMSHAFTS, LIFTERS, AND HARDWARE

### BIG BLOCK HIGH PERFORMANCE CAMSHAFTS

<table>
<thead>
<tr>
<th>Mopar Number</th>
<th>Valve Setting</th>
<th>RPM Operating Range</th>
<th>Duration Advertised</th>
<th>@ 0.050&quot; W/ 1.6 Rocker</th>
<th>Lobe Sep Angle</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Intake</td>
<td>Exhaust</td>
<td>IN.</td>
<td>Ex.</td>
<td>IN.</td>
<td>Ex.</td>
</tr>
<tr>
<td>XTREME ENERGY™ Hydraulic Flat Tappet Camshafts</td>
<td>Hyd. Hyd.</td>
<td>6000 to 4800</td>
<td>250</td>
<td>260</td>
<td>206</td>
<td>212</td>
</tr>
<tr>
<td>P515599</td>
<td></td>
<td></td>
<td>Strong torque through low end and mid-range, good idle.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>P5155990</td>
<td></td>
<td></td>
<td>Excellent response, good mileage, stock converter, 3.23 gear.</td>
<td></td>
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<td></td>
</tr>
<tr>
<td>P5155991</td>
<td></td>
<td></td>
<td>Great for street machines, slightly rough idle works with stock converter.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>P5155992</td>
<td></td>
<td></td>
<td>High performance street. Very strong mid-range with headers, 2200+ stall.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>P5155993</td>
<td></td>
<td></td>
<td>Street/strip, needs 2800+ stall, 9.1 compression, rough idle.</td>
<td></td>
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<td></td>
</tr>
<tr>
<td>P5155994</td>
<td></td>
<td></td>
<td>Pro Street/bracket, good intake, headers, gear, 3200+ stall.</td>
<td></td>
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<tr>
<td>P515596</td>
<td></td>
<td></td>
<td>Excellent for street and mild strip, 2200+ stall or 4 speed.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>XTREME ENERGY™ Retro-Fit Hydraulic Roller Camshafts</td>
<td>Hyd. Hyd.</td>
<td>1800 to 5800</td>
<td>274</td>
<td>282</td>
<td>224</td>
<td>230</td>
</tr>
<tr>
<td>P5155998</td>
<td></td>
<td></td>
<td>3.91+ gear, 2500+ stall, 9.5 compression, aftermarket intake, headers.</td>
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<tr>
<td>P5155999</td>
<td></td>
<td></td>
<td>296</td>
<td>294</td>
<td>236</td>
<td>242</td>
</tr>
<tr>
<td>XTREME ENERGY™ Solid Mechanical Flat Tappet Camshafts</td>
<td>0.16 0.18</td>
<td>1800 to 5800</td>
<td>268</td>
<td>274</td>
<td>230</td>
<td>236</td>
</tr>
<tr>
<td>P515601</td>
<td></td>
<td></td>
<td>Serious street/strip, 9.5 compression with 2800+ stall. Strong mid-range.</td>
<td></td>
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<tr>
<td>P515602</td>
<td></td>
<td></td>
<td>Very strong mid and upper rpm power. 10.1 compression with 3000+ stall.</td>
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<tr>
<td>P515603</td>
<td></td>
<td></td>
<td>Max effort street/bracket race cam. 10.5:1 compression, 3500+ stall and low gears.</td>
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<tr>
<td>P515604</td>
<td></td>
<td></td>
<td>290</td>
<td>298</td>
<td>252</td>
<td>280</td>
</tr>
<tr>
<td>DRAG RACE Solid Mechanical Flat Tappet Camshafts</td>
<td>0.18 0.20</td>
<td>3500 to 6500</td>
<td>268</td>
<td>296</td>
<td>256</td>
<td>266</td>
</tr>
<tr>
<td>P515605</td>
<td></td>
<td></td>
<td>Good bracket cam. 10.5:1+ compression, 3500+ stall in 440, 3800+ in 383.</td>
<td></td>
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<tr>
<td>P515606</td>
<td></td>
<td></td>
<td>Best with 11:1 compression in 383 with 4500+ stall, 4200+ stall with 440. Strong mid-range.</td>
<td></td>
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<tr>
<td>P515607</td>
<td></td>
<td></td>
<td>Good Super Street, Super Gas or bracket cam. Best with 12:1 compression in 440 with 5000+ stall or 5000+ stall in 383.</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>XTREME ENERGY™ Mechanical Street Roller Camshafts</td>
<td>0.16 0.18</td>
<td>2000 to 6000</td>
<td>274</td>
<td>280</td>
<td>236</td>
<td>242</td>
</tr>
<tr>
<td>P515610</td>
<td></td>
<td></td>
<td>9.5:1 with 3000+ stall. Strong mid-range with a lopey idle.</td>
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<tr>
<td>P515611</td>
<td></td>
<td></td>
<td>Serious street/strip effort. 10:1 compression with 3200+ stall.</td>
<td></td>
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</tr>
<tr>
<td>P515612</td>
<td></td>
<td></td>
<td>Strong mid to upper rpm power, 10.5:1 compression with 3500+ stall. Radical idle.</td>
<td></td>
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<tr>
<td>P515613</td>
<td></td>
<td></td>
<td>292</td>
<td>297</td>
<td>254</td>
<td>280</td>
</tr>
<tr>
<td>DRAG RACE Mechanical Roller Camshafts</td>
<td>0.26 0.28</td>
<td>3500 to 6300</td>
<td>283</td>
<td>291</td>
<td>252</td>
<td>263</td>
</tr>
<tr>
<td>P515614</td>
<td></td>
<td></td>
<td>Super strong low end torque. Best with 10.5:1 compression and single plane intake. 3500+ stall in 440, 3800+ in 383.</td>
<td></td>
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</tr>
<tr>
<td>P515615</td>
<td></td>
<td></td>
<td>383 Super Gas Super Street, 12:1 compression, 5000+ stall.</td>
<td></td>
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</tr>
<tr>
<td>P515616</td>
<td></td>
<td></td>
<td>Good Super Gas, Super Street with 12:1 compression and 850+ CFM carb. 5000+ stall in 440, 5400+ with 383.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>P515617</td>
<td></td>
<td></td>
<td>Fast Bracket, Super Gas or Super Comp. Best with 12:5:1 compression and ported iron or aftermarket heads. 5500+ stall in 440.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
A. Camshafts, Purple Shaft, Hydraulic

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

- P4452783AC  Camshaft, Hydraulic, 268/284 Adv. Duration
- P4529270AC  Camshaft, Hydraulic, 268/284 Adv. Duration
- P4286677AC  Camshaft, Hydraulic, 272/272 Adv. Duration
- P4452993AC  Camshaft, Hydraulic, 280/280 Adv. Duration
- P412035AC   Camshaft, Hydraulic, 284/284 Adv. Duration
- P5007697AC   Camshaft, Hydraulic, 284/284 Adv. Duration
- P412037AC   Camshaft, Hydraulic, 292/292 Adv. Duration
- P5007698AC   Camshaft, Hydraulic, 292/292 Adv. Duration
- P412059AC   Camshaft, Mechanical, 284/284 Adv. Duration
- P412061AC   Camshaft, Mechanical, 296/296 Adv. Duration
- P412063AC   Camshaft, Mechanical, 312/312 Adv. Duration
- P4349268AC   Camshaft, Mechanical, 324/324 Adv. Duration

See chart for additional information.

Note: For flat tappet camshafts, Mopar recommends the use of a high zinc oil for maximum durability.
BIG BLOCK

CAMSHAFTS, LIFTERS, AND HARDWARE

A. Camshafts, Purple Shaft, Mechanical

1. P4120659AC Camshaft, Mechanical, 284/284 Adv. Duration
2. P4120661AC Camshaft, Mechanical, 296/296 Adv. Duration
3. P4120663AC Camshaft, Mechanical, 312/312 Adv. Duration
4. P4349268AC Camshaft, Mechanical, 324/324 Adv. Duration

See chart for additional information.

B. 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
BIG BLOCK

CAMSHAFTS, LIFTERS, AND HARDWARE

A. Offset Camshaft Bushing Set
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/ Silent Six

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

B. Hydraulic Tappet
Sold individually.

₁ P4006767 Tappet, Hydraulic, Hemi/ Big Block

C. Mechanical Tappet
Sold individually.

₁ P2843177 Tappet, Mechanical, 0.0005" Undersize

D. Roller Tappet Set
Includes matched pair of roller tappets with guide bar.

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

E. Pushrods, Mechanical-Hydraulic
Engineered to be installed in your engine rebuilding project. Pushrods are 3/8" diameter and are sold as complete engine sets or individually for service.

₁ P4529559 Pushrod, Hydraulic, 9.31" Length, "RB" Engine, Set of 16

₁ P4529545 Pushrod, Hydraulic, 9.31" Length, "RB" Engines, Sold Individually

₁ P4529560 Pushrod, Mechanical, 9.20" Length, Ball and Cup Style, "RB" Engine, Set of 16

₁ P4529546 Pushrod, Mechanical, 9.20" Length, Ball and Cup Style, "RB" Engine, Sold Individually

F. Pushrods, Mechanical/Hydraulic
Special pushrods to use with adjustable rocker arms and hydraulic tappet cams.

₁ P4876392 Pushrod, Mechanical/Hydraulic, "RB" Engines, Set of 16

₁ P4876391 Pushrod, Mechanical/Hydraulic, "RB" Engines, sold individually

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

CYLINDER HEADS, GASKETS, AND HARDWARE

A. Cylinder Heads, Aluminum
Head casting number 452 is complete with valves and springs (2.14” intake and 1.81” exhaust). Flow is 290 cfm intake and 217 cfm exhaust at .600” lift. These ready-to-bolt-on Heads use a straight plug design so you can use stock exhaust manifolds or many popular aftermarket headers. 361 and 440 Engines

Cylinder Head, Aluminum, Includes Valves and Springs, Straight Plug, 84cc, 2.14” Intake / 1.81” Exhaust, “B/RB” Engines

B. Cylinder Heads, Stage V
Replaces stock cylinder head. Same as 1968-78 casting and chamber.

Cylinder Head, Cast Iron, 90cc, 2.14” Intake, 1.81” Exhaust, Wedge, Stage V

C. Cylinder Heads, Stage VI

1 P4529335 Cylinder Head, Aluminum, 2.14” Intake, 1.81” Exhaust, Stage VI
1 P4876383 Cylinder Head, Aluminum, CNC-Ported, Stage VI, 2.18” Intake, 1.81” Exhaust
1 P4876386 Cylinder Head, Aluminum, CNC-Ported, Stage VI, 2.25” Intake, 1.81” Exhaust, Max Wedge

D. Cylinder Heads, Stage VII
These heads have a flow rate of 325 cfm intake, 226 cfm exhaust, at .700” lift.

1 P5153823 Cylinder Head, Aluminum, Max Wedge, Raised Port, Stage VII, 75cc, Angled Plug, 2.20” Intake, 1.81” Exhaust, 290cc Intake, 100cc Exhaust, B/RB.
1 P5153654 Cylinder Head, Aluminum, Wedge, Raised Port, Stage VII, 75cc, Angled Plug, 2.20” Intake, 1.81” Exhaust, 280cc Intake, 100cc Exhaust, B/RB

See chart for additional information.

![Image of Cylinder Heads]
BIG BLOCK

CYLINDER HEADS, GASKETS, AND HARDWARE

A. Cylinder Head Gaskets, Composite

Thick composite material gaskets (0.040" to 0.042", unless otherwise noted) can be used for replacement or competition applications up to 12.5:1 compression ratio. Sold as an engine set.
P4349559 Gasket, Cylinder Head, Composite Material, Up to 4.380" Bore

B. Cylinder Head Gaskets, Steel

P5155236 Gasket, Cylinder Head, Multi Layer Steel, 0.025" Thick, B/RB Wedge, Individual
P5155237 Gasket, Cylinder Head, Multi-Layer Steel, 0.025" Thick, B/RB Wedge, Engine Set
P4286754 Gasket, Cylinder Head, Single Layer Production Style, 0.020" Thickness, Engine Set

C. Head Bolt Set

Includes all required head bolts.
P4120472 Bolt Set, Cylinder Head, 7/16"

D. Porting Templates

Die cut clear templates take the guesswork out of porting a set of heads. Use to increase intake and exhaust flow as well as torque and horsepower.
P4120437 Porting Template, 2.08"/1.74" Valve Size, Cast Iron Head, Big Block Production Heads

VALVE COVERS AND HARDWARE

E. Valve Covers, Cast Aluminum, Black Wrinkle

High-strength Cast Aluminum Valve Covers are more rigid than stamped steel, offering better anti-leak properties. Mopar Pentastar logo is cast into each cover. Set includes two valve covers, two oil filler caps, and baffle package.
P5007614 Valve Cover, Cast Aluminum, Black Wrinkle, Set

F. Valve Covers, Aluminum, "As Cast"

Sold "as cast," so you can set up the breathers the way you want them, and there's no paint to remove if welding is done. Mopar Pentastar logo is cast into each cover. Cast covers are more rigid than stamped steel which helps prevent valve cover leaks. Set includes two valve covers and oil filler caps.
P5007615 Valve Cover, Aluminum, "As Cast," Set

G. Valve Covers, Cast Aluminum, Polished

Polished to a chrome-like shine that's perfect for that show car engine look. Features Mopar Pentastar logo. Set includes two valve covers and two oil filler caps (does not include baffling).
P5007616 Valve Cover, Cast Aluminum, Polished, Set

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

VALVE COVERS AND HARDWARE

A. Valve Covers, Chrome, Direct Connection
   P4349633AB Valve Covers, Chrome, Direct Connection, Big Block, Set

B. Valve Covers, Fabricated Aluminum
   P5155526 Valve Cover, Aluminum, Wedge, Big Block, Set

C. Gaskets, Valve Cover
   P4120101 Gasket, Valve Cover, Production Material, Set
   P5155509 Gasket, Valve Cover, Reusable, BB/RB Eng.
   P4452091 Gasket, Valve Cover, Rubber Reinforced Cork. For Cast Valve Covers, Set

D. Baffle and Screw Package
   For cast aluminum valve covers only.
   P5007052 Baffle and Screw Package, Big Block/ Small Block/ Truck Magnum/Jeep Engines

E. Valve Cover Hardware
   For stamped steel valve covers only. Accessory kit includes 12 chrome-plated screws and washers, one chrome-plated oil filter cap and two rubber grommets.
   P4120272 Valve Cover Accessory Set, Big Block or Small Block
   P5007419 Grommet and Plug Set, Valve Cover, Big Block or Small Block
   P5007458 Bolt Set, Valve Cover, Chrome, Big Block/Small Block, 12 Pieces
   P4349620 Washer Package, Chrome, 12 Pieces

F. Valve Cover Retaining Screw Set
   Includes 12 black Retaining Screws. For cast aluminum valve covers only.
   P5007053 Retaining Screw, Valve Cover, Big Block/Small Block

G. Grommet Set, Cast Aluminum Valve Covers
   Includes two grommets. For cast aluminum valve covers only.
   P5007921 Grommet, Knockout, Die-Cast Valve Cover, Set

H. Breather Caps, Chrome
   For use with Mopar cast aluminum valve covers to fill extra valve cover holes. Push-in-style Breather Cap requires the use of Grommet Set P4529882.
   P4529881 Breather Cap, Push-In Style, Chrome
   P4529880 Breather Cap, Twist-On, Bottom Vented, Chrome
   P4529882 Grommet, Rubber, Use with Breather Cap P4529881

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## VALVES AND VALVE TRAIN HARDWARE

### A. Valves
These stainless steel Valves have swirl-polished underheads that have no flat or ski jump areas. Each features a 3/8" stem diameter and one square groove.

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Description</th>
<th>Diameter</th>
<th>Stem Length</th>
</tr>
</thead>
<tbody>
<tr>
<td>P5249201</td>
<td>Valve, Exhaust, 1.74&quot;</td>
<td>4.87&quot;</td>
<td></td>
</tr>
<tr>
<td>P5249202</td>
<td>Valve, Exhaust, 1.81&quot;</td>
<td>4.87&quot;</td>
<td></td>
</tr>
<tr>
<td>P4876398</td>
<td>Valve, Exhaust, 1.88&quot;</td>
<td>4.87&quot;</td>
<td></td>
</tr>
<tr>
<td>P5249199</td>
<td>Valve, Intake, 2.08&quot;</td>
<td>4.86&quot;</td>
<td></td>
</tr>
<tr>
<td>P5249200</td>
<td>Valve, Intake, 2.14&quot;</td>
<td>4.86&quot;</td>
<td></td>
</tr>
<tr>
<td>P5249866</td>
<td>Valve, Intake, 2.18&quot;</td>
<td>4.86&quot;</td>
<td></td>
</tr>
<tr>
<td>P4876396</td>
<td>Valve, Intake, 2.20&quot;</td>
<td>4.86&quot;</td>
<td></td>
</tr>
</tbody>
</table>

### B. 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.

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Description</th>
<th>Stem Diameter</th>
<th>Engine Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>P4120492</td>
<td>Valve Seals, 3/8&quot; Stem</td>
<td>Big Block/ Small Block</td>
<td></td>
</tr>
</tbody>
</table>

### C. 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.

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Description</th>
<th>Stem Diameter</th>
<th>Engine Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>P4120626</td>
<td>Lash Caps, Valve Stem, 3/8&quot; Stem</td>
<td>A/B/RB Engines</td>
<td></td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Description</th>
<th>Groove Angle</th>
</tr>
</thead>
<tbody>
<tr>
<td>P4120618</td>
<td>Valve Keepers, 7°, Single Groove</td>
<td></td>
</tr>
<tr>
<td>P4286612</td>
<td>Valve Keepers, 10°, Single Groove</td>
<td></td>
</tr>
</tbody>
</table>

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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.

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 P4876064 Valve Spring, Double, 0.590”/0.640” Lift

See chart for additional information.

B. Valve Spring Retainers

Available in two levels of performance: Chrome Moly for restoration and heavy-duty applications and Titanium for top-level race performance. Sold individually.

P4452033 Retainer, Chrome Moly, 3/8”, Single, Std Height, 7°
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°

ROCKER ARMS, SHAFTS, SUPPORTS, AND HARDWARE

C. Rocker Arm Sets, Aluminum, Race

Includes 16 Rockers and two Shafts, appropriate spacers and assembly lube. Extruded high strength aluminum body. Roller tip to reduce internal friction and improve geometry. Adjustable with lock nut. Use with raised port heads P5153900 and P5153823.

1 P5153900 Rocker Arm Set, 1.6 ratio, 0.555” Offset Intake
BIG BLOCK

ROCKER ARMS, SHAFTS, SUPPORTS, AND HARDWARE

A. Rocker Shafts
P4529101 Rocker Shaft, Hydraulic Valve Gear, On-Center, Sold Individually

B. Rocker Shaft End Plugs
Sold as a set of four. These do not fit aftermarket rocker shafts.
P5249633 Rocker Shaft End Plugs, 426 Hemi/Big Block

C. Rocker Shaft Hold-Down
Billet Aluminum Rocker Shaft Hold-Downs provide greater rocker shaft stiffness, which helps rocker shaft maintain roundness when torque is applied. Roundness is important with mechanical rockers and high spring loads. Anodized blue.
P5249714 Rocker Shaft Hold-Down

D. Rocker Shaft Retainers and Bolts
Package contains previously hard-to-find hold down retainers and bolts necessary to secure both rocker shafts. Manufactured to Mopar original equipment specifications to assure high quality. For use on all cylinder heads with cast-in rocker stands.
P4529744 Rocker Shaft Retainers and Bolts

E. Rocker Shaft Stands
Heavy-duty billet aluminum CNC-machined Rocker Shaft Stands for standard rocker shafts and rocker arms.
P5007217 Rocker Shaft Stand, Max Wedge I, II and P4529996
P5007742 Rocker Shaft Stand, Stage VI CNC Ported Heads P4876383 and P4876386

Questions? Call the Mopar Direct Connection Techline at 1-888-528-HEMI (4364)
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#### INTAKE MANIFOLDS, HARDWARE, AND GASKETS

**A. Single Plane Intake Manifolds**  
Engineered for use with standard cylinder heads. Requires no attaching modifications. Perfect for Bracket, Super Stock, or general high-performance applications. Offers a 5-10 horsepower advantage over other single plane manifolds. Carburetor flange accepts standard Holley four-barrel carburetor.  

<table>
<thead>
<tr>
<th>P4529724</th>
<th>Intake Manifold, Aluminum, Single Plane, 4500 Carb., 361/383/400 with Stage IV, V, or Production Heads</th>
</tr>
</thead>
<tbody>
<tr>
<td>P4529725</td>
<td>Intake Manifold, Aluminum, Single Plane, 4500 Carb., 413/426WI/440 with Stage IV, V, or Production Heads</td>
</tr>
<tr>
<td>P4529462</td>
<td>Intake Manifold, Aluminum, Single Plane, Four-barrel Carburetor, 361/383/400 with Stage IV, V, or Production Heads</td>
</tr>
<tr>
<td>P4529463</td>
<td>Intake Manifold, Aluminum, Single Plane, Four-barrel Carburetor, 413/426WI/440 with Stage IV, V, or Production Heads</td>
</tr>
</tbody>
</table>

**B. Single Plane Intake Manifolds- Race**  

<table>
<thead>
<tr>
<th>P4876337</th>
<th>Intake Manifold, Aluminum, Single Plane, Race, 4150-Style Carburetor, &quot;RB&quot;, Max Wedge, Stock Cylinder Heads</th>
</tr>
</thead>
<tbody>
<tr>
<td>P4876129</td>
<td>Intake Manifold, Aluminum, Single Plane, Race, 4500 Carburetor, &quot;RB&quot;, Max Wedge Stage VI Heads</td>
</tr>
<tr>
<td>P4876128</td>
<td>Intake Manifold, Aluminum, Single Plane, Race, Four-barrel Carburetor, &quot;RB&quot;, Max Wedge Stage VI Heads</td>
</tr>
</tbody>
</table>

**C. Dual Plane Intakes - Six Pack**  

<table>
<thead>
<tr>
<th>P4529055</th>
<th>Intake Manifold, Aluminum, Dual Plane, Six Pack, 361/383/400 with Stage IV, V, or Production Heads</th>
</tr>
</thead>
<tbody>
<tr>
<td>P4529056</td>
<td>Intake Manifold, Aluminum, Dual Plane, Six Pack, 413/426WI/440 with Stage IV, V, or Production Heads</td>
</tr>
</tbody>
</table>

**D. Cross Ram Intake Manifold- Max Wedge**  
After 40 years, Mopar is pleased to bring back the Cross Ram Max Wedge Intake Manifold! This brand-new design improves airflow by as much as 20% and is fully interchangeable on all Max Wedge applications. It is based on the 1964 Max Wedge intake and uses production and aftermarket-style AFB carburetors. Designed for "RB" engines with Max Wedge heads. Uses P5153567 Linkage Package.  

| P5007330 | Intake Manifold, Aluminum, Cross Ram, Dual 4-bbl Carbs, Max Wedge and "RB" Engines, Use Bolt Kit P5153338. |

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INTAKE MANIFOLDS, HARDWARE, AND GASKETS

A. Intake Manifold Gaskets
Custom-fit set comes complete to service one engine. Includes gaskets, end seals, O-rings, and distributor seal (where applicable).

- **P5249483** Gasket, Intake Manifold, 0.030" Thick, Big Port with Stage VI Heads, Set
- **P5249433** Gasket, Intake Manifold, 0.030" Thick, Big Block with Stage VI Heads, Set
- **P5249467** Gasket, Intake Manifold, 0.045" Thick, Big Block with Stage VI Heads, Set
- **P5249484** Gasket, Intake Manifold, 0.045" Thick, Big Port with Stage VI Heads, Set
- **P5249485** Gasket, Intake Manifold, 0.060" Thick, Big Port with Stage VI Heads, Set
- **P5249484** Gasket, Intake manifold, 0.060" Thick, Composite Material, Max Wedge
- **P5155129** Gasket, Intake Manifold, Stock RB Wedge, Set

B. Intake Manifold Gasket Heat Block-Off
Stainless steel Intake Manifold Gasket Heat Block-Off keeps exhaust heat from transferring to the intake manifold for a cooler, denser fuel-air mixture.

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

C. Intake Manifold Hardware

- **P5249926** Plug Package, Intake Manifold, Cross Ram, Hemi and Max Wedge. Includes eight intake manifold plugs.
- **P5153338** Hardware Kit, Max Wedge Cross Ram Intake Manifold P5007330, Includes bolts and plugs

OILING COMPONENTS

D. 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. See the Oil Pickup and Screen Assemblies for specific application information. Listed quart capacity is with filter installed.

- **P5155628** Oil Pan, Five-Quart, Center Sump, RB Engines
- **P5249064AB** Oil Pan, Six-Quart, Rear Sump
- **P5007807AB** Oil Pan, Six-Quart, Center Sump, Stock Style, Must Use Oil Pickup P5007648, Stamped
- **P5007816** Oil Pan, Eight-Quart, Center Sump, Hemi/Big Block

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OILING COMPONENTS

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

B. 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
   P3412040 Gasket, Oil Pan, Sold Individually

C. Oil Pickup and Screen Assemblies - Eight-Quart
   Factory original reissued oil pickup and screen assemblies. Standard pickups are 3/8”, race-style requires hole enlargement in stock blocks.
   P5007818 Oil Pickup and Screen Assembly, Eight-Quart, 1/2” Pipe, Use with Oil Pan P5007816
   P5007817 Oil Pickup and Screen Assembly, Eight-Quart, 3/8” Pipe, Use with Oil Pan P5007816

D. Oil Pickup and Screen Assemblies - Six-Quart
   Factory original reissued Oil Pickup and Screen Assemblies. Standard pickups are 3/8”, while race styles require hole enlargement in stock blocks. P4529564 does not fit the 440 Six Pak.
   P5249817 Oil Pickup and Screen Assembly, Six-Quart, 1/2” Pipe, “B” Engines
   P5249818 Oil Pickup and Screen Assembly, Six-Quart, 1/2” Pipe, Siamese Bore, Not Raised Cam, 426 Hemi and Big Block
   P4529564 Oil Pickup and Screen Assembly, Six-Quart, 3/8” Pipe, “B” Engines
   P4529565 Oil Pickup and Screen Assembly, Six-Quart, 3/8” Pipe, “RB” Engines
   P5007848 Oil Pickup and Screen Assembly, Six-Quart, 3/8” Pipe, Use with Oil Pan P5007807AB

Oil Pickup Adapters (Not Shown)
   For new replacement Wedge blocks with bolt-on pickup bosses. Use when running 1/2” oil pickup. Replaces stock 3/8” boss.
   P5155063 Oil Pick Up Adapter, 3/8”, Wedge
   P5155064 Oil Pick Up Adaptor, 1/2”, Wedge

E. Oil Pressure Relief Spring
   Increases engine oil pressure over stock spring for high-performance applications. Delivers up to 70 lbs. of oil pressure. Includes cap and instructions.
   P4286571 Spring, Oil Pressure Relief, B/RB/Hemi

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OILING COMPONENTS

A. Valley Trays
   Keeps engine oil in the tappet chamber and off the intake manifold.
   P4878847 Valley Tray, "B" Engines, w/Stage VI Heads
   P4878848 Valley Tray, "RB" Engines
   P5153821AB Valley Tray, Engines with Raised Port P5153654 or P5153823 Heads, For "B" Blocks
   P5153822AB Valley Tray, Engines with Raised Port P5153654 or P5153823 Heads, For "RB" Blocks

B. Windage Trays
   Designed to provide improved engine lubrication by reducing interior windage at higher engine speed. Package includes tray and two pan gaskets.
   P4120998 Windage Tray, 3.75" Stroke
   P5007345 Windage Tray, 4.15" Stroke

C. Oil Pump 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. 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

E. Dipstick and Tube, Chrome
   P4349629 Dipstick and Tube, Chrome, Big Block

F. Oil Filter- Performance
   Engineered to meet the demands of heavy-duty and high-performance applications. Black with Mopar Pentastar logo.
   P4452890 Oil Filter, High-Performance, Black Finish, 6/8 Cylinder Engines

G. Oil Filter - Race
   High-performance, heavy-duty race oil filter has a thicker canister with high burst strength. Black with Mopar Pentastar logo.
   P4529190 Oil Filter, Race, Black Finish, 426 Hemi, Big Block, Small Block

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

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OILING COMPONENTS

A. 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

B. Oil Pump Priming Shaft

Don't fire up that engine without pre-lubing (priming) it thoroughly with oil. Special hardened steel 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. Fits all V8 engines.

- P4286800 Shaft, Oil Pump Priming

C. 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, plus long and short housing screws.

- P5007449 Water Pump Installation Kit

F. 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

G. Bolt Set, Water Pump Housing, Chrome

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

- P5007621 Bolts, Water Pump, Chrome
COOLING SYSTEMS

A. 90 Degree Water Neck Outlet
Cast aluminum 90° Thermostat Housing 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

B. Thermostat
Heavy-duty Thermostat can handle increased heat management duties in high-performance engines. Replacement gasket included.
P4876307 Thermostat, 180 Degree, 426 Hemi/Big Block/Small Block/Slant Six Engines, Up to 1978

C. 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

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