**MOPAR PERFORMANCE TERMS AND CONDITIONS**

**NOTICE**

Federal and many state laws prohibit the removal, modification or rendering inoperative of any part or element of design affecting emissions or safety on motor vehicles used for transporting persons or property on a public street or highway. Violation may result in a fine of up to $32,500 per vehicle. Mechanical and/or electronic performance parts listed in this catalog with a “1” cannot be used on vehicles used on public streets or highways. These parts may be used only on vehicles used solely in sanctioned off-highway events. No other applications are intended or implied. Those parts that have been granted an exemption by the California Air Resources Board (CARB) or meet the EPA requirements of memorandum 1A are legal for highway use in California, New York, and Massachusetts and are noted as such.

**NO PARTS WARRANTY – “AS IS”**

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

**MOPAR PERFORMANCE CRATE ENGINE 90-DAY LIMITED WARRANTY**

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

**MOPAR PARTS 12-MONTH LIMITED WARRANTY**

Except parts as listed above, certain parts from Mopar Performance sold over the counter or wholesaled are warranted against defects in workmanship or materials for 12 months/unlimited miles for parts (exchange) only. These parts are identified in this catalog as having a specific part number structure. Part numbers starting with “P” are not covered under the 12-month warranty. Other parts listed in this catalog without a “P” prefix part number are covered under the 12-Month Limited Warranty described here. See your dealer for a copy of the limited warranty, which contains additional terms and limitations. Parts installed on a Chrysler, Plymouth, Jeep®, Dodge and Ram vehicle by an authorized Chrysler, Jeep®, Dodge and Ram dealer are warranted for 12 months/unlimited miles for parts (exchange) only. See your dealer for a copy of the limited warranty, which contains additional terms and limitations.
EMISSIONS STATEMENT
Federal law requires emissions parts on new vehicles to be warranted for at least two years or 24,000 miles, whichever comes first. Federal and many state laws also prohibit the removal, modification or rendering inoperative any part that affects emissions or safety on motor vehicles used on public streets or highways. Many Mopar Performance parts are designated for track use or off-road use only. Installation of certain components may bring the vehicle out of compliance with safety and/or emissions standards. Mopar recommends that vehicles with parts designated in this fashion not be operated on public roads. Mopar Performance customers are responsible for complying with applicable state and local environmental regulations. Additionally, certain performance parts may affect the emissions characteristics of the vehicle. If you install them on the vehicle, and your vehicle consequently fails a required state or local I/M (inspection and maintenance) emissions test, including any test required to maintain or renew your vehicle's registration, or if your vehicle is subject to an emissions recall, Chrysler Group LLC may not be required to repair your vehicle under the emissions performance warranty, and you may be required to remove those parts at your own expense in order to obtain repairs necessary to pass the I/M test or to perform the recall.

NOTE — CALIFORNIA ONLY
The emissions laws and regulations of the state of California apply to all non-racing vehicles operated in California. Consequently, those parts marked in this catalog with a “1” and appropriately marked on their packaging may legally be used in California only on a racing vehicle that will never be operated on public roads.

PARTS ORDERING AND INQUIRIES
The parts in this catalog may be ordered from authorized Chrysler, Jeep®, Dodge and Ram dealerships or the speed shops carrying the Mopar Performance line of products. When a part ordered has been superseded, the replacing part will be shipped automatically. The price of the replacing part may differ from the ordered part. All products, illustrations and specifications are based upon current information at the time of publication approval. Although descriptions are believed correct, complete accuracy cannot be guaranteed. Chrysler Group LLC reserves the right to make changes at any time, without notice or obligation, to the information contained in this printed document, including and without limitation to prices, specifications, equipment, colors, materials, and to change or discontinue products.

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SMALL BLOCK

CRATE ENGINES

A. 440 Super Commando Crate Engine - 530 Horsepower

Big block power and cubic inches in a small block package! Mopar's 440 Super Commando small block stroker crate engine gives you over 500 horsepower on pump gas, and offers the compact size of a small block.

1 P5153523 Crate Engine, 440 Super Commando, 530 Horsepower, 540 ft-lbs. Torque

Specifications:
- Bore: 4.185"
- Stroke: 4.000"
- Compression Ratio: 10:1
- Block: 340 Siamese Block with Four-bolt Mains
- Cylinder Heads: Aluminum
- Intake Manifold: Single Plane Four-barrel
- Camshaft: Hydraulic, 251°/257° Duration @ .050", .603" Lift
- Oil Pan: Eight-quart Center Sump Street/Strip Oil Pan
- Crankshaft: Forged 4340
- Pistons: Forged
- Valves: 2.080”/1.600” Stainless, w/ 5/16” Stems
- Connecting Rods: Forged 6.123"
- Rocker Arm: Aluminum Roller with 1.6:1 Ratio

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

B. 410 Six Pack Crate Engine - 470 Horsepower

Nothing shrinks time and distance like cubic inches and a good induction system. Mopar's new 410 Stroker Small-Block has all the goods for whatever your application is. Basic ingredients include a new 340 block featuring 4-bolt mains, aluminum "LA" heads, high-lift hydraulic camshaft and a 4.00" Stroker heavy-duty forged crankshaft. Topped off with a sexy aluminum "Six Pack" intake manifold and Mopar cast aluminum valve covers. The 410 has the right stuff to impress the troops at the drag strip and on cruise nights.

1 P5153527 Crate Engine, 410 Six Pack, 470 Horsepower, 490 ft-lbs. Torque

Specifications:
- Bore: 4.040"
- Stroke: 4.000"
- Compression Ratio: 10:1
- Block: New 340 Replacement Block with Four-bolt Mains
- Cylinder Heads: Aluminum "LA" Heads
- Intake Manifold: Aluminum "Six Pack"
- Camshaft: Hydraulic, 292°/292° Duration; .508" Lift
- Oil Pan: Eight-quart Center Sump Street/Strip Oil Pan

Note: Shown with available carburetors P4349237 Center and P4349238 Outboard (not included).

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

Visit us on the Web! www.mopar.com
¹ Not legal on pollution-controlled vehicles or vehicles registered for highway use.
CRATE ENGINES

A. 360 Magnum Crate Engine - 405 Horsepower

Mopar offers a high output Magnum 360, now standard with new aluminum Magnum cylinder heads. Mopar testing produced 405 horsepower at 5,900 rpm, with peak torque output of 400 ft.-lbs. at 4,600 rpm. Mopar recommends the use of a 750 cfm Holley carburetor (P4349228) and 1-7/8" exhaust headers (not available through Mopar).

Specifications:
- New HP Magnum Block
- New Aluminum Magnum Cylinder Heads
- Mopar Cast Aluminum Valve Covers
- High-Strength Stainless Steel Valves - 2.02" Intake, 1.60" Exhaust
- Heavy-Duty Valve Springs
- Hydraulic Roller Camshaft - 288°/292° Advertised Duration
- Pistons - 10.1 C.R.
- Single Plane, M1® 4-bbl Aluminum Intake Manifold
  (Includes Bosses for MPI Conversion; Taller than Stock - Check Hood Clearance)
- Center Sump Oil Pan Similar to Commando Engine
  (Fits Passenger Cars; Pan Swap Required for Truck Use)
- Mopar Performance Electronic Ignition Kit with Distributor
- Heavy-Duty Engine Stand and Engine Crate
- Does Not Include Accessory Brackets
- Not for Use with Air Conditioning
- Not Recommended for Factory MPI Replacement
- Flex Plate P4676706 and a Symmetrical, Neutrally Balanced Torque Converter or Flywheel P5249842 Are Recommended (Not Included)

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

P5155074

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

CRATE ENGINES

A. 340 Six-Pack Crate Engine - 330 Horsepower

The new 340 crate engine is built with all new parts, including a 340 block with four-bolt mains, Aluminum “LA” cylinder heads, HD cast crankshaft, six-pack intake, ignition system, water pump and stock-style front sump oil pan that will fit in most muscle cars.

¹ P5153526  Crate Engine, 340 Six-pack, 330 Horsepower, 330 ft-lbs Torque

Specifications:
- Bore: 4.040”
- Stroke: 3.310”
- Compression Ratio: 10:1
- Block: New 340 Replacement Block with Four-bolt Mains
- Cylinder Heads: Aluminum “LA”
- Intake Manifold: Aluminum Six Pack
- Camshaft: Hydraulic (292°/292° Duration, 0.508” Lift)
- Oil Pan: Stock Style Center Sump - Fits Most Muscle Cars

Note: Shown with Available Carburetors - P4349241 Center, P4349239 Outboard (not included).

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

BLOCKS

Long Block Assemblies (Not Shown)

¹ P5153947  Block, Long Assembly, 5.9L/360 Magnum

A. Shown with carburetors, not included
SMALL BLOCK

BLOCKS

A. Short Block Assemblies

These Short Block Assemblies are built with all-new components including block, crankshaft, connecting rods, pistons and camshaft bearings. Does not include camshaft, timing cover or timing set.

1 P5153907 Block, Short Assembly, 4.000" Bore, 3.580" Stroke, 5.9L Magnum/360 "LA"
1 P5153908 Block, Short Assembly, 4.040" Bore, 3.310" Stroke, 340 "LA"
1 P5153909 Block, Short Assembly, 4.040" Bore, 4.000" Stroke, 410 "LA", Stroker 340
1 P5153910 Block, Short Assembly, 4.185" Bore, 4.000" Stroke, 440 "LA", Stroker 340

See chart for additional information.

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

MAGNUM / "LA" SHORT BLOCKS

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Displacement</th>
<th>Block Type</th>
<th>Deck Height</th>
<th>Bore</th>
<th>Stroke</th>
<th>Crankshaft</th>
<th>Piston</th>
<th>Rods</th>
<th>Comp Height</th>
<th>Comp Ratio/CC Size</th>
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<td>360</td>
<td>Magnum/ &quot;LA&quot;</td>
<td>9.6</td>
<td>4.000&quot;</td>
<td>3.58&quot;</td>
<td>Cast</td>
<td>Cast</td>
<td>Forged 6 123&quot;</td>
<td>1.667</td>
<td>9.1 w/ 60cc</td>
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<tr>
<td>P5153008</td>
<td>340</td>
<td>&quot;LA&quot;</td>
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<td>4.040&quot;</td>
<td>3.31&quot;</td>
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<td>&quot;LA&quot;</td>
<td>9.6</td>
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<td>4.105&quot;</td>
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<td>Forged</td>
<td>Forged 6 123&quot;</td>
<td>1.350</td>
<td>10.1 w/ 63cc</td>
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</tbody>
</table>

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.
SMALL BLOCK

BLOCKS

A. HP Magnum and "LA" Blocks

Magnum and "LA" Blocks are designed for general high performance use and entry level racing.

Features:
- Ready for assembly without the need for any additional machining
- Bored and honed to standard bore size
- Camshaft Bearings and freeze plugs installed in block
- Hardware kit included
- Ductile Iron Main Caps with ARP bolts (four-bolt on the center three caps)
- Dual motor mounts with "LA" and Magnum mounts (must use late 1970s 318 mount for left side)
- Heavy duty casting with thicker deck and bore walls
- Works with all stock-style engine components
- P5153452 & P5153579 work with Magnum stock-style Hydraulic Roller Camshafts (requires tappet retainer kit P5155275)
- Not recommended for use with aftermarket tie bar style mechanical roller tappets
- Siamese Bore (all except P5007552AB) - allows up to 4.220" bore size
- Standard deck height - 9.600"
- Setup for wet sump oiling system with oil drain holes in the valley
- Magnum blocks can also be used for "LA" applications with dual oiling system provisions (LA oil passages to heads or Magnum oiling through pushrods, and flat tappet or hydraulic roller cams)
- MPI provisions for Magnum crank trigger
- 59° Tappet Bore - works with all stock-style cylinder heads and camshafts
- P5153579 requires use of 318/340 "LA" oil pan (stock 5.2L Magnum oil pan will not fit)

1 P5153478AB Block, Cast Iron, 340 Replacement, Siamese-bore, 4.040" Finished Bore
1 P5007552AB Block, Cast Iron, 340, Non-Siamese-bore, 4.040" Finished Bore
1 P5153743 Block, Cast Iron, Race, 340 Replacement, Siamese-bore, 4.175" Rough Bore
1 P5153579 Block, Cast Iron, Race, 5.2L Magnum/318 "LA", Siamese-bore, 3.910" Finished Bore
1 P5153452 Block, Cast Iron, Race, 5.9L Magnum/360 "LA", Siamese-bore, 4.000" Finished Bore

See chart for additional information.

Note: P5153478AB is not legal for NHRA Stock Eliminator race applications. Use P5007552AB.

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ENGINE BLOCK HARDWARE

A. Engine Teardown Gaskets

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

P4120692  Gasket, Engine Teardown, 340/360 Small Block
P4876248  Gasket, Engine Teardown, 5.2L Magnum Jeep/Truck
P4876249  Gasket, Engine Teardown, 5.9L Magnum Jeep/Truck

B. Engine Bearing

Two sets are required for complete engine installation. Comes with narrow #5 Main Bearing- Std. size H-Series bearing with 1/2 groove. race use only.

P5153513  Main Bearings, Standard, 318/340

C. Block Hardware Package

Includes all the necessary dowels, plugs, bushings, and keys, as well as core plugs, rear cam bearing plug, drive gear bushing, head dowels and oil filter plate (with gasket and fitting).

P5249261AB Hardware Package, Block, (oil filter plate and gasket will not fit 1965-92 273/318/340/360 "LA" engines- use Mopar part numbers - plate 2402103, and gasket 0489799AA)

D. Brass Core Plugs

Round, press-in engine block Brass Core Plugs will never rust and fit standard or Mopar race cast iron blocks.

P5249706  Freeze Plugs, Brass

E. Front Cover Gasket

For 5.2L/5.9L Dodge Truck Magnum and Jeep engines.

P4876052  Gasket, Front Cover, 5.2L/5.9L Dodge Truck Magnum/Jeep Engines

CRANKSHAFTS AND HARDWARE

F. Forged Crankshafts

Surface hardened, Forged Crankshafts feature radiused fillets at main and rod journals, six-bolt flange, 4340 steel. Requires balancing. 4.00" stroke cranks require clearance on block.

1 P5007253  Crankshaft, Forged, 3.58" Stroke, 318/340 Main
1 P5007255  Crankshaft, Forged, 3.58" Stroke, 360 Main
1 P5007252  Crankshaft, Forged, 4.00" Stroke, 318/340 Main
1 P5007254  Crankshaft, Forged, 4.00" Stroke, 360 Main

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SMALL BLOCK

CRANKSHAFTS AND HARDWARE

A. Cast Crankshafts

Special heavy-duty Cast Crankshafts with radius fillets. Features six-bolt pattern on crank flange. Requires balancing. 4.00” stroke cranks require clearancing on block.

1 P5007257 Crankshaft, Cast Iron, 3.58” Stroke, 318/340 Main
1 P5007259 Crankshaft, Cast Iron, 3.58” Stroke, 360 Main Small Block, 5.9L Magnum Jeep/Truck
1 P5007256 Crankshaft, Cast Iron, 4.00” Stroke, 318/340 Main
1 P5007258 Crankshaft, Cast Iron, 4.00” Stroke, 360 Main Small Block, 5.9L Magnum Jeep/Truck

B. Crank Bolt Set

Heavy-duty bolts used to attach the vibration damper to the crankshaft.

P5249557AB Bolt Set, Crank, 2.25” Length, 426 Hemi/Big Block/Small Block/Aftermarket Dampers

C. Crank Key Package

Used to locate the crankshaft sprocket on the nose of the crankshaft. Contains two keys.

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

VIBRATION DAMPERS

D. Vibration Damper- SFI Approved

Features a steel ring and a universal front pulley mount pattern.


E. Vibration Damper

Production-style Crank Vibration Damper is designed for all production-balanced Small Block engines. Not SFI-approved.

1 P5007187AB Vibration Damper, 3.9L Truck Magnum/Jeep Engines, 360 Magnum Crate Engines
1 P5007301 Vibration Damper, Externally Balanced, 1971–92 360 “A” Engines, pre-Magnum Short Blocks P4876907 and P4876908

F. Damper Degree Timing Tape

Improve timing accuracy with this Damper Degree Timing Tape. Marked in 90° increments. Self-adhesive strip adheres to the Crank Vibration Damper for clear identification of marks. Permits reading up to 60° instead of only 10°-15° as on chain case timing tab.

P4529070AB Damper Degree Timing Tape

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

A. Oil Slinger
Protects front seal from excessive oil contact. Forces lubricant oil into chain.
P5249636 Oil Slinger, 426 Hemi/ Big Block/ Small Block/ Slant Six/ 3.9L V6

TIMING CHAIN AND SPROCKETS

B. All-Out Race Chain and Sprockets
Matched sprockets and double roller chain for all-out race applications. Kits feature three matched keyways to adjust cam timing. Includes magna-fluxed sprockets and roller timing chains.

1 P4876559 Chain and Sprockets, 0.005" Oversize, Race
1 P5249131 Chain, Double, Roller, Replacement, Cloyes Race Application

C. Double Roller Chain and Sprocket
High-strength Double Roller Chain provides added durability and decreased rotational friction versus production silent chain.

1 P5249131 Chain, Double, Roller, Replacement, Cloyes Race Application
1 P5249267 Chain, Double, Roller, with Sprockets, One-bolt Mount, Three Matched Keyways, Small Block, 5.2L/5.9L Magnum/Jeep Engines

D. Timing Chain Tensioner
Stabilizes cam timing by reducing timing chain slack. Can be used in place of thrust plate (P5249637).

1 P5007709 Timing Chain Tensioner, Small Block/ 3.9L/ 5.2L/ 5.9L Truck/Magnum/Jeep Engines

E. Front Cover Seal and Gasket

P4876280 Seal, Front Cover, 426 Hemi/ Big Block/ Small Block
P4876700 Gasket, Front Cover, for Short Deck Race Blocks (9.00"-9.20"), use with Covers P4876631-32

F. Timing Chain Covers

1 P5249930AB Cover, Timing Chain, Production, Includes Seal and Gasket, 9.600" Deck, Small Block and V6
1 P4876632 Cover, Timing Chain, Sand Cast, Race, 9.00"-9.20" Deck, Race Water Pump/Front Motor Plate

G. Bolt Set, Chrome, Front Timing Cover
Package includes a complete set of chrome bolts for timing chain covers.
<table>
<thead>
<tr>
<th>Mopar Part Number</th>
<th>Valve Setting</th>
<th>RPM Operating Range</th>
<th>Duration</th>
<th>Valve Lift</th>
<th>Rocker</th>
<th>Lobe Sep Angle</th>
<th>Notes</th>
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<td>Exhaust</td>
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<td>Hyd.</td>
<td>Hyd.</td>
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<td>280</td>
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<td>240</td>
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<td>Hyd.</td>
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<td>262</td>
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<td>Solid Mechanical Flat Tappet Camshafts</td>
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# Small Block High Performance Camshafts (continued)

<table>
<thead>
<tr>
<th>Mopar Part Number</th>
<th>Valve Setting</th>
<th>RPM Operating Range</th>
<th>Duration</th>
<th>Valve Lift</th>
<th>Lobe Separation Angle</th>
<th>Notes</th>
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<td>Exhaust</td>
<td>Revolution</td>
<td>Advertised @ 5500</td>
<td>With 1.6 Rocker Arm</td>
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<td>.022</td>
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<td>PS155574</td>
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<td>4500 to 7500</td>
<td>300</td>
<td>316</td>
<td>270</td>
</tr>
</tbody>
</table>

| XTREME ENERGY Mechanical Roller Camshafts | | | | | | |
| PS155575 | .018 | .018 | 2000 to 6000 | 260 | 274 | 230 | 236 | 552 | 564 | 110° | Good for mild street/strip use with 9.1 compression and a 2500 stall. Noticeable idle. |
| PS155576 | .018 | .018 | 2200 to 6300 | 274 | 290 | 236 | 242 | 564 | 570 | 110° | Serious street/strip use. 9.5:1 compression with 2800+ stall. Lopy idle. |
| PS155577 | .018 | .018 | 2500 to 6500 | 260 | 296 | 242 | 249 | 570 | 576 | 110° | 2600+ stall with 10:1 compression, strong mid-range with a radical idle. |
| PS155578 | .018 | .018 | 2800 to 6800 | 286 | 292 | 248 | 254 | 576 | 582 | 110° | 3300+ stall with 10:1 compression. Strong top end with a racey idle. |

| DRAG RACE Mechanical Roller Camshafts | | | | | | |
| PS155579 | .020 | .022 | 4200 to 7400 | 296 | 303 | 263 | 270 | 649 | 651 | 108° | Good all around bracket cam. 4200+ stall in 360 or 4500+ stall in 340, 11.5:1 compression. |
| PS155580 | .020 | .022 | 4500 to 7500 | 302 | 309 | 269 | 270 | 654 | 655 | 108° | Good Super Street or bracket cam. 11.5:1 compression with 4500+ stall. |
| PS155581 | .026 | .028 | 4800 to 7800 | 308 | 317 | 275 | 284 | 658 | 661 | 108° | Good Super Gas or Fast Bracket cam. 12:1 compression with 5500+ stall. |
| PS155582 | .026 | .028 | 5500 to 8000 | 314 | 321 | 281 | 288 | 661 | 664 | 110° | Good Super Gas, Super Comp or Fast Bracket cam, medium to large cubic inch engines with 8000+ converter. |
## SMALL BLOCK

### CAMSHAFTS, LIFTERS, AND HARDWARE

#### A. Camshafts, High Performance, Hydraulic

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
<th>Lift</th>
<th>Duration</th>
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<tbody>
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<td>P5155545</td>
<td>Camshaft, Hydraulic, 0.477 / 0.480 Lift, 268 / 280 Adv.</td>
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<td>Camshaft, Hydraulic Roller, 0.490 / 0.490 Lift, 264 / 270 Adv.</td>
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<tr>
<td>P5155562</td>
<td>Camshaft, Hydraulic Roller, 0.490 / 0.490 Lift, 264 / 270 Adv.</td>
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<td>P5155563</td>
<td>Camshaft, Hydraulic Roller, 0.490 / 0.490 Lift, 264 / 270 Adv.</td>
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<td>P5155564</td>
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<td>Camshaft, Hydraulic Roller, 0.490 / 0.490 Lift, 264 / 270 Adv.</td>
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<td>P5155566</td>
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<td>P5155568</td>
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<td>Camshaft, Hydraulic Roller, 0.490 / 0.490 Lift, 264 / 270 Adv.</td>
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<td>P5155570</td>
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<td>P5155571</td>
<td>Camshaft, Hydraulic Roller, 0.490 / 0.490 Lift, 264 / 270 Adv.</td>
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<td>P5155572</td>
<td>Camshaft, Hydraulic Roller, 0.490 / 0.490 Lift, 264 / 270 Adv.</td>
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<td>P5155573</td>
<td>Camshaft, Hydraulic Roller, 0.490 / 0.490 Lift, 264 / 270 Adv.</td>
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<td>P5155574</td>
<td>Camshaft, Hydraulic Roller, 0.490 / 0.490 Lift, 264 / 270 Adv.</td>
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SMALL BLOCK

CAMSHAFTS, LIFTERS, AND HARDWARE

A. Camshafts, High Performance, Mechanical

<table>
<thead>
<tr>
<th>Part No.</th>
<th>Description</th>
<th>Lift</th>
<th>Duration</th>
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</thead>
<tbody>
<tr>
<td>P5155567</td>
<td>Camshaft, Mechanical, 0.488 / 0.501 Lift, 268 / 274 Adv. Duration</td>
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<tr>
<td>P5155568</td>
<td>Camshaft, Mechanical, 0.502 / 0.511 Lift, 274 / 280 Adv. Duration</td>
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<td>P5155569</td>
<td>Camshaft, Mechanical, 0.520 / 0.540 Lift, 282 / 290 Adv. Duration</td>
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<td>P5155570</td>
<td>Camshaft, Mechanical, 0.540 / 0.540 Lift, 290 / 290 Adv. Duration</td>
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<td>P5155571</td>
<td>Camshaft, Mechanical, 0.542 / 0.555 Lift, 281 / 299 Adv. Duration</td>
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<tr>
<td>P5155572</td>
<td>Camshaft, Mechanical, 0.558 / 0.555 Lift, 290 / 300 Adv. Duration</td>
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<tr>
<td>P5155573</td>
<td>Camshaft, Mechanical, 0.570 / 0.572 Lift, 295 / 312 Adv. Duration</td>
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<tr>
<td>P5155574</td>
<td>Camshaft, Mechanical, 0.579 / 0.578 Lift, 300 / 316 Adv. Duration</td>
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<tr>
<td>P5155575</td>
<td>Camshaft, Mechanical Roller, 0.552 / 0.564 Lift, 268 / 274 Adv. Duration</td>
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<td>P5155576</td>
<td>Camshaft, Mechanical Roller, 0.564 / 0.570 Lift, 274 / 280 Adv. Duration</td>
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<td>P5155577</td>
<td>Camshaft, Mechanical Roller, 0.570 / 0.576 Lift, 280 / 286 Adv. Duration</td>
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<tr>
<td>P5155578</td>
<td>Camshaft, Mechanical Roller, 0.576 / 0.582 Lift, 286 / 292 Adv. Duration</td>
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<td>P5155579</td>
<td>Camshaft, Mechanical Roller, 0.649 / 0.651 Lift, 296 / 303 Adv. Duration</td>
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<tr>
<td>P5155580</td>
<td>Camshaft, Mechanical Roller, 0.654 / 0.665 Lift, 302 / 309 Adv. Duration</td>
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<tr>
<td>P5155581</td>
<td>Camshaft, Mechanical Roller, 0.658 / 0.661 Lift, 308 / 317 Adv. Duration</td>
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<tr>
<td>P5155582</td>
<td>Camshaft, Mechanical Roller, 0.661 / 0.664 Lift, 314 / 321 Adv. Duration</td>
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</tr>
</tbody>
</table>

See chart for additional information.

B. Camshafts, Purple Shaft, Hydraulic

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

<table>
<thead>
<tr>
<th>Part No.</th>
<th>Description</th>
<th>Lift</th>
<th>Duration</th>
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</thead>
<tbody>
<tr>
<td>P445275TAC</td>
<td>Camshaft, 0.410&quot;/0.425&quot; Lift, 248/256 Adv. Duration</td>
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<tr>
<td>P4452782AC</td>
<td>Camshaft, 0.429&quot;/0.444&quot; Lift, 228/235 Adv. Duration</td>
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<tr>
<td>P4452759AC</td>
<td>Camshaft, 0.430&quot;/0.450&quot; Lift, 260/268 Adv. Duration</td>
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<tr>
<td>P4452761AC</td>
<td>Camshaft, 0.450&quot;/0.455&quot; Lift, 268/272 Adv. Duration</td>
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<td>P4452992AC</td>
<td>Camshaft, 0.474&quot;/0.474&quot; Lift, 290/290 Adv. Duration</td>
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<td>P4120231AC</td>
<td>Camshaft, 0.484&quot;/0.484&quot; Lift, 284/284 Adv. Duration</td>
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<td>P4120233AC</td>
<td>Camshaft, 0.508&quot;/0.508&quot; Lift, 292/292 Adv. Duration</td>
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</tbody>
</table>

Note: Mopar recommends the use of a high zinc oil for maximum durability for flat tappet camshafts.
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CAMSHAFTS, LIFTERS, AND HARDWARE

A. Camshafts, Purple Shaft, Mechanical

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

1 P4120653AC Camshaft, 0.528”/0.528” Lift, 284/284 Adv. Duration
1 P4120655AC Camshaft, 0.557”/0.557” Lift, 296/296 Adv. Duration
1 P4120657AC Camshaft, 0.580”/0.580” Lift, 312/312 Adv. Duration

See chart for additional information.

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

B. Camshafts, Roller UGL, Race

The 48° tappet “R” blocks (R1, R2, R3, R4) require special camshafts. These UGL (unground lobe) camshafts enable cam grinders to grind specific cam profiles to create a finished cam. Cannot be used in engine as is.

1 P5007932 Camshaft, Roller, UGL, Race, Roller Tappets, for 50 mm Roller Bearings P4876707, “R” Blocks
1 P5007437 Camshaft, Roller, UGL, Race, Roller Tappets, for 60 mm Roller Bearings P5007361, “R” Blocks
1 P4876633 Camshaft, Roller, UGL, Race, Roller Tappets, for Babbitt Bearings P4876372, “R” Blocks

C. Camshaft Plate Kit

Designed to take the thrust of the camshaft. Includes the cam plate and all necessary bolts.

P5249637 Camshaft Plate Kit

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CAMSHAFTS, LIFTERS, AND HARDWARE

A. Camshaft Sprocket Attaching Hardware
Required when a fuel pump eccentric is used.
P2120930 Bolt, Camshaft, Sprocket, For Three-Bolt Mounting, 363/340/426, Sold Individually
P4529838 Hardware Package, Camshaft Sprocket

B. Offset Camshaft Keys
For centerlining your camshaft, these hardened keys are color coded in 1°, 2°, 3°, 4° and 5° increments. Production key is used for zero offset.
P5249600 Camshaft Keys, Offset, 3.7L/3.9L/4.7L/5.2L/5.9L Truck Magnum/Jeep Engines
Note: Color code for cam keys: Natural-1°, Red-2°, Blue-3°, Yellow-4°, White-5°

C. Mechanical Tappet
Sold individually.
P2843177 Tappet, Mechanical, 0.0005” Undersize

D. Hydraulic Tappet
Sold individually.
P3614321 Tappet, Hydraulic, 340 Engine

E. Hydraulic Roller Tappets
1 P4876054 Tappets, Hydraulic, Roller, 5.2L/5.9L Truck Magnum/Jeep Engines, Sold Individually
1 P5249862 Tappets, Hydraulic, Roller, 5.2L/5.9L Truck Magnum/Jeep Engines, Magnum Crate, Set of 16
1 P4876055 Tappet Aligning Yoke, 5.2L/5.9L Dodge Truck Magnum/Jeep Engines, Sold Individually

F. Roller Tappet
Includes matched pair of Roller Tappets with guide bar.
P4452919 Tappet Set, Roller, Not Recommended with “R” Blocks and 340 Replacement Blocks

G. Pushrods
1 P5153848 Pushrod Set, Required for Use With Aluminum Magnum Cylinder Head P5153847
1 P5249662 Pushrods, Hydraulic, Roller, 6.92”, 5.2L/5.9L Magnum/Jeep Engines/ Magnum Crate, Set of 16

H. Dog Bones
1 P5155275 Dog Bone Kit, For Hydraulic Roller Tappets on Magnum Race Blocks P5153452 AND P5153579, Includes 8 Dog Bones, Screws, Springs

Questions? Call the Mopar Direct Connection Tecline at 1-888-528-HEMI (4364)
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CYLINDER HEADS, GASKETS, AND HARDWARE

A. Cylinder Heads, "LA"

Aluminum Assemblies, Requires Head Bolt Set P5153851.

1 P5153849 Cylinder Head, Aluminum, 63 cc Combustion Chamber, 2.020"/1.600" Valves With HP Springs, 1967-1992 "LA" 318/360 Engines

1 P5155639 Cylinder Head, Aluminum, Bare, Used in P5153849

1 P5153850 Cylinder Head, Super Commando, Aluminum, Machined and Assembled with 2.080" / 1.600" Valves (5/16" Stem) with HP Springs, Use Rocker Arm Set P5153995, "LA" Engines

1 P5155128 Cylinder Head, Aluminum, Super Commando, Bare, Used in P5153850

B. Cylinder Heads, Cast Iron, W2 Race

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

1 P5007708AB Cylinder Head, Cast Iron, Race, 2.02" Intake, 1.60" Exhaust, 45° Tappet, 47cc Chamber, W2

1 P5007445AB Cylinder Head, Cast Iron, Race, 2.02" Intake, 1.60" Exhaust, 45° Tappet, 65 cc Chamber, W2

1 P5249769 Cylinder Head, Cast Iron, Race, 2.02" Intake, 1.60" Exhaust, 59° Tappet, 65cc Chamber, W2

C. Cylinder Heads, Raised Port, W9

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

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

1 P5007904AB Cylinder Head, Aluminum, Raised Port, with Extra Stiffening Rib, Small Block, A4 Midget Block, W9RP

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CYLINDER HEADS, GASKETS, AND HARDWARE

A. Cylinder Heads, Aluminum, W9

Designed with the professional racer in mind, W9 Aluminum Cylinder Heads incorporate the latest in "paperless design technology" to give racers the leading edge. Features high-strength, lightweight 356 aluminum alloy casting with thick decks that permit small chambers for maximum compression ratios, six-bolt head attachment design for sealing integrity, and raised intake and exhaust ports for maximum performance. Heads have a 15° valve angle, with additional material to permit "rolling" the head (except head P5007861 which is 13°). They are the same length as the block to permit ease of installation with engine plates.

1. P5007861 Cylinder Head, Aluminum, 48°, Small Block, A4 Midget Block, W9 (13°)
2. P5007855 Cylinder Head, Aluminum, 48°, Small Block, A4 Midget Block, W9 (15°)
3. P5007056AB Cylinder Head, Aluminum, 48°, Small Blocks, W9

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

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CYLINDER HEADS, GASKETS, AND HARDWARE

A. Cylinder Heads, Magnum

Features higher airflow and performance over cast iron (stock) Magnum cylinder heads. Uses Magnum vertical-style intake manifold attachment and production exhaust flange pattern. No heat crossover.

- P5153847 Cylinder Head, Aluminum, 5.2 / 5.9L Magnum, with valves and springs. 58 cc Combustion Chamber, 2.020”/1.600” Valves. Requires the use Of 1.6:1 Roller Rocker Arms (P5153852), Pushrods (P5153848), and Taller Than Stock Valve Covers (P5007617 or P5007618)

- P5155469 Cylinder Head, Cast Iron, Bare, 1.920” IN, 1.624” EX, 62CC Chamber, 172CC IN Runner, 1992-2003 Magnum 5.2L / 5.9L

See chart for additional information.

B. Magnum Cylinder Head Conversion Components

Designed to allow the use of production Magnum heads on pre-1992 Small Block engines. Requires the use of Magnum cylinder heads, hydraulic pushrods, Jeep® tappets (P4529220AB), and eight Magnum engine rocker arms (P4876050) to oil rocker arms through tappet and pushrod. Not for use with Magnum Cylinder Head P5153847.

- P5007477 Pushrod, Hydraulic, 7.625”, Set of 16
- P4876050 Rocker Arm Set, Single Cylinder, 5.2L/5.9L Magnum Engines and Magnum Crate Engines
- P4529220AB Tappet, Hydraulic, Small Block/2.5L/4.0L Jeep Engines, Sold Individually

### SMALL BLOCK CYLINDER HEADS

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Description</th>
<th>Material</th>
<th>Chamber Size</th>
<th>Tappet Angle</th>
<th>Valve Angle</th>
<th>Valve Size</th>
<th>Valve Stem Size</th>
<th>Int. Port Volume</th>
<th>Int. Flow @ .600”</th>
<th>Int. Port Shape</th>
<th>Exh. Port Shape</th>
<th>Valve Cover</th>
<th>Approx Weight</th>
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</thead>
<tbody>
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<td>P5007445AB</td>
<td>W2</td>
<td>Cast iron</td>
<td>65 cc</td>
<td>48°</td>
<td>15°</td>
<td>2.02”/1.600”</td>
<td>3/8”</td>
<td>190 cc</td>
<td>OvL W2</td>
<td>“D” W2/5</td>
<td>Std 5 bolt</td>
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<td>P5007700AB</td>
<td>W2</td>
<td>Cast iron</td>
<td>65 cc</td>
<td>48°</td>
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<td>3/8”</td>
<td>190 cc</td>
<td>OvL W2</td>
<td>“D” W2/5</td>
<td>Std 5 bolt</td>
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<td>P5249769</td>
<td>W2</td>
<td>Cast iron</td>
<td>65 cc</td>
<td>59°</td>
<td>18°</td>
<td>2.02”/1.600”</td>
<td>3/8”</td>
<td>190 cc</td>
<td>OvL W2</td>
<td>“D” W2/5</td>
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<td>65 cc</td>
<td>59°</td>
<td>18°</td>
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<td>3/8”</td>
<td>190 cc</td>
<td>OvL W2</td>
<td>“D” W2/5</td>
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<td>P5153600</td>
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<td>65 cc</td>
<td>59°</td>
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<td>2.02”/1.600”</td>
<td>3/8”</td>
<td>190 cc</td>
<td>OvL W2</td>
<td>“D” W2/5</td>
<td>Std 5 bolt</td>
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<tr>
<td>P5007509AB</td>
<td>P5 Hemi</td>
<td>Aluminum</td>
<td>64 cc</td>
<td>45°/59°</td>
<td>10°/12°</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>Rect.</td>
<td>P5 Hemi</td>
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<td>P5007665AB</td>
<td>W9</td>
<td>Aluminum</td>
<td>62 cc</td>
<td>48°</td>
<td>15°</td>
<td>N/A</td>
<td>N/A</td>
<td>11°/32°</td>
<td>200 cc</td>
<td>Rect. W9/8</td>
<td>Std 5 bolt</td>
<td>22</td>
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<td>P5007865</td>
<td>W9</td>
<td>Aluminum</td>
<td>52 cc</td>
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<td>Rect. W9/8</td>
<td>Std 5 bolt</td>
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<td>P5007904</td>
<td>W9 Raised Port, Partially Machined</td>
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<td>13°</td>
<td>N/A</td>
<td>Rect.</td>
<td>Ext. W9/8</td>
<td>Std 5 bolt</td>
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<td>P5153847</td>
<td>Magnum- Assy</td>
<td>Aluminum</td>
<td>58 cc</td>
<td>59°</td>
<td>18°</td>
<td>2.02”/1.600”</td>
<td>3/8”</td>
<td>175 cc</td>
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<td>Std 10 bolt</td>
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<td>P5153849</td>
<td>Commando- Assy</td>
<td>Aluminum</td>
<td>63 cc</td>
<td>59°</td>
<td>13°</td>
<td>2.02”/1.600”</td>
<td>3/8”</td>
<td>177 cc</td>
<td>Rect. R8/9</td>
<td>Std 30</td>
<td>Rect. 360</td>
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<td>P5153848</td>
<td>Commando-LG Port</td>
<td>Aluminum</td>
<td>60 cc</td>
<td>59°</td>
<td>13°</td>
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<td>3/8”</td>
<td>180 cc</td>
<td>Rect. R8/9</td>
<td>Std 30</td>
<td>Rect. 360</td>
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<td>P5153850</td>
<td>Super Commando</td>
<td>Aluminum</td>
<td>63 cc</td>
<td>59°</td>
<td>13°</td>
<td>2.02”/1.600”</td>
<td>3/8”</td>
<td>255 cc</td>
<td>Rect. R8/9</td>
<td>Std 30</td>
<td>Rect. 360</td>
<td>30</td>
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</tr>
</tbody>
</table>

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CYLINDER HEADS, GASKETS, AND HARDWARE

A. Gaskets, Cylinder Head, Composite
Can be used for replacement or competition applications up to 12.5:1 compression ratio. Small Block four-bolt pattern. Sold as an engine set.
1 P4876048 Gasket, Cylinder Head, Composite Material, 5.9L Truck Magnum/Jeep Engines, Set
1 P4349557 Gasket, Cylinder Head, Composite Material, up to 4.06" Bore, 0.040" to 0.042" Compressed Thickness, Small Block
1 P4120094 Gasket, Cylinder Head, Composite Material, Up to 4.125" Bore, Up to 12.5:1 CR, Small Block

B. Low Compression Ratio Composition Material Gasket
Not recommended for compression ratios over 10:5:1.
P4120093 Gasket, Cylinder Head, Composition Material, Up to 4.060" Bore; 0.040" Thickness

C. Head Bolt Sets
Includes all required head bolts.
P5153851 Bolt Set, Cylinder Head with Washers, Use With Cylinder Heads P5153849 and P5153850
P4120471 Bolt Set, Cylinder Head, 318/340/360 "LA" Engines up to 1992
P4876759 Bolt Set, Cylinder Head, Magnum, Small Block/ 5.2L/5.9L Truck Magnum/Jeep Engines

D. Head Stud Kits
Kits contain studs, nuts and washers for changeover of stock head bolts.
P4876757 Stud Kit, Cylinder Head, Aluminum Block, W9 Heads
P5007912 Stud Kit, Cylinder Head, Aluminum Block, W9 Raised Port Cylinder Head (A8 and A4 Engine Blocks with W9RP Cylinder Heads)

E. Hardened Washer Sets
For use with head bolts and main caps. Sold in sets of 20.
P4120459 Washer, Hardened, 1/2"
P4120456 Washer, Hardened, 3/8"

F. Exhaust Manifold Heat Shield - 340
P2946105 Heat Shield, Exhaust Manifold, Driver's Side, 340

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.
VALVE COVERS AND HARDWARE

A. Valve Covers, Aluminum, "As Cast"
Cast aluminum covers are more rigid than stamped steel, which helps prevent valve cover leaks. Sold "as cast" so you can set up the breathers required. There's no paint to remove if welding is done. Mopar Pentastar logo is cast into each cover. Set includes two valve covers and oil filler caps.
P5007612AB Valve Cover, Aluminum, "As Cast," Set
P5249581AB Gasket, Valve Cover, Five-Bolt Rubber with Steel Shim Reinforcement, 338/340/360 "A" Engines up to 1992, Set
P4452089 Gasket, Valve Cover, Race, Set

B. 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, two oil filler caps and baffle package.
P5007613AB Valve Cover, Cast Aluminum, Polished, Set
P4452089 Gasket, Valve Cover, Race, Set

C. Valve Covers, Cast Aluminum, "Mopar Magnum"
Polished Cast Aluminum Valve Cover Sets are more rigid than stamped steel for better anti-leak properties. Features Magnum logo. Each set includes all grommets and a quarter-turn oil filler cap. Gaskets must be ordered separately.
P5007618 Valve Cover, Cast Aluminum, Polished, 5.2L/5.9L Truck Magnum Engines, Set
P5249660 Gasket, Valve Cover, 10-Bolt Mold Rubber Steel Shim, 5.2L/5.9L Truck Magnum Engines, Set of 2

D. 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.
P5007611AB Valve Cover, Cast Aluminum, Black Wrinkle, Set
P5007617 Valve Cover, Cast Aluminum, Black Wrinkle, 5.2L/5.9L Truck Magnum Engines, 1993 and Up, Set
P5007619 Valve Cover, Cast Aluminum, Black Wrinkle, 1993-98 5.2L/5.9L Jeep Engines, Set
P5249581AB Gasket, Valve Cover, Five-Bolt Rubber with Steel Shim Reinforcement, 338/340/360 "A" Engines up to 1992, Set
P4452089 Gasket, Valve Cover, Race, Set

E. Valve Covers, Fabricated Aluminum
P5155525 Valve Cover, Aluminum, Black, Wedge, Small Block
SMALL BLOCK

VALVE COVERS AND HARDWARE

A. Valve Covers, Chrome
Dress up your engine compartment with these high-quality, chrome-plated stamped steel valve covers. Set includes two valve covers and grommets. Does not include gaskets, screws or baffling.
P5007446 Valve Cover, Chrome, Mopar Pentastar Logo, Set
P4349632AB Valve Cover, Chrome, "Direct Connection" Logo, Small Block, Set
P4452089 Gasket, Valve Cover, Race, Set

B. Valve Cover Hardware- Chrome
For stamped steel valve covers only. Accessory set 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

C. Valve Covers, Wide
Five-bolt cover features reversed lip design that allows the cover to be wider on stock production gasket surface. Extra width allows for larger valve springs and longer rocker arms. Mopar Pentastar logo featured on each cover. Use with Stud Package P4876676.
P4876124 Valve Cover, Wide, Stock Production Small Blocks and W2/W5/W7/X Flanges, Set

Valve Cover Gaskets and Hardware- Wide (Not Shown)
P4876676 Stud Kit, Wide "LA" and W8 Valve Covers, 10 Studs with Lock Nuts
P5249581AB Gasket, Valve Cover, Five-Bolt Rubber with Steel Shim Reinforcement, 318/340/360/"A" Engines up to 1992, 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. Bolt Set- Valve Cover
Package includes 12 retaining bolts.
P5007053 Retaining Screw, Valve Cover, Big Block/Small Block

F. Bolt Set- Chrome
Fit 5.2L/5.9L Magnum valve cover packages P5007617 and P5007618. Designed for cast aluminum valve covers only. Set includes 20 bolts (ten per cover).
P5007620 Bolt Set, Cast Aluminum Valve Cover, Small Block/ 5.2L/5.9L Truck Magnum/Jeep Engines
SMALL BLOCK

VALVE COVERS AND HARDWARE

A. 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
P4120446 Breather Cap, with Tube
P4529882 Grommet, Rubber, Use with Breather Cap P4529881

B. Grommet- Knockout
For use on the knockout hole of die cast valve covers. It is recommended that
the hole be cleaned up to 0.950” to 0.980” for best seal.
P5007921 Grommet, Knockout, Die-Cast Valve Cover, Set

C. Grommet- PCV & Breather
Grommets to service black, polished, or “as-cast” Mopar Cast Aluminum Valve
Covers (except Hemi). Set includes one grommet for PCV and one that can be
used for plug or opened for breather.
P5249642 Grommet, Cast Aluminum Valve Cover, 5.2L/5.9L Truck
Magnum/Jeep Engines, Set

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A. Valves

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

- **Valve, Exhaust, 1.60" Diameter, 4.97" Stem Length, 340/360 Small Block**
- **Valve, Exhaust, 1.60" Diameter, 5.29" Stem Length, W2/W5 Heads**
- **Valve, Exhaust, 1.625" Diameter, 4.93" Stem Length, 3.9L/5.2L/5.9L Magnum/Jeep Engines**
- **Valve, Exhaust, 1.65" Diameter, 4.97" Stem Length, 340/360 Small Block**
- **Valve, Exhaust, 1.65" Diameter, 5.29" Stem Length, W2/W5 Heads**
- **Valve, Intake, 2.02" Diameter, 4.93" Stem Length, 3.9L, 5.2L, 5.9L Truck Magnum/Jeep Engines**
- **Valve, Intake, 2.02" Diameter, 4.98" Stem Length, 340/360 Small Block**
- **Valve, Intake, 2.02" Diameter, 4.93" Stem, 3.9L/5.2L/5.9L Magnum/Jeep Engines**
- **Valve, Intake, 2.02" Diameter, 4.98" Stem Length, 340/360 Small Block**
- **Valve, Intake, 2.02" Diameter, 5.28" Stem Length, W2/W5 Heads**
- **Valve, Intake, 2.08" Diameter, 4.98" Stem Length, 340/360 Small Block**
- **Valve, Intake, 2.08" Diameter, 5.28" Stem Length, W2/W5 Heads**
- **Valve, X-Long, Intake, Race, 2.15" Diameter, 5.4065" Overall Length**

B. Valve Seals - Race

Sold in sets of 16

- **Valve Seals, Race, 3/8" Stem, 0.530" Guide, Small Block**

C. Valve Seals

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

- **Valve Seals, 3/8" Stem, Big Block/Small Block**
- **Valve Seals, 5/16" Stem, 0.530" Guide, 426 Hemi and 5.2L/5.9L Magnum/Jeep Engines**
SMALL BLOCK

VALVES AND VALVE TRAIN HARDWARE

A. Valve Keepers (Split Locks)
Made from hardened material. Single, double and triple groove styles available to
meet your application requirements. Features a 3/8" stem diameter and is
available in 7° and 10° angles. Can be used for restoration or performance
applications. Set includes 16 pieces (two sets required for V8 engines).
1 P4120618 Valve Keepers, 7°, Single Groove
1 P4286612 Valve Keepers, 10°, Single Groove
1 P4120619 Valve Keepers, 7°, Double Groove

B. Valve Stem Lash Caps
These lash caps are 0.080" thick and fit between the end of the valve and the
rocker arm tip. They are made of hardened steel for improved rocker tip
durability. Larger area than stock valve tip to help spread the rocker loads. Sold
in sets of 16.
P4120626 Lash Caps, Valve Stem, 3/8" Stem, A/B/RE Engines
P4120635 Lash Caps, Valve Stem, 5/16" Stem, 426 Hemi/ Big Block/
Small Block/ Truck Magnum/Jeep Engines

C. Valve Spring Retainers
Available in two levels of performance: Chrome Moly for heavy-duty applications
and Titanium for top-level race performance. Sold individually.
P4452032 Retainer, Valve Spring, Chrome Moly, 7 Degree, 8mm Stem
Diameter, Single, 2.3L/3.5L, SLC/SC and 3.9L/5.2L Magnum
Engines
P4452033 Retainer, Chrome Moly, 3/8", Single, Std Height, 7°
P4007178 Retainer, Titanium, 3/8", Single, Std Height, 7°, 340/360 "LA"
P4120785 Retainer, Titanium, 3/8", Dual, Std Height, 10°
P4286775 Retainer, Titanium, 3/8", Triple, .060" Increase, 10°

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**VALVES AND VALVE TRAIN HARDWARE**

**A. Valve Springs**

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

1 P5249464 Valve Spring, 3.9L/5.2L/5.9L Magnum Jeep/Truck
1 P4876062 Valve Spring, 5.2L/5.9L Magnum Jeep/Truck
1 P4876063 Valve Spring, Single, HP Jeep V-8
1 P4286813 Valve Spring, Single, 0.380"/0.450" Lift
1 P4286812 Valve Spring, Single, 0.430"/0.460" Lift
1 P4120249 Valve Spring, Single, 0.430"/0.500" Lift
1 P3609033 Valve Spring, Single, 0.440"/0.500" Lift
1 P5249847 Valve Spring, Single, 0.480"/0.535" Lift
1 P5249848 Valve Spring, Single, 0.480"/0.540" Lift
1 P3614542 Valve Spring, Double, 0.500"/0.610" Lift
1 P3412068 Valve Spring, Double, 0.500"/0.620" Lift
1 P2806077 Valve Spring, Double, 0.500"/0.610" Lift
1 P2946353 Valve Spring, Double, 0.520"/0.700" Lift
1 P4876064 Valve Spring, Double, 0.590"/0.640" Lift

See chart for additional information.

**ROCKER ARMS, SHAFTS, SUPPORTS, AND HARDWARE**

**B. Rocker Arms, Hydraulic**

Features thicker cross-sectional material in pushrod socket area for added durability. Package set includes 16 heavy-duty hydraulic rocker arms (eight right, eight left), rocker shaft retainers and hold-down bolts. Rocker shafts not included.

1 P4529742 Rocker Arm, Hydraulic, Production, 1.5 Ratio, Package
1 P4529475 Rocker Arm, Hydraulic, Service, 1.5 Ratio, Left, Sold Individually
1 P4529474 Rocker Arm, Hydraulic, Service, 1.5 Ratio, Right, Sold Individually

**C. Rocker Arm System, Pro Race**

Complete rocker arm system made of high-strength aluminum, including shafts and bolts. Designed for high rpm, high load racing applications. Roller tip, needle bearing center pivot. Requires hollow pushrods and tappets for oiling. High-ratio rockers may require grinding on block and head for clearance. Not for street use.

1 P5007470 Rocker Arm Set, 0.550" Offset, 1.6 Ratio, One Head Only, W9

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

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# SMALL BLOCK

## VALVES AND VALVE TRAIN HARDWARE

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### SMALL BLOCK VALVE SPRINGS

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Installed Height</th>
<th>Description</th>
<th>O.D.</th>
<th>Wire Diameter</th>
<th>Lift Range</th>
<th>Material</th>
<th>Retainer</th>
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</thead>
<tbody>
<tr>
<td>P4529214</td>
<td>1.64”</td>
<td>Magnum, Cylindrical</td>
<td>1.31”</td>
<td>0.177”</td>
<td>0.350”/0.430”</td>
<td>Production</td>
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<td>P4529215</td>
<td>1.64”</td>
<td>Magnum, Conical</td>
<td>Prod.</td>
<td>—</td>
<td>0.350”/0.430”</td>
<td>Production</td>
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<tr>
<td>P4296813</td>
<td>1.65”/1.70”</td>
<td>Single/Damper</td>
<td>1.39”</td>
<td>0.185”</td>
<td>0.390”/0.450”</td>
<td>Chrome Vanadium</td>
<td>P4452033, P4296573</td>
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<tr>
<td>P5249464</td>
<td>1.64”</td>
<td>Magnum, Dual/Damper</td>
<td>1.42”</td>
<td>0.187”</td>
<td>0.400”/0.525”</td>
<td>Chrome Silicon</td>
<td>P4452032</td>
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<tr>
<td>P4296812</td>
<td>1.83”/1.86”</td>
<td>Single/Damper</td>
<td>1.48”</td>
<td>0.208”</td>
<td>0.430”/0.460”</td>
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<td>P4452033</td>
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<tr>
<td>P4120249</td>
<td>1.67”/1.70”</td>
<td>Single/Damper</td>
<td>1.50”</td>
<td>0.206”</td>
<td>0.430”/0.500”</td>
<td>Chrome Vanadium</td>
<td>P4452033</td>
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<tr>
<td>P3990933</td>
<td>1.83”/1.86”</td>
<td>Single/Damper</td>
<td>1.53”</td>
<td>0.224”</td>
<td>0.440”/0.510”</td>
<td>Chrome Vanadium</td>
<td>P4452033</td>
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<tr>
<td>P5249847</td>
<td>1.68”/1.70”</td>
<td>Single/Damper</td>
<td>1.50”</td>
<td>0.207”</td>
<td>0.480”/0.535”</td>
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<td>P5249848</td>
<td>1.83”/1.87”</td>
<td>Single/Damper</td>
<td>1.55”</td>
<td>0.216”</td>
<td>0.480”/0.540”</td>
<td>Chrome Silicon</td>
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<td>P4876062</td>
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<td>0.480”/0.600”</td>
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<td>P3614542</td>
<td>1.67”/1.70”</td>
<td>Dual/Damper</td>
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<td>P2806077</td>
<td>1.83”/1.86”</td>
<td>Dual/Damper</td>
<td>1.52”</td>
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<td>P3412068</td>
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<td>Dual/Damper</td>
<td>1.46”</td>
<td>0.191”</td>
<td>0.520”/0.620”</td>
<td>Special</td>
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<tr>
<td>P2946353</td>
<td>1.99”/2.0”</td>
<td>Dual/Damper</td>
<td>1.59”</td>
<td>0.224”</td>
<td>0.520”/0.700”</td>
<td>Special</td>
<td>P4120785</td>
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<tr>
<td>P4876064</td>
<td>1.86”/1.88”</td>
<td>Dual/Damper</td>
<td>1.60”</td>
<td>0.216”</td>
<td>0.580”/0.640”</td>
<td>Chrome Vanadium</td>
<td>P44529288, P4120785</td>
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<tr>
<td>P4007536</td>
<td>2.0”/2.02”</td>
<td>Triple</td>
<td>1.62”</td>
<td>0.225”</td>
<td>0.640”/0.745”</td>
<td>Chrome Silicon</td>
<td>P4286775</td>
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<tr>
<td>P5249849</td>
<td>2.0”/2.02”</td>
<td>Dual/Damper</td>
<td>1.55”</td>
<td>0.216”</td>
<td>0.650”/0.750”</td>
<td>Chrome Silicon</td>
<td>P4120785</td>
</tr>
</tbody>
</table>

1. All valve springs are sold individually.
2. On W7 heads and others with a long valves, like the 5.40” length, the typical installed spring height is 2.00” so only the springs listed above for the 1.99” thru 2.02” installed heights can be used.
3. With a single spring, the damper is installed inside the main spring; with a dual spring, the damper is installed between the inner and outer spring. There is no damper in the triple springs.
4. Retainers listed are the basic recommendation. Check the actual retainer listing for other options-added installed height, materials, lock size.
ROCKER ARMS, SHAFTS, SUPPORTS, AND HARDWARE

A. Rocker Arms, Mechanical
Includes 16 aluminum roller rocker arms and all necessary hardware, rockers are adjustable.

₁ P5153995 Rocker Arms, Aluminum, For Large Port Super Commando Head P5153850 With +0.350” Offset on the Intake Rockers, Engine Set

B. Rocker Arm Spacer Set

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

P4529741 Rocker Arm Spacer Set, Hydraulic Production Style, A-Engine, Set of Eight

C. Rocker Shafts

₁ P4510636 Rocker Shaft, Hydraulic Valve Gear, On-Center, Sold Individually

₁ P4120589 Rocker Shaft, Mechanical Valve Gear, Offset, W2/W5 Heads, Sold Individually

₁ P3577086 Rocker Shaft, Mechanical Valve Gear, On-Center, 340 T/A, Sold Individually

₁ P5249091 Rocker Shaft, Roller Valve Gear, Aluminum, On-Center, Set of Two

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

₁ P5249049 Rocker Shaft Stand, Billet Aluminum, W2/W5 Heads

E. Rocker Shaft Hold-Down
Billet Aluminum Rocker Shaft Hold-Down provides 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.

₁ P5249712 Rocker Shaft Hold-Down, Standard Small Block Heads

₁ P5249713 Rocker Shaft Hold-Down, W2 Heads

F. 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.

₁ P4529740 Rocker Shaft Retainers and Bolts

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ROCKER ARMS, SHAFTS, SUPPORTS, AND HARDWARE

A. Rocker Arms, Roller
These complete Roller Rocker Arm Sets for Magnum engines include 16 roller tip rocker arms, pivots, guides, and pushrods. Rockers are die-cast aluminum and are individually adjustable. Can be used as heavy-duty replacement with standard or high-performance hydraulic camshafts. May interfere with production Magnum engine valve covers. High-ratio rockers will increase valve lift - use matching valve spring, and check piston/ro--valve clearance. Not for use with Cylinder Head P5153847.

P5007404  Rocker Arm, Roller, 1.7:1 Ratio, 5.2L/5.9L Dodge Truck Magnum/Jeep Engines. Fits Production and R/T Heads.

B. Rocker Arm Stud Kit
Required with aluminum Magnum cylinder heads and aluminum roller rocker arms. Does not fit P5153847 head.

P5007645  Stud Kit, Rocker, Roller, 3/8" Coarse Thread, 5.2L/5.9L Truck Magnum/Jeep Engines

INTAKE MANIFOLDS, HARDWARE, AND GASKETS

C. Single Plane Intake Manifolds

P5155314  Intake Manifold, Aluminum, Single Plane, Victor Style, Big Port and Standard Holley Four-barrel Carburetor, "LA" Engine with Super Commando Heads


P5007380AB  Intake Manifold, Aluminum, Single Plane, Four-barrel Carburetor, 5.2L/5.9L Truck Magnum/Jeep Engines, Magnum Crate Engines

P487629AB  Intake Manifold, Aluminum, Single Plane, Four-barrel Carburetor, Large Oval Port, 9.200" Deck, W2 Cylinder Heads


P4532598  Intake Manifold, Aluminum, Single Plane, Four-barrel Carburetor, Rectangle Port, 9.600" Deck, W7/W8/W9 Cylinder Heads

P4876162  Intake Manifold, Aluminum, Single Plane, Four-barrel Carburetor, Rectangle Port, 9.600" Deck, W7/W8/W9 Cylinder Heads

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INTAKE MANIFOLDS, HARDWARE, AND GASKETS

A. Dual Plane Intake Manifolds

2. P5007381AB Intake Manifold, Aluminum, Dual Plane, Four-barrel Carburetor, 5.2L/5.9L Truck Magnum/Jeep Engines
5. P5155426 Intake Manifold, Aluminum, Dual Plane, Four-barrel Carburetor, 9.600” Deck, W2 Cylinder Heads
6. P5249193 Intake Manifold, Cast Iron, “A” Engine W2, 2BBL

B. Dual Plane Intakes - Six Pack

1. P4529054 Intake Manifold, Aluminum, Dual Plane, Six Pack, Rectangle Port (1967–91 Small Block)

C. Intake Manifold Gasket Sets

Custom-fit for use with Small Block cylinder heads. Complete kit to service one engine including gaskets, end seals, O-rings, and distributor seal (where applicable).

1. P4876049 Gasket, Intake Manifold, 5.9L Magnum Jeep/Truck
2. P4452101 Gasket, Intake Manifold, Small Block, 0.060” Thick
3. P4120210AB Gasket, Intake Manifold, W2 Heads, 0.030” Thick
4. P4120211AB Gasket, Intake Manifold, W2 Heads, 0.045” Thick
5. P4007571AB Gasket, Intake Manifold, W2 Heads, 0.060” Thick
6. P4876446 Gasket, Intake Manifold, W2 Heads, 0.090” Thick
7. P4876447 Gasket, Intake Manifold, W2 Heads, 0.115” Thick
8. P5249466 Gasket, Intake Manifold, W5 Heads, 0.060” Thick
9. P5249480 Gasket, Intake Manifold, W7 Heads, 0.030” Thick
10. P5007153AB Gasket, Intake Manifold, W9 Heads, 0.030” Thick
11. P5007154AB Gasket, Intake Manifold, W9 Heads, 0.045” Thick
12. P5007155AB Gasket, Intake Manifold, W9 Heads, 0.060” Thick
13. P4007570AB Gasket, Intake Manifold, Standard “LA”, 0.055” Thick
14. P4286569 Gasket, Intake Manifold, Standard “LA”, 0.055” Thick, with Heat Block-off Plate

D. Intake Manifold Attaching Bolts

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

2. P4876772 Bolt Package, Intake Manifold, 5/16” x 2-3/4”, 1992-98 5.2L/5.9L Magnum Jeep/Truck

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.
SMALL BLOCK

INTAKE MANIFOLDS, HARDWARE, AND GASKETS

A. Bypass Hose
Designed to go from the intake manifold to the water pump. Made of heavy-duty silicone rubber. Includes two clamps.

P4876373  Bypass Hose, 1970-91 Small Block
P4876374  Bypass Fitting, Intake Manifold, Adapts Bypass Hose to Manifold, 1970-91 Small Block

B. Choke Seal
For dual plane production and aluminum intake manifolds. Package includes choke cup, gasket and two screws. Does not include a choke.

P5249639  Choke Seal, Big Block/ Small Block

C. 360 Magnum Crate Engine Fuel Injection Kit
Mopar now has fuel injection kits available for 380/390/395 horsepower-rated 360 cid Magnum crate engines with automatic or manual transmissions. Installing one of these kits on your powerplant will improve fuel distribution and cylinder filling, resulting in impressive mid-range torque response and horsepower gains over standard carburetion. Mopar 360 Magnum crate engine fuel injection kits come complete and provide excellent throttle response, driveability and improved fuel economy. Developed in collaboration with Mopar Action Magazine.

Features:
- Factory-engineered “Plug ‘n Play” wiring harness for easy installation
- JTEC engine controller with unique calibration
- Intake manifold assembly with 1,000 cfm four-barrel throttle body, fuel rail and 33 lbs/hr. fuel injectors
- External electric fuel pump, filter and fuel regulator
- Distributor, ignition wires and coil
- Complete set of new OEM sensors
- Engineered for Mopar 360 Crate Engines: P5249499, P5155074, P4510851, P5153475, P5007646

P5153590  Fuel Injection Kit, Automatic Transmission, 380/390/395 hp 360 Magnum Crate Engine

Note: Requires use of P4876706 Flex Plate or Magnum Flywheel 53020585 or Dual Trigger Distributor.

IMPORTANT NOTICE: This device is not legal for use on pollution-controlled vehicles certified for use on streets or highways. Once this device is installed, use of the vehicle on a street or highway is a violation of the Clean Air Act, potentially subjecting the operator and the installer to civil penalties of up to $32,500 per vehicle depending on the circumstances.

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INTAKE MANIFOLDS, HARDWARE, AND GASKETS

A. Aluminum Single Plane Intakes - MPI
Can be used as a direct replacement for production engines. Allows use of air conditioning and all factory accessories. Designed to use production throttle body, injectors, fuel rail and other hardware from your stock intake. Available in EGR and non-EGR. Replacement for stock.

1 P5007790 Intake Manifold, Aluminum, Single Plane, Two- or Four-barrel EFI, Right Linkage, 5.2L/5.9L Magnum Jeep/Truck, Requires Modifications

1 P5007398AB Intake Manifold, Aluminum, Single Plane, Two-barrel EFI with EGR, 1992-97 5.2L/5.9L Magnum Jeep/Truck, Requires Installation Kit P5007638

1 P5007852 Intake Manifold, Aluminum, Single Plane, Two-barrel EFI without EGR, 1998-2003 5.2L/5.9L Magnum Jeep/Truck, Requires Installation Kit P5007638

1 P5007638 Installation Kit, Intake Manifold, Two-barrel Intake Only, 5.2L/5.9L Truck Magnum/Jeep Engines

B. Throttle Body Adapter
You can save time and money by using this Mopar Throttle Body Adapter. Although it will require minor fabrication, this adapter will allow you to use a stock Magnum engine throttle body on a four-barrel carburetor intake.

1 P5007865 Throttle Body Adapter, 5.2L/5.9L Dodge Truck Magnum/Jeep Engines

C. Throttle Body- 360 Magnum

1 P5153702 Throttle Body, Service part for 360 Fuel Injection Kits

Note: Pinout is different from Delphi IAC and Mopar IAC

OILING COMPONENTS

D. Oil Pans
Includes a factory-engineered and approved Oil Pan and pickup, drain plug and washer. Center sump-style is used on passenger car applications, while the rear sump-style is used for pickups. Mopar Windage Trays may be used if desired.

P5249062 Oil Pan, Five-quart, Rear Sump, 273/318/340 Small Block

P5249060 Oil Pan, Five-quart, Rear Sump, 360 Small Block and 5.9L Magnum

E. Oil Pan Bolt Set

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

OILING COMPONENTS

A. Oil Pan Gaskets
   P4452097  Gasket, Oil Pan, 1970-90 318/340 Small Block
   P4007573  Gasket, Oil Pan, 360 Small Block
   P5249932  Gasket, Oil Pan, 5.9L Dodge Truck Magnum/Jeep Engines
   P4452093  Gasket, Oil Pan, Race, 360 Small Block
   P4007572  Gasket, Oil Pan, Reusable, 318/340 Small Block

B. Oil Pickup and Screen Assemblies
   Factory original reissued Oil Pickup and Screen Assembly. Standard pickups are
   3/8".
   1 P4529563  Oil Pickup and Screen Assembly, Center Sump Pans
   P5249059 and P5249061 (Small Block)

C. Oil Pressure Relief Spring
   Increases engine oil pressure over stock spring for high-performance
   applications. Delivers up to 70 lbs. of oil pressure. Includes a cap and
   instructions.
   1 P3690944  Oil Pressure Relief Spring, Small Block/2.2L/2.5L/3.9L V6, Set

D. Windage Tray
   Designed to provide improved engine lubrication by reducing the interior windage
   at higher engine speeds. Includes Windage Tray and mounting hardware
   (mounting hardware also available separately).
   1 P4529790  Windage Tray Package, 318/340/360 Small Block
   1 P3690939  Hardware Kit, Windage Tray, 318/340/360 Small Block

E. Oil Pump Assembly
   This high-output oil pump assembly provides a 25% increase in oil volume. Ideal
   replacement for stock pump in high-performance applications.
   1 P4286589  Oil Pump Assembly, Small Block, 3.9L V6

F. Distributor Drive Gear Assemblies
   Features hardened tip shaft with full radius blend from hex to round and pinned
   gear.
   1 P3690874  Distributor Drive Gear, Billet Roller Cam, Aluminum-Bronze
   Gear
   1 P3690715  Distributor Drive Gear, HD

G. Tube and Peen Tool Package
   Blocks off oil to right-side tappet bores. Required for race engines with high-lift
   roller cams.
   1 P4120603  Tube and Peen Tool Package (Small Block)
OILING COMPONENTS

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

- P5249624AB Oil Filter Adapter, Right Angle
- P5249320 Gasket, for Oil Filter Adapter P5249624AB
- P5007515 Mounting Screw, for Oil Filter Adapter, P5249624AB

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 subsequent engine damage. Fits all V8 engines.

- P4268800 Shaft, Oil Pump Priming

C. Dipstick and Tube, Chrome

- P4349628 Dipstick and Tube, Chrome, Center Sump Pan, Small Block Passenger Cars

D. 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

E. 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

F. Oil Filter- Restoration
Mopar has reissued these service replacement Restoration Oil Filters used in the 1960s and 1970s. The white filter was used from the 1960’s throughout the 1970’s. The high-performance white filter (P4529805) was recommended for use in competition from 1965-74. 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

G. Water Pumps
Mopar Aluminum Water Pumps feature basic high flow designs. The six-blade pump is recommended for use with cast iron cylinder heads and for drag racing applications. The eight-blade pump is recommended for use with aluminum cylinder heads and for circle track applications. Passenger side lower hose inlet (1970 and up Small Block).

1 P5249558 Water Pump, Aluminum, 8-Blade
2 P5249559 Water Pump, Aluminum, 8-Blade

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COOLING SYSTEMS

A. Water Pump, Race
Mopar Race Aluminum Water Pumps provide extra high flow. Must be used with Sand Cast Race Timing Cover P4876632 (NASCAR Only) and Motor Plate.

B. Bolt Set, Water Pump, Chrome
Engine chrome dress-up projects just aren’t complete without chrome bolts.

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

D. 90 Degree Thermostat Housing
Cast aluminum 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.

E. Thermostat
Heavy-duty Mopar Thermostat can handle increased heat management duties in high-performance engines. Replacement gasket included.

F. 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. 15" fan blade 3 1/4" deep.