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Now 60 years old, your Slant Six could probably use some freshening up. Slant Six engine expert Doug Dutra has produced this volume to walk you through every aspect of disassembly, evaluation, rebuild, and reassembly in an easy-to-read, step-by-step format. The book also covers modifications, showing how to squeeze the most out of your engine. The year 1960 was an important one in auto manufacturing; it was the year all of the Big Three unveiled entrants in a new class of car called the compact. Chrysler's offering, the Plymouth Valiant, was paired with its redesigned 6-cylinder engine entrant, the Slant Six, known by its nickname the "leaning tower of power." This engine powered the Valiants when they swept the top seven positions in the newly christened compact race that precluded the Daytona 500. With its legacy intact, Chrysler's Slant Six powered Mopar automobiles for decades to come in three displacement offerings (170, 198, 225). With millions of Slant Six engines built over the 30-plus years that the engine was produced, it's always a good idea to have this book handy, as you never know when the next "leaning tower of power" will find its way into your garage! p.p1 {margin: 0.0px 0.0px 0.0px 0.0px; font: 12.0px Arial}

The photos in this edition are black and white. The Mopar big-block RB and B engines have powered millions of Dodge, Plymouth, and Chrysler cars from 1959 to 1978, including some of the most iconic muscle cars-the Charger, Superbird, Barracuda, GTX, Road Runner, Super Bee, and many others. Over the course of 50-plus years, these engines have required and will continue to require rebuilding, and this book is an indispensable guide for the process. Veteran magazine writer Arvid Svendsen documents a professional-caliber rebuild in this latest Workbench® Series title. Full-color photographs accompanied by exceptionally detailed captions with clear, concise instructions guide you through each crucial stage of the rebuild process. You will be able to confidently complete the rebuild of an entire engine, which includes pulling the engine from the car and disassembling the long block. In addition, you are shown how to inspect all components, guide machine work, select optimal parts for a specific performance level, assemble the complete engine, and perform a final shake-down of the engine. All crucial steps of assembly are shown and discussed in exquisite detail, so you can install main bearings, crankshaft, pistons, rods, lifters, push rods, and the entire valvetrain, heads, intake, carb, and all other parts with confidence. Once the engine is installed and the ignition key is turned, you will have the satisfaction of having soundly rebuilt an engine that provides years of strong faithful service. This book is a must-have for any Mopar enthusiast.

The A-904 and A-727, debuting in 1960 and 1962, respectively, are 3-speed automatic Chrysler TorqueFlite Transmissions. In Mopar circles, they have become synonymous with strength, durability, and performance. In fact, 43 years after its first application, A-904s were still found in the Jeep lineup! TorqueFlites are known for their dependability, but many have endured a tremendous amount of abuse over 50-plus years when hooked up to V-8 Mopar powerplants. There is little doubt that some of these automatics could be prone to failure, or at least need a thorough rebuild. Tom Hand shares his decades of experience rebuilding TorqueFlite transmissions with chapters dedicated to troubleshooting, disassembly and reassembly, performance modifications, post-installation procedures, and the most thorough source guide offered in print, ever. The author walks you through the TorqueFlite rebuild with color photos showcasing step-by-step procedures with highly detailed, easy-to-follow text. This book will keep money in your pocket and add experience to your résumé, but more important, it will help you get your Mopar back on the road! p.p1 {margin: 0.0px 0.0px 0.0px 0.0px; font: 12.0px Arial}

The Chrysler B-Bodies from 1966 to 1970 are the most-restored cars in the franchise's storied history. Popular models among them include the Charger, Coronet, GTX, Road Runner, and Super Bee. Restoring a Mopar B-Body is easier than ever with numerous of available aftermarket parts suppliers.

This book offers an in-depth resource for restoring a Mopar B-Body. Step-by-step processes walk you through the tasks of metal repair, suspension rebuild, driveline verification, interior restoration, and more. All components are addressed, creating the most complete resource in the marketplace. With multiple step-by-step procedures and more than 400 color photographs, this is the most-complete hands-on book ever written covering these coveted Chryslers. This will be your primary resource when it's time to tackle a full restoration or complete a simple repair on your prized Pentastar. You won't find a cheaper "part" that helps you more than Mopar B-Body Restoration 1966–1970.

The B-body accounted for a wide range of Chrysler Corporation muscle cars of the sixties and seventies, including the Charger, Road Runner, Super Bee, Satellite, GTX, and Coronet R/T. These cars brought a great deal of character to the muscle car scene and continue to be extremely popular today, particularly with Mopar fans, some of the most rabid car enthusiasts there are. As an Original series title, this book will detail the correct parts, finishes, options, and trim pieces for all the b-body cars of this era. The wide variety of engine options, from Hemi to Wedge to Ram, will be covered in detail, as will all the special editions that featured wild colors and unique bodywork--elements that were crucial to the mystique of these cars. The book will be filled with high-quality, detailed photos of cars that are either excellent originals or very accurate restorations.About the AuthorJim Schild is the publisher of The Auto Review and is the author of eight automotive books, including four for Motorbooks International. He began his life-long enthusiasm for Chrysler products in 1965 when he first worked at the St. Louis Chrysler Assembly Plant and continued into later involvement with drag racing. Schild lives in Columbia, Illinois and is a member of fifteen local and national collector car organizations, including the Society of Automotive Historians.

Illustrated Plymouth & DeSoto BuyerÆs Guide Jim Benjaminson. This specially created buyerÆs guide contains coverage of all Plymouth cars and trucks from 1928 through today, including the new Prowler, plus all DeSoto cars from 1929 through 1961. Packed with hundreds of photos on your favorite models. Our unique 5-star rating system helps you determine the mostvaluable models. Filled with useful tips on ôproblem cars" to stay away from. Sftbd., 7 3/8"x 9 1/4 ", 16 pgs., 2 b&w ill.

Provides information on inspection, removal and disassembly, parts, reconditioning, assembly, and installation

From 1963 to 1974, muscle cars were the kings of the road--no other American automobiles have ever inspired as much passion as these classic performance cars. Muscle Car Source Book is a one-stop resource for muscle car fans. Heavily illustrated with vivid color photography of all the muscle cars from the classic era (1963-1974) and chock full of data and historical facts, this is a reference book you will not want to put down! All of the manufacturers--Ford, Chevrolet, Pontiac, Buick AMC, Dodge, and Plymouth--are covered, and so are the cars, including the Camaro, Mustang, Charger, GTO, and many more! Statistics: All the performance data available for each car is presented in easily read tables. Specifications: Detailed specifications, including horsepower and torque ratings, curb weight, fuel capacity, stock wheel and tire sizes, and other key technical data unique to each model is given. Production numbers: Production information is broken down across all the performance variants and major features. Options: Major performance options available for each car including engine options, comfort features, gauge packages, and wheel-and-tire options are all outlined.

Making horsepower at Chrysler in the early 1960s was nothing new for the Pentastar brand. The 413 RB engine had been producing more than 350 hp since the late 1950s. Joining the lineup in 1963, the 426 Wedge doubled down on the fact that Chrysler was all-in on going fast. The one weakness holding them back from total domination on the streets and strips was with their dated and tired manual shifter, the BorgWarner T-10 transmission. That all changed with the advent of its replacement, the New Process A-833. Jamie Passon of Passon Performance has used his decades of knowledge on the A-833 to create the ultimate book on rebuilding a Chrysler 4-speed. He begins with a historical overview of the long-tenured A-833 and jumps into dissecting what could be malfunctioning in your transmission. The bulk of the book concentrates on disassembling, inspecting, repairing, and reassembling the A-833. With 400 photos, the author shows you exactly how to rebuild your transmission featuring how-to sequences that walk you through each phase. Whether you own a Polara, Road Runner, Challenger, or Ram truck, you need to have the confidence that your transmission is in top-notch, working condition. Now is the time to eliminate that annoying grind when you put your Mopar into reverse. You can pull out your A-833 and tear into it with this valuable resource.

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