

CHRYSLER, DODGE, PLYMOUTH BRAKES

After Ford started building horseless carriages, many other people saw their potential and they started building similar vehicles. Engineers and stylists formed many of the early companies so they were building nice cars, but the companies didn't have a coherent

business plan. Some of the early companies merged together for strength and that didn't necessarily help their bottom line. One of the early companies that started having financial problems was the Maxwell-Chalmers Company. Walter P. Chrysler was asked to reorganize the company and make it competitive. Chrysler did that with the Willys brand and the company became competitive and lasted as a car company until the '50s. The company is still around today as a Jeep manufacturer that is currently owned by Chrysler. On June 6, 1925, the Maxwell-Chalmers Company was reorganized into the Chrysler Company and the former name was dropped and the new car was called a Chrysler.



1925 Chrysler Roadster

The Chrysler was offered for a reasonable price and was powered by a six-cylinder engine, and they were successful. Chrysler products became popular because they had advanced engineering features that made them superior to many other brands. One of the interesting features that Chrysler pioneered was hydraulic brakes and the company had the system functioning on many cars in the mid-'20s. Chrysler's hydraulic brake patents were assigned to the Lockheed Company. In 1928 Chrysler started dividing their cars by price and function starting with the low priced Ply



1935 Chrysler Airflow

were marketed under the Dodge name and that hasn't changed. General Motors used the hierarchy principal and it was working well for the Company, so Chrysler borrowed the idea.

Chrysler ran into a situation in the early '30s when their advanced engineering and styling created an unexpected problem for the Company. Automotive stylists in the late-'20s were using aerodynamics to make the early cars less wind resistant and more fuel-efficient. Chrysler started designing a new car with that idea in mind that was very smooth for the time period and in 1934 they marketed the car as the Chrysler Airflow. It was a semi-unitized body that was very aerodynamic, and it was a magnificent engineering and styling achievement. The people who purchased the cars loved them, but for most people the styling was too advanced, so the sales were less than expected. They kept the idea going for a few years to see if it would catch on, but the company also produced a more conventional car and learned an important lesson that the American public was slow to accept radical change.



1934 Chrysler LeBaron Airflow

Chrysler and the other lower priced brands kept the styling on the conservative side until the mid-'50s, when the Jet Age was influencing all of the car companies. During WWII Chrysler was working for the

mouth, the medium priced DeSoto, and the high priced Chrysler. Soon after that, Chrysler purchased the Dodge Brothers Automobile and Truck Company, and the Dodge also became a medium priced car just below DeSoto. All of the Chrysler truck offerings

war effort and one of their assignments was building aircraft engines. The aircraft engines were more advanced than the automobile engines so the Chrysler engineers were seeing how the aircraft engineers were developing horsepower with the use of head designs, cam profiles and combustion chamber shapes. Many aircraft engines used a hemispherical combustion chamber design because it worked well with gasoline of various octane levels. There were no sharp edges in the combustion chamber that could heat up, so there was a very low chance of premature detonation. After the War, the Chrysler engineers used what they learned and started designing a new overhead valve V8 engine that used hemispherical heads, and it later became known as the Hemi. The first Chrysler Hemi was introduced in 1951 and it became a success. The engine had horsepower potential way beyond what the engineers had in mind and it quickly became a favorite with drag racers. Many of the engines are still being used on the track in nostalgia racing events and on the street powering hot rods and customs.



1957 Chrysler 300 C engine

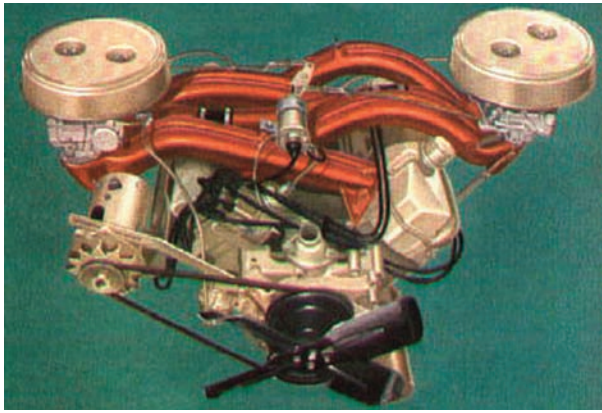
In 1955 Chrysler's conservative styling started to change with Virgil Exner's successful forward look designs. The mid-'50s Chrysler products were nice looking cars and all but the Plymouth took advantage of the Hemi engine design. The Hemi engine was expensive to build, so the lower price Plymouth used a less expensive, more conventional design. Working with Exner's designs, the engineering of the cars also improved and they were now using torsion bar front suspension. Fins became a popular styling theme with many of the cars from Chrysler and some were very wild. Chrysler also used two and three-tone paint schemes, and they certainly made a statement in the '50s and early '60s. The Hemi was popular

with buyers, but they were expensive to produce, so Chrysler developed a new wedge head design that had plenty of horsepower potential and it was introduced in 1959. In 1960 Chrysler products started using unibody construction because the design was strong and light, and because the frame was eliminated, the car was easier and less expensive to produce. In 1960 Chrysler introduced the Valiant as another product that was under the Plymouth in the price structure. Chrysler also introduced the Imperial as a separate top-of-the-line model. In 1961 the Valiant was the first car to use an alternator instead of a generator and the new system was adopted by many other car brands.

In 1961 Chrysler decided to discontinue the DeSoto brand because it was competing too closely with the Dodge line. Dodge had cars that could compete with the slightly more expensive DeSoto and also had cars priced in the Plymouth price range and that hurt the Plymouth sales. Throughout the '60s there was plenty of competition between the Dodge and Plymouth models, even though they were both sharing the same Chrysler engine and transmission selections. Using the same engine for the Chrysler, Dodge and Plymouth brands was a cost consideration because the company only needed one engine and transmission engineering department.

Chrysler was one of the first companies to get involved with high horsepower engines when the engineers started realizing the potential of the Hemi engine. The engine grew from 331ci when it was introduced to 392ci in 1957 when the engine was used in the '57 Chrysler 300. The Chrysler 300 was a performance model that was equipped with a dual-quad 392ci engine that was producing 375 horsepower. Some of the early engines had optional fuel injection, but it was troublesome, so it was discontinued and all of the cars were recalled, so they could be equipped with the dual-quad intake manifold. In 1959 the Hemi engine design was dropped because it was expensive to produce, but the new engine that replaced it was also very powerful. In 1960 the Chrysler 300 models were equipped with 413ci engines that featured a wild induction system that was outfitted with a pair of AFB carburetors sitting on each side of the engine with long ram tubes sending fuel into the combustion chambers. In a few years this engine would be hard to beat when the NHRA

Super Stock class races became popular.



413 Chrysler Cross Ram Engine

Compact cars were becoming popular, so Plymouth introduced the Valiant in 1960 that was powered by a 101hp slant six-cylinder engine. The following year Dodge introduced a compact Lancer model also using the same six-cylinder engine. The Dodge Dart was a full size car in the early '60s, but later it would be the name for a compact car, which is confusing to some enthusiasts. When the Super Stock wars were starting to heat up in 1960, there was a rumor that Chevy was going to downsize the Impala, so Dodge and Plymouth reacted by downsizing their Dart and Savoy models to a 116-inch wheelbase. As it turned out, Chevy did not downsize their car, so the new cars didn't really compete with the Chevy on the showroom floors, but they did compete in Super Stock racing where the smaller, lighter Dodges and Plymouths outfitted with 413 Cross-Ram engines had a major weight advantage. The Cross-Ram used by the Super Stock engine was an aluminum manifold with shorter runners.



'62 Dodge Dart (top) '62 Plymouth Savoy (bottom)

In 1963 Dodge and Plymouth both received an important and well needed new body style and a longer 122-inch wheelbase. There was a change in the design department and under a new head designer things started improving. The new body was smoother than the previous model and both the Dodge and Plymouth had a more pleasing design. Since the cars were a little larger than the previous models, the engine size was increased to 426 cubic inches, so the lightweight super stockers still remained hard to beat. As it turned out, in 1963 General Motors stopped backing Chevy and Pontiac racers because they were having a difficult time competing successfully, so that certainly gave Chrysler the advantage. Basically Chevy needed a more advanced engine design and the Pontiac was too heavy.



1963 Dodge Super Stocker



1963 Stage II Max Wedge 426 Cross Ram engine

In 1964 Dodge and Plymouth drag racers started with the 426 Wedge engines and were doing well, but a new Hemi engine designed for NASCAR racing became available, and it was an unbelievable drag race engine. The other engines didn't stand a chance against the Hemi in the Super Stock racing, so in the finals it generally ended up being in a race between a Dodge and Plymouth. Sometimes it was a Dodge against a Dodge or a Plymouth against another Plymouth. The other cars weren't competitive against the Hemi. Dodge and Plymouth

continued racing in the Super Stock classes in 1965, but they were generally competing among themselves. The Hemi was also dominating in NASCAR racing, and similar to drag racing, Ford was having a difficult time competing.



1964 Dodge 440 Super Stocker

When Dodge changed to the new Polara line, the Dart became a small car and it was running a slant six cylinder engine or a small V8. The Plymouth Barracuda was also released in 1964 and its closest competitor was the Mustang. The Barracuda was a sporty spin off of the Valiant line. The Valiant and the Dart were both closer competitors of the Falcon and Nova car lines.



1964 Dodge Dart GT

While Dodge and Plymouth were competing in professional Super Stock drag racing, Pontiac introduced the GTO with a small body and a big engine for street racing and that started a reaction with the other GM cars. They were selling so well that Ford started putting strong engines in the Fairlane and Mustang. Chrysler didn't have a strong running midsize model in 1964 so they upgraded to a 235 horsepower 273ci engine in the Dart and Barracuda and they were fast for small cars. The high performance Dart was called the GT and the high performance Plymouth is the Formula S.

In 1965 Plymouth introduced the Belvedere with a smaller size to compete with the GM and Ford muscle cars. The smaller Belvedere was available with a wide variety of engines including the 426

Hemi. The Belvedere wasn't exactly a compact model but it wasn't a full-size either; it was somewhere in-between. Dodge had a similar model they called the Coronet and it was available with the same basic options. Chrysler could have become the best selling muscle car with the engines they were offering, but they didn't market the cars well. Chrysler management was aware of the potential of the muscle car sales and they already had some of the most powerful engines available, so they took advantage of the new phenomenon and in 1966 Dodge introduced the Charger and Plymouth released the Belvedere II and they were both available with some strong engine options.



1966 Plymouth Belvedere II



1966 Dodge Charger

Plymouth finally released a special performance entry, the GTX in 1967, which was an upscale muscle car that featured a graphics package, a nice interior and a new standard 375 horsepower 440ci engine. The GTX could also be ordered with an optional 425 horsepower 426 Street Hemi engine. The GTX was based on the Belvedere and it featured a new grille and taillight treatment, simulated hood scoops and a chrome gas cap. If you were a well-known drag racer you could order Code R023 to get the race Hemi option.

In 1966 Dodge released the Charger, a new fast-back design that was based on the Coronet platform. The interior featured four bucket seats, a front

and rear console, full gauges and it could be ordered with a wide assortment of engines from the standard 318 engine to the 425 horsepower 426 Hemi engine. The Charger was well received by buyers of all ages, so it became a successful new model. The Charger was a rather large midsize model, so the 383ci engine was the most popular engine selection because it provided the car the power it needed to be fun to drive.



1967 Plymouth GTX

In 1967 the Charger was upgraded with a special performance version called the R/T and it came standard with a 375 horsepower 440ci engine. The Charger R/T was Dodge's answer to the Plymouth GTX. The Charger remained essentially the same as the '66 version but the engine selections increased to include the 230 horsepower 318, the 335 horsepower 383, the 375 horsepower 440 and the 425 horsepower 426 Hemi engine. The Charger R/T and the Plymouth GTX were both really nice muscle cars and came standard with a really powerful engine and an even more powerful Hemi engine as an option, but the problem was the cars were very expensive. Many of the potential muscle car buyers were young guys working at the local grocery store or pumping gas, so they wanted to go fast without breaking the bank. Another consideration was the war in Vietnam was heating up so the guys who were deferred were the ones who were taking a full load of classes in College and most of those fellows were having a difficult time going to college and working part time so money was tight.



1967 Dodge Charger with custom wheels

The management at Chrysler learned who the muscle car buyer was and they came up with a plan that would help the young fellow who wanted a new performance car. In 1968 Plymouth introduced the Road Runner, a low cost muscle car based on the new Belvedere two-door sedan body style. A 335 horsepower 383ci engine with a standard four-speed manual transmission powered the new Road Runner. The cars came with a bench seat and a very basic interior. The special distinguishing features were side facing hood scoops, paint detailing and Road Runner decals. The base Road Runner sold for \$2,896 and for a few more dollars the hardtop model was available. The management at Plymouth thought they would sell about 2,500 cars, but by the end of the year they sold 45,000 cars. The Road Runner could also be outfitted with a Street Hemi engine for an additional \$714 plus a few dollars more for a Dana 60 rear differential.



1968 Road Runner Hardtop

The GTX model carried over from 1967 and now it was using the new 1968 Belvedere body style. This car was an upscale model with a nice interior and a standard 440ci engine. Similar to the Road Runner, the GTX featured side mounted hood scoops and lower body decals. The GTX also featured bright moldings in various areas including around the wheel openings. This year the Hemi remained optional for an additional \$564. The base price for the GTX was \$3,355.



1968 Plymouth GTX

Dodge also came out with a lower priced muscle car in 1968 called the Super Bee with a base price of \$3,029. The Super Bee was based on the Dodge

Coronet body style and the base model was offered as a two-door coupe. The car was slightly larger than the Road Runner and offered a few more features such as the sophisticated gauge cluster out of the Charger. The car featured a hood bulge, Super Bee logos and a rear tail stripe. A 335 horsepower 383ci engine hooked to a four-speed transmission provided the power for the Super Bee. A Hemi engine was also optionally available.



1968 Dodge Super Bee

The 1968 Charger had a completely new body design that featured a sleek fastback with a tunneled rear window and a wide grille with hidden headlights. The car had a race-inspired gas cap located on the top of the rear quarter. This was definitely one of the nicest looking cars available in 1968 and it was available as a base model or with a R/T package. People really liked the new body style and the sales increased six fold. Dodge sold 92,950 Chargers and several engine selections were available. The top performance Charger was the R/T, and it came standard with a 375 horsepower 440ci engine and an optional 425 horsepower 426 Hemi was available. Dodge sold 14,665 Charger R/T models and 475 people ordered the optional Hemi engine. The R/T model featured a rear tail stripe for identification.



1968 Dodge Charger

The Road Runner was such a success that it was available again in 1969 with an increased option selection. This was also the first year for a Road Runner convertible model. This year the Road Runner could also be ordered with two 440ci en-

gine options, a 375 horsepower 440 and a 390 horsepower 440 with three two-barrel carburetors (Six Pack). The 440+6 powered Road Runners came with a fiberglass lift-off hood that featured a large hood scoop and it was outfitted with black steel wheels. There were two reasons for plain steel wheels: first racecars don't have hubcaps and second most of the people who will buy the car will add their own custom wheels later. The Hemi was also optionally available for those who wanted the fastest car on the boulevard. In 1969 Plymouth sold 48,549 hardtops, 33,743 two-door coupes and 2,218 convertibles.



1969 Road Runner with the 390 horsepower 440

In 1969 the Super Bee was similar to the '68 model and it remained Dodge's low priced muscle car. The '69 Model had side scoops a hood scoop and it was powered with a 335 horsepower 383ci standard engine. This year two new engines were available, a 375 horsepower 440ci engine and an even more powerful 390 horsepower 440ci engine with three carburetors. When the 390 horsepower engine was selected, the car came with a flat black hood with a large functional hood scoop. The Super Bee was also available with a 425 horsepower 426 Hemi engine.

The GTX remained the upscale muscle car and the 440ci engine remained the standard engine. Buyers who wanted more power could order the new 440+6 engine developing 390 horsepower and the 425 horsepower 426 Hemi engine. The GTX featured a nice interior and graphics options, and factory custom wheels were also available for a very attractive appearance.

The 1969 Charger remained similar to the '68 model but now it was the body the racers were using in NASCAR racing because it was low and sleek. In testing it was found that the tunneled rear window was producing drag, so Dodge fixed the problem

when they came out with the Charger 500 that featured a large flush rear window that covered the tunnel area. That certainly helped, but a few other additions were done to the body to smooth the front with a nose cone and a wing was added at the rear. The streamlining experiments worked well, so in order to qualify for NASCAR racing, regular production cars with these additions had to be available to the general public. The somewhat strange looking Charger was called the Dodge Daytona and it could be ordered with the 375 horsepower 440ci engine, the 390 horsepower 440+6 engine and the 425 horsepower 426ci Hemi engine. NASCAR fans thought the new winged car was great, however, most muscle car enthusiasts didn't like them.



1969 Dodge Daytona

The pinnacle of performance was reached in 1970 with all of the car brands. The Government created the EPA and new plans for emission controls and fuel economy standards were in the works. Lead was also going to be removed from gasoline so octane levels were going to drop. The car companies had one more year without regulations so they took advantage of it. Plymouth introduced a highly revised body style for the GTX and Road Runner, and although similar to the previous model, it was smoother and cleaner looking. The engine selections remained the same starting with the 335 horsepower 383ci as the base engine for the Road Runner and the 375 horsepower 440ci engine as the base engine for the GTX. This year the lift-off hood was eliminated and the hoods were outfitted with a door that could be opened from inside of the car and it became a scoop for more engine air. The 390 horsepower engine was available for both the Road Runner and GTX along with the hood scoop. The Hemi engine was also available but this year the Hemi was outfitted with hydraulic valve lifters.

This year the NASCAR teams switched from the Charger to the Road Runner as the body style of

choice. The Road Runner was smaller and lighter and the new body change streamlined the car.



1970 Plymouth Road Runner

The NASCAR teams wanted to continue with the aerodynamic additions they used on the previous Charger, so an aerodynamic nose cone was designed along with the rear wing and the street version of the racecar was called a Superbird. The new Superbird model was available with the buyer's choice of two 440ci engines and the 426 Hemi. Similar to the Daytona, the strange looking car was met with mixed reactions and some dealerships were having a difficult time selling the cars.



1970 Plymouth Superbird

The '70 Charger had a new smooth body design with a chrome loop bumper in the front and a full width rear taillight housing. The R/T version had a simulated reverse side scoop and a new SE package was introduced that included leather upholstery. The basic Charger had a wide array of engines for everyone from economical to full-out street racing.



1970 Dodge Charger R/T

The '70 Super Bee received a new body design and it featured a twin looped front bumper. The engine

choices remained the same starting with the 335 horsepower 383 and ending with the 425 horsepower 426 Hemi engine. In 1970 there were new graphics treatments and wild color selections, but even with all of the cool options, sales were low. Dodge only sold 15,506 Super Bees. There were several reasons for the poor sales and one of them would be the introduction of the new Plymouth 'Cuda and the Dodge Challenger. Another reason would be 1970 was the height of the Viet Nam war, and many of the potential muscle car buyers were in the Army and stationed overseas.



1970 Dodge Super Bee

Wilwood Engineering is familiar with the Super Stockers and muscle cars being offered by Chrysler during the '60s and early '70s, so they came out with several high performance brake kits that can bring the cars down from speed. In an effort to keep costs to a minimum, Chrysler designed a front crossmember suspension system that could be used in a variety of different body styles and that means the kits Wilwood designed also fit into many different models. The brakes we are going to show you fit into 1962 to 1969 Dodge and Plymouth B-body cars and 1970 to 1972 B and E-body cars that have drum spindles. The first kit that can improve your car is a Dynapro 6 Big Brake Front Brake Kit part number 140-10740. It features forged billet Dynapro six-piston calipers in a black powder coated finish. The calipers work with 12.19-inch standard or drilled and slotted rotors.



Brake kit 10740

Another kit that works well is the Superlite 6R Big Brake Front Brake Kit part number 140-10815. The kit features forged billet Superlite six-piston calipers in a red or black powder coated finish. The calipers work perfect with the 12.88-inch slotted or drilled and slotted rotors.



Brake kit 140-10815

Another strong brake kit is the Superlite 6R Big Brake Front Brake Kit part number 140-10816. The kit features forged billet Superlite six-piston calipers in a red or black powder coated finish. The calipers work perfectly with the 14-inch slotted or drilled and slotted rotors.



Brake kit 140-10816

If you are interested in drag racing your car, you can use the very lightweight Forged Dynalite Front Drag Brake Kit part number 140-2711-B. The kit features forged billet Dynalite four-piston calipers in a black anodized finish. The calipers work with 10.75-inch standard or drilled rotors. If you want to keep your car restored in appearance with the stock wheels, you can use the Forged Dynalite Pro Series Front Brake Kit part number 140-11020. The kit features forged billet Dynalite four-piston calipers in a black anodized finish. The calipers work with 11-inch standard or drilled and slotted rotors.



Brake kit 140-2711-B



Brake kit 140-11020

Another good kit for restored cars using slightly larger wheels is the Forged Dyalnite Big Brake Front Brake Kit part number 140-9828. The kit features forged billet Dyalnite four-piston calipers in black anodized or red powder coated finish. The calipers work perfectly with the 12.19-inch standard or drilled and slotted rotors



Brake kit 140-9828

The Chrysler cars were equipped with an 8 3/4-inch differential in most the different models and when a Hemi was ordered a Dana 60 differential was used. The following brake kits are numbers for some of the rear differential applications, but

for your particular one check the Wilwood website. All of the kits we will show you are available for your differential, but the part numbers may be different with your particular housing to axle offset. A really nice rear brake kit for your car will be the Dynapro Low-Profile Rear Parking Brake Kit part number 140-11395. The kit features forged billet Dynapro four-piston calipers in a black anodized or a red powder coated finish. The calipers work with 11-inch standard or drilled and slotted rotors. The rotor hub adapters were designed to work with the Wilwood internal drum parking brake system. If you have a drag race car and want to use a really lightweight rear brake system you can outfit the car with the Forged Dyalnite Rear Drag Brake Kit part number 140-0260-B. This kit features forged billet Dyalnite four-piston calipers in a black anodized finish. The calipers work with 11.44-inch standard or drilled rotors.



Brake kit 140-0260-B

If you are building a restored car, a good rear brake selection would be the Forged Dyalnite Pro Series Rear Brake kit part number 140-7144. The kit features forged billet Dyalnite four-piston calipers in black anodized finish, red or polished finish. The calipers work perfectly with the 12.19-inch standard or drilled and slotted rotors.



Brake kit 140-7144

The rotor adapter is designed to work with the internal drum parking brake mechanism. Another rear brake system is the Forged Dynalite Pro Series Brake Kit part number 140-2117. This kit features forged billet Dynalite calipers in a black anodized finish. This caliper works with 12.19-inch standard or drilled and slotted rotors.



Brake kit 140-2117

If you are looking for a larger kit you can order the Superlite 4R Big Brake Rear Parking Brake Kit part number 140-9222. The kit features forged billet Superlite four-piston calipers in a black powder coated finish. The calipers work with 12.99-inch rotors in a slotted or drilled and slotted style.



Brake kit 140-9222

The rotor adapter is designed to work with the Wilwood internal parking brake mechanism. Another nice rear brake kit is the W4A Big Brake Rear Parking Brake Kit part number 140-10951. The kit features forged billet W4A calipers in a black powder coated finish. The rotors work with large 14-inch slotted or drilled and slotted rotors. The rotor adapter works with the Wilwood internal drum parking brake mechanism.



Brake kit 140-10951

The history we just covered was about all of the Plymouth and Dodge regular and midsize muscle cars, but there were also some pony size muscle cars being offered. The Barracuda was introduced in 1964 and it was a fastback design based on the Valiant. The car was originally equipped with a 225ci slant-six engine or a 273ci V8 engine. After the GTO and high performance Mustang became available and were setting sales records, Plymouth introduced a performance version of the Barracuda called the Formula S. It could be ordered with a 235 horsepower 273ci engine and it ran well. In 1966



1966 Plymouth Barracuda

the car received a facelift and the Formula S option was doing well. The engine selections remained the same. In 1967 there was a totally new body design and the Barracuda became a true Pony Car. In 1967 the Barracuda was available with a 280 horsepower 383 along with two 273ci engines. The Formula S package included heavy-duty suspension, a tachometer, wide oval tires and special emblems and trim. In 1968 the Barracuda received minor styling improvements. The engine selection grew to include a 145 horsepower 225ci slant-six engine, a 230 horsepower 318ci engine, a 275 horsepower 340ci engine and a 300 horsepower 383ci engine. A few Hemi powered Barracudas were made, but were only available to professional drag racers. In 1969 Plymouth started getting serious and made some

impressive styling changes. The Formula S package was dropped and now the performance model was called the 'Cuda. Engine selections included a 275 horsepower 340, a 330 horsepower 383 and a 390 horsepower 440+6 engine.



1969 'Cuda 340

The Dodge Dart transitioned from a regular size car to a compact in 1963 and it replaced the Lancer GT. The new Dart was now available with a 101 horsepower 170ci slant six engine or a 145 horsepower 225ci slant six-engine. In 1964 the dart was similar to the '63 model, but a 180 horsepower 273ci engine was made available. In 1965 there was a body change and the engine selection received another upgrade. Now a 235 horsepower 273 was available and it was a good performer. A body refinement was done in 1966, but the engine selection remained unchanged. In 1967 a new body was introduced and it would remain the same with front and rear styling changes until 1970. The engine selection remained the same in '67, but there was a big change in 1968. The '68 Dart was available with a 275 horsepower 340ci engine, a 300 horsepower 383ci engine and a 375 horsepower 440ci engine. The 440ci engine was basically a drag race only engine that wasn't well publicized. In 1969 and 1970 the Dart was available with the 340ci engine and the 383ci engine.



1968 Dodge Dart

The smaller Chrysler cars were excellent performers, so Wilwood introduced a few brake kits to improve their stopping power. If you are drag racing

one of the smaller cars you can order the Forged Dynalite Front Drag Brake Kit part number 140-2713-B. The lightweight kit features forged billet Dynalite four-piston calipers in a black anodized finish. The calipers work with 10.75-inch standard or drilled rotors.



Brake kit 140-2713-B

Cars that are going for the restored look can order the Forged Dynalite Pro Series Front Brake Kit part number 140-11023. The kit features forged billet Dynalite four-piston calipers in black anodized finish. The calipers work with 11-inch standard or drilled and slotted rotors.



Brake kit 140-11023

Dodge was working on a new Pony size car and it was introduced in 1970. The new Dodge Challenger was a really nice looking car that wasn't an upgrade of an older model. The Challenger had a smooth fastback design, a wild new interior and it was available with several high performance engine options. This car was a perfect choice for Trans Am racing, so a special T/A Challenger was also introduced and this car featured special racing



1970 Challenger

racing stripes, an improved handling package, a fiberglass hood and it was powered by a 290 horsepower 340 engine with triple carburetion. The T/A engine was rated at 290 horsepower to match the Z/28 Camaro and Boss 302 Mustang engine horsepower ratings, but it was delivering closer to 325 horsepower. The Challenger was also offered with a 275 horsepower 340ci engine, a 330 horsepower 383ci engine, a 375 horsepower 440ci engine, a 390 horsepower 440+6 engine and it could also be ordered with the 425 horsepower 426ci Hemi engine. Similar to the Charger, Dodge wanted people of all ages to like the new car, so it was available in many different trim levels including a luxury version SE model that included leather seats and a vinyl roof with a smaller rear window.



1970 T/A Challenger

The Barracuda was selling well, so Plymouth used the Challenger platform to build a new pony size 'Cuda, but the wheelbase was two-inches shorter than the Challenger. The new 'Cuda was totally redesigned and it was a beautiful new fastback with a wide assortment of options. The 'Cuda also offered a wide assortment of engine selections starting with the 275 horsepower 340ci engine, a 290 horsepower 340+6 engine, a 330 horsepower 383ci engine a 375 horsepower 440ci engine, a 390 horsepower 440+6 engine and a 425 horsepower 426ci Hemi engine. Plymouth also wanted to enter Trans Am racing, so a special AAR 'Cuda was created to qualify. The street version featured



1970 Plymouth 'Cuda

strobe stripe graphics, special suspension upgrades, a fiberglass hood and a 340 engine with three Holley carburetors. The new '70 'Cuda could be ordered for extremely fast straight-line performance or as a model that could handle like a sports car.



1970 Plymouth AAR Cuda

In 1971 the EPA emission standards and fuel restrictions were going into effect, but Chrysler resisted to the very end. The Plymouth performance cars, the Road Runner, the GTX and the 'Cuda were still available and all of the cars were offered with some serious horsepower. The Road Runner and 'Cuda were still available with a 383ci engine, but the horsepower dropped to 300. The standard 440 engine was dropped from the engine lineup, but the triple carbureted 440 was available and it was rated at 385 horsepower. The Hemi was also available and it remained rated at 425 horsepower, probably because it was underrated in the first place. The AAR 'Cuda was dropped after one Trans Am season.



1971 Hemi Road Runner



1971 Hemi Cuda Convertible

In 1972 Plymouth discontinued the GTX and Dodge discontinued the Super Bee. Horsepower ratings were changed from gross ratings to net ratings so engine power was decreasing, but with the change to net ratings the horsepower ratings looked dismal. Plymouth continued with the Road Runner until 1980 with various body styles and engine selections. The 'Cuda continued until 1974 and Plymouth kept the 440+6 around for another year although horsepower figures were considerably lower. Dodge wanted to keep performance alive as long as possible, so the Challenger in various engine sizes and horsepower configurations remained until 1974. The Charger also remained until 1974 in various horsepower configurations, but later the name would be revived as a luxury car.



1971 Challenger

The Plymouth Duster debuted in 1970 as the performance version of the Plymouth Valiant. It featured a pleasing design and a rounded fastback look for the rear. The new car was available with a 125 horsepower 198ci slant-six engine, a 145 horsepower 225ci slant-six, a 230 horsepower 318 and a 275 horsepower 340ci engine. In 1971 there was a new trim level between the standard Duster and the Duster 340 called the Twister. The Twister featured rallye wheels, racing mirrors, side and lower body stripes. The car had a little tornado decal with eyes as a logo on the back panel. The Plymouth Duster continued until 1976 with various small body and performance changes.



1970 Plymouth Duster

The Dodge Dart transitioned into a totally new car called the Demon in 1970. This car was based on a totally new Plymouth called the Duster. Both the Duster and the Demon were available with a 275 horsepower 340ci engine. Both of the cars shared a nice looking body and were available with different front and rear grille treatments and features. Graphic additions were also changed between brands. Dodge ran into an unexpected problem with the Demon from religious groups and in many parts of the country these groups boycotted the car. In 1973 the Demon name was dropped and the car was renamed the Dodge Dart Sport. The Dodge Dart was very successful in the '70s and it continued until 1976.



1970 Dodge Demon

Wilwood Engineering saw a need for improved brakes for these cars so they came out with kits for 1973 through 1980 A, B, E, and F-body cars with disc brake spindles. One perfect kit for drag racers is the Forged Dynalite Front Drag Brake Kit part number 140-2719-B. The kit features forged billet Dynalite four-piston calipers in a black anodized finish. The calipers work with 10.75-inch standard or drilled rotors. A kit for street use is the Forged Dynalite Pro Series Front Brake Kit part number 140-11019. This kit features forged billet Dynalite four-piston calipers in a black anodized finish. The calipers work perfectly with the 11-inch standard or drilled and slotted rotors. Check the listing for your particular car because the two kits we just mentioned also cover the 1981-1982 Dodge Diplomat cars as well as some of the Chrysler and Plymouth cars of the same vintage. The brakes also work on

400ci V8 and a 440ci engine was offered as a Police option in four-door sedans



1977 Dodge Diplomat

The Plymouth Volare was released in 1976 and it featured a unibody with an Isolated Transverse Suspension System that features torsion bars that were laid out side-to-side instead of front-to-back. There were three models, the Coupe, the Custom and the Premier. Each level had their standard features along with a long list of optional features. The Road Runner was released on this body style and it featured dual sport mirrors, a road runner décor group, rallye wheels, E-70x14 raised white letter tires, blacked out grille, tape stripes and the Beep-Beep horn. A Super Pak option was available and it included Front and Rear spoilers, side quarter louvers and wheel opening flares. It was only offered in Spitfire Orange. Engines offered for the Volare include the 225 Slant-Six, the 318ci V8, and the 360ci V8. The 1977 Volare was very similar to the '76 but now T-tops were optionally available. Two 360 engines were offered, a 155 horsepower version with a two-barrel carb and a 175 horsepower version with a four-barrel carb. This body style continued until 1980 with only small changes.



1977 Plymouth Road Runner

The Dodge Aspen was produced from 1976 to 1980 and it was offered with a 225 Slant-Six, a 318ci V8 and a 360ci V8. The top of the line Aspen was the R/T and it came with a 170 horsepower 360ci engine. The Chrysler K-car replaced the Aspen and the Volare in 1981.



1977 Dodge Aspen

The Dodge Magnum was a larger midsize car built from 1978 to 1979 and was the body used in NASCAR racing. The car had a smooth body with good high-speed airflow. The Magnum was available with a 318 V8, a 360 V8 and a 400V8. The Magnum name was dropped in 1979 but it will return in 2005.



1978 Dodge Magnum

The Dodge Mirada is the replacement for the Dodge Magnum and it is very similar to the Chrysler Cordoba. The Mirada is six-inches shorter and 300 pounds lighter than the Magnum. The car was very angular and muscular looking with a strong grille and side gills similar to a shark. The car could be ordered with a heavy-duty suspension package with raised white letter tires. A slant-six was standard, but it could be ordered with a 120 horsepower 318ci engine or a 185 horsepower 360ci engine. In 1981 the 360 was dropped from the options list.



1980 Dodge Mirada

Lee Iacocca, the former head of Ford, joined Chrysler and basically had to build the company from the ground up. He had to lay off many workers and he sold the Chrysler Europe division to Peu-

geot. He also brought with him the Mini-Max project platform that was rejected by Ford, which would turn into the successful Dodge Caravan and Plymouth Voyager with another Ford engineer, Hal Sperlich leading the way. Iacocca arrived at Chrysler shortly after the introduction of the Dodge Omni and Plymouth Horizon and both of those cars sold 300,000 units each. Iacocca had to ask the government for a loan to keep the company running and it was granted. The government also purchased a large fleet of Dodge trucks and that certainly helped the company out. After getting the loan Chrysler released the Dodge Aries and Plymouth Reliant, two compact cars that Ford rejected. Both of those cars were successful and Chrysler was able to repay the loan years ahead of schedule.



1985-'89 Dodge Aries Sedan

Chrysler also purchased AMC in 1987 to get the profitable Jeep brand and that would quickly become a vehicle that could be sold worldwide. Along with the Jeep, Chrysler got the Eagle Premier and it would eventually become the platform for the successful Chrysler LH sedans that featured the cab forward design.



1998 Chrysler Condor

Tom Gale headed up the successful cab forward cars that put Chrysler back on the map. He also spearheaded the Viper and the Plymouth Prowler concepts that turned into a reality. Another project he oversaw was the very successful P/T Cruiser that was based on the Neon platform. The Neon also did well and it was a favorite with the younger buyers. Another success Chrysler had was the new Dodge pickup truck that came out with a

unique muscular design that caught the buyer's imagination. It also caught the imagination of the other car companies because they all restyled their trucks to look like the Dodge. One of Chrysler's best achievements was the introduction of the new modern Hemi engine that produces plenty of horsepower, while still remaining environmentally friendly.

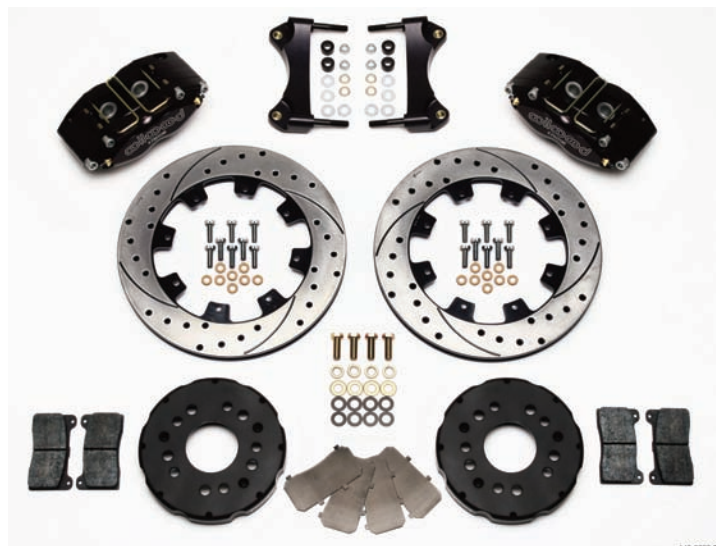


1999 Plymouth Prowler



1993 Dodge Viper

Chrysler, along with its partner Mitsubishi, shared several car designs in the '90s and that included the Chrysler Sebring, the Avenger and the successful Mitsubishi Eclipse. Wilwood saw a need for improved brakes for all of these cars so they introduced the Dynapro Radial Big Brake Front Brake Kit part number 140-8292. This kit features forged billet Dynapro four-piston calipers in a black finish. The calipers work with 12.19-inch standard or drilled and slotted rotors.

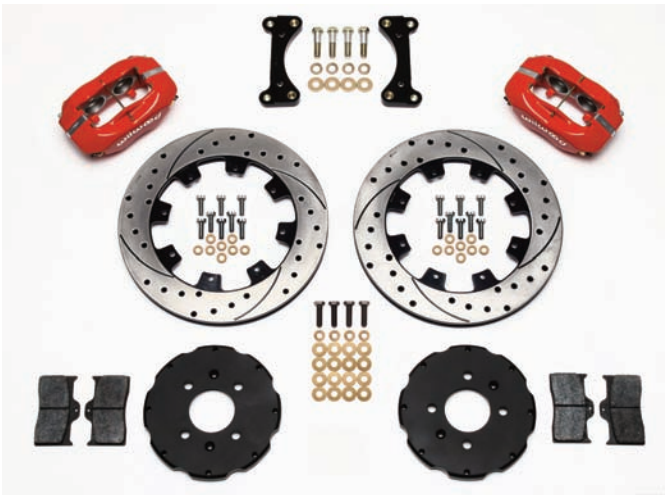


Brake kit 140-8292



1999 Chrysler Sebring Coupe

Wilwood also released a separate kit for the successful Neon and PT Cruiser cars and that is the Forged Dynalite Big Brake Front Brake Kit part number 140-6376. The kit features forged billet Dynalite four-piston calipers in a black anodized or a red finish. The calipers work perfectly with the 12.19-inch standard or drilled and slotted rotors.



Brake kit 140-6376



2006 P T Cruiser

In 1998 Daimler-Benz purchased Chrysler and the new name of the company was Daimler Chrysler Motors Company. When the company was purchased, all of the cab-forward cars were changed into rectangular designs resembling the Mercedes designs. The resulting cars did sell well because the designs were unique and the platform they were built on was universal. Following the Chrysler 300 and Dodge Magnum built on the

platform, a new Charger was introduced and it was well received by the Chrysler fans, even though it was a four-door sedan.



2008 Chrysler 300



2005 Dodge Magnum



2006 Charger

A Challenger concept car was debuted at a few national car shows and it was so well received that Chrysler started building the car using the same platform and the production car stayed remarkably close to the Concept Car design. The Charger and the Challenger are available with the 5.7-Liter 376 horsepower Hemi engine and the larger 6.1-Liter 425 horsepower Hemi engine. The Challenger and Charger also inspired some nostalgic color selections such as Hemi Orange, TorRed, B5 Blue, Inferno Red and Plum Crazy. Unfortunately the U.S. Economy took a downturn and car sales dropped dramatically so Chrysler became a liability of Daimler and the Chrysler part of the company was offered for sale. The following is what has recently happened and who currently owns the company.



2008 Dodge Challenger

In 2007 Daimler sold 80.1% of the Chrysler Group to Cerberus Capital Management therefore being known as Chrysler LLC. On April 27, 2009 Daimler gave up its 19.9% stake in the company to Cerberus Capital Management and paid \$600 million into the automakers pension funds. On April 30, 2009 Chrysler LLC filed for Chapter 11 reorganization and announced a partnership with Italian automaker Fiat. Fiat will hold a 20% stake in the new company, Chrysler Group LLC, with option increases to 35% and eventually 51% if it meets financial and development goals for the company. The current ownership of the company is as follows: 67.69% the United Auto Workers Voluntary Employee Beneficiary Association, 20% Fiat, 9.85% U.S. Government and 2.46% Government of Canada.

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