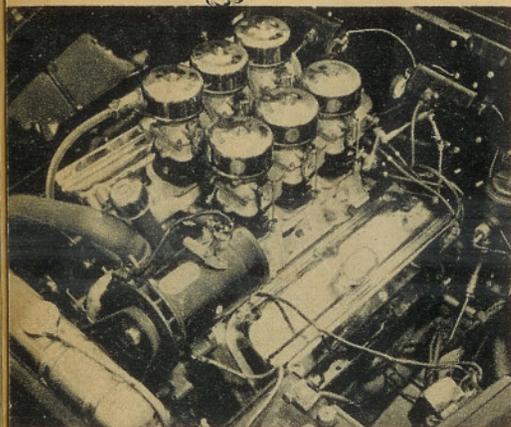
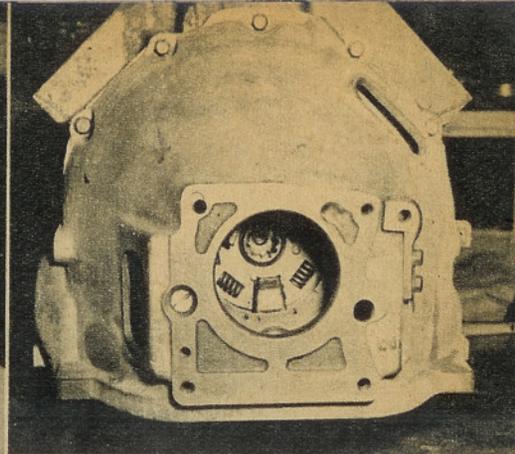
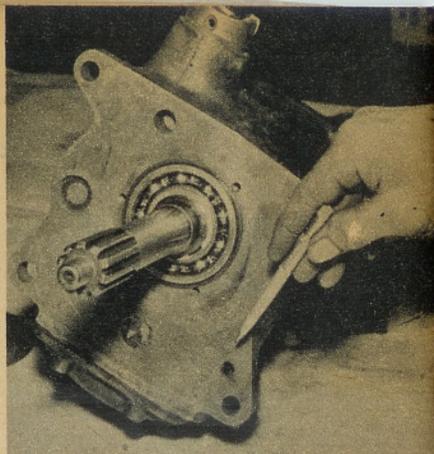




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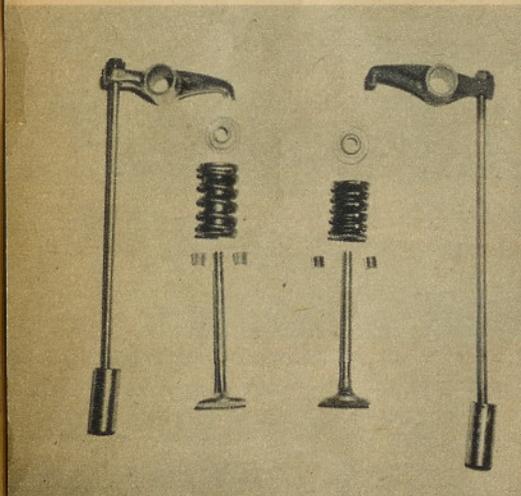


Six 97's sit atop Weiland manifold, feed fuel to the healthy Chrysler. A minimum of chrome goodies lend business-like atmosphere to the haulin' ram. Above: The use of a La Salle transmission meant drilling...

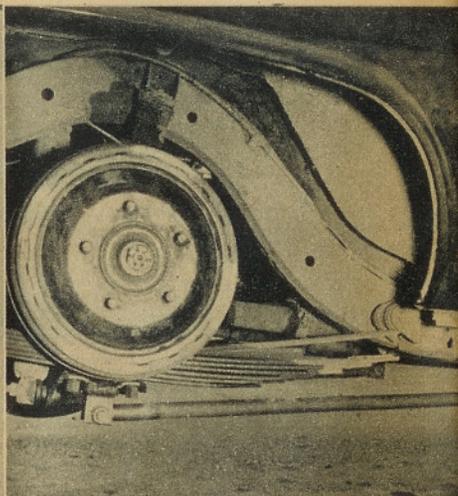


...new holes in front of case to match the bolt pattern of the Chrysler bellhousing. One of the stock holes (above) had to be welded up and the case's face milled flat again. From here on out it was just a simple...

...matter of bolting the unit onto the bellhousing. The La Salle transmission proved able to stand the strain of the big bent-eight far better than the original unit had been able to. With transmission ails cured, the engine...



...was next to undergo a little revamping. Necessary for high-revving is valve-train lightening. Setup at left weighs 3.3 ozs. less than stock setup at right. The push rods are 5/16" Shelby seamless tubing. Note rockers.



Handbuilt torque reactors are stiffer than commercial items. These bars, leading aft to the rear axle, keep rubber on the ground where it belongs by preventing axle wind-up under hard acceleration—and in stopping, too.



rods were made of thin wall Shelby seamless tubing. The big rocker arms were ground down and shot peened for added lightness and durability. A full set of Edsel-Ford valve springs were then substituted for the stock items. These coils showed plenty of strength

on the test stand with a reading of 110 pounds with the valve closed and 246 pounds with the valve open. Each new valve train weighed 3.3 ounces less than it had stock. The engine was reassembled with .008 clearance around the Jahns full skirt pistons.