

NEW
426 *HIGH PERFORMANCE FROM DODGE* **V-8**
ramcharger





WHAT DOES IT TAKE TO BUILD A NUMBER ONE?

A good engine to start with. In building the Ramcharger 413 three years ago, we took the basic design of a high-performance passenger-car engine and modified it. Almost immediately, high-performance-engine enthusiasts firmly established it as a leading contender across the nation.

In giving birth to the improved 426 Ramcharger, we explored new ideas. We subjected engines, transmissions, and other power-train components to stresses and strains far greater than would ever be encountered in normal driving. As a result, we learned a lot. How to improve lubrication, ignition, carburetion, cooling and heat transfer, etc., down the line.

What we learned we applied to building our regular passenger-car engines and other power-train components. Thus, Dodge owners benefit, too, by having available to them the latest engineering advancements, whether they want maximum economy or top competitive performance.

Dodge intends to continue the development of such advanced engines as these... always with the aim of making every Dodge car a better performer.

Chief Engineer and
Director of Product for Dodge Car

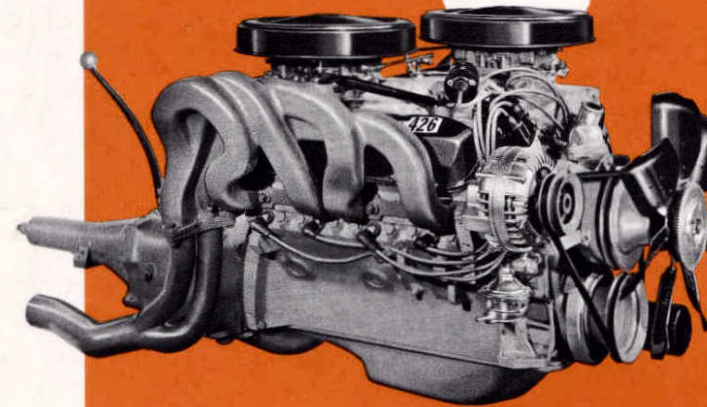
George Gibson



one for the strip...

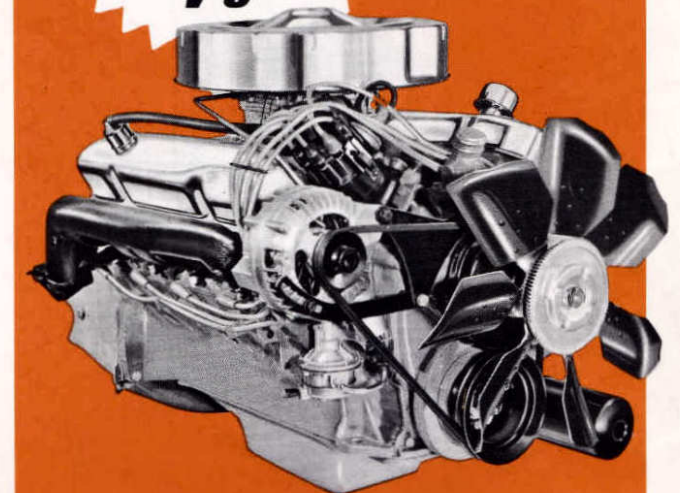
and one for the street

**426 CU. IN.
ramcharger
V-8**



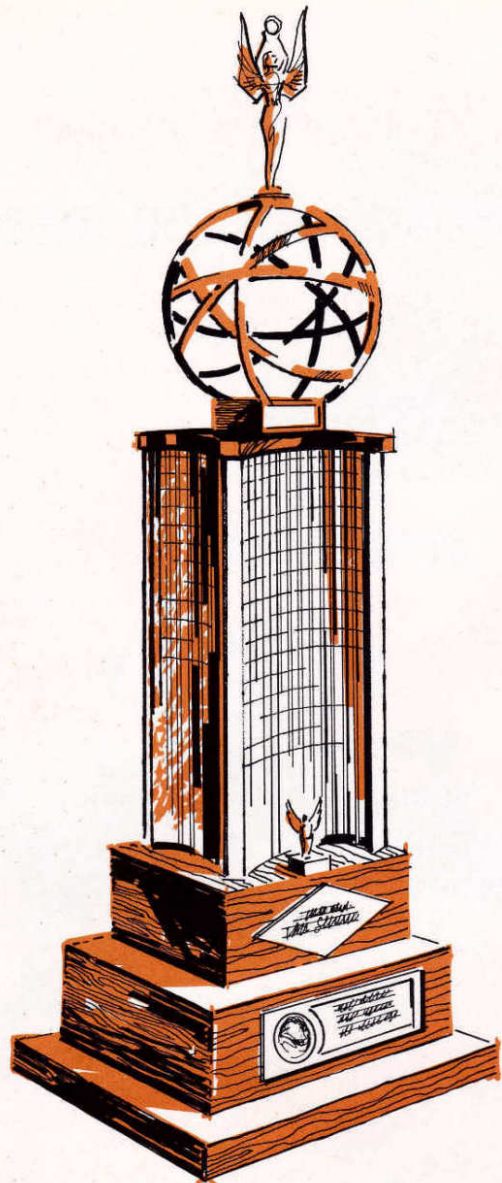
One of the hottest power plants ever to come off a production line. Specially engineered features, combined with top engine displacement, put the Ramcharger in a class by itself. Firmly established as a leading contender for top honors on sanctioned drag strips across the nation. In '64 it's the one to beat!

**426 CU. IN.
high
performance
V-8**



This big new Dodge V-8 "street" engine has been developed from the highly successful 426 Ramcharger which currently dominates the nation's drag strips. It has the extra punch that the high-performance fan wants, yet it is suitable for around town driving.

Dodge ramcharger records

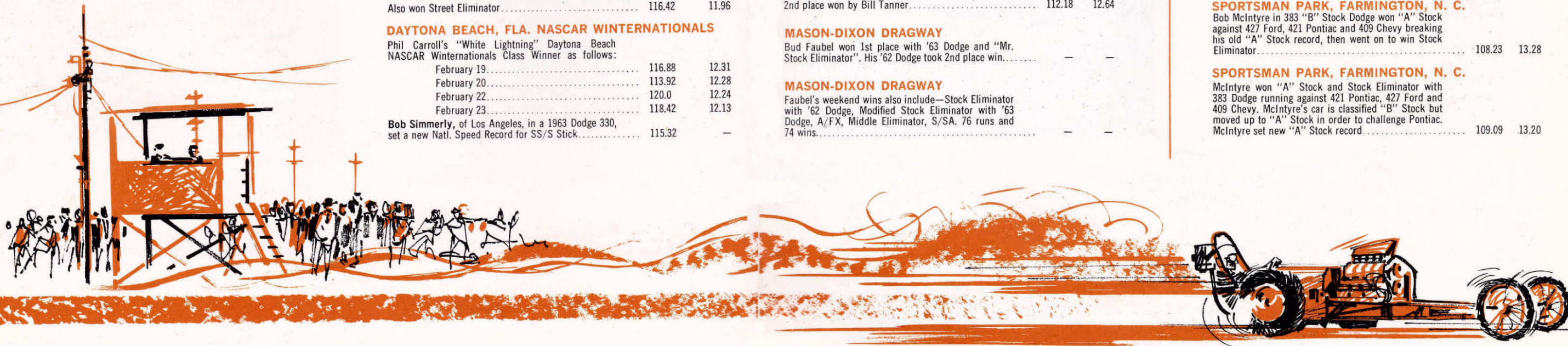


	SPEED	E.T.
WINTERNATIONALS, POMONA, CALIFORNIA		
RAMCHARGERS won Top Stock Eliminator at the International of NHRA, competing against the top 50 cars in the nation, with.....	115.08	12.44
Dodge was the first car with an automatic transmission to win this national event.		
DETROIT DRAGWAY, MICH.—NHRA REGIONAL		
RAMCHARGERS set new A/FX record doing.....	118.42	12.03
They also won Top Stock Eliminator.....	117.64	12.20
DRAGWAY 42, WEST SALEM, OHIO—NHRA DIVISIONAL		
RAMCHARGERS took Super Stock Automatic, Stock Eliminator.....	117.95	12.05
NHRA S/SA Record.		
Set new track speed and E.T. record for Super-Stock Automatic.		
PHENIX DRAGWAY, PHENIX CITY, ALA.		
1st won by Emmitt Austin in '63 Dodge.....	118.21	12.09
2nd won by Billy Jacobs in '63 Dodge.....	117.84	12.25
4th won by Phil Carroll in '63 Dodge.....	115.92	12.32
MASON-DIXON DRAGWAY, HAGERSTOWN, MD.		
Bud Faubel—iron ram—won Super-Stock Automatic.....	111.91	12.31
and Top Stock Eliminator.....	112.64	12.56
Aluminum Dodge won A/FX.....	114.06	12.63
Faubel won Middle Eliminator against A/Gassers and altered coupes.....	114.79	12.41
PLEASANT GROVE DRAGWAY, SPRINGFIELD, ILL.		
John Kilborn, Decatur, Ill. Dodge dealer, drove aluminum 426 Ramcharger to official AHRA Super-Stock/Automatic record of.....	90.00	8.07
This was American Hot Rod Assn. Record Run for 1/8-mile distance.		
HOUSTON BROS. DRAG STRIP, FAIRBURN, GA.		
Phil Carroll's "White Lightning" beat Nicholson's Chevrolet, driven by Hubert Platt, 2 consecutive runs.....	117.60	12.14
Set New Track Record.		
POMONA, CALIFORNIA		
Maverick won A/FX Class.....	115.83	11.93
Also won Street Eliminator.....	116.42	11.96
DAYTONA BEACH, FLA. NASCAR WINTERNATIONALS		
Phil Carroll's "White Lightning" Daytona Beach NASCAR Winternationals Class Winner as follows:		
February 19.....	116.88	12.31
February 20.....	113.92	12.28
February 22.....	120.0	12.24
February 23.....	118.42	12.13
Bob Simmerly, of Los Angeles, in a 1963 Dodge 330, set a new Natl. Speed Record for SS/S Stick.....	115.32	—

	SPEED	E.T.
U.S. 31 DRAGWAY, KALAMAZOO, MICH.		
The RAMCHARGERS, in a match race with Arnie Beswick's Pontiac, won 3 out of 4. Best time and speed.....	121.62	12.08
DETROIT DRAGWAY		
RAMCHARGERS with Jim Thornton driving beat Frank Sanders 3 out of 3 in Detroit Dragway exhibition run.....	117.00	12.09
ATCO DRAGWAY, N. J.		
Bobby Harrop won Top Stock Eliminator.....	116.83	12.58
VINELAND, N. J. DRAGWAY		
Bobby Harrop won Top Stock Eliminator over top cars on East Coast, such as Strickler Chevy, Durham Chevy, Ramsey Pontiac, etc.....	115.21	12.19
YORK, PA.		
Bud Faubel in '63 Dodge A/FX beat Malcom Durham 3 straight winning class.....	114.35	12.45
Faubel also won Little Eliminator.....	115.53	12.32
HOUSTON BROS. DRAG STRIP, FAIRBURN, GA.		
Phil Carroll's "White Lightning" beat Nicholson's Chevrolet, driven by Hubert Platt, 2 consecutive runs.....	117.60	12.14
Set New Track Record.....		
PHENIX CITY, ALA., DRAGWAY		
Emmitt Austin in '63 Dodge won 1st place.....	118.40	11.74
Phil Carroll won 2nd place.....	116.00	12.33
Bill Tanner won 4th place—'62 Dodge.....	113.64	12.52
DETROIT DRAGWAY, MICH.		
RAMCHARGERS set new A/FX record doing.....	118.42	12.03
They also won Top Stock Eliminator.....	117.64	12.20
PHENIX CITY DRAG STRIP, PHENIX CITY, ALA.		
Billy Jacobs won first place SS/S.....	121.00	12.30
OMAHA, ALA. DRAG STRIP		
1st place won by Atlanta Speed Shop—'63 Dodge.....	112.36	12.60
2nd place won by Bill Tanner.....	112.18	12.64
MASON-DIXON DRAGWAY		
Bud Faubel won 1st place with '63 Dodge and "Mr. Stock Eliminator". His '62 Dodge took 2nd place win.....	—	—
MASON-DIXON DRAGWAY		
Faubel's weekend wins also include—Stock Eliminator with '62 Dodge, Modified Stock Eliminator with '63 Dodge, A/FX, Middle Eliminator, S/SA. 76 runs and 74 wins.....	—	—

...other Dodge-powered records

	SPEED	E.T.
MOORESVILLE, N. C.		
Bobby McIntyre won "A" Stock with.....	109.00	13.33
This car (383 Dodge) has been raced 6 times at 5 different tracks with a record of 6 wins and a track record for "A" Stock was established at every track.		
POMONA, CALIFORNIA		
New Ramcharger Truck won B/FX Class. Only other B/FX that would race him was a Les Ritchey Ford 406 with Fiberglass panels. Ramcharger truck beat him 10 lengths first run and 4 lengths second time. B/FX Chevs moved up into another class to avoid running against Ramcharger.....	108.99	12.71
FONTANA, CALIFORNIA		
A/FX Golden Lancer won Street Eliminator and Monthly Street Eliminator, turning.....	115.83	12.39
SAN GABRIEL, CALIFORNIA		
Tony Nancy in Dodge-powered A-modified Roadster set a new strip record in class with.....	N/A	8.73
Tony Nancy, of Van Nuys, Calif., in Dodge-powered modified Roadster Class AA, won Competition Eliminator.....	152.68	9.62
Also won Class AA/Competition.....	164.83	8.97
LONG BEACH, CALIFORNIA		
Golden Lancer won A/FX. Beat Hayden Proffitt in A/FX Chev. 3 times running.....	115.83	12.23
Don Garlits, of Tampa, Fla., in Swamp Rat V, won Top Fuel Eliminator, AA Fuel Dragster Class.....	186.32	8.26
Set new National Fuel Class Record with.....	186.70	8.24
BLANEY DRAG STRIP, BLANEY, S. C.		
Bob McIntyre in 383 Dodge set a new "A" Stock Record running against several 427 Fords and 409 Chevrolets.....	108.56	13.30
BAKERSFIELD, CALIFORNIA		
The Dragmaster Dart won AHRA Top Eliminator Gas. Also Top Speed Low E.T. and new Natl. Record in the Stock classes.....	186.00	8.49
BLANEY DRAG STRIP, BLANEY, S. C.		
Bob McIntyre won "A" Stock with 383 Dodge and broke his old "A" Stock record at this track by turning.....	109.75	13.13
SPORTSMAN PARK, FARMINGTON, N. C.		
Bob McIntyre in 383 "B" Stock Dodge won "A" Stock against 427 Ford, 421 Pontiac and 409 Chevy breaking his old "A" Stock record, then went on to win Stock Eliminator.....	108.23	13.28
SPORTSMAN PARK, FARMINGTON, N. C.		
McIntyre won "A" Stock and Stock Eliminator with 383 Dodge running against 421 Pontiac, 427 Ford and 409 Chevy. McIntyre's car is classified "B" Stock but moved up to "A" Stock in order to challenge Pontiac. McIntyre set new "A" Stock record.....	109.09	13.20



ramcharger components

CARBURETOR IMPROVEMENTS

Larger Carter AFB-3705S carburetors have been substituted to increase the breathing capacity. Primary bore has increased .25-inch. The secondary bores remain at $1\frac{1}{16}$ inches. Carburetor air horn diameter is enlarged $\frac{3}{4}$ -inch.

RAM INTAKE MANIFOLD

New larger primary riser openings match the increase in the primary bore diameter of the new carburetors.

CAMSHAFT

New camshaft has a higher valve lift (.520"), and longer exhaust duration (308°).

CYLINDER HEAD

Combustion chambers have been modified to reduce shrouding of the intake valve. The intake valve port has also been changed to provide a more ideal flow of air. Stainless-steel head gaskets are extra durable.

NEW SEVEN-BLADE FAN

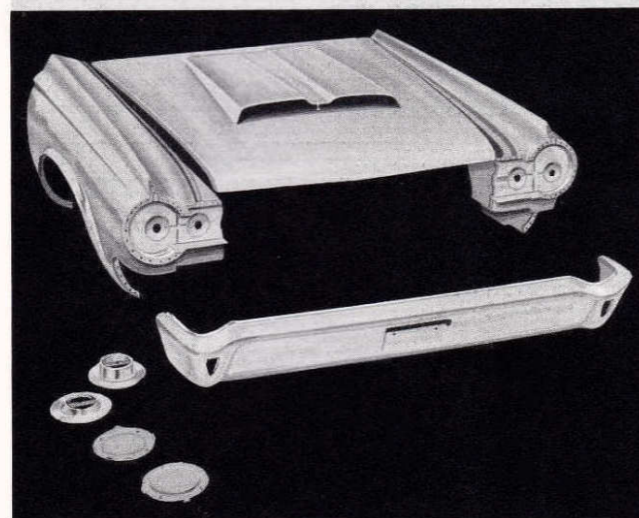
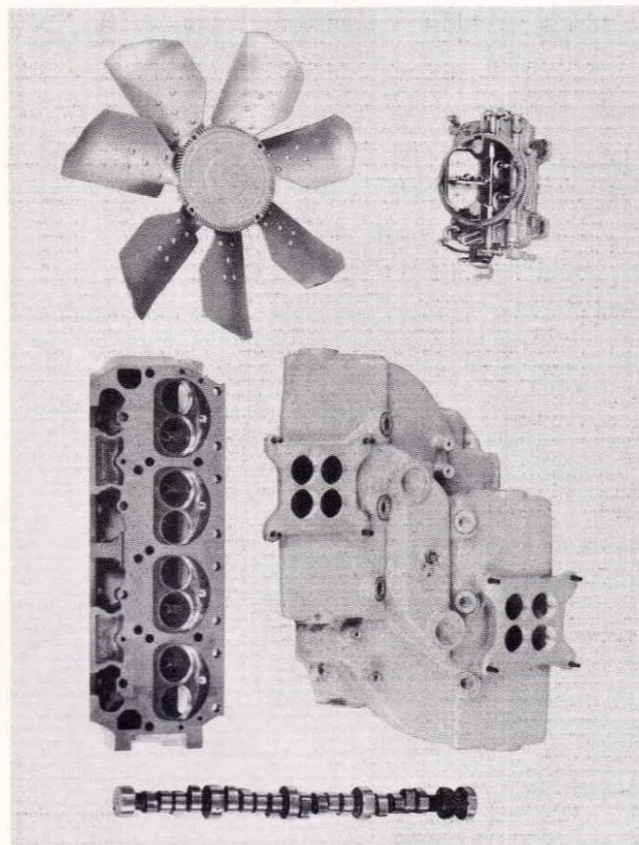
Complete with viscous drive unit, it provides substantial horsepower savings.

ALUMINUM FRONT-END PACKAGE*

This aluminum front-end package reduces the weight of the Ramcharger by nearly 150 pounds.

- Aluminum hood and air scoop
- Aluminum front fenders
- Aluminum front bumper and bumper supports
- Aluminum radiator air shield
- Aluminum radiator cross bar and hood lock vertical support brace
- Carburetor to hood adapter and flame arrestor assemblies
- Front and rear floor covering without jute backing
- No spray-on deadener
- No dash liners and cowl side panel silencer pads

*Std. 12.5 to 1 ratio—extra cost with 11.0 to 1 ratio.

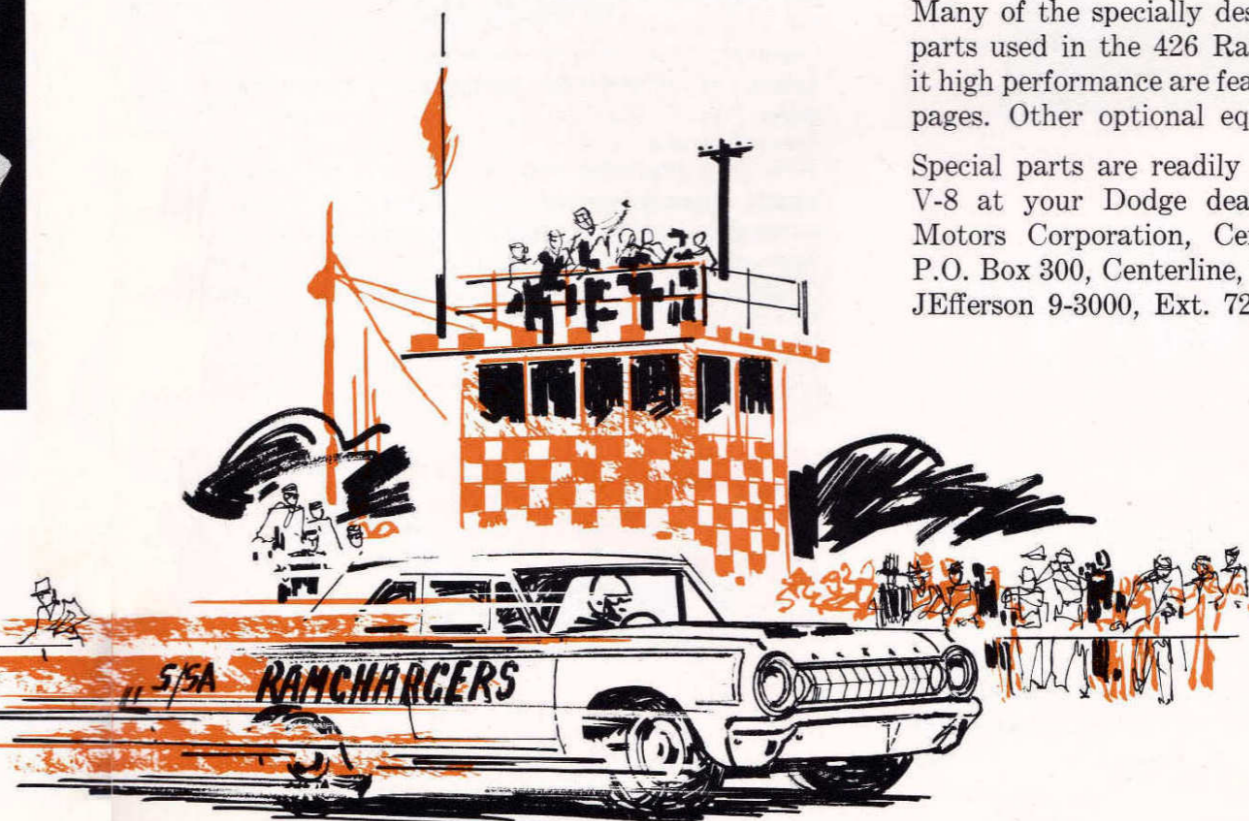


high-performance features...

The Dodge 426 V-8 Ramcharger has been engineered to assert unquestioned leadership in stock-car performance. It is not a street machine. This engine is designed to be run in supervised, sanctioned drag-strip competition by those qualified. Its specially engineered features, together with high displacement, put this engine in a highly select class. Yet, it is stock in every sense of the word.

Many of the specially designed and engineered parts used in the 426 Ramcharger V-8 to give it high performance are featured on the following pages. Other optional equipment is indicated.

Special parts are readily available for the 426 V-8 at your Dodge dealer through Chrysler Motors Corporation, Centerline Parts Plant, P.O. Box 300, Centerline, Michigan. Telephone: Jefferson 9-3000, Ext. 7243, Centerline, Mich.



NEW 426 ramcharger V-8

high-performance features

Heavy-duty rear springs

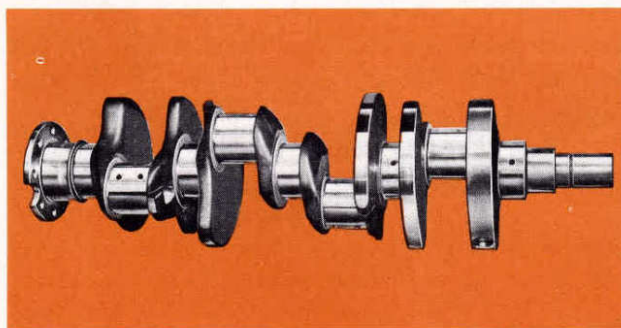
A stiffer rear spring rate helps absorb the extremely high torque developed by the engine. Right rear-spring installation and heavy-duty shock absorbers are available as optional equipment for maximum traction and wheel control.

Specially designed valve gear

Mechanical valve lifters avoid pump-up at high engine speeds. High-strength valve spring retainers and high-load valve springs prevent valve "float" at high r.p.m. Easier, more precise rocker arm adjustment with lock-nut on the lash adjusting screw. Valve gear is rated stable up to 6,500 r.p.m. on the standard test fixture.

Deep-groove pulleys

Belt pulleys are deep-grooved to assure belt retention at high speed.



Crankshaft

Hardened journals and tri-metal bearings provide extra bearing-load capacity needed to withstand high-torque output strains.

Camshaft

Higher-lift camshaft has a 300-degree intake and 308-degree exhaust duration with a 74-degree overlap. The .520-inch lift is the highest contained in a mass-produced passenger car.

TorqueFlite automatic transmission

Heavy-duty, three-speed TorqueFlite transmission has push-button controls. It is set to upshift at engine speeds of up to 5,600 r.p.m. Maximum torque-converter ratio is 2.2 to 1. Planetary-gear ratios are 2.45, 1.45 and 1 to 1. Maximum overall breakaway ratio of 5.39 to 1 and overall efficiency are highest of any stock automatic transmission.

Fuel pump

Three valves for extra pumping capacity. High spring load provides higher fuel pressure.

Extra-large valves

Intake valves (2.08-inch diameter) are streamlined to increase air flow. Exhaust valves are 1/4-inch larger than standard, providing greatly increased exhaust flow. Both are made of special, high heat-resistant alloy.

High-capacity carburetion

Hand-choked, two four-barrel Carter carburetors. No experimenting needed—each carburetor has been factory-set for maximum power and optimum fuel-air ratio.

Exhaust system

New Tri-Y manifolds and "Y" pipe has tuned 21-inch lengths between primary and secondary "Y" joints and connections. Adjacent firing cylinders No. 5 and 7 have been separated by pairing exhaust events between cylinders 1 and 5 and 3 and 7. This improves engine breathing by reducing back pressure.

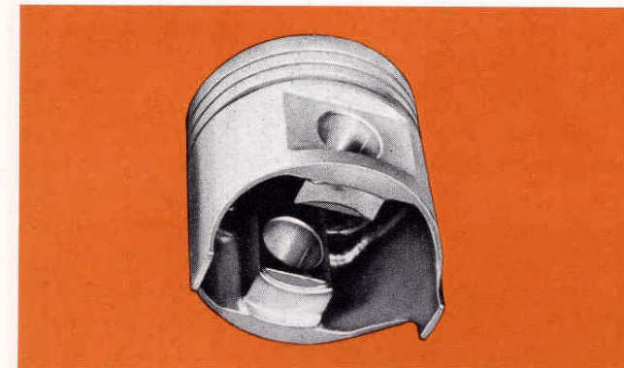
Connecting rods

Beefed-up connecting rods assure maximum dependability under extreme stress.



Short-ram intake manifold

To increase power output in high-performance ranges above 4,000 r.p.m., a specially designed ram-induction intake manifold is used. Tappets may be adjusted with manifold installed.



Forged aluminum pistons

Forging provides more strength than is possible with the usual casting process.

Piston rings

Top compression ring is chrome-plated, high-strength iron to resist scuffing. Number two ring is of standard design. Number three ring is of two-piece design, specially adapted for best lubrication requirements.

Drive shaft

Specially balanced for extra-fast acceleration and high running speeds. Vibration is minimized, thus prolonging service life.

"Sure-Grip" rear axle

Greater traction at both rear wheels. It prevents wheel spin on loose gravel, snow or ice. Standard axle ratio is 3.91 on 11 to 1 and 4.56 to 1 on 12.5 to 1 manual and automatic transmissions. Other ratios (2.93, 3.23, 3.55, 4.10, 4.30, 4.56 and 4.89 to 1) are optional for special driving requirements. Ring-and-pinion sets are available through your Dodge dealer.

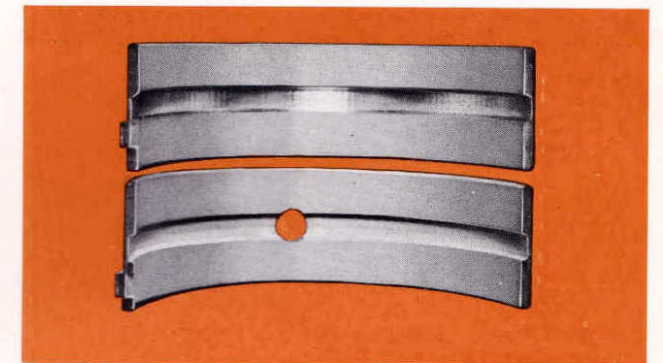
Wheels and tires

Standard tires are 7.50 x 14" "tubeless" Tyrex cord, front and rear. 6 1/2 K (rim-width size) rear wheels and

9.00 x 14" rear tires are recommended for competitive events.

Ignition features

A special distributor, of full-centrifugal-advance design, has dual-breaker points. High spring load on points prevent "point bounce." Dual-breaker points produce higher plug voltage at high speeds. Special low-resistance cables and cold-running spark plugs are designed for high engine power output.



Engine oiling system improved

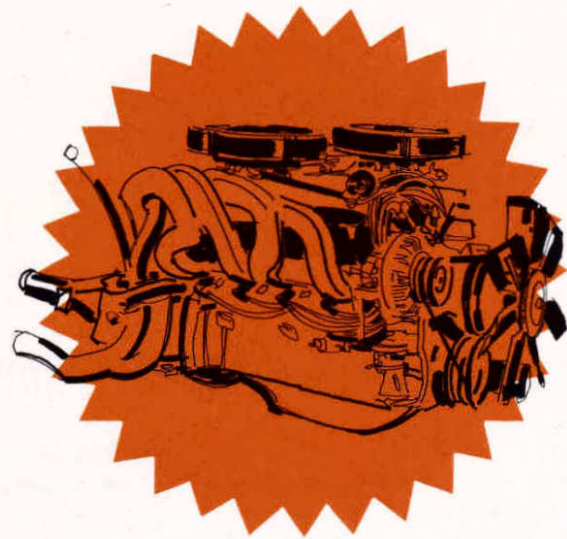
Opened-up oil galleries carry a larger volume of oil. The oil intake tube from the screen has also been enlarged. Larger main bearing oil grooves give better lubrication to these parts.

Special 3-speed manual transmission

Specially engineered three-speed, floor-shift gearbox for maximum-performance work. It has a (Hurst-Campbell) shifting mechanism which is spring-loaded for straight through shift action. Shafts, shot-peened gears and extensions provide added strength. Closely spaced gear ratios of 2.10, 1.44 and 1 to 1. Other heavy-duty features include 10 1/2-inch clutch, pearlitic malleable-iron pressure plate, extra-heavy-duty torque shaft and special disc.

4-speed manual transmission (optional)

New 4-speed manual, all synchromesh, is designed for heavy-duty service. Low gear ratio is 2.66.



operating characteristics

The Ramcharger 426 V-8 engine has personality traits highly individual like any thoroughbred—but different from those of ordinary engines. High performance demands compromising of some things, for others. For example, a high idle speed is necessary to minimize roughness and keep the engine running. In cold weather, since there is no heat on the intake manifold, the engine is slow to warm up. Because of increased lubrication to the valve train and the use of special piston rings in order to assure maximum oil lubrication to the pistons and cylinder walls . . . there's higher than normal oil consumption. Special oil seals on the intake valve stems, however, help to reduce oil consumption. Here are some suggestions on how you can keep this distinctive engine at its finely tuned peak of perfection.

Break-in—426 V-8 should be broken-in the same way as all other Dodge cars.

Gas and oil mileage

GAS—The Ramcharger is designed for maximum performance—not for outstanding fuel economy. Carburetors and rear axle ratios are engineered for go-power, too.

OIL—In a high-performance precision engine, oil cleanliness is a must. Engine oil should be changed at least every 1,000 miles, or more frequently in dusty areas.

To provide adequate lubrication at high speeds, wide-clearance piston rings are employed, which result in higher oil consumption than with ordinary engines.

Engine idling

The long-duration camshaft provides maximum power output at the expense of smooth idling and low-speed response. Increased piston clearance and high overlap camshaft allow dependable, high-speed operation, but sacrifice some engine quietness.

Cold-weather driving

Because the heating arrangements have been removed from the intake manifold, during cold-weather there may be carburetor icing and delayed warm-up. This can be combatted by partially covering the radiator, using a gasoline with anti-icing additives, and allowing the car to stand for a few minutes with the engine off after the water temperature is up to normal.

Frequent checking assures peak performance

The ignition system should be kept in peak condition. It is advisable to inspect, adjust and replace spark plugs and ignition points at fairly frequent intervals.

Automatic transmission shifting bands require frequent checking adjustment to assure maximum performance and long life.

getting peak performance

The keen competition of approved acceleration trials demands the best an engine can deliver. A little extra attention to the following details can lengthen the life of the engine and make a decisive edge in performance.

To open exhaust outlets to the atmosphere (when rules permit) use standard exhaust cutout (bypass mufflers and tail pipes).

During fast starts, better suspension control can be achieved by using additional spring clips to tie the ends of each leaf to the rest of the spring.

To reduce rolling resistance, air pressure in front tires may be increased. The best rear-wheel traction on most surfaces is delivered by tires of high butyl content.

For consistent peak performance, valve lash, spark plugs and timing should be checked frequently. The highest octane fuel (102 or higher) must be used. Front-end alignment should be set correctly. Brake shoes can be adjusted to eliminate any possible drag. If desirable, automatic brake adjusters can be removed and brakes adjusted manually.

The standard Champion J9Y spark plugs should be set at .035" electrode gap.

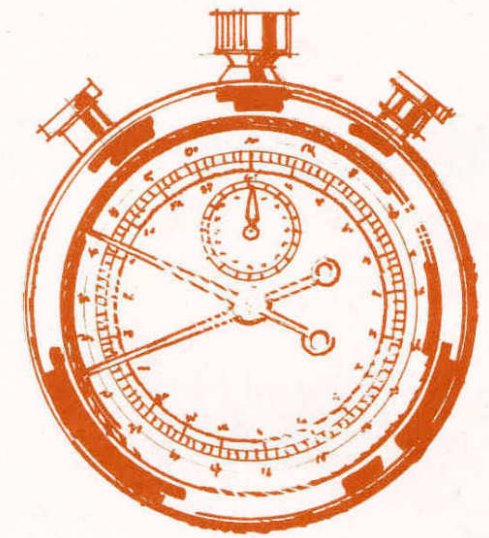
Valve spring heights set to proper specifications—min. 1.83", max. 1.86".

The pinion bumper should contact floor pan when car is at its ready-to-run height.

Cool air can be routed to the carburetors by whatever means the rules will allow. A smaller fan can be installed to ease the load on the engine.

Experiment with tire size, compound and pressure, as well as with starting techniques, to help achieve top performance.

To protect the working parts of the Ramcharger 426, it should not be run over 6500 r.p.m. Wide-open throttle bursts should be limited to fifteen seconds' duration.



426 ramcharger V-8

general specifications

Engine

Piston displacement, cubic inches..... 426
Bore and stroke, inches..... 4.25 x 3.75
Compression ratio..... 11 to 1—12.5 to 1
Horsepower..... 415-425
Torque, lb.-ft..... 470-480
Carburetor..... Two 4-barrel
Cooling system..... 17 qts. with heater
Crankcase oil capacity..... 6 qts., plus 1 qt.
for filter when it is changed

Transmissions

Standard 3-speed, heavy-duty manual, floor shift. Ratios: 2.10, 1.44, 1 to 1
Optional 3-speed automatic, heavy-duty Torque-Flite. Water cooled. Ratios: 2.45, 1.45, 1 to 1
Optional 4-speed
Ratios: 2.66, 1.91, 1.39, 1 to 1

Exhaust

3-inch dual; aluminized mufflers and tail pipes

Rear axle ratios

(Sure-Grip differential standard)
Standard—3.91 to 1 (with 11 to 1) 4.56 with 12.5 to 1
Optional—2.93, 3.23, 3.55, 4.10, 4.30, 4.56, 4.89 to 1

Compression ratio

Compression chamber volume:
Minimum, 89 cc.
Maximum, 93 cc.

(To reduce the volume of the combustion chamber 1 cc., .005" must be milled from the head surface. The cylinder head surface finish should be 100–120 micro-inches. For each .010" removed from the cylinder head, .012" must be removed from each intake port side of the intake manifold and .017" from the bottom of the intake manifold)

Distance from the top of the lower flat of the piston to the block deck:

	11:1c.r.	12.5:1c.r.
Minimum.....	.0155"	.018"
Maximum.....	.0455"	.043"

Bolt and nut torques

Cylinder-head bolts, 70 lb.-ft.
Main bearing bolts, 85 lb.-ft.
Connecting-rod nuts, 50 lb.-ft.
Intake manifold bolts, 30 lb.-ft.

Clutch free-play adjustment

Minimum, 1/2"
Maximum, 3/4"

Axle-shaft end play

Minimum, .013"
Maximum, .023"

Oil

Any name-brand oil for "Service MS" may be used. SAE 30 viscosity is recommended for acceleration trials.

Fuel-pump pressure

6-8 p.s.i. at 1500 r.p.m. engine idle

Engine idle

Speed—1000 r.p.m.
Vacuum—10 inches of mercury

Automatic transmission line pressure

105 p.s.i.

Valve lash

	Intake cold	Exhaust cold
Normal driving.....	.028"	.032"
Acceleration trials.....	.028"	.032"

Ignition

Spark plugs:
Electrode gap..... .035"
Type—J9Y
Ignition point gap—.014" to .019".
Dwell angle—34° to 40°, both point sets; 27° to 32°; single point sets.
10° at 800 r.p.m.

Electrical

Alternator: 35-ampere, 6-diode
Battery: 12-volt, 90-ampere-hour—trunk located

Suspension

Torsion bar, front
Leaf, rear (heavy-duty), 56" x 2 1/2"—6-leaf
Shock absorbers—Oriflow, hydraulic-type, double-acting, telescopic.

Brakes

Lining area—195.2 sq. in.
Internal-expanding, duo-servo type, self-energizing, self-adjusting.

Tires

Standard—7.50 x 14" Tyrex cord

Fuel tank capacity

19 gallons

Wheelbase

118 inches

Piston clearances

	Comp. Ratio 11:1	Comp. Ratio 12.5:1
Normal driving.....	.0035"-.0045"	—
Acceleration trials.....	.0035"-.0045"	.009"-.010"

Piston ring end gap

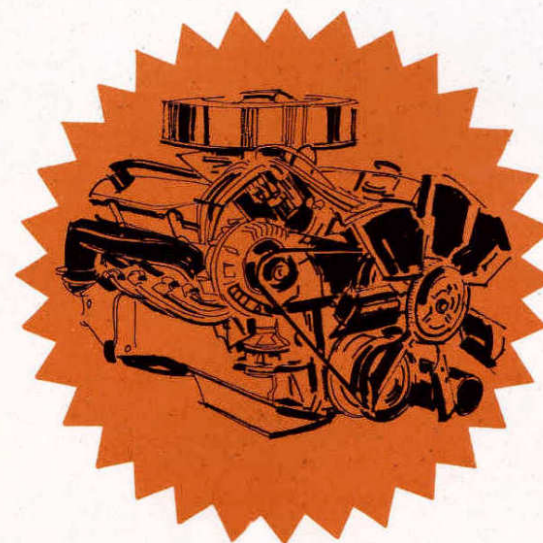
.013"-.050"

Valve spring heights

Minimum..... 1.83"
Maximum..... 1.86"

Bearing clearances

Main bearings, .0015"-.0040"
Connecting-rod bearings, .002"-.0045"



426 high performance V-8

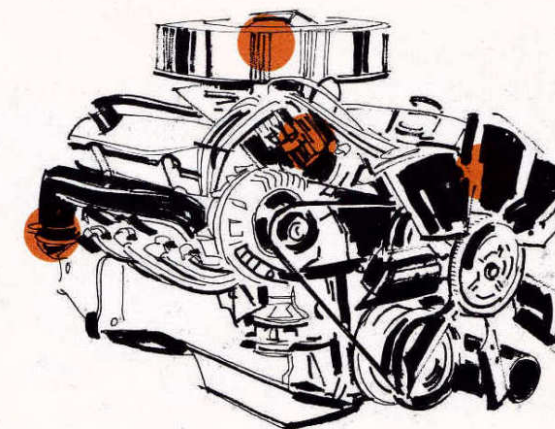
Leads Two Lives—It's suitable for everyday driving. The 426 High-Performance V-8 Engine thrives smoothly and is dependable as a standard power plant. It likes to show off on the highway. The 426 High-Performance V-8 Engine is the ultimate in "get-there" power. It's waiting to be unleashed—when you want it when you need it. This version has a special 11-to-1 crankshaft, pistons, and lubrication system. Chrome-plated cylinder head covers, oil filler cap, crankcase vent valve cap and air cleaner.

Other special or modified equipment included:

- Special, unsilenced, police-type air cleaner
- Special oversize radiator and hoses
- Seven-blade fan with viscous drive
- Hydraulic valve tappets
- Single four-barrel carburetion
- Special, modified throttle linkage
- Police-type, dual exhaust system
- 70-amp.-hr. battery
- Dual-breaker distributor
- 4-speed manual transmission (Floor-mounted shift selector)
- Heavy-duty clutch, 10 1/2" hoses
- Heavy-duty prop shaft
- Heavy-duty, high-rate rear springs
- 7.50 x 14" tires on 14 x wheels
- Sway bar
- Heavy-duty, oversize, type brakes

SPECIFICATIONS

Engine Type.....	OHV V-8
Piston Displacement.....	426 cu. in.
Bore and Stroke.....	4.25" x 3.75"
Compression Ratio.....	10.3 to 1
Horsepower.....	365
Torque, lb.-ft.....	470
Fuel Recommended.....	Premium grade





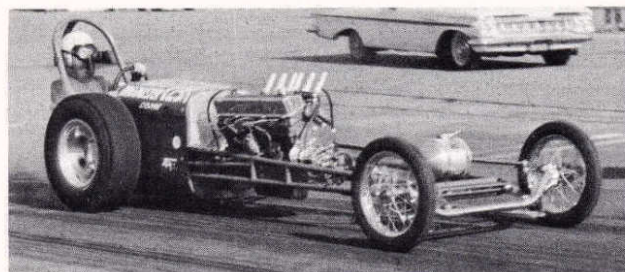
Jim Nelson in a Dragmaster Dart won top gas eliminator at the Winternationals.



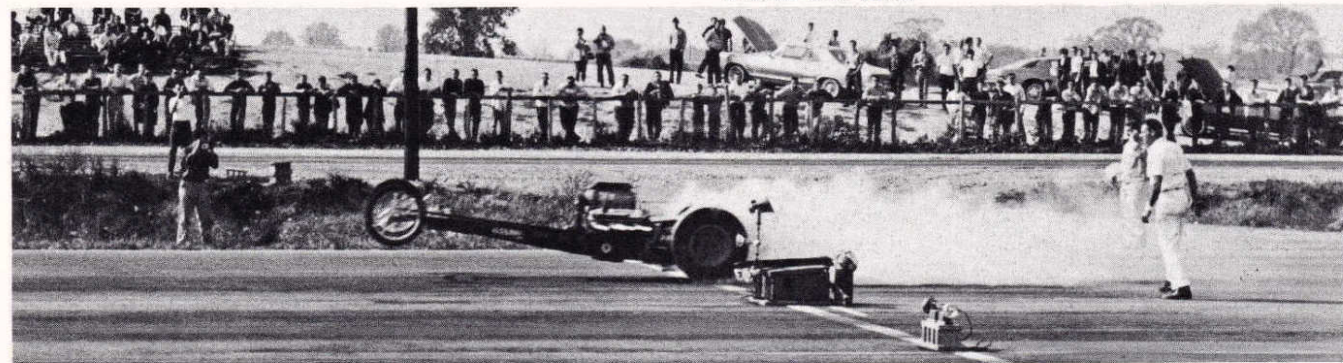
Ramcharger truck wins B/FX class turning best time and speed to date. Speed 112.07—time 12.73.



Ramcharger Dodge Dart sets new speed record, 191.89 m.p.h. at Bonneville. Winning 12 trophies for its performance.



Dragmaster Six won D/Dragster class and middle eliminator against a full roadster and supercharged Corvette. Speed 126.41—E.T. 10.64



Dodge Dragster won top fuel eliminator AA fuel Dragster class. Set new national fuel record—186.70—8.24.

**Dodge
powered
winners!**

pick a winner in any one of these great performers by Dodge

standard engines

Whatever you want most from an engine you can have—with a Dodge. Want economy? Get a Dodge Slant Six. In the Mobilgas Economy Run (1963) the 170 got 25.59 miles per gal. and the Dodge Six got 23.69. If you want performance with economy, pick the Dodge Standard V-8. It won its class at the Mobilgas run with 21.20. The big 361 V-8, 880 models, gives big-car performance and does it on regular gas. So you call it—170, 225, 318 or the 361.

high-performance options

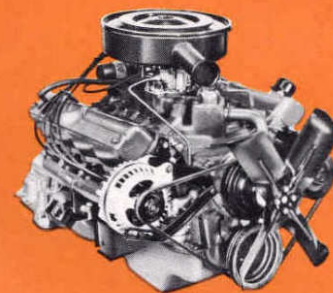
Like high performance packed with plenty of power? Try these for size. They give you the extra thrust you need for safe passing, power you can feel. The big V-8's are leaders in their competitive classes. The 383's outperform bigger competitive engines. That's our stable—nine high-calibre performers—from economy champ to the Ramcharger high-performance ham—with six top performers in between. An engine for everyone's taste.



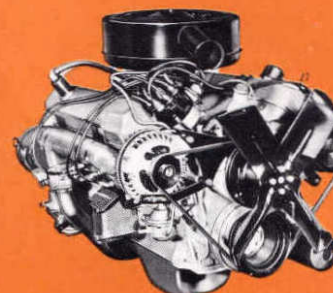
170-CU.-IN. SLANT SIX
101 Horsepower



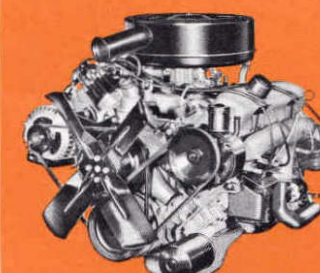
225-CU.-IN. SLANT SIX
145 Horsepower



318-CU.-IN. V-8
230 Horsepower



361-CU.-IN. V-8
265 Horsepower

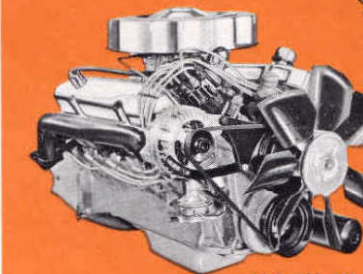


383-CU.-IN. 2-BBL. V-8
305 Horsepower

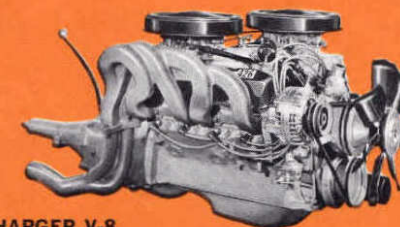
383-CU.-IN. 4-BBL. V-8
330 Horsepower



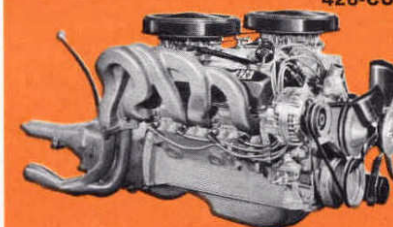
426-CU.-IN. HIGH-PERFORMANCE V-8
365 Horsepower



426-CU.-IN. RAMCHARGER V-8
415 Horsepower



426-CU.-IN. RAMCHARGER V-8
425 Horsepower



DODGE DIVISION



CHRYSLER
MOTORS CORPORATION

The policy of Dodge Division, Chrysler Corporation, is one of continual improvement in design and manufacture wherever possible to assure a still finer car. Hence, specifications, equipment, and prices are subject to change without notice.

