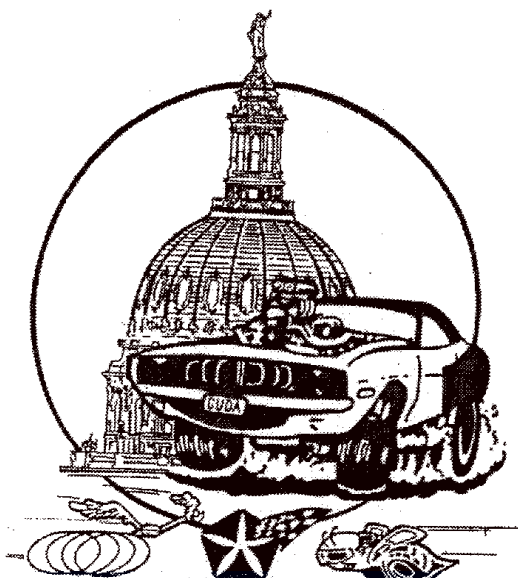


MOPAR MUSCLE CARS OF AUSTIN

Vol: 20 No: 5



November 2006

Mopar Muscle Cars of Austin is a non-profit organization formed September 1986. The MMCA is "Dedicated to the restoration, preservation, and promotion of Chrysler built products."

Monthly club meetings are currently being held the first Tuesday of every month at 6:30 PM Gethsemane Lutheran Church, Austin, Texas, located at 183 and Georgian Drive next door to the Humane Society.

<http://www.mopar.org>

The MMCA is open to all persons of good character. Yearly membership dues are \$15.00 per person. As a member, you receive a monthly newsletter (Currently online at www.mopar.org) with free newsletter classifieds, a discount on parts at participating vendors, access to a network of Mopar parts and paraphernalia, and become eligible to attend club functions as well as show off your Mopar. Non-members may place an ad in the newsletter for a \$2.00 monthly donation. Copies of the newsletter are available for a \$1.00 donation.

2005-2006 Club Officers

Office	Name	Phone	E-mail
President	Ed Sewell	(512) 671 6490	wiking5@netzero.net
Vice President	Dave Diskind	(512) 326-2592	ddiskind@sbcglobal.net
Events Director	Steve Lacker	(512) 836-9490	sglacker@texas.net
Membership	Dean Haight	(512) 346-3298	haight@ev1.net
Treasurer	Harry Amon	(512) 345-5832	theamons@yahoo.com
Newsletter Editor	Chris Ryon	(512) 699-0629	cfryon@earthlink.net
	Brent Perez	(512) 431-2109	Brentp@venkel.com

MMCA wishes to thank our sponsor:

Sage Advisory Services

For their support and generosity in the production of this Newsletter.

SATISFY ALL YOUR MOPAR NEEDS
THOUSANDS OF LINKS
CARS – PARTS – GOODIES



Original Chrysler, Plymouth, Dodge, AMC
Cars & Parts

Located in central Texas.

Doc has over 500 MOPARS from the 1950's to 1980's.

Accurate descriptions of parts, fair prices, all parts are guaranteed.

UPS shipping daily. International customers welcomed.

www.DrMopar.com

Join the Discussion

MMCA Discussion List is an easy way to contact club members, get technical advice, and find out about club events.

To join send an email to

mopar_muscle-subscribe@topica.com

Letter from the Editor

Fall is officially upon us and winter is not far behind. During the winter most car hobbyists are forced to work in the outside in the bitter cold or in a meat-locker also known as the garage. No one likes working in the cold (especially me), so now may be a perfect time to prep your garage space so you can make some headway on your projects this winter.

I insulated my garage about two years ago, and it was one of the best, and cheapest, upgrades I have done to my house since I moved in. In the winter, the garage stays well above the outside temperature and in the summer it almost never gets above 85 degrees. In addition, I purchased a portable air conditioner/heater from a local company (www.compactappliance.com) to add to the comfort level if needed. They sell scratch and dent units for a deep discount, but you have to ask.

The insulation I used was affordable and only took a couple of hours to install. First, I padded the inside of the garage doors with pink, rigid foam insulation. You can get this in varying thickness from 1/4 inch to 1 inch. I cut this to fit snugly inside the rectangular sections of my garage door and then sealed the whole door with Reflectix brand foil insulation and heavy-duty foil tape. This sealed air drafts and heat (or a/c) from escaping between the garage panels.

Next I found some cheap roll insulation off of Craigslist and used that to insulate the attic space above my garage. This space is rarely ever insulated and is a major contributor to lost heat (or a/c) during the different seasons. This will make a huge difference, so don't forget this step.

Lastly, I took some left over carpet I had laying around and added some padded insulation to the back of it...this made for a nice pad to work on instead of the cold concrete during those really cold days. Heck, you could even make a couple of 'em for your buddies so they can come work on your car with you!

Lastly, this is my first editorial comment in our newsletter, so be gentle with me. ☺

Brent Perez

Dues Blues

Carl Samos	Oct 11
Joe Hoppe	Nov 8
Willie Jeffries	Nov 10
Steve Lacker	Nov 11
Jeff Egger	Nov 12

Please remember to take a moment to send in your dues.
You know who you are.....If you don't, then please pay anyway :)

Past Events

Club Events

New officers were elected to head our club for the year 2007. Wish them well and help make this year the best yet

by driving your cars, inviting your friends and attending all the club functions.

Other Events

Sept 16 – Rudy's Texas Classic Car Show

A few of our members made it to the Rudy's show: Steve Lacker, Manny Duarte and Chris Ryon attended. It was as hot as usual and there were tons of awesome cars there too. If you missed it, you missed the biggest, best show in Austin each year. Manny won a \$60 gift certificate to a restaurant for a door prize and a fellow Mopar guy, not a member yet, won a 21" flat screen tv...very cool. Maybe you'll win something next year.

Oct 7th - 24th Annual San Antonio Car Show at Biff Buzbys Burgers

This is always a favorite. Lots of cars, all Mopars and some good friends to hang out with. It always seems like Rudy's is hot and SA's show is perfect weather and this year was no exception.

Enrique Guerra won best in his B-body class for his 71 Charger, as did Craig Rowling for his 67 Satellite, both beautiful cars. Chris Ryon brought his 70 Challenger convertible, but as always the E-body class was extremely competitive, at least he had a great parking spot. The child's car seat in the back of his Challenger probably didn't help his chances either.

There was a really cool car there from Paintshop101. It was a customized 70 Superbee with a 6.1L hemi, rear independent suspension and custom body flares and interior, very nice work. I'd say Dave Diskind's Challenger RT is in good hands.

Oct 22 was the Lone Star Shootout in Baytown. Don't know anyone that went, but several Houston club members at the SA show made it clear they didn't support their former show or the new owners of it.

Nov 4 - The Pie Run to Marble Falls is on the agenda. This years run will coincide with the Marble Falls Car Show. Look for photos in the next issue.

Upcoming Events

Club Events

Nov 28 – Club Tech project, come help and learn on someone else's project. Dinner and soft drinks provided. Location to be announced.

Dec 16th - Christmas Party at the Dean and Dave Haight's. 5 PM - ? White Elephant gift exchange, \$15 recommendation..

If you come across a new / old junkyard in Central Texas with a lot of old Mopars, let us know and maybe we'll check it out at next years Freeze Your Buns Junkyard Run.

MMCA Discussion List is an easy way to contact club members, get technical advice, and find out about club events.

To join send an email to

mopar_muscle-subscribe@topica.com

Calender of Events

November 2006

Sun	Mon	Tues	Wed	Thurs	Fri	Sat
			1	2	3	4 Pie Run/Marble Falls Show
5	6	7 Monthly Meeting 6:30	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23 Thanksgiving	24	25
26	27	28 Officers Meeting/Tech Party 6:30	29	30		

December 2006

Sun	Mon	Tues	Wed	Thurs	Fri	Sat
					1	2
3	4	5 Monthly Meeting 6:30	6	7	8	9
10	11	12	13	14	15	16 Christmas Party 5:00
17	18	19	20	21	22	23
24	25 Merry Christmas	26 Officers Meeting/Tech Party 6:30	27	28	29	30
31						

Weekly/Monthly Events

- **CLOSED** Home Depot parking lot on 1431 near Parmer every Saturday night (usually a really nice turnout ~200 cars)
New location is the abandoned *Albertsons at the I-35 and Hwy 79 in Round Rock.*
- Albertsons parking lot every Saturday night at the Y in Oak Hill.

Mopar on the Web

The Internet has made it a whole lot easier to participate in this fine hobby of ours. Keeping your car running, finding parts, benefiting from the knowledge and experience of other enthusiasts, and even just fine tuning our points of appreciation becomes a much simpler task with all the resources of the World Wide Web at our disposal. We'll try to keep you posted on the best and newest sites here. Be sure to shoot me a note if you find some cool Mopar websites.

Cool Links

This website has a good tech section
(<http://www.lamopar.com>)

One of the best tech websites out there
(<http://www.earlycuda.org/>).

Moparts excellent tech section, the Best classifieds
(<http://www.moparts.com/Tech/>)

Cool Links

Great Links Page
(<http://www.mooresemopars.com/links.html>).

Funny Site...
(<http://www.acme.com/licensemaker/>)

Wanna HEMI? Check these guys out!
(<http://www.forhemisonly.com/>)

Member Spotlight: -

If you would like to show us your vehicle or tell us your story about a favorite mopar or how you got into this hobby or the one that got away, let me know. We'd all love to hear about it.

1971 Dodge D100 Pick-Up—Daily Driver

Driving the 66 Barracuda was a lot of fun. It was a nice handling and fairly powerful car once everything was in pretty much working order. I won't deny that the thumbs ups and comments from appreciative folks was great, too. All of that got me pretty bored with my '94 Ranger. It was a good and dependable truck, but not very interesting. We originally got it so as to have a dependable vehicle when Max was a baby. Before that I had been driving a '68 GMC short-wide pick-up with a red Earl Scheib paint job. It had a six cylinder and lots of problems. But it was cool. I got the urge for another cool truck after gaining some mechanical confidence with the Barracuda, so I started looking for an old Dodge Sweptline. Not everybody thinks these trucks are as beautiful as I think they are (the same can be said of my first generation Barracuda). One thing that pushed me towards these old trucks was a guy who showed up at an MMCA meeting with a green and white Sweptline survivor in great condition that he got for an even greater price.

I started looking for a shortbed slant six automatic sweptline with air conditioning in November of 2002 and found one on the Internet, in Las Vegas, in May of 2003. It was everything I wanted. The owner was even going to drive it to Austin for the price of a plane ticket home; that seemed like a testimony to its reliability. One of the reasons he was selling the truck was that he was out of work, but then he got another job and didn't have time to deliver it so he knocked five hundred dollars off the price and I flew out to Vegas and picked it up. It took a little longer to get home than with the Barracuda. I went out on Thursday and got back on Sunday evening. But I didn't have to do anything beyond add a couple of quarts of oil to get it all the way home. I drove I-40, the old Route 66, and that was a lot of fun. Slow going though, with 3:91 gears and a slant six engine. Sixty five was about as hard as I wanted to push it.



Since then I've swapped the rear end for a 3:23 (thanks to Chris Ryon and Tim Josserand), had headwork done (thanks Ed Sewell for parts swapping), "super-sized" the engine with a two barrel Carter BBD and manifold (thanks again Ed and the good people at slantsix.org) replaced the engine with a rebuilt one (thanks Ed, Dustin, Tim, and Steve Lacker), made a custom "bumper del muerto" (name by Dustin, work by W.T. Bryant), wrestled with wiring way too much (thanks again to Tim), got the A/C working and done the basic stuff you have to do to a thirty four year old vehicle to

keep it running as a daily driver. It's not a hot rod, but I really like how easy it is to work on. The slant six definitely has its own mystique.

These days I'm a Mopar or No-Car kind of guy. My mechanical skills are steadily improving, but not where they ought to be yet. Thanks to everyone for your patience. This whole hobby would be a heck of a lot tougher if I didn't have good supportive skilled and knowledgeable buddies like those mentioned above (and I probably have forgotten to mention somebody). One more time: thanks to everybody in the MMCA for your support and keeping all those cool cars running.

Mopar Tech

How to Set Up Gears in a Mopar Rear End

There is a certain amount of mystery in setting up a set of gears, but with a little time and care, a capable enthusiast can roll his or her own. By Steve Dulcich Photography: Steve Dulcich

Although it's about as useful as a one-legged man in a kicking contest, we had this 4.10-g geared, 489-case centersection with an open differential just lying around. The gearset was pulled from one of the Mopars that passed through our hands over the years, and though the low ratio offered the potential for strip performance, the lack of a limited-slip differential negated the dig offered by the ratio.



One of the most appealing things about a Mopar 8 3/4 rear, besides its ruggedness, is the drop-out center-section. With this design, ratio changes can be made with relative ease and speed. And, setting up a fresh gearset can be done on the bench rather than under the car. It's not uncommon for Mopar fans to have a couple of extra sets of gears, packing away the hardware for the task at hand. Centersections for 8 3/4 rears are available ready to go from the many rebuilders and wholesalers, but with a little know-how, you can build your own from a junkyard core and the required parts. There is a certain amount of mystery in setting up a set of gears, but with a little time and care, a capable enthusiast can roll his or her own.

Dismantling an 8 3/4 centersection is fairly easy to do. Begin by removing the adjuster-lock tabs at each bearing cap, loosening the main cap bolts and then backing off the adjusters at each side of the bearings with a suitable spanner wrench. We use a simple homemade spanner tool fashioned from a length of bar stock with a pair of hardened 1/4-inch bolts welded to the end to engage the drive slots in the adjuster.



The first hurdle in tackling such a job at home is the seemingly endless list of special tools for the job. These items add up to an investment far greater than the average Joe can justify when putting a gearset or two together every other year. While lacking a boatload of professional tools won't stop a successful rear-gear build, it may slow you down.



With the adjusters extracted, remove the main cap bolts and caps; the ring gear and differential assembly can then be lifted from the case.

Other than a dial indicator to set the gear lash and an inch-pound torque wrench to check the bearing preload, it can be done with just the basics. In fact, we've known guys with the magic touch who can set the lash and bearing preload by feeling it. Here's the basic rundown of what needs to be

done.



The ring gear will need to come off the old open differential if the same gearset is being re-used. The attachment bolts are left-hand thread.

Getting Loaded

The pinion gear rides on bearings placed at each end of its shaft and is tightened into the case by the pinion nut. Between the two bearings is a spacer that sets the minimum distance allowed between the bearings, acting as a stop to keep the pinion nut from crushing the bearings as it is tightened. Early 742 case rears used a solid spacer and shim arrangement, which is simple to understand. Tightening the nut increases the pressure applied between the bearings and the races until the bearings come to a positive stop against the spacer. By allowing the spacer length to adjust via added shims, the effective length of the spacer can be set to stop the bearings where they are preloaded correctly against the inner bearing races. This is the bearing preload. By placing an inch-pound torque wrench on the pinion nut--after it is tightened--and turning the nut, the torque wrench measures the resistance the bearing is subjected to.



The ring gear is a light-to-tight press fit over the register edge of the differential carrier, so it usually takes a little persuasion to get it off. A few taps around with a copper mallet had ours free.

If the preload (inch-pound number) is too high, adding the appropriate shim will back them away from the races, lessening preload. If the pinion is too loose, removing some shim will allow them to bear more tightly into the races, increasing preload. To determine the required shim thickness, the pinion may need to be removed and installed a few times until it's correct, but the procedure is pretty simple.

For the 8 3/4, limited-slip differentials are available from a variety of sources and in a variety of styles, including original and replacement Sure-Grips, lockers, and even spools. We happened to have a decent looking cone-clutch Sure-Grip on our shelf, begging to be mated to our gears.



The 489 case centersections that came later did away with the spacer and used a crush sleeve instead. Think of the crush sleeve as a variable spacer. As the pinion nut is torqued to spec, the crush sleeve collapses. Tightening the nut allows the crush sleeve to compress enough to let the bearings press against their races with the required preload, measured in the same way as the above spacer. The trick is to stop tightening when the required preload is reached. Problems arise if the crush sleeve is compressed too much, allowing too much preload. Backing the nut off will relieve pressure, but the crush sleeve is compressed and will not expand. A crush sleeve is designed for one-time use, and even removing and installing a new yoke can throw off the tension. What's worse is crush sleeves have been known to lose tension under extreme abuse, causing the pinion nut to lose its torque, which leads to the pinion flopping around like a fish out of water, trashing a set of gears. Fortunately, aftermarket shim-adjusted spacers are readily available for the 489 case--an upgrade we strongly recommend.



Cone-style Sure-Grips are worn out when the cone clutches bottom-out in the case. To inspect this unit, the differential was dismantled and then reassembled with some clay at the clutch-cone ends to gauge the remaining clearance. We found .060 inch, which indicated plenty of service life left. If the clearance is near or at zero, the clutches won't grab, and the limited-slip function will not work. Machining the cone ends and adding spacer shims behind the side gears can breathe new life into a worn cone-clutch Sure-Grip.

Pinion Depth

This is the most difficult portion of a do-it-yourself gear change. Gears are designed to mesh at a precise distance between the ring gear and pinion gear, and small production variations in gear-case dimensions, or the gears themselves, can throw the alignment off. The ring gear rides on the centerline of its bearings, so the position of the pinion in the case is designed to be adjustable. Behind the large bearing at the gear end of the pinion, a shim (or shims) sets the exact position of the pinion gear in the case. More shim brings the pinion gear closer to the ring gear, while less allows it to sit deeper in the case. Only when it is at the right height will the gear mesh show the correct pattern (assuming the backlash is at spec--more on that later). To determine if the pinion height is correct, specialized pinion-setting tools are used. Unfortunately, not many of us can justify this equipment to do an occasional rear project every few years. If the same gearset is going back into the same case with the same bearings, no problem, but the more things are changed, the more

likely the shim thickness will need adjustment. Like we said, only the correct pinion height will provide the correct gear pattern.



With the inspection passed, our used Sure-Grip was simply cleaned and reassembled with gear oil as assembly lube.



We ordered a bearing and seal kit for our rear from Randy's Ring and Pinion. The kit contains the required replacement bearings, races, seals, gasket, and crush sleeve, as well as a selection of shims and gear-marking compound needed to set up the gears.



The bearings simply press onto the differential. We used a pressing tool that bears on the inner race of the bearing. Pressing on the outer basket will ruin the bearing.

We can set up the gears, look at the pattern, and see if it is right. If you get it right on the first try, great—it's your lucky day, and it's done. If not, the pattern tells us which way the pinion needs to move to get it right.



Although we reused the same gear set, the pinion gear was removed to change the pinion bearings and clean everything up. Step one after reassembly was to drive in the new bearing races using a socket as a driver.

The pattern shown on the ring gear will show which way the pinion needs to go, but not how much. Now it comes down to disassembling the gearset, making a shim change, putting it back together, and checking it again.



Since our pinion was being reused in the same case, we didn't change the pinion shim, which sets the pinion depth, a critical spec for proper gear mesh. The shims slip between the pinion gear and the bearing before the bearing is pressed on. Required pinion depth is easily checked, but only if the elaborate set of special tools required is on hand. Without these tools, some trial and error is needed. It's best to just set up the gears with the same shim that came out and then check the gear-contact pattern after the rear is assembled. The contact pattern will reveal if the pinion depth is off and needs adjustment.

It may take a few rounds of disassembly, but this is guaranteed to zero-in on the correct pinion height. It's a trial-and-error process that takes time, but in the end, a perfect pattern shows that the gear setup is correct, no less so than if done with a setting tool.

As stated, setting up gears without the special tools for measuring pinion depth generally requires a full assembly and then a check of the gear-mesh pattern to determine if the pinion depth is correct. If the pattern shows the gear mesh is off, the gears will need to be removed to change the pinion shim. That is why the crush sleeve is not installed until final assembly. In final assembly of a 489 case like ours, a new crush sleeve is positioned on the pinion, and the pinion nut is torqued to collapse the crush sleeve until the preload on the bearings results in a turning torque within specs. Since the crush sleeve cannot be reused, if the pinion depth is off, installing a crush sleeve on initial assembly will ruin it. It is common practice to leave it out during the mock-assembly stage and simply tighten the pinion nut to reach the specified turning torque. Once the correct shim is confirmed by the gear-mesh pattern, tear the rear down to install the crush sleeve, and do the job all over again. To prevent the pinion from turning while torquing the pinion nut, we used this homemade pinion flange holder that bolts to the yoke.



Taking this approach virtually requires that a crush sleeve isn't used during trial fitment since the rear may need to be assembled a few times before it's exactly right. The best place to start is a trial with the original amount of shim behind the pinion bearing, and then trial assembly and checking from there. If starting from a bare case, .030 inch is an average amount of shim.



In lieu of the crush sleeve, a solid spacer can be substituted into a 489 case, which is the better way to go for several reasons: The solid spacer holds its dimension better under high-load use; it can be reused multiple times; and it allows the drive yoke to be removed and replaced without the possibility of altering the gear setup. Most importantly, though, the solid spacer can be installed normally during the trial assembly, and if the mesh pattern checks out, you're done. The spacer (right) from Randy's fits in place of the stock crush sleeve (left), and uses shims to fine tune the distance between the inner and outer bearings.

This provides the required preload on the bearings when the pinion is installed. A good baseline setting for the spacer can be estimated by measuring the length of the old, used crush sleeve and adding shims to the spacer to match. Install the pinion and tighten the nut to specs. The tuning torque should measure between 14 and 19 in-lb for new bearings, or between 6 and 10 in-lb if the old bearings are being reused, as measured with a beam-type inch-pound torque wrench. If it's too tight, add shim; if it's too loose, take some shim out

Ring Gear Backlash and Preload



Although it seems we're dealing with two topics, backlash and preload are set at the same time and are related.

With the pinion side of the equation in place, the differential and ring-gear installation is next. Place the differential into position with the bearing races in place, and loosely install the bearing caps. Thread in the adjusters, making sure the threads are lubed and they aren't cross-threaded, and run them in until they square up the bearing races. Make sure excessive play is taken out of the bearings, and rock the ring gear to make sure the ring

isn't binding against the pinion gear.

The ring-gear carrier (differential) rides on bearings at both ends. Their races float in the housing bore, and threaded adjusters bear on the outside of the races at each side to set their position. Like the pinion bearings, the differential bearings need preload, which is set by the adjusters.



Fully torque one bearing-cap bolt on each cap, while snugging down the other. Turn the adjusters in until there is a small amount of preload. At the same time, keep a noticeable amount of backlash in the gears. You can feel the adjuster tighten and remove any bearing play. Starting with a large amount of backlash, turn the left adjuster (opposite side of the gear teeth) as tight as you can, pulling on a 12-inch long spanner wrench. Tighten the right-side adjuster to make sure it's tight, and then measure the backlash. Randy's Ring and Pinion recommends .006-.010 inch of final backlash, easily checked with a dial indicator.

Backlash should be checked at four different positions by rotating the ring and pinion. If the backlash is too wide, back the right (ring-tooth side) adjuster off a notch, and then bring the left back in to full preload. Again, wrench the right adjuster to make sure it's tight, and recheck. Work the ring gear toward the pinion in this manner until the backlash is within specs. Once the backlash is set, torque the remaining main-cap bolt on each cap.

Tighten them toward each other, and the bearings will be squeezed together against their races, giving preload. Turning the adjusters requires a spanner wrench--a reasonably priced tool.

Backlash is the play between the ring and pinion--the slop felt when the ring gear is rocked back and forth with the pinion held so it's not moveable.



Use gear-marking compound to check the meshing pattern of the gears (see chart on page 37). This will establish a visual reference of the gear-mating pattern. If the backlash and bearing preload are correct, the only thing that can cause a poor pattern is an improper pinion-depth setting. This means a full teardown to remove the pinion and change the shim. If you get a good pattern, throw it in the housing.

This free-play is required and must come in at correct specifications. Measuring backlash is simple: Rig a dial indicator against one of the teeth in the ring gear, and rock the ring to

see how much free-play is recorded. Moving the ring closer to or farther from the pinion changes the backlash. The adjusters provide for the side-to-side travel, working the ring gear over to the correct backlash with a spanner wrench, while at the same time cranking up the preload good and tight.



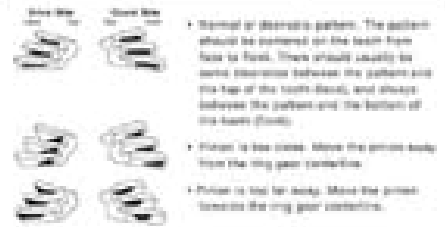
Swapping center sections in an 8 3/4-equipped Mopar is a quick and easy process. Start by removing the axle shaft retainer nuts.

So that's it--four adjustments to nail down, and that 83/4 rear can be set up like a pro. Really, the only trick part is homing in on the correct pinion-depth setting. With the rest, it is pretty easy to tell when it's right while the adjustments are being made. Not such a daunting task once it's all broken down, is it?

The axle shafts should slide out of the housing with little trouble. If they stick, loosely bolt a reversed brake drum onto the wheel studs to act as a slide hammer. At this point, the center section can be unbolted and removed. Have a drain pan in position to catch a serious load of oil once the seal to the housing is broken. If it sticks, a floor jack under the yoke will usually break it free.



OBTAINING PROPER GEAR PATTERN (PINION DEPTH)



PATTERN MOVEMENTS SUMMARIZED

1. Moving the ring gear closer to the pinion will decrease backlash.
2. Moving the ring gear further away from the ring gear will increase backlash.
3. Moving the pinion closer to the ring gear will move the mesh pattern deeper on the tooth-face contact and slightly toward the top. The mesh pattern will move deeper on the tooth and slightly toward the heel.
4. Moving the pinion further away from the ring gear will move the mesh pattern toward the top of the tooth-face and slightly toward the heel. The mesh pattern will move toward the top of the tooth and toward the toe.



We used a bead of silicone to provide the seal, balanced the case on a floor jack, and shoved our "fresh" 4.10-geared Sure Grip center into place in our Duster. All that was left was to replace the axles, fill it with lube, and enjoy the punch of gear reduction laying torque to both wheels

For specs, check your factory service manual.

Mopars in the Media

Cool Concepts

Here you will find cars from various manufacturers that have been customized. The idea is that most of these cars are designed as if the bean counters didn't exist so you will find for the most part realistic changes that could have been built by the manufacturers.





Pictures and Text Courtesy of <http://www.creatingthelie.com>

Member Classified Advertisement Section

Got any extra parts taking up space? Sell them here. If any of these ads are obsolete let us know so we can remove them!

Items For Sale

Mopar Muscle Cars of Austin 10th Anniversary License Plate Frames.

These are metal frames with black-on-white lettering. Frames are now officially real cheap!

Contact **Harry Amon (512) 345-5832** and he might just give you a pair (or charge \$5 each, \$8 for a pair). 8/06

Mopar Muscle Cars of Austin gift store

Check out the many item in our new gift store. From T-shirts to beer mugs to lunch boxes, it's got it all.

Go to www.mopar.org and click on "SHOP".

-Need help with your Mopar Project? (especially E-body) Give me a call, I like to help others with their rectification. Call **Chris Ryon (512)699-0629** (10/06)

-65 Barracuda drivers side rear wheel molding. \$15
-65 blue Barracuda fold down rear seat(needs recovering) \$65

Contact **Dustin at hell_fish_65@hotmail.com** (10/06)

-Seats, seats and more seats. Many sets of late model bucket seats are available.

Contact **Bryan Perez (512)833-5158** (10/06)

-97 Ram SST 5.9 engine, The parts on the 5.9 engine are RT heads P5007141, Intake Valve Stainless P5249878, Exhaust Valve stainless P5249876, Valve Springs .520 lift P 5249464, Retainer P4452032, Roller Rockers 1.7 P5007404, Valve Covers-Black P5249343, Intake manifold 2bb Single plane P5007398, RT Cam P5249549, Headers P5249963. The Comp Cam is a custom and is new never installed. The engine made 220 rear wheel HP and 260 ft lbs. torque. I would like to go as a package. The engine is complete with water pump, damper and flexplate.

-6 pack air cleaner

-Big block heads, 2 each. Casting: 915 (\$200), 906 (\$200), 452, 346 (\$100)

-E-body new 3/8" fuel line and sending unit (\$250 obo)

Contact **Isaac Jackson (512) 251-8999** (10-06)

Parting out 400 Mopars, 1953 to 1976, southeast of Austin.

Email your parts request to **DrMopar440@aol.com**

Web: <http://www.drmpar.com> (10-06)

Complete 440 motor and transmission

-(8) SRT-10 Dana 60 rear ends with 4.56 gears and suregrip with disc circle track rotors-brand new-\$1,200.

Contact **Stu Hansen** (6-06)

Items Wanted

Want to buy junk Mopars in Austin area

Contact **Glenn at 512 376 6600 after 6 PM** (6-06)

Want to buy a A518 transmission

Contact **Chris Ryon (512)699-0629** (10/06)

Help Wanted/Given

Computer and some HTML help given. I will be glad to help any club members that need a hand.

Contact **Dustin Cloud at 680-9958** (6-06)

General auto help available, looking to gain mechanical experience. I'll try to work around my busy schedule.

Contact **Joe Hoppe 452-6400** (6-06)

!!! NOTE !!!

Please keep your ad current! Call or email the newsletter editor with new ads and corrections. All MMCA members may place ads free of charge. Nonmembers may place ads for \$2/month.

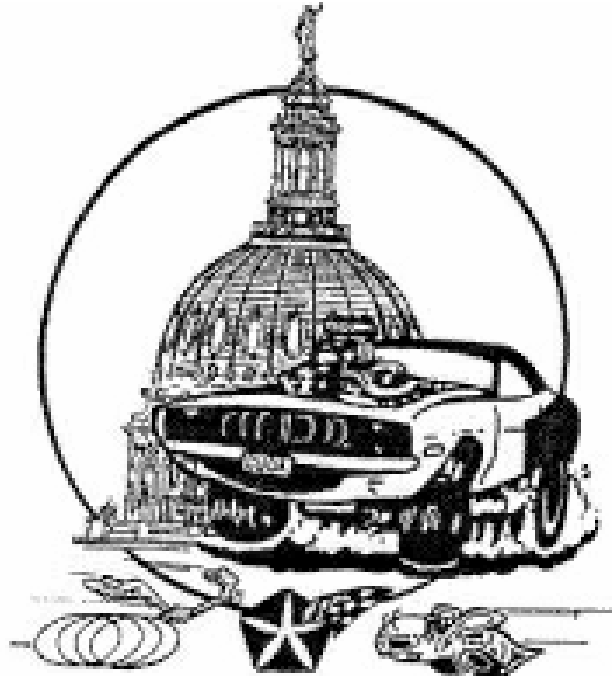
Join the Discussion

MMCA Discussion List is an easy way to contact club members, get technical advice, and find out about club events.

To join send an email to

mopar_muscle-subscribe@topica.com

Mopar Muscle Cars of Austin



<http://www.mopar.org>

MMCA Discussion List is an easy way to contact club members, get technical advice, and find out about club events.

To join send an email to

mopar_muscle-subscribe@topica.com

Mopar Muscle Cars of Austin
P.O. Box 49829
Austin, TX 78765-0829