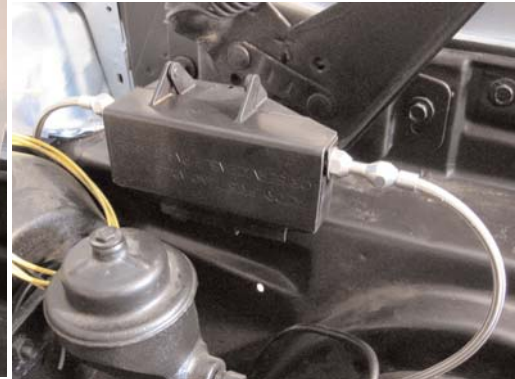
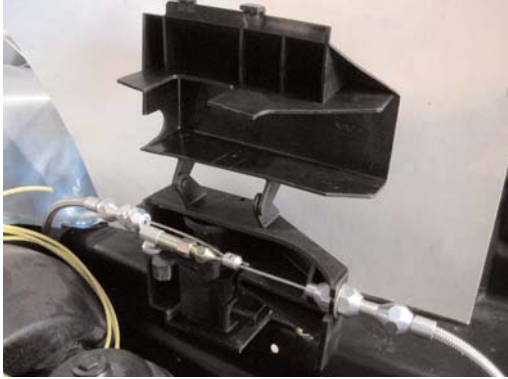


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The power steering conversion on this car was made possible with the use of an S&P aluminum reservoir and S&P custom length line kit. The only modification to the factory steering box needed was this flange that was tapped 1/4" NPT to accommodate the 1/4" to -6 AN fitting for the return line to the reservoir. The 6.1 power steering pump had to be replaced with a GM power steering pump from S&P because the 6.1 pump delivers too much pressure for the older type steering boxes. For later model Mopar boxes or racks S&P as a complete assortment of power steering fittings and can build the hose kit to your specs. GM pumps need to use GM12345867 or Valvoline Pyroil PS fluid.



6.1L Hemi engines are drive by wire, which means that there is no cable or linkage actuating the throttle blade, only wires operating an internal motor. This conversion was authentic because this 6.1L has a 727 transmission behind it, and with no arm to actuate the throttle that means that there is no way to operate the transmission cable. This problem was thought to be one

of the biggest hurdles of this project. Gary wanted to keep it automatic and since the 5 speed late model automatic that Chrysler puts behind these Hemi engines not only has no provision for the speedometer cable to operate the speedo, they are also physically a lot larger than the 727 trans that came in this car. And instead of major trans tunnel modification and using a tail housing conversion kit for the speedometer, it was easier and a lot more original to come up with a solution so the 727 could be used. This magic box you see in the pictures is what Chrysler used in the 5.7L Hemi before they realized it was easier to have an electronic pedal. It works like a volume control on a radio it has a cable that is actuated by the pedal to operate an arm that changes the signal sent to the computer so that it can operate the throttle blade. This box was modified using two Lokar cables, a cable to go from the pedal to the box and a 727 trans cable going from the box to the transmission. With the correct adjustment, this setup enabled Gary to keep the 727 transmission that came with this car. (Computer had to be programmed as a manual trans. for NON-ELECTRIC Trans.)

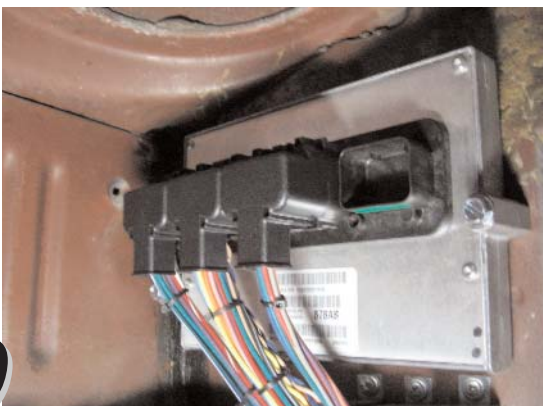


The old coolant temp sensor from the original motor was installed in front of the HEMI water pump so that the original water temp gauge would read properly. The original oil pressure sending unit was also installed into the HEMI so that Satellite could use its original gauges.

S&P adjustable fan control. The temperature probe from the control is installed into the petcock hole in the radiator with the adapter fitting supplied with the kit.

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The computer supplied from S&P was mounted on the passenger side kick panel with the supplied relays, and the easy three wire turn key harness was wired in under the dash along with all the Vintage air a/c wiring.



The Satellite is now a MOPAR pro touring car that as drivability and Mopar Muscle as well as fuel efficiency.

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