



Rex Pinkard of Russellville, AL loved his 34 Chrysler but it just didn't seem right for his Chrysler to be powered by a GM small block. Even while building the car, the idea of installing a HEMI was tossed around. After reading a article in a Rod Magazine of an install by Street & Performance into a 33 Dodge sedan he knew that it could be done. After about two years he contacted S&P about switching out the GM small block for a 5.7 or 6.1 HEMI. Rex decided to go with the 5.7 truck engine with headers and custom programming, which would give the 34 about 375 HP instead of the 425 HP that the 6.1 would deliver. S&P told Rex to bring it in and they would do the install for him.



The GM Small block fit into the engine bay with room to spare, and after reading of S&P's install into the 33 Dodge he knew that there would be no problems fitting the 5.7 HEMI into his 34.



The crew at S&P removed the hood, grill, ect for easy the removal of the GM small block and 350 transmission.



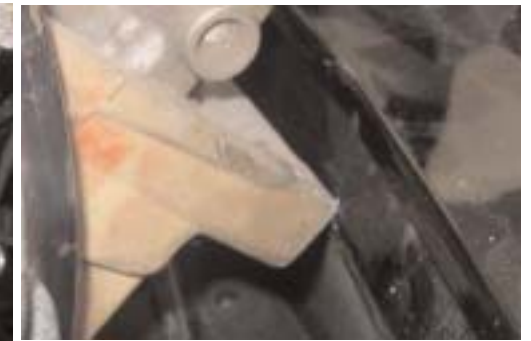
With an empty engine bay, the HEMI test block is lowered into the engine bay to test fit the old GM mount to the S&P HEMI aluminum engine mount adapter plates.



S&P engine mount installation kit. Comes with mounts, bolts and brackets for mounting the 5.7-6.1 engine into most street rods and also have a kit for muscle cars.



During the test fit we found that the steering linkage would have to be modified slightly.



The only place that the HEMI is close to not fitting was on the side splash guards.



Rex chose to go with a new 5.7 HEMI and 545RFE 5 speed overdrive transmission instead of one of the low mileage pull outs that S&P also offers. Larry (Easy) took the tranny and engine to get them ready for paint and polish. All of the front of the engine and the transmission pan were chromed for easy cleaning and the block and transmission housing were smoothed before painting.



While Larry was having the engine and trans detailed, Steve from the S&P body shop detailed inside the engine bay.



Larry lowered the HEMI into the engine bay with the S&P engine mount adapter plates and bolted them right back to the GM mounts.



The X member bottom plate had to be trimmed for the longer transmission.



Then the 545RFE Transmission was raised into position and bolted to the HEMI. Knowing that the 545 RFE was bigger than the 350 transmission the tunnel was trimmed out before the final install of the tranny.



The S&P crew made a new tranny cover and bolted it into place.



Larry decided to use the 2005 truck gas pedal on this install.



The Gas pedal mounted easily to the firewall



The 545RFE uses a Mopar brake switch which controls the torque converter and the brake lights. You will have to use a new one and a bracket to mount it with. DO NOT PULL THE TAB ON THE SWITCH until it is mounted. Mount it so

that when the brake is pushed, the button will release. once the tab is pulled the switch is set and will not worked in any other position. Your local Dodge dealer should carry this switch or you can get one from S&P.



A Rex big brake booster had to be changed to a 7 inch booster to clear the HEMI valve covers.



Larry drilled and tapped the water pump so he could install the sending unit for the Classic gauge coolant temp.



The oil pressure sending unit can be installed in the factory location at the lower front passenger side of the block.



S&P makes a set of block hugger headers for the HEMI that comes with two O-2 sensor buns. The front two O2 sensors will be used to help with fuel mileage and performance.



The factory alt and air was used but the power steering pump had to be replaced with a GM pump with an S&P pulley. The Mopar pump puts out too much pressure for the Ford rack on the 34. Also note that a 5.7 HEMI from a car will have 6 groove pulleys and the trucks will have 7 groove pulleys.



The HEMI air box would not clear the master cylinder on the firewall, so Larry trimmed off part of the air box and will cut a piece to seal up the end of the box.



Larry sent off to Griffin the radiator and had them build a radiator to fit the 34 with the proper outlet/inlet for the HEMI.



Rex already had a Rock Valley Stainless tank, so we sent it back to Rock Valley to have a high pressure pump installed. The pump will have a feed and return even though the HEMI only uses one fuel line. S&P has a fuel filter regulator which regulates the fuel and sends the extra back to the tank.



Larry runs the S&P wiring harness from inside the car to the engine compartment



Since the under dash heat and air took so much room, S&P made the harness longer to reach the back seat and the computer was mounted there.



Larry made a bracket to hold the computer, fuse panel and relay in one spot behind the rear seat.



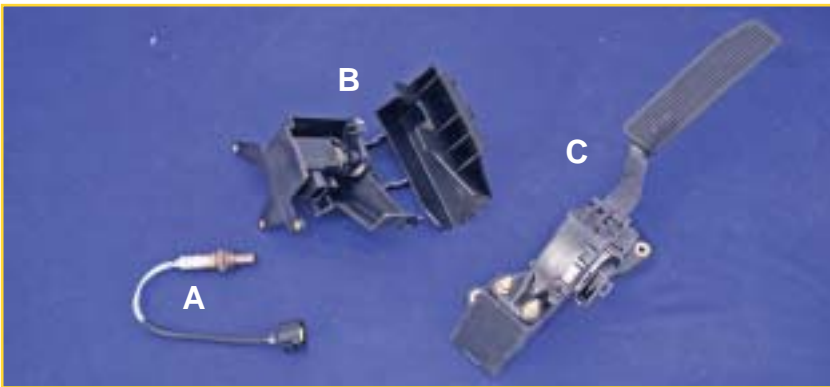
The gears in the 8 inch Ford rear end were changed to 3:73. S&P made and balanced the drive shaft.



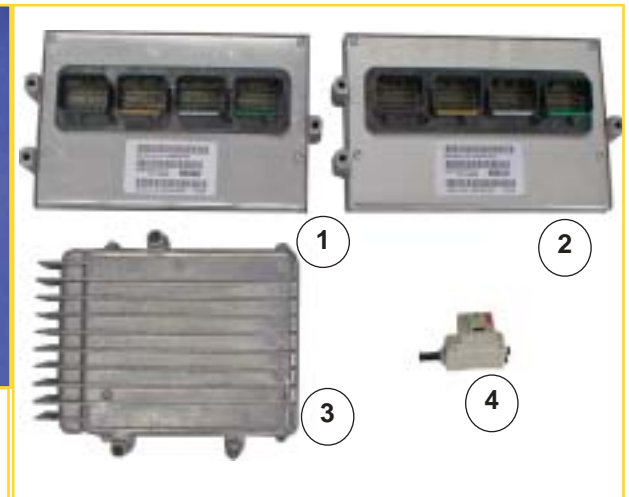
Connecting the exhaust to the collector. Also note the S&P custom short oil pan which allows for more ground clearance. The engine mounts can also be seen clearly.



The Final Result, a Mopar powered Mopar.



A. Oxygen Sensor (2 needed).  
 B. Pedal Position Switch (03-04) with 727 transmission and running cruise  
 C. 05 Truck gas Pedal.



On take out engines get the VIN # so you can call your Mopar Dealer or S&P and check for anti-theft, or computer must be sent in to S&P to check for anti-theft.



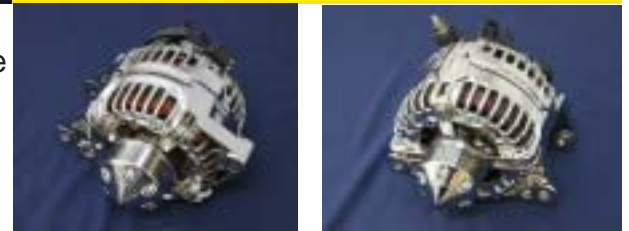
5.7 HEMI TRUCK AIR BOX

Comes with PCV hose and hardware

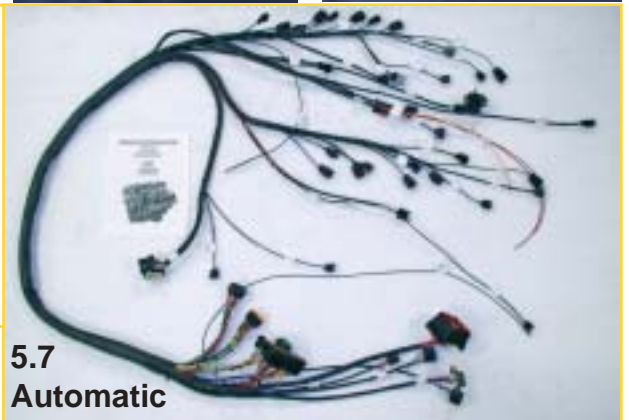


545 RFE Dust Cover  
 Driver side starter  
 with modified oil pan

Other Custom HEMI  
 Dust Covers Available  
 Call for your  
 application and  
 Pricing



**Spectre Performance Air Filters**  
 filter base adapters allows you to use  
 this filter on 3"- 3 1/2" - 4" intake sys-  
 tems  
 8136..6" Blue  
 8132..6" Red  
 9736..10" Blue  
 9732..10" Red  
 4820..Filter Recharge kit, comes with  
 cleaner & filter oil.



5.7  
 Automatic

When ordering a HEMI harness, we need to know the year of the engine, transmission and computer. If your going to use a pedal positioning sensor or a 2005 or later pedal with built in positioning sensor



5.7 HEMI  
 Tight Tuck  
 Header Set



Street Rod / JEEP Applications  
 5.7 / 6.1  
 NOW COATED WITH CHROMEX  
 IN/OUT.



Motor Engine Plates to adapt  
 HEMI to 318 / 360 engine  
 stands



HEMI Aluminum Adapter plate to GM  
 Style Engine Mounts Natural (Biscuits,  
 Frame Adapters and side mounts  
 optional) 5.7 / 6.1 / 392



NEW!  
 6.1 HEMI  
 Harness