

1968 Plymouth Road Runner

We are proud to offer this 1968 H-code Road Runner with a freshly rebuilt 426 Hemi engine. The car has been driven less than 4,400 miles since completion. Originally equipped with the 335 hp 383 high-performance big block and a 4-speed, it now packs serious Hemi firepower. This car has been treated to a very expensive nut and bolt rotisserie restoration and it shows. The underside is just as pretty (red) as the rest of the car. The body is laser straight and the paint is as nice as any restored muscle car that has ever rolled through our doors.

Fit and finish are better than anything Chrysler ever did. If this was a matching #s original car in this condition, it would be far too valuable to drive. The car was built and restored to drive with impeccable quality and awesome Hemi power.



The 426 Hemi block has been bored .30" over and stroked to 4.150" for a total displacement of 484 cubic inches. It is also equipped with big valve aluminum heads and a hotter than stock camshaft for serious breathing ability (see specifications below). This monstrous Hemi has been dyno'd at 606 hp @ 6,700 rpm and 578 lb.ft. of torque at 4,700 rpm at the flywheel according to the previous owner.

The car, as you would expect, pulls very hard but is also very streetable. The power is transferred to a genuine 18-spline Hemi 4-speed with a vintage 1968 Hurst shifter. A 4.10:1 Sure-Grip rear puts the power to the BFG Silverton Redline Radials mounted on brand new 15" Magnum 500 wheels for that period correct look combined with modern handling ability.

The suspension is all new with polygraphite bushings and new front and rear anti-sway bars. Power steering and power disk brakes "tame the beast" making it a great car to drive for some serious fun. A brand new Flowmaster dual exhaust system with chromed tips was installed as the crowning touch.

Other than the VIN plate and radial tires, you would be hard pressed to figure out that this car was not originally equipped with the Hemi and restored to original specs. This is one elephant-motored B-Body that any Mopar enthusiast (and the fussiest of them, as well) would be proud to own.

- 426 CRATE HEMI BLOCK (NEW IN 1997)
- BORED .30 OVER AND BALANCED
- 4.150" STROKE (3.75" IS STOCK)
- 484 CUBIC INCHES
- DIAMOND RACING PISTONS
- 10.5:1 COMPRESSION RATIO (USES PUMP PREMIUM)
- 990 WRIST PINS
- 716 PRO STOCK RODS

- 4.150" STEEL CRANK
- OHIO CRANKSHAFT
- AMP 20 ROD BUSHINGS
- .622 INTAKE/.621 EXHAUST/FLAT TAPPET CAMSHAFT
- MELLINGS OIL PUMP
- ALUMINUM HEADS, BOWL PORTED TO MATCH INTAKE AND FLOW CHECKED
- MANLEY VALVES
- SINGLE HOLLEY PRO SERIES FOUR BARREL CARBURETOR
- ALUMINUM DUAL PLANE INTAKE MANIFOLD
- MILODON EXTERNAL OIL PUMP
- 9.5 QUART OIL PAN
- RECONDITIONED DRIVESHAFT W/ LARGE U-JOINTS
- NEW 11" FLYWHEEL
- NEW CENTERFORCE CLUTCH
- HEMI 10-SPLINE 4-SPEED TRANSMISSION W/1968 VINTAGE HURST SHIFTER
- TRANS. CASTING #5TH MONTH 1968 (NOT MATCHING BUT DATE CORRECT)
- HOOKER HEADERS
- 3" FLOWMASTER DUAL EXHAUST W/ CROSSOVER 7 STAINLESS STEEL TIPS
- BE COOL ALUMINUM RADIATOR
- MILODON ALUMINUM WATER PUMP
- MSD BULLET ALUMINUM DISTRIBUTOR
- 8.5 MM MSD PLUG WIRES
- MARCH ALUMINUM PULLEYS & BRACKETS
- BUMPERS HAVE BEEN RECHROMED
- SOUND SYSTEM UPGRADED TO AM/FM STEREO W/ CD PLAYER
- BEEP BEEP HORN WORKS
- NEW HEADLINER PROFESSIONALLY INSTALLED
- NEW CARPET, SEAT FOAM, DOOR PANELS, REAR TRIM PANELS, CARPET PADDING & REAR PACKAGE TRAY
- LEGENDARY INTERIOR (PROFESSIONALLY INSTALLED)
- DASH & CLUSTER ARE ORIGINAL (NO CRACKS)
- PST POLYGRAPHITE FRONT SUSPENSION
- 1970 FRONT DISK BRAKES W/ ALL NEW BRAKE LINES
- 8 3/4" HEAVY-DUTY 489 CASE SURE-GRIP W/ 4.10:1 RING & PINION, GREEN BEARINGS
- ALL NEW BRAKES AND HARDWARE, SPEEDOMETER & EMERGENCY BRAKE CABLES
- BRAKE BOOSTER WAS REBUILT
- NEW GAS TANK, SENDING UNIT, STAINLESS VENT LINES & 3/8" ALUM. FUEL LINES
- MOSFET POWER AMPLIFIERS
- RARE 4-SPEED HARD TOP WITH BLACK VINYL BUCKET SEATS
- MILAGE SHOWN = 4312 SINCE RESTORATION
- IN 1968, 44,588 BUILT
- FRONT LICENSE PLATE IS 1 OF 1 STAINLESS

- AIR CLEANER LID IS SIGNED BY DAVID PEARSON, FAMED DRIVER FOR WOOD BROTHERS (FORD #21) WHO SAID HE LOVED THE LOOKS AND SOUND OF THIS MOTOR
- MOTOR TREND CALLED IT "THE MOST BRAZENLY PURE, NON-COMPROMISED SUPER CAR IN HISTORY. ITS SIMPLICITY IS A WELCOME VIRTUE."