

Since I posted the pictures of my Valiant several days ago, many people want to know all about it.

It started life as rusted out 1969 Valiant 100. The rear lower quarters, the floors and front clip were were shot. It had been hit hard in the front end.

The front inner fenders are from a pink 1970 Duster, the radiator valance, support, is from a 1968 Barracuda, the front clip is from a 1968 Valiant, which I liked better than the 69. I do also have a complete undamaged 69 front clip.

The Valiant started out as a slant six automatic, it is now a 4 speed. So as I was replacing the floors, the proper 4 speed hump was installed.

All bright trim pieces are from several different Valiant Signets, collected over the years. Driver quality stuff.

Once all the body work inside and out was completed, it was painted Crystal Red metallic, the colour from a 2007 Chrysler Town and Country in 2010.

Under the car.

The rear end is an 8.75 with sure grip 3.23 Yukon gears and axles.

Rear brakes are 2.75x10.5 drum brakes.

Front brakes are 11.75 disc brakes and spindles from a mid 70s

LeBaron, a direct bolt in. Mounted with the calliper to the rear.

New brake system front to back.

Rear springs are super stock springs, slightly modified.

Front torsion bars are from Firm Feel, they are 1.105 , diameter.

Front upper control arms are tubular multi adjustable.

Shocks: KYB adjustable.

All suspension points are urethane "Kind of noisy and hard"

Rear sway bar is 3/4 diameter

Front sway bar is 1.135 diameter. Yes, it corners like it's on rails!

Subframe connector 2x4 steel tube.

New fuel tank and straps.

Front wheels: 15x7 215/60/15 tires. 15x8 won't fit under the fenders

Rear wheels: 15x7.5. 235/60/15 tires .

Inside the car.

Bench seat car, new upholstery, headliner, dash cover and carpet.

Rebuilt instrument cluster. Rebuilt wiper drive system.

Rebuilt heater, controls and new ductwork.
Addition of extra gauges under dash.
Rebuilt steering column, clutch and brake assembly.
No radio! The sounds it makes are music to my ears.
Air fuel ratio gauge In dash.

Transmission

A833 4 speed, rebuilt, stock clutch....holding for now, multi disc soon on its way.

Rebuilt HURST Competition Plus 4 speed shifter.

Engine compartment

Champion aluminum 3 core 26 inch wide radiator, with large electric cooling fan. 1 litre aluminum catch can.

TorqStorm supercharger slant 6 kit. 4 pulleys 4.000, 3.250, 3.200 3.000. The 3.000 pulley taught me the need for a solid copper head gasket. I run the 3.200 now with intrepidation.

Aeromotive boost reference fuel pressure regulator.

Aeromotive electronic fuel pump and return fuel system.

MSD 6BTM boost reference ignition system, with in-dash retard control. MSD Blaster 2 coil.

Pertronix electronic distributor module.

8.5 mm spark plug wires.

Engine.

Offenhauser 4bbl intake, the limiting factor.

Holley 750 dbl pumper, modified for blow through application, 70 main 72 secondary jets. Choke horn removed air bleeds modified.

Hooker headers, 2.5 inch exhaust system.

Cylinder head: shaved .020, ported as much as can be done.

Intake valve; 1.82. Exhaust valve 1.49

Top of cylinders eyebrowed for valve clearance.

Hughes valve spring locks and retainers, stock blueprinted rocker arms.

Camshaft. Hughes, STL2824-16-08

Lifters. Stock, blueprinted

Pistons: Wiseco true forged .040 over. 8.4:1 compression.

Rods: stock blueprinted

Fasteners: ARP studs and bolts for everything.

Windage anti slosh tray. Keeps oil from riding up into the back of crank on acceleration.

High flow oil pump.

Ignition timing: 10° BTDC. TOTAL timing 26°. Adjustable on the fly. PLUS a whole lot of little things I can't recall right now.

The real limiting factor in this setup is the head gasket, and the 4 head bolts around each cylinder.

Using the 3 inch compressor pulley built so much boost it has blown the head gasket.