



**1972 340 DUSTER - OWNER GLEN RISLING**

# Rockin' the 70's



## 1972 340 DUSTER

**1972** was a year of change for the H body Plymouth Duster when compared to the '70 & '71 models. Starting at a base price of \$2,172 there were 227,992 Dusters built in 1972, with 15,681 340's among them. The Duster 340 cars came with the famous "shark tooth" grille & side marker lights were chaLogonged from the flush mount units. Taillights were larger one-piece units & were one year only. Horsepower rating was lowered from 275 to 245 as intake valves were reduced from 2.02 to 1.88 inches. Electronic ignition became standard on the 340 models while a one year only air cleaner with a vacuum operated door was added. A charcoal vapour canister signalled emission controls being introduced. Duster models were built from 1970 until 1976.



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The Duster logo was designed by the Chrysler Division, inspired by the Tasmanian devil cartoon moving in a cloud of dust. Warner Brothers wanted too much money to use the devil, so Chrysler invented a Duster logo featuring a dust cloud with two eyes that became the Duster's logo! The Duster was built on the Valiant platform, introduced as a 2-door coupe in 1970. 1971 & 1972 Dusters didn't sport the Valiant fender badges as the 1970 models did. 1971 & 1972 340 cars were the only years sporting the "shark tooth" grille. The Duster came with many different engine choices including the famous slant six with 125 to 145 H.P., the 318 engine with 230 H.P. & the 340 engine with 275 horsepower & 340 foot pounds of torque. Feather Duster, Gold Duster, Space Duster, Surfs Up Duster, Duster Twister & 340 Duster were some of the model options available. 1973 to 1976 Duster models featured different grilles, taillights & bumpers with wheel bolt patterns changed from small 5" x 4" to large 5" x 4.5" pattern.

From 1973 until 1977, when I owned my 1971 Duster, to 2019, when I had the chance to purchase my 1972 340 Duster, I did nothing but talk about the car I used to own, from my kids to my closest friends. I looked for pictures of my '71 for years but found nothing until I was cleaning out the garage to accommodate my newly purchased '72, when I found the missing photo album. This shows how certain cars can take hold of us, from our younger years until we acquire that car of our dreams! My 1971 Duster was the first Mopar I ever owned back in 1973! I raced it against 'Cudas, Roadrunners, Chargers & my favourite guy with a Super Bee. I think he gave up racing me, as I can honestly say my Duster was hard to beat!

I purchased my 1972 Duster 340 in August of 2019 & spent the next two months stripping it down & beginning the total restoration as a person who had no knowledge of how to properly restore a vehicle. After learning some hard lessons, I recruited my friend Brad to help, with his





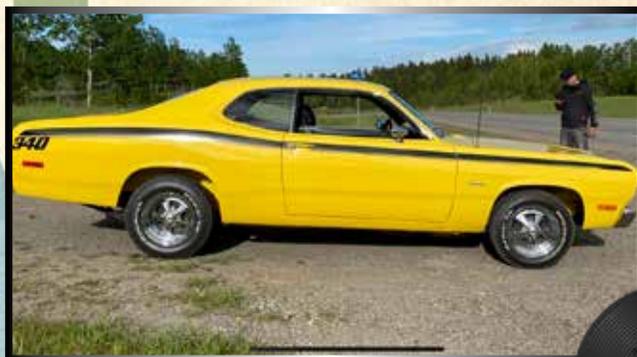
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mechanical & body man know how. Over the next two years I learned the art of hunting down & purchasing parts all over Canada & the U.S.A. Dean Tilleman, of Dean's Dodges & a member of Northern Mopars, was a great help with his knowledge of all things Mopar. D & W Custom Engines rebuilt the 340 engine and discovered it was built in June of 1971. That made me feel closer to my first 1971 Duster. The MP230 three speed tranny, of which 2,401 were ordered on '72 Dusters, was also stamped 1971.

I discovered that I was the third owner of my 1972 Duster, which was ordered in August of 1971. We started the

the future. They include a rust free clean 1970 Duster from the U.S., a 1971 440 B5 blue race car in mint shape, a 1971 318 Demon survivor and a 1972 318 Demon in rough condition. I also have purchased this past year, a very rusty 1971 340 car from Mike Hall of Rust Bros. Restorations, after trying for three years. I have purchased enough 340 engines for all these cars & multiple parts to help complete them!

My 1972 Duster features include:  
Numbers matching 340 Duster.  
Repainted FY1 Lemon Twist by Andrew Espanioli.  
8 3/4 sure grip differential.



restoration in a car shelter in my yard, including tearing it down & applying the first coat of primer and paint. After cleaning out the two-car garage, we moved the painted car inside & began reassembling it with all the new & refurbished parts I had collected over the last year! On May 16th, 2021, I took the car out for a test run. With a few adjustments here & there, the 1972 Duster was finally finished, after working on it almost every day for two years.

Over the past few years I have been collecting a few other Dusters & Demons with the hope of restoring them in

Original 1972 4 bbl. Thermo Quad carb.  
Manley 2.02 valves with .030 over bore.  
Flat top pistons & Comp Cam XE274 camshaft.  
Rebuilt original radiator & re-chromed bumpers.  
Original or re-chromed interior & exterior trim.  
New Legendary black bucket & bench seats.  
New windshield & rear window glass.

I hope to have many fun filled years enjoying this beautiful 340 Duster that we restored! Glen Risling.