

CAMS

5TH CATEGORY - HISTORIC RACING

GROUP Nb

APPROVED VEHICLE SPECIFICATION

This form details the approved specifications of individual vehicle models in the 5th Category Historic car group. To be issued with an Historic Log Book, cars need to comply with these specifications, the physical appearance shown in the illustrations and the general historic rules as detailed in the current CAMS Manual of Motor Sport.

Make of Car: Studebaker

Model: Lark
Lark Daytona

Period of Original Manufacture: 1963/1968

CAMS Historic Group: Group Nb

Date of Issue of this Document: September 1999



SECTION 1 - CHASSIS

1.1 CHASSIS FRAME

Description: Full Perimeter with 4 cross members **Period of Manufacture:** 1963 - 1966

Manufacturer: Studebaker

Chassis no. from: 64V1001 (Aust. Assembly)
C51001 (Canada Assembly)

Chassis no. location: LHF Door Pillar

Material: Mild Steel

Comments: US Manufacture Ceased 12/1963
Assembly continued at Hamilton (Canada) until Late 1965.
Assembly continued at Melbourne (Aust) until August 1966.

1.2 FRONT SUSPENSION

Description: Independent by Upper/Lower Wishbones

Spring medium: Coil

Damper Type: Telescopic **Adjustable:** Optional

Anti-sway bar: Yes **Adjustable:** No

Suspension adjustable: No **Method:**

Comments:

1.3 REAR SUSPENSION

Description: Semi Elliptic Springs W/- Upper Trailing Links

Spring medium: Semi Elliptic Leaf

Damper type: Telescopic **Adjustable:** Optional

Anti-sway bar: Yes **Adjustable:** No

Suspension adjustable: No **Method:**

Comments: Panhard Rod Permitted

1.4 STEERING

Type: Recirculating Ball **Make:** Saginaw

Comments: Power Assisted

1.5 BRAKES

Type:	Front Solid Disc	Rear Drum
Dimensions:	286 mm	280 mm
Material of drum/disc	Nodular Iron	Nodular Iron
No. cylinders/pots per wheel:	2	2
Actuation:	Hydraulic	Hydraulic
Caliper: Make, Material, Type:	Dunlop Bendix	
Master cylinder make: Girling	Type:	Single
Adjustable bias	Permitted	
Servo Fitted	Yes	
Comments: Dual Circuit Brakes permitted		

SECTION 2 - ENGINE

2.1 ENGINE

Make: Studebaker (Chevrolet from 1964)
Model: 289 R2 (283*)
No. cylinders: 8 **Configuration:** V8
Cylinder Block-material: Nodular Iron **FOUR Stroke:** Yes
Bore - Original: 91.4 (90.4 *) **Max. allowed:** N/A
Stroke - original: 91.9 (82.5 *) **Max. allowed:** 91.9 (82.5*)
Capacity - original: 4693 cc (4248 cc) * **Max. allowed:** Class capacity limit
Cooling method: Water
Identifying marks: Example - 1554641

Comments : * Chevrolet Engine. Chevrolet engine utilised in Canada production - 1964 - 1966. Studebaker engine phased out August 1965.

2.2 CYLINDER HEAD

Make: Studebaker
No. of valves/cylinder- 2 **Inlet:** 1 **Exhaust:** 1
No. of ports total: **Inlet:** 8 **Exhaust:** 8
No. of camshafts: 1 **Location:** Block **Drive:** Gear
Valve actuation: Pushrod
Spark plugs/cylinder: 1
Identifying marks: Example - 1555 - 8575
Comments :

2.3 LUBRICATION

Method: Wet Sump **Oil tank location:** N/A
Dry sump pump type: N/A **Location:**
Oil cooler standard: No **Location:**
Comments : Standard

2.4 IGNITION SYSTEM

Type: Points/Coil
Make: Prestolite
Comments : Electronic Ignition not permitted.

2.5 FUEL SYSTEM

Carburettor: Make: Carter* **Model :** 7000* **No:** 1 **Size:**
Size : 4BBL **Model :** **No:**
Fuel injection Make: **Type:**
Supercharged: Yes** **Type:** Impeller (Engine Driven)**
Make : Paxton**
Comments : * Original Equipment
** Optional equipment - Approved for Daytona R2 Models (see separate specification sheets)

SECTION 3 - TRANSMISSION

3.1 CLUTCH

Make: Borg Warner Type: Single Plate Diameter: 257 mm
No. of Plates: 1
Actuation: Mechanical
Comments :

3.2 TRANSMISSION

Type: Manual
Make: Borg Warner Model: T10
No. forward speeds: 4 Gearbox location: Front
Gearchange type and location: Remote Floor
Case material: Nodular Iron Identifying marks: T10
Comments:

3.3 FINAL DRIVE

Make: Dana Model: 44
Wheel drive method: Semi Floating Half Shaft
Ratios: 3.31 - 1, 3.54-1, 3.73-1, 3.91-1, 4.09-1
Differential: Dana Type:
Comments: Standard R2 Equipment

3.4 TRANSMISSION SHAFTS (EXPOSED)

Number: One Location: Gearbox to Final Drive
Description: Tailshaft with Hardy Spicer Universal Joints
Comments:

3.5 WHEELS & TYRES

Wheel type:	Original: Pressed	Material: Original: Steel
	Allowed: Cast	Allowed: Alloy
Fixture method:	Studs & Nuts	No. studs: 5
	FRONT	REAR
Wheel dia. & rim width	15 x 5"	15 x 5"
	Original: 15 x 6"	15 x 6"
	Allowed	
Tyre section:	Original: 6.70	
	Allowed: 205	
Aspect ratio - minimum:	60%	
Comments:	Max Rim Width 6"	

SECTION 4 - GENERAL

4.1 FUEL SYSTEM

Tank Location: Rear under Floor Capacity: 60 L
Fuel pump, type and location: Mechanical Make: Carter
Comments: Alternate fuel pump/s permitted.

4.2 ELECTRICAL SYSTEM

Voltage: 12 Alternator fitted:
Battery Location: Boot
Comments: Alternator Standard Equipment

4.3 BODYWORK

Type: Sedan/Coupe Material: Pressed Steel
No. of seats: 6 No. doors: 4 Door Sedan
2 Door Sedan
Comments:

4.4 DIMENSIONS

Track - Front: 1485 mm Rear: 1485 mm
Wheelbase: 2768 mm (2868 - 4 Dr) Overall length: 4826 mm (4926 - 4 Dr)
Dry weight: 1250 kg
Comments:

4.5 SAFETY EQUIPMENT

Fire extinguisher required
Seat belt required
Rollbar required
Electrical cut off switch required
Safety fuel tank optional

1964 Specifications

DIMENSIONS	2-Door Sedan	4-Door Sedan	Daytona Convertible	Daytona Hardtop	Wagonette	Cruiser	Hawk	Avant
Overall Height, Loaded	64 1/4"	64 1/4"	68 1/4"	64 1/4"	67"	64 1/4"	66 1/4"	63 1/4"
Overall Width	71 1/4"	71 1/4"	71 1/4"	71 1/4"	71 1/4"	71 1/4"	71 1/4"	70 1/4"
Overall Length	109"	109"	109"	109"	109"	109"	109"	109 1/4"
Wheelbase	109"	113"	109"	109"	113"	113"	120 1/4"	109"
Turning Circle	37 1/2'	39'	37 1/2'	37 1/2'	39'	39'	42 1/2'	37'
Effective Head Room: Front	39"	39"	42 1/4"	40 1/4"	40"	39"	38 1/4"	37 1/4"
Rear	38"	38"	36 1/4"	38"	36 1/4"	38"	36 1/4"	34 1/4"
Leg Room: Front Range	34 1/2-37 1/4"	34 1/2-39 1/4"	34 1/2-40 1/4"	34 1/2-40 1/4"	34 1/2-39 1/4"	34 1/2-39 1/4"	34 1/2-41 1/4"	34 1/2-42 1/4"
Rear Range	31 1/2-37 1/4"	31 1/2-41 1/4"	33 1/2-39 1/4"	31 1/2-37 1/4"	34 1/2-41 1/4"	35 1/2-41 1/4"	33 1/2-39 1/4"	34 1/2-32 1/4"
Hip Room: Front	59 1/2"	59 1/2"	59 1/2"	59 1/2"	60"	59 1/2"	57 1/2"	54 1/2"
Rear	59"	60"	54"	59"	59"	59"	55 1/2"	47"
Shoulder Room: Front	55 1/4"	55 1/4"	54 1/4"	55 1/4"	56"	55 1/4"	55"	52 1/4"
Rear	55"	60"	54"	55"	55 1/4"	55"	52 1/4"	51 1/4"

REAR AXLE RATIOS

MODELS	Standard Transmission		Overdrive Transmission		All Automatic Transmissions		4-Speed Transmission	
	Std.	Opt.	Std.	Opt.	Std.	Opt.	Std.	Opt.
6-Cylinder Engine—2- and 4-door Sedans, Wagonette	3.73	4.10	4.10	4.58	3.73	4.10	—	—
8-Cylinder Engine—259 cu. in.—2- and 4-door Sedans, Hardtop, Convertible	3.07	3.73	3.73	—	3.07	3.73	3.07	3.73
8-Cylinder Engine—289 cu. in., 2- and 4-door Sedans, Hardtop, Convertible, Cruiser, and Hawk	3.31	3.73	3.73	—	3.31	3.73	3.31	3.73
8-Cylinder Engine—259 or 289 cu. in.—Wagonette	3.31	3.73	3.73	—	3.31	3.73	3.31	3.73
Jet Thrust and Supercharged Jet Thrust Engines	—	—	—	—	3.54	3.31*	3.54	3.31*
	—	—	—	—	—	3.73*	—	3.73*

*NOTE: When the optional 3.31 or 3.73 Axle is requested with Jet Thrust or Supercharged Jet Thrust Engine, only Twin Traction axle is available. These axles are not available without Twin Traction on Jet Thrust equipment. Only axles as indicated are available.

ENGINES:	Skybolt Six	Power Thrust 259VE	Thunderbolt 289-VE
Bore & Stroke (inches)	3.0 x 4.0	3.66 x 3.62	3.66 x 3.62
Piston Displacement (cu. in.)	169.6	255.2	289
Carburetor (downdraft)	1 barrel	2 barrels	2 barrels
Crankcase Capacity (add 1 qt. for filter)	5 qts.	5 qts.	5 qts.
Cooling System (add 1 qt. for heater)	11 qts.	17 qts.	17 qts.
Fuel Capacity	18 gallons	18 gallons	18 gallons
Fuel Recommended	Regular	Regular	Regular
Alternator	35 amp.	35 amp.	35 amp.
Battery	12 volt	12 volt	12 volt
Dual Exhausts	Not available	optional	standard* (Opt. Cruiser)

JET THRUST ENGINES

ENGINES:	R1 Engine	R2 Supercharged	R3 Supercharged	R4 Engine
Bore & Stroke (in.)	3.66 x 3.62	3.66 x 3.62	3.66 x 3.62	3.66 x 3.62
Piston Displacement (cu. in.)	289	389	304.5	304.5
Compression Ratio	10.25 to 1	9 to 1	9.75 to 1	11 to 1
Carburetor (downdraft)	4 barrel	4 barrel	4 barrel	Two 4 barrel
Crankcase Capacity (add 1 qt. for filter)	8 qts.	8 qts.	6 qts.	6 qts.
Cooling System (add 1 qt. for heater)	17 qts.	17 qts.	17 qts.	17 qts.
Fuel Capacity	21 gallons*	21 gallons*	21 gallons*	21 gallons*
Alternator	40 amp.**	50 amp.**	40 amp.**	40 amp.**
Battery	12 volt	12 volt	12 volt	12 volt
Dual Exhausts	Standard	Standard	Standard	Standard
Transistorized Ignition	Optional	Optional	Standard	Standard
Exhaust Headers	Optional	Optional	Standard	Standard

*18 gallons other than Avant.

**35 amp. other than Avant.



Studebaker
AUTOMOTIVE SALES CORPORATION

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Excitingly new, breathtakingly beautiful . . . the 1964 Studebaker combines traditional Studebaker quality with the advanced thinking of progressive, independent management

in a totally new concept of car manufacture . . . Different . . . by Design

These big new 1964 Studebakers are different—in many

significant ways—but not, like most other cars, just for the sake of a hurried annual model

change. In Sooth Bead, each difference is deliberately planned, and then carefully built

into every car, to provide much more in appearance, comfort, safety, and

performance than you'll ever find in the ordinary car mass produced in Detroit.

Driving the 1964 Studebaker is a different and memorable experience.

We invite you to find out for yourself by driving one soon.

Exterior trim

Accessories:

Front Fenders
Trunk Lid or Tailgate
Door

Options:

Hood
Grille
Trunk Lid or Tailgate
Rear Quarter Panel
Front Fenders
Door

Moldings:

Windshield
Rear Window
Side Window
Door Window Sill
Side Molding
Wheel Opening
Drip Molding
Sill Panel
Trunk Lid or Tailgate
Roof
Steepsword (rear bumper)

Interior trim

Standard Seat Fabrica
Door & Side Panels
Floor Covering

HAWK

None
Chrome
Chrysler

Chrome
Chrome
Chrome
Chrome
None
Chrome
Chrome & Enamel

Stainless
Stainless
Stainless
Stainless
Stainless
Stainless
Aluminum
None
Painted
Stainless
Aluminum
None
Stainless***
None

HAWK

Cloth & Vinyl
Vinyl & Carpet
Carpet

CRUISER

Chrome
Chrome
None

Chrome
None
None
None
Chrome
Chrome
None

Stainless
Stainless
Stainless
None
Aluminum
None
Painted
Stainless
Aluminum
None
Stainless

CRUISER

Cloth & Vinyl
Vinyl & Carpet
Carpet

DAYTONA

Hardtop & Sedan

Chrome
Chrome
None

Chrome
None
None
None
Chrome
Chrome
None

Stainless
None
Enamel
None
Aluminum
None
Painted
None
Aluminum
Stainless
None

DAYTONA

Hardtop & Sedan

Cloth & Vinyl
Vinyl
Carpet

DAYTONA

Convertible

Chrome
Chrome
None

Chrome
None
None
None
Chrome
None
None

Stainless
None
Stainless
Stainless**
Aluminum
None
Painted
None
Stainless
None
Optional
Optional
***With vinyl-covered roof

DAYTONA

Convertible

Vinyl
Vinyl
Carpet

COMMANDER

Sedans

Chrome
Chrome
None

Chrome
None
None
None
Chrome
None
None

Stainless
None
None
None
Stainless
None
Painted
None
None
None
Stainless
None
Optional
None

COMMANDER

Wagonaire

Vinyl
Vinyl
Rubber

COMMANDER

Wagonaire

Chrome
Chrome
None

Chrome
None
None
None
Chrome
None
None

Stainless
None
None
None
Stainless
None
Painted
None
None
None
Stainless
None

COMMANDER

Wagonaire

Vinyl
Vinyl
Rubber

CHALLENGER

Sedans

Chrome
Chrome
None

Optional
None
None
None
Chrome
None
None

Optional
None
None
None
None
None
Painted
None
None
None
Stainless
None
Optional
None

CHALLENGER

Sedans

Vinyl
Vinyl
Rubber

CHALLENGER

Wagonaire

Chrome
Chrome
None

Optional
None
None
None
Chrome
None
None

Optional
None
None
None
None
None
Painted
None
None
None
Stainless
None
Optional
None

CHALLENGER

Wagonaire

Vinyl
Vinyl
Rubber

**Hardtop only

**Optional moldings

	6 Cylinder Models				8 Cylinder Models			
	Challenger	Commander	Challenger	Commander	Challenger	Commander	Challenger	Commander
INTERIOR EQUIPMENT (Continued)								
Radio: Manual, Push Button or AM-FM	OPT.	OPT.	OPT.	OPT.	OPT.	OPT.	OPT.	OPT.
Antenna - Cowl	OPT.	OPT.	OPT.	OPT.	OPT.	OPT.	OPT.	OPT.
Rear Speaker	OPT.	OPT.	OPT.	OPT.	OPT.	OPT.	OPT.	OPT.
Steering Wheel: Deluxe 3-Tons w/ Horn Ring	OPT.	OPT.	OPT.	OPT.	OPT.	OPT.	OPT.	OPT.
Horn Ring	OPT.	OPT.	OPT.	OPT.	OPT.	OPT.	OPT.	OPT.
Seat Trim: Standard	1	2	1	2	1	2	1	2
Safety Padder, Pair	OPT.	OPT.	OPT.	OPT.	OPT.	OPT.	OPT.	OPT.
Head Rest - OPT. with any combination of Split Back Fabric Seat - N.A. with STD. Opt. Seat or bucket Seat	OPT.	OPT.	OPT.	OPT.	OPT.	OPT.	OPT.	OPT.
Bucket Seats, Front - Including Console	N.A.	OPT.	N.A.	OPT.	OPT.	OPT.	OPT.	OPT.
Individual Front Seat (Non-Reclining)	OPT.	OPT.	OPT.	OPT.	OPT.	OPT.	OPT.	OPT.
Reclining Seats, Individual Drivers and Backs	OPT.	OPT.	OPT.	OPT.	OPT.	OPT.	OPT.	OPT.
CONVENIENCE KIT: (Front, Rear Ash Trays, Extra Sun Visor, Rear Sun Visor, Right Front Arm Rest, Automatic Dome Light Switches and Cigarette Lighter)	OPT.	OPT.	OPT.	OPT.	OPT.	OPT.	OPT.	OPT.
APPEARANCE KIT: (Front, Rear Window & Windshield Molding and Hood Ornament)	OPT.	OPT.	OPT.	OPT.	OPT.	OPT.	OPT.	OPT.

N.A. on Camo.
 **STD. with Radio
 ***Steering Wheel Solid Color Only
 [OPT. with Split Back Seat Only
 Antenna - Rear Book OPT. on Hawk

Body

EXTERIOR EQUIPMENT

Back-Up Lights

Bumper Guards, Front & Rear

Discoidal Spoiler

Headlights, Sealed Beam - Dual

Wood Deck

Safety Glass - All Windows & Windshield

Seat Belt Anchor Plates - Front and Rear

Tinted Safety Glass - All Windows or Windshield Only

Undercoating [1]

Seal Roof Equipment (Station Wagon)

Windshield Washer, Automatic Electric

Windshield Wipers, Electric 2-Speed

Tires, White Sidewall

INTERIOR EQUIPMENT

Air Conditioning, Dash Type

Arm Rests - Front

Arm Rest - Rear (in Convenience Kit)

Back Trays - Front

Back Trays - Rear (in Convenience Kit)

Seat Belts, Front

Center Arm Rest - Rear (opt, Foldaway)

Cigar Lighter

Clock, Electric**

Coat Hooks

Courtesy Light

Front Seat Crockers - Front

Front Seat Crockers - Rear

Glove Compartment (opt, w/ lock)

Glove Compartment (Ready Vanity w/ Tray)

Instrument Cluster & Detachable Fresh Air Type

Electric Rear Window

Tail Gas Stop

Midway Third Seat

Instrument Panel, Safety Painted

*Rear N.A. on Station Wagon

**N.A. with Jet Thrust Eng. Equip. - 5/83 Jet Thrust Eng. Equip. or High Performance Kit Except Hawk

***N.A. on Cam.

†Available on Station Wagon Only

**OPT. on 6 Cylinder 2-Door Challenger

5 Cylinder Models

6 Cylinder Models

	Challenger	Commander	Challenger	Commander	Daylance	Crusier	Hawk
OPT.	OPT.	OPT.	OPT.	OPT.	STD.	STD.	STD.
OPT.*	OPT.*	OPT.*	OPT.*	OPT.*	STD.	STD.	Fr.-OPT. Rear-N.A.
STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.
OPT.	OPT.	OPT.	OPT.	OPT.	STD.	STD.	STD.
OPT.	OPT.	OPT.	OPT.	OPT.	OPT.	OPT.	N.A.
STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.
STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.
OPT.	OPT.	OPT.	OPT.	OPT.	OPT.	OPT.	STD.
F.I.	F.I.	F.I.	F.I.	F.I.	F.I.	F.I.	F.I.
OPT.	OPT.	OPT.	OPT.	OPT.	---	---	---
OPT.	OPT.	OPT.	OPT.	OPT.	OPT.	OPT.	OPT.
STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.
OPT.	OPT.	OPT.	OPT.	OPT.	OPT.	OPT.	OPT.
OPT.	OPT.	OPT.	OPT.	OPT.	OPT.	OPT.	OPT.
One-STD. Other-OPT.	One-STD. Other-OPT.	One-STD. Other-OPT.	One-STD. Other-OPT.	One-STD. Other-OPT.	STD.	STD.	STD.
OPT.	OPT.	OPT.	OPT.	OPT.	STD.	STD.	STD.
OPT.	OPT.	OPT.	OPT.	OPT.	3***	2	2
Manual Control	Manual Control	Manual Control	Manual Control	Manual Control	Automatic w/All Doors	Automatic w/All Doors	Automatic w/All Doors
STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.
OPT.	OPT.	OPT.	OPT.	OPT.	OPT.	OPT.	OPT.
STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.
Dealer Kit	Dealer Kit	Dealer Kit	Dealer Kit	Dealer Kit	Dealer Kit	Dealer Kit	Dealer Kit
OPT.	OPT.	OPT.	OPT.	OPT.	OPT.	OPT.	OPT.
OPT.†	OPT.†	OPT.†	OPT.†	OPT.†	OPT.†	OPT.†	OPT.†
OPT.†	OPT.†	OPT.†	OPT.†	OPT.†	OPT.†	OPT.†	OPT.†
OPT.†	OPT.†	OPT.†	OPT.†	OPT.†	OPT.†	OPT.†	OPT.†
STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.

Chassis

	6 Cylinder Models			8 Cylinder Models			
	Challenger	Commander	Challenger	Commander	Dayana	Copier	Hawk
BRAKES Brakes, Band, Hydraulic Self-Centering, Self-energizing							
Brake Lining Area — Effective (Sq. In.)	STD.	STD.	STD.	STD.	STD.	STD.	STD.
Brake Drum, Diameter: Front - Rear (inches)	14.4	16.4	17.5	17.4	17.4	17.5	17.8
Brake Drum, Width (inches)	10-9	11-9	11-10	11-10	11-10	11-10	11-10
Brake Drum, Width (inches) Type	RD	RD	RD	RD	RD	Flared	Flared
Braking Distribution: Front - Rear (%)	52-31	52-38	52-38	52-38	52-38	52-38	52-38
Brakes, Parking: Direct to Rear Wheels	STD.	STD.	STD.	STD.	STD.	STD.	STD.
Brakes, Power	OPT.	OPT.	OPT.	OPT.	OPT.	OPT.	OPT.
Brakes, Disc, Front — Caliper Type w/Power Assist	OPT.	OPT.	OPT.	OPT.	OPT.	OPT.	OPT.
Hit Holder (Not Available with Automatic Transmission)	OPT.	OPT.	OPT.	OPT.	OPT.	OPT.	OPT.
FRAME Bio-elastic, Double Drop Construction							
Type:	Ladder*	Ladder*	Ladder*	Ladder*	Ladder*	Ladder	Ladder
No. of Cross-Members	4*	4*	4*	4*	4*	4	4
STEERING							
Steering Gear							
Steering Linkage, Symmetrical, Center-Pivot							
Steering Ratio, Variable, Overall	28-24-25	26-25-26	26-24-26	26-24-26	26-24-26	26-24-26	26-24-26
Power Steering, Link Type	OPT.	OPT.	OPT.	OPT.	OPT.	OPT.	OPT.
Steering Wheel Turns, Lock to Lock: Std. Steering	4.7	4.7	4.7	4.7	4.7	4.7	4.8
W/Power Steering	4.4	4.4	4.4	4.4	4.4	4.4	4.6
Turning Diameter: Left - Right	**	**	**	**	**	**	39'
SUSPENSION							
Shock Absorbers, Direct, Double Action, Tubular	STD.	STD.	STD.	STD.	STD.	STD.	STD.
Shock Absorbers — Heavy Duty Adjustable	OPT.	OPT.	OPT.	OPT.	OPT.	OPT.	OPT.
Springs, Front, Coil	STD.	STD.	STD.	STD.	STD.	STD.	STD.
Springs, Heavy Duty Front and Rear	OPT.	OPT.	OPT.	OPT.	OPT.	OPT.	OPT.
Rear Spring Inserts, Tors, Bottom Type, Polyethylene with Grabbie	4***	4***	4***	4***	4***	4	5

*W/X-Member in Conv. and Station Wagon.

**10' Wheelbase — 17'6" 11'3" Wheelbases — 30'

***Station Wagon 5

25.2 an Conv. and Station Wagon

10 Conv. and Wagon — 21-25.5-31

	E Cylinder Models		S Cylinder Models				
	Challenger	Commander	Challenger	Commander	Daytona	Crosser	Hiway
COOLING SYSTEM							
Cooling System, Pressurized, Atmospheric Vented, 1.3 lbs. Fuel/HP	STD.	STD.	STD.	STD.	STD.	STD.	STD.
Cooling System Capacity (Max 1.0L for Diameter)	11	11	17	17	17	17	17
Vacuum Drive Fan	N.A.	N.A.	OPT.	OPT.	OPT.	OPT.	OPT.
Water Jackets: Full Length of Cylinder Walls	STD.	STD.	STD.	STD.	STD.	STD.	STD.
Completely Arouned Each Cylinder	N.A.	N.A.	STD.	STD.	STD.	STD.	STD.
ELECTRICAL SYSTEM							
Battery, 12 Volt; 9 Plates Per Cell, 53 Amp.-Hrs.	STD.	STD.	STD.	STD.	STD.	STD.	STD.
Alternator, 35 Amp. * Built in Rectifier, Single Belt Drive	STD.	STD.	STD.	STD.	STD.	STD.	STD.
Ammeter, Direct Reading	STD.	STD.	STD.	STD.	STD.	STD.	STD.
Tachometer	N.A.	N.A.	N.A.	N.A.	N.A.	1A	OPT.
Truck Light, Auxiliary (Except Station Weapon)	STD.	STD.	STD.	STD.	STD.	STD.	STD.
Oil Bags, Direct Reading	STD.	STD.	STD.	STD.	STD.	STD.	STD.
Ignition System, Weatherproofed	STD.	STD.	STD.	STD.	STD.	STD.	STD.
Inclined System, Transmitted w/110/120 Jet Thrust Eng. Equip. (STD. w/120/110 Engine)	—	—	OPT.	OPT.	OPT.	OPT.	OPT.
Surfer Switch, Sliding Top, Key Start	STD.	STD.	STD.	STD.	STD.	STD.	STD.
Horns (Dual Horn Cpl. in Challenger Models)	1	2	1	2	2	2	2
DRIVE LINE							
Drive Shaft, One Piece	STD.	STD.	STD.	STD.	STD.	STD.	STD.
Crotch, Dry Disc Type; Diameter (Outside) — Effective Area (56 In.)	8.5-46	8.5-46	16.0-30.6	16.0-30.6	16.0-30.6	16.0-30.6	16.0-30.6
Crotch, Heavy Duty (10.5 - 107 Sq. In.)	N.A.	N.A.	STD. w/ 289-V6	STD. w/ 289-V6	STD. w/ 289-V6	STD.	STD.
Transmission: Conventional J-Speed**	STD.	STD.	STD.	STD.	STD.	STD.	STD.
Overdrive***	OPT.	OPT.	OPT.	OPT.	OPT.	OPT.	OPT.
Right-Hand***	OPT.	OPT.	OPT.	OPT.	OPT.	OPT.	OPT.
Reverse** — Floor Shift	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
1-Speed — Floor Shift	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Right-Hand — Heavy Duty Water Cooled	N.A.	N.A.	OPT. w/Jet Thrust Eng. Equip. or S/C Jet Thrust Eng. Equip.	OPT. w/Jet Thrust Eng. Equip. or S/C Jet Thrust Eng. Equip.	OPT.	OPT.	OPT.
Twin Traction Differential	OPT.	OPT.	OPT.	OPT.	OPT.	OPT.	OPT.
Rear Axle, Model 44, Heavy Duty	OPT.	OPT.	OPT. II	OPT. III	OPT. III	STD.	STD.

*40 Amp. Std. w/Jet Thrust Eng. Equip., S/C Jet Thrust Eng. Equip. or High Performance Kia Excel Hiway with S/C Jet Thrust Eng. Equip. is 5 Amp.

**N/A with 110/120 Jet Thrust Eng. Equip. or with High Performance Kia.

***N/A with Jet Thrust Eng. Equip., S/C Jet Thrust Eng. Equip. or High Performance Kia.

Available with Bucket Seats Only.

11 STD. on S Cylinder Station Wagon.

Available in 2 Models — T100 and T100, See Page 10-7.

Power Train

		5 Cylinder Models			6 Cylinder Models		
		Challenger	Commander	Challenger	Commander	Daytona	Hawk
ENGINES							
Design, No. of Cylinders		OHV 6 In Lins			OHV V8		
Bore and Stroke (Inches)		1.8 x 4.0	1.0 x 4.0	1.96 x 3.25	1.96 x 3.25	3.05 x 3.23	3.46 x 3.62
Piston Displacement (Cu. In.)		170	170	258.2	258.2	258.2	289
Compression Ratio		8.25	8.25	8.5	8.5	8.5	8.6
Waterpump, Tactile (HACD)		21.6	21.4	40.6	40.5	40.5	40.5
Evaporator, Max. @ 100°	STD	112 @ 4500	112 @ 4500	100 @ 4500	100 @ 4500	143 @ 4500	210 @ 4500
Torque, Max. Ft.-Lbs. @ rpm; STD		N.A.	N.A.	195 @ 4500	195 @ 4500	195 @ 4500	225 @ 4500
		154 @ 2000	154 @ 3000	200 @ 2800	200 @ 2800	253 @ 2800	308 @ 2800
Throttlebell 25-VE Engine		N.A.	N.A.	105 @ 3000	245 @ 3100	205 @ 3000	305 @ 2000
R1/R1 Jet Throat Engine/Equipment		N.A.	N.A.	OPT.	OPT.	OPT.	STD.
* R1/R1: Depreciated Jet Throat Engine/Equipment		N.A.	N.A.	OPT.	OPT.	OPT.	OPT.
R1 High Performance Kit		N.A.	N.A.	OPT.	OPT.	OPT.	OPT.
* R1 High Performance Kit		N.A.	N.A.	N.A.	OPT.	OPT.	OPT.
R3 High Performance Kit		N.A.	N.A.	N.A.	OPT.	OPT.	OPT.
R4 High Performance Kit		N.A.	N.A.	N.A.	OPT.	OPT.	OPT.
Carburetor, Downdraft, No. of Barrels		1	1	2	2	2	2
4 Barrel Carburetor		N.A.	N.A.	OPT.	OPT.	OPT.	OPT.
Dual Exhausts (with 200 Engine Only)		N.A.	N.A.	OPT.	OPT.	OPT.	OPT.
Exhaust Header Equip. (w/44 Jet Throat Eng. Equip. S/C Jet Throat Eng. Equip. R1 & R2 High Performance Kits)		N.A.	N.A.	OPT.	OPT.	OPT.	STD.
Air Cleaner: Hat Type STD.							
		Dry-Recycled Paper with Full Slicer			Dry-Recycled Paper with Full Slicer		
Choke, Automatic		OPT.	OPT.	OPT.	OPT.	OPT.	OPT.
Monifit Heat Control, Automatic		STD.	STD.	STD.	STD.	STD.	STD.
Pistons, Aluminum Alloy, Tin Plated, Cim Ground		STD.	STD.	STD.	STD.	STD.	STD.
Piston Rings, No. Compression - Oil Control		2-1	2-1	2-1	2-1	2-1	2-1
Number of Main Bearings		4	4	5	5	5	5
Bolts, Main & Connecting Rods, Replaceable Steel-Bulk Aluminum Liner		STD.	STD.	STD.	STD.	STD.	STD.
Crankshaft, Drop-Forged Steel, Integral Counterweights, Torcon Vibration Damper		STD.	STD.	STD.	STD.	STD.	STD.
Camshaft, Nickel Alloy Cast Iron, Hardened Cases		STD.	STD.	STD.	STD.	STD.	STD.
Camshaft Gear, Cast Iron Non-Metallic, Permanently Lubricated		STD.	STD.	STD.	STD.	STD.	STD.
Lubrication, Full Pressure		STD.	STD.	STD.	STD.	STD.	STD.
Oil Capacity (Add 1 Qt. for Filter)		5	5	5	5	5	5
Oil Filter, Full Flow		STD.	STD.	STD.	STD.	STD.	STD.
Oil Intake, Full		STD.	STD.	STD.	STD.	STD.	STD.
Crankcase Ventilation, Positive		STD.	STD.	STD.	STD.	STD.	STD.

*N.A. with Jet Throat Eng. Equip. or Evaporator Jet Throat Eng. Equip.
 †For Components, see Section 13. R1/R1 Engines available with High Performance Kit only.