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How much hp does a 440 big block have

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Find sources: Chrysler Engine B News · newspapers · books · scholar · JSTOR (październik 2008) (Dowiedz się, jak i kiedy usunąć ten szablon wiadomości) Silnik pojazdu silnikowego Chrysler B engine413 cu in (6.8 L) Cross RamOverviewManufacturerChryslerAlso nazwieChrysler RB silnikChrysler Big-blockProdukcja1958-sierpień 1978LayoutConfigurationNaturalna wolnossąca 90° V8Displacement350 cu in (5.7 L)361 cu w (5,9 L)383 cu in (6,3 l)400 cu in (6,6 l)413 cu in (6,8 l)426 cu in (7.6 L)413 cu in (6.8 L)426 cu in (7.1 0 L) Klin 440 cu in (7.2 L)Otwór cylindra4 1/32 cala (102.4 mm)4 1/16 cala (103.2 mm)4 1/8 cala (104,8 mm)4 3/16 cala (106,4 mm)4 1/5 cala (106,7 mm)4 1/4 cala (108,0 mm)4,32 cala (109,7 mm)4,4 342 w (110,3 mm)Skok tłoka3 3/8 cala (85,7 mm)3 3/4 cala (95,3 mm)Materiał blokowyNaziewuszuzazawała zawory 2 zawory x cyl. Compression ratio8,2:1, 10,0:1, 10.1:1, 11.0:1, 12.0:1Chaction Fuel systemAle AFB or Holley carburetors; Fuel injection Fuel productionSule systemEpen oil cooling systemWater-basedexercise 170-425 hp (127-317 kW)Torque power305-530 lb-ft (127-317 kW) 4 14–719 Hemi engine chronologyPredecessorChrysler Chrysler B and RB engines are a series of large-block V8 gasoline engines introduced in 1958 to replace Chrysler FirePower engines (the first generation of Hemi). B and RB engines are often referred to as wedge motors because they use wedge-shaped combustion chambers; this distinguishes them from chrysler 426 Hemi engines, which are usually referred to as Hemi or 426 Hemi due to their hemimergy combustion chambers. The design features of the B and RB engines include 17 capsules per cylinder head, a cylinder block that extends 3 w (76,2 mm) below the centre line of the crankshaft, an intake manifold not including crank oil on the bottom, an embossed steel rocker shaft mounted (racing versions used forged steel rocks) and a front-mounted external oil pump driven by a camshaft. The B-series wedge motor was introduced in 1958 with 350 cu in (5.7 L) and 361 cu in (5.9 L) versions. 361 will continue in production until the end of the series, though only for truck installation. RB (raised B) arrived a year after the introduction of the B series engines, in 383 cu in (6.3 L) and 413 cu in (6.8 L) displacements. Unlike previous B engines, which had a 3 3/8-inch (85.7 mm) pitch, rb engines had a 3 3/4-inch (95.3 mm) pitch. In 1960, the RAM induction system increased torque from 413 to 671 Nm (495 nm) in chrysler 300F versions. The last B-RB wedge engine was produced in August 1978, ending an era of big-block engines. B-engines All B-series low block engines have a pitch of 3 3/8 inches (85.7 mm), a deck height of 9.98 inches (253 mm) and 6,358 inches (161.5 mm), resulting in a bar factor of 1.88:1. The 350 B engine with a diagonal of 350 cm3 (5735 cm3) was together with the 361 first production Engine B, first available in 1958. It had a hole of 4 1/16 inches (103 mm; 4.06 inches). 350 is classified as a large block motor. All parts except pistons are fully compatible with 361. Vehicles using the B 350: 1958 DeSoto Firesweep 1958 Dodge 1958 Plymouth Fury 361 Engine 361 cu in B also introduced in 1958 was essentially the same as the 350 except for the larger 4 1/8 in (105 mm; 4.12 inches) for actual displacement of 360.83 cu in (5913 cc). In 1962, the Dodge Polara 500 was equipped with a 305 hp (227 kW) version as standard, which had a four-barrel carburetor, a two-point distributor and double exhausts. Plymouth named their versions of the early Commando B engine, which included the Golden Commando and Sonoramic Commando. It produced 305 hp (227 kW). The B deSoto engine was named Turboflash and produced 295 hp (220 kW). The standard version of dodge was a 2-barrel with 295 hp (220 kW) called Super Red Ram with an optional variant that was named D500 and produced 320 hp (239 kW). The 361 will last until the end of the series, though only for trucks. In the early years, the 305-horse-riding 361 was optional in many vehicles, and the standard on, among other things, the Dodge 880. 361 had a fuel injector version only in 1958. [1] Very few B fuel injection engines have been made and only a few remain since most were brought back to the dealership to be equipped with carburetors. Vehicles using the B 361 1961–1964 Chrysler Newport 1959-1961 Chrysler Windsor (Canada only, sedans and coupes)[2] 1958–1961 DeSoto 1958–1966 Dodge 1966 Dodge Charger 1959-1965 Plymouth Facel Vega HK 500 1958–1961 Facel Vega Excellence (EX1) Jensen CV8 1963-1973 Cadillac Gage V-100 Commando APC (Industrial Engine M75 Chrysler, waterproof) 1973-1988 Cadillac Gage V-150 Commando APC (Industrial Engine M75 Chrysler , optional) 1966-1974 Food Machinery Corp.M-113 APC, (Industrial engine M75 Chrysler, waterproof) 383 1964 or 1965 Chrysler 383 B Engine Engine 383 cu in B - not to be confused with rb version - was essentially larger 350 and 361, using a 4.25 inch (108.0 mm) hole for a displacement of 383.03 cu (6277 cc). This venerable engine was introduced in 1959. Dodge's version, the D500 had a cross-ram inductive collector and dual four-barrel carburetors as options. In some Dodge applications, this engine was labeled magnum, while the Plymouth version was called Golden Commando. Both were equipped with a two-point distributor in high-performance versions. 383 became mopar model for the next decade. The large opening allowed for larger, 2.08 inch (53 mm) inlet valves, and a relatively short stroke helped it be a free-breathing engine. Producing a maximum of 330 hp (246 kW; 335 hp) (gross) and 624 Nm (460 Nm) of torque in the model year 1960, 383 defeated 392 Hemi, which reached 590 Nm. 1960 383 engines contained the same basic RAM induction system as the 413 RB Chrysler 300F engines (named Sonoramic Commando when sold in plymouth form). The later 383 Magnum (starting in 1968) used 440 Magnum heads, camshafts and exhaust manifolds. This engine was advertised at 335 hp (250 kW; 340 PS). Vehicles using base models B 383 1962–1965 Chrysler 300 1961–1971 Chrysler Newport 1959–1971 Chrysler Town and Country 1962–1971 Plymouth Sport Fury 1966 Chrysler R/T police special in Canada 1959–1960 DeSoto 1960 DeSoto 1960 DeSoto 1960 DeSoto 1960 DeSoto 1960 965-1971 Dodge Monaco 1965-1971 Dodge Coronet 1967-1971 Dodge Charger 1970-1971 Dodge Challenger 1963-1965 Dodge Custom 880 1967-1969 Dodge Dart 1960-1971 Dodge Fleece 1968-1971 Dodge Super Bee 1967-1971 Plymouth Barracuda 1960-1971 Plymouth Savoy 1960-1971 Plymouth Belvedere 1960-1971 Plymouth Fury 1968-1971 Plymouth Road Runner 1965-197 1 Plymouth Satellite Bristol 411 Facel Vega HK 500 1961–1964 Facel Vega Excellence (EX2) Facel Vega Facel II Jensen CV8 Jensen Interceptor MKI and II Jensen FF 400 Engine 400 cu in (6.6 L) B was introduced in 1972 to replace the venerable 383 engine and be powered by a net (installed) method. Chrysler increased the size of hole 383 to create 400. Its 4.342-inch (110.3 mm) hole was the largest used in any Chrysler V8 production on the day of its introduction. All parts except pistons were interchangeable between 383 and 400. Crankshafts had cast iron composition. Three versions of this engine were available: a two-barrel/single-stroke version with 170 hp (127 kW; 172 hp) at 4400 rpm at 4400 rpm and 414 nm of torque at 2400 rpm, a four-barrel/single exhaust version with a power of 205 hp (153 kW; 208 hp) at 4400 rpm and a high-performance four-barrel/two-wheeled version with 260 hp (194 kW; 264 hp) at 4800 rpm, 556 Nm of torque at 3200 rpm. All three versions used the same compression ratio of 8.2:1. 400 was used in the chassis of the car, truck and camper. Power and torque gradually declined over the years due to the addition of more federally mandated emissions controls until the cessation of production of all Chrysler big-block passenger cars in 1978. In the last year of production it produced only 190 hp (142 kW) (although a high-strength version was also available). Due to the large size of the factory opening, the short (compared to RB engines) deck height and than any other production of engine B or RB due to the additional material added around the main bearing caps[4], 400 B engine blocks have become a popular choice for high-performance engines. RB engines RB engines, manufactured between 1959 and 1979, are raised blocks (higher) versions of engines B. All RB engines have a pitch of 3 3/4 inches (95.3 mm), with the hole being a decisive factor in the size of the engine. All RB wedge motors have a deck height of 10.725 inches (272.4 mm) and are equipped with a 171.9 mm crankshaft, resulting in a 1.80:1 bar ratio. The middle distance of the hole is 120 mm. All RBs are oversquare. 383 RB 383 Golden Lion engine in 1959 Windsor Not to be confused with 383 B engine, The 383 RB had a 4 1/32 inch (102.4 mm; 4.031 inch) hole combined with a long 3 3/4-inch (95.3 mm) travel, for a displacement of 382.9 cu in (6275 cc). It was only available in 1959 and 1960 on the U.S.-built Chrysler Windsors and Saratogas; one of the Trenton Engine lines was transformed into a new RB engine (to 413) and demand for the 383 B engine was too high for the rest of the line. The solution was to create a 383 RB to fill the gap until the bet figured out how to quickly switch from one block to another. 413 413 cu in (6.8 L) RB was used in cars between 1959 and 1965. Until 1979, it was used in medium and heavy trucks, including tractor trucks such as the C-1000. It has a hole of 4.1875 inches. During this period, it powered almost all Chrysler New Yorker and all Imperial models, and was also available on smaller Chryslers, Dodge Polara, Dodge Monaco and Plymouth Fury as an alternative to the B-block 383 and A-block 318. It was also fitted to some European cars, such as the later Facel Vega Facel II. In 1959 the Chrysler 300E 413 wedge was equipped with built-in double four-barrel carburetors; 380 km (283 kW) at 5000 rpm and 712 nm at 3600 rpm. In 1960, the Chrysler 300 standard was the long frame induction system. From 1961 to 1961, the 300-G remained on the option sheets for the Chrysler 300 until 1964. In 1962, a special version known as Max Wedge for drag racing and street use was released; this version produced 420 hp (313 kW) at 5000 rpm. Engine specifications Summers models Fuel system Torque compression ratio 1959-1961 4-barrel carburettor 340 hp (254 kW) at 4600 rpm 480 lb-ft (651 N) 2800 rpm 10.0 :1 1959 2 × 4-barrel carbohydrates 380 hp (283 kW) at 5000 rpm 525 lb-lb ft (712 N-m) at 3600 rpm 1960-1961 375 hp (280 kW) at 5000 rpm 712 Nm) at 2800 rpm 1962-1965 4-barrel carb 340 hp (254 kW) at 4600 rpm 480 lb -ft (651 N-m) at 2800 rpm 10.1:1 1962 2 × 4-barrel carbohydrates 380 hp (283 kW) at 5000 rpm 525 lb-ft (712 at 2800 rpm rpm 4-barrel carb 360 hp (268 kW) at 4,600 rpm 495 lb-ft (671 N),2,800 rpm 1963-1964 2 × 4-barrel carbohydrates 390 hp (291 kW) at 4,800 rpm /min 530 lb-ft (719 N-m) at 3600 rpm 426 Wedge 1966 Dodge Charger engine bay Not to be confused with the 426 Hemi, 426 cu in (7.0 L) RB was a wedge-head RB block with a 4.25 inch (108 mm) hole. 426 Wedge served as Chrysler's main engine until the introduction of the Hemi 426. It was initially offered as an un cataloged variant of the S42 at Chryslers (the number of such produced is uncertain), offered from 373 or 385 hp (278 or 287 kW) via a single 4-barrel carburetor (11.0:1 or 12.0:1, 413 or 421 hp (308 or 314 kW) respectively using dual 4-barrel carburetors with RAM (with the same compression ratios). In 1963, power increased slightly (see below) and became optional in B-bodied Dodges and Plymouths. After 1963, it will only be used in dodges and plymouths. The Max Wedge was just a racing version of the factory-offered 426 Wedge engine. Known as The Plymouth Super Stock and Ramcharger Dodge, Max Wedge featured high-flow cylinder heads developed through state-of-the-art (at the time) airflow testing. They had 17/8-inch exhaust valves that required incision of cylinder holes for clearance. The blocks were special casting with larger oil passages than other RB engines, and the blocks were offloaded by the factory. Induction was ed by a cross-country intake manifold tuned to a peak power of more than 4,000 rpm and two Carter AFB-3447SA 4-barrel carburetors. Max Wedge also contained high-flow ducted exhaust manifolds, which in later versions resembled steel pipe headers. Max Wedge was rated at 415 or 425 hp (309 or 317 kW) (depending on compression) and 651 nm at 4400 rpm. Before the end of the 1963 model year, Chrysler introduced the Stage II Max Wedge with an improved combustion chamber design and an improved timing shaft. The last year of max wedge performances took place in 1964 with stage III. In 1964 and 1965, the 426 Street Wedge block was also available. It has little to do with Max Wedge, except for basic architecture and dimensions. Street Wedge was only available on B-body cars (Plymouth and Dodge) and Dodge D Series light trucks. It was a version with an increased opening of the standard New Yorker 413 single 4-barrel engine. The 440 440-6 Barrel RB V8 in the 1971 Plymouth Barracuda 440 cu in (7.2 L) RB was manufactured from 1965 to 1978, making it the last version of the Chrysler RB block. It had a lightweight wall design, precision cast iron block, with iron heads and a 4.32 inch (109.7 mm) hole, for a general displacement of 440 cu in Between 1967 and 1971, the high-performance version was rated at 375 hp (380 hp; 280 kW) (370 hp(375 hp; 276 kW) in 1971) at 4600 rpm and 651 nm at 3200 rpm of torque at one 4-in 1969-1971, in the highest-power version, the inlet system had an inlet system with Holley carburetors with a power of 3X2 barrels (440 Six Pack for Dodge' 440 6-BBL. for Plymouth) producing 390 hp (395 hp; 291 kW) at 4,700 rpm (390 hp; 287 kW) in '71) and 664 Nm at 3,200 rpm of torque. In 1972, changes were made to the rated power of gross car engines (only the engine, without air filter, exhaust system, alternator or other energy consuming components) to the grid (with alternator, air filter, silencers and other installed vehicle equipment). The new classification system produced lower, more realistic numbers for a given engine. At the same time, emissions regulations required cleaner exhaust. The engines, including the 440, were made with reduced compression, modified cam clocks and other tuning measures to ensure compliance with newly tightened emission regulations. 1972 440 produced 335 hp (250 kW) (gross) at 4400 rpm; the new net rating was 225 hp (168 kW), which coincided very closely with the period of German DIN and TÜV measurements. The high-performance 440 (4-barrel/mild cam/double exhalation) was marketed as magnum at Dodges, Super Commando in Plymouths and TNT in Chryslers. From 1972 to 1974, the engine (detuned to work on unleaded gas) was rated at 280 hp (209 kW) net, and fell in HP each year until 1978, when it was rated at 255 hp (190 kW) (in police specification) and limited to Chrysler New Yorkers, Chrysler Newports, Dodge Monaco Police Pursuits and Plymouth Police Pursuits. Until this year, it was also available in commercial applications in marine and heavy conditions. Vehicles using the RB 440 Chrysler 300 series lists chrysler 300 without letters series Chrysler New Yorker Chrysler Newport Chrysler Town and Country Dodge B-series vans Dodge Coronet Dodge Charger 1970-1971 Dodge Challenger 1969 Dodge Dart Dodge Charger Daytona Dodge M-Series Chassis Dodge Monaco Dodge Polar Dodge Ramcharger 1974-1978 Plymouth Trail Duster 1969-1971 Dodge Super Bee Imperial 1969-1971 Plymouth Barracuda Plymouth Belvedere Plymouth Fury PLYMOUTH GTX Plymouth Road Runner Plymouth Superbird Plymouth VIP Jensen Interceptor Monteverdi Safari 1968-197? Cadillac Gage V-200 Commando (waterproof, Singapore Armed Forces export) Chrysler box motors also offers complete new box motors through the Mopar parts department in various displacements, these engines are built with brand new parts. See also Chrysler ball-stud hemi Chrysler reference engines ^ B engines: 350, 361, 383, and 400. Allpar.com. Accessed January 4, 2016. ↑ Ian (October 19, 2008). Chrysler products in Eh. (1957- 1961) (PDF). p. 5. Archived from original (PDF) on March 4, 2016 Accessed January 4, 2015. ↑ Lee, John (1990). Standard Chrysler catalogue, 1924-1990. Krause Publications. p. 192, 313. ISBN 0-87341-142-0. ^ Everything you ever wanted to know about B/RB blocks and more... 440Source.com. Accessed January 4, 2016. ↑ a b Atherton, Larry (1978). Mopar performance. S-A Design Publishing. ^ Godshall, Jeffrey I. (December 1994). 1960-62 Chrysler Positive No Jr. Editions. Collector's car: 57. ↑ Flory Jr., J. Kelly (2004). American Cars 1960-1972. 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