

# 1965-1967 Chrysler Four-barrel

The first hot LA small-block put Dodge and Plymouth A-bodies on the performance map

BY THOMAS A. DeMAURO

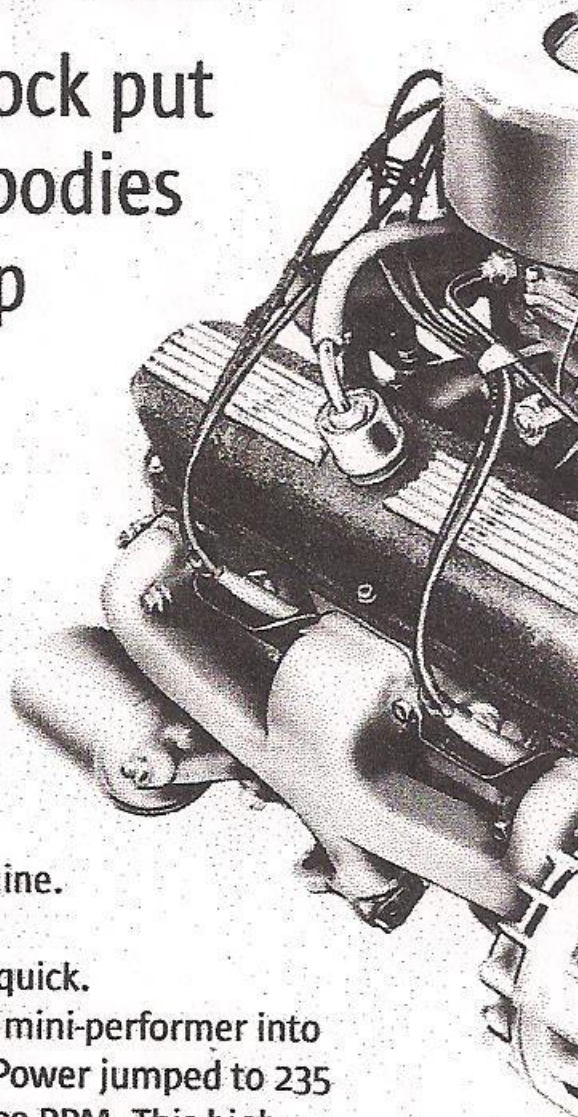
IMAGE COURTESY OF CHRYSLER HISTORICAL SERVICES

In early April of 1964, Plymouth introduced the sporty Valiant-based Barracuda. This fresh-faced fastback fish, alongside its existing A-body divisional brother from Dodge, the Dart GT, joined the compact car performance battle, fortified with the new, lightweight, optional 273-cu.in. V-8 small-block engine. The problem was, in two-barrel 180-hp form, its response was sprightly but not particularly quick.

Chrysler engineers tweaked the milquetoast mini-performer into a tiny tarmac terror for the next sales season. Power jumped to 235 hp at 5,200 RPM and 280-lb.ft. of torque at 2,800 RPM. This high-performance variant was standard in the new Barracuda Formula S (1965-1967) and optional in the 1965-1967 Dart GT and most other A-body models.

Enhancements included a four-barrel carburetor and intake manifold, hotter cam, dual-point distributor, higher compression and a larger-diameter single-exhaust system with a low-restriction muffler and a tailpipe resonator.

The Carter AFB featured 1.437-inch primaries and 1.562-inch secondaries and the solid-lifter camshaft sported 248/248 degrees



In an effort to improve performance and, a... The exhaust system, another, du...

The 235-hp... performance whi...