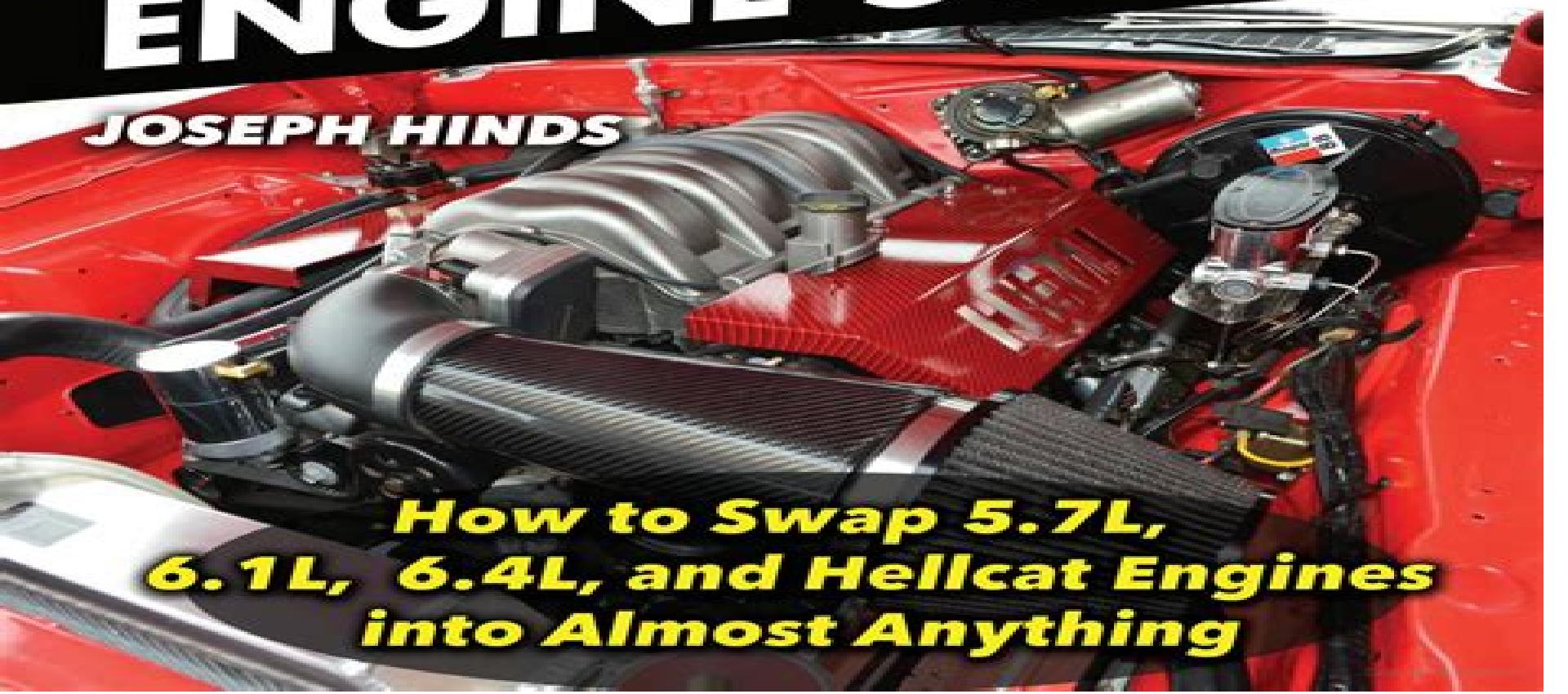


# NEW HEMI ENGINE SWAPS

JOSEPH HINDS



***How to Swap 5.7L,  
6.1L, 6.4L, and Hellcat Engines  
into Almost Anything***

# Book New Hemi Engine Swaps Anything

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## **Book New Hemi Engine Swaps Anything:**

*New Hemi Engine Swaps* Joe Hinds, 2023-05-04 Have you made plans for a new Hemi swap into your classic car? Maybe you're just curious about the process and want to know how much work is involved. Either way, *New Hemi Engine Swaps* How to Swap 5.7L, 6.1L, 6.4L and Hellcat Engines into Almost Anything has you covered. Even casual enthusiasts are aware of how many people are swapping modern technology into vintage chassis. Successful LS swaps have been common for more than a decade. They seem to be everywhere among GM enthusiasts. On the Mopar side, the new Hemi platform is now 20 years old, so plenty of salvage yard cores are available. With the introduction of the new Hellcat in 2015 as well as a more robust crate engine program in recent years, directly from Mopar, aftermarket manufacturers have recently seen the wisdom of making peripherals and parts to simplify the process of this swap. Suddenly swapping a crate Hemi seems as achievable as an LS swap. In *New Hemi Engine Swaps* How to Swap 5.7L, 6.1L, 6.4L and Hellcat Engines into Almost Anything, expert Joseph Hinds guides you through the process of turning your vintage ride into a modern street machine. The essentials are covered, including engine mounts, transmission crossmembers, headers that actually fit, and solutions for other common issues. Also covered are fuel supply items, pumps and tanks, and engine compatibility concerns, oil filter locations, and oil pan accommodations. Finally, the biggest concerns for most are the wiring, modern powertrain control modules (PCMs), computer controls, and fuel injection, all of which are covered here as well. There are even step-by-step instructions to fit a modern Hemi into an early 1970s era Duster, as well as a feature about programming aftermarket electronic fuel injection (EFI) systems. Now that the degree of difficulty in performing these swaps no longer requires a degree in computer science with welding certifications on the side, many are looking at their vintage Mopars in a new light. Whether you want to do this yourself, farm it out to a professional, or if you are just curious about how it is done, this is the guide for you.

## **New Hemi Engine Swaps:**

**How to Swap 5.7L and 6.1L Hemi Engines Into Almost Anything** Joe Hinds, 2015-12-15 The modern Hemi engine is lighter, stronger, and offers far better drivability and performance than older Mopar V8 engines. In *New Hemi Engine Swaps*, you are expertly guided through each crucial step of the engine swap process so the swap can be completed within a budget and with a minimum of hassle.

*How to Build Max-Performance Buick Engines* Jefferson Bryant, 2008-06 The photos in this edition are black and white. Skylarks, GSXs, Grand Nationals, Rivieras, Gran Sports—the list of formidable performance Buicks is impressive. From the torque monsters of the 1960s to the high-flying Turbo models of the 80s, Buicks have a unique place in performance history. During the 1960s, when word of the mountains of torque supplied by the big-inch Buicks hit the street, nobody wanted to mess with them. Later big-inch Buicks and the Hemi Chryslers went at it hammer and tongs in stock drag shootouts, and in the pages of the popular musclecar magazines of the day, the wars between the Turbo Buicks and Mustang GTs in the 1980s were also legendary, as both cars responded so well to modifications. *How to Build Max-Performance Buick Engines* is the first performance engine book ever published on the Buick family of engines. This book covers everything from

the Nailheads of the 50s and early 60s to the later evolutions of the Buick V 8 through the 60s and 70s through to the turbo V 6 models of the 70s and 80s Veteran magazine writer and Buick owner Jefferson Bryant supplies the most up to date information on heads blocks cams rotating assemblies interchangeability and oiling system improvements and modifications along with details on the best performance options available avenues for aftermarket support and so much more Finally the Buick camp gets the information they have been waiting for and it's all right here in How to Build Max Performance Buick Engines

**Detroit Speed's How to Build a Pro Touring Car** Tommy Lee Byrd,Kyle Tucker,2014-10-15 Trends in automotive modification come and go some outlandish some practical Currently the trend called Pro Touring while expensive definitely leans toward the practical Originally a term coined for GM cars the term Pro Touring has come to mean a style of all cars and many eras Pro Touring is essentially the art of adding modern technology to aged designs creating cars that stop start handle drive and behave just as modern performance cars do You can do this in many ways and choose from many suppliers Detroit Speed is at the forefront of the Pro Touring movement Both a parts manufacturer and car builder the company is in a unique position not only to design and manufacture parts but to build cars and test the parts for their effectiveness on the street and track Kyle and Stacy Tucker have put their considerable skill in engineering and market savvy to create a unique company to lead the Pro Touring movement Not only do you learn about the history of the company and how they design their performance parts install sections cover front sub frame assemblies rear suspension assemblies wheel tubs fuel system upgrades brake upgrades driveline upgrades including an LS swap cooling system upgrades and more The featured cars are customer builds as well as DSE test cars which include a host of different Chevrolet products a 1966 Mustang and a 1969 Charger Detroit Speed's How to Build a Pro Touring Car is a vital edition to every performance enthusiast's library

**Complete Chrysler Hemi Engine Manual** Ron Ceridono,2000 Everything from in depth build ups to the latest in fuel injection adaptations Ceridono masterfully details street race marine blown and naturally aspirated engines for Chrysler Dodge and DeSoto Contains complete identification and specifications for all models plus Polyspheres the new 426 crate motors and conversions

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