

7260 Sand Burr Lane  
Prairie du Chien, WI 53821  
(608) 326-6346 Office  
(608) 326-8061 Fax

# Galen's Registry

No. 066539

March 15, 2006

As of the above date, all of the following information is accurate to my knowledge.

1967 440-4BBL PLYMOUTH Belvedere GTX 2 Door Hardtop VIN **RS23L75140409** is now in the Registry.

There were 11,277 - 1967 440-4BBL PLYMOUTH GTX's built to Spec's for U.S.A. About 2,486 4Spds and about 8,791 Autos. Canadian & Export figures are unknown.

The figures are combined Hardtops & Convertibles.

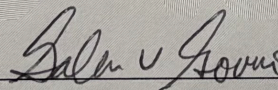
## VEHICLES CURRENTLY REGISTERED IN GALEN'S REGISTRY

As of the above date, it is # **42 of 50** in VIN sequence of all 1967 440-4BBL PLYMOUTH Belvedere GTX 2 Door Hardtop's accounted for at the Los Angeles, CA plant and built to spec's for: **the U.S.A.**

1967 440-4BBL PLYMOUTH GTX 2 Door Hardtop's were also built at the Lynch Road, MI and St. Louis, MO plants.

For more detailed production figures including sales codes, ask for the Option & Accessories Report. Available for US Ordered cars only.

If there is anything, I can do for you do not hesitate to write.



Galen V. Govier

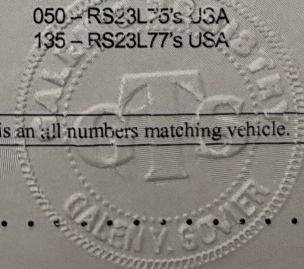
GVG/gg

### Registered

084 - RS23L71's USA  
006 - RS23L71's CANADA  
000 - RS23L71's EXPORT  
050 - RS23L73's USA  
135 - RS23L77's USA

This document does not automatically mean that I have inspected the vehicle, or that I am stating it is an all numbers matching vehicle.

*Keep the Faith*





# 1967 PLYMOUTH Belvedere GTX 2 Door Hardtop

RS23L75140409 = VIN

RS Car Line: PLYMOUTH Belvedere GTX  
 23 Body Style: 2 Door Hardtop  
 L Engine: 440 1-4bbl 375hp V8 440 SUPER COMMANDO  
 7 Model Year: 1967 C-SERIES  
 5 Assembly Plant: Los Angeles, CA  
 140409 Assembly Plant Sequence Number  
 73 Region: San Francisco, CA  
 63393 Dealer Name: Freeway Chrysler-Plymouth, Inc. in Concord, CA  
 Q Sport Stripe color: Medium Red Metallic  
 W Body & Roof Paint: White  
 4 Paint Style: Sport Stripes  
 P Trim Grade: Premium  
 6 Seats: Vinyl Buckets  
 R Interior: Red  
 02/28 Shipped Date: Tuesday February 28, 1967  
 128392 Control Number  
 222 Scheduled Production Date: Wednesday February 22, 1967  
 02159 Shipping Order Number

---

222 Scheduled Production Date: Wednesday February 22, 1967  
 02159 Shipping Order Number  
 73 Region: San Francisco, CA  
 63393 Dealer Name: Freeway Chrysler-Plymouth, Inc. in Concord, CA  
 RS Car Line: PLYMOUTH Belvedere GTX  
 23 Body Style: 2 Door Hardtop  
 L Engine: 440 1-4bbl 375hp V8 440 SUPER COMMANDO  
 7 Model Year: 1967 C-SERIES  
 5 Assembly Plant: Los Angeles, CA  
 140409 Assembly Plant Sequence Number  
 Q Sport Stripe color: Medium Red Metallic  
 W Body & Roof Paint: White  
 4 Paint Style: Sport Stripes  
 P Trim Grade: Premium  
 6 Seats: Vinyl Buckets  
 R Interior: Red  
 355 Accessory Group: Light Package  
 365 Accessory Groups: Special Body Style - GTX  
 83 Engine: 440 1-4bbl 375hp V8 440 SUPER COMMANDO  
 395 Transmission: A727 Torqueflite Automatic  
 404+8 Axle: 3.23:1 Ratio + Sure Grip  
 41 Front Heater: HEATER STANDARD ON BELVEDERE GTX  
 42 Radio: NO RADIO - STANDARD ON BELVEDERE GTX  
 48 Tires: 7.75 x 14" Red Sidewall GOOD-YEAR  
 456 Power Equipment: Steering  
 46 Station Wagon Items:  
 471 Cleaner Air Package/Brakes: Cleaner Air Package  
 485 Clock/Console/Bucket Seat: Center Front Seat w/Folding Arm Rest  
 49 Engine Items:  
 50-51 Floor Mats/Glove Box Light:  
 522 Glass: Tinted Windshield Only  
 53 Headrest/Mirrors:  
 54 License Frame/Mouldings:  
 55-56 Seat Springs/Steering Wheel:  
 57 Steering Wheel/Tach/Trailer Tow/Undercoating:  
 580 Wheels/Wheel Covers: Chrome Styled Road Wheels MAGNUM 500  
 59 Alternator: 37 AMP MONO PULLEY - STANDARD W/440 SUPER COMMANDO  
 30 Convertible Top/Vinyl Roof:  
 31 Stripes:  
 62 Battery: 70 AMP SERIES 27 RED CAPS - STANDARD ON BELVEDERE GTX  
 63 Shock Absorbers: FIRM RIDE - STANDARD ON BELVEDERE GTX  
 64 Suspension: HANDLING PACKAGE - STANDARD ON BELVEDERE GTX  
 65-66 Fleet Mirrors/ Universal Keys:  
 67 Spotlights:  
 68 Special Header & Tag Instructions:  
 69 Manufacturer's Certificate/Special Order: Dealer Stock  
 70 Corporate Leasing Car-Direct Leasing:  
 128392 Control Number  
 02/28 Shipped Date: Tuesday February 28, 1967

Decoded for:

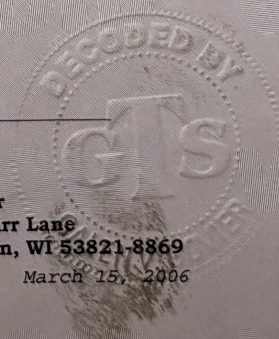


Decoded by:

Galen V. Govier  
 37260 Sand Burr Lane  
 Prairie du Chien, WI 53821-8869  
 March 15, 2006

Thank You

No. 066539





# 1967 PLYMOUTH Belvedere GTX 2 Door Hardtop

|                            |  |    |  |     |  |       |  |  |  |
|----------------------------|--|----|--|-----|--|-------|--|--|--|
| abcdefghijklmnopqrstuvwxyz |  |    |  |     |  |       |  |  |  |
| + 55                       |  | 74 |  |     |  | +     |  |  |  |
| ABCDEFGHIJKLMNOPQRSTUVWXYZ |  |    |  |     |  |       |  |  |  |
| 1                          |  | 15 |  |     |  | 2     |  |  |  |
| 12345678 AX TRM PNT UBS    |  |    |  |     |  |       |  |  |  |
| 59                         |  | 48 |  | P6R |  | WW4QQ |  |  |  |
| RS23 83 5 485 222 02159    |  |    |  |     |  |       |  |  |  |

RS23L75140409 = VIN

BODY CODES = 75 222 02I59

The Fender Tag is read from Left to Right, and from Bottom to Top

RS Car Line: PLYMOUTH Belvedere GTX  
 23 Body Type: 2 Door Hardtop  
 83 Engine: 440 1-4bbl 375hp V8 440 SUPER COMMANDO  
 5 Transmission: Torqueflite Automatic COLUMN SHIFT  
 48 Tires: 7.75 x 14" Red Sidewall  
 5 Quantity: Set of 5 INCLUDING SPARE  
 222 Scheduled Production Date: Wednesday February 22, 1967  
 02159 Shipping Order Number PLYMOUTH

1 5 Mouldings: Drip Rail  
 2 9 Mouldings: Wheel Lip  
 A 4 Ratio: 3.23:1 8.75" AXLE  
 X 8 Axle: Sure Grip  
 T P Trim Grade: Premium  
 R 6 Front Seat: Vinyl Buckets  
 M R Interior: Red  
 P W Roof Paint: White  
 N W Body Paint: White  
 T 4 Sport Stripes  
 Q Medium Red Metallic Sport Stripes  
 U Q Upper Door Frame Color: Dark Red  
 B No Buffed Paint  
 S No Accent Stripes  
 A 1 Radiator - 26" Width  
 E 1 Cleaner Air Package  
 F 5 GTX Special Body  
 X 2 Tinted Glass: Windshield only  
 a 5 Center Front Seat  
 b 5 Premium Bucket Seats  
 h 7 Hood Mounted Turn Signals  
 j 4 Mouldings: Body Sill

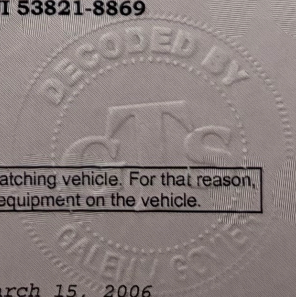
Decoded for:



Decoded by:

Galen V. Govier  
 37260 Sand Burr Lane  
 Prairie du Chien, WI 53821-8869

Note: A decoding of a fender tag or broadcast sheet by GTS/Galen Govier does not automatically mean that it is an all numbers matching vehicle. For that reason, unless this decoding is in addition to an Appraisal, Visual Inspection or Validation I will not guarantee it has all the factory installed equipment on the vehicle.





1967 PLYMOUTH Belvedere GTX 2 Door Hardtop

|                            |    |    |     |     |       |       |     |   |   |
|----------------------------|----|----|-----|-----|-------|-------|-----|---|---|
| abcdefghijklmnopqrstuvwxyz |    |    |     |     |       |       |     |   |   |
| +                          | 55 |    | 74  |     |       |       |     |   | + |
| ABCDEFGHIJKLMNOPQRSTUVWXYZ |    |    |     |     |       |       |     |   |   |
| 1                          |    | 15 |     |     |       |       |     | 2 |   |
| 12345678                   | AX |    | TRM |     | PNT   |       | UBS |   |   |
| 59                         |    |    | 48  | P6R |       | WW4QQ |     |   |   |
| RS23                       | 83 | 5  | 485 | 222 | 02159 |       |     |   |   |

RS23L75140409 = VIN

BODY CODES = 75 222 02I59

The Fender Tag is read from Left to Right, and from Bottom to Top

RS23L75140409 = VIN

|        |                                                |
|--------|------------------------------------------------|
| RS     | Car Line: PLYMOUTH Belvedere GTX               |
| 23     | Body Type: 2 Door Hardtop                      |
| L      | Engine: 440 1-4bbl 375hp V8 440 SUPER COMMANDO |
| 7      | Model Year: 1967 C-SERIES                      |
| 5      | Assembly Plant: Los Angeles, CA                |
| 140409 | Assembly Plant Sequential Number               |

BODY CODES = 75 222 02I59

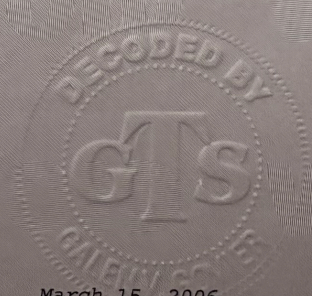
|       |                                                        |
|-------|--------------------------------------------------------|
| 7     | Model Year: 1967 C-SERIES                              |
| 5     | Assembly Plant: Los Angeles, CA                        |
| 222   | Scheduled Production Date: Wednesday February 22, 1967 |
| 02159 | Shipping Order Number PLYMOUTH                         |

Decoded for:



Decoded by:

Galen V. Govier  
37260 Sand Burr Lane  
Prairie du Chien, WI 53821-8869





# **"CHRYSLER 522 BIG BLOCK STROKER"**

## **501 HORSEPOWER - 616 TORQUE**

### **HIGH PERFORMANCE PUMP GAS CRATE ENGINE**

- ✓ POWER RANGE IS 2000 TO 5000 RPM - RPM OVER 5000 IS NOT RECOMMENDED
  - ✓ USE A TIMING CURVE OF 14° @ 700 RPM, 29° @ 3000, 33 DEGREES TOTAL @ 4000 RPM
  - ✓ HYDRAULIC VALVE ADJUSTMENT IS OEM
  - ✓ RECOMMEND 92 OR HIGHER OCTANE GASOLINE - IMPROPER OR OLD GASOLINE CAN DESTROY THE ENGINE
  - ✓ "ONLY" USE OILS WITH HIGH LEVELS OF "ZDDP" (ZINC) - GO TO [www.zddplus.com](http://www.zddplus.com) FOR MORE INFORMATION
  - ✓ CHANGE BREAK IN OIL IMMEDIATELY & THEN AT 200 MILES & THEREAFTER EVERY 3000 MILES OR 3 MONTHS
  - ✓ DO NOT USE A SYNTHETIC OIL FOR FIRST 3000 MILES
  - ✓ "NOTE": WARRANTY IS "VOID" ON CAM & VALVE TRAIN WHEN USING OILS WITH LESS .14% (1400 PPM) ZDDP
- RECOMMENDED ACCESSORIES**
- ✓ RECOMMEND A 750 TO 800 CFM CARBURETOR & 1/4" INSULATOR GASKET
  - ✓ SMALLER CARBS W/O MANUAL SECONDARIES TEND TO HAVE BETTER THROTTLE RESPONSE BUT LOSE A LITTLE HP
  - ✓ USE A DISTRIBUTOR WITH PROPER ADVANCE CURVE - "TOO HIGH TIMING CAN DESTROY THE ENGINE"
  - ✓ USE QUALITY FOUR TUBE HEADERS
  - ✓ USE AUTOLITE # 3924 OR EQUIVALENT SPARK PLUGS
  - ✓ RECOMMEND A PERFORMANCE TORQUE CONVERTER WITH 1800 - 2400 RPM STALL
  - ✓ USE 2 1/2 INCH MINIMUM (3" IS BETTER) HIGH PERFORMANCE MUFFLERS & EXHAUST PIPES
  - ✓ USE HIGH VOLUME WATER PUMP, HIGH CAPACITY ELECTRIC COOLING FAN(S) & EXTRA LARGE RADIATOR

Except for the seasoned *SONIC TESTED* 440 Chrysler Big Block, this engine is all *NEW*. This includes new *STEALTH* high flow aluminum heads, Edelbrock intake manifold, 2.14/1.81 stainless steel valves, Keith Black forged pistons, Perfect Circle moly rings, brass expansion plugs, a 4340 forged steel "Stroker" crankshaft, 4340 forged steel rods, and premium main & rod Bearings. Also included are performance valve springs, pushrods, hydraulic lifters, roller rockers, true roller timing set and a camshaft with around .500" lift and 270 degrees duration. Oil pump, oil pan, screen, timing cover, balancer, valve covers, intake, oil filter, oil filter adapter, dipstick, and spark plugs are furnished and installed. It has been expertly machined, balanced, blueprinted, plate honed, line honed, and decked. It has been assembled by a highly capable technician and spin tested to check oil pressure, compression and oil circulation! It was then dynamometer tested with the recommended accessories. The actual Dyno sheet is provided with the engine. It has approximately 9.5:1 compression and will have a 'LOPEY' noticeable idle and good manifold vacuum.

**DO NOT OVER REV.** The valve train will *NOT* live when subjected to "FLOAT". Use a RPM limiter if necessary. The water temperature should always be kept under 200 degrees. 160 to 180 degree thermostat is recommended. The engine oil should be above 140 degrees before full throttle use. Always use the highest quality oil, gasoline, air and oil filters. **BECAUSE OF THE HIGHER VALVE SPRING PRESSURES WITH THIS ENGINE, DO NOT USE OILS WITH LESS THAN .14% (1400 PPM) "ZDDP" (zinc).** Currently we can *ONLY* recommend 15W40 "CLASSIC CAR MOTOR OIL". Go to [www.classiccarmotoroil.com](http://www.classiccarmotoroil.com) AND "COMP CAMS" oils, part numbers 1594, 1590, 1591. The use of other oils "WITH ZDDP" additive "MAY" protect your cam, lifters, rockers, pushrods, etc, but it is not a certainty. See [www.zddplus.com](http://www.zddplus.com) and [www.cam-shield.com](http://www.cam-shield.com) for additive information. Actual Racing oils could be okay but some do not protect from rust and are not recommended. Also most racing oils are low in detergent additives and must be changed often, 200 to 500 miles. Rotella, other diesel oils and Valvoline VR1 Racing oil without an additive "DO NOT" contain enough ZDDP. Do not use thick oil in cold weather without preheating the oil. **WHEN IN DOUBT, "ALWAYS" USE ZDDP ADDITIVE.**

Highest available octane Premium gasoline should be used. **CAUTION: You *MUST* be sure of the quality of your gasoline, your engine's life may depend on it. All gas stations cannot be trusted.** To insure the quality of your gasoline, you can add a good octane booster or mix ten to fifty percent racing gas or "100 Low Lead" aviation gas with your pump gas. This will assure maximum horsepower and protection from detonation especially at full throttle.

When put in storage or not started daily, it should be lubricated internally and then the intake and exhaust sealed to keep moisture out. This can be done by pouring ATF into the carburetor, while running, until a cloud of smoke appears from the exhaust then shut off immediately or by using a can of the "FOGGER" from a NAPA store, part number 765-2632. By following these procedures and avoiding abuse and neglect, this engine should have a long, happy and productive life.

There is a 12 month limited warranty, please read carefully. **CAUTION: Damage from detonation, over revving, overheating, lack of lubrication, running too lean or too rich (none of which are warranted) for just a matter of seconds can result in a blown or ruined engine immediately or months later. It is absolutely critical that PREIGNITION and DETONATION (engine ping, spark knock, valve rattle) never occurs. This is controlled with gasoline quality and the ignition timing curve! An on the dash timing retard device can be used.** If you are not a seasoned performance mechanic, it is suggested that you find one to help install and maintain your CME PERFORMANCE ENGINE. This engine can be damaged or ruined by simply not being full of coolant due to an air pocket, or with the distributor timing advance curve incorrect, or by using old or incorrect oil or gasoline.