



This is the 383ci 335hp engine in Tony D'Agonstino's 1970 Challenger convertible. When you are done with his guide, you'll know just which cover belongs on your factory performance big-block application.

# VALVE COVER SAFARI WITH TONY'S PARTS

## Part 1: Big Blocks

**STORY AND PHOTOS BY GEOFF STUNKARD**

**T**reasure. Swap meets are full of it. If you are a Mopar guy who

is hoping to find the pieces to restore that old Road Runner or Challenger to stock specs, one of the things quickly discovered is that not all valve covers are the same. Often tossed for a set of replacements, big-block B/RB covers changed from year to year due to design differences, emissions controls and wire routing. Today, that set of covers to complete your Six Pack-equipped 1971 'Cuda convertible (OK, OK, your 1967 Monaco then...) may well be on the rare-metal level of unobtainium.

For long time parts guru Tony D'Agonstino, founder and owner of Tony's Parts, being able to tell which is which is part of his everyday business. During a recent trip to his Delaware-based shop, he put together an exhaustive collection of big-block covers to show us which is which, from when, and for what engine. Should you be looking at a set in the pile in your garage, this will help you tell the same thing. So, with no more ado, let's get digging...



**1962-63 413-426  
MAX WEDGE**

Orange four-bolt hold downs. High-neck breathers, no wire supports; note: the 1964 Max Wedge covers are identical but use the six-bolt hold down design.



**1964-65 426-S 4-BBL STREET WEDGE**

Chromed six-bolt hold downs. High-neck breathers, three fold-over wire harness supports on passenger side cover (shown in temporary silver paint after stripping).

**1967 440 HP C-BODY  
(and rumored for 1967-68 383 A-BODY)**

Chromed, six-bolt hold-downs. Driver's side: high-neck breather, two welded plug wire tabs (one side, one top); passenger side: grommet, top-welded support for heater hose bracket, two welded plug wire tabs (side), three fold-over wire harness supports.



**1967 440 HP, B-BODY**

Chromed, six-bolt hold-downs. Driver's side: high-neck breather, no side tabs; pass. side: grommet, top-welded support for heater hose bracket, two welded plug wire tabs (side), three fold-over wire harness supports.

**1968 383-440 B-BODY**

Turquoise, six-bolt hold-downs. Driver's side: high-neck breather, no side tab; pass. side: grommet, top-welded support for heater hose bracket, two welded plug wire tabs (side), three fold-over wire harness supports.



**1969 383HP/440HP/440+6 B-BODY**

Orange, six-bolt hold-downs. Driver's side: high-neck breather; pass. side: grommet, two welded plug wire tabs (side), three fold-over wire harness supports.

**1970, EARLY 1971 383HP/440HP/440+6  
B- and E-BODY**

Orange, six-bolt hold-downs. Driver's side: grommet, stamping indent on end; passenger side: grommet and oil pour openings, two welded plug wire tabs (side), three fold-over wire harness supports (note: foldovers are broken off in cover shown).



**LATE 1971 MODEL YEAR 383HP/440HP/440+6 B- and E-BODY**

Orange, six-bolt hold-downs. Driver's side: grommet, stamping indent on end, stamped unpunched circle on top; passenger side: grommet and oil pour openings, stamping indent on end, two welded plug wire tabs (side), three fold-over wire harness supports. "I've seen these covers on original January 1971 built engines." - Tony D.

**HP vs NON-HP**

Top: turquoise, six-bolt hold-downs, high-neck breather, welded side tab, welded top tab (looks for single plug wire) Bottom: orange, six-bolt hold-downs, high-neck breather. The passenger side valve covers are identical between high-performance and non high-performance applications; these are two driver's side versions - non-HP and C-, A-body HP apps on top, and B-, E-body HP apps on bottom



**HP and NON-HP Exhaust Manifolds**

In B- and E-body HP applications (top), the driver's side manifold dumps behind spark plug #7; as a result, that plug wire had to be routed under the manifold, heading towards the front of the engine. This eliminated the need for the two wire holders on the left cover. However, in C- and A-body HP as well as non-HP apps (below), the manifold dumps between plugs #5 and #7, so that #7 wire is routed behind the dump and up over the valve cover.



Tony's Parts offers this great replacement piece often missing on cars due to damage or manifold removal/replacement. This heat stove was used on the 1970-71 B- and E-body HP big blocks to direct manifold heat through a flexible tube to the air cleaner. It was used at least through 1974. ■

**SOURCE**

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