



No fat. No lean.

Yes, 'Cuda 340 has no fat.

Only beef in all the right places.

In front, our torsion bars are good and stiff. So the ride is good and firm. (Our torsion bars allow the engine to sit low in the chassis where the center of gravity is friendlier.)

We also add stiff shocks and a hefty anti-sway bar up front. When you step on the brakes, you don't do lovely swan dives into the pavement. The sway bar keeps body lean to a minimum.

In back, 'Cuda 340 carries stiff six-leaf springs and firm shocks. Which help reduce wheel hop.

Inside 'Cuda 340, the 340. Which is our special

high-winding lightweight high-performance Wedge. Which gives you high-flow cylinder heads and intake manifold. And a high-performance cam and Carter AVS 4-bbl. carburetor.

We've also included a heavy-duty 4-speed manual transmission with a Hurst Competition-Plus floor shift. A high-flow air cleaner. A heavy-duty driveshaft. And a heavy-duty rear axle.

All in all, the 'Cuda 340 is quite a bundle of goodies. And not a one of them is fattening.

Plymouth

