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**Sigra Technology Australia Pty. Ltd.**

32 Jack Williams Drive  
Penrith NSW 2750  
Australia

**Telephone:**

**Facsimile:**

**Email:**

**ABN:** 99 050 056 552

PO Box 816  
Kingswood NSW 2747  
Australia

+61 2 4732 1433

+61 2 4731 4141

[info@sigrail.com](mailto:info@sigrail.com)

[www.sigrail.com](http://www.sigrail.com)

# 1959 Chrysler Saratoga Top Doorslammer: Specification Worksheet

Component	Description
<b>Block</b>	BAE 521 CI
<b>Pistons</b>	JE
<b>Bearings</b>	Clevite
<b>Cam</b>	Crane
<b>Oil Pan</b>	Moroso
<b>Filter</b>	System 1 remote
<b>Heads</b>	Noonan Billet X Black Hawk
<b>Valves</b>	Victory Titanium
<b>Rockers</b>	Reid Roller Tip
<b>Spark Plugs</b>	NGK
<b>Manifold</b>	BAE
<b>Magneto</b>	MSD Promag 44,
<b>Clutch Housing:</b>	Browell
<b>Engine Oil</b>	Gulf Western Comp 50
<b>Parachutes</b>	DJ 220 - 310mph
<b>Tyres Rear</b>	Hoosier 17/34.5-16
<b>Front Suspension</b>	Koni 1251
<b>Chassis</b>	Murray Anderson Chrome Moly
<b>Body</b>	Badlands Carbon Fibre
<b>Max RPM</b>	11,000 plus
<b>Fuel</b>	Methanol
<b>Crank</b>	Bryant
<b>Rods</b>	GRP
<b>Gear Drive</b>	RCD
<b>Oil Pump</b>	RCD Stage II
<b>Lifters</b>	Morel 1"

<b>Pushrods</b>	Smith Bros.
<b>Valve Covers:</b>	Mickey Williams
<b>Valve Springs</b>	Manley Nextec
<b>Blower</b>	PSI "D" 108% overdrive with Knut Carbon Hat.
<b>Fuel System</b>	Waterman 20.5 gal/min
<b>Blower Restraint</b>	PSI
<b>Clutch</b>	Molinari 10.5" Titanium
<b>Transmission</b>	Lenco CS1 Air Shift 3 speed
<b>Fire System</b>	DJ911102 2 x10lb bottles,
<b>Tyres Front</b>	Hoosier 24.0 x 5 x 15
<b>Rear Suspension</b>	Koni 8212 1123 SPA1,
<b>Paint</b>	Ford Seduce Mica
<b>Diff &amp; Rear end</b>	Strange Toploader 9.5"
<b>Boost</b>	50lb
<b>Weight</b>	2740lb
<b>Horsepower</b>	3000plus