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1968 DODGE CHARGER RT

\$185,000

49 SPARKS AVE BREWER ME,04412



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VIN: N/A

STK#: BMS10212

EXTERIOR COLOR: GRAY

DRIVETRAIN: RWD

TRIM: RT

CONDITION: USED

COLOR: GRAY

MILEAGE: N/A

INTERIOR COLOR: BLACK

TRANSMISSION: AUTOMATIC

ENGINE: 8

DESCRIPTION/OPTIONS: 1968 Dodge Charger Pro-Touring This 1968 Dodge Charger is the product of an approximately 8-year, nut-and-bolt, rotisserie, frame-off Pro-Touring build. The car was completely disassembled and extensively rebuilt from the chassis up, with the objective of retaining the unmistakable appearance and character of a 1968 Charger while delivering modern performance, handling, braking, comfort and reliability. The centerpiece is a Golen-built 507 cubic-inch Chrysler Wedge, based on a 440 Chrysler block and backed by a TCI 6X 6-speed electronic overdrive automatic transmission. Performance 507 CI Chrysler block Bored to 4.360 inches 4.250-inch stroke Decked, torque-plate honed and line honed Aluminum main caps Eagle 4340 forged steel crankshaft Torque Holley Dominator EFI Wilson Manifolds Pro-Flow Nitrous System TCI 6-Speed Electronic Overdrive Automatic Ford 9-Inch Rear Axle 4.11 Gear Ratio Locking Differential Built as a true high-performance Pro-Touring Charger designed to be driven hard 507 CI Golen-Built Chrysler Wedge Original-style 440 Chrysler block Bored to 4.360 inches 4.250-inch stroke Decked, torque-plate honed and line honed Aluminum main caps Eagle 4340 forged steel crankshaft Internally balanced Eagle 4340 forged H-beam connecting rods ARP rod bolts Wiseco custom forged pistons 10.75:1 compression ratio Clevite H-Series main and rod bearings Morel hydraulic roller tie-bar lifters Bullet hydraulic roller camshaft .581/.581-inch lift Cloyes double-roller timing set Melling performance oiling Milodon 7-quart oil pan ARP hardware Cylinder Heads & Valvetrain Edelbrock Victor Max Wedge aluminum cylinder heads Three-angle performance valve job 73cc combustion chambers 2.190-inch stainless intake valves 1.650-inch stainless exhaust valves Comp Cams dual valve springs Aluminum shaft-mounted roller rocker system Smith Brothers hardened pushrods ARP head studs EFI, Intake & Ignition Edelbrock Super Victor intake manifold Wilson 4-barrel billet throttle body Holley 65 lb/hr fuel injectors Billet port-injection fuel rails Dual wideband O2 sensors Holley Dominator EFI/ECU Fast Dual-Sync distributor MSD 7AL-3 CD ignition MSD HVC-2 ignition coil Accel ceramic-series plug wires Custom stainless-steel fuel tank In-tank Aeromotive high-pressure fuel pump Return-style fuel system Holley billet fuel-pressure regulator Nitrous System (Never sprayed, and not tuned for nitrous yet) Wilson Manifolds Pro-Flow dry nitrous system Individual nozzle positioned at each intake runner Trunk-mounted nitrous bottle Controlled through the Holley Dominator ECU Programmable TPS/RPM operating windows Can be configured for automatic or manual activation Transmission & Driveline TCI Automotive 6X 6-speed overdrive electronic automatic High-stall torque converter EZ-TCU electronic transmission control TCI Outlaw shifter Grip-mounted manual upshift/downshift controls Grip controls for line lock and manual nitrous activation Auxiliary transmission cooler Driveshaft Shop custom driveshaft Custom Ford 9-inch rear axle Locking differential 4.11:1 gearing Exhaust Ceramic-coated headers Custom-built 3-inch X-pipe exhaust Pypes mufflers Quick Time Products electronic exhaust cutouts Suspension & Steering Front Reilly Motorsports upgraded K-member AlterKtion front suspension Tubular control arms Adjustable coilover shocks Sway bar Power rack-and-pinion steering Mustang II-style front spindles Flaming River tilt steering column Rear Custom-built 4-bar rear suspension Track bar Adjustable coilover shocks Original leaf springs eliminated Suspension relocated inboard for additional tire clearance Rear mini-tub conversion 29 x 15.5-inch rear tires on 15-inch wheels Braking Wilwood four-wheel performance braking system Tallon Hydraulics Hydroboost power assist Wilwood tandem master cylinder Adjustable Wilwood proportioning valve 11-inch Wilwood Dynalite front brakes 11-inch Wilwood Dynapro rear brakes Console-mounted Lokar parking brake Line-lock system activated from the TCI shifter Chassis & Body Approximately 8-year comprehensive build Complete rotisserie restoration Fully disassembled and media blasted Extensive sheet-metal and rust repair Replacement trunk pan Replacement rear quarter panels Replacement tail-lamp panel and additional sheet metal Mini-tubbed rear Modified rear outer wheelhouses Floor, transmission tunnel and crossmember modified for the TCI 6X Smoothed firewall Wiper system relocated beneath the dash Battery relocated to trunk Full-length welded subframe connectors Additional welded chassis bracing Custom-fabricated roll bar tied into reinforced body locations Underside protected with Line-X coating Finished in a Gunmetal exterior Cooling & Accessories High-capacity aluminum radiator Dual Deraile high-output electric cooling fans Fans controlled through Holley Dominator ECU Auxiliary transmission cooler Separate power-steering fluid cooler Vintage Air condenser incorporated into cooling package Billet Specialties Tru-Trac serpentine accessory drive Billet brackets and pulleys Interior, HVAC & Electronics Interior retains the overall character of the original 1968 Charger Vintage Air Gen IV Magnum heat and A/C Vintage Air three-knob controls HVAC plumbing concealed for a cleaner engine compartment AutoMeter InVision 12.3-inch LCD digital instrument panel Configurable gauge displays Painless Performance-based custom wiring system Battery relocated to trunk with disconnect Electric headlight actuators replacing the original vacuum system LED lighting throughout Extensive Dynamat thermal and acoustic insulation Custom center console Aftermarket bucket seats Corbeau seat belts New carpeting New headliner New weatherstripping and related rubber New windshield and rear glass Audio Pioneer AVIC-W8600NEX Bluetooth Apple CarPlay Dual JL Audio amplifiers Front-door 2-way speaker system with crossovers Rear 6x9 speakers Custom trunk-mounted subwoofer enclosure Hidden audio antenna Build Highlights This isn't simply a restored 1968 Charger with a larger engine. It is a comprehensively engineered Pro-Touring build combining: 663+ HP naturally aspirated 507 CI Wedge 504 HP at the rear wheels Holley Dominator electronic fuel injection ECU-controlled nitrous 6-speed overdrive automatic 4.11-geared Ford 9-inch AlterKtion/coilover suspension Four-wheel Wilwood brakes with Hydroboost Rack-and-pinion power steering Mini-tubbed rear with massive 15.5-inch-wide tires Reinforced chassis and integrated roll bar Vintage Air climate control Modern digital instrumentation Modern premium audio and Apple CarPlay Complete rotisserie restoration The result is a heavily engineered 1968 Charger that maintains the menacing appearance of the original while providing the power, drivetrain, chassis, braking and comfort expected of a modern high-end Pro-Touring build.

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