



If you've got a spirit  
that refuses to be tamed...  
YOU COULD BE  
DODGE MATERIAL

<sup>DODGE</sup>  
**Challenger**

# Challenger

Here it is. Low, lean, close to the ground, and fast. The totally new Challenger for 1970. It's a machine that looks exciting sitting still. It's a machine you just have to look at to make your heart beat faster.

Slide into the new tower-back seat and you have to be in deep serious trouble. You may never want to get out again. Now, place one hand on the wheel, wrap the other around the Hurst four-speed pistol grip shift, let your eyes rove the stark beauty of the instrument gauges, and you just know.

You know that Challenger is going to live up to everything the styling promised. You know that somebody finally built a car that's hard not to buy. One other thing. Unless your nerves are as cold as the steel in a Magnum 440 crankshaft, don't turn on the ignition. Because once you do, you just have to fall in love.





## Challenger SE

Even with the formal roofline, it's difficult to make the Challenger look sedate. This is one car that just won't sit still for that kind of thing.

Because Challenger is all business. And even with the S/E (Special Edition) model of posh goodies, it still looks as road-hungry as ever. Sort of a performance-minded limousine. With the S/E model you get the formal small rear window roof, of course. And that means a little more backseat room. You also get genuine leather on your tower back bucket seats, simulated walnut on the dash and door trim, along with an overhead console with low-fuel, door-ajar, and seat-belt-reminder warning lights. Outside you get a vinyl roof, and an S/E medallion to let the world know you've got a Challenger "Special Edition".



## Challenger RT

Three barrel carburetors, Hi-performance transmission, Rallye Suspension, and a race-ready 440 V8 lurking under a fresh air scoop that pokes through the hood.

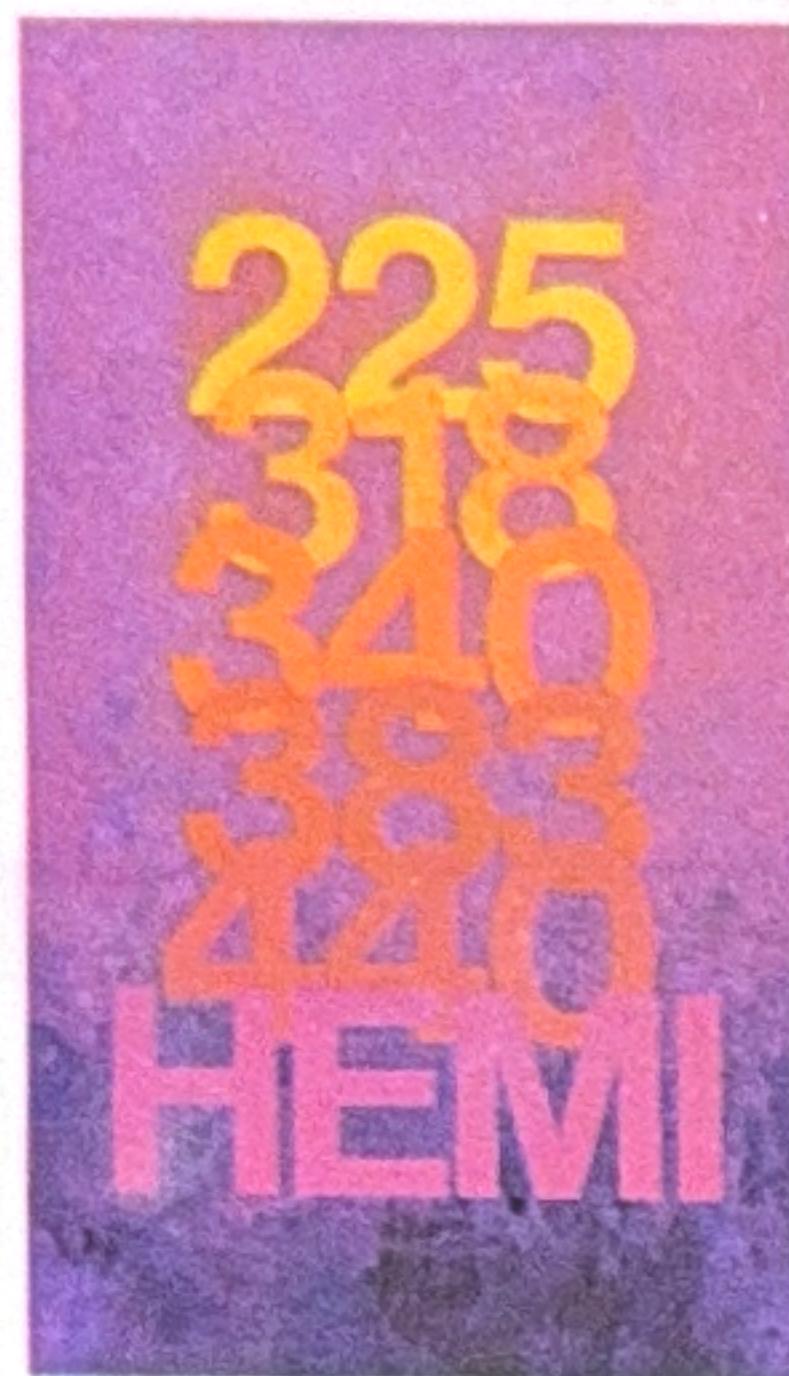
Support this with a full set of contoured buckets with integral head restraints, Fibreglass belted tires and deep-dish steel wheels. Pack it all into the leanest, lithest looking body shell any car ever had, and you've got Challenger R/T. For the more modest, Challenger R/T's can be had with the somewhat more restrained 383 Magnum, full-synchro three-speed, including a new R/T hood with NASA type scoops. This one, like the Six Pack includes Tach and electric clock as standard equipment. If you wish, you can have R/T racing stripes at no extra cost. Or the Hemi 426, at a slight extra expense. But with Hemi performance under the hood, who needs stripes?





## 1970 CHALLENGER SPECIFICATIONS

### Engines



Displacement	225 cid	318 cid	340 cid	383 cid	383 cid	440 cid	440 cid	426 cid
No. of cylinders	Six	V8	V8	V8	V8	V8 Magnum	V8	V8 Hemi
Bore and stroke	3.4 x 4.125	3.91 x 3.31	4.04 x 3.31	4.25 x 3.38	4.25 x 3.38	4.32 x 3.75	4.32 x 3.75	4.25 x 3.75
Carburetor	1 bbl.	2 bbl.	4 bbl.	2 bbl.	4 bbl.	4 bbl.	3.2 bbl.	2.4 bbl.
Compression ratio	8.4:1	8.8:1	10.5:1	8.7:1	9.5:1	9.7:1	10.5:1	10.25:1
Air cleaner	single snorkel	single snorkel	unsilenced	single snorkel	double snorkel	double snorkel	unsilenced	unsilenced
Exhaust system	single	single	dual	single	dual	dual	dual	dual
Crankcase				3 1/4 quarts on all engines—4 quarts when replacing oil filter				
Coolant	10.8 qts.	13.3 qts.	13.3 qts.	12.3 qts.	12.3 qts.	12.3 qts.	12.3 qts.	12.3 qts.
Horsepower @ rpm	145 @ 4000	230 @ 4400	275 @ 5000	290 @ 4400	335 @ 5200	375 @ 4600	390 @ 4700	425 @ 5000
Torque (lbs.-ft.) @ rpm	215 @ 2400	320 @ 2000	340 @ 3200	390 @ 2800	425 @ 3400	480 @ 3200	490 @ 3200	490 @ 4000
Fuel recommended	regular	regular	premium	regular	premium	premium	premium	premium

### Dimensions and Capacities

(These are 1970 Challenger 2 door hardtop dimensions. Other body styles may vary in some degree.)

Wheelbase	110"
Track, front/rear	59.7"/60.7"
Overall length	191.3"
Overall width	76.4"
Overall height	51.4"
Fuel tank capacity	15 Imperial gallons

### Suspension

All Challenger models (except Challenger R/T) have regular torsion bars and ball joints in front, asymmetrical leaf springs in the rear, and Oriflow shocks at each wheel.

Challenger R/T (as well as models equipped with the 340 V8 Package) comes equipped with Rallye Suspension, which includes: HD torsion bars • Sway bar • and HD rear springs.

An optional Suspension Package is offered on other Challenger models. Package includes: Sway bar and HD springs. In addition, as a separate option, Firm Ride shocks are also available on Challenger and Challenger R/T models.

### Tires

All Challenger models are equipped with fibreglass-

belted tires.

All Challenger models with std. six or 318 V8  
E78x14 (5.0 JJ wheels)  
Challenger R/T F70x14 (6.0 JJ wheels)  
Challenger with 340 V8 E60x15 (7.0 JJ wheels)  
Hemi models F60x15 (7.0 JJ wheels)

### Brakes

Challenger 6-cyl. front/rear 10 x 2 1/2  
V8 front/rear 10 x 2 1/2  
Challenger R/T front 11 x 3  
rear 11 x 2 1/2  
Dual brake master cylinder

### Electrical

Starter - solenoid shift  
37-amp alternator with transistorized regulator  
Battery - 46-amp hour (225 and 318 engines)  
59-amp hour (383 engine)

### Body Design Features

Challenger models feature a new type of energy absorbing steering column, side impact beams in the doors, and roof reinforcements for roll-over protection. Unitized construction provides maximum strength for minimum weight. Rustproofing protection

includes 7-stage deep dip treatment, galvanized sill panels. Acrylustre exterior paint finish assures new car look longer.

### Transmissions

There are three transmissions offered on Challenger models.

1. Three-speed synchronized manual (floor shift), standard with the 225 Six, 318 V8, 340 V8, and 383 V8. N.A. with 440 V8's or Hemi V8. Clutch 6-cyl. — 9 1/4" diam. 10 1/2" on 318 V8 — 11" on 383 V8.
2. Four-speed synchronized manual (floor shift), optional with all V8 engines. N.A. with 225 Six.
3. Torqueflite three-speed automatic transmission (selector lever is column-mounted except on optional console-equipped models). Optional with all engines.

### Rear Axle Ratios

A number of rear axle ratios are offered, at extra cost, with each Challenger engine and transmission team. Standard ratios have been carefully chosen to provide a balance of performance and economy. However, for more specialized applications, your Dodge Dealer can order your 1970 Challenger delivered with a more suitable ratio.

## Notes

Chrysler Canada Ltd. reserves the right to change prices, specifications and standard equipment without notice, and without obligation to make changes on vehicles already produced. Vehicles pictured, in some cases, show optional equipment available at extra cost.