



1970 Plymouth Belvedere
GTX • Road Runner • Satellite • Belvedere

Plymouth
makes it 



GTX & Road Runner

No brag. Just fact.

The 1970 GTX and Road Runner. No need to brag. They're the facts.

Let's begin with GTX. We gave this car everything we thought the performance buff "would" want. And what we thought he "might" want we offer as an option.

It comes standard with a 440 4-bbl. high-performance V-8,

TorqueFlite 3-speed automatic, heavy-duty suspension, wide tread tires and bucket seats.

If that's not enough, try on the brand-new 440 6-bbl. Or the 426 Hemi, recommended for sanctioned events. Both engines are optional.

The Hemi comes with a newly designed, functional, vacuum-

GTX 2-Door Hardtop

operated "Air Grabber" (optional with the 440 engines). The dash-mounted on-off control switch allows the driver to control the flow of cold air through the engine.

It's one mean machine. And that's a fact.

Road Runner is back in full feather for 1970.

Road Runner 2-Door Hardtop

Last year our Beep-Beep bird won Motor Trend's Car of the Year award. This year we think we've got it beat.

Standard is our 383 4-bbl. engine or order the optional new 440 6-bbl. or 426 Hemi.

And that's not all that's standard: new Rallye instrument panel, heavy-duty floor-mounted 3-speed fully synchro-

nized transmission, heavy-duty suspension, wide tread tires and more. Order the optional heavy-duty, floor-mounted 4-speed transmission with Hurst linkage and new "Pistol Grip" shift handle or the TorqueFlite automatic transmission.

A word about Road Runner models. Three of them: 2-Door Coupe, 2-Door Hardtop, and

Convertible. Each unmistakably Road Runner. Look for the power bulge hood and the bird emblem on the front fenders.

For 1970 you can color Road Runner one of the wild new extra-cost colors like Tor-Red, Vitamin C Orange, Lemon Twist, Lime Light and In Violet or any of the other Belvedere colors.

Options for Road Runner include: large, functional, 8,000

rpm tachometer. And a bird on the side kicking up dust.

Any way you go, the GTX or the Road Runner, you'll understand why we say . . . just fact.



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Sport Satellite
A coach drawn by 4 horses
doesn't make it.
A new Sport Satellite
pulled by a herd of horses makes it.

Sport Satellite. It's one of 24 mid-size Belvederes. Big enough to give you the comfort and roadability you want. Small enough to be very practical in city driving.

There's got to be something inherently good about a sporty premium car like the Sport Satellite that uses regular gas. The herd? How does 230

Sport Satellite 2-Door Hardtop

horses from the standard 318 V-8 sound?

If you want even more, order the Commando 383 2-bbl. or the Super Commando 383 4-bbl. engine. Both optional.

Once you step inside your new Sport Satellite, the word "sport" takes on even more definite meanings. Settle back

in your standard, luxurious all-vinyl bucket seats. Run your hand over the upholstery. It's a special leather-grained vinyl to give all the look and feel of real leather. But, definitely designed to last a whole lot longer.

Now take a look at the instrumentation. Gauges. Real gauges that tell you what's going on inside your car when

it's happening, instead of after the fact like warning lights.

Something else worth noting is our column-mounted ignition lock. Just turn off the engine, remove the key and the steering wheel locks in place. A great anti-theft device. And should you forget to remove the key, a buzzer will remind you when you open the door.

And for 1970, Sport Satellite has an even more impressive set of options to choose from. Options that let you tailor Sport Satellite to your own personal tastes, and pocketbook. You can get everything from air conditioning to styled road wheels.

From an Automatic Speed Control for highway cruising to vinyl roofs in your choice of

All-vinyl bucket seats

four colors: black, white, green, and "Gator" grain.

Actually we've got nothing against antique coaches. We'd just prefer not to ride in them.





Sport Satellite

Getting the family into a sports car doesn't make it. Getting a sporty family car makes it.

If you're a family man, in need of a family car, but you refuse to settle for dull . . . the 1970 Sport Satellite Sedan is a car made just for you.

It's got a back seat big enough to carry the kids and all their paraphernalia. A premium vinyl-and-cloth front seat

with a pull-down center armrest big enough for anyone who gives directions. And a trunk big enough for your wife's groceries, a batch of suitcases, and your attaché case.

Sport Satellite 4-Door Sedan

And to make sure you get to where you're going with flair and style, we give you a standard 318 cubic inch V-8 engine. With enough pull to zip you around town. And with enough power in reserve for those long weekend trips.

Sport Satellite also comes with such standard luxury as paint striping on the side body panels, simulated wood-grain instrument panel, deluxe wheel covers, simulated wood-grain inserts on the door panels, and steering column-mounted ignition switch. Standard on all

Belvedere models! plus a whole lot more.

You can also custom-tailor your new Sport Satellite anyway you want. Options like Chrysler Airtemp air conditioning, bucket seats, stereo tape deck, AM/FM radio.

The Sport Satellite Sedan is a real split personality car. The room is family. The look is sporty. And the payoff is luxury.

Cloth-and-vinyl interior





Satellite 2-Door Hardtop

Satellite
Being able to drive a long way
without a refill makes it.

Being stranded when you're out of gas is no fun. And neither is that out-of-sight gas bill at the end of the month.

So we've come up with a beautiful answer. The 1970 Satellite Hardtop with our economical 225 cubic inch Six.

We've got more ways to save your money. Like the fiber-glass-belted tires, standard on all Belvederes. They can give you up to twice the mileage of ordinary tires.

We also make Satellite V-8s, of course. The standard 318, and the optional 383 2-barrel

and 383 4-barrel. Which is plenty of power for a powerful lot of options (a TorqueFlite automatic, for instance), and there's plenty left over for the road.

Now take a 116 in. wheel-base that handles like one of those tiny economy jobs, the way it zips around. Throw in

torsion-bar suspension and you've got the closest thing to sports car control in a mid-sized car.

Inside, Satellite says comfort. And plenty of it. Head room and leg room for adults. Big adults. Or lots of kids. Handsome cloth-and-vinyl interiors

offered in enough color combinations to suit any tastes.

Outside the word is color—now-style. Check our color chart in the back of this catalog.

Order one of our optional roofs—available in black, white, green and "Gator" grain.

Take all this, put it together and you've got a car called the

1970 Satellite Hardtop. A car that won't make you a frequent gas station visitor, or embarrass you with an "economy" look.





Satellite 4-Door Sedan

Satellite

**An economical car
for the family
on the move
makes it.**

Families ride in cars. So, we made a car with them in mind. Satellite Sedan for 1970. The "family" car.

It's a car made to do a lot of things. Like taking the family for a weekend in the country. Or to the store. It's a car with room. Inside where it can be used.

At the same time, it's small enough outside to make it easy

to park. And don't think your wife won't appreciate that.

The standard cloth-and-vinyl seats are designed and built to take everything the kids can hand out. Scuff-resistant, all-vinyl seats are available as an option.

A long list of safety features (including a column-mounted steering wheel lock, and a lane

changer turn signal) is also standard. And that's always important to a family.

And to make sure you get around with all the zip you expect, you have a choice of either the 225 Six or the 318 V-8, both run on regular.

You can add as many options onto your Satellite Sedan as your heart desires. Power

steering and brakes, for instance, to make an easy job easier. Chrysler Airtemp air conditioning. The pedal dress-up package. Or an AM/FM radio or AM stereo tape deck. They'll cost you a little more, but they're worth every penny.

Outside, it's your choice of

18 different colors to make driving as colorful as possible. This year, take a really fresh look at 1970. Take a look at Satellite.





Satellite Convertible

All-vinyl interior

Satellite Owning your own Satellite makes it.

Watching as a Satellite passes, definitely doesn't make it. It's in the owning that Satellite shines. Top-down to the office or an open-air spin in the country. Anyway you want a convertible, Plymouth makes it.

If you want to drive it inexpensively, you can choose the 225 cu. in. Six or the 318 V-8. Or if you want to step on a little more power, one of our two optional 383 V-8s.

Drive it flashy, and you've got five wild extra-cost exterior colors like In Violet and

Lemon Twist, or 13 other choices. Inside, the all-vinyl interiors will make you want to drive with your top down, just to give everyone a better look.

Corner it hard, and you've got Plymouth's exclusive torsion-bar suspension going for you.

Choose options like power steering, power windows, and/or power brakes, and you drive with even greater ease. Add a radio. Either an AM push-button, an AM/FM, or AM with stereo tape cartridge system.

Dozens of other neat things. Like our light package with

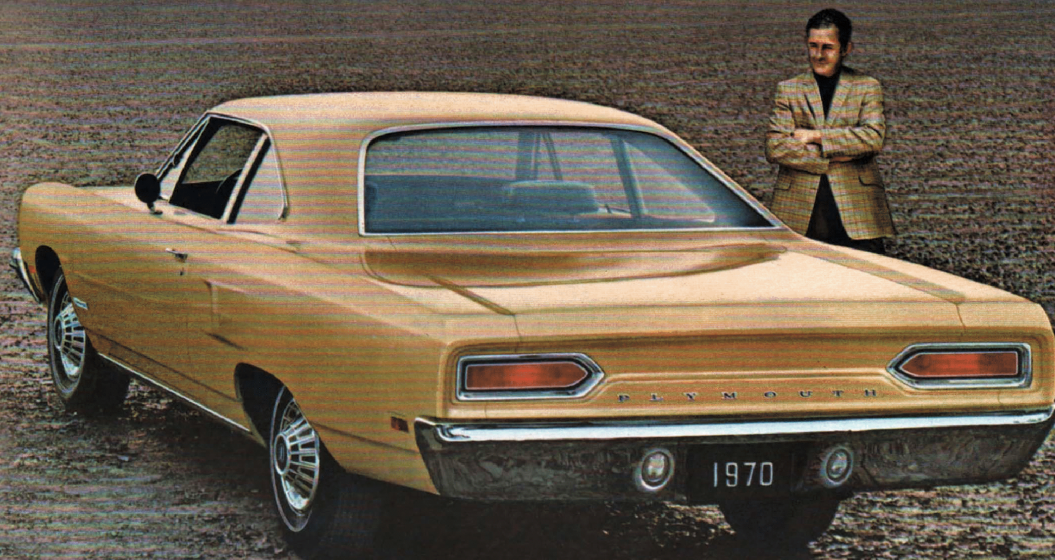
items such as a time-delay headlamp switch that allows you to leave your car with the lights on, then shuts them off automatically a couple minutes later.

For further interesting readings on the subject of options,

please turn to the back of this catalog.

The 1970 Satellite convertible. It's all yours, to drive as you please.





Belvedere

The real beauty is the way it saves your money.

The Belvedere Sedan and Coupe make owning and driving a car a lot easier. In fact, the Belvedere is probably the easiest car you'll ever own.

Take economy. It's truly easy on your pocketbook. Our 225 cu. in. Six or the 318 cu. in. V-8 aren't exactly gas guzzlers. And when you do have to fill them up, it's regular all the way.

Belvedere 4-Door Sedan

Belvedere has a 116 inch wheelbase to get you in and out of small parking spaces with ease. And it can maneuver like most cars can only promise. Thanks to its torsion-bar suspension. But with all this agility, you've got loads of room. Room up front. Room in back.

Belvedere 2-Door Coupe

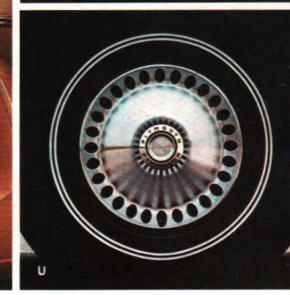
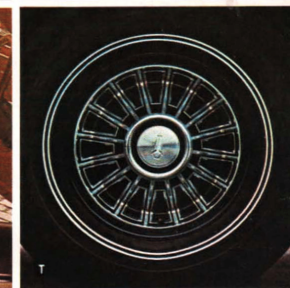
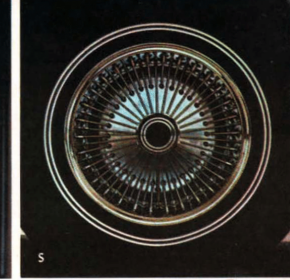
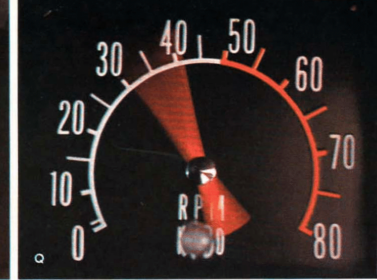
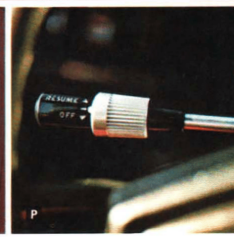
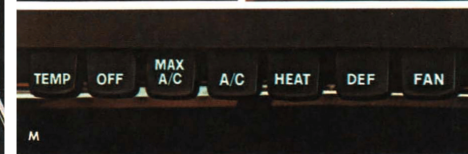
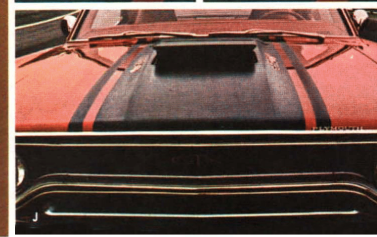
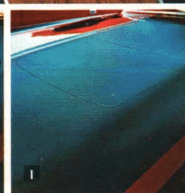
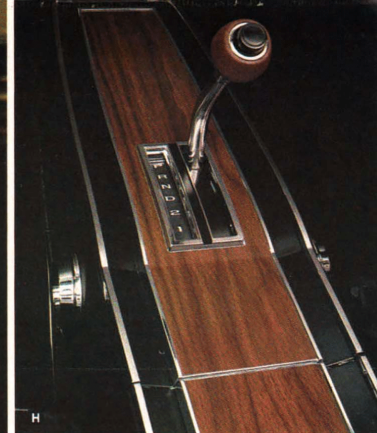
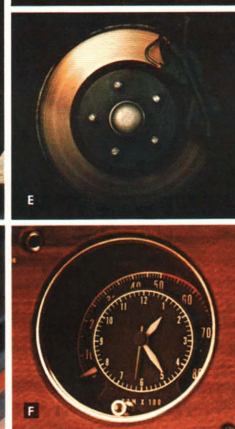
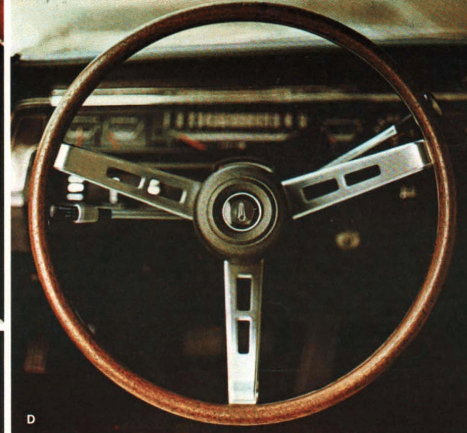
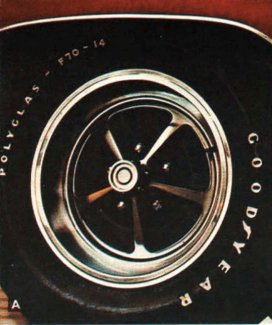
So much head room and leg room, in fact, that your friends will be amazed. And you ride on wide, roomy, luxurious seats that rival the comfort of your own living room.

And storage. There's a trunk that holds all the groceries and

still leaves plenty of room. Interior treatments include a wide enough variety to suit any taste. Inside our sedan we've got cloth-and-vinyl interiors that speak of much more. But cost much less. And outside, you can choose from 18 exciting colors five of which are extra-cost options.

We figure that buying a car should be made as easy for you as possible. And we think we've made it. With Belvedere.





Extras to make your Belvedere more luxurious while you own it, more desirable when you sell it.

A. 14" Road Wheels—Chrome-plated steel road wheels.
B. 14" Road Wheels—Rallye road wheels. Also available in 15" size.
C. Hood-Mounted Turn Signals—Built right in the back of the hood bulge on Road Runner and GTX. Front-mounted on other models. Part of light package.
D. Simulated Wood-Grain Steering Wheel—For that sporty finishing touch on your new car.
E. Power Front Disc Brakes—Self-adjusting, fade resistant, caliper-type disc brakes.
F. Tachometer—8,000 rpm, combined with electric clock (for Road Runner and GTX only).

G. Hurst 4-Speed Floor-Mounted Shifter—with "Pistol Grip" handle gives you four fully synchronized forward gears with reverse indicator light on the instrument panel.
H. Center Console—A sporty touch with the look of luxury with floor-mounted 3- or 4-speed and automatic transmissions. Available with bucket seats only.
I. "Air Grabber"—Functional hood scoop feeds the carburetor fresh air for increased efficiency and performance. Optional for Road Runner and GTX. Standard with Hemi.

J. Performance Hood Paint Treatment—Flat-black and racy looking. Available on GTX or Road Runner.
K. Remote Control Left Outside Rearview Mirror—Allows you to adjust your mirror from inside the car.
L. Time-Delay Ignition Light—Comes on when you open the door and stays on to let you easily insert the key. Then it shuts itself off. Column-mounted. When you remove the key, the steering wheel locks. Part of light package.
M. Chrysler Airtemp Air Conditioning—Temperature controls help keep you comfortable all year.

N. AM/FM Radio—The highest fidelity in a most convenient package. Or select the integrated AM stereo package combination.
O. Power Windows—Let the weather in or keep it out at a touch of a button and convertibles only.
P. Auto-Speed Control—Allows you to maintain a constant speed for long periods. Instantly disengages when the brake pedal is applied, resets the preset speed when you release the knurled ring.
Q. Tachometer—0-8,000 rpm. Lets you accurately check your engine's

performance (for Belvedere, Satellite and Sport Satellite only).
R. 6-Way Manual Comfort Positioner—Adjustable bucket (available on driver's bucket only) with all the flexibility of much costlier electric seats.
S. Wire Wheel Covers—For that continental look.
T. Deluxe Wheel Covers—14" wheel covers for Belvedere and Satellite models.
U. Deluxe Wheel Covers—14" Deep-dish sport wheel covers for Road Runner and GTX. Other popular Plymouth options include: Heavy-duty 70 amp/hr. battery

(Standard with 426 and 440 engines) • Heavy-duty drum brakes (Standard on GTX and Road Runner) • Power steering • Power brakes • Protective undercoating and underhood pad, "Headlights-on" time-delay warning signal and Auto-Speed Control • Vinyl body side moldings • Door-edge guards • Pedal dress-up package.

age • Turnpike Cruising Package includes: 383 Commando V-8, power front disc brakes, 2.45 axle ratio, protective undercoating and underhood pad, "Headlights-on" time-delay warning signal and Auto-Speed Control • Vinyl body side moldings • Door-edge guards • Pedal dress-up package.





How do you like your power? Plymouth makes it any way you want it.



225 Six Our most economical engine. The 225 Six also happens to be one of the zippiest six-cylinder engines in town. It comes standard with a 9½ in. clutch on the manual transmission. And a 10½ in. torque converter with optional TorqueFlite automatic. And, of course, uses regular gas.



318 V-8 The standard V-8 for the Belvedere, Satellite and Sport Satellite. One of the strongest V-8s in its class also happens



to use regular gas (and not very much of that, either). It comes with hydraulic tappets for a smooth, quiet running engine. And a two-barrel carburetor for economical operation. Not available for GTX or Road Runner.

Commando 383 V-8 Would you believe 290 horsepower on regular gas? It's true, thanks to the two-barrel carburetor setup. You get an 11¾ in. torque converter with the TorqueFlite automatic. Optional for all Belvederes except GTX and Road Runner.



Road Runner 383 V-8 Road Runner's exclusive 383 comes standard with a high-performance, long-duration cam, 4-barrel carburetor and high-compression pistons. It turns out 335 horsepower at 5200 rpm. And, this year, specify the optional super-efficient "Coyote Duster Air Grabber"; help all those horses breathe.

Super Commando 440 V-8 Warning! This engine belongs to the GTX only. And that's the only way to get one. The 440 Wedge engine puts out 375 horsepower. It comes with a 4-barrel carburetor, low restriction dual exhausts, and all the other things that make



car buffs drool with envy. Recommended for sanctioned events.

440 6-barrel V-8 A brand-new limited production engine for 1970. The Wedge now has three, two-barrel carburetors to feed it. Optional for GTX or Road Runner, the 440 6-bbl. churns out 390 horses at 4700 rpm. And, that's no slouch. Again, recommended for sanctioned events.

426 Street Hemi This is the top. The huskiest, most powerful engine we make. And is recommended only for sanctioned racing events. Dual 4-barrel carburetors, free-breathing ports, and the legendary hemispherical combustion chambers. Comes standard with new "Air Grabber" forced air induction system. An option only for the Road Runner and GTX.

Specifications

Power Teams

Engine
225 Six
318 V-8
383 2-bbl. V-8
383 4-bbl. V-8s
440 and 426 V-8s

Transmission
3-spd. Man.
3-spd. TorqueFlite auto.
3-spd. Man.
3-spd. TorqueFlite auto.
3-spd. TorqueFlite auto.
3-spd. Man.
4-spd. Man.
3-spd. TorqueFlite auto.
4-spd. Man.
3-spd. TorqueFlite auto.

Rear Axle Ratio
3.23 std.; 3.55 opt.
2.94 std.; 3.23 and 3.55 opt.
2.94 std.; 3.23 and 3.55 opt.
2.76 std.; 3.23 and 3.55 opt.
2.45 std.; 2.76 and 3.23 opt.
3.23 std.
3.23 std.; 3.55* and 3.91* opt.
3.23 std.; 3.55* and 3.91* opt.
3.54 std.; 4.10† opt.
3.23 std.; 3.55* and 4.10* opt.

*Axle Pak only
†Track Pak only

Standard Suspension

Front: Independent, lateral, non-parallel control arms with ball joints and torsion bars.
Rear: 58 in. coilbody-mounted asymmetrical leaf springs, 4½ leaf I.H.D. with special rigid spring on 383 4-bbl., 440 and 426 Hemi engines!
Shock Absorbers: Tubular, Hydraulic-Telescoping Type.
Brakes: Dual Hydraulic Braking System standard on all '70 Plymouths. System contains a dual master-cylinder. One system for front; one system for rear. Both systems are actuated by the same brake pedal. Instrument panel mounted warning light signals pressure loss in either system. Brakes are self-adjusting, servo-contact, self-energizing, with banded linings. Brake shoes are internal expanding type. Separate mechanical parking brake, cable connected, operates on rear wheel brakes.

Six-cyl. Models:
10 x 2½" front,
10 x 1¾" rear;
165.9 sq. in. eff. lining area.
All V-8 Models except R.R. and GTX:
10 x 2½" front,
and rear;
195.2 sq. in. eff. lining area.
R.R. and GTX:
11 x 3" front,
11 x 2½" rear;
234.1 sq. in. eff. lining area.

Standard Features

GTX

440 cu. in. Super Commando V-8 • Heavy-duty TorqueFlite automatic transmission • Heavy-duty 4-speed with Hurst floor shift optional with Track Pak • Heavy-duty suspension • White line wide tread tires on wide Safety-Rim wheels • Heavy-duty dual braking system • Dual exhaust system • Deluxe all-vinyl interior • Color-keyed nylon carpeting • Full-volume foam bucket seats • Front armrests with bright bases • Rear seat armrests with bright bases and ashtrays • Cigar lighter • Glove box lock • Dome light • Front door courtesy light switches • Body side tape treatment with either black, white or gold reflective tape • "Power Bulge" performance hood • Front bumper guards • Steering column lock • 150 mph speedometer • Transistorized voltage regulator • Side markers • Many other standard safety and convenience features.

Sport Satellite

318 cu. in. V-8 • 3-speed manual transmission • Deluxe all-vinyl interior on all, or cloth-and-vinyl bench seat for sedan • Color-keyed nylon carpeting • Full-volume foam bucket seats on hardtops • Front armrests with bright bases • Rear seat armrests with bright bases and ashtrays • Cigar lighter • Glove box lock • Dome light • Front door courtesy light switches • Body side stripes • Wheel opening and sill moldings • Ignition switch and steering column lock • Transistorized voltage regulator • Padded instrument panel • Many other standard safety and convenience features.

Satellite

225 cu. in. Six or 318 cu. in. V-8 • Transistorized voltage regulator • 3-speed manual transmission • Deluxe cloth-and-vinyl interior, all-vinyl on convertible • Color-keyed nylon

Tires and Wheels

Belvedere: Satellite and Sport Satellite

Size	Wheel	Usage
E78 x 14" BSW	5.0J	Std. on six-cyl.
E78 x 14" WSW	5.0J	Opt. on six-cyl.
F78 x 14" BSW	5.0J	Std. on 318 V-8 & 383 V-8, Opt. on six-cyl.
F78 x 14" WSW	5.0J	Opt. on all
G78 x 14" BSW	5.5J	Opt. on all
G78 x 14" WSW	5.5J	Opt. on all
F70 x 14" WSW	6.0J	Opt. on V-8s only
F70 x 14" White Letter	6.0J	Opt. on V-8s only
F60 x 15" White Letter	7.0J	Opt. on V-8s only

Road Runner and GTX

Size	Wheel	Usage
F70 x 14" WSW	6.0J	Std.
F70 x 14" White Letter	6.0J	Opt.
F60 x 15" White Letter	7.0J	Opt.

Capacities:

Fuel Tank	19 Gals.
Engine Crankcase	4 Qts. + 1 Qt. Filter

carpeting • Front armrests with bright bases • Rear seat armrests with bright bases and ashtrays • Cigar lighter • Glove box lock • Dome light • Front door courtesy light switches • Wheel opening moldings • Glass back window—convertible • Ignition switch and steering column lock • Swing-away day/night inside mirror • Many other standard safety and convenience features.

Road Runner

Road Runner 383 V-8 • Transistorized voltage regulator • 3-speed manual with floor shift • Heavy-duty suspension • White line wide tread tires on wide Safety-Rim wheels • Nylon carpeting • Heavy-duty dual braking system • Dual exhaust system • All-vinyl interior • Front and rear armrests • Cigar lighter • Glove box lock • Dome light • Front door courtesy light switches • Road Runner nameplates on sides and deck lid • Road Runner cartoon emblems on fenders and deck lid • Special "Beep-Beep" horn • "Power Bulge" performance hood • 150 mph speedometer • Front bumper guards • Ignition switch and steering column lock • Energy-absorbing steering column • Many other standard safety and convenience features.

Belvedere

225 cu. in. Six or 318 cu. in. V-8 • 3-speed manual transmission • All-vinyl interior—2-door coupe • Cloth-and-vinyl interior—4-door sedan • Color-keyed rubber floor covering • Front armrests with color-keyed bases • Rear seat armrests with color-keyed bases and ashtrays • Cigar lighter • Glove box lock • Dome light • Front door courtesy light switches • Sill molding • Ignition switch and steering column lock • Transistorized voltage regulator • Roadside warning flasher • Many other standard safety and convenience features.

Personalize your 1970 Belvedere and satisfy your alter ego with any of 18 handsome exterior colors. Express yourself with any of the mild to wild shades that are new for 1970. Your Belvedere will stay bright and shiny, too. Plymouth's 7-step dip-and-spray rustproofing process and high-quality acrylic enamel provide maximum protection for continued good looks. For a colorful way to take it . . . Plymouth makes it.



*Extra cost.

