

For 1970, if you want a car that makes it,

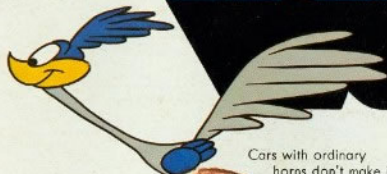
Plymouth makes it



Eating dust doesn't
make it. Dusting
off the competition
makes it.



Catching a cold
doesn't make it.
Catching a Hemi-Cuda
is impossible.



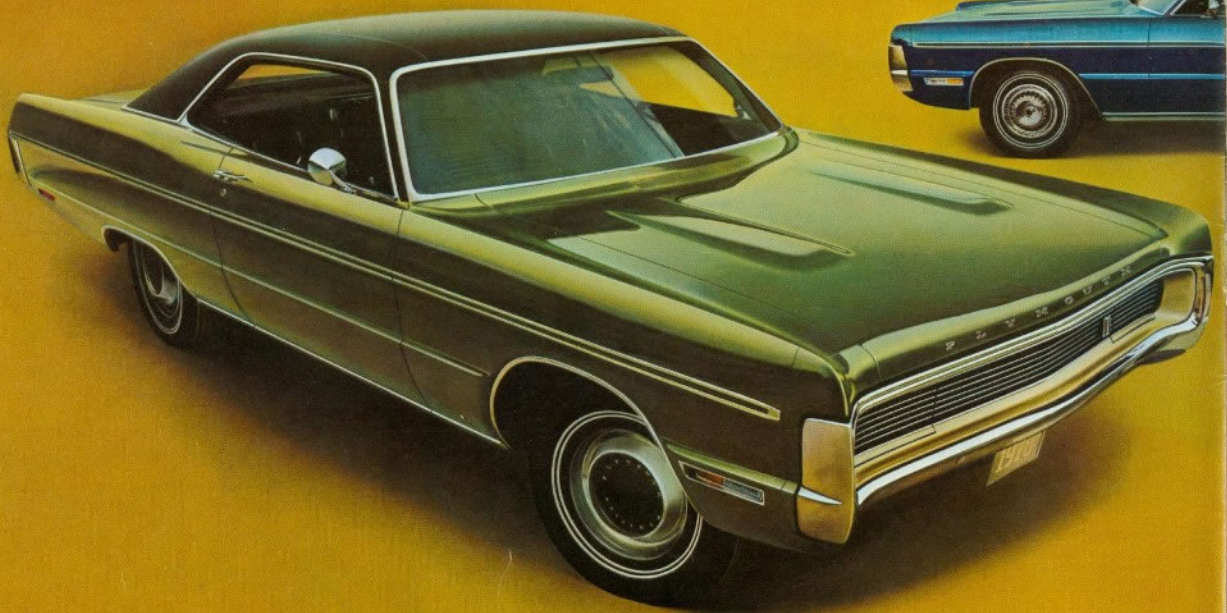
Cars with ordinary
horns don't make it.
Cars that say beep-beep
make it.



Rushing off in a huff
doesn't make it.
Driving home in a Fury
makes it.

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Furys • Belvederes • Barracudas • Valiants



Sport Fury 2-Door Hardtop.

Fury

**Rushing off in a huff
doesn't make it.
Driving home in a Fury
makes it.**

A long time ago, you promised yourself a car that would set you apart from the crowd.

Such a car is here.

The 1970 Plymouth Fury.

Let's start at the top with our Sport Fury. A brand-new series of Furies with six choices: 4-door sedan, 2-door formal hardtop, 2-door and 4-door hardtops . . . plus GT and

S/23 performance models. There are two optional luxurious Brougham interiors to choose, too.

They are big cars with distinctive styling. And a new wide-stance look. We've added more width between the rear wheels. Fiberglass-belted tires are standard for longer wear and increased stability. There's also our exclusive torsion-bar suspension

system. The result? A more solid riding car; yet one that is easy to handle.

Other new features include an anti-theft ignition switch on the column that locks the wheel when you remove the key . . . a loop front bumper and massive rear bumper that gives your Fury a lean, low look . . . hideaway headlights . . . color-



Sport Fury 4-Door Hardtop.



Sport Fury S/23 2-Door Hardtop.



Anti-theft, column-mounted ignition switch.

keyed body side protection moldings . . . and a new lane-change turn signal—the slightest pressure on the lever will activate it; after you've changed lanes, release the lever and the light goes off.

There's much more. Concealed windshield wipers. Big brakes with deeply finned front drums, flared rears. Ventless door-glass on 2-door

hardtops. And acoustic material, placed within the body, cuts outside noise to a minimum. All standard.

Inside, more standard luxury. The elegance of all-vinyl or cloth-and-vinyl interiors with a fold-down center armrest. Bucket seats are optional on 2-door and 4-door hardtop models.

Simulated walnut-grain appliques

on the doors and instrument panel.

An impressive array of instruments lit by miniature non-glare floodlights.

And options including TorqueFlite automatic transmission, Chrysler Air-temp air conditioning, vinyl roof, and much more.

The 1970 Sport Fury helps you realize a car can be more than just transportation.

Plymouth
makes it ♥



Sport Fury 4-Door Sedan.



Sport Fury 2-Door Hardtop.

If you're looking for today's look.

Our Sport Fury more than makes it. Because we make it with more.

Our big 318 cu. in. V-8 is standard. But you can have an optional 383 (2-barrel or 4-barrel) or a 440 4-barrel just by saying the word.

Our basic Unibody has over 4000 individual welds to make it strong and quiet.

Torsion-bar suspension is up front.

Standard. No one else in Plymouth's class can say that.

That "shiny-limousine" finish is not only beautiful, but practical. Fury's 7-step dip-and-spray treatment is a real rust resister.

And the two coats of acrylic enamel can be buffed back to showroom lustre even after years of exposure to the elements. That

means money in your pocket at trade-in time.

Options include Chrysler Airtemp air conditioning, power brakes (drum or disc), power steering. Vinyl roofs (in four colors and two grains), an AM/FM stereo radio, tilt steering with a Rim-Blow horn switch, and Deluxe wheel covers.



Fury III 2 Door Formal Hardtop.

Fury III Convertible.

Today's look is more than just bell bottoms and sideburns. It's a whole attitude.

In cars, that attitude is Plymouth and the 1970 Fury III.

Two engines are standard: The economical 225 Six or a powerful 318 cubic inch V-8. With options ranging from a 383 2-barrel that runs on regular to our 440 4-barrel.

Want additional options? Take your pick. Tilt steering wheel with a Rim-Blow horn switch. A light to help you find the new column-mounted ignition switch at night, and another to guide you to the headlight switch. They both shut themselves off automatically.

Or cool it—with a Chrysler Air-Temp air conditioning unit. Add an

AM/FM radio. A stereo tape deck.

Wheel covers. A headlight time-delay so you can keep your headlights on long enough to light your way into your home.

Power steering. Power brakes.

Without a doubt, our Fury III is a big car. But more importantly—in the right places for the right reasons.

Cut loose and give Fury a fling.

Plymouth
makes it 



**If you want a big car that
won't break
your budget.**

Having a big car just to have a big car is ridiculous. But when a big car means more comfort and convenience, then you've got something—like Fury III.

It's a full 18 feet long. Its wheelbase measures over ten feet.

Inside, it's plenty roomy and plenty comfortable. The sumptuous cloth-

Fury III 4-Door Hardtop.

and-vinyl standard seat certainly helps in the comfort department. Vinyl bench seats with a folding armrest are optional (standard in convertible models). Plus being plenty quiet. Acoustic insulation sees to that.

In the trunk—21.5 cubic feet. That's enough for many suitcases and a golf bag.

Fury III 2-Door Hardtop.

The instrument panel is packed with gauges that tell you where you stand. Not warning lights that tell you you're in trouble after you're already in it.

Want more options? Pick Chrysler Airtemp air conditioning. A light to find the new column-mounted ignition switch at night (part of light package). Wheel covers. Power brakes.



Fury II 2-Door Sedan.

Fury I 4-Door Sedan.

It's a common dilemma. You need a big car. But you don't see how you can fit it in the family balance sheet.

Plymouth proposes a couple of solutions. Fury II and Fury I.

We make both 6- and 8-cylinder models. The standard Six being that noted gas station hater—our 225 cubic incher.

If you're looking for a little more

power, check our 318 V-8. It runs on regular and the mileage will surprise you. Pleasantly.

As a matter of fact, you can go as high as our optional 383 2-barrel and still be on regular gas.

Interiors are simple but hardly spartan. A durable cloth-and-vinyl bench in three colors is standard for the Fury II, with a tough all-

vinyl seat in two colors on the Fury I.

As is our unibody construction, torsion-bar suspension and fiberglass-belted tires.

Fact is, so much is standard on our Fury II & I models that you'll be hard pressed to figure out how we got the price so low. But we did. And your budget will look that much better for it.

Plymouth
makes it ♥



Sport Satellite 2-Door Hardtop.

Belvedere
**Owning your own
Belvedere makes it.**

Sport Satellite. It's one of 24 mid-size Belvederes. A Sport Satellite that uses regular gas.

That's our standard 318 V-8.

If you want even more sport, order the Commando 363 2-barrel or the Super Commando 383 4-barrel engine. Both are optional.

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.

Now take a look at the instrumentation. Gauges: Real gauges (temperature and alternator) that tell you what's going on inside your car when it's happening, instead of after the fact like warning lights.

And for 1970, Sport Satellite has an even more impressive set of options to choose from. You can get everything from air conditioning and rear bumper guards to sporty-styled road wheels.

In fact just about anything you want in a car can be had with a Sport Satellite.



Satellite Convertible.

Gazing as a Satellite passes doesn't make it. Owning a Satellite makes it.

If you want to drive it inexpensively, choose the 225 cu. in. Six . . . or select our 318 cu. in. V-8. If you want to step on a little more power, move up to one of our two optional 383 CID V-8 engines.

Drive it flashy, and you've got

wild exterior colors like optional In Violet and Lemon Twist, or 16 other choices . . . three of which are optional. Inside, beautiful all-vinyl interiors.

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. From an AM push-button to AM/FM or AM with stereo tape cartridge system.

Dozens of other neat things. Like a time-delay headlamp switch.

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

Plymouth
makes it ♥



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

The Satellite Sedan for 1970. The "family" car.

It's a car with room. Inside where it can be used. Riding on cloth-and-vinyl seats 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-change turn signal) is also standard.

And to make sure you get around with all the zip you expect, you have a standard 318 V-8 (or a 225 Six) that runs on regular. Options: Power

steering and brakes, Chrysler Air-temp air conditioning. Or an AM/FM radio or AM stereo tape deck.

Outside, it's your choice of 18 (5 optional at extra cost) different colors to make driving as colorful as possible. This year, take a really fresh look at 1970. Take a look at Satellite.

Satellite 4-Door Sedan



Belvedere 4-Door Sedan.



Belvedere Coupe.

Belvedere is probably the easiest car you'll ever own. Take economy. Our 225 cu. in. Six or the 318 cu. in. V-8.

Belvedere has a 116 in. wheelbase to get you in and out of small parking spaces with ease. And it can maneuver like most cars only promise. Thanks to its torsion-bar suspension.

But with all this agility, you've got loads of room. Room in back. You ride on wide, roomy, luxurious seats that rival the comfort of your own living room.

A trunk that holds all the groceries and still leaves plenty of room for a weekend splurge. Inside we've got

cloth-and-vinyl interiors. And outside, you can choose from 18 (five optional) exciting colors.

We figure that buying a car should be made as easy for you as possible.

And we think we've made it. With Belvedere.

Plymouth
makes it ♥



Barracuda Gran Coupe.

Barracuda
Only the name
is the same.

The new Barracuda Gran Coupe—a Barracuda in its most refined state—is one of three brand-new models. There's also the performance-minded 'Cuda and the standard Barracuda (all available in two-door hardtop or convertible). They are the most totally changed cars in America. Strong, Low (lowest four-seaters in the industry).

Wide (the widest track of any American-made sporty car). Maneuverable. Fun. And, above all, low-cost.

It has a rugged constitution. Partly because of what Plymouth calls Unibody.

What Unibody means is that the frame and body (the skin) are like "one."

And what all that means is fewer squeaks and rattles to annoy you as the miles pile up.

We include high-back, all-vinyl (leather in Gran Coupe) bucket seats as standard equipment.

And a sporty floor-mounted shift lever, wall-to-wall carpeting in the passenger compartment and a three-



Barracuda Convertible.

spoke steering wheel with padded strips in one of five colors (blue, green, red, white or black) or a lower black paint treatment.

Our standard 225 cu. in. Six and 318 cu. in. V-8 power plants are among the most trustworthy engines in the industry. On the 'Cuda the 383 4-barrel is standard.

The windshield wipers have been discreetly hidden.

We put the trunk lock on the side (to the right) of the deck lid so you can open it from the curb.

And we've made the door handles flush. We also added ventless side glass.

How about options? You could order either of two body side treatments—elastomeric side rub

strips in one of five colors (blue, green, red, white or black) or a lower black paint treatment.

You could order a couple of racing-type rearview mirrors.

Once you've seen our Barracudas, you'll be hard pressed to resist them.

They're too good looking.

Plymouth
makes it 



Valiant Duster Coupe.

Valiant
**Big enough
but small enough.**

Duster, A brand-new Plymouth. The distinctive new grille features integrated parking lamps. The smooth curved sides are set off by ventless windows. And the swept back roof line blends into a short rear deck with a unique "Duster" emblem in back.

As for power, Duster starts off fast with a practical 198 cu. in. Six or a

quick 225 cu. in. Six. Order the standard 318 V-8 if you go for the V-8 model. And if you really crave all-out performance, you can order the red hot Duster 340 V-8. Any way you want it, Duster makes it.

Extra room? Under that sporty exterior Duster has room for five. A real rear seat—for adults.

Interiors with optional full length,

color-keyed, deep loop carpeting. And a choice of five different seating arrangements: from the standard vinyl bench seats, to the optional cloth-and-vinyl bench, all-vinyl split bench and fold-down center armrest, vinyl split-back bench and the all-vinyl bucket seats.

In brief, Duster is small enough but big enough.



Valiant 4-Door Sedan.

Some things make it.

Some don't.

That's what Valiant's all about. Getting more for your money than expected.

Security comes from single-unit, welded construction. Seven-step dip-and-spray paint protection. True road-car suspension, built up on torsion bars instead of coil springs.

A wide choice of exterior colors, including five optional ones like Vitamin C Orange and Lime Light.

New standard features like the Lane-Change Turn Signal. (Touch the turn signal lever and tell drivers behind you you're going to change lanes.) A new optional Steering Wheel with rim-mounted horn activator. (Just squeeze any part of the wheel rim

to sound the horn.)

Power? Choose our new, standard economy engine, the 198 cu. in. Six. Or the 318 V-8, standard on the V-8 model. There's also an optional mid-power engine, the 225 cu. in. Six.

So, if you're after a compact price and compact sensibility, go to it.

Go Valiant.

**Plymouth
makes it** 



Sport Suburban.

Fury & Belvedere Wagons

The wagon lover's wagons.

Sport Suburban station wagon.

The station wagon's station wagon. A 318 regular gas V-8. More than enough power to pull most boats and trailers. Fully loaded. Or an optional V-8 ranging from a 383 2-barrel, 383 4-barrel up to a whopping 440 4-barrel. And big brakes, with deeply finned front drums and

Sport Satellite upper right

flored rears, are standard.

Next comes torsion-bar suspension, a wider stance and extra large, fiberglass-belted tires. And sectional acoustic padding. For quiet rides.

In back, there's 104.2 cubic feet of space. The two-way tailgate makes loading a lark.

Up top, a Rear Integral Wind



Rear wind deflector.

Deflector keeps the standard power tailgate window clean.

Optionally, the Sport Suburban also offers such features as AM/FM stereo radio, rear-seat speaker, Chrysler Airtemp's exclusive dual air conditioning. Tilt steering wheel. TorqueFlite automatic transmission.

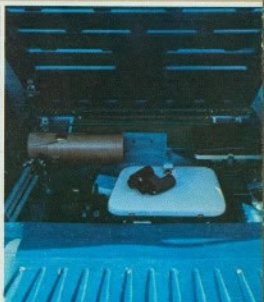
And more.



Rear window washer.



Two-way tailgate swings wide for people . . . down for cargo.



Lockable rear storage compartment

Our Plymouth Sport Satellite is the perfect companion for the sportsman.

A Deluxe vinyl bench seat is standard. In seven colors. Optional seats include cloth-and-vinyl divided bench seats with folding armrest or all-vinyl bucket seats.

Overhead, sectional acoustic panels absorb noise. Beautifully.

Quietly. And there's a special turn signal device for indicating lane changes on the open highway.

A wood-grain vinyl body side appliqué and the dual-action tailgate are standard. The cargo area will hold 84 cubic feet of golf clubs, fishing gear, or anything else you want. And the cargo area is finished

in scuff-resistant vinoleum. There's a power rear window on 3-seat models; optional for 2-seat models.

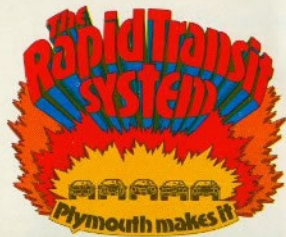
Standard engine is the 318 V-8, with 3-speed fully synchronized manual transmission. Optional engines available are the 383 2-barrel, and high-performance 383 4-barrel V-8s. Choose your power.

Plymouth
makes it **♥**



GTX 2-Door Hardtop.

Road Runner 2-Door Hardtop.



No brag. Just fact.

Meet two members of our Rapid Transit System.

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

It comes standard with a proven 440 4-barrel high-performance V-8, plus Torque-Flite 3-speed automatic, heavy-duty suspension, wide oval tires and bucket seats.

If that's not enough, try on the

brand-new optional 440 6-barrel. Or the 426 Hemi, for more punch.

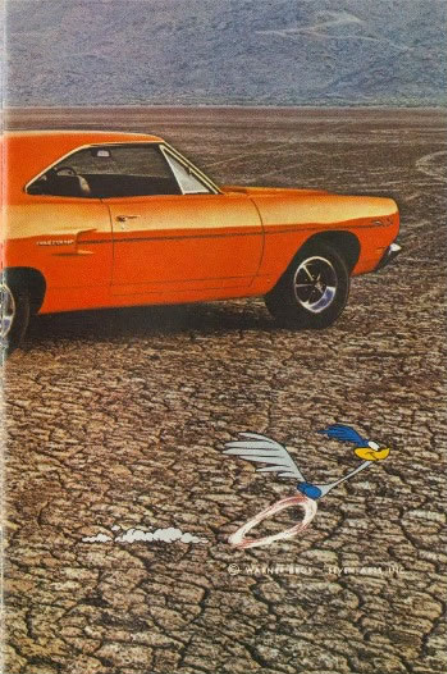
With the Hemi, an "Air Grabber" that feeds the carburetor fresh air comes standard. It's optional for other engines. You might also consider the optional tachometer-clock.

Road Runner is back in full feather for 1970.

Standard 383 4-barrel engine or the optional new 440 6-barrel or

426 Hemi. And all the standards to match: heavy-duty suspension, heavy-duty floor-mounted 3-speed fully synchronized transmission, wide oval 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.

Any way you go, the GTX or the Road Runner, is no brag—just fact.



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Sport Fury GT 2-Door Hardtop.

Having something to show for your stripes makes it.

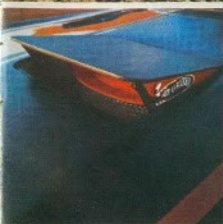
It's what's under the stripes that counts. And Sport Fury GT makes it. Dual hood runners in either white, black or burnt orange. And reflective "Strobe Stripes" on the side and rear deck lid.

To back them up, our GT can be ordered with an optional 440 6-barrel engine. That ought to tote away a flock of trophies from the local sanctioned drag strip.

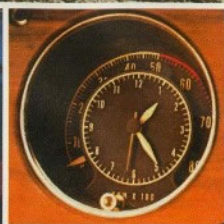
The GT's standard 440 Super Commodo 4-barrel isn't much tamer. Not by a long shot.

We also gave the GT a heavy-duty suspension system with heavy-duty brakes. A 3.23:1 axle ratio (2.76:1 is optional). Road wheels. Big H70 x 15 tires. And chrome-plated dual exhaust tips. All standard.

Sport Fury GT... an integral part of the Rapid Transit System.



"Air Grabber"



Tachometer-Clock



Hemi 'Cuda 2 Door Hardtop.

'Cuda power.

This is 'Cuda. Our Rapid Transit System Barracuda.

'Cuda—one of three brand-new Barracuda models for 1970.

'Cuda gives you basically the same type of heavy-duty suspension system (torsion bars, shock absorbers, rear springs, anti-sway bars, frame, axle, etc.) as our bigger, intermediate-size cars.

'Cuda 340s and 383s even come

equipped with a front and a rear anti-sway bar.

And in the case of our optional super-displacement 440 6-barrel engine, there's a "Shaker" hood scoop available standard with Hemi engine.

And if you order the Hurst 4-speed floor-mounted shifter, you'll get a convenient "Pistol Grip" handle that makes shifting sharp and smooth.

Now, here are a few options that are particularly appropriate for 'Cuda.

Our Rallye instrument cluster which includes a 150 mph speedometer, oil pressure gauge, clock, trip odometer, and enormous tachometer.

Think about how you want us to build your 'Cuda and we'll build it that way. 'Cause 'Cuda makes it. Any way you like.



"Pistol Grip" shift handle



Valiant Duster 340 Coupe.

Dusting off the competition makes it.

From the System that gave you America's first low-price Supercar — America's first Super-low-price Supercar. Duster 340.

For a start, we needed a body shell that was strong, simple and inexpensive to produce. That's a big saving to start.

Our logical choice was the shell of the new Valiant Duster, because in addition to being a strikingly good-looking shell, it had all the necessary

qualities. For an engine, we dropped in the obvious: our light, high-winding 340 cubic-incher.

From there, we gave it our usual rash of heavy-duty underpinnings, including high-rate torsion bars, rear springs, shock absorbers and front anti-sway bar. Then came big, fat E-70 x 14 fiberglass-belted tires, wide 5½" rallye road wheels, big front disc brakes and a special Instrument panel, all standard. Finally, for iden-

tification, we added a flat-black grille in front, tape stripes along the sides and stripes, interrupted by an angry cloud of dust, in back. Standard.

The price? Oh, let's just say there isn't an easier way to join the Rapid Transit System.

**Plymouth
makes it** 



Duster 340 V-8



A



D



B



C



E

A. Brougham Interior. The most elegant interiors of them all. All-vinyl or cloth-and-vinyl. For Sport Fury.

B. All-vinyl Bench Seat. Has a fold-down center armrest. Another sporty feature of the Sport Fury. (No-cast option.)

C. Wide, Comfortable Vinyl Bench Seat. Quality engineered, custom crafted. For the Vallant.

D. Center Console. A sporty touch with the look of luxury. Floor-

mounted manual and automatic transmissions. Available with bucket seats.

E. High-back Bucket Seats. Hounds-tooth cloth-and-vinyl seats are available on Gran Coupe only. Leather buckets standard on Gran Coupe, optional on other Barracuda models.

F. Time-Delay Ignition Switch Light. Comes on when you open the door and stays on until you start your car. Part of light package.

G. Power Windows. Lets you keep

the elements out or let them in, at a touch. Some models.

H. Chrysler Airtemp Air Conditioning. [Available with or without automatic temperature control.] Temperature and humidity controlled to help keep you comfortable all year.

I. Auto-Speed Control. Allows you to maintain a constant speed for long periods. Some models.

J. Simulated Wood-grain Steering Wheel. A finishing touch. Gives your

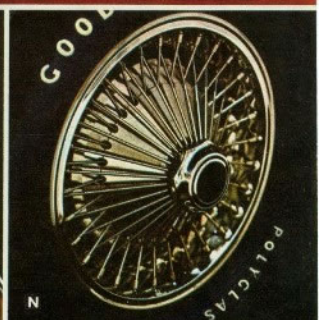
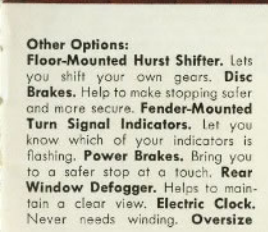
car a sporty feeling.

K. Vinyl Roof. Add an elegant note of distinction to your Plymouth with a vinyl roof.

L. AM Radio. The best in relaxed listening. Five push buttons for ease of selection.

M. TorqueFlite Automatic Transmission. Mounted on the optional console or on the steering column.

N. Wire Wheel Covers. For that continental dash and flair.



Other Options:

Floor-Mounted Hurst Shifter. Lets you shift your own gears. **Disc Brakes.** Help to make stopping safer and more secure. **Fender-Mounted Turn Signal Indicators.** Let you know which of your indicators is flashing. **Power Brakes.** Bring you to a safer stop at a touch. **Rear Window Defogger.** Helps to maintain a clear view. **Electric Clock.** Never needs winding. **Oversize**

Tires. Choose the tire that fits your driving. **Trailer-Towing Package.** Engineered to make towing your boat or trailer easier and safer. **Rallye Road Wheels.** Give your car that GI quality. **Colored Racing Mirrors.** Available in five colors. A Barracuda option. **Power Steering.** Lets you drive with even greater ease. **Tachometer.** Monitor your engine RPMs for better efficiency and performance. **AM/FM Stereo**

Radio. Surround yourself with sound. **Power Door Locks.** Lock all your doors at a single touch. **Deluxe Wheel Covers.** An added touch. **Elastomeric Bumper.** Surface is resilient and abrasive resistant. Available in nine body colors on Barracuda only. **Tinted Glass.** Helps to reduce excessive glare from the sun's rays. **Tilt Steering Wheel.** Adjusts to fit the individual driver. **6-Way Manual Comfort Positioner.** All the

flexibility of power seats at a fraction of the cost. **Fender Skirts.** A personality option. **Headlight Time-Delay Unit.** Turns headlights off after 90 second interval. Discourages prowlers. **Rim-Blow Steering Wheel.** Blow the horn simply by squeezing the inside of the wheel. Some of the above items are not available in all models.

Plymouth makes it ♥

Specifications:

	198 "6"	225 "65"	318 V-8	Commando 340 V-8	Commando 383 V-8	Super Commando 383 V-8	Road Runner 383 V-8	Commando 440 V-8	Super Commando 440 V-8	Super Commando 440-Six Barrel	426 Hemi V-8
Horsepower	125 hp at 4400 rpm	145 hp at 4000 rpm	232 hp at 4400 rpm	275 hp at 5000 rpm	290 hp at 5000 rpm	330 hp at 5000 rpm	335 hp at 5200 rpm	350 hp at 4400 rpm	375 hp at 4600 rpm	393 hp at 4700 rpm	425 hp at 5200 rpm
Torque, lbs.-ft.	180 at 2000 rpm	215 at 2400 rpm	320 at 2000 rpm	340 at 3200 rpm	390 at 2800 rpm	410 at 3200 rpm	425 at 3400 rpm	480 at 2800 rpm	480 at 3200 rpm	490 at 3200 rpm	490 at 4200 rpm
Compression ratio	8.4 to 1	8.4 to 1	8.8 to 1	10.5 to 1	8.7 to 1	9.5 to 1	9.5 to 1	9.7 to 1	9.7 to 1	10.5 to 1	10.25 to 1
Bore, inches	3.40	3.40	3.91	4.04	4.25	4.25	4.25	4.32	4.32	4.52	4.25
Stroke, inches	3.64	4.125	3.31	3.31	3.38	3.38	3.38	3.75	3.75	3.75	3.75
Displacement, cu. in.	198	225	318	340	383	383	383	440	440	440	426
Carburetor type	1-bbl.	1-bbl.	2-bbl.	4-bbl.	2-bbl.	4-bbl.	4-bbl.	4-bbl.	4-bbl.	3, 2-bbl.	2, 4-bbl.
Air cleaner type	Silenced	Single-Snorkel	Single-Snorkel	Dual-Snorkel	Single-Snorkel	Dual-Snorkel	Dual-Snorkel	Dual-Snorkel	Dual-Snorkel	*Unsilenced	Unsilenced with Air Grabber
Exhaust	Single	Single	Dual	Dual	Single	Dual	Dual	Dual	Dual	Dual	Dual
Camshaft	Standard	Standard	Standard	Saezal	Standard	Standard	Special	Standard	Special	Special	Special
Fuel	Regular	Regular	Regular	Premium	Regular	Premium	Premium	Premium	Premium	Premium	Premium

*Unavailable in California.

	198 "6"	225 "65"	318 V-8	Commando 340 V-8	Commando 383 V-8	Super Commando 383 V-8	Road Runner 383 V-8	Commando 440 V-8	Super Commando 440 V-8	Super Commando 440-Six Barrel	426 Hemi V-8
Standard engines:	Valiant, Duster	Barracuda, Gran Coupe, Belvedere, Satellite, Fury I, II, and III*	Valiant, Duster, Barracuda, Gran Coupe, Belvedere, Satellite, Spt. Satellite, Fury I, II, III, Sport Fury, Sport Fury S/23	Duster 340	None	None	Road Runner 'Cuda	Spt. Fury GT	GTX	None	None
Optional engines:	None	Valiant, Duster	None	'Cuda	Barracuda, Gran Coupe, Belvedere, Satellite, Spt. Satellite, Fury I, II, III, Sport Fury, Sport Fury S/23	Barracuda, Gran Coupe, Belvedere, Satellite, Spt. Satellite, Fury I, II, III, Sport Fury, Sport Fury S/23	None	Fury I, II, III, Sport Fury, Sport Fury S/23	'Cuda	'Cuda, Road Runner, GTX, Spt. Fury GT	'Cuda, Road Runner, GTX

*Except Convertible, 4 Door Hardtop, and 2-Door Formal Hardtop.

Standard Safety Features:

New for 1970: Larger rear reflectors and lights. Increased fuel-tank impact protection, lane change turn signal, locking steering wheel. Superior seat belt anchorage. Continued or improved: Energy-absorbing steering column and wheel. Energy-absorbing instrument panel, High strength windshield, Energy-absorbing front seat-back and armrests. Seat belts, all seating positions. Shoulder belts, 2 front (except convertibles). Manual door locks—levers with non-override lock feature, except driver's door. Interlocking door latches. Flush-type inside door release levers, large cushioned sun visors. Dual braking system with warning light. Side marker lights. Hazard warning light system. Windshield wipers, 2-speed, electric. Vinyl-clad day/night inside rearview mirror on double-ball-joint mount (except Valiant). Head restraints, 2 front. Locking latch on all folding front seat-backs. Left outside rearview mirror. Flush-type header latch (convertibles). Fiberglass-belted tires (standard on most models). Optional safety features: Headlight time-delay. Power door locks. Rear window defogger (except convertibles and wagon). Shoulder belts, 2 sets, rear (except convertibles). Disc brakes, front. Tailgate window washer/wiper.

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