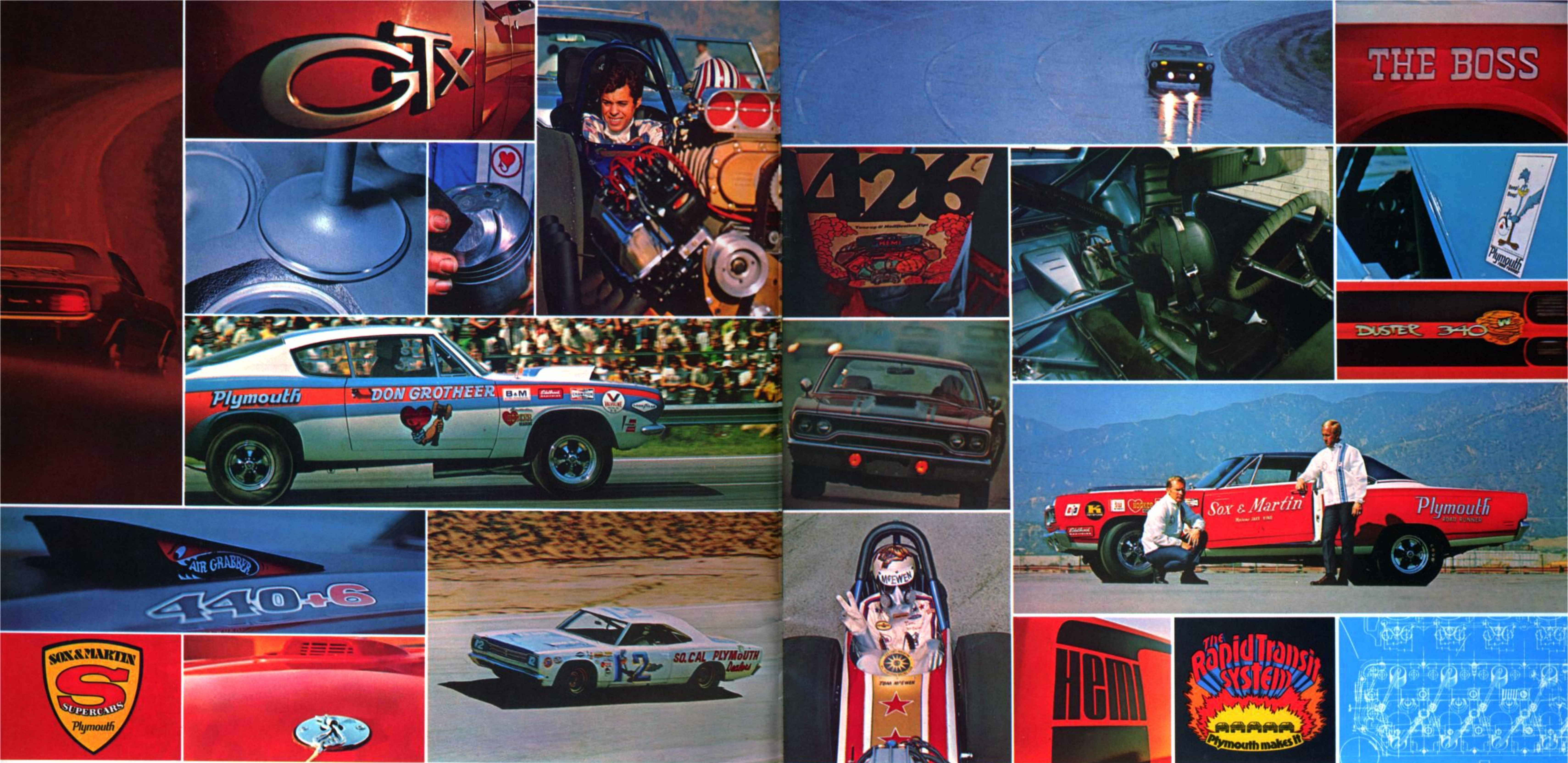


The Rapid Transit System



Plymouth makes it



The Rapid Transit System. Anybody can offer a car. Only Plymouth offers a

Those of us at Plymouth who design and build high-performance cars have been inspired to go beyond just offering cars with big engines, good suspensions, great brakes and fat tires.

We now have a System. An integrated program. It's Mathematics rather than numbers. Oceanography rather than salt water. It's a total concept in high-performance transportation which combines the lessons learned in competition, an information network, people who understand high-performance, trick parts and great products.

The Rapid Transit System is years of racing experience—at Daytona, Indianapolis, Riverside, Irwindale, Cecil County. It's the race cars themselves—drag racing cars, Grand National stockers, rally and Championship cars. And it's the input (and output) gained from all this racing.

The Rapid Transit System is information—the straight scoop from us to you—on how to tune and modify your car, which equipment to use, and how to set the whole thing up for racing. (The subject matter covers everything from

this high-performance car catalog, to Supercar Clinics, to Road Runner decals, to tips on full-race Hemis.) See your dealer or write the Rapid Transit System, P.O. Box 7749, Detroit, Michigan 48207.

The System is people. People like yourself who like cars.

The System is high-performance parts—special cams, manifolds, pistons, bearings, etc.—which are now more readily available through parts centers strategically located across the country.

The System is even a piece of the action for beginners. Let's say you're

System.

still a few years away from a driver's license, but that hasn't dampened your enthusiasm for cars. Your favorite cartoon is Road Runner, your favorite car is Road Runner, and you only wish your driveway were a couple of miles long. Well, maybe you're not old enough to drive, but you sure can wear a Plymouth racing jacket. And you can also pick up or send for a handful of our decals, stickers, catalogs and brochures. And go to free Sox & Martin or Don Grotheer Supercar Clinics.

Above all, the RTS is the product.

Everything from a "sleeper" Duster with a 340 cu. in. V-8, to a giant 440 cu. in. Sport Fury GT, all the way up to a Hemi-'Cuda with a Quivering Exposed Cold Air Grabber.

And, in between, there are Road Runners and GTXs available with 6-barrel carburetion and vacuum-controlled induction systems. And 'Cudas with lightweight, high-winding 340 V-8s. Each one is a complete high-performance car. With suspension, brakes, driveline and tires to match. (The system doesn't allow for a car that won't corner or stop or

stand up under the strain when you stand on it.)

Finally, the Rapid Transit System is common sense on your part. You know—when you want to really turn it on, turn it on at a sanctioned strip.

This year, give the Rapid Transit System careful consideration.

Compare it with mere cars.

And, if you come to the conclusion you can't beat it—join it.



'Cuda. The R.T.S. presents the ultimate Barracuda.

It was inevitable, really.

Sooner or later we knew our guys would have to step in and show the rest of the ponycar builders what ponycar biz' is all about.

Not that there's anything wrong with other people's ponycars, *per se*. Indeed, the average specimen *looks* the part—the long hood, the short trunk, the plethora of spoilers, airfoils, racing stripes and fake scoops.

But in the beginning, most ponycars were designed to be little more than personalized compacts. And despite

the demands of car enthusiasts for something gutsier, many ponycars still cling to their spindly-legged ancestry.

We figured it was time someone gave equal time to the ponycar's dark side: its chassis—the suspension, brakes, driveline and so on. We figured our ponycar ought to begin life as nothing less than a bona fide Sports/GT car.

The result of our efforts is called simply, 'Cuda.

You can obtain 'Cuda in any of five high-potency formulae—340, 383, 440, 440 6-bbl. or 426 Hemi. We'd suggest

that if you're a Gran Turismo bug, order the 340, because of its excellent weight distribution, rear anti-sway bar and resultant great handling. If you're a straight-liner, dial a bigger number, like maybe our new triple-carbureted 440. In between, there's our 383, which is standard. If all else fails, order the Hemi—by George, that oughta do it.

Whatever its propellant, though, every 'Cuda carries the most over-engineered underside in the industry. In fact, the entire chassis setup is virtually the same used on our intermediate-

size Supercars—torsion bars, shock absorbers, rear springs, spindles, wheel bearings, axle shafts, driveshafts, bolt circles, control arms, front and rear track, U-joints, ball joints, anti-sway bars—even the brakes, which are big 11" units. All this, to underpin a body configuration that's as lithe as they come.

Needless to say, the effect it has on 'Cuda's all-around stability is something like having the Rock of Gibraltar as the foundation for a phone booth.

As for the body shell itself, it sports one of the lowest 4-place rooflines in

America, preceded by one of the angriest looking snouts in the business. Racing-type hood pins are standard, as are road lamps. Also available, on Hemi-'Cudas and 'Cuda 440s, is our quivering air scoop that protrudes right through the hood. Optional, but very racy, are elastomeric (body color) bumpers.

And speaking of racy, every 'Cuda Coupe carries crash-bracing designed on the same principle as the roll cages in Trans-Am and Grand National race cars. It offers protection from side

impact as well as roll-over. Not that you'll ever need it. But how nice to know it's there.

That's Plymouth's Rapid Transit System working: It assures that our race cars and our street cars always have a lot in common.

For further details, see pages 14 and 16 of this book, and/or your Plymouth dealer.

'Cuda Hardtop



Road Runner. Thanks to the System, America's favorite bird is more than a

The ultimate put-on.

That was the way they described Road Runner when it was first introduced in September of 1967.

What? A car with a horn that goes "Beep-Beep" instead of Honk-Honk and uses gawky little cartoon birds for insignia. The very idea.

Where were the usual symbols of Supercar virility? Like maybe ermine carpeting or lightning bolts flashing from your hood-mounted gas gauge? Road Runner? You're kidding. Haw-Haw!

But it was no put-on. Road Runner was the country's first no-nonsense high-performance car. Its theme was race-car simple: a rugged two-door coupe, deliberately devoid of interior and exterior frills, with maximum attention on engine, driveline, suspension and brakes. In turn, that meant the price could be held to a minimum, and for the first time, the young people of this country could afford the kind of car they wanted—brand new.

Haw-Haw. In its first two years, Road

Runner sold well over 100,000 units. Last year it was named *Car of the Year* by *Motor Trend*.

The 1970 version reflects both its original product philosophy and its own incredible popularity.

The 383 cubic inch engine with its 440 cubic inch heads, cam and carburetion is still standard equipment. The same goes for the heavy-duty suspension, special 11" heavy-duty brakes and heavy-duty rear axle. The only change is that we've substituted a floor-mounted

put-on.

3-speed in place of the usual 4-speed, which is now available as an option.

So much for tradition. Over the years, we've expanded Road Runner's model lineup to include a hardtop and a convertible as well as offering options such as fancy interiors, consoles and the like. To give it what our research people call "broadened market appeal." The 1970 Road Runner offers the biggest list of add-on goodies ever.

Of these, perhaps the most newsworthy is a 440 cu. in. V-8 fed by three

Holley 2-barrel carbs. Performance, as you might expect, is positively mind-expanding and nearly equals the Street Hemi, even though the "6-bbl." is priced many skins less. And speaking of the Hemi, you can throw away your feeler gauges—hydraulic lifters are now standard.

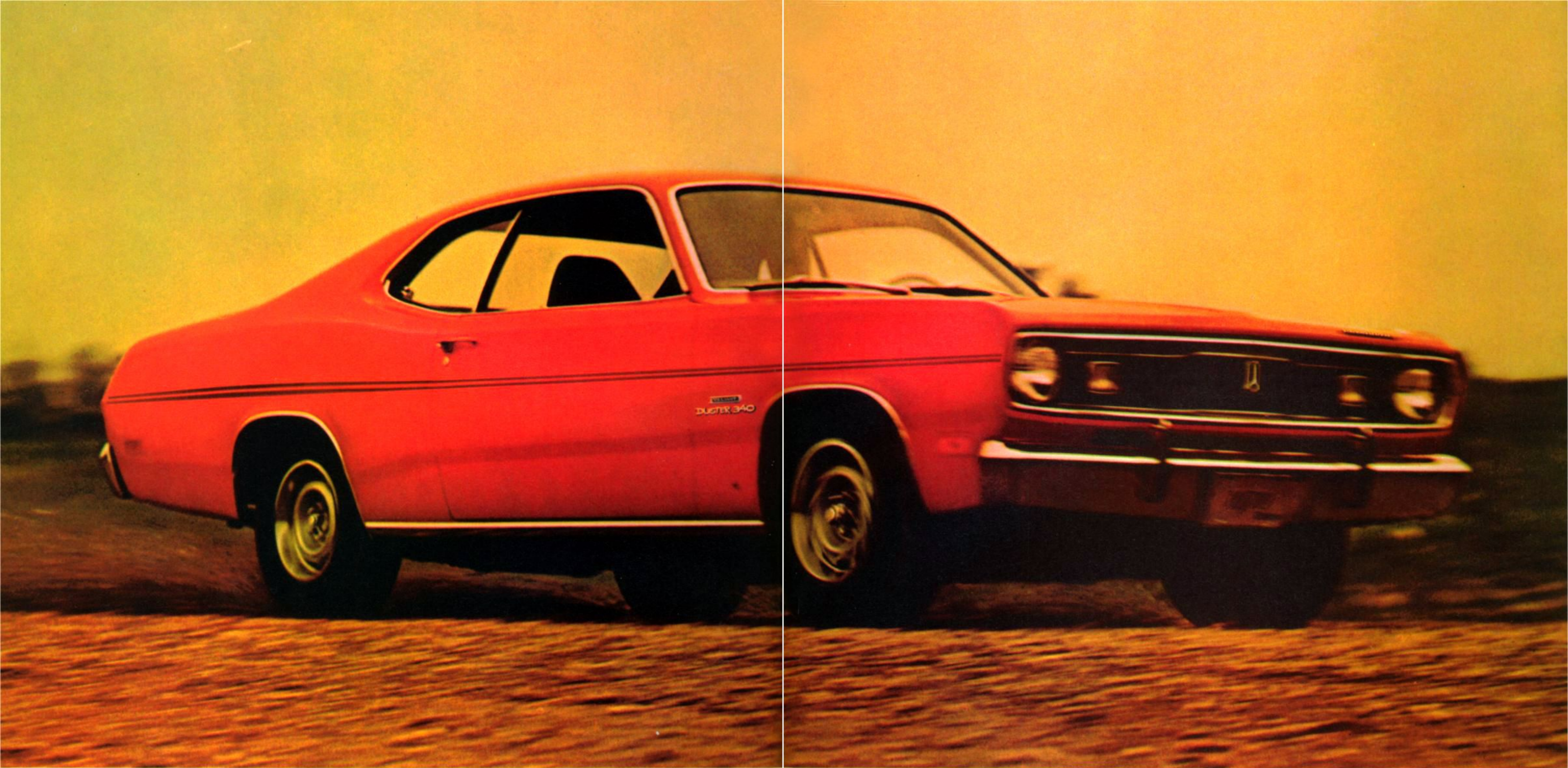
In addition, there's a new Air Grabber induction system available. Touch a switch on the dash and—Zap!—the scoop raises up out of the hood like a NIKE launcher.

Beyond that, there are trick options like dust trails that span the length of the body, new flat-black hood striping, a set of low-cost road wheels and extra-wide F-60 rubber.

Funny about those guys who laughed at the first Road Runner.

They're so silent lately.
Haw-Haw.

Road Runner Coupe



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

Duster 340 Coupe

You'll recall from the preceding spread that we were expounding on the chicken-in-every-pot philosophy as it relates to high performance, and how Plymouth's Rapid Transit System is dedicated to that end.

We think Supercars should be affordable. Heck, what's the sense of liking anything if you have to wait till you're

pushing 30 and your second million to enjoy it?

With that in mind, we set out to do an encore to Road Runner and create the industry's lowest-priced high-performance car.

Better yet, we decided to make it a sleeper that would blow the doors off hulking, pretentious behemoths twice

its size. A karate expert with spectacles.

For a start, we needed a body shell that was strong, simple and inexpensive to produce. It also had to be lightweight and compact, so that it could achieve a Supercar power-to-weight ratio with a relatively small displacement engine. We figured that with a good driver and 3.91 gearing, it should be able to just

touch the 13-second bracket. (In fact, it would have to; because any car that can't cut a 14-second quarter, doesn't qualify for R.T.S. membership.)

Our logical choice was the body of the new Valiant Duster, because in addition to being a strikingly good-looking shell, it had all the necessary prerequisites. For an engine, we dropped

in the obvious: our light, high-winding 340 cubic-incher. (The same basic mill that took Top Stock Eliminator at the '69 NHRA Winternationals.)

From there, we gave it our usual rash of heavy-duty underpinnings: high-rate torsion bars, rear springs, shock absorbers and front anti-sway bar. Then came fat E70 x 14 fiberglass-belted

tires, 5½" road wheels, front disc brakes, a special dash and 3-speed floor shift, all standard. Finally, for identification, a flat-black grille in front, dual side stripes and two black stripes interrupted by an angry cloud of dust, in back.

The price? Let's just say there isn't an easier way to join the System.

See pages 15 & 16 for technical details.



GTX Hardtop

Plymouth GTX and Sport Fury GT. Our Executive Branch.

Men, 25 and over, take note.

Maybe you were like a lot of guys, back when hot machinery was the exclusive property of Rollie the Rich Kid. Seemed like one thing after another prevented you from plunking for that long-coveted set of wheels, didn't it? First school, then the service, then marriage, then kids—

Until there you are right now, still without your wheels. And there you are,

about to kid yourself into believing that you've, uh, outgrown that sort of thing, uh, anyway. And there you are, money in fist, about to kid yourself into one of those ignominious conveyances known as the family sedan.

Ugh.

Revolt.

Join the Executive Branch of our Rapid Transit System. San City can wait. Take the GTX for example. Our first

modern-day Supercar—and a true one it is, right from its mighty 440 cubic inch displacement, hot camshaft, high-flow cylinder heads and 4-barrel carburetion, all the way to its fat tires, bulging hood and heavy-duty undercarriage.

But inside—chhh—enough plushery to please a Shah; cushy high-back bucket seats, deep carpeting, simulated wood-grain paneling, full instrumentation—the works. On top of that, the whole rig is



Sport Fury GT Mustang

so tractable even your mother-in-law could fool it around the drive-in circuit. Next thing you know, she'll be asking why you didn't get it with the three-carb setup and the 4.10 rear axle. Never underestimate Woman's capacity for enjoying a man's car. Order the wheels.

On the other hand, if family room is a problem, consider the Sport Fury GT above. Nothing less than our biggest shell, wrapped around our biggest dis-

placement engine. It's King-size, but don't let that fool you. We don't call it Daddy Longlegs for nothing.

Note the hidden headlamps, the tell-tale bulges in the hood, the reflective strobe stripe around the middle, and the road wheels with H-70 x 15 tires. Such cosmetics do indeed belie a Super-car constitution. Up front is our GT's 440 cu. in. engine, bolted to a high-uptilt Torqueflite automatic. And be-

low that, heavy-duty torsion bars, rear springs, shocks and front anti-sway bar, coupled to a new, extra-wide track. Thus endowed, it can do things a lot of so-called "Supercars" can't do. It's the ultimate sleeper. A real Q-strip.

In fact, Big Daddy's shock value may well be its greatest quality. Just imagine the look on people's faces after they've had the banana put on them by this—this—luxury car.



Options and Interiors. Performance alone does not a Supercar make.

A. Dust Trails. An extra touch of whimsy for the well-equipped Road Runner.

B. Air Grabber. Available on Road Runner and GTX. Flip a switch, the trap door on the hood opens, and the engine breathes cool, oxygen-charged air. It's good for about a tenth of a second in the quarter. Note the fat black hood stripes, also available on other cars.

C. Shifters. On 4-speed cars, our Patrol Grip shift handle allows you to really put the arm to the of Hunt. On auto 'Cudas, our Stop-Snk shifter lets you shift neatly, 1-2-3, without overshooting

"2" range. The result is either case is fewer missed shifts, lower et's. Besides, they look tough and the girls dig 'em.

D. Tachometers. No 4-speed car should be without one of our big, readable, dash-mounted tacks. They're handy on automatic cars, too.

E. I.Q.E.C.A.G. Otherwise known as Incredible Quieting Exposed Cold Air Grabber, which is the through-hood induction system that's standard on Hemi 'Cudas, available on 440 6-bbl. 'Cudas. Because it's attached directly to the engine, it shakes and quakes with every lobe of the cam. *Rumpo-rumpo-rumpa...*

F. Wheels and Wheel Covers.

1. Fury Road Wheel. Standard on all Sport Fury GT's. 15" x 6".
2. Wire Wheel Cover. Available on 'Cudas, Road Runners and GTX's with 14" wheels, all Dusters.
3. Rallye Wheel. Available in 14" x 5 1/2" (std. on Duster 340) and 15" x 7" on 'Cuda, Road Runner and GTX.
4. Deluxe Road Wheel. Available in 14" x 5 1/2" on 'Cuda 383 and 440, Road Runner and GTX.

G. Colors. latest West Coast flavors. See chart at right for availability.



A



B



C



D

	MSRP	Total	Fury
Code	MSRP	MSRP	MSRP
1. Green-Gold Metallic	176	•	•
2. Citrus-Mist Metallic	176	•	•
3. Yellow-Gold	173	•	•
4. Sunfire-Yellow	172	•	•
5. Larkspur-Taupe	171	•	•
6. Black-White	169	•	•
7. Ice-White	142	•	•
8. Burnt-Top Metallic	136	•	•
9. Sahara-Tan Metallic	132	•	•
10. Scratch-Red	94	•	•
11. Prismatic-Tan Metallic	106	•	•
12. Sandstone-Beige	82	•	•
13. Deep-Blue-Champagne	193	•	•

• Available * Not Available † Extra Cost

	MSRP	Total	Fury
Code	MSRP	MSRP	MSRP
14. Burnt-Orange Metallic	142	•	•
15. Sahara-CI	142	•	•
16. Laser-Light	135	•	•
17. Ice-Green Metallic	116	•	•
18. Laser-Green Metallic	114	•	•
19. Rallye-Red	115	•	•
20. Ice-Violet Metallic	127	•	•
21. Larkspur-Blue Metallic	187	•	•
22. Blue-Van-Metallic	184	•	•
23. Ice-Blue-Metallic	183	•	•
24. Silver-Metallic	144	•	•
25. House-White	131	•	•

A. GTX and Road Runner. Ritzzy contoured buckets are standard on GTX, optional on Road Runner. The standard Road Runner seat is a bench-type unit.

B. Sport Fury GT. Like Road Runner, "Daddy Longlegs" carries a bench seat, standard. Bucket seats, like the ones shown, are optional.

C. 'Cuda. High-back vinyl buckets are standard on all models. Optional, and really posh, are these leather-trimmed-in-vinyl versions.

D. Duster 340. Shows Duster's optional bucket seat-console arrangement. "4-place" bench seating is standard.



If you can't beat the System, join it.

Specifications:

	'Cuda						GTX				Sport Fury GT				Road Runner		Duster 340
Engine	340	383	440	440 6-bbl.	Hemi	440	440 6-bbl.	426 Hemi	440	440 6-bbl.	383	440 6-bbl.	426 Hemi	340			
Displacement, cu. in.	340	383	440	440	426	440	440	426	440	440	383	440	426	340			
Horsepower @ rpm	275 @ 5000	335 @ 5200	375 @ 4600	390 @ 4700	425 @ 5000	375 @ 4600	390 @ 4700	425 @ 5000	350 @ 4400	390 @ 4700	335 @ 5200	390 @ 4700	425 @ 5000	275 @ 5000			
Torque, lbs.-ft. @ rpm	340 @ 3200	425 @ 3400	480 @ 3200	490 @ 3200	490 @ 4000	480 @ 3200	490 @ 3200	490 @ 4000	480 @ 2800	490 @ 3200	425 @ 3400	490 @ 3200	490 @ 4000	340 @ 3200			
Compression ratio	10.5:1	9.5:1	9.7:1	10.5:1	10.25:1	9.7:1	10.5:1	10.25:1	9.7:1	10.5:1	9.5:1	10.5:1	10.25:1	10.5:1			
Camshaft	High lift, long duration, high overlap						High lift, long duration, high overlap				High lift, long duration, high overlap				High lift, long duration, high overlap		
Cam duration, intake/exhaust/overlap	276°/284°/52°	276°/292°/54°	276°/292°/54°	276°/292°/54°	292°/292°/68°	276°/292°/54°	276°/292°/54°	292°/292°/68°	276°/292°/54°	276°/292°/54°	276°/292°/54°	276°/292°/54°	276°/292°/54°	292°/292°/68°	276°/284°/52°		
Lifter type	Hydraulic	Hydraulic	Hydraulic	Hydraulic	Hydraulic	Hydraulic	Hydraulic	Hydraulic	Hydraulic	Hydraulic	Hydraulic	Hydraulic	Hydraulic	Hydraulic	Hydraulic	Hydraulic	
Valve dia., int.	2.02"	2.08"	2.08"	2.08"	2.25"	2.08"	2.08"	2.25"	2.08"	2.08"	2.08"	2.08"	2.25"	2.02"			
Valve dia., exh.	1.60"	1.74"	1.74"	1.74"	1.94"	1.74"	1.74"	1.94"	1.74"	1.74"	1.74"	1.74"	1.94"	1.60"			
Carburetion	Single Carter AVS 4-bbl.	Single Holley AVS 4-bbl.	Single Carter AVS 4-bbl.	Triple Holley 2-bbl.	Dual Carter AFB 4-bbl.	Single Carter AVS 4-bbl.	Triple Holley 2-bbl.	Dual Carter AFB 4-bbl.	Single Carter AVS 4-bbl.	Triple Holley 2-bbl.	Single Holley AVS 4-bbl.	Triple Holley 2-bbl.	Dual Carter AFB 4-bbl.	Single Carter AVS 4-bbl.			
Distributor	Dual-Breaker	Single-Breaker	Single-Breaker	Dual-Breaker	Dual-Breaker	Single-Breaker	Dual-Breaker	Dual-Breaker	Single-Breaker	Dual-Breaker	Single-Breaker	Dual-Breaker	Dual-Breaker	Dual-Breaker			
Air induction (standard)	Under hood	Under hood	Under hood	Under hood	Air Grabber	Under hood	Under hood	Air Grabber	Under hood	Under hood	Under hood	Under hood	Air Grabber	Under hood			
(optional)	n.a.	n.a.	n.a.	Air Grabber		Air Grabber					Air Grabber	Air Grabber		n.a.			
Exhaust system	Dual, low restriction, with cast iron headers and high-flow mufflers						Dual, low restriction, with cast iron headers and high-flow mufflers				Dual, low restriction, with cast iron headers and high-flow mufflers						
Transmission (standard)	Heavy-duty 3-speed		High-upshift TorqueFlite automatic				High-upshift TorqueFlite automatic		H-U TorqueFlite automatic		H-D 3-speed		High-upshift TorqueFlite automatic		H-D 3-speed		
Transmissions (optional)	Heavy-duty 4-speed		Heavy-duty 4-speed				Heavy-duty 4-speed		n.a.		Heavy-duty 4-speed		Heavy-duty 4-speed		H-D 4-speed		
	High-upshift TorqueFlite								n.a.						H-U TorqueFlite		
Suspension																	
Torsion bars, front	Heavy-duty 0.90" dia.	Heavy-duty 0.90" dia.	Extra-heavy-duty 0.92" dia.	Extra-heavy-duty 0.92" dia.	Extra-heavy-duty 0.92" dia.	Extra-heavy-duty 0.92" dia.	Extra-heavy-duty 0.92" dia.	Extra-heavy-duty 0.92" dia.	Heavy-duty 0.98" dia.	Heavy-duty 0.98" dia.	Heavy-duty 0.90" dia.	Extra-heavy-duty 0.92" dia.	Extra-heavy-duty 0.92" dia.	Heavy-duty 0.87" dia.			
Rate at wheel, lbs. per in.	113	113	124	124	124	124	124	124	118	118	113	124	124	106			
Shock absorbers	Heavy-duty	Heavy-duty	Extra-H-D	Extra-H-D	Extra-H-D	Extra-H-D	Extra-H-D	Extra-H-D	Heavy-duty	Heavy-duty	Heavy-duty	Extra-H-D	Extra-H-D	Heavy-duty			
Stabilizer bar, front	Heavy-duty, 0.94" dia.	Heavy-duty, 0.94" dia.	Heavy-duty 0.94" dia.	Heavy-duty 0.94" dia.	Heavy-duty 0.94" dia.	Extra-heavy-duty 0.94" dia.	Extra-heavy-duty 0.94" dia.	Extra-heavy-duty 0.94" dia.	Heavy-duty 0.94" dia.	Heavy-duty 0.94" dia.	Heavy-duty 0.94" dia.	Heavy-duty 0.94" dia.	Heavy-duty 0.94" dia.	Heavy-duty 0.88" dia.			
Stabilizer bar, rear	0.75" dia.	0.75" dia.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.			
Rear springs, right	Heavy-duty, 4½ leaves	Heavy-duty, 4½ leaves	Extra-H-D; 5 leaves + 2 half-leaves	Extra-H-D; 5 leaves + 2 half-leaves	Extra-H-D; 5 leaves + 2 half-leaves	Extra-H-D; 5 leaves + 2 half-leaves	Extra-H-D; 5 leaves + 2 half-leaves	Extra-H-D; 5 leaves + 2 half-leaves	Heavy-duty, 6 leaves	Heavy-duty, 6 leaves	Heavy-duty, 4½ leaves	Extra-H-D; 5 leaves + 2 half-leaves	Extra-H-D; 5 leaves + 2 half-leaves	Heavy-duty, 6 leaves			
Rear springs, left	Heavy-duty, 4½ leaves	Heavy-duty, 4½ leaves	Extra-heavy-duty, 6 leaves	Extra-heavy-duty, 6 leaves	Extra-heavy-duty, 6 leaves	Extra-heavy-duty, 6 leaves	Extra-heavy-duty, 6 leaves	Extra-heavy-duty, 6 leaves	Heavy-duty, 6 leaves	Heavy-duty, 6 leaves	Heavy-duty, 4½ leaves	Extra-heavy-duty, 6 leaves	Extra-heavy-duty, 6 leaves	Heavy-duty, 6 leaves			
Rate at wheel, lbs. per in.	129	129	148	148	148	148	148	148	137	137	129	148	148				
Brakes, front	11 x 3" cast iron drums; self-adjusting						11 x 3"		11 x 3" cast iron drums; self-adjusting				11 x 3" cast iron drums; self-adjusting		Disc		
rear	11 x 2½" cast iron drums; self-adjusting						11 x 2½"		11 x 2½" cast iron drums; self-adjusting				11 x 2½" cast iron drums; self-adjusting		10 x 1¼" cast iron drums		
Optional brakes, front	Discs; full-floating calipers						Discs,		Discs, full-floating calipers				Discs, full-floating calipers		n.a.		
Driveshaft dia.	3.0"	3.0"	3.0"	3.0"	3.0"	3.25"	3.25"	3.25"	3.25"	3.25"	3.25"	3.25"	3.25"	3.25"	2.75" manual, 3.00" automatic		
U-joints	H-D	H-D	H-D	H-D	H-D	H-D	H-D	H-D	H-D	H-D	H-D	H-D	H-D	H-D	H-D		
Rear axle	Heavy-duty, Chrysler-built 8¾" dia. ring gear		Extra-heavy-duty, Dana-built 9¾" dia. ring gear				Extra-heavy-		duty, Dana-built 9¾" dia. ring gear		Heavy-duty Chrysler-built 8¾" ring gear		Extra-heavy-duty Dana-built 9¾" dia. ring gear		Heavy-duty Chrysler-built 8¾" ring gear		
Axle ratios																	
Rim size (std.)	See chart						See chart		See chart				See chart		See chart		
Tire size (std.)	15 x 7"	14 x 6"	14 x 6"	14 x 6"	15 x 7"	14 x 6"	14 x 6"	14 x 6"	15 x 6"	15 x 6"	14 x 6"	14 x 6"	14 x 6"	14 x 6"	14 x 5½"		
	E-60 x 15"	F-70 x 14"	F-70 x 14"	F-70 x 14"	F-60 x 15"	F-70 x 14"	F-70 x 14"	F-70 x 14"	H-70 x 15"	H-70 x 15"	F-70 x 14"	F-70 x 14"	F-70 x 14"	F-70 x 14"	E-70 x 14"		



Supergears for Plymouth Supercars.

The following information applies to all high-performance Plymouths**, depending on your engine and transmission selection.

Engine	Trans.	Rear Axle Ratios				
		3.23	3.54	3.55	3.91	4.10
340	Manual	Std.	N.A.	*	*	N.A.
	Auto	Std.	N.A.	*	*	N.A.
383	Manual	Std.	N.A.	*	*	N.A.
	Auto	Std.	N.A.	*	*	N.A.
440	Manual	N.A.	*	N.A.	N.A.	*
	Auto	Std.	N.A.	*	N.A.	*
440 6-bbl.	Manual	N.A.	*	N.A.	N.A.	*
	Auto	Std.	N.A.	*	N.A.	*
Hemi	Manual	N.A.	*	N.A.	N.A.	*
	Auto	Std.	N.A.	*	N.A.	*

*Available with Sure-Grip only.

**Except Sport Fury GT, which is available with 3.23 and 2.76 ratios only.

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PLYMOUTH DIVISION



CHRYSLER
MOTORS CORPORATION