

1970 Challenger Model

Lineup:



Challenger R/T

2-DOOR HARDTOP,
CONVERTIBLE AND
2-DOOR HARDTOP S.E.



Challenger

2-DOOR HARDTOP,
CONVERTIBLE AND
2-DOOR HARDTOP S.E.

Basic Dimensions

Wheelbase	110.0"	Track—front	59.7"
Overall length	191.3"	rear	60.7"
Width	76.1"	Headroom—front	37.4"
Height	50.9"	rear	35.6"

Legroom—front	42.3"
rear	30.9"
Shoulder-room—front	58.1"
rear	56.8"

NEW for 1970 ...

- A totally new car in two series—Challenger R/T and Challenger—with three models each—2-door hardtop, convertible, and Special Edition.
- The Special Edition model of the 2-door hardtops creates the totally different look of still a third series—vinyl roof, formal roof line with small rear window, leather and vinyl bucket seats and many distinctive exterior trim touches.
- Widest possible choice of engines—225 Six and virtually all of the V-8's—318, 340, 383, 2-barrel, 383 4-barrel, 383 Magnum, 440 Magnum, 440 Six Pack, and the 426 Hemi.
- New floor-mounted 3-speed manual transmission standard.
- Floor-mounted 4-speed manual optional.
- TorqueFlite—column or console mounted—optional.
- New flush-type, pull-up exterior door handles.
- New interior door lock lever recessed in armrest.
- New bucket seats with high back that integrates the head restraint.
- Bench-type seat with folding center armrest is an option on Challenger Hardtop.
- Door glass is stylishly curved and ventless.
- New Slap-Stik Shift gate for console-mounted TorqueFlite.
- Ignition switch and steering column lock combination mounted on column.
- Positive-action glove compartment latch—must be turned to open.
- New collapsible steering column.
- New protection against side collision with a 2-piece beam inside the door.
- Roll-over protection with box-section sheet-metal roll bar located under roof panel and welded to rear wheelhousing.
- Roadside warning flasher switch mounted conveniently on the steering column.
- Trip odometer with push-button reset on Rallye Cluster.
- Side markers combine lights with reflectors.
- New lane-change feature integrated into turn-signal lever.
- Rim-blow steering wheel available as an option.
- New wider oval 15-inch 60 series tires are standard with 340 and 426 Hemi engines and available as optional equipment on R/T models. A 60 series tire has a sidewall that is only 60% as tall as the tread is wide—as opposed to the 70 series tire that is 70% as tall as the tread is wide.
- New styled road wheel in 14- and 15-inch sizes.
- New, molded interior door trim panel features a built-in armrest, and a recess for the inside door release lever. Carpeting across the lower part of the door, and a reflector come with the optional leather or cloth trims.
- The S.E. features a formed headlining and an overhead console with warning lights for "Low Fuel," "Door Ajar," and "Fasten Belts."
- Collapsible spare tire is available as an option and standard in convertibles.
- Simulated wood-grain finish on instrument panel is standard on R/T models.
- Concealed windshield wipers are standard.
- Taillights extend virtually the full width of the rear end.
- The grille is recessed and the R/T receives a special black grille.
- Gasoline filler pipe is located on the right rear quarter panel.
- Optional racing mirrors available with all body paint colors.

1970 Challenger Interiors:

Challenger R/T and Challenger 2-door hardtop and convertible standard trim

Full-foam, all-vinyl bucket seats with head restraints integrated in the high backs are standard in Challenger R/T and Challenger 2-door hardtops and convertibles. The all-vinyl trim is available in blue, red, burnt orange, black, green, tan, and white.



Challenger R/T and Challenger 2-door hardtop optional cloth and vinyl

On Challenger R/T and Challenger S.E. 2-door hardtops there is a credit option of cloth and vinyl trim for those buyers who do not want leather trim. The cloth and vinyl is available in burnt orange, green, black and blue. The cloth and vinyl trim is also available in the regular Challenger R/T and Challenger hardtops.

Challenger R/T and Challenger 2-door hardtop optional special edition trim

When the optional at extra cost Special Edition Package is selected, Challenger R/T and Challenger receive full-foam, leather and vinyl bucket seats. The leather is available in burnt orange, tan, and black. See page 117 for a full listing of the contents of the Special Edition.



Challenger 2-door hardtop optional trim

For those Challenger 2-door hardtop prospects who do not want bucket seats, they can select the optional bench seat with folding center armrest in all vinyl. It is available in blue and black vinyl only. TorqueFlite automatic transmission is required.

1970 Challenger and



Challenger is a Winner in Roominess!!

Using the formula for establishing a Roominess Index as used by Automotive News—adding together the figures for front and rear headroom, front and rear legroom, front and rear shoulder-room, and front seat height—Challenger beats all comers!!

Checking the figures shown below will reveal

the following big advantages Challenger has over competitors:

- 7.3 inches more than Mustang
- 4.7 inches more than Camaro
- 4.4 inches more than Firebird
- 4.7 inches more than Javelin
- 5.6 inches more than Cougar

Roominess Index

	Challenger	Mustang	Camaro	Javelin	Cougar	Firebird
Headroom—front	38.2"	37.6"	37.1"	37.5"	37.6"	37.1"
—rear	36.4"	35.7"	36.7"	36.0"	35.9"	36.7"
Legroom—front	42.3"	40.1"	42.5"	43.0"	40.1"	42.5"
—rear	30.8"	28.8"	29.2"	30.8"	30.6"	29.5"
Shoulder-room—front	56.2"	56.0"	56.5"	55.0"	55.9"	56.5"
—rear	56.8"	54.7"	53.6"	53.2"	54.5"	53.6"
Seat height—front	7.3"	7.8"	7.7"	7.8"	7.8"	7.7"
Roominess Index	268.0	260.7	263.3	263.3	262.4	263.6

Exterior Dimensions Compared

	Challenger	Mustang	Camaro	Javelin	Cougar	Firebird
Wheelbase	110.0"	108.0"	108.0"	109.9"	111.1"	108.1"
Overall length	191.3"	187.4"	186.0"	191.0"	196.1"	191.1"
Width	76.1"	71.7"	74.0"	71.9"	74.1"	73.9"
Height	50.9"	51.5"	51.6"	51.5"	51.5"	49.6"
Track—front	59.7"	58.5"	59.6"	59.7"	58.5"	60.0"
—rear	60.7"	58.5"	59.5"	57.0"	58.5"	60.0"

its competition

Challenger is a Winner in Engines!!

Challenger offers more engines and far more powerful engines than any of its competitors—a total of 8 engines ranging from the 225 Six up to the fabulous 426 Hemi. Cougar offers only 5 engines. Javelin offers 5, Camaro offers 7, Firebird 7, and Mustang offers 8.

Challenger's top horsepower is 425 for the 426 Hemi.

- Javelin's top engine is 100 horsepower less than that!
- Camaro's top engine is 100 horsepower less!
- Cougar's top engine is 50 horsepower less!
- Mustang's top engine is 50 horsepower less!
- And Firebird's top engine is 80 horsepower less!

Engines

CHALLENGER	Hp.	145	230	275	290	335	375	390	425
	cu. in.	225 Six	318 V-8	340 V-8	383 V-8	383 V-8	440 V-8	440 V-8	426 V-8
Mustang	Hp.	115	155	220	250	290	300	335	375
	cu. in.	200 Six	250 Six	302 Six	351 V-8	Boss 302 V-8	351 V-8	428 V-8	429 V-8
Camaro	Hp.	140	155	210	290	250	300	325	
	cu. in.	230 Six	250 Six	327 V-8	302 V-8	350 V-8	350 V-8	396 V-8	
Javelin	Hp.	145	210	245	290	325			
	cu. in.	232 Six	304 V-8	360 V-8	360 V-8	390 V-8			
Cougar	Hp.	250	300	335	335	375			
	cu. in.	351 V-8	351 V-8	428 V-8	428 V-8 RAM	429 V-8			
Firebird	Hp.	175	215	230	265	325	330	335	345
	cu. in.	250 Six	250 Six	250 Six	350 V-8	350 HO V-8	400 V-8	400 HO V-8	400 Ram Air V-8

Hubcaps & Wheel Covers:



This hubcap is standard on all models equipped with 14-inch wheels.



Code W11. This wheel cover is optional at extra cost on all models equipped with 14-inch wheels.



Code W13. Optional at extra cost on all models equipped with 14-inch wheels is this deep-dish wheel cover.



Code W15. Optional at extra cost on all models equipped with 14-inch wheels is this wire-wheel-type cover.



Code W23. Optional on all models equipped with 14-inch wheels is this styled road wheel with chromed trim ring. Set of four. N.A. with 426 Hemi.



Code W21. This styled road wheel is optional at extra cost on all models equipped with 14-inch wheels or 15-inch wheels. No other wheel or wheel cover available with 15-inch wheels. Set of four.

Steering Wheels:

Here are the standard and optional steering wheels that are available on Challenger. Select the wheel that you like the best.



Standard on Challenger and Challenger R/T. Wood grain with padded spokes and horn button.



Code S79. Standard on Special Edition models. Optional on all other models. 3-spoke, wood grain, with partial horn ring.



Code S83. Optional on all models is this 3-spoke, wood-grain wheel with rim-blow feature.

Tires:

	ENGINE	TIRE	WHEEL	SIX	V-8
14-inch wheel	225, 318	E78 x 14" (Fiberglass belted) ^A	5.5JJ	Std.	Std.
	383	F78 x 14" (Fiberglass belted) ^B	5.5JJ	Opt.	Std.
15-inch wheel	383 Magnum and 440 Engines	F70 x 14" (Fiberglass belted) ^C	5.5JJ	N.A.	Std.
	340	E60 x 15" (Fiberglass belted) ^D	7.0J	N.A.	Std.
	426	F60 x 15" (Fiberglass belted) ^E	7.0J	N.A.	Std.

A—Standard Challenger models.

B—Standard 383 2-bbl. & 4-bbl.

C—Standard R/T models. N.A. w/Hemi. Raised white letters.

D—Standard on Challenger w/340; opt. on R/T. N.A. with Hemi, and on R/T convertible with air conditioning; N.A. with Trailer Towing on R/T. Raised white letters.

E—Raised white letters.

Note: Collapsible spare is standard on convertibles and is a required option with 15-inch tires.

Vinyl Roof and Convertible Top:

Vinyl roof. The attractive vinyl roof option is available on all Challenger and Challenger R/T hardtops. It is standard on S.E. hardtops. The black or white vinyl roofs go with all exterior colors. The green roof is available with green exteriors regardless of interior trim, and with beige, yellow, gold, black and white exteriors when used with green or green and white interiors, and with beige, black, and white exteriors when used with black, or black and white interiors. The Gator-grain is available with the greens, dark tan metallic, and gold exteriors with all interiors; with beige, white and black exteriors with green, tan, or white and black interiors; with burnt orange exterior with burnt orange, black, or white and black interiors; with banana exterior with black or white and black interiors; and with blue exterior with blue, black or white and black interiors.

Convertible top. Manual top is standard, power top is optional at extra cost. Available in black or white, the convertible top features an air-tempered glass rear window that can be scraped clean of ice and snow, and does not have to be un-zipped to lower the top. The glass rear window is standard on all Challenger and Challenger R/T convertibles.



Challenger Engine Lineup:

■ ALL DODGE ENGINES ARE EQUIPPED WITH THE EXHAUST EMISSIONS CONTROL SYSTEM.

Slant Six 225-cu.-in.

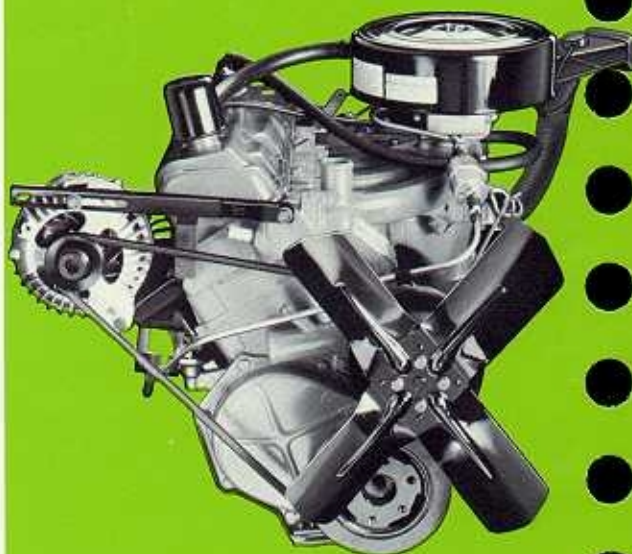
STANDARD ON ALL CHALLENGER SIXES.
N.A. R/T.

To equalize fuel distribution and minimize back pressure and power loss, there is an intake and an exhaust passage for each cylinder. Heated inlet air system. Faster acting choke. Single exhaust system. One-barrel carburetor.

SPECIFICATIONS

Engine type	6-cyl. OHV
Piston displacement	225 cu. in.
Bore and stroke	3.40" x 4.125"
Compression ratio	8.4 to 1
Horsepower @ r.p.m.	145 @ 4000
Torque, lb.-ft. @ r.p.m.	215 @ 2400
Fuel recommended	Regular
Standard axle ratios	3.23 w/3-spd. man. 2.76 w/auto.

(See page 122 for optional axle ratios)



318-cu.-in. V-8

STANDARD CHALLENGER V-8 MODELS.
N.A. R/T.

Hydraulic tappets reduce valve-train noise and do away with periodic tappet adjustments. Single-level intake manifold. Heated air inlet system. Faster acting choke. Cast-iron crankshaft. New pistons to reduce compression ratio and hydrocarbon emissions. Two-barrel carburetor. Single exhaust system.

SPECIFICATIONS

Engine type	OHV V-8
Piston displacement	318 cu. in.
Bore and stroke	3.91" x 3.31"
Compression ratio	8.8 to 1
Horsepower @ r.p.m.	230 @ 4400
Torque, lb.-ft. @ r.p.m.	320 @ 2000
Fuel recommended	Regular
Standard axle ratios	3.23 w/3-spd. man. 2.76 w/auto.

(See page 122 for optional axle ratios)



340-cu.-in. V-8

OPTIONAL CHALLENGER.
N.A. CHALLENGER R/T.

Forged crankshaft. Double-roller timing chain and sprockets. Four-barrel carburetor. Dual exhaust system. Unsilenced air cleaner. Special camshaft. Solenoid operated idle throttle stop reduces idle speed to prevent "after running" when ignition is turned off. Normal engine idle is 800-1000 rpm. Air conditioning and power steering are available with this engine.

SPECIFICATIONS

Engine type	OHV V-8
Piston displacement	340 cu. in.
Bore and stroke	4.04" x 3.31"
Compression ratio	10.5 to 1
Horsepower @ r.p.m.	275 @ 5000
Torque, lb.-ft. @ r.p.m.	340 @ 3200
Fuel recommended	Premium
Standard axle ratios	3.23 w/3-spd. man. 3.23 w/auto.

(See page 122 for optional axle ratios)



383-cu.-in. 2-bbl. V-8

OPTIONAL ALL CHALLENGER MODELS.
N.A. R/T.

Single exhaust system. New pistons reduce compression ratio and hydrocarbon emissions. Standard camshaft and silenced air cleaner. Faster acting choke. Solenoid-operated mechanism retards ignition timing when throttle is closed. Two-barrel carburetor.

SPECIFICATIONS

Engine type	OHV V-8
Piston displacement	383 cu. in.
Bore and stroke	4.25" x 3.38"
Compression ratio	8.7 to 1
Horsepower @ r.p.m.	290 @ 4400
Torque lb.-ft. @ r.p.m.	390 @ 2800
Fuel recommended	Regular
Standard axle ratios	2.76 w/auto.

(See page 122 for optional axle ratios)



383-cu.-in. 4-bbl. Magnum V-8

OPTIONAL ALL CHALLENGER MODELS.
STANDARD R/T.

Dual exhaust. Four-barrel carburetor, standard camshaft, double snorkel air cleaner, new pistons reduce compression ratio and hydrocarbon emissions, faster acting choke, and a solenoid-operated mechanism retards ignition timing when throttle is closed. Heated air inlet system.

SPECIFICATIONS

Engine type	OHV V-8
Piston displacement	383 cu. in.
Bore and stroke	4.25" x 3.38"
Compression ratio	9.5 to 1
Horsepower @ r.p.m.	335 @ 5200
Torque, lb.-ft. @ r.p.m.	425 @ 3400
Fuel recommended	Premium
Standard axle ratios	3.23 w/3-spd. man. 2.76 w/auto.

(See page 122 for optional axle ratios)

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Challenger R/T Engine

■ ALL DODGE ENGINES ARE EQUIPPED

383-cu.-in. 4-bbl. Magnum V-8

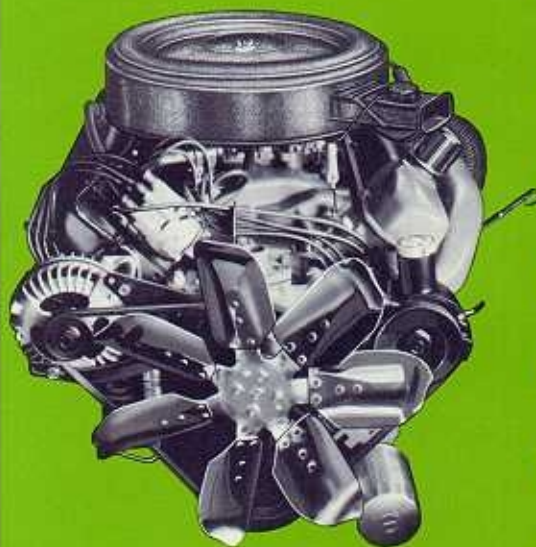
STANDARD CHALLENGER R/T.

This engine has an unsilenced air cleaner, a special high-lift, high-performance camshaft, windage tray, and dual exhausts. New pistons reduce compression ratio and hydrocarbon emissions. Heated inlet air system. Faster acting choke. Solenoid-operated mechanism retards ignition timing when throttle is closed.

SPECIFICATIONS

Engine type	OHV V-8
Piston displacement	383 cu. in.
Bore and stroke	4.25" x 3.38"
Compression ratio	9.5 to 1
Horsepower @ r.p.m.	335 @ 5200
Torque, lb.-ft. @ r.p.m.	425 @ 3400
Fuel recommended	Premium
Standard axle ratios	3.23 w/3-spd. man. 3.23 w/auto.

(See page 122 for optional axle ratios)



Lineup:

WITH THE EXHAUST EMISSIONS CONTROL SYSTEM

440-cu.-in. Six Pack V-8

OPTIONAL IN CHALLENGER R/T.
N.A. CHALLENGER.

Three two-barrel carburetors, special camshaft, unsilenced air cleaner, low-restriction exhaust manifolds, large dual exhaust system. A solenoid throttle stop causes the throttle blades to close completely when the ignition is turned off—preventing "after running." A 12-month/12,000-mile warranty applies and is limited to the original purchaser.

SPECIFICATIONS

Engine type	OHV V-8
Piston displacement	440 cu. in.
Bore and stroke	4.32" x 3.75"
Compression ratio	10.5 to 1
Horsepower @ r.p.m.	390 @ 4700
Torque, lb.-ft. @ r.p.m.	490 @ 3200
Fuel recommended	Premium
Standard axle ratios	3.54 w/4-spd. man.—Sure-Grip 3.23 w/auto.

(See page 122 for optional axle ratios)



440-cu.-in. 4-bbl. Magnum V-8

OPTIONAL CHALLENGER R/T.
N.A. CHALLENGER.

Special four-barrel carburetor, special longer duration camshaft, low-restriction exhaust manifolds, large-diameter dual exhaust system. New pistons reduce compression ratio and hydrocarbon emissions. Heated inlet air system. Faster acting choke. Solenoid-throttle stop causes the throttle blades to close completely when the ignition is turned off—preventing "after-running."

SPECIFICATIONS

Engine type	OHV V-8
Piston displacement	440 cu. in.
Bore and stroke	4.32" x 3.75"
Compression ratio	9.7 to 1
Horsepower @ r.p.m.	375 @ 4600
Torque, lb.-ft. @ r.p.m.	480 @ 3200
Fuel recommended	Premium
Standard axle ratios	3.54 w/4-spd. man.—Sure-Grip 3.23 w/auto.

(See page 122 for optional axle ratios)



426-cu.-in. Hemi V-8

OPTIONAL IN CHALLENGER R/T.
N.A. CHALLENGER.

Hemispherical combustion chambers, two tandem-mounted 4-barrel carburetors, maximum performance fuel pump, a special 3/8" fuel line, and a dual-breaker distributor. A solenoid throttle stop causes the throttle blades to close completely when the ignition is turned off—preventing "after running." New hydraulic valve lifters. A 12-month/12,000-mile warranty applies and is limited to the original purchaser.

SPECIFICATIONS

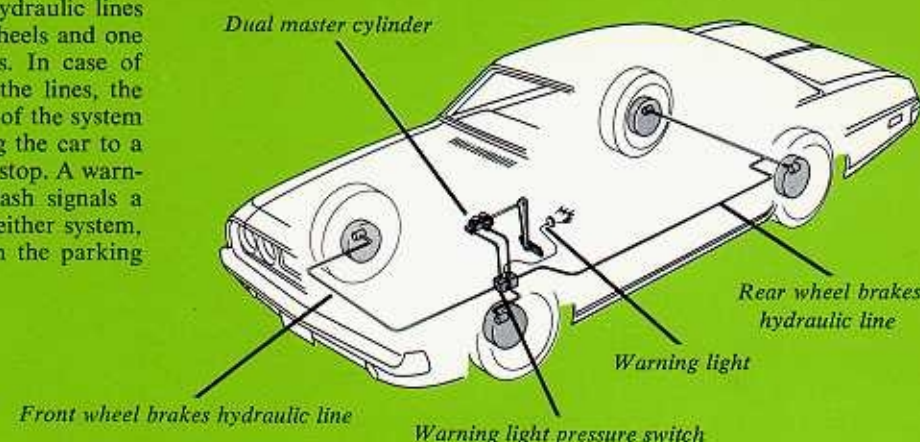
Engine type	OHV V-8
Piston displacement	426 cu. in.
Bore and stroke	4.25" x 3.75"
Compression ratio	10.25 to 1
Horsepower @ r.p.m.	425 @ 5000
Torque, lb.-ft. @ r.p.m.	490 @ 4000
Fuel recommended	Premium
Standard axle ratios	3.54 w/4-spd. man.—Sure-Grip 3.23 w/auto.

(See page 122 for optional axle ratios)



Dual Braking System

There are two master cylinders in one—one for the front brakes and one for the rear brakes. Leading from the master cylinders are separate hydraulic lines—one to the rear wheels and one to the front wheels. In case of damage to one of the lines, the remaining one-half of the system is sufficient to bring the car to a safe and controlled stop. A warning lamp on the dash signals a loss of pressure in either system, plus signaling when the parking brake is on.



Brakes:

Drum Brakes

The standard drum brakes on Challenger Six and V-8 models are 10" x 2½" front and rear. Standard on R/T models and optional at extra cost on other V-8 models are 11" x 3" front and 11" x 2½" rear—automatic adjusting. The brake linings are bonded which means more lining area and longer lining life because there is no need for rivet holes.



Disc Brakes

Powerful, quick-acting, fade-free front disc brakes are available as an extra-cost option in combination with 10" x 2½" drum-type rear brakes on all Six and V-8 models, 11" x 2½" rear on R/T models. Available with both the standard 14-inch wheels, and the 15-inch wheels that are standard on Challenger R/T when equipped with the 426 Hemi. Power brakes required.

Transmissions:

3-Speed Manual Floor-Mounted

The fully synchronized heavy-duty 3-speed manual transmission with the gearshift lever mounted on the floor is standard.

Availability: Standard with 225, 318, 340, and 383 engines (except N.A. 383 2-barrel). N.A. with 440 and 426 engines.



TorqueFlite Column-Mounted

There are six versions of this responsive and economical three-speed automatic transmission. One version is used with the 225 Six only. One with the 318 only. Another with the 383 2-bbl. One with the 340 and 383 4-barrel engines. One with 440 Magnum and Six Pack. And one with 426 Hemi only.

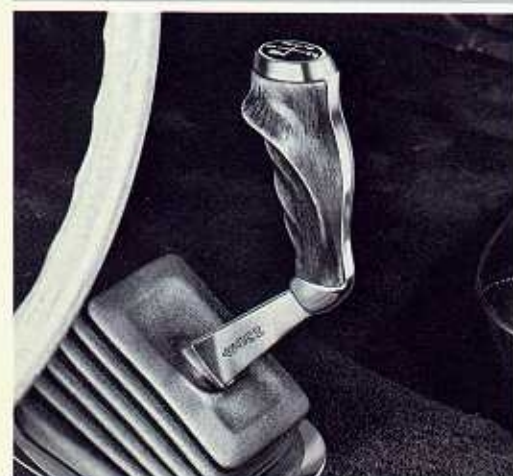
Availability: Optional at extra cost on all models.



4-Speed Manual

Floor-mounted or console-mounted only, there are two four-speed manual transmissions with Hurst Shifter and reverse warning light. One with a 2.47 low gear is used with the 318, 340, and 383 engines. The other with a 2.44 low gear is used with the 440 and 426 engines.

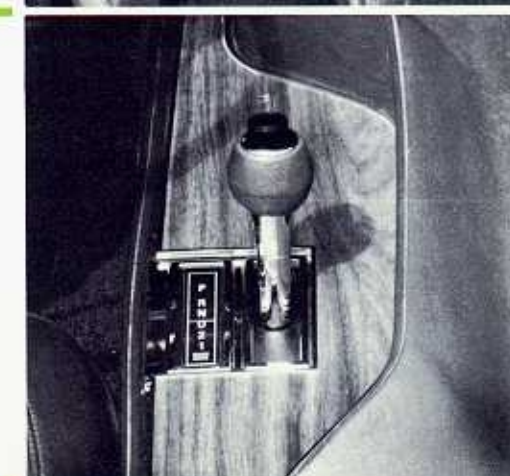
Availability: Optional at extra cost with all V-8 engines except the 383 2-bbl. N.A. with Six.



TorqueFlite Console-Mounted

There is a new shift gate. A thumb-operated push button on the top end of the handle allows the driver to select any other gated position.

Availability: Available only when the extra-cost console is selected. TorqueFlite is an extra-cost option in all models.

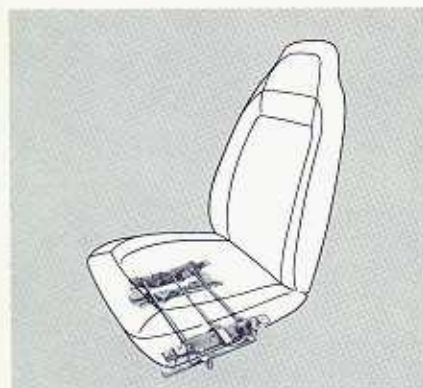
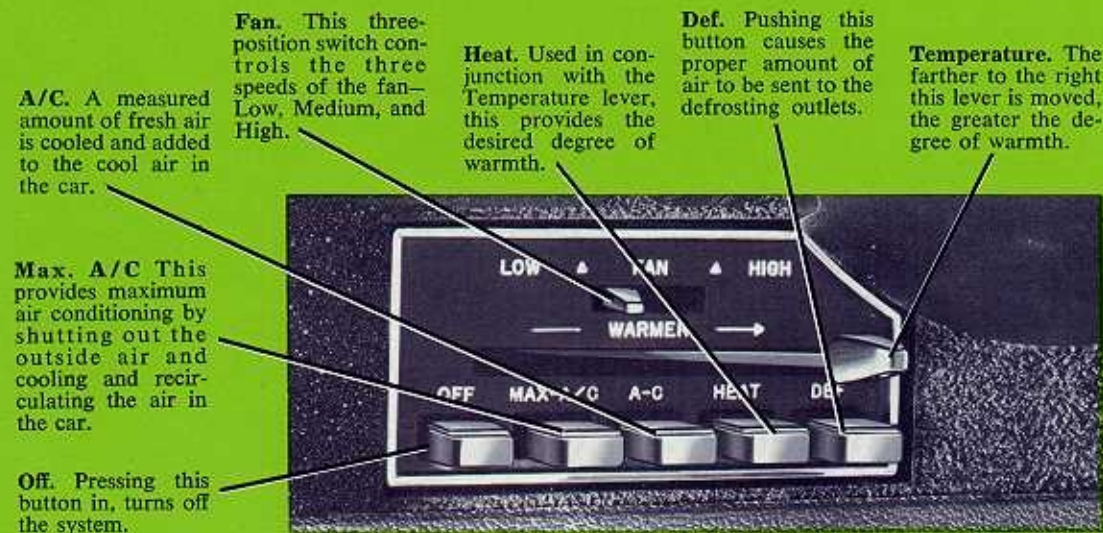


Major Options:

Air Conditioning

The Challenger air-conditioning system is easily controlled by five push buttons located to the left of the steering wheel. In addition to providing the exact degree of coolness desired in the summer, and the exact degree of warmth desired in the winter, you can also dehumidify all year long. On cool but humid days, you simply move

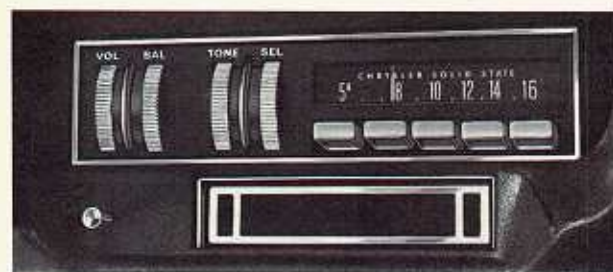
the temperature lever to the right, push the A/C button, and turn the fan on. The outside air is first cooled to remove the excess humidity, and then warmed to the degree you desire before it is sent into the passenger compartment. Air conditioning also increases the value of your car.



Manual Tilt Seat Adjuster: The manual tilt bucket seat adjuster has many different positions—fore and aft, up and down, and tilt. It can be adjusted up and down a total of one and one-half inches. The seat is counterbalanced by spring action so that it is easy to adjust it up and down.



Headlight Delay Unit: This convenient feature causes the headlights to remain on for 90 seconds, when the ignition is turned off first, and then the headlights are turned off. It must be in that order—ignition off first. After 90 seconds, they turn off automatically. This gives a person time to leave the garage or to get to the door of his house before the headlights go off.



Stereo Tape: The stereo tape unit is integrated with an AM radio. Three speakers are mounted in the instrument panel. Each tape cartridge provides up to eighty minutes of uninterrupted stereophonic music. A Challenger owner can listen to the music of his choice—true personalized entertainment.

Automatic Speed Control. To set the Automatic Speed Control you press the button on the end of the turn-signal lever and release it when the desired speed is reached. After that, the car will maintain that speed automatically both up and down hills. To increase the speed in two- or three-mile-an-hour increments, the button can be tapped, or the accelerator pedal can be pushed and the button pressed in and released when the new desired speed is reached. If the brakes are used to slow down, you resume the preset speed by rotating the collar until it stops. The collar also has an "off" position which deactivates the unit and erases the speed memory. To slow down, lift your foot off the accelerator and hold the button in until the desired speed is reached and then release the button. Applying the brakes or turning off the ignition disengages the speed control. It will also disengage if the speedometer cable should break. Available with automatic transmission and V-8 only.



Power Windows: Power windows, with safe, flush-mounted controls, offer the convenience of raising or lowering any window from the driver's seat.



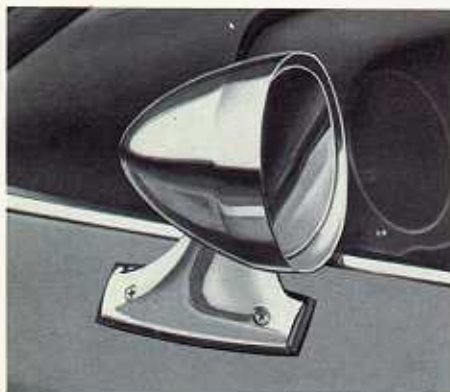
AM/FM Radio. The solid-state AM/FM radio provides the ultimate in variety and listening pleasure.



Rear Window Defogger: This convenient feature does away with the hazard and irritation of having the rear window fog over on cold, damp, or humid days.

Continued on next page

Major Options: (continued)



Racing-Type Remote-Control Left Outside Rear-view Mirror makes it simple and easy to adjust the mirror to suit the driver from inside the car. Particularly convenient when more than one person uses the car. Available in chrome or in Bright Blue, Medium Red, Banana, Sub-Lime, and Hemi Orange.

60-Series Tires. 60-series tires are available on Challenger as well as 70 series. Notice how much wider an E60 is than an E70.



Collapsible Spare Tire. To increase the luggage capacity of the Challenger trunk, there is an optional collapsible spare tire that remains deflated until it is needed, and then is inflated from a special container. In one size only—7.75 x 14". Standard in all convertibles. A required option with 15-inch wheels.



Power Brakes. Because power brakes require less pedal travel, the pedal is mounted closer to the floor where it is easier to reach. And, of course, far less pedal effort is required.

Power Steering. Using a roller-type pump, power steering does at least four-fifths of the work—making turning and parking far easier. Women especially appreciate this option, particularly with the new wider tires.

Three-Speed Windshield Wipers. The three-speed wipers provide greater selectivity of wiper speed to match weather conditions. Standard with the Rallye Cluster.

More
Options

Standard and Optional Equipment

SALES CODE		CHALLENGER R/T	CHALLENGER
H51	Air Cond. (NA Hemi, 440 Six Pack; NA Manual Transmission on 440 Magnum; NA w/Performance Axle Packages except Code A36) (Tinted glass recommended)	E	E
F11	Alternator—50-amp. (std. 8-cyl. w/AC)	E	E
	Armrests		
	Front door—integral with door trim panel	S	S
	Ash Receivers—front, instrument panel	S	S
N88	Automatic Speed Control—8-cyl. only—auto. trans. req'd—power brakes req'd w/383 or 440 engs. (NA 426 Hemi or 440 Six Pack, or 340)	E	E
	Battery, 46 amp.-hr.	NA	S
	59-amp.-hr. (Std. and available only w/383 eng.)	NA	S
F25	70-amp.-hr. (Std. on 440 & 426) cold weather type	S	E
	Brakes, Standard Self-Adjusting	NA	S
B11	Heavy-duty self-adjusting (NA 6-cyl. or w/Disc Brakes, std. w/340 pkg.)	S	E
B41	Disc, front—Power brakes req'd	E	E
	Bright Exhaust Tips	S	NA
M85	Bumper Guards, Front, Rear, Rubber Insert	E	E
	Cigar Lighter	S	S
	Cleaner Air System	S	S
J21	Clock, Electric; Std. w/Rallye cluster	S	E
	Closed Crankcase Vent System	S	S
	Coat Hooks	S	S
W34	Collapsible Spare Tire (Includes compressed air container, Std. Conv., Req'd w/15" tires)	E	E
C16	Console (NA bench seat)	E	E
W08	Conventional Spare Tire (Conv. only—NA w/15" tires)	NC	NC
H31	Defogger, Rear Window (NA Conv.)	E	E
	Directional Signals	S	S
D91	Differential, H.D. Sure-Grip—H.D. perf. axle req'd. w/4-spd. man. & 440 or 426 (1)	E	E
	Engines		
E24	6-cyl. 225-cu.-in., 145-hp. (NA 4-spd. or Trailer Towing)	NA	S
E44	8-cyl. 318-cu.-in., 2-bbl., 230-hp. (NA 4-spd. man.)	NA	S
E55	8-cyl. 340-cu.-in., 4-bbl., 275-hp.	NA	
E61	8-cyl. 383-cu.-in., 2-bbl., 290-hp. (NA 3-spd. man. trans.)	NA	E
E63	8-cyl. 383-cu.-in., 4-bbl., 335-hp.	S	E
E86	8-cyl. 440-cu.-in., 4-bbl., 375-hp. (NA 3-spd. man. or AC w/4-spd. man.)	E	NA
E87	8-cyl. 440-cu.-in., 6-bbl., 390-hp. (NA 3-spd. man. or AC w/4-spd. man.)	E	NA
E74	8-cyl. 426-cu.-in., 2-4-bbl., 425-hp. (NA 3-spd. man., AC, trailer towing or auto. speed control)	E	NA
	Flashers, Roadside Warning	S	S
C92	Floor Mats—Protective rubber	E	E
J46	Gas Cap (Locking, Flip-Top Racing)	E	E
	Glass, tinted		
G11	All windows (except Conv. rear window, recommended w/AC)	E	E
G15	Windshield only	E	E
G21	Glass, Clear—Use this code when air conditioning is ordered and tinted glass is not desired	NC	NC

(1) H.D. 9 $\frac{3}{4}$ " dia. ring gear w/4-spd. man. trans. w/440 or 426 Hemi.

continued on next page

Standard and Optional

SALES CODE		CHALLENGER R/T	CHALLENGER
L42	Headlight Delay Unit (w/Lamp-on reminder)	E	E
	Headlight-On Warning Buzzer*	E	E
	Head Restraints—Integral with seat-back	S	S
	Heater and Defroster	S	S
J45	Hood Tie-Down Pins	E	E
V21	Hood Performance Tape Treatment (Avail. R/T and 340 pkg.)	E	E
	Horn—dual	S	S
	Hubcaps	S	S
	Instrument Panel Safety Padding	S	S
	Lights		
	Master cylinder warning	S	S
	Backup	S	S
	Front courtesy (convertible)	S	S
	Trunk compartment*	S	S
	Dome (except conv.)	S	S
	Glove box*	S	S
	Map—courtesy*	S	S
	Parking brake warning	S	S
L65	Time delay ignition	S	S
	Instrument panel ashtray	S	S
L74	Instrument panel flood lamp w/time delay	S	S
	Pocket panel (conv. only)	S	S
	Reverse warning light (w/4-spd. man. trans. only)	S	S
	Selector lever quadrant (w/auto. trans.)	S	S
	Side marker reflectors and lights	S	S
	Turn-signal indicator, fender-mounted*	NA	S
	Light switch, interior—front door	S	S
M91	Luggage Rack (on Rear Deck Lid)	E	E
	Mirrors		
	Inside, rearview, Day-Nite	S	S
G34	Outside, left, manual	S	S
G36	Outside, left, remote control, painted body color, racing	E	E
	Outside, right, manual, left remote, painted body color, racing	E	E
	Moldings		
M25	Custom sill (wide)	E	E
M05	Door edge protectors	E	E
	Roof drip rail	S	S
	Wheel lip	S	S
	Full-length body side with vinyl insert	E	E
N97	Noise Reduction Package (req'd Calif. or 440 6-bbl. or Hemi)	NC	NC
	Oil Filter, throwaway type	S	S
V02	Paint—two-tone (except conv.)	E	E
	Paint stripes—Bumble-Bee	NC	NA
J41	Pedals—Dress-up	E	E
	Power		
B51	Brakes—req'd w/disc brakes	E	E
S77	Steering	E	E
P31	Windows	E	E
P37	Convertible Top	E	E

*Available in Light Package only.

Equipment (continued)

SALES CODE		CHALLENGER R/T	CHALLENGER
	Radio		
R11	Solid-state AM—push button (NA w/stereo tape) 2-watt	E	E
R22	Solid-state AM with stereo tape NA w/ AM/FM Multiplex	E	E
R35	AM/FM Multiplex Stereo	E	E
R31	Rear-seat speaker (NA Conv.)	E	E
	Rear-seat speaker, single with Music Master, dual with stereo (NA Conv.)	E	E
A62	Rallye Instrument Panel Cluster		
	includes tach, clock, trip odometer, oil pressure gauge, temp. gauge & amm., variable-speed wipers and electric washers, 150-mph speedometer (NA Six)	S	E
A44	Rear Window Louver Package NA S.E. or Conv. Models	E	E
	Seat Cushion, front—Thick foam	S	S
	Seats		
	Front bench w/folding center armrest	NA	E
	Front bucket	S	S
	Seat Adjustment, front		
	—2-way manual	S	S
C62	—Custom position manual driver's side front bucket seat	E	E
	Safety Belts		
	Lap—3 front & 2 rear—bench	NA	S
	Lap—2 front & 2 rear—buckets	S	S
C13	Shoulder, left & right front (extra conv.)	S	S
C14	Shoulder, left & right rear (NA conv.)	E	E
S25	Shock Absorbers—Heavy-duty (std. w/440 and 426 Hemi and extra-heavy-duty suspension)	E	E
J81	Spoiler, Rear Black , Available w/340 pkg. & R/T—NA w/luggage rack	E	E
	Steering Wheel		
	Three-spoke wood-grain w/padded horn button	S	S
S79	Three-spoke simulated wood-grain w/partial horn ring w/padded hub	E	E
S83	Three-spoke wood-grain rim-blow padded center	E	E
M51	Sun Roof (Includes vinyl roof. NA S. E. and conv. models)	E	E
	Sun Visors—Padded	S	S
S13	Suspension, Rallye , front & rear w/sway bar (Std. 383 4-bbl. & 340 pkg. and Trailer Towing)	S	E
S15	Suspension, Extra-Heavy-Duty , available with 340 pkg., 383 4-bbl. Std. w/440 and 426	E	NA
	Tachometer—8-cyl. only with Rallye Cluster only	S	E
	Tires—See Page 103		
	Transmissions		
D13	3-speed manual floor shift (NA 383 2-bbl., 440 or 426 or trailer towing)	S	S
D21	4-speed manual w/Hurst floor-mounted shift linkage, wood-grained shift knob and reverse warning light. Track Pak axle pkg. req'd on 426 and 440 eng.	E	E
D34	TorqueFlite Automatic 3-speed	E	E
A35	Trailer-Towing Package (Auto. trans. only. NA 225, 440 Six Pack and 426)	E	E
J55	Undercoating and Hood Insulator Pad	E	E
	Vinyl Roof, V1F green, V1W white, V1X black, V1G gator-grain (std. S.E.)	E	E
W21	Wheels (set of 4) Rallye-type, 14" or 15"	E	E
W23	Wheels (set of 4) Road, with chrome trim ring, 14" only	E	E
	Wheel Covers (set of 4)		
W11	Deluxe 14"	E	E
W13	Deep Dish 14"	E	E
W15	Wire—14"	E	E
	Windshield Washers—Electric	S	E
	Windshield Wipers, 2-speed	NA	S
J25	Windshield Wipers , variable speed w/electric washers (Std. R/T, and Std. Rallye Cluster)	S	E
J64	Wood-Grain Instrument Panel		
	Std. w/Rallye Cluster	S	E

Accessory Groups

Challenger Radio Group

CODE A04

- Music Master Radio
- Power Steering
- Variable-Speed Wipers and Electric Washers—Std. R/T & Rallye Cluster
- Deluxe Wheel Covers (except—w/15-Inch Tires)
- Left Remote-Control Mirror

Challenger Protection

Group CODE A05

- Vinyl Insert Body Side Moldings
- Door-Edge Protectors
- Bumper Guards, Front and Rear with Rubber Insert

Super-Performance Axle

Package CODE A32

- (Available with 440 4-bbl. or 6 Pack or Hemi w/TorqueFlite, NA w/AC, NA w/H.D. Brakes, NA w/Trailer Towing)
- 4.10 Rear Axle Ratio w/H.D. 9 $\frac{3}{4}$ " Dana Axle
- Sure-Grip Differential
- 7-Blade Torque-Drive Fan (Std. Hemi)
- 26" High Perf. Radiator w/Fan Shroud (Std. Hemi)
- Disc Brakes
- Power Brakes

Challenger Light Package*

CODE A01

- Ashtray Light
- Glove Box Light
- Trunk Light
- Ignition Light with Time Delay
- Map and Courtesy Light
- Instrument Panel Flood Lamp with Time Delay
- Headlight-On Warning Buzzer
- Fender-Mounted Turn-Signal Indicators (NA R/T) or 340 pkg.

*Available only in group.

Performance Axle

Package CODE A36

- (Available with 340 4-bbl., 383 4-bbl., TorqueFlite or 4-speed, 440 4-bbl. 6 Pack or Hemi w/TorqueFlite only, NA w/Trailer Towing)
- 3.55 Rear Axle Ratio
- Sure-Grip Differential
- 7-Blade Torque-Drive Fan (Std. w/Hemi)
- 26" High Perf. Radiator w/Fan Shroud (Std. w/Hemi)
- Extra H.D. Suspension (Std. w/440 and Hemi)

Track Pak CODE A33

- (Available with 4-speed Manual Transmission w/440 4-bbl. 6 Pack or Hemi, NA w/Air Cond., NA w/Trailer Towing)
- 4-Speed Manual Transmission with Hurst Shifter with Wood-Grained Shift Knob and Reverse Warning Light
- 3.54 H.D. 9 $\frac{3}{4}$ " Dana Sure-Grip Rear Axle
- 7-Blade Torque-Drive Fan (Std. Hemi)
- Dual Breaker Distributor
- 26" High-Performance Radiator w/Fan Shroud (Std. Hemi)

Challenger Molding*

Group (Std. S.E.)

CODE A63

- Belt Molding
- Front Splash Pan Scoop Molding
- Cowl Molding
- Rear Astro-tone-Painted Applique

*Available in group only.

High-Performance Package

CODE A31

- (Available with 340 4-bbl., 383 4-bbl., w/TorqueFlite or 4-speed, NA w/AC, NA w/Trailer Towing)

- 3.91 Rear Axle Ratio
- Sure-Grip Differential
- 7-Blade Torque-Drive Fan
- 26" High-Performance Radiator w/Fan Shroud
- Extra H.D. Suspension

Super Track Pak

CODE A34

- (Available with 4-speed Manual Transmission w/440 4-bbl. 6 Pack or Hemi, NA w/Air Cond., NA w/Trailer Towing)
- 4-Speed H.D. Manual Transmission with Hurst Shifter with Wood-Grained Shift Knob and Reverse Warning Light
- 4.10 H.D. 9 $\frac{3}{4}$ " Dana Axle
- Sure-Grip Differential
- 7-Blade Torque-Drive Fan (Std. Hemi)
- Dual Breaker Distributor
- 26" High-Performance Radiator w/Fan Shroud (Std. Hemi)
- Power Disc Brakes

Seat Belt Group*

CODE C15

- Instrument Panel "Fasten Seat Belt" Light with Time Delay (Std. on S.E.)
- High-Style Push-Button Buckles—Color-Keyed
- Loop Guides on Belt Ends
- Buckle Stowage Brackets

*Available in group only.

Challenger 340

Performance Pkg. CODE A66

- (Available with 2-dr. Hardtop & Conv. N/A S.E. & R/T)
- 340 Engine (Code E55)
- F70x14" Tires with RWL (Code T87)
- R/T Performance Hood
- Heavy-Duty Brakes
- Heavy-Duty Suspension
- Bumble Bee Paint Stripe (may be deleted)
- "Seat Pack" Decal on Rear Quarter Panel
- The Std. Wheel Lip Molding is deleted

Special Edition—SE

Available as a model in either the Challenger R/T or Challenger, the Special Edition contains a number of comfort, convenience, luxury, and appearance items—both inside and out.

Exterior



Vinyl Roof Covering. Standard with the Challenger SE is a vinyl roof with a special "SE" plaque on the pillar.

Formal Rear Window. Along with the vinyl roof, the SE includes a small, formal rear window for distinctive appearance and greater privacy in the car.



Unique Bright Trim Touches. There is bright molding around the front splash pan, door and quarter belt molding in stainless steel, hood and fender rear edge molding in stainless steel, and a distinctive aluminum-finished panel on the face of the rear deck.

Trailer-Towing Package—Code A35

Qualifications: Maximum loaded trailer weight is 4,000 lbs. Trailer-towing package is required for all trailers with a gross weight of 2,000 to 4,000 lbs. (Not available with 225, 440 Six Pack and 426 engines.) Available with TorqueFlite only.

Standard Equipment

- Maximum cooling capacity includes: High-capacity radiator
- Larger transmission oil cooler
- Large cooling fan—7 blades
- Fan shroud and hood seal
- Heavy-duty performance axle—3.23 ratio
- Heavy-duty suspension, front and rear, with anti-sway bar
- Heavy-duty brakes—Auto. Adj.
- Trailer-towing wheel
- Variable load turn-signal flasher
- Heavy-duty Stop-lamp switch

Recommended Optional Equipment

(Extra Cost—Coded Separately)

- 383-cu.-in. V-8 2-barrel
- 383-cu.-in. V-8 4-barrel
- Sure-Grip differential
- High-output alternator—50 amp. (Std. w/air cond.)
- Heavy-duty battery w/heat shield—70 amp.-hr.
- Power brakes
- Power steering
- Air conditioning
- Disc brakes, front
- Automatic speed control

Required Items

(Extra Cost—Coded Separately)

- TorqueFlite transmission

NOTE: A frame-type, load-equalizing hitch is required if the tongue load is 200 pounds or more.



Door Trim Panel. Carpeting is placed along the lower part of the door trim panel. There is a reflector on the carpeting, and a wood-grain accent panel.



Leather and Vinyl Bucket Seats. Leather and vinyl bucket seats are standard in the SE. However, a credit option of cloth and vinyl bucket seats is available for those who do not want leather.



Formed Headlining and Console. A formed headlining and aircraft-type overhead console with warning lights for "Low Fuel," "Door Ajar," and "Fasten Belts" are standard with the SE. The latter two warning lights are on time delay switches that turn off after a fixed interval.

1970 Standard Features:



Challenger R/T Instrument Panel

Instrument Panel

The Rallye Cluster shown above is standard in R/T—optional at extra cost in SE and Challenger models. All of the instruments and controls are clustered directly in front of the driver for ease and convenience. On the left of the steering wheel is a toggle switch for the headlights, a rotating panel light dimmer, and a rotating switch for the windshield wipers and washer. Directly below the wiper control is the optional rear defrost switch, and under that the controls for the heater or air conditioner, and to the left of the controls an outlet for the air conditioning. The round speedometer is located to the left of the steering column on which is mounted the optional TorqueFlite quadrant, the ignition switch and steering wheel lock, and the

push-pull roadside hazard warning switch. To the right of the speedometer is the tachometer—standard on R/T. In the next circle are gauges for fuel, temperature, alternator and oil pressure. In the far right circle is the Rallye clock. Under the gauges is the radio. There are additional air-conditioning outlets in the center and on the far right. The ashtray, containing the cigarette lighter, pulls down. Simulated wood-grain finish is standard on R/T models, optional on SE models. The glove compartment door has a latch that must be turned to open. The standard Challenger instruments include gauges for fuel, engine temperature and alternator. The oil pressure is a light and the clock is optional.

Heater-Defroster

Standard on all Challenger models, this fresh-air, hot-water heating and defrosting system provides a new high in comfort and in quiet, effective operation.



Temp. The farther to the right this lever is moved, the warmer the temperature.

Fan. The fan switch has three positions—off, low and high.

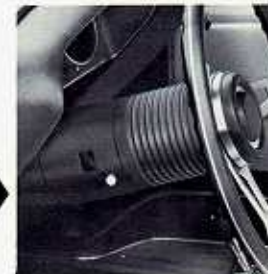
Off. Heat. Defrost. With the lever in the far left position, no air is permitted to enter. In the center, or "Heat" position, air comes through the lower outlets. In the far right, or "Def." position, the air is diverted to the defroster outlets.

Inside Door Panel. Molded in one piece, the inside door panel features a recessed armrest, and a recessed inside door release lever below the armrest. The carpeting across the lower portion of the panel and a red reflector on the carpeting come with the SE or with the optional leather, and cloth and vinyl trims. And here, the location of the flush controls for optional power windows is shown. A wood-grain panel ornaments the portion just above the armrest on SE models and with the optional trims.



Curved, Ventless Side Glass. As shown here, the side windows are curved and are without side vents for a smooth, clean design.

New-type Collapsible Steering Column. The ribbed section of the steering column is designed to collapse at a controlled rate to protect the driver in case of a collision. The collapsible portion is simple to replace, thus reducing repair costs.



Two-Piece Beam. As special protection against a side collision, there is a 2-piece beam of high-yield steel welded into each door, and there are door lock pillar and striker reinforcements.



Paddle-Type Door Handles. The exterior door handles are flush-mounted. To open the door, simply lift up on the paddle-type door handle.



Trip Odometer. A convenience item that is standard equipment in all Challenger R/T models is the trip odometer with push-button reset. It is included with the optional Rallye cluster with other models.



Locking Steering Column Ignition and Warning Buzzer. The ignition switch is located on the steering column. When the mechanism is in the lock position, the steering wheel transmission cannot be moved. This feature is designed to discourage car theft. A warning buzzer reminds the driver to remove the key if it is still in place when he opens the door.



Door Lock Lever. The door lock lever is placed in the hand grip recess in the armrest. Simple and easy to operate, it removes the usual button as a possible hazard to occupants of the car.

More Standard Features

Side Marker Lights-Reflector. For 1970 a light and reflector are used in both front and rear. A lighted amber reflector is used in front, and a lighted red reflector is used in the rear.

Lane-Change Feature. By applying light pressure to the turn-signal lever, the signals will flash to indicate a change of lane, and will stop flashing when the lever is released. This is particularly useful when driving on expressways. Actual turns are signalled as before by moving the lever to the stop position where it will continue to flash until the steering wheel is returned.

Gasoline Filler Cap. The gasoline filler cap is located on the right rear quarter panel.

Lap and Shoulder Belts. Three lap belts in front in

bench seat models (two with buckets), two lap belts in the rear, and shoulder belts for the driver and outboard front-seat passenger are standard. Shoulder belts for the rear-seat passengers are optional at extra cost.

Head Restraints. Head restraints for the driver and outboard front-seat passenger are standard. They are integrated into the tall seat-backs.

Front Seat-Back Latch. The easily operated seat-back latch must be released before the seat-back will fold forward. It is located low near the floor.

Concealed Windshield Wipers. When not in use the windshield wipers park out of sight below the hood level in a special recess.

Suspension:

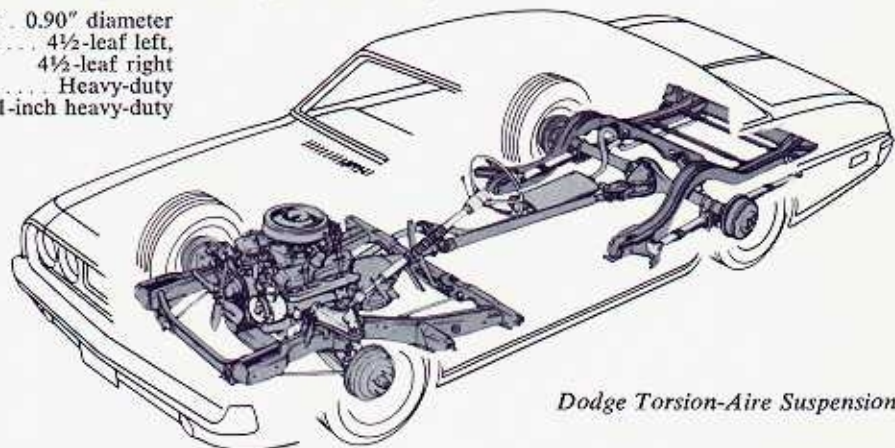
Torsion-Aire—Standard Challenger

Spring action in front is provided by tempered steel bars, 0.86" in diameter for Sixes and 0.88" for V-8's, that twist and untwist. One-inch shock absorbers level the car after every bump and absorb jolts and shocks. Angled upper control arms exert a lifting force on the front end, thus keeping the car level during braking. Four and a half leaf springs are used in the rear. They have a long, flexible rear section and a short, relatively stiff front section to provide comfort with stability. The rear springs are also isolated with thick rubber to keep vibrations out of the passenger compartment.

Heavy-Duty Torsion-Aire—Standard Challenger R/T

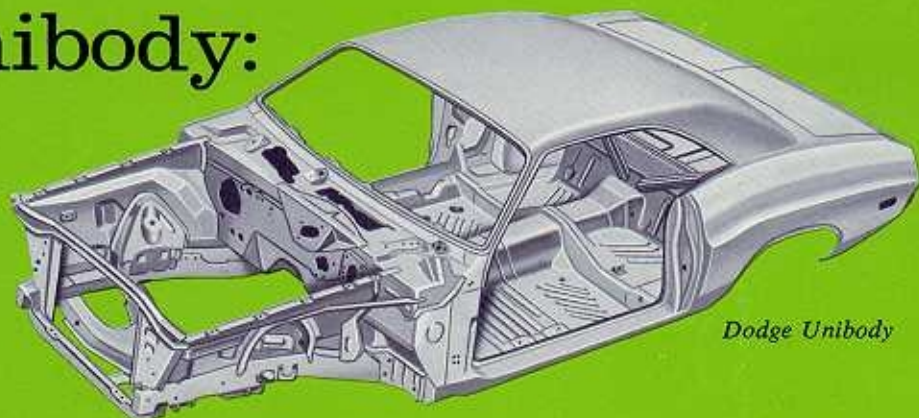
Special, heavy-duty Torsion-Aire elements are standard in Challenger R/T models to provide the extra stability such performance-type vehicles require.

Heavy-duty torsion bars . . . 0.90" diameter
Heavy-duty rear springs . . . 4½-leaf left,
4½-leaf right
Sway bar . . . Heavy-duty
Shock absorbers . . . 1-inch heavy-duty



Dodge Torsion-Aire Suspension

Unibody:



Dodge Unibody

In the Dodge Unibody, all of the sheet metal is reinforced with a web of rigid, box-section steel girders. The entire structure is welded into a single, rigid unit. Body shake and vibration, major sources of noise in other cars, cannot happen in Unibody.

Tests have proved that Unibody is better able to resist twisting and bending forces than the separate body and frame construction. Less shaking and less twisting mean a more comfortable ride—and a ride that makes for better handling and control.



Rust Protection

Each Dodge Unibody is thoroughly cleaned, bonderized, and coated inside and out with corrosion-resistant primer by being passed through seven large tanks plus being sprayed. Special solvents are used to remove dirt and drawing compounds.

Acrylic enamel is used to assure a tough, long-lasting, and easily maintained finish. This is applied over two coats of epoxy primer—the toughest and most durable primer known.

1970 Safety Features

- Side impact protection with 2-piece beam of high-yield-strength steel welded into each door, and door lock pillar and striker reinforcement.
- A box-section sheet-metal roll-over structure located under the roof panel near the rear window affords greater roof strength.
- Energy-absorbing steering column.
- Roadside warning flasher switch mounted on steering column.
- Turn-signal switch has lane-change feature.
- Glove compartment latch has positive latch action.
- Delayed headlight shutoff.
- Steering wheel locking mechanism deters theft, and has warning buzzer to remind driver to remove key.
- Side marker lights are both reflective and illuminated.
- Conveniently located door lock levers.
- Instrument panels and pads with excellent energy-absorbing characteristics.

Standard Safety Features Retained from Past Years

- All seat-adjusting mechanisms and backs are designed to withstand higher "G" loads.
- Seat belt retractors relocated for convenience.
- Front and rear bumpers provide protection against parking-lot lamp damage.
- Electric window lift switches for safe operation—flush-mounted.
- Padded sun visors
- Dual brake system
- Roadside warning system
- Padded instrument panel
- Lap belts (4) front and rear (5 with bench seats)
- Shoulder belts for outboard front-seat passengers with seat anchor
- Impact-absorbing front seat-backs
- Safety armrests
- Soft plastic knobs on window control levers
- Low-gloss, non-glare finish on windshield molding, horn ring, steering wheel hub, inside rearview mirror
- Outside rearview mirror
- Prismatic day/night inside rearview mirror with double ball joint safety mount
- Safety action inside door release levers
- Safety-Rim wheels with dual retaining heads
- Non-overriding front door lock mechanism—passenger side only
- Front-seat folding back latch
- Refined Cleaner Air System
- Padded steering wheel hub
- Low-gloss, non-glare finish on gearshift lever
- Soft coat hooks
- Soft edges on inside rearview mirror
- Head restraints for driver and front-seat passenger built into high-back bucket seats.

1970 Challenger

Air Cleaner, Engine—Heavy-duty, micronic, replaceable-element dry type. Unsilenced on 383 4-bbl., 426 Hemi, 440 Magnum.

Axle Assembly, Rear—Semifloating flanged axle with 30 rolled splines on axle shaft. Hypoid gears.

Axle Ratios

	225 Cu. In.	318 Cu. In.	340 Cu. In. 4-bbl.	383 Cu. In. 2-bbl.	383 Cu. In. 4-bbl.	426 Cu. In. R/T Only	440 Cu. In. R/T Only
Manual 3-spd.							
Standard	3.23	3.23	3.23	—	3.23	—	—
Optional	—	—	—	—	—	—	—
Sure-Grip	3.23	3.23	3.23	—	3.23	—	—
Manual 4-spd.							
Standard	—	3.23	3.23	—	3.23	—	—
Optional	—	—	3.23	—	—	—	—
Sure-Grip	—	3.23	3.55†, 3.91†	—	3.23 3.55†, 3.91†	3.54† 4.10†	3.54 4.10†
Automatic							
Standard	3.23	2.76	3.23	2.76	3.23	3.23†	3.23†
Optional	2.76	3.23	—	3.23	2.76	—	—
Sure-Grip	3.23	3.23	3.23 3.55†, 3.91†	3.23	3.23 3.55†, 3.91†	3.23† 3.55†, 4.10†	3.23† 3.55†, 4.10†

† N.A. w/air conditioning.
‡ Optional.

Basic Specifications

Overall length	191.3"
Wheelbase	110.0"
Overall height (5-pass. load)	
2-door HT	50.9"
Convertible	50.6"
Overall width	76.1"
Track—front	59.7"
—rear	60.7"

Bearings, Camshaft—V-8: 5 steel-backed babbitt, replaceable 6-cyl.: 4 steel-backed babbitt, replaceable.

Bearings, Connecting Rod—225 6-cyl., 383 2-bbl. V-8 lead-base babbitt on steel. 318 V-8, bi-metal grid. 383 4-bbl., 426, 440 V-8 tri-metal.

Bearings, Crankshaft, Main—V-8's: 5 steel-backed, micro-babbitt, replaceable. Oil grooves in upper half of bearings. 6-cyl.: 4 bearings same type as V-8's. 426 Hemi: 5 tri-metal steel back, copper lead, high lead over-plate.

Bearing Sizes

V-8 318	2.13" x .843"
V-8 383, 426 and 440	2.38" x .927"
6-cyl.	2.19" x .985"

Main Bearing Sizes

6-cylinder	318 and 340 V-8	383 V-8	426 and 440 V-8
2.75" x 1.03"	2.50" x .87"	2.63" x .94"	2.75" x .94"
2.75" x 1.03"	2.50" x .87"	2.63" x .94"	2.75" x .94"
2.75" x 1.25"	2.50" x 1.15"	2.63" x 1.22"	2.75" x 1.22"
2.75" x 1.03"	2.50" x .87"	2.63" x .94"	2.75" x .94"
	2.50" x 1.56"	2.53" x .94"	2.75" x .94"

Interior Dimensions

	2-dr. Hardtop	Convertible
Seat height—Front	7.3"	7.3"
—Rear	9.7"	9.7"
Headroom—Front	37.4"	38.1"
—Rear	35.6"	35.9"
Legroom—Front	42.3"	42.3"
—Rear	30.9"	28.9"
Hiproom—Front	56.9"	56.9"
—Rear	55.0"	50.2"
Shoulder room—Front	58.1"	58.1"
—Rear	56.8"	53.7"

Specifications:

Bearings, Wheel—V-8: tapered-roller all wheels. 6-cyl.: ball bearing.

Brakes, Drum—(6-cyl. and 318)
10" x 2½" Front and Rear. Eff. lining area, 195.2 sq. in.; 340, 383, 426, 440, 11" x 3" Front, 11" x 2½" Rear. Eff. lining area, 234.1 sq. in. (automatic-adjusting).

Brakes, Disc—Disc front, 10" x 2½" drum-type rear. Requires power brakes.

Choke, Automatic—Controlled by engine temperature, carburetor air velocity and vacuum diaphragm. Heat-sensing coil is recessed in exhaust manifold on 6-cyl. engines, located in exhaust crossover on V-8's.

Circuit Breakers—Circuit breakers keep vital electrical units operating when intermittent "shorting" occurs. The following circuits are protected: headlights, headlight beam indicator and windshield wipers. Fusible safety link between battery and ammeter protects main electrical circuits.

Clutch (Manual Transmission)—Outside diameter, 318 and 340—10.5"; 383, 426 and 440—11" H.D.; 6-cyl., 9.25". Release bearing is permanently lubricated ball bearing.

Connecting Rods—Drop-forged manganese steel, I-beam section.

Cooling System, Engine—16 p.s.i. pressure-vent, bypass system. Capacity including heater: 6-cyl., 13 qts.; 318 V-8, 16 qts.; 340 V-8, 16 qts.; 383 V-8, 16 qts.; 426, 18 qts.; and 440 V-8, 17 qts. Add one quart for air cond.

Crankcase Ventilation—Closed-circuit system is standard on all models. Crankcase vapors are routed to the combustion chambers through a self-cleaning ventilator valve located in the valve cover. Vapors are burned before being expelled into the air through the exhaust system.

Crankshaft—Drop-forged steel, statically and dynamically balanced. Large overlaps between connecting-rod and main bearing journals for increased strength.

Cylinder Head—Chrome-alloy cast iron.

Electrical—Alternator: 12-volt, 37-ampere; 12-

volt, 50-ampere std. w/A.C. on V-8 engines. Battery: 12-volt, 48-ampere-hour std. w/225, 318; 12-volt, 59-ampere-hour std. w/383 engines; 12-volt, 70-ampere-hour std. w/426 and 440 engines.

Engine Block—High-strength cast iron.

Exhaust System—Single system on 318, 383, 2-bbl. and Slant Six. Dual system on 340 and 383 4-bbl., 426 and 440. Aluminized muffler and tail pipes on all engines.

Fan, Engine—6-cyl. eng.: 4 blades, 17" dia.; with air cond. 4 blades, 18" dia. 318 eng.: 4 blades, 18" dia.; with air cond., 7 blades, 18" dia. (Viscous drive on 318 w/A.C.). 383 eng.: 7 blades, 18" dia.; with air cond., 7 blades, 18.5" dia., viscous drive. 440 eng.: 7 blades, 18" dia., 440 eng. w/A.C. 7 blades 18.5" dia. viscous drive. 426 eng.: 7 blades, 18" dia.

Filter, Fuel—Two filters with all engines. Woven plastic 40-micron filter in gas tank. 15-micron filter between fuel pump and carburetor.

Filter, Oil, Engine—Full-flow throwaway-type.

Filter, TorqueFlite Transmission Oil—Full-flow internally mounted, provides 100% filtration of all circulating oil.

Fuel Tank Capacity—18 gallons.

Gauges—Located on instrument panel. Oil pressure warning light on Challenger, needle gauge with Rallye Cluster. Alternator gauge: needle indicator. Fuel level (gasoline): needle indicator. Engine temperature: needle indicator.

Glass, Safety—Windshield, single curved laminated plate. Side windows and rear window, curved heat-treated safety sheet.

Horsepower, Maximum @ R.P.M.—Optional engines: 340, 275 @ 5000; 383, 290 @ 4400; 383, 330 @ 5000; 440 Six Pack, 390 @ 4700; 426, 425 @ 5000.

Horsepower, Taxable—V-8: 318, 48.9; 383 and 426, 57.8; 440, 59.7; 6-cyl. 27.7

Hydraulic Tappets—Standard on 318, 340, 383, 426, and 440. Chrome-plated plungers for longer life and quieter, more efficient operations.

1970 Challenger Specifications: (continued)

Ignition System—12-volt, ventilated contact points and synthetic rubber resistor spark plug cables used on all engines. Single breaker distributor points on all except 340 and 426 Hemi; dual on 426 Hemi.

Lubrication System—Positive-pressure regulated and filtered. Normal pressure all engines: 45-65 p.s.i. @ 2000 r.p.m. Oil capacity: all engines except 426 Hemi, 4 qts.; 426 Hemi, 5 qts. Add one additional quart when changing oil filter.

Lubrication, Suspension and Steering—Four front suspension ball joints require lubrication at 36,000-mile or 3-year intervals. Steering linkage joints are lubricated and permanently sealed at the factory.

Plugs, Spark—14 mm. with deep rubber-cap moisture seals and resistor cables.

Pump, Oil, Engine—Rotary-type, positive displacement.

Pump, Water—Centrifugal-type, sealed ball bearing all engines. No lubrication required.

Safety-Rim Wheels—Two tire-retaining beads on rim for protection in case of a blow-out. Rim width: 5.0" except wagons, 5.5" wagons; 5.5" with 426 or 440 engine.

Seat Adjustment, Front—Manual, two-way. Adjustment limit: 4.5" front-to-rear with 1.2" rise as seat moves forward on inclined track.

Shipping Weights, Lbs. (Approx.—Not for licensing)

	2-dr. H.T.	Convert- ible	Formal Coupe
Challenger 6 cyl.	2970	3085	2980
Challenger V-8	3020	3130	3030
Challenger R/T V-8	3390	3500	3395

Shock Absorbers—Hydraulic, double-acting, telescopic, automatically compensate to varying road conditions.

Starter—Reduction-gear, high torque, low current draw. Solenoid shift for positive engagement.

Steering, Manual—Low-friction, recirculating ball-nut gear. Symmetrical idler-arm linkage with equal-length tie rods, low-friction ball joints. Gear ratio, 24.0 to 1. Overall ratio, 28.8 to 1. Number of steering wheel turns, full left to full right, 5.3.

Steering, Power—Full-Time Constant-Control. Gear ratio, 15.7 to 1. Overall ratio, 18.8 to 1. No. of steering wheel turns, full left to full right, 3.5.

Suspension—Front, Torsion Bars
Rear, 58" springs—4½ leaf
(6-leaf left with 426 or 440
engine)
(5½-leaf right with 426 or 440
engine)

Torque, Maximum (lb.-ft. @ r.p.m.)—Optional engines: 383, 390 @ 2800; 383, 425 @ 3200; 440, 490 @ 3600; 426, 490 @ 4000.

Transmission, Synchro-Silent 3-Speed Manual—3-speed, synchronous-meshing in 2nd and 3rd gears.

Transmission, 4-speed Manual—Synchronized in all forward gears. Featuring a reverse warning light.

Transmission, TorqueFlite—3-speed automatic. Accelerator-pedal kick-down control. Water-cooled.

Turning Diameter (Curb-to-Curb)—39.9'

Universal Joint, Drive Shaft—Front, cross and roller with sliding spline. Rear, cross and roller.

Windshield Washer, Electric Push-Button—Washer pump operates at push on wiper knob.

Windshield Wipers, Electric—Two-speed, electrically operated. Wiper blade length, 16". Three-speed electrically operated, optional.

1970 Dodge

SCAT PACK CARS

Charger R/T



Coronet R/T



Coronet Super Bee



Challenger R/T



Dart Swinger 340

Challenger R/T

SEE CHALLENGER SECTION
FOR ADDITIONAL INFORMATION

Standard Items...

- **383 Magnum V-8.**
With a high-performance camshaft, unsilenced air cleaner, and dual exhausts it turns up 335 horsepower and 425 lb.-ft. of torque.
- **Heavy-Duty Suspension.**
Heavy-duty torsion bars, rear springs, sway bar, and shock absorbers provide the stability a performance car requires.
- **Heavy-Duty Brakes.**
To provide the needed extra stopping power, the front brakes are 11" x 3" and the rear are 11" x 2 1/2".
- **F70 x 14" Tires.**
Code T87. The wide-tread tires, with raised white letters provide the traction and the strength and the life needed on a performance car. Whitewalls (Code T86) are optional.

Optional Items

Performance Axle Package, Code A36. With TorqueFlite or 4-speed with 383 Magnum, TorqueFlite only with 440 or Hemi, it has a 3.55 rear axle ratio.

High-Performance Axle Package, Code A31. With TorqueFlite or 4-speed with 383 Magnum, it has a 3.91 rear axle ratio.

Super Performance Axle Package, Code A32. With TorqueFlite with 440 or Hemi, it has a 4.10 rear axle ratio and a heavy-duty 9 3/4" Dana rear axle.

Track Pak, Code A33. With 4-speed with 440 or Hemi, it has a 3.54 rear axle ratio and heavy-duty 9 3/4" Dana rear axle.

Super Track Pak, Code A34. With 4-speed manual with 440 or Hemi, it has a 4.10 rear axle ratio and heavy-duty 9 3/4" Dana rear axle.

Power Disc Brakes.
Code B41. Disc brakes in front and drum brakes in the rear provide a large extra margin of stopping power.



440 Magnum, Code E36. The 4-barrel, dual-exhaust 440 Magnum turns up 375 horsepower.



440 Six Pack, Code E74. Equipped with three 2-barrel carburetors, the Six Pack turns up 390 horsepower.



426 Hemi, Code E74. For the ultimate in power, the Hemi is equipped with two 4-barrel carburetors and turns up 425 horsepower.



Wide Side Stripes. The wide stripes are standard on Challenger R/T. A no-cost option in place of the side stripes is Bumble-Bee stripes.

Black Grille. The black grille is standard in Challenger R/T.



Rallye Instrument Cluster. Fully instrumented with gauges for gasoline, oil pressure, engine temperature, ammeter, plus a clock and tachometer.

E60 x 15" and F60 x 15" Tires. Code U82 for E60, Code U84 for F60. Wider tread, white letter tires are available. The F60 x 15" tires are standard with the optional 426 Hemi.



Simulated Wood-Grain Rim-Blend Steering Wheel. Code S83. This 3-spoke, wood-grain rim-blend steering wheel with stainless-steel spider is optional at extra cost.



Wire Wheel Cover. Code W15. In 14-inch only, it adds to the distinctive appearance of Challenger R/T.

Hood Hold-Down Pins. Code J45. NASCAR-type hood hold-down pins add to the performance look of Challenger R/T.



Racing Mirror. Available in a choice of 5 colors or chrome, streamlined racing mirrors are available for one or both sides. (Code G34 left, Code G32 right).

3-Speed Floor Shifter. Code D13. Standard on Challenger R/T with 383 Magnum.



Quad Exhaust Tips. The unique arrangement of the quad exhaust tips give Challenger even more distinction.

Performance Hood. Baffles in the hood scoops can be removed to permit outside air to rush in.



Rallye Wheel. Code W21. In both 14- and 15-inch sizes, a fine dress-up item.



Road Wheel. Code W23. In 14-inch only, it has the kind of looks that seem to belong to Challenger R/T.



Four-Speed Manual. Code D21. A 4-speed manual transmission with Hurst linkage and custom grip is optional at extra cost.



TorqueFlite Automatic Transmission with Slap-Stik Speed Shift Gate. Code D34. The extra-cost console is required in order to get the Slap-Stik Speed Shift Gate with the optional TorqueFlite automatic transmission.