

1969
Plymouth Belvedere
GTX · Road Runner · Satellite · Belvedere



Look what Plymouth's up to now.

Reverent racing men have long called it The Boss. This year it'll be "Boss, sir."

GTX HARDTOP. This year The Boss should command even more respect. Because of styling and improved performance.

Looks are as they should be. Competition-car clean, with just enough dress-up to keep the girls happy.

Red Streak tires are standard. So are dual exhaust trumpets. A red or white reflective stripe along the lower body. And hood scoops. (That thing in the top-center picture that looks like an air duct—is an air duct. Learn about our new "air grabber" option one page from now.)

Inside, deep foam buckets. Slim yet fully padded. With your choice of 11 all-vinyl trim combinations.

Which brings us to performance.

This year's GTX will be even more formidable in sanctioned competition. Because 3.55 and 4.10 axle ratios are now available.

(Means higher engine speeds and more torque in all gears.) How do you lay your hands on, say—the 3.55 version? Order our Performance Axle Pak.

Besides the special gearing, you get a Sure-Grip differential. An extra-wide (26") radiator with fan shroud. Heavy-duty Hemi suspension. And a 7-blade torque-drive fan. (Requires less horsepower as engine speed increases. So more power ends up where you want it—at the wheels.)

Engine credentials:

The 440-cube Super Commando comes with 4-barrel carb. Performance cam. Extra-large throttle bores. Unsilenced air cleaner. Oversize ports and valves. And it delivers 375 horsepower. All the things racing men revere.

Hemi is called Hemi because it has hemispherical combustion chambers. Among other things, this shape permits huge ports and valves for high-torque, high-winding performance.

If you're serious about sanctioned racing, Hemi is it. Otherwise, Super Commando delivers more than enough stuff for the average commuter.



New functional scoops. Or why we feed the horses fresh air.

GTX CONVERTIBLE. If you ask one of our engineers to explain functional hood scoops, he'll probably mention volumetric efficiency.

Which translates like this.

An engine—and thereby the horses—thrives on fresh air. Because a carburetor likes all the air it can get. Particularly cool air, which contains more oxygen.

So, this year, top-opening "air grabbers" are standard for Hemi, optional on the Super Commando 440. Underneath the dash, there's a shutoff control. Lets you stop the flow of outside air in the winter until the engine warms up.

Getting away from tech talk—here are more reasons for GTX's good looks.

The new taillights are deep-recessed. A die cast trim plate spans the rear deck. And the car itself is crouched—wide and low. (Front track is 59.9 inches, the rear 59.2.) Teamed with torsion-bar suspension, this tough-looking stance also gives you outstanding ride qualities.

If you're after maximum performance, order our optional Track Pak. Includes a 4-Speed Hurst Shifter with simulated-walnut

knob; 3.54:1 heavy-duty axle; 26" radiator with 7-blade torque-drive fan; a dual-breaker distributor; and a Sure-Grip differential.

Other options you should consider: Full wheel covers. Styled road wheels—either all-steel 14", or 15" (with cast aluminum center "spider"). Or our performance paint treatment. (Two bands of flat black paint for the hood.)

Combined with those unmistakable scoops, they dispel any last doubts about what you're driving.





You'll like the sound of a lot of things, including the "Beep-Beep!"

ROAD RUNNER HARDTOP. Four-on-the-floor, for example. The optional "air grabbers." And the unsilenced air cleaner.

But first, a look at the looks. Or why Road Runner has more than its share of youth-appeal in the Plymouth line.

Standard hood scoops are top-opening. Red Streak Wide Boots are standard. Stance is wide and low, the way it ought to be.

Now—get acquainted with your standard engine.

It's called the Road Runner 383. With it goes a 4-barrel carb. Performance cylinder heads. Performance Cam. Chrome oil filler cap. Hemi-orange paint treatment. And that aforementioned unsilenced air cleaner.

If you're in an escalating mood, specify the Street Hemi. The only optional engine we'll put in a Road Runner.

Either way, you get a standard Hurst 4-Speed Shifter. With simulated-walnut shift knob. And reverse-gear warning light on the dash.

Add a vinyl roof. A tach. New fiberglass-belted tires that last up to twice as long. A red or white reflective body tape stripe.

It all adds up to a clean, unfilled performance car that a young guy can afford. Look for a lot of Road Runners this year.





Pity poor Coyote. Now he's up against another Bird.

ROAD RUNNER COUPE AND CONVERTIBLE. Frankly, last year's Road Runner surprised us as much as Coyote. Happily so.

Sales went way out of sight for a first-year car. So we quickly added a hardtop. And now a convertible. Which rounds out the selection to a complete line of cars, three deep.

For 1969, you can add bucket seats if you want. Eight interior colors for the coupe and hardtop, six for the convertible.

Or specify our new Comfort-position driver's bucket. It adjusts up, down, back, forth and tilts. With 160 possible positions, one is sure to suit you. (Best of all, the price is roughly half what you'd pay for a power adjustable seat.)

Like last year, there are Road Runner nameplates on the dash and deck lid. Plus another on the doors. And larger, full-color Birds on the deck lid, doors and instrument panel.

More standard refinements: New textured aluminum grille. Red Streak Wide Boots. And a new deluxe steering wheel—with the Bird perched right on the hub.

One last thing. This year's Road Runner comes in 18 exterior colors.

If we don't baffle Coyote with numbers, we sure will with plumage.



The name of the game this year is "sport." As in Sport Satellite.

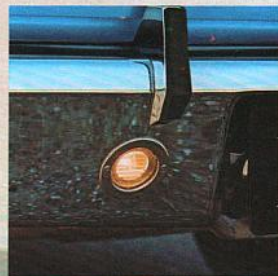
SPORT SATELLITE HARDTOP. As you'll see at first glance, our stylists really put the quash on ordinary this year. Starting with the newly styled one-piece grille. Bright wheel lip and sill moldings. Sporty full-length tape stripes (choose from 5 colors). And in back, brand new deep-recessed taillamps.

Then just to please every palate, we've added a rich Saddle Bronze Boar-Grain vinyl roof to the list of exterior options. (In addition to white, black, and antique green.) Now, remember when "regular gas" meant "plain car"?

Sport Satellite has ended that notion once and for all. With a standard 318 cu. in. V-8 up front that lives on regular. And delivers the power where it really means something. On the open road.

But that doesn't mean you can't add more thrills and excitement. Ask for the 383 cu. in. 2-bbl. V-8. Or go all the way. With the Super Commando 383 4-bbl. V-8. Coupled with a floor-mounted Hurst 4-Speed Shifter. Unsilenced air cleaner. Heavy-duty suspension and 3.91 axle ratio. (You're back on premium now—a small price to pay.)

You might get the idea that Belvedere Sport Satellite's an exceptional car. You're right. Until you take a look at the low price tag.



Brand new for 1969 (We've found sport doesn't impress a family man unless it has four doors.)

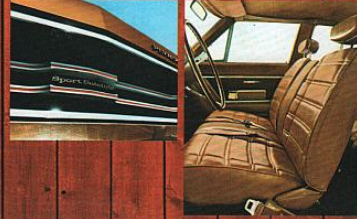
SPORT SATELLITE SEDAN. You dig cars? But need growing room? Follow us. Behind the wheel, this car's all sport. The standard engine's a 318 cu. in. V-8. It's one of the most powerful standard engines in the class—and it feels it. For even more up front, order the 383 cu. in. 2-bbl. V-8. Or the 4-bbl. version, called Super Commando 383 V-8. (More power to you.)

Behind the doors, this car's all sedan. To begin, we give you a unique choice of seating accommodations. Choose the bench seat with fold-down center armrest, and four plaid nylon-and-vinyl color combinations are offered. Or order from eight all-vinyl bucket seat selections. They look great and resist crayons.

In every case, the decor's carried throughout the interior. Door panels. Padded instrument panel. Simulated wood-grain accents, doors and dash. Dalep color-keyed carpeting under foot.

Do more nice things for your family. Order AirTemp air conditioning. An AM/FM radio. The new Comfort-sedan manual driver's bucket seat adjuster (110 different positions possible).

At last a sedan you can admit. As well as live with. (It could well be the happiest combination of sport and practicality in the entire Belvedere line!)



PIONEER

Because the music

performs well anywhere. The Pioneer III winning as actually performed well here it would Chicago, Illinois. If Superliner III was conducted The test stereo turns cur- est quality FM against the high-

ROAD STAGES

Sport Satellite, soft top version. It's what a convertible was meant to be.

SPORT SATELLITE CONVERTIBLE. A young car. Not just for a Sunday drive in the country. But for the guy going top-down to the office, too.

Contoured bucket seats are standard. In six color choices. Covered in saddle-soft vinyl. (Looks like leather, and it's extra durable and cleanable.) More vinyl. Door panels. Instrument panel. And there's full carpeting, of course. The kind you might pick out for your living room at home.

May we suggest a number of ways to get even more sport out of this car? Order a very mean set of 14" or 15" road wheels, for example. Add fiberglass-belted tires. Maybe even power windows. Then put a groovy center console between the buckets. Add the 4-Speed Hurst Shifter, and you've got what amounts to a flight-styled control center.

Now, for the real fun of it. Top down, and go. Sport Satellite. Plus convertible. How very sweet it is.





The day we introduced Satellite, we had an instant favorite on our hands.

SATELLITE SEDAN. Like all Plymouth Belvederes, Satellite sits on a sensible 116" wheelbase. It's a cinch to park and handle. And its styling has made it the number one model in our line.

This year, Satellite is even more of a mover. Because the standard V-8 engine has been increased to 318 cu. in. It's nestled behind a newly styled one-piece grille. New lower body moldings along each side. For even more sparkle, ask for the optional body paint stripe. Or the new Deep-dish wheel covers. Or both and more.

Travel a lot? The new optional Turnpike Cruising Package is something to consider. It includes the Commando 383 V-8, Auto-Speed Control: just set at the desired speed and it holds it automatically. Power front

disc brakes. 2.76 axle ratio. Protective undercoating (cuts down on road noise, too). And our "Headlights-On" warning signal.

Further pleasant considerations. Colors. Count 18 for 1969. Including two new deep bronze tones.

Satellite. Is it the finest value in the Plymouth Belvedere line? Lots of people think so.



You'll swear the upholstery is leather. But rest assured it isn't. Kids spill french fries.

SATELLITE CONVERTIBLE AND HARDTOP. Even a cow would look good in our new vinyl.

It's random-textured, just like leather. It's soft to the touch, like leather. But when something gets spilled, it washes right off. Make the french fry test yourself.

Buy your vinyl in either hardtop or convertible form. (It's standard in the convertible, optional in the hardtop.)

Want more? Order the optional Mod Top Hardtop version. Seats and door panels are done up in mod, floral-pattern vinyl. To match the fade-resistant vinyl roof. (Mod interior or Mod roof cover may be ordered separately.) Order power steering. AM/FM radio. A total groove.

Not surprisingly, the Satellite hardtop has a glass rear window. But did you know we've done the same for our convertibles? Glass doesn't wrinkle, tear, or discolor.

Any way you look at it, Satellite leads its field. All models come on a 116" wheelbase. Those few extra inches add up to a lot of extra convenience. Such as an extra suitcase in the trunk. More stretching room inside.

Satellite. Enough said.



Quick, make a power decision. Want an economy winner—or one of the biggest standard V-8s in its field?

BELVEDERE SEDAN AND COUPE. We'll help you decide.

The economy argument's a strong one. Backed up by our perennial economy competition champ: our 225 cu. in. Six. (It's the standard engine when you order a 6-cylinder model.) But don't be misled. It's got plenty of authority in normal city traffic.

The other side of the coin? Our 318 cu. in. V-8, standard when you order a V-8 model. The largest standard V-8 we've ever offered in the line. To be blunt, it goes. And it does so on regular gas.

Make the choice either way. You get a 116" wheelbase on both sedan and coupe. Plenty of trunk space. And more head room, leg room, and elbow room than you thought possible in a car this size.

More decisions. Inside, three all-vinyl upholstery selections are standard for the coupe. Two nylon-and-vinyl choices in the sedan. Plus a deluxe black all-vinyl interior, optional. Outside, 18 solid colors to choose from.

Summing up, you decide what kind of car you want. Tell us about it. And that's how we'll put together your new Belvedere.

One more thing you ought to know: Belvedere's the lowest-priced model in the line.



Think of it as a luxury car that holds a lot.

SPORT SATELLITE WAGON. That's exactly what it is. (Actually, the same might be said of all three wagons in the Belvedere line.)

There's 88 cubic feet of storage space. (Room enough to put your son's dune scooter flat on the cargo deck.) Yet, the work area is disguised by the best in looks and comfort.

Examples: The front seat is foam padded. The passenger area is fully carpeted. The cargo deck is covered with color-keyed vinoleum.

But we haven't lost sight of practicality. Take the two-way tail gate, for example. It's standard on all Plymouth wagons. Swing it open to let the kids in; lower it for loading cargo.

The vinoleum flooring is super tough. Almost impossible to scratch. But if you do, no problem. It's color-impregnated clear through.

The ceiling is lined with sectional acoustic panels. A great-looking way to set off the interior. And if your little leaguer rams it with a baseball bat, you need only replace the damaged section.

And take the wood-grain vinyl on the tail gate and sides. Looks terrific. And it resists scratching. Nice to know in a crowded, bang-prone parking lot.

Now come over a page. For the rest of our wagon story.



When you buy one of our wagons for practical reasons, you get a lot of luxury in the bargain.

SATELLITE AND BELVEDERE WAGONS. Start with some of the more widely considered options. Like the interior decor. All upholstery and trim is easy-to-clean vinyl. Your choice of three colors for Belvedere. Five for Satellite. And eight combinations for Sport Satellite.

Then, if you buy a 3-seat wagon, there's a standard power window for the tail gate. You raise or lower it with a switch on the dash. Or by inserting the key in the tail gate lock.

Now, to the luxury of choice.

Our self-washing tail gate window is an industry first, available on any Plymouth wagon. If the window gets dirty, you first push a button to lower it. Then push the "wash" button, raise the window again, and it comes up clean. If you've had much experience with wagons, you know what a breakthrough this is.

Other great options to consider. Airtemp air conditioning, a must for long summer trips. Auto-Speed Control, a real boon to highway driving. An AM/FM radio. Oh yes, and a lock for the hidden storage compartment in the rear of your wagon. (The compartment itself is standard.)

As for power, our 318 V-8 is standard when you order a V-8 wagon. But if real economy's your game, take the standard 225 cu. in. Six, instead. (Not available on Sport Satellite wagon.)

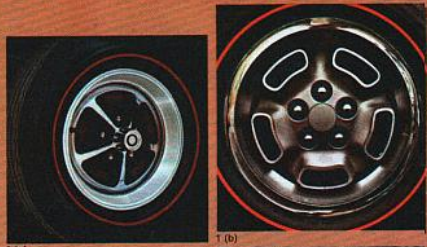
When you're in the market for a wagon, you've got three choices. Satellite. Sport Satellite. And Belvedere (available but not shown).

As you might gather, we plan to sell a lot of wagons this year.

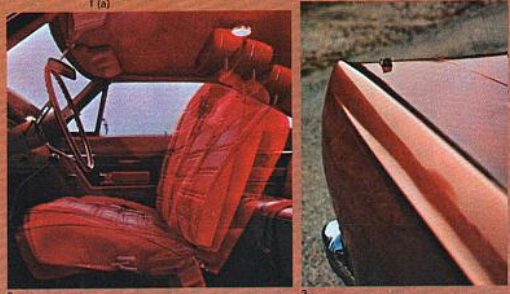


Options. A few well-spent dollars add a lot of luxury.

1. Road Wheels. This year, you can choose between (a) 14" chrome-plated steel road wheels. And (b), 15" cast aluminum-construction road wheels. A tough decision.



2. Comfort-Position Manual Seat Adjuster. Does everything those electric seats do—at about half the cost. Moves fore and aft, up and down, and tilts (160 different positions). Available only on driver's bucket.



3. Lighting Package. Includes low-profile fender-mounted turn signal indicators. Trunk or cargo-area lamp. Map-courtesy light. Glove box lamp. Ash receiver light. Rear door courtesy light switches (4-dr. models). Plus ignition switch light that comes on when you open the door, turns itself off shortly after you close the door.

4. Airtemp Air Conditioning. Something nice for summer. Manual temperature adjustment lets you select just the right climate. Humidity control keeps you comfortable all year long.

5. "Air Grabbers." Otherwise known as functional hood scoops. Feed the carburetor fresh air for improved engine efficiency, stepped-up performance. Available for GTX and Road Runner, with Super Commando engines. Standard with Hemi.

6. Hurst 4-Speed Shifter. You get it whenever you order a 4-speed transmission. It's synchronized in all forward gears. Also has a reverse indicator light on the instrument panel. This simulated-walnut knob tops it off. Standard equipment on Road Runner.

7. Power Front Disc Brakes. The self-adjusting caliper type. They're fade-resistant because the stopping surface is applied to both sides of the disc. Available on V-8 models only.



8. Auto-Speed Control. Great for highway driving. Set the control at the desired speed. The system disengages when you apply the brakes, resumes the preset speed again when you twist the knurled ring.

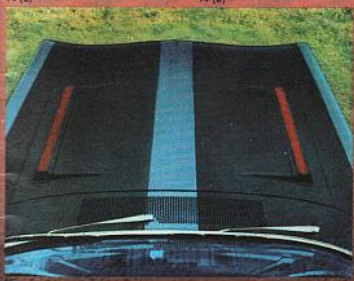
9. Center Console. The final touch for GTX. It's paneled front to back with the look of rich wood. Select the TorqueFlite 3-speed automatic transmission or Hurst 4-Speed Shifter; your "flight control center" is complete. May also be specified for Road Runner with buckets, Sport Satellite Hardtop and Convertible.



10. Remote Control Outside Rearview Mirror. With the flick of a lever inside the car, you control your outside vision. One of our most valuable driving aids.

11. Tachometer. An especially useful instrument, particularly when you select a manual transmission. The tachometer registers your engine rpms so you can time your shifts for maximum economy or performance.

12. Power Windows. Electrically-operated. The driver controls all windows or individual controls at other passenger positions. Available only on hardtop and convertible models. And very nice to have.



13. AM/FM Radio. The ultimate in listening. Of course, you can select the conventional AM Radio instead. Or monitor your own music with an AM Radio, Stereo 8 tape cartridge player combination.

14. Wheel Covers. Three for 1969. (a) Deep-dish 14" wheel covers. (b) Sport 14" wheel covers for GTX, Road-Runner, and Sport Satellite. (c) Deluxe 14" wheel covers for Belvedere and Satellite.

15. Performance Hood Paint Treatment. Two upward-facing scoops, flanked with matching bands of black that run windshield-to-grille. Available only on GTX and Road Runner.

16. Simulated Wood-Grain Steering Wheel. The finishing touch for your new Plymouth. Adds the look of hand craftsmanship; gives your car a sporting flair.

17. Special Performance Packages (not illustrated):

(a) **Performance Axle Package:** 3.55 axle ratio. Sure-Grip differential. Viscous drive fan. Extra-wide 26" radiator. Fan shrouds. Road Runner Hemi suspension (standard on GTX).

(b) **High-Performance Axle Package:** 3.91 axle ratio; plus items listed in (a) above. Available only with 383 4-bbl. V-8 engines.

(c) **Super-Performance Axle Package:** 4.10 axle ratio; plus items listed in (a) above. Available only with 440 4-bbl. V-8 and Hemi automatic.

(d) **Track Pak:** Hurst 4-Speed Shifter. Extra-heavy-duty 3.54 axle ratio. 994" ring gear diameter. Sure-Grip differential. Viscous drive fan. Dual breaker distributor. Available only on GTX and Hemi-powered Plymouths.

(e) **Super Track Pak:** 4.10 axle ratio, power front disc brakes; plus items listed in (d) above. Available only on GTX and Hemi-powered Plymouths.

Other popular Plymouth options include: Heavy-duty 70 amp/hr. battery • Heavy-duty drum brakes • Power steering • Power brakes • Center cushion with fold-down armrest (for between bucket seats) • Electric clock • Sports console • Sure-Grip differential • Rear window delogger (except convertibles and wagons) • Rear center dome lamp for wagons • Heavy-duty suspension with sway bar • Rear seat shoulder harness (except convertibles) • Deluxe 3-spoke steering wheel with full horn ring and padded center • "Headlights-On" warning signal • Extra-thick front seat foam pad • Two-tone paint • Tinted glass (all windows or windshield only) • Tail gate window washer for wagons • Boar-grain vinyl roof • Three-speed electric windshield wipers • Trailer-towing package • Turnpike Cruising Package (includes: 383 Commando V-8, power front disc brakes, 2.76 axle ratio, protective undercoating and underhood pad, "Headlights-On" warning signal) • Auto-Speed Control • Fiberglass-balled tires (whitewall or red line style)



Engines. Some facts to encourage the intelligent use of power.

225 Six

It's no news that a 6-cylinder engine delivers outstanding economy. But it is surprising when a Six performs almost like a V-8, as this one does. To make it move out, manual transmissions have a 9 1/2" clutch. With optional TorqueFlite automatic, you get a 10 1/4" torque converter. Other standard features: 48-ampere-hour battery, 37 ampere alternator.

318 V-8

This year, for the first time—the standard V-8 for Belvedere, Satellite and Sport Satellite. One of the most powerful standard V-8s in its class. Hydraulic tappets (smooth and quiet), 2-barrel carburetor (content to run on regular). Not available for GTX or Road Runner.

Commando 383 V-8

The second step up the V-8 ladder. This one puts out 290 horsepower—on regular gas thanks to the 2-barrel carb. An 11 in. clutch transmits the power to the 4-speed transmission, while an 11 1/4 in. torque converter comes with the TorqueFlite. Available for all Belvederes. Not available for GTX and Road Runner.

Road Runner 383 V-8

The Coyote's Nemesis. So special you can't get it on any other Plymouth. To give the Bird its wings—a high-lift, high-overlap, long-duration cam. (We've swiped it from the hot-performing 440 V-8.) 4-barrel carb. with "air grabbers" now available. Turns out 335 horsepower at 5200 rpm. "Beep-Beep!"

Super Commando 383 V-8

Three hundred and thirty horses under the same hood. With 4-barrel carb. unsilenced air cleaner and dual exhausts—this one is recognizable by its sound alone. Some other specs that make it a special engine: high-performance cam and high-compression pistons.

Super Commando 440 V-8

Only way to get this baby is to order a GTX. Our famous 440 Wedge engine puts out 375 horsepower. Comes with 4-barrel carb. of course. Along with low-restriction dual exhausts. Definitely something to brag about.

426 Street Hemi

This is it. As far as you can go. We actually discourage you from considering Hemi—unless you're planning to get into sanctioned racing. In which case, you're probably a Hemi authority. So we'll only mention the dual 4-barrel carbs. Free-breathing ports. And the now-famous secret of Hemi power—hemispherical combustion chambers. For Road Runner and GTX only. Includes "air grabbers."

Specifications

GTX

440 cu. in. Super Commando V-8 • Heavy-duty TorqueFlite automatic transmission • Heavy-duty 4-speed with Hurst floor shift optional with Track Pak • Heavy-duty suspension • Red Steel Wide Boot tires on wide Safety-Rim wheels • Heavy-duty dual braking system • Dual exhaust system • Deluxe all-vinyl interior on all, or plaid cloth-and-vinyl bench seat for sedan • Color-keyed nylon carpeting • Full-volume foam bucket seats • Front armrests with bright bases • Rear seat armrests with bright bases and ashtrays • Cigar lighter • Glove box lock • Dome light • Pocket panel and courtesy lights—convertible • Front door courtesy light switches • Black, lower body panel treatment with either red or white reflective tape • Die Cast Deck lid finish panel with black trim • Simulated hood air scoops • Glass back window—convertible • Side markers and many other standard safety and convenience features.

Sport Satellite

318 cu. in. V-8 • 3-speed manual transmission • Deluxe all-vinyl interior on all, or plaid cloth-and-vinyl bench seat for sedan • Color-keyed nylon carpeting • Full-volume foam bucket seats • Front armrests with bright bases • Rear seat armrests with bright bases and ashtrays • Cigar lighter • Glove box lock • Dome light • Pocket panel and courtesy lights—convertible • Front door courtesy light switches • Body side stripes (5 colors available) • Wheel opening and sill moldings • Die Cast Deck lid finish panel • Glass back window—convertible • Padded instrument panel and many other standard safety and convenience features.

Satellite

225 cu. in. Six or 318 cu. in. V-8 • 3-speed manual transmission • Deluxe cloth-and-vinyl interior, all-vinyl on convertible • Color-keyed nylon carpeting • Front armrests with bright bases • Rear seat armrests with bright bases and ashtrays • Cigar lighter • Glove box lock • Dome light • Front door courtesy light switches • Hidden storage compartment • Soft window crank knobs and many other standard safety and convenience features.

Road Runner

Road Runner 383 V-8 • 4-speed manual with Hurst floor shift • Heavy-duty suspension • Red Steel Wide Boot tires on wide Safety-Rim wheels • Nylon carpeting • Heavy-duty dual braking system • Dual exhaust system • All-vinyl interior • Front armrests with color-keyed bases • Cigar lighter • Glove box lock • Dome light • Front door courtesy light switches • Road Runner nameplates on doors, deck lid and instrument panel • Road Runner cartoon emblems on doors, deck lid and instrument panel • Special "Beep Beep" horn • Simulated hood air scoops • Energy-absorbing steering column and many other standard safety and convenience features.

Belvedere

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

Sport Satellite Wagon

318 cu. in. V-8 • 3-speed manual transmission • Deluxe all-vinyl interior • Color-keyed nylon carpeting • Simulated wood-grain trim on instrument panel • Vinylwood cargo floor covering • Carpeted 3rd seat compartment—3-seat wagon • Inside rubber step pad—3-seat wagon • Power-operated tail gate window—3-seat wagon • Dual-action tail gate • Foam padded seat cushions • Front armrests with bright bases • Rear seat armrests with bright bases and ashtrays • Cigar lighter • Glove box lock • Dome light • Front door courtesy light switches • Vinyl wood-grain body side panels • Fuel filler cap with wood-grain finish • Hidden storage compartment • Seat belts, front and rear and many other standard safety and convenience features.

Satellite Wagon

225 cu. in. Six or 318 cu. in. V-8 • 3-speed manual transmission • Deluxe all-vinyl interior • Color-keyed nylon carpeting • Vinylwood cargo floor covering • Carpeted 3rd seat compartment—3-seat wagon • Inside rubber step pad—3-seat wagon • Power-operated tail gate window—3-seat wagon • Dual action tail gate • Front armrests with bright bases • Rear seat armrests with bright bases and ashtrays • Cigar lighter • Glove box lock • Dome light • Front door courtesy light switches • Hidden storage compartment • Dual brake system with warning light and many other standard safety and convenience features.

Belvedere Wagon

225 cu. in. Six or 318 cu. in. V-8 • 3-speed manual transmission • All-vinyl interior • Color-keyed rubber floor covering • Vinylwood cargo floor covering • Dual-action tail gate • Front armrests with color-keyed bases • Rear seat armrests with color-keyed bases and ashtrays • Cigar lighter • Glove box lock • Dome light • Front door courtesy light switches • Hidden storage compartment • Soft window crank knobs and many other standard safety and convenience features.

Standard Suspension

Front: Independent, lateral, nonparallel control arms with ball joints and torsion bars. Rear: Parallel asymmetrical leaf springs 58.2 x 2.6 in. 4 1/2 leaves on all but GTX which has 6 leaves left and 5 + 2 half leaves right. Wagons has 5 1/2 leaves. Orloff-type shock absorbers.

WHEEL & TIRE SIZES

Safety-Rim Wheels:

All models (except wagons, Road Runner & GTX).....14 x 5.0 J
Wagons, GTX, Road Runner, and trailer-towing.....14 x 5.5 JK
package.....14 x 5.5 JK

Tire Sizes*:

Station wagons with color-keyed bases.....8.25 x 14
Other models with 6-cyl. or 318 cu. in. V-8*.....7.35 x 14
Other models with 383 cu. in. engines.....7.75 x 14
GTX and Road Runner.....F70 x 14
*Optional tire sizes available on most models at extra cost.
**318 cu. in. engine with A/C requires 7.75 x 14.

Exterior Dimensions

	Wagons	Others*
Wheelbase	117.0 in.	116.0 in.
Track, front	59.5 in.	59.5 in.
Track, rear	55.5 in.	55.5 in.
Length, overall	202.7 in.	202.7 in.
Width, overall	76.4 in.	76.4 in.
Height, overall†	58.4 in.	54.7 in.
	Hardtop & Goopie	52.4 in.
	Convertible	54.0 in.

*Basic measurements for V-8 sedans, unless otherwise noted.
†Height dimensions are based on a newly established, full-rated AMA standard of measurements.

Interior Dimensions

	Wagons	Sedans
Head room, front	39.4 in.	38.6 in.
Head room, rear	39.3 in.	37.4 in.
Leg room, front	41.9 in.	41.9 in.
Leg room, rear	36.3 in.	36.3 in.
Shoulder room, front	58.1 in.	58.1 in.
Shoulder room, rear	58.1 in.	58.1 in.
Seat height, front	8.6 in.	8.6 in.
Seat height, rear	11.0 in.	11.0 in.
Knee room, rear	3.8 in.	3.8 in.
Cargo length to closed tail gate	91.7 in.	
Cargo length between wheelhouses	45.3 in.	
Cargo height	31.2 in.	

Brakes: Dual hydraulic braking system standard on all '69 Plymouths. System contains dual master-cylinder. One system for front; one system for rear. Both systems actuated by same brake pedal. Dash-mounted warning light signals pressure loss in any part of the hydraulic system. Disc front-wheel brakes optional at extra cost on V-8s.

Self-adjusting hydraulic brakes are 10 in. diameter, 2.5 in. wide, self-serve contact, self-energizing, with bonded linings. Brake shoes are internal-expanding type. Separate, foot-operated parking brake, cable connected, acts on each rear wheel.

GTX and Road Runner feature massive 11 x 3 in. front brake drums, 11 x 2 1/2 in. rear manual-adjusting.

*All 6-cyl. except wagons, 10 x 1 1/4 in. rear wheels.

Capacities

Fuel tank	19 gals.
Fuel tank, station wagon	19 gals.
Cooling system, 6-cylinder engines with heater	13 qts.
Cooling system, 318 cu. in. V-8, with heater, also	
383 w/TorqueFlite & heater	16 qts.
Cooling system, 440 cu. in. V-8, 488 cu. in. V-8, with heater	18 qts.
Lubricating oil (add 1 qt. for oil filter)	4 qts. Exc. Hemi 5 qts. 426 Hemi

Transmission

Manual 3-speed	(6-cylinder)	6.5 pts.
(8-cylinder)		8.0 pts.
Manual 4-speed	(6-cylinder)	9.0 pts.
Automatic	(6-cyl., 318 V-8)	18.0 pts.
(383 cu. in. engines)		22.0 pts.
(V-8)		18.5 pts.
(383 4-bbl. & 426 Hemi V-8)		17.5 pts.

Specifications

	ENGINES							REAR AXLE RATIOS		
	225 V-8	318 V-8	383 Commando V-8	383 Super Commando V-8	383 Road Runner Standard V-8	440 Super Commando	426 Hemi V-8	Engine	Transmission	Ratio for Conventional Differential
Horsepower	145 hp at 4000 rpm	230 hp at 4400 rpm	290 hp at 4400 rpm	330 hp at 5000 rpm	335 hp at 5200 rpm	375 hp at 4600 rpm	425 hp at 5000 rpm	225 cu. in. 6-cyl.	3-Speed Manual Automatic	3.23 2.93 [†] 3.23 or 3.55 opt.
Torque, lbs.-ft.	215 at 2400 rpm	340 at 2400 rpm	390 at 2400 rpm	425 at 2800 rpm	425 at 2400 rpm	480 at 2400 rpm	490 at 4200 rpm	318 cu. in. 8-cyl.	3-Speed Manual Automatic	2.94 2.78 3.23 or 3.55 opt. 3.23 or 2.94 opt.
Compression ratio	8.4:1	9.2 to 1	9.2 to 1	10.0 to 1	10.0 to 1	10.1 to 1	10.25 to 1	Commando 383 cu. in. 8-cyl. 2-bbl.	Automatic	2.76 3.23 or 2.94 opt.
Bore, inches	3.40	3.91	4.25	4.25	4.25	4.32	4.25	Super Commando 383 cu. in. 8-cyl. 4-bbl.	4-Speed Manual Automatic	3.23 3.23
Stroke, inches	4.125	3.31	3.38	3.38	3.38	3.75	3.75	Road Runner 383 cu. in. 8-cyl. 4-bbl.	4-Speed Manual Automatic	3.23 3.23
Displacement, cu. in.	225	318	383	383	383	440	426	Super Commando 440 8-cyl. 4-bbl.	4-Speed Manual Automatic	3.54(1) 3.23
Carburetor type	1-bbl.	2-bbl.	2-bbl.	4-bbl.	4-bbl.	4-bbl.	2-4-bbl.	Hemi 426 cu. in. 8-cyl. 2-, 4-bbl.	4-Speed Manual Automatic	3.54(1) 3.23
Air cleaner type	Silenced	Silenced	Silenced	Unsilenced	Unsilenced	Unsilenced	Unsilenced			
Exhaust	Single	Single	Single	Dual	Dual	Dual	Dual			
Fuel	Regular	Regular	Regular	Premium	Premium	Premium	Premium			
Standard on	Belvedere, Satellite	Belvedere, Satellite, Sport Satellite	None	None	Road Runner	GTX	None			
Optional on	None	None	Belvedere, Satellite, Sport Satellite	Belvedere, Satellite, Sport Satellite	None	None	Road Runner GTX			

*2.94 ratio on wagons

Note: Sure-Grip in some instances calls for a different ratio.

(1) 4-speed manual trans. only avail. with Track Pak in these models.

Colors and fabrics. You add the finishing touches.

Shown below are the 18 exterior colors available, plus several of the interior colors. Additional upholstery choices are available, including a variety of two-tones.

1. Honey Bronze
2. Limelight Metallic
3. Ice Blue Metallic
4. Bronze Fire Metallic
5. Tan Basket-Weave Vinyl
6. Light Green Pebble-Grain Vinyl
7. Scorch Red
8. Mod Top Vinyl Roof
9. Silver Metallic
10. Sun-fire Yellow
11. Ivy Green Metallic
12. Seafoam Turquoise Metallic
13. Frost Green Metallic
14. Black "Nobby" Vinyl
15. Blue Fabric
16. Saddle Bronze Metallic
17. Jamaica Blue Metallic
18. Pewter Pebble-Grain Vinyl
19. Spanish Gold Metallic
20. Black Velvet
21. Alpine White
22. Sandpebble Beige
23. Blue Fire Metallic
24. Yellow Gold
25. Tan Leather-Grain Vinyl



Standard Safety Features

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 • Larger cushioned sun visors • Dual braking system with warning light • Side reflex reflectors • Hazard warning flasher system • Windshield wipers, 2 speed, electric • Vinyl-clad, day/night, inside rearview mirror on double-ball-joint

mount • Locking latch on all folding front seat-backs • Left outside rearview mirror • Flush type header latch (convertibles) • Fiberglass-belted tires

Additional Safety Features

Padded steering wheel • Tail gate window washers, wipers, and roof mounted air deflector (wagons) • Shoulder belts, 2 sets, rear—(except convertibles) • Head restraints, 2 front • Trailer-towing package • Disc brakes, front

Fury



VIP (2- and 4-door Hardtops—V-8s)



Sport Fury (2-door Hardtop and Convertible—V-8s)



Fury III (4-door Hardtop and Convertible—V-8s) (4-door Sedan and 2-door Hardtop—V-8s and 6s)



Fury II (2-door Coupe and 4-door Sedan—V-8s and 6s)



Fury I (2-door Coupe and 4-door Sedan—V-8s and 6s)



Fury Wagons (Sport Suburban, 2- and 3-seat models—V-8s) (Custom Suburban, 2- and 3-seat models—V-8s) (Suburban, 2-seat model—V-8 or 6)

Belvedere



GTX (2-door Hardtop and Convertible—V-8s)



Sport Satellite (4-door Sedan, 2-door Hardtop and Convertible—V-8s)



Satellite (4-door Sedan, 2-door Hardtop and Convertible—V-8s and 6s)



Road Runner (2-door Coupe, 2-door Hardtop and Convertible—V-8s)



Belvedere (2-door Coupe, 4-door Sedan—V-8s and 6s)



Belvedere Wagons (Sport Satellite, 2- and 3-seat models—V-8s) (Satellite 2- and 3-seat models—V-8s and 6s) (Belvedere, 2-seat model—V-8 or 6)

Barracuda



Barracuda Sports Fastback (V-8 or 6)



Barracuda Sports Coupe (V-8 or 6)



Barracuda Convertible (V-8 or 6)

Valiant



Valiant Signet (2- and 4-door Sedans—V-8s and 6s)



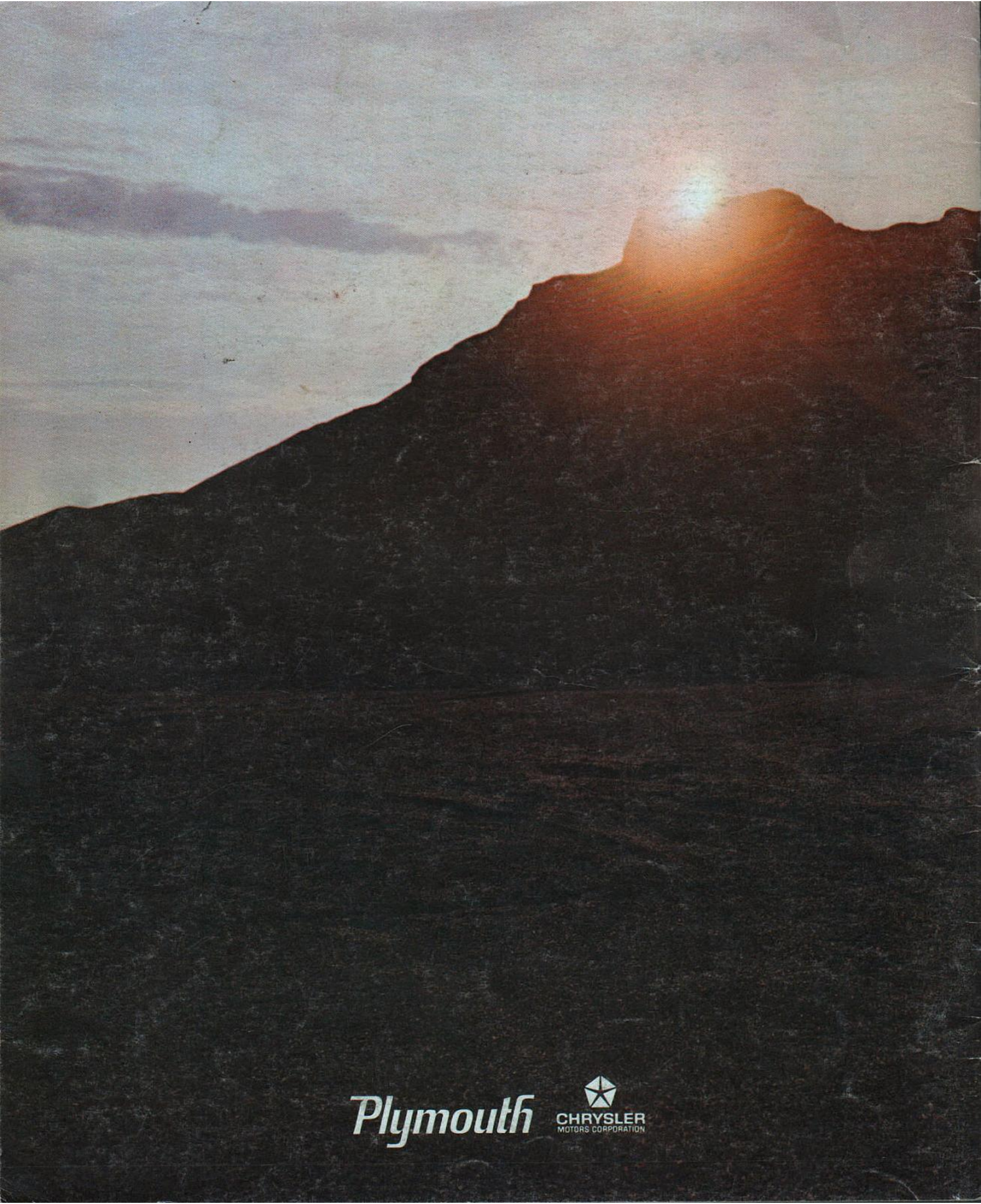
Valiant 100 (2- and 4-door Sedans—V-8s and 6s)

... 64 Plymouth models in all!

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Plymouth

