

FREE SAMPLE

The opening pages of

1968 AMC AMX Restoration Guide

Read these pages exactly as they appear in the full guide.
Nothing here is rewritten or summarised — it is the product itself,
so you can judge the depth before you spend a dollar.

The full guide: <https://restoreessentials.com/product/RE-GD-1968-AMC-AMX>

RestorationEssentials — instant PDF download after checkout.



RESTORATIONESSENTIALS

1968 AMC Amx

Factory-Correct Restoration Guide

Key facts at a glance

Wheelbase	97 in — 12 inches shorter than the Javelin
Engines	290 (225 hp), 343 (280 hp), 390 (315 hp)
Transmissions	Borg-Warner T-10 4-speed standard; 3-speed automatic optional
Production	6,725 total (mid-year introduction, February 1968) Identifier VIN A8M397_ — the 397 model code is the AMX marker Single-year coverage....

restorationessentials.polsia.app

Single-year coverage. Factory-correct specifications. No guesswork.

SAMPLE EXCERPT — full guide available at the link on the cover sheet



About This Guide

This is the RestorationEssentials factory-correct restoration guide for the 1968 AMC AMX — one model, one year, nothing else. Every specification in this guide was checked against marque references, factory literature excerpts, and enthusiast documentation before it was written.

Our operating ethic is simple: we don't lie and we don't steal, we offer value. That means three things for this guide. First, no invented specifications — every number has a source. Second, where reputable sources disagree, the disagreement is disclosed in the text and in the Sources, Conflicts & Omissions section rather than papered over. Third, where a detail could not be verified, it is omitted and the omission is recorded — an honest gap beats a confident fabrication.

How to use this guide: start with the VIN and fender-tag (or door data plate) decoding sections to establish exactly what your car was when it left the factory. Use the engine, transmission, axle, paint, and casting sections to verify that what is on the car today matches what should be there. Use the rust and restoration-sequence sections to plan the work. And keep this guide in the shop — it is a working document, not a coffee-table book.

A final note: these cars are sixty years old. Parts have been swapped, tags have been lost, and memories have faded. Trust

the metal — casting numbers, date codes, and stampings — over stories. When in doubt, photograph everything and verify

against the factory service manual for your year.

1. Manufacturer History: American Motors

American Motors was formed in 1954 by the merger of Nash and Hudson — the last independent American automaker of consequence, a company that survived by being cleverer than the Big Three rather than bigger. Under George Romney, AMC found its identity: the Rambler, an honest compact that sold on value while Detroit sold on size.

AMC's performance era arrived in the late 1960s. The 1968 Javelin and AMX gave AMC a genuine pony car and a two-seat sports car, both powered by the new AMC V8 family (290/343/390). The 1969 SC/Rambler — built with Hurst — was AMC's drag-racing statement: a 315-horsepower 390 in the compact Rogue body with red-white-and-blue paint, built to dominate NHRA's F/Stock class. It did. AMC's engineering was genuinely innovative: the unit-body construction, the 1966 V8 family with its thin-wall casting, and — from 1970 — the purchase of Jeep, which would eventually be AMC's salvation and legacy. For the restorer, AMC's small production volumes mean thinner reproduction support than the Big Three, but a passionate marque community and the American Motors Owners Association.

AMC survived as an independent until 1987, when Chrysler bought the company — mostly to get Jeep. The 1968-1974 performance cars (Javelin, AMX, SC/Rambler, Rebel Machine) are the heart of AMC collecting: low production, high character, and still attainable. Factory-correct restoration rewards patience and marque-community connections.

1968 American Motors AMX

2. Model History: American Motors AMX

The AMX grew out of American Motors' 1965-1966 show-car program: the AMX (American Motors Experimental) prototypes, built under design chief Dick Teague, were two-seat sports-car studies that stole the show circuit and convinced management that AMC could build a genuine performance car. The production AMX was approved as a fast, low-cost way into the pony-car market: take the new Javelin, cut 12 inches out of the wheelbase ahead of the rear axle, delete the back seat, and you had a two-seat



coupe for thousands less than a Corvette.

The AMX went on sale in February 1968 as a mid-year introduction — the only American-built steel-bodied two-seater in production. Standard equipment included the four-speed manual (Borg-Warner T-10), front disc brakes, and heavy-duty suspension; the base engine was the 290 V8, with the 343 and the 390 optional. The formula worked: the AMX won the Society of Automotive Engineers' Best Engineered Car award in both 1969 and 1970, and Craig Breedlove's AMX speed-record runs at Goodyear's Texas track in early 1968 — 106 records — gave the little car giant-killer credibility. The racing program cemented the legend. In 1969 Hurst Performance built 52 SS/AMX Super Stock drag cars — 390s with dual four-barrels rated at 340 horsepower, the most ferocious AMXs ever built. On the road-racing side, the Javelin Trans-Am program (1968-1970) shared the AMX's engineering. For 1970 the AMX got the new 360 V8 and a stronger 390 with dogleg-port heads and Ram Air; then the name moved onto the Javelin as a trim level in 1971, and the stand-alone two-seat AMX was gone after just 19,134 cars — one of the great what-ifs of the muscle era.

3. What Makes the 1968 Unique

The 1968 AMX is the first-year car — and the only AMX introduced mid-year, going on sale in February 1968. Everything about it is launch-specification: the two-seat cabin with the cut-down 97-inch wheelbase, the standard Borg-Warner T-10 four-speed, the standard front disc brakes, and an engine lineup of 290, 343, and 390 V8s. First-year cars carry early-production details that changed during the run, so date-code discipline matters more on a 1968 AMX than on almost any other AMC: verify casting dates against the build date, because parts running changes were frequent in the launch months.

The 1968 engine lineup: the 290-cubic-inch V8 (3.75 x 3.28 inches) with the four-barrel carburetor, rated 225 horsepower; the 343 (4.08 x 3.28 inches), 280 horsepower with the four-barrel; and the 390 (4.165 x 3.574 inches), 315 horsepower with the four-barrel. All three are the thin-wall AMC V8 family introduced in mid-1966 — light, compact, and strong. The 290 was the base AMX engine; the 390 was the performance choice, and the 1968 390 cars are the ones Craig Breedlove drove to 106 speed records at Goodyear's Texas track in January and February 1968.

Standard equipment on every 1968 AMX included the T-10 four-speed, front disc brakes, heavy-duty suspension with a thicker front sway bar, twin exhausts on the V8s, and the fiberglass-reinforced hood. The Shift-Command three-speed automatic (console-mounted) was the only transmission option. Notable 1968-only details include the early seat and interior trim, the 1968-specific grille and badging, and the 1968 American Motors AMX

launch-year color palette — verify every trim detail against 1968 AMC literature, because 1968 and 1969 interiors do not interchange in their specifics.

Production totaled 6,725 cars (planethoustonamx table, by engine and transmission: 290 — 525 four-speed, 484 automatic; 343 — 415 four-speed, 902 automatic; 390 — 2,112 four-speed, 2,287 automatic). That makes the 1968 the scarcest regular-production AMX year after 1970. The 390 four-speed car is the blue-chip 1968 AMX — verify the VIN's X engine code, the 397 model code, and the build date before paying the premium, because 343 cars are regularly rebadged and the only proof is the metal and the tags.

Year-to-year changes at a glance.

- AMX introduced mid-year (February 1968) — the only American steel-bodied two-seater in production.
- 97-inch wheelbase: 12 inches cut from the Javelin platform; rear seat deleted.
- Standard T-10 four-speed, front disc brakes, heavy-duty suspension.
- Engines: 290 (225 hp), 343 (280 hp), 390 (315 hp).