

FREE SAMPLE

The opening pages of

1970 Plymouth GTX Restoration Guide

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RESTORATIONESSENTIALS

1970 Plymouth Gtx

Factory-Correct Restoration Guide

Key facts at a glance

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

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1. Manufacturer History: Plymouth

Plymouth was created in 1928 by Walter P. Chrysler as his answer to Ford and Chevrolet: a low-priced car with engineering a step above its price class. The first Plymouth, the Model Q, carried hydraulic brakes at a time when its rivals still used mechanical brakes, and the brand's reputation for value engineering was set early. Through the Depression, Plymouth grew into America's number-three brand by selling honest, durable transportation.

The 1950s brought Virgil Exner's 'Forward Look' styling, tailfins, and torsion-bar front suspension ('Torsion-Aire'), which gave Plymouths handling their competitors could not match. The 1960s were Plymouth's performance decade: the Max Wedge Super Stock cars, the 1964 Barracuda (which beat the Ford Mustang to market by two weeks), the GTX, and the 1968 Road Runner — a back-to-basics muscle car that proved performance could be affordable.

Chrysler's engineering culture shaped every Plymouth of this era: the slant-six, the LA small-block V8 family, the B and RB big-blocks, the 426 Hemi, the TorqueFlite automatic (widely considered the best automatic of its day), and unit-body construction that made Mopars lighter and more rigid than their body-on-frame rivals. For the restorer, this is good news: mechanical parts interchange broadly across the corporation, and factory service manuals are unusually thorough.

The 1970s brought emissions controls, insurance surcharges, and the end of the high-compression era. Plymouth soldiered on with Volare, Horizon, and a string of rebadged Mitsubishis before the brand was discontinued in 2001. But the 1964-1973 performance cars — Barracuda, GTX, Road Runner, Duster 340, and the Superbird — remain the heart of the hobby, and factory-correct restoration of these cars is supported by one of the deepest reproduction ecosystems in the business.

2. Model History: Plymouth GTX

The Plymouth GTX arrived in 1967 as the 'gentleman's muscle car' — Plymouth's answer to buyers who wanted big-block performance without the Road Runner's stripped-down austerity (the Road Runner itself would not arrive until 1968). Based on the Belvedere hardtop and convertible bodies, the GTX came standard with the 440 Super Commando four-barrel (375 hp) and offered only one option in the engine bay: the 426 Street Hemi. It was performance with manners, and it sold 12,690 cars in its first year.

For 1968-1969 the GTX rode the B-body's famous 'Coke bottle' redesign — the rounded fuselage-preview styling with the sweeping character line that defines the era's Mopars. The formula

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did not change: standard 440, optional Hemi, upscale trim, and distinctive GTX badging. Production peaked in 1968 at 18,940 cars, then settled to 15,602 in 1969 as the Road Runner — cheaper, louder, and deliberately anti-establishment — ate into the GTX's market.

The 1970 GTX wore the B-body's one-year loop-bumper restyle and gained a new option: the 440 Six Barrel (390 hp), available for the first time in the GTX. But the market had moved on — only 7,748 GTX hardtops were built in 1970 (convertibles were gone from the GTX line), including 72 Hemi cars and 768 Six Barrel cars. The GTX was becoming a rare car in real time.

1971 was the GTX's last year as a standalone model, and the fuselage-styled cars are among the most distinctive Mopars ever built. Just 2,942 GTXs were produced for 1971 — with secondary sources reporting only 30 Hemi cars and 135 Six Barrel cars — making the 1971 GTX one of the rarest production performance Mopars of the muscle-car era. After 1971, the GTX name survived



an option package on the 440-powered Road Runner.

For the restorer, the GTX's appeal is its specification: every GTX left the factory with a 440 or a Hemi, upscale trim, and heavy-duty running gear. The cars were expensive when new and are rare today, which means restoration costs are high but the finished cars are blue-chip. Authentication is straightforward — the RS VIN prefix is GTX-only — but verify the engine code (U, V, or R in 1970-1971; L or J in 1967-1969) against the car's equipment, because drivetrain swaps are common after fifty years.

3. What Makes the 1970 Unique

The 1970 GTX wears the B-body's dramatic one-year loop-bumper restyle — the front bumper wrapping around the grille in a single sweeping loop — and it is the only GTX generation with this styling. The 1970 cars are visually unmistakable, the one-year trim is a restoration consideration, and the loop bumper is the quick identifier that separates the 1970 from every other GTX.

For 1970 the GTX's engine program expanded for the first time since 1967: alongside the standard 440 four-barrel (375 hp) and the optional 426 Hemi (425 hp), Plymouth offered the 440 Six Barrel (390 hp) in the GTX. The triple-carburetor 440 had debuted in the 1969 A12 Road Runner; for 1970 it came to the gentleman's muscle car, and 768 GTX buyers ordered it. The Six Barrel GTX is the performance sweet spot of the 1970 line — nearly Hemi performance without the Hemi's price or temperament.

But the market had moved on decisively: just 7,748 GTX hardtops were built in 1970, less than half the 1968 peak, and the convertible was gone from the GTX line entirely. The 72 Hemi cars and 768

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Six Barrel cars are the collectibles; the 440 four-barrel hardtops are the drivers. Every 1970 GTX is rare by the standards of the hobby — the entire year's production would barely fill a modern Mustang's month.

The 1970 High Impact color palette arrived for the GTX as it did across the performance line: Plum Crazy, Limelight, Top Banana, Hemi Orange, Rallye Red. A documented High Impact 1970 GTX — particularly a Six Barrel or Hemi car — is a blue-chip Mopar. Verify the paint code on the fender tag; these are the most re-sprayed colors in the hobby.

Restoration notes specific to 1970: the loop-bumper front-end trim is one-year-only — verify part numbers before buying. The 440 Six Barrel's induction setup is 1970-specific in its details. The B/RB torque table in this guide uses the corrected 70 ft-lb iron-head figure (some references print 95 ft-lb, which belongs to the LA small-block — see the torque note); Hemi cars use the dedicated Hemi table.

The 1970's loop-bumper grille and revised styling are one-year-only, and the V-code 440 Six Barrel option adds an authentication layer: verify the V in the VIN's fifth position and the supporting drivetrain (the 440-6 cars came with specific carbs, air cleaner, and axle requirements). A U-code car wearing Six Barrel hardware is a tribute, not a V-code.

As the last standalone GTX year, 1970 carries a finale premium — especially the convertibles, which ended production forever. The 440-6 cars are the collector's choice; the Hemi cars are the auction headliners; the 440 4-bbl cars are the driver's value.

Restoration support is good but not 1968-deep: some 1970-only trim requires hunting. The mechanicals are pure B-body and fully supported. Buy on VIN and fender tag, and be particularly careful with claimed V-code cars — the premium invites fabrication.

Year-to-year changes at a glance.

■ Final year as a standalone model; new loop-style grille treatment.