

FREE SAMPLE

The opening pages of

Plymouth Road Runner Satellite 1970

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1970 Plymouth Road Runner & Satellite Restoration Guide

Model Year 1970

Models	Plymouth Road Runner (RM) and Satellite / Sport Satellite (RH/RP), 1970
Platform	Chrysler B-body intermediate, 116-in wheelbase
Engines	225 Six · 318 · 383 2-bbl/4-bbl · 440 Six Barrel · 426 Hemi (Road Runner)
Transmissions	3-speed manual; A833 4-speed; A904/A727 TorqueFlite
Notable	One-year loop-bumper styling; final year of the Belvedere name; High Impact colors arrive

Every specification in this guide was checked against factory literature, marque references, period road tests, and documented survivor cars. Where sources disagree or the record is silent, this guide says so rather than guessing.

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Chapter 1 — One Body, Two Missions: The 1970 B-Body Plymouths

For 1970, Plymouth's mid-size line wore a one-year loop-bumper restyle — the most dramatic single-year styling change in the B-body's history — and split its mission cleanly in two. The Satellite (and its upscale Sport Satellite trim) was the family car: comfortable, stylish, affordable mid-size transportation, with body styles from sedans and wagons to hardtops and a convertible. The Road Runner was the back-to-basics performance car built on the same bones: the 383 four-barrel standard, the 440 Six Barrel and 426 Hemi on the option sheet, and a cartoon bird on the door.

1970 was also the last year of the Belvedere name entirely — after 1970 the Satellite carried the mid-size mission alone — and the year Plymouth's High Impact colors (Plum Crazy, Limelight, Top Banana, Hemi Orange, Rallye Red) swept the performance line. And towering over the whole showroom sat the Road Runner Superbird, the winged NASCAR homologation special, covered in its own dedicated RestorationEssentials guide. This guide covers the standard 1970 Road Runner and the 1970 Satellite family — the volume cars beneath the wing.

Chapter 2 — What Makes 1970 Different

- One-year loop-bumper styling: grille, bumper, and related trim are 1970-only parts, priced accordingly in the NOS market.
- Final year for the Belvedere name; the Satellite line (RH) and Sport Satellite (RP) continue.
- VIN engine codes changed for 1970. On the Road Runner: N = 383 4-bbl, V = 440 Six Barrel, R = 426 Hemi. On the Satellite: G = 318, H = 383 2-bbl, N = 383 4-bbl. A seller quoting 1969 codes (J among them) on a 1970 car is quoting the wrong chart.



- The Road Runner convertible's final year: reported production splits are detailed (three Hemi convertibles and 34 Six Barrel convertibles are the famous figures) while the totals they sit inside are disputed — see Chapter 8.
- High Impact colors arrived across the line — common on Road Runners, genuinely rare on family-car Satellites.
- The standard Road Runner recipe was refined to its best form: 335-hp 383, three-speed manual, 8-3/4-inch axle with 3.23 gears, heavy-duty suspension and brakes.

Chapter 3 — VIN and Fender-Tag Decoding

1970 Plymouth VINs use Chrysler's format with the model prefix first. The two-letter prefix is the authentication anchor: RM is Road Runner only, RH is the Satellite, RP is the Sport Satellite.

Positions	Meaning	1970 values
Positions 1-2	Model	RM = Road Runner (Superbirds also carry RM23 — see the Superbird guide); RH = Satellite; RP = Sport Satellite
Positions 3-4	Body style	21 = sedan (Satellite); 23 = hardtop; 27 = convertible; 41 = sedan; 45/46 = wagon (Satellite)
Position 5	Engine code	Road Runner: N = 383 4-bbl, V = 440 Six Barrel, R = 426 Hemi. Satellite: C = 225 Six, G = 318, H = 383 2-bbl, N = 383 4-bbl
Position 6	Model year	0 = 1970
Position 7	Assembly plant	Verify against the tag and broadcast sheet
Positions 8-13	Sequential serial number	Production sequence

The fender tag (driver's-side inner fender) records the scheduled build date, paint, trim, and option codes. Photograph it before any engine-bay work. The VIN gives model and engine; the tag completes the equipment picture; the broadcast sheet — found under seats, behind the glovebox, or above the tank — is the final authority. Example: RM23N0 — a Road Runner hardtop with the 383 four-barrel, 1970 (illustrative sequence).

Chapter 4 — Engine Lineups: Satellite and Road Runner

Engine	Code	Bore x stroke	Comp.	HP	TQ (lb-ft)	Carb	Application
225 Slant Six	C	3.40 x 4.125	8.2:1	145	215	1-bbl	Satellite base
318 V8	G	3.91 x 3.31	9.2:1	230	320	2-bbl	Satellite volume V8; Sport Satellite standard
383 V8 (2-bbl)	H	4.25 x 3.38	9.2:1	290	390	2-bbl	Satellite option
383 V8 (4-bbl)	N	4.25 x 3.38	10.0:1	335	425	4-bbl	Satellite top engine; Road Runner standard
440 V8 Six Barrel	V	4.32 x 3.75	10.5:1	390	490	3x2-bbl	Road Runner option
426 Street Hemi	R	4.25 x 3.75	10.25:1	425	490	2x4-bbl	Road Runner top option

The Road Runner's standard specification is the purest expression of the formula: 335-hp 383 four-barrel, three-speed manual, 8-3/4 axle, 3.23 gears, heavy-duty suspension and brakes. The Six Barrel (three two-barrel carburetors on an aluminum intake) and the Street Hemi were the documented upgrades. Satellite buyers climbed from the slant six to the 383 four-barrel — a Sport Satellite with the N-code 383 is the sleeper of the line.