


The Mid-Size 5. From Plymouth '68.

Now, a totally new line of mid-size cars. Swift.
Young. Nimble sized. By name: GTX. Sport Satellite.
Satellite. Road Runner. And Belvedere. Part of the
beat — the move to Plymouth.
The Plymouth win-you-over beat
goes on 





GTX

The Boss is back — with totally new skin from tread to top.

"Boss" being the name specially prepared GTXs have earned on the nation's drag strips. A name GTX well deserves.

This is the car that sings with confidence in everything it does — be it sanctioned competition or stop-and-go commuting.

This is the car that goes, handles and brakes with bold authority.

But wait a page. First news first — the styling.

Hood scoops? Sure. *Only*, these are the new side-lacing type — unmistakably GTX.

Look along the side of the car. New side marker lights — amber in front, red in the rear. They burn whenever the parking lights or headlights are on. Great looking, and the better for others to see you by.

More standard style to win you over: Red Streak Wide Boots. Dual chrome exhaust trumpets. Dual body accent stripes, with 5 colors to choose from. Wide chrome moldings along the door sills. New, uncluttered taillights. And a full-width die-cast trim plate with red reflective accents across the rear deck.

Another reason for GTX's crouched good looks: a 59.9 inch front track and a 59.2 inch track at the rear. With heavy-duty torsion and anti-sway bars suspending this wide stance, you get track-shoe control on just about any road surface.

On to the reasons why the "Boss" is called Boss.

GTX Hardtop



GTX

Super Commando and Street Hemi: The driving force behind the beauty.

Our Super Commando 440 V-8 is standard on GTX.

And guaranteed to make your morning trip to the office a fun run.

Among its attributes . . .

A 4-barrel carb. Extra-large throttle bores. Cast headers. Unsilenced air cleaner. A performance cam. And oversize ports and valves.

Our Super Commando comes standard with a TorqueFlite automatic transmission. Order it with the 4-speed (no extra cost) and you get a performance package in the bargain.

Optional power: The famous Street Hemi, which commands respect with its sound alone.

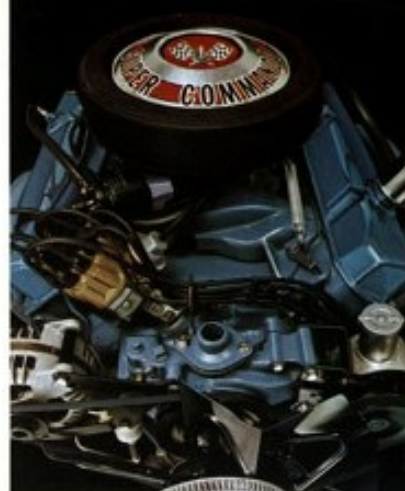
Partly because that huge air cleaner, pictured at the right, is unsilenced. It speaks of two 4-barrel carbs with large throttle bores. Big, big valves. Free-flowing intake and exhaust ports.

The upshot — 425 horses.

In a more subdued vein, the GTX interiors are just as you'd want them to be: rich, yet simple. Buckets are slim, yet fully padded with foam. Door and instrument panels are trimmed with simulated walnut grain. Seats are available in eight color combinations.

Naturally, you get seat belts, front and rear. And you can add options like chromed steel road wheels or a performance hood patch.

The Plymouth win-you-over beat goes on. ❤️



Sport Satellite

For those who won't put up with mundane motoring.

If you're looking for "plain-vanilla" transportation, you'd best look elsewhere. The Sport Satellite is anything but. Is it really new? Let's just say it never existed before, and go from there.

The massive styling features high-curvature side glass. Full-length body accent stripes. And a flared, "hour-glass" look in the rear quarter panel area.

Power? Plenty. It starts with a standard 318 cu. in. V-8 and soars to an optional Super Commando 383 4-barrel — the latter with dual exhausts.

And here's a little clue to the kind of options available for '68.

AM radio/stereo tape setup artfully built into the instrument panel.





Sport Satellite

The inside story — or why we call Sport Satellite our young Plymouth.

As mentioned, this is no way to go for stick-in-the-muds. It's a with-it car. Built for the kind of excitement *everybody* should try while they're young. Or feel young.

Buckets are standard, of course. And if you choose the optional center sport console, it comes with side-mounted courtesy lights plus a lockable stowage compartment. (Particularly valuable in the convertible to discourage theft when the top is down.)

But you can also ask for our optional two-way seat. It's a combination fold-down armrest and center cushion. Up, there's plenty of room for three, or *lots* of room for two. Down, you've got buckets with a place to rest your arms.

Seats are done in saddle-grain vinyl, with eight color combinations available. And the rear ones are specially designed to look like buckets.

Doors and instrument panel bear simulated wood-grain trim.

If you go the convertible route, you'll discover our engineers' foresight has done wonders for hindsight. The back window is glass. Won't discolor, can't scratch like plastic.

The Plymouth win-you-over beat goes on. ❤️

Sport Satellite all-vinyl interior with optional two-way seat



Optional wood-grain steering wheel

Satellite

We predict it'll be our best seller again. Which shouldn't surprise you a bit.

Not when you consider it's new from the ground up. And discover all you get between there and the roof.

Say you decide on the sedan below. It's roomy, easy to get in and out of. And luxurious? Just look.

You get an aluminum deck lid trim panel dressed up with argent and black paint. A one-piece aluminum grille — corrosion resistant. Bright moldings on the drip rail. Windshield. Wheel openings. Rear window. And upper sides of the body.

You get the new side marker lights, front and rear.

Plus your choice of 17 exterior colors, or one of many two-tones available. (This year, by the way, we're very big on greens. Three different shades are available.)

Our paint is tough, fade resistant acrylic enamel, applied in a long, painstaking process. First the metal is bonderized to assure good adhesion. Then it's carefully primed and given two finish coats.

To top off your sedan, you can even add a vinyl roof. In traditional black, or two new overprints that aren't traditional at all. Gold fleck on white. Dark green on medium green.



Satellite

How about a hardtop that helps you insert the ignition key? That's luxury!

We refer to one of our exclusive new options — the time delay ignition light. It comes on when you open the door and, after you slip behind the wheel and close the door, it stays on. That way, there's no stabbing in the dark to insert the key. Then, it turns itself off.

Slick. But then, the Satellite hardtop makes things easy all the way around.

The instrument panel is completely new, with rocker or thumbwheel switches for almost everything.

The optional map and courtesy light is now mounted under the brow of the instrument panel — by far the most convenient place for it. Great for map-minding, purse-peeking, and the like.

Here are some other things you'll appreciate — especially if you're of the fairer sex.

Back-up lights are standard. (They can save a lot of domestic strife over dents and scratches, as can the optional rubber-faced bumper guards.)

There's vinyl on the door panels, vinyl on the nylon-faced seats. Cleans with a damp cloth. And if you really want to do the practical thing in a beautiful way, order the optional all-vinyl interior. A dressy way to save cleanup effort.



Satellite Hardtop



Optional all-vinyl interior



Standard cloth-and-vinyl interior

Satellite

Of course, there will be winter to put up with. For just such contingencies, we've given the '68 Satellite convertible all the quality we could muster.

Since the rear window is glass, you can scrape it clean of ice and snow in a jiffy. Come summer, you don't have to unzip it to lower the top.

In the same spirit, we build in quality extras like an easy-operating rocker type switch for the power top, Aluminized muffler and tail pipe. And your choice of standard engines. Just decide whether you want to go heavy on performance, or heavy on economy. You can have either our 225 cu. in. Six, or 273 cu. in. V-8. And there are three optional V-8s, to boot.

Inside, you'll find a 3-spoke steering wheel with horn ring. Padded sun visors, and pocket panel lights.

The rest is up to you. Add options like front disc brakes, if you like. Head restraints — right, left or both. High-capacity, low-

draft air conditioning. Or our new Auto-Speed control. (It's located on the end of the turn signal lever. Which puts it about as close to your fingers as you can get.)

The Plymouth win-you-over beat goes on. ❤️





Road Runner Coupe



Road Runner

Brilliant performance. Private property of the young and aware. Priced right.

Road Runner. It's what "out of sight" is all about. It's side-opening hood scoops, like on GTX. It's dual exhausts. Heavy-duty suspension. Red Streak Wide Boots. Four on the floor, standard. And a standard engine so exclusive you can't even get it on another Plymouth.

It's called the Road Runner 383. has a 4-barrel carb. Performance cam. Dual exhausts. A newly developed cylinder head. Plus spill-ups like a chrome oil filler cap, black crackle-finish unsilenced air cleaner, and 383 Road Runner engine emblem.

And get this. If you're a more the merrier type when it comes to engines, you can fit out Road Runner with the renowned Street Hemi. In fact, it's the only optional engine we'll equip it with.

For kicks, you get a Road Runner nameplate on the dash and deck lid. Another on the doors. Plus a cartoon Road Runner on the deck lid, the doors and on the instrument panel.

All this in a new 2-door coupe that's exclusive among Plymouth's competition. By giving it the same roof as our hardtops, you get frameless front door glass. And the rear windows tip out.

To make Road Runner even more of a good-times car, think about asking for options like the performance paint treatment. (A natty black patch between the hood scoops.) Or a vinyl roof. New easy-reading tach. Body paint stripes. Wide sill moldings. A special package including 3.55 rear axle with Sure-Grip, heavy-duty radiator and shrouded viscous-drive fan.

Oh, yes. The horn goes "beep-beep."
The Plymouth win-you-over beat goes on. ❤️



Belvedere Coupe



It seems there's no stopping our stylists. Our lowest priced mid-size car features a suave new roof design.

It comes on our 2-door that doesn't look like a 2-door.

With a rakish roofline we've given our Belvedere 2-door sedan a hardtop look. And now we call it coupe.

Results: Curved, frameless side glass up front. Tip-out windows in the rear. And looks you'd never expect to see in a car that's a steal in the first place.

If you're a parent, you'll want to think about this, too. With tip-out rear windows, there's added safety for small fry.



And, due to the vacuum effect of the push-out design, you get outstanding ventilation control.

More to consider, whether you're a parent or not.

New safety features for '68 include soft window crank knobs. Recessed instrument panel ashtrays. A front seat back-latch.

Energy-absorbing front seat backs. Front doors that can't be opened unless the lock button is up. Side marker lights. And optional deluxe seat belts, front and back.

Belvedere 2-Door Coupe

Belvedere 4-Door Sedan

Snug inside, surrounded by standard luxuries — who'd guess there's an economy champ under the hood?

The 225 cu. in. Six that's standard in Belvedere has been gobbling up economy run competition for years. And it's no patsy in the performance area, either.

But what's *really* tough to believe is all the standard equipment you get with Belvedere 4-door sedan.

Nylon-faced fabric seats trimmed with vinyl for easy cleaning. Dash and door panels done in scuff-resistant vinyl. And an optional black all-vinyl interior is available.

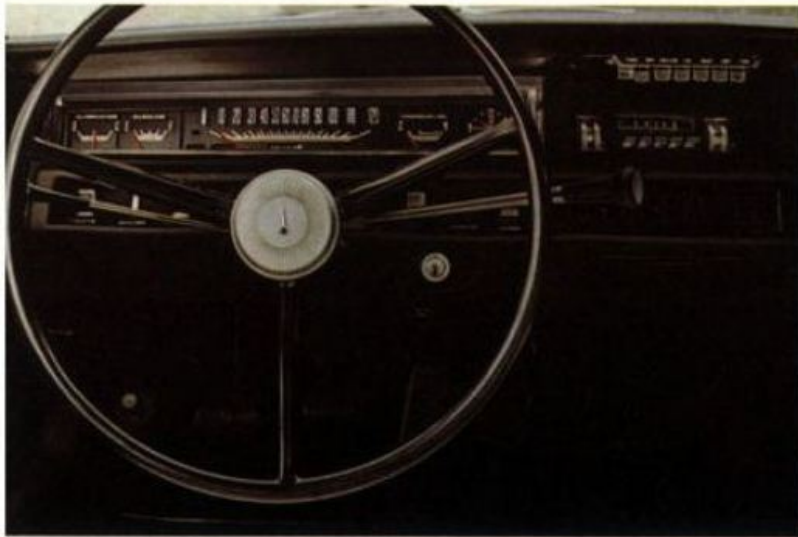
The glove box locks. The floors are covered in long wearing color-keyed rubber.

The large bonded brakes are self-adjusting, last longer than the riveted kind. The recommended chassis lubrication interval? 36,000 miles.

The optional deluxe front seat belts retract. And you can order an inside remote control for the outside rearview mirror.

And, if you want a little more stuff than our gas-sipping Six offers, you can order a 273 cu. in. V-8.

The Plymouth win-you-over beat goes on. ❤️



Belvedere 4-door Sedan

Mid-Size Wagons

Below is our top-of-the-line hauler — the Satellite Sport Wagon. An architect might describe it as "a classic marriage of form and function." We submit that it holds plenty, looks terrific and can take the punishment your kids can dish out.

See that wood-grain vinyl on the tail gate and sides? It's there for two reasons — beauty and protection. Paint is easy to chip. Vinyl isn't. Nice to know when the guy next to you on a parking lot bangs you with his door.

The cargo area is covered with super-tough vinoleum. It's awful hard to scratch it at all. But, if you do, relax. It's color impregnated clear through.

We make our ceiling out of sectional hardboard. Rich looking. And should your son give it a good jab with the Troop 10 flag pole, you can always replace the damaged section.

As you can see, we've got a thing for practicality. But not at the expense of luxury, beauty, or the good life. For instance, there's foam padding in the front seat. Color-keyed nylon carpeting in the passenger area. And the kind of looks, ride and handling you'd expect only in a much bigger car. And we've barely begun to tell the wagon story. Flip the page.



Satellite Wagon

Satellite

You should almost buy one to entertain at parties. Its tail gate swings up and down, side to side and washes its own window.

That should give you a glimmer of the versatility of Satellite wagons. (We offer both 2- and 3-seaters, 6-cylinder or V-8.)

The two-way tail gate is standard. Drop it down when you've got something to load, swing it open for the kids to hop in.

The self-washing window? It's an optional exclusive and you can order it with any mid-size wagon.

To operate it, you push a button to lower the window. Push another, then raise the window, and it emerges clear again. (If you've owned a wagon before, you know what a convenience that is. Especially on a wet dirt road.)

The power window itself is standard on all of Plymouth's mid-size 3-seat wagons. You raise or lower it with a switch on the dash, or by inserting the key in the tail gate lock.

All things considered, it's a pretty nice way to be practical.

Our newest idea in station wagons — an optional electric tail gate window that goes down dirty and comes up clean. Shown on Satellite Sport Wagon.



Standard equipment is a two-way tail gate, shown here on a Satellite Sport Wagon.





Belvedere Wagon

Belvedere

Wouldn't you know it? Our least expensive wagon has 88 cubic feet of cargo area.


And the biggest brakes in its class. A standard 273 cu. in. V-8 (or in six-cylinder model, a standard 225 cu. in. Six). Your choice depends on whether you want more economy or performance.

And there are three optional V-8s. Inside, you've got more pleasant decisions to mull over. Upholstery and trim is all-vinyl no matter what pattern you choose. Ice cream proof.

Incidentally — at the rear of the cargo area is a hidden, lockable storage compartment. The compartment is standard — the lock, optional.

Here's a partial list of the standard safety features.

Outside rearview mirror. Instrument panel padding. Seat belts, front and rear. Swing-away day/night inside mirror. Side marker lights. Lots more, too.

The Plymouth win-you-over beat goes on. 



Satellite and Satellite Sport Wagon Interior

Options

You've never been too concerned about knowing your engine speed? You should — particularly if you select a manual transmission. With a *tachometer* to count engine revolutions for you, you can time your shifts for maximum economy and performance. The dial mounts right alongside the other gauges in the instrument panel.



Say you're on the way home after a fun-but-tiring vacation, and someone else is driving. A great time to have front seats equipped with *head restraints*. They're comfort adjustable, and a safety factor, too. They're even designed to match upholstery.

Let there be light, with our optional *lighting package*. Highlight of the group, as it were, is the fender-mounted turn signal indicator. Order it and you also get a trunk or cargo compartment lamp, a map lamp, a glove box lamp and a special new ignition switch lamp that comes on when you open the door, stays on after you close the door, then turns itself off.



Whether you're interested in the time of day, the weather forecast or just a friendly voice, a *radio* is a must. Take your pick: AM or AM/FM*. If you'd rather have more control over your entertainment, go for the *Stereo 8 tape cartridge player*. (*Dealer installed)

Open-road cruising is great — unless it's nothing but miles and miles. Remedy: our new *Auto-Speed control*. Just set the control at the desired speed. The system disengages when you tap the brakes, kicks back in when you twist the knurled ring to resume the desired speed.



After you've made your interior trim selection, add the finishing touch—a *simulated wood steering wheel*. Then, to spare your wife grief in tight parking spots, you might add *power steering*. Her birthday's coming up? How about *power brakes*? *Tinted glass*? *Airtemp air conditioning*?

Why give yourself tennis-elbow from cranking windows up and down when it's so easy to own our *electric window option*? Push — it's down. Lift — it's up. No more effort than ringing a doorbell.



One of the most valuable driving aids you have is your left outside rearview mirror. But what if a parking attendant nudges it? The problem's no problem if you specify our *remote control outside rearview mirror*.

You don't get the same kicks out of driving you used to? Then, shift — to our *4-speed transmission*. The unit (floor-mounted, of course) gives you synchronized convenience in all forward gears. (When you're approaching a stoplight and it turns green, you don't have to come to a complete stop to stab into low).




Front disc brakes. They're the caliper-type, self-adjusting and the most efficient brakes we make. Reason is, they're highly fade resistant, and stopping surface is applied to both sides of the disc.

We offer so many wheel dress-up options, you could have all four wheels look different if you felt like it. It's not recommended though. If you're a purist, pick the 14 in. chrome-plated steel road wheels. The ultimate in sporty footwear (above left). There are special 15 in. covers (above right) available for the Hemi cars. Also for your selection are (below, left to right) 14in. sport and deluxe wheel covers.



Other popular options:
 Heavy-duty 70 ampere-hour battery • Heavy-duty drum brakes
 • Center cushion with fold-down armrest
 • Electric clock
 • Sports console with bull's-eye courtesy lights • Sure-Grip differential • Rear window defogger • Rear center dome lamp for Wagons • Red or white streak Wide Boot tires • Heavy-duty suspension with sway bar • Rear seat shoulder harnesses • Deluxe three-spoke steering wheel with full horn ring and padded center • Extra-thick front seat foam pad • Two-tone paint • TorqueFlite 3-speed automatic transmission
 • Tail gate window washer • Boar-grain vinyl roof • Three-speed electric windshield wipers with depressed park position • Trailer-towing package.



The Plymouth win-you-over beat goes on 

Engines

Here's a description of each engine we offer for '68. Read it over, even if you're a "turn the key, step on the gas" type. That way, when your neighbor boasts about the whatsits in his engine, you can counter with some blivets in yours.

225 Six

Six cylinders means economy. But our Slant Six is capable of more than that. You'd almost think it was a V-8, the way it steps out. Manual transmissions come with a 9½ in. clutch, and when you order TorqueFlite automatic you get a 10¾ in. torque converter. Other features: 48 ampere-hour battery, and 37 ampere alternator.

426 Street Hemi

The one and only. And we recommend you order it only if you're serious about sanctioned racing. What's the Hemi secret? Basically, the hemispherical combustion chambers. That shape permits super-big valves and free-flowing ports.

Super Commando 383 V-8

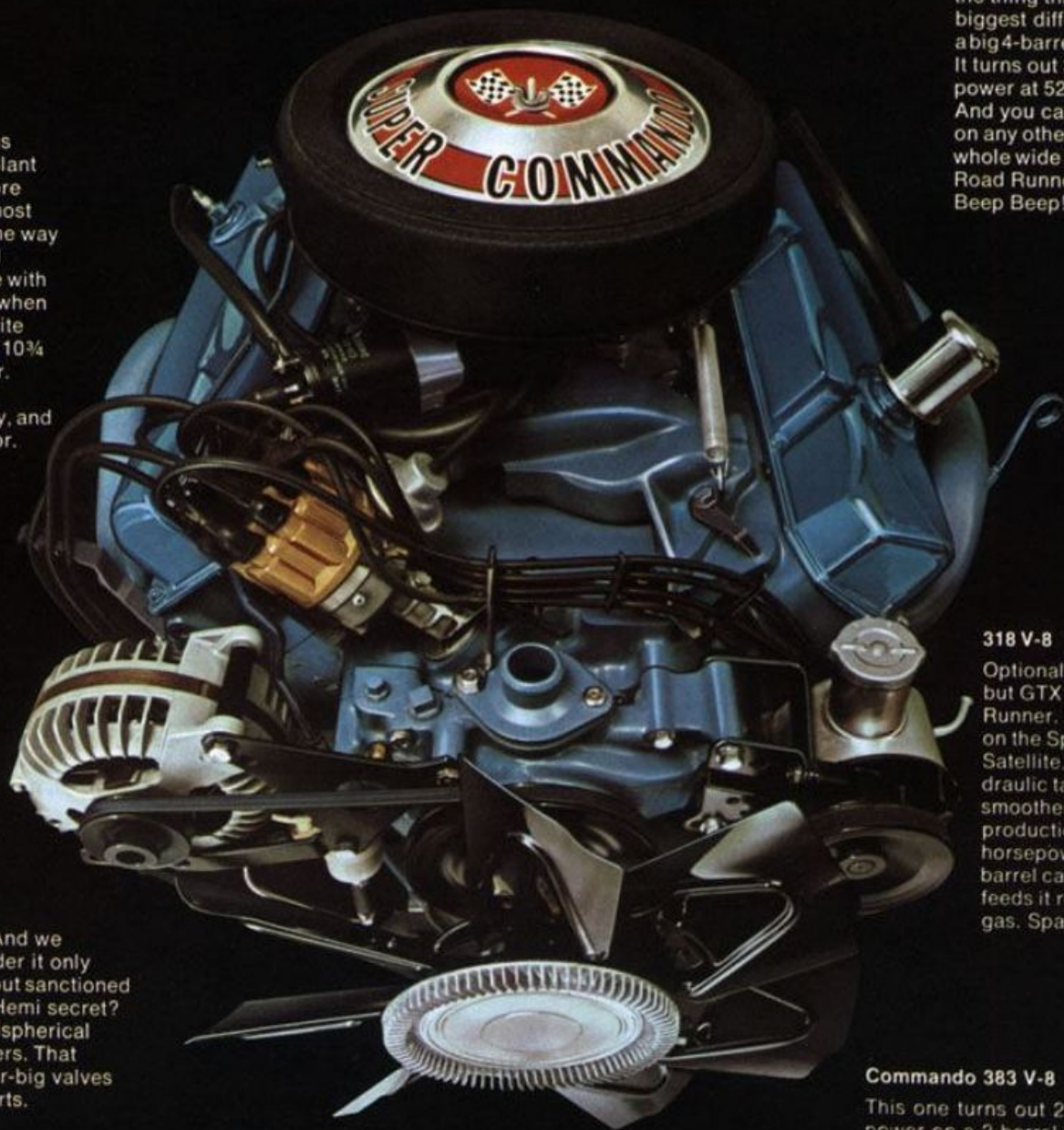
The whole ranch, with 330 horses in the herd. A 4-barrel carburetor with unsilenced air cleaner heads 'em up. Dual exhausts move 'em out. A high-performance cam and high-compression pistons finish the job of making this engine special.

273 V-8

Our basic V-8 — 190 horsepower. Along with the 2-barrel carb you get the Cleaner Air Package which comes on all our engines. It not only helps keep the atmosphere clean — it recycles unburned fuel mixture. How's that for engineering?

Road Runner 383 V-8

A little something special we whipped up for our new bird. Hoo boy, is it special! A high-lift, high overlap, long duration cam (we swiped it from the high-performance 440 V-8) is the thing that makes the biggest difference. Plus a big 4-barrel carburetor. It turns out 335-horsepower at 5200 rpm. And you can't get it on any other car in the whole wide world but the Road Runner. Beep Beep!



318 V-8

Optional for all but GTX or Road Runner. Standard on the Sport Satellite. Hydraulic tappets for smoother, quieter production of 230 horsepower. A 2-barrel carburetor feeds it regular gas. Sparingly.

Commando 383 V-8

This one turns out 290 horsepower on a 2-barrel carburetor and regular gas. An 11 in. clutch transmits the power to the 4-speed transmission while an 11¾ in. torque converter comes with the TorqueFlite. Beefy. Available for all mid-size Plymouths except GTX and Road Runner.

The Plymouth win-you-over beat goes on. ❤️

Super Commando 440 V-8

This is it. Our famous 440 Wedge engine. A husky 4-barrel carburetor makes sure there's no famine down in the engine room. And low-restriction dual exhausts tip off the troops what you've got under the hood. 375 horsepower, strictly for GTX among mid-size Plymouths.

Standard features

GTX

440 cu. in. Super Commando V-8 • Heavy-duty TorqueFlite automatic transmission • Heavy-duty 4-speed with floor shift optional at no extra cost • Heavy-duty suspension • Red Streak Wide Boot tires on wide Safety-Rim wheels • Heavy-duty dual braking system • Dual exhaust system • Deluxe all-vinyl interior • 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 • Double body stripes (5 colors available) • Deck lid finish panel with red reflective trim • Simulated hood air scoops • Glass back window—convertible • Side marker lights and many other standard safety and convenience features.

Sport Satellite

318 cu. in. V-8 • 3-speed manual transmission • Deluxe all-vinyl interior • 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 stripe (5 colors available) • Wheel opening and sill moldings • Deck lid finish panel with red reflective trim • Glass back window—convertible • Padded instrument panel and many other standard safety and convenience features.

Satellite

225 cu. in. Six or 273 cu. in. V-8 • 3-speed manual transmission • Deluxe cloth-and-vinyl interior • Color-keyed nylon carpeting • Front armrests with bright bases • Rear seat armrests with bright bases and ashtrays • Cigar lighter • Glove box lock • Dome light • Instrument panel ashtray light • Front door courtesy light switches • Wheel opening moldings • Deck lid finish panel with black paint trim • Glass back window—convertible • Swing-away day/night inside mirror and many other standard safety and convenience features.

Road Runner

Road Runner 383 V-8 • 4-speed manual with floor-shift • Heavy-duty suspension • Red Streak Wide Boot tires on wide Safety-Rim wheels • 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 273 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.

Satellite Sport Wagon

273 cu. in. V-8 • 3-speed manual transmission • Deluxe all-vinyl interior • Color-keyed nylon carpeting • Simulated wood-grain trim on instrument panel • Vinoleum 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 stowage compartment • Seat belts, front and rear and many other standard safety and convenience features.

Satellite Wagon

225 cu. in. Six or 273 cu. in. V-8 • 3-speed manual transmission • Deluxe all-vinyl interior • Color-keyed nylon carpeting • Vinoleum 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 stowage compartment • Dual brake system with warning light and many other standard safety and convenience features.

Belvedere Wagon

225 cu. in. Six or 273 cu. in. V-8 • 3-speed manual transmission • All-vinyl interior • Color-keyed rubber floor covering • Vinoleum 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 stowage compartment • Soft window crank knobs and many other standard safety and convenience features.

Standard Safety Features on All Mid-Size Plymouths:

Improved fuel tank retention; vehicle side marker lights; folding seat back-latches (2-door models and 3rd seat in wagons); instrument panel padding (full upper and lower); recessed instrument panel knobs and switches; concealed instrument panel ash trays; energy-absorbing front seat back tops; safety arm rests; heavy laminate windshield glass; non-override inside door locks; soft window crank knobs; painted windshield garnish moldings (anti-glare); left outside rearview mirror; energy-absorbing steering column; dual brake system and warning light; emergency flashers; swing-away inside prismatic day/night mirror; seat belts; 2 front 2 rear (plus 2 in wagon 3rd seat); padded sun visors; 2-speed windshield wipers with washers; dull-finish windshield wiper arms and blades, horn ring, steering wheel hub, inside rearview mirror frame and bracket, turn signal and gear shift levers; safety-action inside door handles, Safety-Rim wheels.

Specifications:

	225 6	273 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
Horsepower	145 hp at 4000 rpm	190 hp at 1900 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
Torque, lbs.-ft.	215 at 2400 rpm	260 at 2000 rpm	340 at 2400 rpm	390 at 2800 rpm	425 at 3200 rpm	425 at 3400 rpm	480 at 3200 rpm	490 at 4000 rpm
Compression ratio	8.4 to 1	9.0 to 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
Bore, inches	3.40	3.63	3.91	4.25	4.25	4.25	4.32	4.25
Stroke, inches	4.125	3.31	3.31	3.38	3.38	3.38	3.75	3.75
Displacement, cu. in.	225	273	318	383	383	383	440	426
Carburetor type	1-bbl.	2-bbl.	2-bbl.	2-bbl.	4-bbl.	4-bbl.	4-bbl.	2, 4-bbl.
Air cleaner type	Silenced	Silenced	Silenced	Silenced	Unsilenced	Unsilenced	Unsilenced	Unsilenced
Exhaust	Single	Single	Single	Single	Dual	Dual	Dual	Dual
Fuel	Regular	Regular	Regular	Regular	Premium	Premium	Premium	Premium
Standard on	Belvedere, Satellite	Belvedere, Satellite, Satellite Sport Wagon	Sport Satellite	None	None	Road Runner	GTX	None
Optional on	None	None	Belvedere, Satellite, Satellite Sport Wagon	Belvedere, Satellite, Sport Satellite, Sport Wagon	None	None	None	Road Runner GTX

Exterior Dimensions

	Wagons	Others*
Wheelbase	117.0 in.	116.0 in.
Track, front	59.5 in.	59.5 in.
Track, rear	59.2 in.	59.2 in.
Length, overall 2-seat	207.1 in.	202.7 in.
3-seat	208.8 in.	
Width, overall	76.4 in.	76.4 in.
Height, overall	56.4 in.	54.7 in.
	Hardtop & Coupe	52.5 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.

Standard Suspension

Front: Independent, lateral, nonparallel control arms with ball joints and torsion bars. Rear: Parallel asymmetrical leaf springs 58.0 x 2.5 in. 4½ leaves on all but GTX and Road Runner which have 6 leaves. Wagons have 5½ leaves. Orloff-type shock absorbers.

WHEEL & TIRE SIZES*

Safety-Rim Wheels:

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

Tire Sizes:

Station wagons 8.25 x 14
Other models with 6-cyl.: 273 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 7.70 x 14
*Optional tire sizes available on most models at extra cost.
**318 cu. in. engine with A/C requires 7.75 x 14.

Brakes: Dual hydraulic braking system standard on all '68 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. 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 2½ in. rear manual-adjusting.

*All 6-cyl. except wagons, 10 x 1½ in. rear wheels.

Capacities

Fuel tank 19 gals.
Fuel tank, station wagons 19 gals.
Cooling system, 6-cylinder engines with heater 13 qts.
Cooling system, 273 cu. in. V-8 with heater 19 qts.
Cooling system, 383 cu. in. V-8, with heater, also 17 qts.
Cooling system, 318 cu. in. V-8, 440 cu. in. V-8, 426 cu. in. V-8, with heater 18 qts.
Lubricating oil (add 1 qt. for oil filter) 8 qts.
Exc. Hemi 5 qts. 426 Hemi

Transmission

Manual 3-speed 6.5 pts.
Manual 4-speed 6.0 pts.
Automatic 9.0 pts.
6-cyl., 273 & 318 16.0 pts.
V-8 (383 2-bbl. & 440 V-8) 18.5 pts.
(383 4-bbl. & 426 Hemi V-8) 17.5 pts.

REAR AXLE RATIOS

Engine	Transmission	Ratios for Conventional Differential
225 cu. in. 6-cyl.	3-Speed Manual Automatic	3.23 3.55 opt. 2.93* 3.23 or 3.55 opt.
273 cu. in. 8-cyl.	3-Speed Manual Automatic	3.23 2.94 or 3.55 opt. 2.94 3.23 or 3.55 opt.
318 cu. in. 8-cyl.	3-Speed Manual Automatic	2.94 3.23 or 3.55 opt. 2.76 3.23 or 2.94 opt.
Commando	4-Speed Manual Automatic	3.23 2.76 3.23 or 2.94 opt.
Super Commando	4-Speed Manual Automatic	3.23 3.23
383 cu. in. 8-cyl. 4-bbl.	4-Speed Manual Automatic	3.23 3.23
Road Runner	4-Speed Manual Automatic	3.23 3.23
383 cu. in. 8-cyl. 4-bbl.	4-Speed Manual Automatic	3.23 3.23
Super Commando 440 8-cyl. 4-bbl.	4-Speed Manual Automatic	3.23 3.23
Hemi	4-Speed Manual Automatic	3.23 3.23
426 cu. in. 8-cyl. 2-, 4-bbl.	4-Speed Manual Automatic	3.23 3.23

*2.94 ratio on wagons

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

Here's how Chrysler's Customer Care Warranty protects you.

Chrysler Corporation warrants to the first and second registered owners the engine block, head and internal parts, intake manifold, water pump, transmission case and internal parts (except manual clutch), torque converter, drive shaft, universal joints, rear axle and differential, suspension system (except shock absorbers), steering gear and linkage system, wheels and wheel bearings of its 1968 automobiles for 5 years or 50,000 miles, whichever occurs first, and all other parts (excluding tires) for 24 months or 24,000 miles, whichever occurs first, against defects in materials and workmanship and will repair or replace such defective parts without charge for parts or labor at any Imperial, Chrysler, Plymouth or Dodge Authorized Dealer's place of business. Maintenance, such as replacement of spark plugs, condensers, ignition points, filters, brake and clutch lining, etc., and normal deterioration of hoses, belts, upholstery, soft trim and appearance items are not included. Maintenance services required under the warranty are: change engine oil every 3 months or 4,000 miles, whichever occurs first, and replace oil filter every second oil change; check operation of crankcase ventilator valve and clean oil filter cap every 6 months and replace ventilator valve every year; clean carburetor air filter every 6 months and replace every 2 years; lubricate front suspension ball joints and tie rod ends at 3 years or 36,000 miles, whichever occurs first; and every 12 months, (A.) have an authorized Imperial, Chrysler, Plymouth or Dodge dealer certify on an approved Warranty Validation form (i) receipt or evidence of performance of the required services and (ii) the car's then current mileage, and (B.) the owner must submit such completed form to Chrysler Motors Corporation. To qualify for continuing warranty coverage, the second registered owner must have an authorized Imperial, Chrysler, Plymouth or Dodge dealer submit a Transfer of Warranty form to Chrysler Motors Corporation within 30 days from the date of his purchase and receive from Chrysler Motors Corporation validation that the vehicle is eligible for such coverage.

On cars equipped with a 426 cu. in. Hemi engine, the above warranty is for 12 months or 12,000 miles and applies to original retail purchaser only, provided the car is not submitted to any form of extreme operation or altered or modified in any manner.

The policy of Chrysler Corporation is one of continual improvement in design and manufacture wherever possible to assure a still finer car. Hence, specifications, equipment, and prices are subject to change. Automobiles pictured, in some cases, show optional equipment, available at extra cost.

