

IF YOU CARE HOW MUCH YOU PAY...YOU COULD BE DODGE MATERIAL.



1970 DODGE Coronet

'70 CORONET: open the door and say "ahhh"...



SURPRISE. With the exception of the optional console (some people like them, some don't), these are the standard seats in the Coronet 500 hardtop. The convertible offers a full-width vinyl-covered bench seat with fold-down center armrest (buckets optional). Not bad for a car designed to save you money. Not bad for a car that isn't. Note the other handy extras that you can add at your discretion. For example, Dodge offers two different types of adjustable driver's seat. Standard is the regular back-and-forward adjuster. The six-way* manually adjustable seat, shown here, has a clever spring-actuated mechanism. It'll cost you just about half as much as an electrically actuated seat. Who says you have to be rich to be comfortable? *Optional at extra cost.



'70 CORONET: very big for its price.



'70 CORONET. Buy one of these and have enough left over to take it out Saturday night. Who ever thought that an honest low-priced car would end up looking like this? Enough of sized-down, stripped-down savers. Coronet 500. Long, one of the longest in its field. Good-looking? Take another look for yourself. Then price one out. What did Dodge forget? Perhaps you'd better take a close look inside. But watch it. You're in for a nice . . .

CORONET R/T: if you pay more money... make sure you get more car.



CORONET R/T. If you like a little more posh with your punch, here's the scoop. On the hood. On the rear quarters. Buckets inside. Carpet on the floor. You know. On the punch side, there's an uneasy 440 Magnum up front; you can get either TorqueFlite or the four-speed full-synchro with Hurst shifter at no extra cost; the Rallye Suspension, brakes, and other goodies are all in order. Tell your mother it's a nice old man's car. Then just watch it, Hot Foot. With a little care, she'll never know the difference.



SUPER BEE: it drives you right out of the high-rent district.



SUPER BEE. It will drive you right out of the high-rent district. And rapidly. 383 Magnum. Rallye Suspension. Charger instrument panel. A new full-synchro three-speed manual trans can save you a bundle on the down stroke. Four-speed manual or TorqueFlite automatic still available at extra cost, if you insist. Note the new optional SixPack 440-cube V8 with the nasty hood. (If you don't know what a SixPack is, go back to your knitting. It's three two-barrels perched on a special intake manifold, perched on a Premium 440.) Order your Super Bee with one of the new high-impact* colors: Plum Crazy (shown here), Sublime, Banana, Go-Mango, and Hemi Orange. *Optional at extra cost.



CORONET STANDARD EQUIPMENT

318-cu.-in. 2-bbl. V8 or 225-cu.-in. 6-cylinder engine is standard on most models; 383 Magnum V8 is standard in Super Bee models, and 440 Magnum V8 is standard in Coronet R/T models

3-speed manual transmission, shift lever on steering column; full-syncho floor shift standard on Super Bee models; Torque-Flite automatic standard on R/T models

All-vinyl, front, full-width bench seat on most models

Cloth-and-vinyl front bench seat

on 440 and 500 4-dr. sedans

All-vinyl front bucket seats on 500 and R/T hardtops and R/T convertibles

Deep-pile carpeting (except Coronet Deluxe models which have color-keyed mats)

3-spoke steering wheel with partial horn ring (except Coronet Deluxe models)

Heater/defroster

Cigarette lighter

19-gallon fuel tank

Foot-operated parking brake

Self-adjusting brakes

Fiber-glass-belted tires

STANDARD SAFETY EQUIPMENT

Dual Braking System

Turn signals with lane-change feature

Padded instrument panel

Master cylinder and parking brake warning light

Windshield washers

Safety-Action inside door handles

Mirror, left, outside rearview

Front seat belts

Combination side marker lights and reflectors

Soft knobs on window cranks

Energy-absorbing steering column and wheel

Backup lights

Padded sun visor

Windshield wipers, electric; parallel-action blades with glare-reducing finish

Hazard Warning System

Safety-Rim wheels

Prismatic, day/night, inside rearview mirror with double-ball-joint mount

Rear seat belts (including belt for center passenger)

Front shoulder belts, left and right (rear shoulder belts are optional, except convertibles)

Manual latches on folding-front seatbacks

Nonoverride door locks, except driver's door

Steering column with 3-way lock: ignition, steering, and transmission

Head restraints, front seat only

"Key-left-in-ignition" warning buzzer

Plum Crazy (FC7)*	Sublime (FJ5)*	Go-Mango (EK2)*	Hemi Orange (EV2)*	Banana (FY1)*	Light Blue Metallic (EB3)	Bright Blue Metallic (EB5)	Dark Blue Metallic (EB7)	Bright Red (FE5)
Light Green Metallic (FF4)	Dark Green Metallic (EF8)	Dark Burnt Orange Metallic (FK5)	Beige (BL1)	Dark Tan Metallic (FT6)	White (EW1)	Black (TX9)	Cream (DY3)	Light Gold Metallic (FY4)

*Optional at extra cost.



Coronet 500 2-door hardtop



Coronet 440 2-door hardtop



Coronet Deluxe 2-door coupe



Coronet 500 station wagon (2-seat and 3-seat models)



Coronet 500 convertible



Coronet 440 4-door sedan



Coronet Deluxe 4-door sedan



Coronet 440 station wagon (2-seat and 3-seat models)



Coronet 500 4-door sedan



Coronet 440 2-door coupe



Super Bee 2-door coupe



Coronet Deluxe 2-seat station wagon



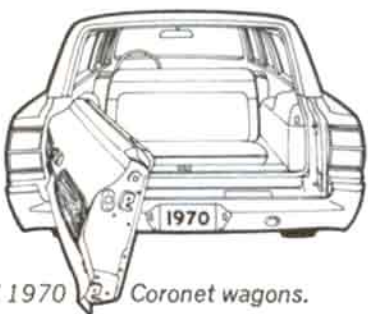
Coronet R/T 2-door hardtop



Coronet R/T convertible



Super Bee 2-door hardtop



Dual Action tailgate is standard on all 1970 Dodge Coronet wagons.

Mirror, right, outside
 Power brakes
 Power steering
 Power windows (Coronet hardtops and convertibles only)
 Radio, Music Master AM with push buttons
 Radio, solid-state AM-FM
 Radio, AM with eight-track stereo-tape and multiple-speaker system
 Rear seat speaker (N.A. wagons)
 Rear shoulder belts (rear lap belts are standard; rear shoulder belts N.A. convertibles)
 Rear window defogger (N.A. wagons)
 Tinted windshield
 Tinted windshield and windows
 Undercoating and hood insulation
 Windshield wipers, 3-speed, electric (2-speed, standard; 3-speed wipers standard on Super Bee and Coronet R/T models)

Appearance

Belt mouldings (2-door models only; standard on convertibles and 500 hardtops)
 Bumper guards with rubber inserts, front and rear (front only on Coronet wagons)
 Console (with bucket seats only)
 Door-edge protector mouldings
 Color-keyed protective rubber floor mats
 Color-keyed vinyl-insert protective side mouldings (except Super Bee, R/T, and 500 wagons)
 Pedal dress-up (standard, 500 and R/T)
 Rallye Instrument Cluster (optional on Coronet R/T only; standard, less clock/tach, on Super Bee)
 Tachometer (includes clock on Super Bee)
 Hood tie-down pins (Super Bee and R/T only)
 Steering wheel with "Rim Blow" horn
 Steering wheel, simulated walnut, sports-type
 Wheel covers: deluxe, deep-dish, and wire-wheel types (all 14"; deluxe wheel covers standard on Coronet 500)
 All-steel Rallye wheels (14" or 15")
 All-steel chromed road wheels with chromed trim ring (14" only)
 White sidewall tires (std., Super Bee and R/T)
 Black sidewall tires with raised white letters
 Longitudinal performance stripe (a no-extra-cost substitution for bumblebee stripe on Super Bee models only)
 Two-tone paint (N.A. on convertibles or Coronet 500 wagons)
 Vinyl roof: Black, White, Green, and Gator Grain (offered on all coupes and hardtops, and 440 and 500 sedans)
 Bright tip exhaust (R/T and Super Bee)

Performance

(225 Six and 318 V8 are standard engines on most Coronet models.)
 383 2-bbl. V8 (Deluxe, 440 and 500 models)
 383 4-bbl. V8 (Deluxe, 440 and 500 models)
 383 Magnum V8 (standard on Super Bee models only and N.A. other models)
 440 Magnum V8 (standard on R/T models only and N.A. other models)

XHD suspension (standard on R/T models)
 Sure Grip differential
 Trailer-Towing Package (N.A. with 225 Six, 440 SixPack, or 426 Hemi V8; see your Dealer for more details)
 4-on-the-floor manual transmission with Hurst floor shifter (optional on 383 4-bbl. V8, 440 V8s, and Hemi)
 TorqueFlite 3-speed automatic transmission (standard on R/T models)

Station Wagon Options

Luggage rack
 Power tailgate window (standard on 3-seat wagons)
 Tailgate window wiper with washer (power tailgate window option required on 2-seat wagons)
 Rear compartment lock

Accessory Groups

Radio Group

Music Master AM radio ☐ Power steering ☐
 3-speed wipers (standard on Super Bee and R/T models) ☐ Mirror, left, outside, remote-control ☐ Deluxe wheel covers (standard, 500 models)

Protection Group

(N.A. on Super Bee, R/T, or 500 wagons) ☐
 Vinyl-insert body side mouldings ☐ Bumper guards, front and rear, and front stone-shield moulding ☐ Door-edge protectors

Light Group*

Lights: Ashtray ☐ Glove box ☐ Map (standard on 500 and R/T models) ☐ Trunk ☐ Fender-mounted turn signals ☐ Ignition with time delay ☐ Rear door switch for dome light (standard on 500 4-door models) ☐ Headlamp-on reminder buzzer ☐ Cargo light (standard, 3-seat wagons)

Seat Belt Group*

Instrument panel "Fasten Seat Belt" light with time delay ☐ High-styled push-button buckles, color-keyed ☐ Loop-guides on belt ends ☐ Buckle stowage brackets

*Items available in group only.

Engines	displacement/ cylinders	225 cid Six	318 cid V8	383 cid V8	383 cid V8	383 cid V8 Magnum	440 cid V8 Magnum	440 cid V8 SixPack	426 cid V8 Hemi
bore x stroke (in.)		3.4 x 3.12	3.91 x 3.31	4.25 x 3.38	4.25 x 3.38	4.25 x 3.38	4.32 x 3.75	4.32 x 3.75	4.25 x 3.75
carburetor		1-bbl.	2-bbl.	2-bbl.	4-bbl.	4-bbl.	4-bbl.	3 2-bbl.	2 4-bbl.
compression ratio		8.4:1	8.8:1	8.7:1	9.5:1	9.5:1	9.7:1	10.5:1	10.28:1
exhaust system		single	single	single	dual	dual	dual	dual	dual
horsepower @ rpm		145 @ 4000	230 @ 4400	290 @ 4400	330 @ 5000	335 @ 5200	375 @ 4600	390 @ 4700	425 @ 5000
torque (lbs.-ft.) @ rpm		215 @ 2400	320 @ 2000	390 @ 2800	425 @ 3200	425 @ 3400	480 @ 3200	490 @ 3200	490 @ 4000
fuel recommended		regular	regular	regular	premium	premium	premium	premium	premium

Some options, such as Airtemp air conditioners, automatic speed control, console, disc brakes, performance axle equipment, tires and wheels of specific designs, Trailer-Towing Package and floor-mounted manual transmissions, are available only with certain other items of equipment. Your Dodge Dealer will gladly assist you in selecting items within their availability.

joined in front, asymmetrical rear springs in the rear, and Oriflow shocks at each wheel. Suspension is rubber isolated. Super Bee comes equipped with Rallye Suspension, a special Handling Package, which includes: HD torsion bars, sway bar, and HD rear springs. Firm Ride shocks are also standard on Super Bee.

Transmissions

Four transmissions are offered for Coronet models.

1. Three-speed manual (column-mounted shifter), standard with 225 Six or 318 V8 only and N.A. with any other engines.
2. Three-speed synchronized manual (floor shift), standard on the 383-4-bbl.-V8 Super Bee and optional on other 383-4-bbl.-V8 models only. N.A. with any other engines.
3. Four-speed synchronized manual (floor shift), optional on 383 4-bbl., 440 Magnum, 440 SixPack, and 426 Hemi only. N.A. other engines. No-cost option on R/T.
4. TorqueFlite three-speed automatic transmission (selector, column-mounted except on optional-console-equipped models), standard on R/T models and optional on all other engines.

Rear Axle Ratios

A number of rear axle ratios are offered, at extra cost, with some Coronet engine and

with 318 V8 G78x14 (6.0JJ wheels)
 Three-seat wagons with 383 2-bbl.
 and 4-bbl. V8 H78x14 (6.0JJ wheels)
 Super Bee; R/T F70x14 (6.0JJ wheels)

Electrical System

Battery: 12-volt, 6-cell, 46-amp-hr (225 Six, 318 V8), 59-amp-hr (383 V8s), 70-amp-hr (440 Magnum V8, Hemi V8). Alternator: 37-amp is standard on all Coronet models.

Brakes

Hydraulic, servo-contact, self-adjusting, with bonded linings. Dual Braking System. Parking brake is foot-pedal-operated, with hand-release lever — mechanically actuating shoes on each rear wheel. Master cylinder/parking brake warning light is standard on all models.

Dodge Automatic Speed Control

Add extra pleasure to your highway travel with our automatic speed control. It's so simple to operate and takes so much muscle strain out of long-trip driving. Set the control to desired speed. The speed is held there, precisely, uphill and down, until you tap the brake pedal. To resume speed, just twist the knurled knob on the end of the turn signal wand, and you're back on "automatic." Available on most Coronet models at extra cost.



Dodge

