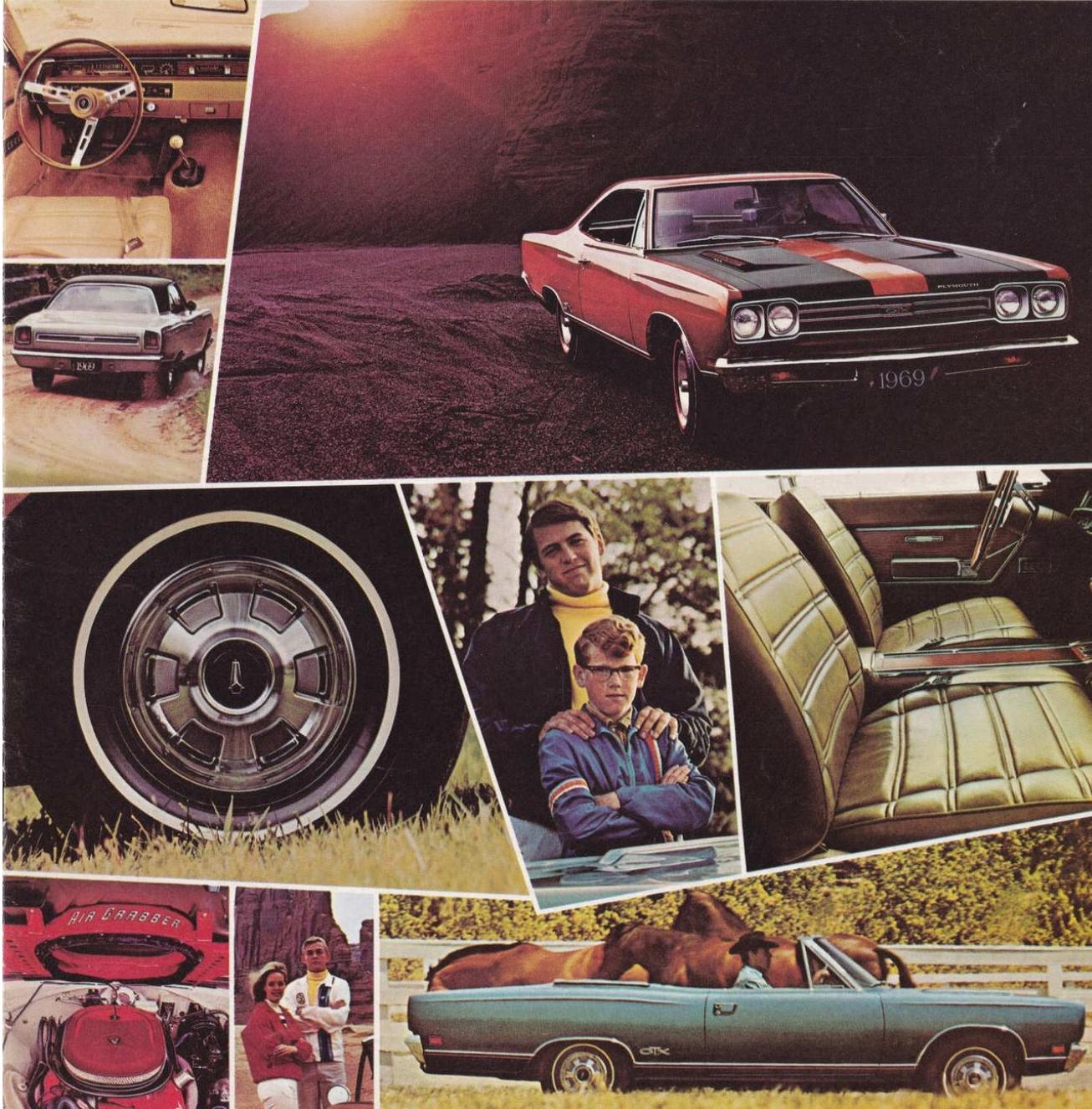


MID-SIZED  
**1969 PLYMOUTH**

*Belvedere · Satellite · Sport Satellite · GTX · Road Runner ·*





## GTX Hardtop and Convertible

Specially-prepared GTXs have been big winners on drag strips for some time now. With most of the credit due to our Super Commando 440 and the famed 426 Street Hemi.

This year it'll be the same — only more so. Because 3.55 and 4.10 axle ratios are now available with our Performance Axle Pack (back cover). It means higher engine speeds in all gears. More torque. Red Streak Wide Boots are standard.

So are dual exhausts. A red or white reflective stripe along the lower fender line. And deep foam buckets, in a choice of 11 all-vinyl trim combinations.

**The 440-cube Super Commando** comes with 4-barrel carb. Performance cam. Extra large throttle bores. Unsilenced air cleaner. Oversize ports and valves.

**The 426 Street Hemi** is called "Hemi" because it has hemispherical combustion chambers. The shape that permits the ultimate in thermal efficiency, and huge ports and valves. At 425 horsepower, Hemi is a bit much for commuting. (Unless you're serious about sanctioned racing, we suggest you stick with the 440 Super Commando).

Functional air scoops are standard for the Hemi, optional on the Super Commando. Underneath the dash, there's a shut-off control. So in winter you can stop the flow of outside air until the engine warms up.

GTX's front track is 59.5" the rear 59.2" Which is wide. Combined with torsion bar suspension, this stance gives you the best ride characteristics in the business.

Among options you should consider: Chrome steel wheel covers. Or chrome-steel road wheels. And our performance hood treatment (two wide bands of black vinyl that dress up the scoop area). With the latter, nobody's going to overlook the fact you feed your horses fresh air.



GTX Two Door Hardtop



# Sport Satellite

Remember when "regular gas" meant "plain car"? Sport Satellite has ended that notion once and for all. It sits on a 116" wheelbase. With a 318 cu. in. V-8 up front that thrives on regular.

But that doesn't mean you can't add more excitement. Go for the 383 cu. in. 2-bbl. V-8. Or go all the way. With the Super Commando 383 four-barrel V-8. Coupled with a floor-mounted Hurst 4 speed shifter. Unsilenced air cleaner. Heavy duty suspension and the new 3.91 axle ratio. (You're back on "premium" now—a small price to pay.)

Styling starts with a memorable one-piece grille. Bright accent mouldings along the sides. Full length paint stripe (choice of 5 colours). And, deeply-recessed tail lamps.

Just to please every palate, there's a rich Saddle Bronze Boar-Grain vinyl roof in addition to white, black, and antique green.

From the outside, the Sport Satellite sedan is all sport. Behind the doors, all sedan. With a unique choice of seating accommodations. A bench seat arrangement (individual seat backs with pull-down centre armrest), with four plaid nylon and vinyl combinations are offered. Or choose from eight all-vinyl bucket seat selections.

The smart decor carries throughout the interior. Door panels. Padded instrument panel. Wood grain accents, doors and dash. Deep carpeting. Bucket seats are standard, by the way, in the convertible. Covered in saddle cloth vinyl. Looks and feels like leather. Vinyl door panels and instrument panel.

A very sporty car, our convertible. But for even more sport, order a set of 14" or 15" road wheels. Or choose from either style of deluxe wheel covers.

Put a centre console between the buckets. Add the 4-speed Hurst shifter.

Hardtop, Sedan or Convertible. Cars you can admire. As well as live with.

Sport Satellite Convertible



Sport Satellite Two Door Hardtop

If you really want to do nice things for your family, splurge a little. Just a little. Order air conditioning. An AM/FM radio. The new six-way manual bucket seat adjuster (it does everything those electric seats do — without the electricity). And, go ahead, power windows. If you've been following closely, you've probably got the idea there's nothing you could call average about the Sport Satellite. There isn't. At least, there isn't until you start talking price!



Sport Satellite Four Door Sedan



# Satellite

Satellite sits on a sensible 116" wheelbase like all mid-size Plymouths. It's a cinch to park and handle. And its styling has made it a top seller. Because it's styled like all mid-sized Plymouths. To give the best possible combination of form and function. Roomy enough to carry a family around. Jazzy enough to draw glances of envy from passers-by.

A one-piece unrustable aluminum grille sets a pattern in beauty that continues with bright body mouldings

along each side. For even more sparkle, ask for the optional body paint stripe. Or the new deep dish wheel covers. With or without the extras, Satellite gives you the look of luxury at a sensible price.

Travel a lot? Satellite's economical ways cut down the cost. Oil changes every 4,000 miles. Lubrication interval: 36,000 miles. And the Turnpike cruising package is something to consider. It includes the Commando 383 V-8. Automatic-Speed control: just set at

desired speed and it holds automatically. Front disc brakes. 2.76 axle ratio. Protective undercoating. And our exclusive Headlights-On warning signal.

Further pleasant considerations. Colors. Count 18 for 1969. All in Acrylustr paint finish. Tough, fade-resistant, applied in a long, painstaking process. First the metal is bonderized to assure good adhesion. Then it's dip-and-spray primed seven times, and given two finish coats.

These are some of the reasons why

the Satellite Sedan has been called the perfect mid-sized car.

On the other hand, there are those who prefer Satellite as a hardtop. Or convertible.

One of the reasons is our vinyl interiors. You'd swear it was leather. It's expandable. Soft. But when something gets spilled, it washes right off. Make the french fry test yourself. All that and you want even more? Then go Mod Top. (Illustrated on previous page.) Seats and door panels are done up in

mod flowered vinyl to match the fade resistant mod vinyl roof. Add power steering. AM/FM radio. A total groove.

Any way you look at it, Satellite leads its field. All models come on a 116" wheelbase. Those few extra inches add up to a lot of extra convenience. Such as an extra suitcase in the trunk. More stretching room inside.

Satellite. Enough said.



Satellite Convertible

Satellite Two Door Hardtop



Satellite Four Door Sedan



Road Runner Two Door Hardtop

## Road Runner

Pity the poor coyote. This year he's up against three Road Runners. The coupe. The hardtop. The convertible. All fleet of foot. All with the "beep-beep" horn.

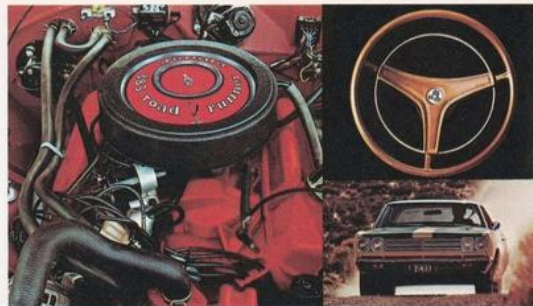
And a standard engine so exclusive you can't even get it with another Plymouth. It's called the Road Runner 383. With it goes a 4 barrel carb. Performance cylinder head. Chrome oil filler cap. Hemi-orange paint treatment. And an silenced air cleaner.

If you're in an escalating mood, specify the 426 Street Hemi. The only optional engine we'll put in a Road Runner.

Either way, you get a standard Hurst 4-speed shifter. With simulated walnut shift knob. And reverse gear warning light on the dash.

Plus Road Runner nameplates on the doors, another on the deck lid and the instrument panel.

Road Runner Two Door Coupe



Road Runner Convertible



## Belvedere

Quick, make a power decision. Want an economy winner — or the biggest standard V-8 in the field.

We'll help you decide.

The economy argument's a strong one. Backed up by our perennial economy competition champ: the 225 cu. in. Slant Six. But don't be misled. It's got plenty of authority too!

The other side of the coin? Our 318 cu. in. V-8. The largest standard V-8 we've ever offered in the mid-size line. To be blunt, it goes. But again, don't be misled. If you're used to using regular gas, you don't have to break the habit.

Make the choice either way. You get a 116" wheelbase on both sedan and coupe. Plenty of trunk space. And more head room, leg room and elbow room than you thought possible in a car this size.

All this plus more than 50 standard Belvedere safety items and standard Belvedere engineering features. Torsion Aire suspension for the smoothest ride on the road. Rattle-free Unibody construction. A body that has undergone a 7 stage dip and spray process of rustproofing and finishing.

Summing up, you decide what kind of car you want. Tell us about it. And that's how we'll put together your Belvedere.



More decisions. Inside, three all-vinyl upholstery selections are standard for the coupe. Two nylon and vinyl choices in the sedan. Plus a deluxe all-vinyl interior. Outside, 18 solid colours. Two-tone paint combinations and vinyl roofs at slight extra cost.

Belvedere Two Door Sedan

Belvedere Four Door Sedan





Satellite Wagon (2 and 3 seat models available)

## Wagons

Think of them as luxury cars that hold a lot. There's 84.9 cubic feet of carrying space, yet the work area is disguised by the best in looks and comfort.

The two-way tailgate is standard on all mid-size wagons. It swings up and down or from side to side — your preference. And for a few dollars extra, it washes and dries its own windows. More considerations. The brakes are the biggest in the mid-size field. So is the standard 318 V-8. If economy's your game, take the standard 225 cu. in. Slant Six. Mid-size wagons come in 2 and 3 seat versions. On 2 seat models the storage area is lockable at your option. In the seating area, all upholstery and trim is easy to clean vinyl. Your choice of 2 interior colours for Belvedere, 5 for Satellite and 8 for Sport Satellite. The wood-grain side panel treatment is standard on the Sport Satellite wagon.



Sport Satellite Wagon (2 and 3 seat models available)



### Add your own personal touch with a few useful and dressy options.

(1) **AM/FM Stereo Multiplex Radio:** Roll the rocker switches for the sweetest music this side of a concert hall. It isn't just a radio. It's an experience. (2) **Air Grabbers:** Otherwise known as functional hood scoops. Feed the carburetor fresh air for improved engine efficiency, stepped-up performance. Available for GTX and Road Runner with Super Commando engines. Standard with Hemi. (3) **Power Windows:** Let's face it, winding windows can be a drag at 60 plus miles an hour. So splurge. This way you control every window from where you sit. With your finger tip. (4) **Console Automatic:** First of all, it has three speeds: not two. And it's located between the bucket seats to make you feel a bit devilish. And it's very stylish. (5) **Air Conditioning:** Surely you remember those hot, muggy days in summer. When an air conditioner would have been heavenly. Don't let it happen again. (6) **Deep Dish Wheel Covers:** They don't make your car run any smoother or go any faster. But they help make the car into your car. It's a small price to pay to add so much flair. (7) **Remote Control Mirror:** Think of it. You don't even have to open the window to adjust the mirror. No matter how much you squirm around, a twist of the wrist brings it back into line. (8) **Tachometer:** Some people buy a tach.

because racing drivers use them. The smart people buy a tach, because it helps them get the most out of the engine. How smart are you? (9) **Wood Grain Steering Wheel:** Sometimes you buy things for no other reason than that you like them. You'll like this! (10) **Front Disc Brakes:** Every Plymouth has many safety features. This is one of the best. Quick, sure, fade-free stops. Every time. (11) **Mag-type Wheel Covers:** Jazzy, yes. Expensive, no. (12) **Automatic Speed Control:** This is for real. Honest. Let's say you're on a highway and you want to travel at 60. For the next 200 miles or so. Okay, you just set it and then you forget about it. The car moves along at precisely 60 miles an hour. All you do is steer. To reduce speed and disengage speed control simply touch the brake. (13) **Hurst 4-speed Shifters:** You get it whenever you order a 4-speed transmission. Synchronized in all forward gears. Also has a reverse indicator light on the instrument panel. Simulated-walnut knob tops it off. Standard on Road Runner. (14) **Colour Combs:** We tried to figure out how we could describe the exterior colours and how they can match up with the interiors and the vinyl roofs. Then we thought, why not show them. So here they are. Make your choice.

(other notions continued next page)

# SPECIFICATIONS

ENGINES						REAR AXLE RATIOS			
	225 "6"	318 V-8	383 Commando V-8	383 Super Commando V-8	383 Road Runner Standard V-8	440 Super Commando V-8	426 Hemi V-8	Ratios for Conventional Differential	
Horsepower	145 hp at 4000 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	3-Speed Manual Automatic	3.23 3.55 opt. 2.93 3.23 or 3.55 opt.
Torque, lbs.-ft.	215 at 2400 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	3-Speed Manual Automatic	2.94 3.23 or 3.55 opt. 2.76 3.23, 3.55 or 2.94 opt.
Compression ratio	8.4 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	3.91	4.25	4.25	4.25	4.32	4.25		
Stroke, inches	4.125	3.31	3.38	3.38	3.38	3.75	3.75		
Displacement, cu. in.	225	318	383	383	383	440	426		
Carburetor type	1-bbl.	2-bbl.	2-bbl.	4-bbl.	4-bbl.	4-bbl.	2, 4-bbl.		
Air cleaner type	Silenced	Silenced	Silenced	Unsilenced	Unsilenced	Unsilenced	Unsilenced		
Exhaust	Single	Single	Single	Dual	Dual	Dual	Dual		
Fuel	Regular	Regular	Regular	Premium	Premium	Premium	Premium		
Standard on	Belvedere, Satellite	Belvedere, Satellite, Sport Satellite		None	Road Runner GTX	GTX	None		
Optional on	None	None	Belvedere, Satellite, Sport Satellite	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, 6 cyl.	59.2 in.	58.5 in.
Track, rear, V-8	59.2 in.	59.2 in.
Length, overall	208.0 in.	202.7 in.
Width, overall	76.4 in.	76.4 in.
Height, overall†	56.4 in.	55.4 in.
	Hardtop & Coupe	53.2 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.
Rear seat knee room	3.8 in.	3.8 in.

#### Standard Suspension

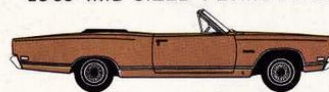
Front: Independent, lateral, nonparallel control arms with ball



GTX • Convertible • 2 Door Hardtop



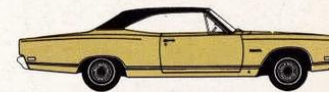
Road Runner • 2 Door Hardtop  
Convertible • 2 Door Coupe



Sport Satellite • Convertible  
2 Door Hardtop • 4 Door Sedan



Belvedere • 2 Door Sedan • 4 Door Sedan



Satellite • Convertible  
2 Door Hardtop • 4 Door Sedan



Sport Satellite Wagon • Satellite Wagon  
Belvedere Wagon

#### Other popular options include:

##### Special Performance Packages

(a) **Performance Axle Package:** 3.55 axle ratio, Sure-Grip differential, Viscous drive fan, Extra-wide 26" radiator, Fan shrouds, Road Runner Hemi suspension (standard on GTX).

(b) **High-Performance Axle Package:** 3.91 axle ratio; plus items listed in (a) above. Available only with 383 4-bbl. V-8 engines.

(c) **Super-Performance Axle Package:** 4.10 axle ratio; items listed in (a) above plus power front disc brakes. Available only with 440 4-bbl. V-8 and Hemi automatic.

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. Oriflow type shock absorbers.

#### WHEEL & TIRE SIZES\*

##### Safety-Rim Wheels:

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

##### Tire Sizes:

Station wagons .....8.25 x 14  
Other models with 6-cyl.; 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 .....F70 x 14  
\*Optional tire sizes available on most models at extra cost.  
\*\*318 cu. in. engine on convertibles with A/C requires 7.75x14.

**Brakes:** Dual hydraulic braking system standard on all '69 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.

Self-adjusting hydraulic brakes are 10 in. diameter, 2.5 in. wide,\* servo-contact, self-energizing, with bonded linings. Brake 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 1¼ in. rear wheels.

#### Capacities (Imperial measure)

Fuel tank .....15.8 gals.  
Cooling system, 6-cylinder engines with heater .....10.5 qts.  
Cooling system, 318, 383 cu. in. V-8, with heater, also 440 w/TorqueFlite and heater .....14.25 qts.  
Cooling system, 426 cu. in. V-8, with heater .....15.0 qts.  
Lubricating oil (add 1 qt. for oil filter) .....3.25 qts.  
Transmission ..... Exc. Hemi 5 qts. 426 Hemi  
Manual 3-speed ..... (6-cylinder) ..... 5.5 pts.  
..... (8-cylinder) ..... 5.0 pts.  
Manual 4-speed ..... (8-cylinder) ..... 7.5 pts.  
Automatic ..... (6-cyl., 318 V-8) .....13.5 pts.  
..... (383 2-bbl. & 440 V-8) .....15.5 pts.  
..... (383 4-bbl. & 426 Hemi V-8) .....14.5 pts.

## 1969 MID-SIZED PLYMOUTHs

### NOTES