

# 1970 Plymouth GTX

2dr Hardtop Coupe · 8-cyl. 440cid/390hp 3x2bbl Six Pack

#1 Concours condition

**\$104,000**

▾ -1.9%

#2 Excellent condition

**\$76,000**

▾ -1.9%

#3 Good condition

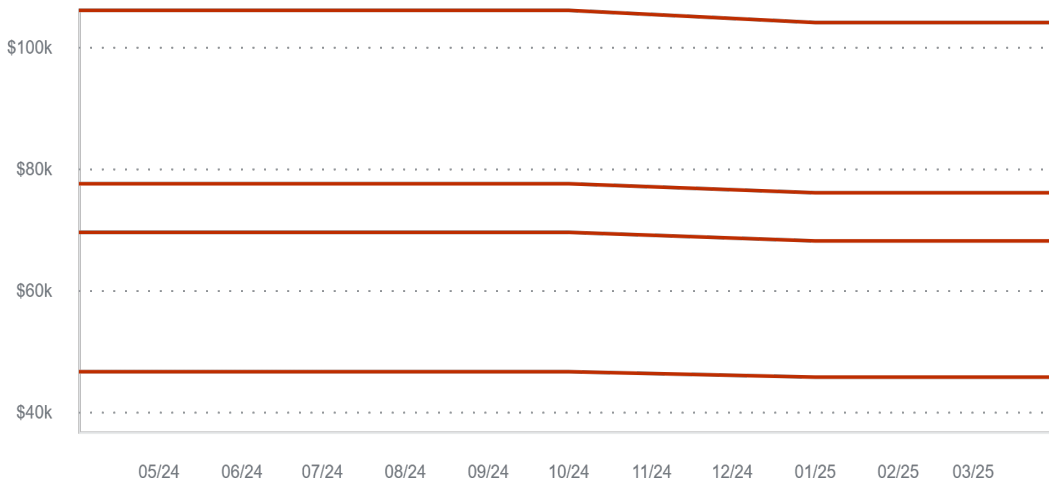
**\$68,100\***

▾ -2%

#4 Fair condition

**\$45,700**

▾ -1.9%



NOTE: The chart displays price changes for the last year.

## Value adjustments

**+10%**  
for 4-spd.

Colors can make an astonishing difference in both value and salability.

## Model description

Plymouth regained its third place ranking in 1970, the best the brand had registered since 1959. The backbone of its 7.4 percent sales increase was the new Valiant Duster Coupe which registered an astonishing 217,192 sales. Changes to the 1970 Plymouth Road Runner and 1970 Plymouth GTX lines involved new grille, hoods, fenders and rear panel.

The year 1970 was the pinnacle of the muscle car wars. The 425 bhp, 426 cid Street Hemi was king and the Road Runner Superbird ruled NASCAR's superspeedways. Even so, Road Runner sales dropped 50 percent this year, with only 15,716 Coupes, 24,944 Hardtops, only 824 Convertibles. There were also 1,920 Superbirds – one for every two Plymouth dealers. The Superbird closely resembled the Dodge Charger Daytona from 1969 (500 built), but the two are distinctly different.

\*Please note: All prices shown here are based on various data sources, as detailed in [About Our Prices](#). For all Hagerty clients: The values shown do not imply coverage in this amount. In the event of a claim, the Guaranteed Value(s)<sup>®</sup> on your policy declarations page is the amount your vehicle(s) is covered for, even if the value displayed here is different. If you would like to discuss your policy, please call us at 877-922-3391.

The GTX lost its convertible this year and only 7,748 Hardtops were sold. The base engine for the Road Runner remained the 330 bhp, 383 cid V-8 with optional 375 bhp 440 cid V-8 for an extra \$131, the 390 bhp 440 V-8 "Six Pack" for \$250 more, and the dual-four-barrel 425 bhp 426 Street Hemi V-8 for another \$831.40. Base gearbox was now a 3-speed with a 4-speed for \$197 and automatic available for an extra \$227.

The GTX featured a 375 bhp 440 V-8 as base motor with a 390 bhp 440 "Six Pack" available for \$119 extra, and the 425 bhp, 426 cid Street Hemi for an additional \$711. Automatic transmission was standard on the GTX with a no-charge 4-speed. Air conditioning was not available with high performance engines.

Road Test tried out a base Superbird with a 440 V-8 and managed 0-60 mph in 5.8 seconds and a quarter-mile in 14.26 second at 103.7 mph. A Hemi Road Runner managed 0-60 in 5.6 seconds and the quarter-mile in 13.7 seconds at 106 mph.

Popular Road Runner and GTX options included air-conditioning (\$357), Road Runner stripes (\$27), blackout hood (\$18 for Road Runner and GTX), AM/FM stereo tape (\$196), vinyl roof (\$79), air-grabber scoop (\$66 but standard with Hemi), front disc brakes (\$28), heavy duty Sure-Grip differential (\$146), Super Trak Pack with 440 or 426 V-8s (\$236), Road Runner bucket seats (\$100), and tachometer (\$50).

Plymouth offered 27 mostly metallic and high impact colors, and seven interior shades. The colors and codes were Platinum (A4), Ice Blue (B3), Blue Fire (B5), Jamaica Blue, (B7), In-Violet (C7), Rally Red (E5), Lime Green (F4), Ivy Green (F8), Limelight (J5), Vitamin C (K2), Burnt Orange (K3), Deep Burnet Orange (K5), Sandpebble Beige (L1), Moulin Rouge (M3), Frosted Teal (P6), Scorch Red (R6), Sahara Tan (T3), Burnt Tan (T6), Walnut (T8), Tor Red (V2), Alpine White (W1), Black Velvet (X9), Lemon Twist (Y1), Sunflower Yellow (Y2), Yellow Gold (Y3), Citron Mist (Y4), Citron Gold (Y6). Interior colors included Blue, Green, Tan, Charcoal, Burnt Orange, and Gold. Vinyl roofs tended to be White, Black, Green or Tan.

**Body styles**

2dr Hardtop Coupe

**Engine types**

8-cyl. 426cid/425hp 2x4bbl Hemi

8-cyl. 440cid/375hp 4bbl Hi-Perf

8-cyl. 440cid/390hp 3x2bbl Six Pack

**1968-1970 Plymouth GTX stats**

Highest sale	Lowest sale	Most recent sale	Sales
<b>\$300,000</b>	<b>\$2,200</b>	<b>\$65,625</b>	<b>571</b>

**Vehicle's condition classification**

**#1. Concours**

#1 vehicles are the best in the world. Imagine the best vehicle, in the right colors, driving onto the lawn at the finest concours. Perfectly clean, the vehicle has been groomed down to the tire treads. Painted and chromed surfaces are mirror-like. Dust and dirt are banned, and materials used are correct and superbly fitted.

**#2. Excellent**

#2 vehicles could win a local or regional show. They might even be former #1 vehicles that have been driven or have aged. Seasoned observers will have to look closely for flaws but will be able to find some. The paint, chrome, glass and finishes will all appear as excellent. The vehicle drives as a new vehicle of its era would.

**#3. Good**

#3 vehicles drive and run well but are not used for daily transportation. The casual passerby will not find any visual flaws, but these vehicles might have some incorrect parts. #3 vehicles could possess some, but not all, of the issues of a #4 vehicle, but they will be balanced by other factors such as fresh paint or a new, correct interior.

**#4. Fair**

#4 vehicles are daily drivers, with flaws visible to the naked eye. The chrome might have pitting, the windshield might be chipped and perhaps the body has a minor dent. Imperfect paintwork, split seams or a cracked dash might be present. No major parts are missing, but there might be non-stock additions. A #4 vehicle can also be a deteriorated restoration.