

1970 Dodge Charger R/T

2dr Hardtop Coupe · 8-cyl. 440cid/375hp 4bbl Hi-Perf

#1 Concours condition

\$104,000

▾ -10.3%

#2 Excellent condition

\$79,600

▾ -10.9%

#3 Good condition

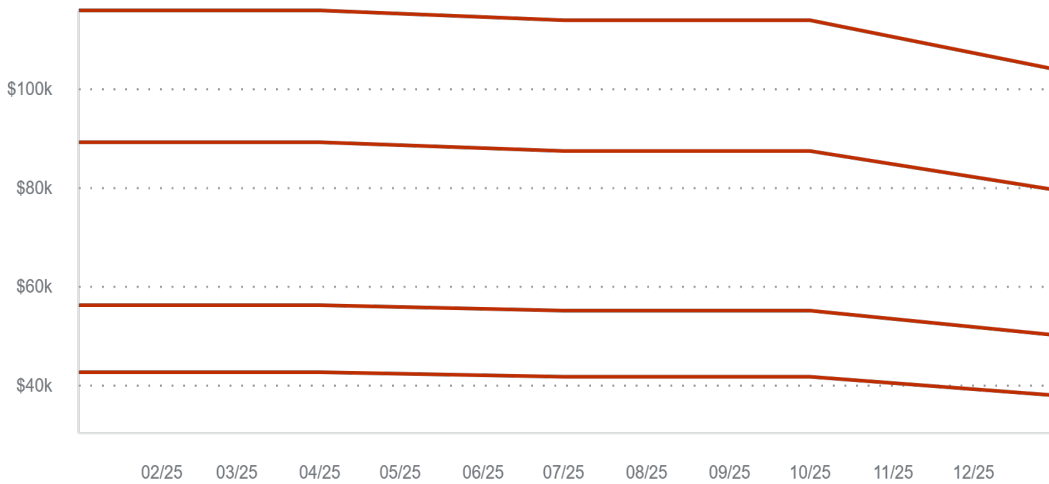
\$50,200*

▾ -10.8%

#4 Fair condition

\$38,000

▾ -11%



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

Value adjustments

+15%
for SE package.

+20%
for 4-speed.

-10%
for auto
transmission.

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

Model description

Dodge's big news for 1970 was the introduction of the new Challenger line, aimed at the Mustang and Camaro crowd in the pony car market. The 1970 Chargers were mostly left alone, except that the base Charger, Charger 500 and Charger R/T all received a heavy loop front bumper that surrounded the full-width grille with a single horizontal bar across the middle and hidden headlights. The Charger 500 lost its exposed headlights and flush-mounted rear window and the wild Daytona aero car was discontinued, though the design was generally replicated on the Plymouth Road Runner Superbird.

*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)[®] 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.

Base engine for the plain Charger and Charger 500 was now the 145 bhp, 225 cid slant-six or the 230 bhp, 318 cid V-8. Two 383 cid V-8s were also available, with either 290 bhp or 350 bhp. The 375 bhp 440 cid V-8 was standard in the R/T model and it was good for 0-60 mph in about seven seconds and a 13.9-second quarter-mile at 101.4 mph. The 425 bhp, 426 cid Street Hemi was even faster but the massive cost discouraged all but 112 buyers. An additional 116 customers opted for the 390 bhp 440 "six-pack" engine with three two-barrel carburetors. A 3-speed gearbox was standard.

Total Charger production for 1970 was 49,800 units, but only 300 were sold with six-cylinder engines. The base Charger came with a vinyl bench seat, but buckets were a popular option. The 500 included bucket seats and fancier trim. The R/T was equipped with the 375 bhp 440 cid engine, heavy duty suspension, sway bars, handling package, dual exhaust and a rear bumblebee stripe or side-stripe. The Special Equipment option (SE) on all models offered leather seats, deep dish hubcaps, hood-mounted turn signal lights and gratuitous wood trim effects on the interior.

Other options included air conditioning, power steering, power brakes, power front disc brakes, power seats, console, power windows, AM/FM 8-track, cruise control, rally suspension, and vinyl roof.

Dodge offered plenty of colors for the 1970 Charger, including Silver, Dark Gray, Light Blue, Bright Blue, Dark Blue, Plum Crazy, Bright Red, Light Green, Bright Green, Dark Green, Sublime, Green Go, Go Mango, Dark Burnt Orange, Beige, Panther Pink, Light Turquoise, Red, Tan, Dark Tan, Hemi Orange, White, Black, Banana Yellow Cream, Light Gold, Bahama Yellow, Orange, and Rally Green.

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

1968-1970 Dodge Charger stats

Highest sale	Lowest sale	Most recent sale	Sales
\$3,300,000	\$5,768	\$247,500	1200

Equipment

Additional Info

Shipping Weight: 3638 lbs

Vehicle Length: 208.5 in

Wheelbase - Inches: 117 in

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.

#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.

#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.

#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.