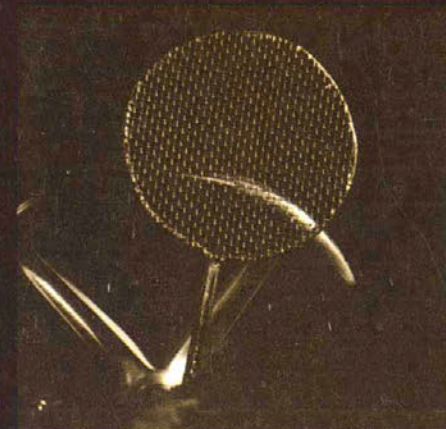
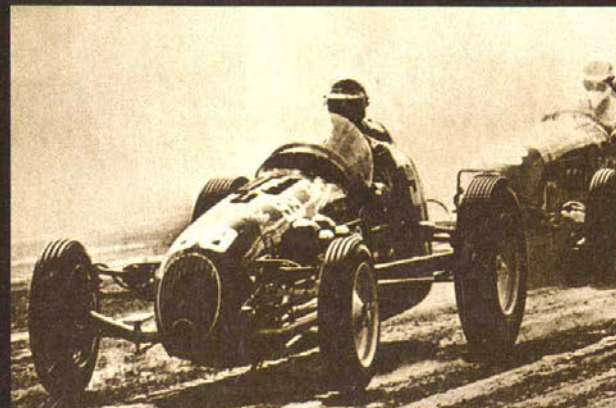
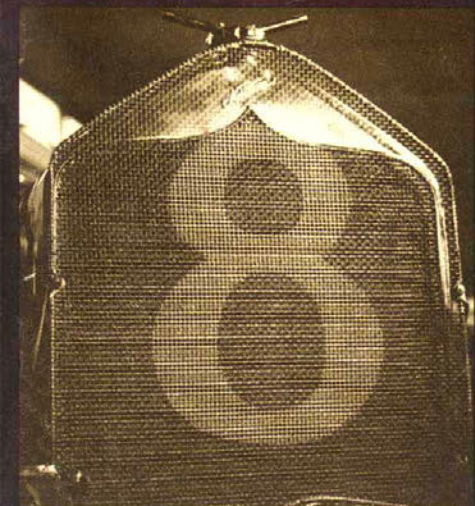


The Man's World of Super Cars. Past and Present.





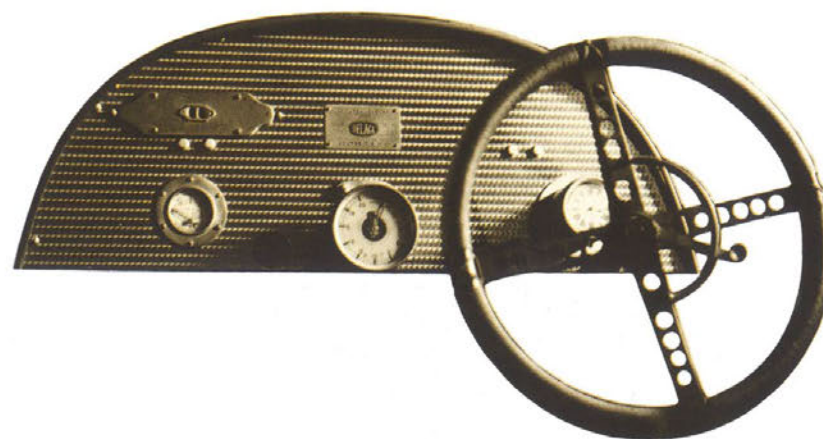
Charger R/T

THE CLEAN MACHINES . . . OLD AND NEW.

Dodge Charger R/T. So lean, so clean, so uncluttered, it gets you all worked up just looking at it. And when its standard 440-cubic-inch Magnum V8 gets into action, you'll feel like climbing in and taking off. That's the Charger R/T effect, magnified by a slick and rugged full-sync four-speed gearbox, heavy-duty suspension, and a lot of other spec changes that make the R/T different from other Chargers. Check out one of these Dodge super cars, and you won't be able to leave it alone.

The fuel filler cap on Charger R/T. Quick-acting and of ample diameter as well. Charger's fuel filler (standard on all models) gives one more strong hint of what this car has to offer.

Front seats of a new version of the Charger R/T. The Special Edition. SE for short. Full-foam buckets trimmed in genuine leather. Other luxury touches on Charger R/T SE are simulated wood-grained instrument panel and steering wheel, deep-dish wheel covers, and a special SE identification medallion on each side.



Charger R/T's instrument panel has, from left to right, a clock, speedometer, fuel gauge, oil pressure gauge, ammeter and temperature gauge. And if you'd like your Charger R/T with a Rallye clock/tach, it's optional, at extra cost.

By contrast, the Delage that took the 1914 Indianapolis, driven by Rene Thomas, had an instrument panel that didn't tell very much. From left to right, its instruments are a manual lap counter, oil pressure gauge, tachometer, and clock.

Ray Harroun's Marmon, winner of the very first Indy 500, in 1911, is a primitive machine to today's driver. But it did have a quick-action filler cap for fast filling of the fuel tank.

Run with the *Dodge Scot Pack*





Coronet Super Bee

PUT A BEE IN YOUR BUDGET.

If you're the kind of man who hankers for a lot of action, and you aren't ready to spend a bundle to get it, here's the car for you. Coronet Super Bee for 1969. A bit on the modest-looking side actually, it puts all the good things where they can be heard rather than seen. Like a 383 Magnum V8 engine, with big-valve, deep-breathing heads right off the famous Dodge 440 Magnum V8. If you really want to go all out, you can have our 426-cubic-inch Hemi in your Super Bee. For 1969, Super Bee is available in 2 models—the new 2-door hardtop as well as the lower cost 2-door coupe with its swing-out rear windows.

Bucket seat, 1911 version. The Marmon bucket that saw Ray Harroun through 500 miles at Indy that year. Even in 1911, when they wanted comfort, they knew how to get it.

Bucket seats, 1969 Coronet Super Bee-style. The optional, foam-padded, vinyl-trimmed buckets you can have up front in yours. The head restraints you see here are optional, too.



In addition to the Coronet Super Bee, be sure to look at its high-performance cousin, Coronet R/T. This member of the Dodge Scat Pack comes two ways, two-door hardtop and convertible, both with front buckets standard. The 440 Magnum V8 is the standard R/T engine with the 426 Hemi V8 optional at extra cost. (These Coronet R/T cars are illustrated on page 10.)

Here's where a true sports car man wants his selector lever. And here's where we'll put yours if that's your desire. On the floor, atop either an optional three-speed shifttable automatic or the standard four-speed, full-sync manual.

In 1912, a National, driven by Joe Dawson, won at Indianapolis. And here's the way Dawson played the cogs and plied the hand brakes. With this pair of sturdy, solid brass levers mounted on the outside of the car.

Run with the *Dodge Scat Pack*





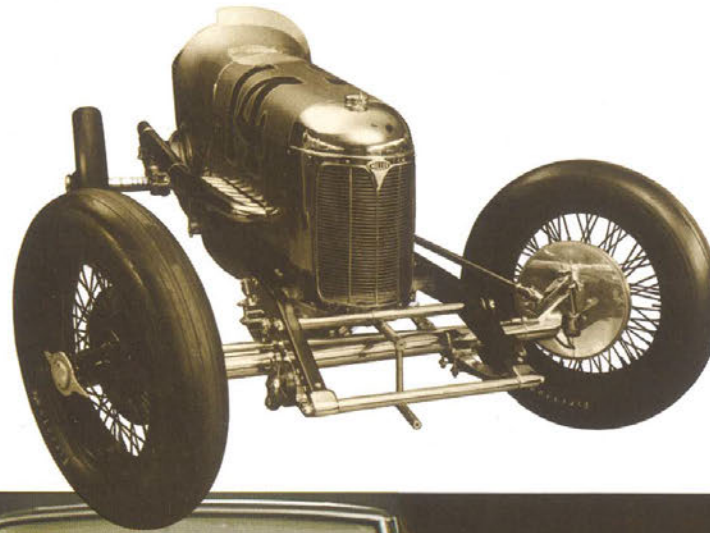
Dart Swinger 340

THE LITTLE GIANTS.

Some people have an affinity for cars on the smallish size, even when they won't settle for anything less than a real performer. That being so, this is the car for them. Dart Swinger 340. The 340 stands for the displacement of the V8 engine that comes standard. Tied to this power plant is a four-speed manual box, and down under you'll find a heavy-duty suspension system that makes the Dart Swinger 340 rock-steady at all speeds.

One quick way to tell a Dart Swinger 340 when you see it. The distinctive hood with its die-cast louvers on each side. Watch for it on the next 1969 Dart Swinger 340 you see. Best place to see it is at your Dodge Dealer's showroom.

Buckets are a way of life in the Dodge Scat Pack. Here's the way they look Dart GTSport style. Foam-padded, vinyl-trimmed, built to fit you like a glove. Back seats are impressively comfortable, too.



While you're admiring the Dart Swinger 340, don't overlook the high-performance Dart GTSport models, available in two body styles: two-door hardtop and convertible. The hardtop has front bucket seats standard. GTSport models come with the 340-cu.-in. V8 engine as standard, with the 383 V8 an optional extra. (Dart GTSports are illustrated on page 11.)

Small, fast, nimble cars are not new. In 1928, Louis Meyer drove this little Miller to victory at Indianapolis.

Back in 1912, the Indianapolis track was paved with bricks. And these are the twin buckets that graced the winning National that year. What the car may have lacked in suspension comfort was made up for in part by these seats.

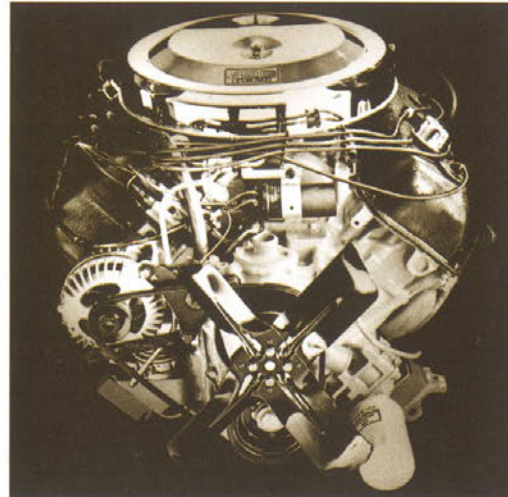
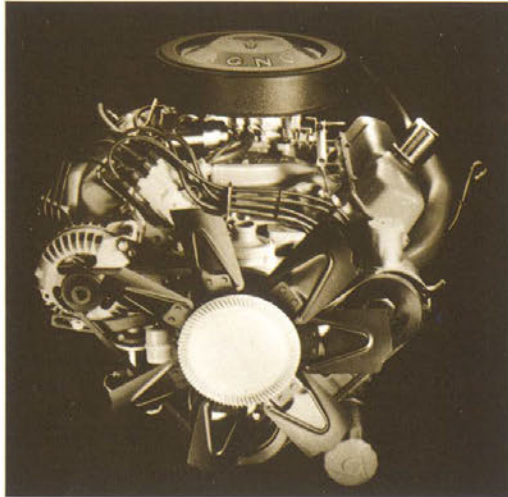
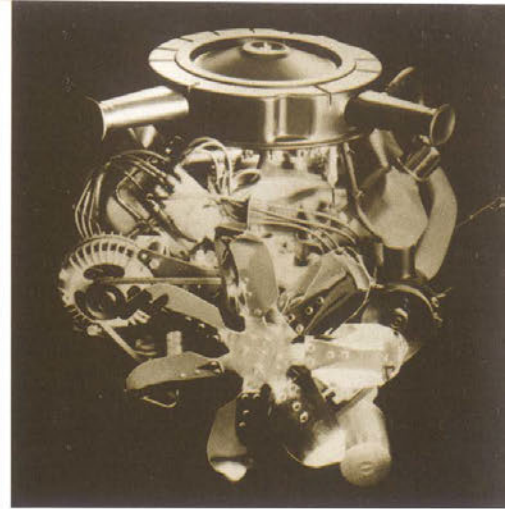
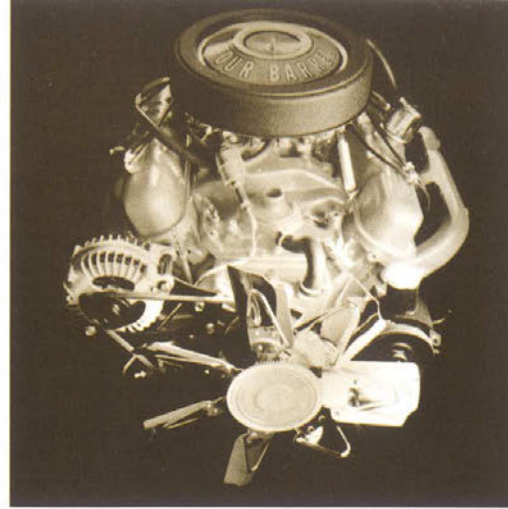
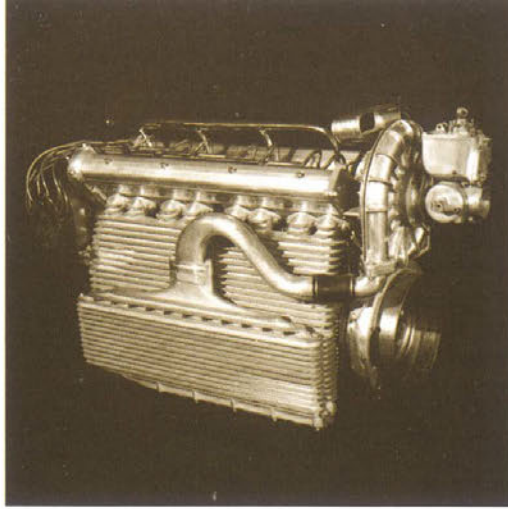




**MY,
HOW TIMES HAVE CHANGED.**

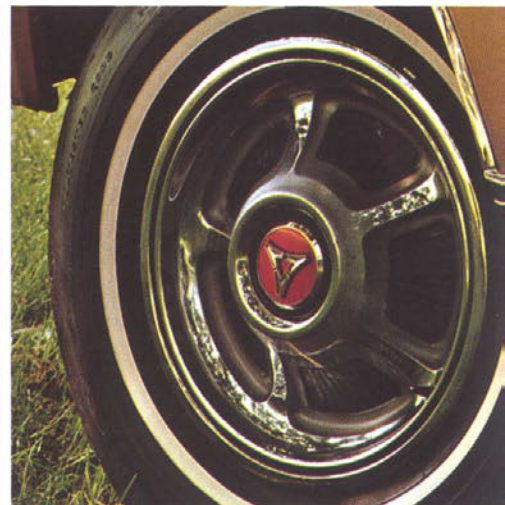
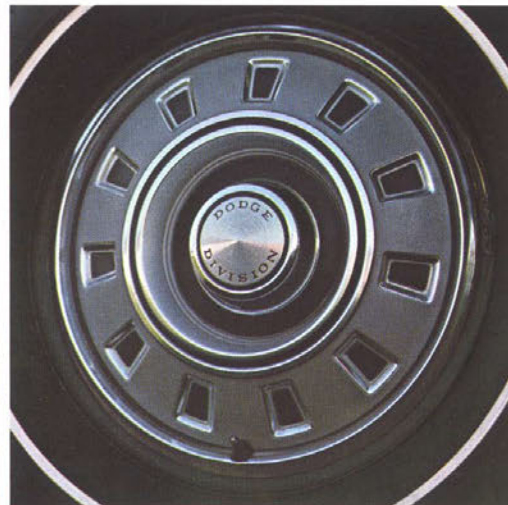
The 91-cubic-inch, supercharged straight eight Miller engine that won at Indianapolis in 1925. Its centrifugal supercharger, mounted high on the rear of the engine (right), blew its charge through an intercooler, the large, box-shaped device on the side of the engine.

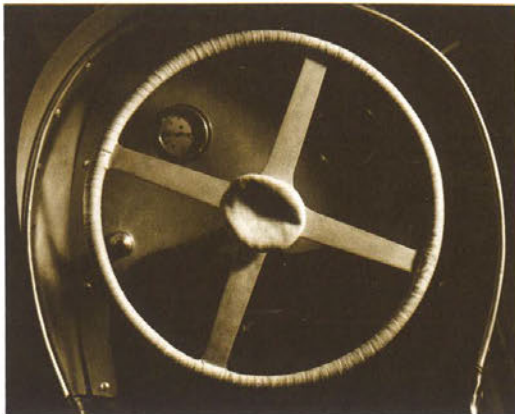
They're not as noisy, or as thirsty, or as bulky as the Miller, but the engines that power the 1969 Dodge Scat Pack are all business and all V8s. They range in size from 340 cubic inches to 440 cubic inches and include the formidable 426-cubic-inch Hemi. 'Nuff said.



A 1911 wheel-styling breakthrough. One of the front wheels on Ray Harroun's 1911 Indianapolis winner. Notice another sign of the time, the clincher tire.

Here are our ideas in optional wheel cover and road wheel designs for 1969. Five different designs, all in keeping with the overall Dodge Scat Pack concept.





An unusual bit of equipment on Louis Meyer's 1928 Miller is a powder puff attached to the steering wheel hub with an elastic band. The powder puff was used by the driver to wipe oil and dirt from his goggles during a race.

1969 Charger R/T and Charger 500 Models

Here are two of the Charger Scat Pack models for 1969. The third is the Charger R/T SE. "SE" means "special edition," and the Special Edition gives you such luxuries as genuine leather and vinyl trim, simulated wood instrument panel and steering wheel, and others, both inside and out.



CHARGER R/T



CHARGER 500

New to the Dodge Scat Pack for 1969 is the Charger 500. Available only with the 426-cubic-inch Hemi V8 engine and either a 4-speed, full synchro transmission with Hurst shifter, or shiftable 3-speed automatic, the Charger 500 is offered specifically for the high-performance race track. It is available only to qualified performance participants and is being built to special order on a limited-production basis.

1969 Coronet R/T and Super Bee Models

Coronet Super Bee models include a two-door hardtop and coupe. Coronet R/T models include a two-door hardtop and a convertible. Both Series, Super Bee and Coronet R/T, offer you different versions of Dodge Magnum V8 engines as standard equipment, with more powerful engines optional.



CORONET R/T HARDTOP



CORONET R/T CONVERTIBLE



SUPER BEE HARDTOP



SUPER BEE COUPE

1969 Dart GTSport and Swinger 340 Models

The Dart Swinger 340 is a new model for 1969, readily identifiable by its distinctive hood-top design. In addition to the Swinger 340, there are two Dart GTSport models for 1969: a two-door hardtop and a convertible. All models are powered by a standard 340-cubic-inch V8.



DART GTSPORT HARDTOP

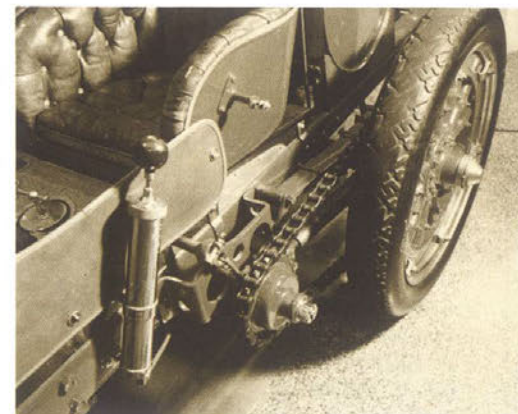


DART SWINGER 340 HARDTOP



DART GTSPORT CONVERTIBLE

In the earliest years of the 20th Century, Panhard et Levassor was one of the great names in racing. This is a 1901 model from that maker, with a now almost-forgotten final drive in the form of roller chains and sprockets.



DODGE SCAT PACK AXLE AVAILABILITIES

ENGINE	TRANSMISSION	RATIO					
		3.23	3.23	3.54	3.55	3.91	4.10
340 V8	4-spd. manual	Std.	Std.		Opt.	Opt.#	
	3-spd. automatic	Std.	Std.		Opt.		
383 V8	4-spd. manual	Std.	Std.		Opt.	Opt.#	
	3-spd. automatic	Std.	Std.		Opt.	Opt.#	
383 Magnum V8	4-spd. manual	Std.	Std.		Opt.†	Opt.†	
	3-spd. automatic	Std.	Std.		Opt.†	Opt.†	
440 Magnum V8	4-spd. manual	Std.		Opt.†			Opt.†
	3-spd. automatic	Std.			Opt.†		Opt.*#†
426 Hemi V8	4-spd. manual	Std.		Opt.†			Opt.†
	3-spd. automatic	Std.			Opt.†		Opt.*#†

* W/Heavy-duty 9¾" Dana axle

Not available w/air conditioning

† Available in performance axle package only

Charger R/T

STANDARD EQUIPMENT

440-cu.-in. (4-bbl.) Magnum V8
3-speed TorqueFlite automatic
All-vinyl bucket front seats (Charger R/T)
Leather-and-vinyl front seats (Charger R/T SE)
Deep-pile carpeting
3-spoke steering wheel, with padded hub and partial horn ring
Heater/defroster
Electric clock
Full instrumentation
Cigarette lighter
Glove box lock
Foot-operated parking brake
Choice of 18 standard exterior colors
Front and rear bumper guards
Wheel-lip mouldings
Concealed headlights
Quick-fill gas cap
20-gallon fuel tank

DIMENSIONS

Wheelbase . . . 117"
Track, front/rear . . . 59.5"/58.5"
Overall length . . . 208.0"
Overall width . . . 76.6"
Overall height . . . 53.7"

BRAKES

Hydraulic, servo-contact, self-energizing, with bonded linings. Dual Braking System. Parking brake is foot-pedal-operated, with hand-released lever — mechanically actuating shoes on each rear wheel. Master cylinder/parking brake warning light is standard. Standard drum-type brakes for Charger R/T are HD-type, manually adjustable, 11" x 3" in front, 11" x 2½" in the rear.

SUSPENSION

Rallye Suspension Package includes HD torsion bars, XHD rear springs, sway bar and Firm Ride shocks.

TIRES

Charger R/T with 440 Magnum V8 . . .
F70x14 wide-tread (5.5 JK wheels).

ELECTRICAL SYSTEM

Battery: 12-volt, 6-cell, 70-amp-hr.
Alternator: 37-amp is standard. 46-amp is optional, at extra cost.

Coronet R/T and Super Bee

STANDARD EQUIPMENT

CORONET R/T
440-cu.-in. (4-bbl.)
Magnum V8
3-speed TorqueFlite automatic
All-vinyl bucket seats
Sill mouldings
Simulated wood-grain instrument panel appliqué
Power top on convertible

SUPER BEE
383-cu.-in. (4-bbl.)
Magnum V8
4-speed manual transmission
All-vinyl bench seats

STANDARD FOR BOTH

Deep-pile carpeting
3-spoke steering wheel, with padded hub and partial horn ring
Heater/defroster
Cigarette lighter
Glove box lock
Wheel-lip mouldings
Foot-operated parking brake
Choice of 18 standard exterior colors
20-gallon fuel tank
Hood with special "Power Bulge"

DIMENSIONS

Wheelbase . . . 117"
Track, front/rear . . . 59.5"/59.2"
Overall length . . . 206.6"
Overall width . . . 76.7"
Overall height . . . 53.1"

BRAKES

Hydraulic, servo-contact, self-energizing, with bonded linings. Dual Braking System. Parking brake is foot-pedal-operated, with hand-released lever — mechanically actuating shoes on each rear wheel. Master cylinder/parking brake warning light is standard. Standard drum-type brakes for Super Bee models are HD-type, manually adjustable, 11" x 3" in front, 11" x 2½" in the rear.

SUSPENSION

Rallye Suspension includes HD torsion bars, XHD rear springs, sway bar and Firm Ride shocks.

TIRES

F70x14 wide-tread (5.5 JK wheels).

ELECTRICAL SYSTEM

Battery: 12-volt, 6-cell, 70-amp-hr.
Alternator: 37-amp is standard. 46-amp is optional, at extra cost.

Dart GTSport and Swinger 340

STANDARD EQUIPMENT

340-cu.-in. (4-bbl.) V8
3-speed TorqueFlite automatic (GTS)
4-speed manual transmission with Hurst shifter (Swinger 340)
All-vinyl bench seats (buckets on GTS hardtop)
Deep-pile carpeting
3-spoke steering wheel, with padded hub
(and, with GTS, partial horn ring)
Heater/defroster
Hand-operated parking brake
Choice of 16 standard exterior colors*
Engine dress-up components
18-gallon fuel tank
Rallye Suspension
Bumblebee stripes
Performance hood
Bright dual exhaust tips

DART GTSport ONLY

Sill mouldings
Wheel-lip mouldings
Power top on convertibles

*A special Bright Red is also available on Swinger 340 only.

DIMENSIONS

Wheelbase . . . 111"
Track, front/rear . . . 57.4"/55.6"
Overall length . . . 195.4"
Overall width . . . 69.6"
Overall height . . . 52.7"

BRAKES

Hydraulic, servo-contact, self-energizing, with bonded linings. Dual Braking System. Parking brake is hand-operated, hand-released — mechanically actuating shoes on each rear wheel. Master cylinder/parking brake warning light is standard. Standard drum-type brakes for Swinger 340 are self-adjusting, 10" x 2¼" in front, 10" x 1¾" in the rear.

SUSPENSION

Rallye Suspension includes HD torsion bars, HD rear springs (6 leaves), Firm Ride shocks and sway bar.

TIRES

D70x14 wide-tread on 5.5J wheels. (Swinger 340)
E70x14 wide-tread on 5.5J wheels. (Dart GTS)

ELECTRICAL SYSTEM

Battery: 12-volt, 6-cell, 48-amp-hr.
Alternator: 37-amp is standard. 46-amp is optional, at extra cost.

All product illustrations and specifications are based on authorized information. Although all descriptions are believed correct at publication approval, accuracy cannot be guaranteed. Some of the equipment shown on product illustrations is optional, at extra cost. Dodge Division reserves the right to make changes from time to time, without notice or obligation, in prices, specifications, colors, and materials, and to change or discontinue models.



1969 Dodge Performance Models Catalog
81-205-9042 • Litho in U.S.A. 8/68

Old cars photographed at the Indianapolis Motor Speedway Museum, Indianapolis, Indiana.

1969 DODGE SCAT PACK ENGINE AVAILABILITIES

model availability	Dart Swinger 340 & GTSport	Dart GTSport only	Coronet Super Bee	Coronet R/T Charger R/T	Coronet Super Bee Coronet R/T Charger R/T Charger 500
displacement/cylinders	340-cu.-in. V8	383-cu.-in. V8	383-cu.-in. V8 Magnum	440-cu.-in. V8 Magnum	426-cu.-in. V8 Hemi
bore x stroke (in.)	4.04x3.31	4.25x3.38	4.25x3.38	4.32x3.75	4.25x3.75
carburetor	4-bbl.	4-bbl.	4-bbl.	4-bbl.	two 4-bbl.
compression ratio	10.5:1	10.0:1	10.0:1	10.1:1	10.25:1
exhaust system	dual	dual	dual	dual	dual
crankcase capacity	4 quarts — 5 quarts when replacing oil filter (Hemi V8: 5 quarts — 6 quarts when replacing filter)				
coolant capacity	18 qts.	17 qts.	18 qts.	18 qts.	18 qts.
horsepower @ rpm	275 @ 5000	330 @ 5200	335 @ 5200	375 @ 4600	425 @ 5000
torque (lbs.-ft.) @ rpm	340 @ 3200	410 @ 3600	425 @ 3400	480 @ 3200	490 @ 4000
fuel recommended	premium	premium	premium	premium	premium