

The Wise Hemi Cuda Validation Report™

1970 Cuda with 426 Hemi and
727 Automatic Transmission

Semi Survivor

Mileage on odometer: 00,087.0



David Wise

MMC Detroit LLC
Managing Partner



This is just a partial report on this vehicle due to the file size to be displayed on our web site.

The following is a summary of the results of an Electronic Vehicle Inspection that has been performed by MMC Detroit at the request of the owner in accordance with the agreed to Scope of Service. This report was electronically submitted to the requestor to review the content prior to final submission electronically. There were no disclosures made by the owner that were not captured in this report. Based on our experience it is our recommendation that the vehicle be purchased as-is. The vehicle was not started, driven or placed on a vehicle lift during this review. The vehicle was not running at the time of the review.

| General Information | |
|-------------------------------------|--------------------------------|
| Original/ Updated Report Date: | 5/30/2022 |
| MMC Detroit Reference Job Number | 0522-3036 |
| MMC Detroit Global Vehicle Registry | 0522-135,662 |
| Mileage on odometer | 000870 |
| Vehicle Identification Number (VIN) | 1B2M0B340A0000000 |
| Vehicle sequence number | 1/072194 |
| Vehicle Order Number | 525-BB-144171 |
| General overall condition | 22/22 condition for submission |

This is an exceptionally low mileage 1970 Hemi Cuda's that was built at the Hamtramck, MI assembly plant. The scheduled production date May 25, 1970. This is believed to be among the last few 1970 Cuda's produced during the 1970 model year. The sequence number of this Cuda is #072194 on line #1. This is a number matching vehicle. I have no other of this car for sale at the moment.

- Originality of the sheet metal
- Original VIN tag
- Original trim tag
- Great color combinations:
 - Exterior (EV2) High impact Tor Red
 - Interior (H6X9) black
- Engine:
 - Numbers matching 426 Hemi V8 425 HP 2x4bbl
- Transmission:
 - Numbers matching TorqueFlite 727
- Axle: Chrysler 8.75"
- Known owner history
- Radio delete



History base on Internet search

Note: The following is a previous ad found on the internet. MMC Detroit has not developed this statement and/ or agree or disagree with the comments. It is just a research statement by the original author/ source.

It was special-ordered and purchased new at Shreves Plymouth-Dodge in June of 1970 by Bill Reardon from Clarksburg, West Virginia.

Reardon was finally buying his dream car at 62 years old. Supposedly, one of the last ten Hemi Cudas built in 1970, it was exactly as he imagined it; Tor-Red exterior with black interior, TorqueFlite automatic transmission shaker hood with tie downs, and a color-matching steel wheels with dog-dish hubcaps and Goodyear Polyglass GT tires. Reardon named it True Grit.

Reardon immediately began modifying True Grit to get her ready for the drag strip: removing the intake and carburetors, the complete exhaust system, rear end, rear wheel tires and front shocks. He replaced all these with the best performance parts available, while carefully stowing the originals in safe storage. In his first season racing True Grit, Bill would make approximately 30 passes at three local drag strips with times occasionally dipping into the high 10-second range.

Sadly, that would be his one and only season as Bill suddenly passed away. When his widow passed in 1977, the couple's son sold the car and all the original parts to Marvin Dillion, who, after returning it to its original configuration at 42 miles, drove it less than a single mile in the 16 years that he owned it.

In 2005 John Arruzza of Thomasville, NC bough it with 61 miles.

Since then, it has been moved enough to take the odometer to its present reading of 87 miles.





Wise Report Page # 4: General Summary

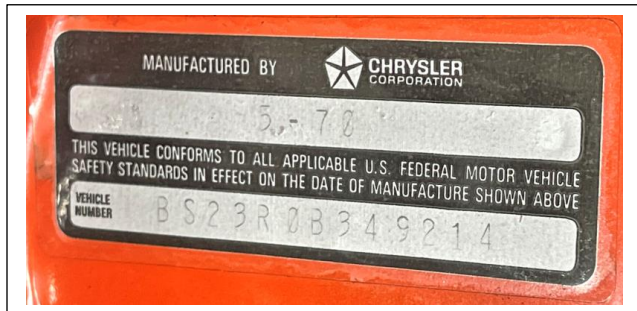
| Item | | Discovery | | |
|--|--|---|-------------------------|----------|
| 1 | VIN tag | Original on the original dash | | |
| | VIN decal on inner door edge | Original on door edge | | |
| | Trim tag | Original on LH inner fender | | |
| | Internet research | Completed with no negative results. | | |
| 2 | Item | Discovery | Numbers Matching | |
| | | | Y | N |
| | Body VIN Primary | Impact stamped on upper LH side of the radiator core support | ✓ | |
| | Body VIN Secondary | Impact stamped on LH side of the cowl | ✓ | |
| | Engine VIN | Number's matching The VIN derivative also displays unique font, juxtaposition and spacing associated with the plants VIN derivation stamp in this time period | ✓ | |
| | Transmission VIN | | ✓ | |
| | All numbers matching | Critical numbers in this section | ✓ | |
| <p>Number's matching is defined by us as <i>"the public VIN tag on the dash matches the primary (PVIN) and secondary (SVIN) confidential numbers applied to this vehicle body at the factory tie to the VIN tag on the dash. Also, the VIN stamp on the engine and transmission applied by the factory tie to the VIN tag on the dash"</i>. Exclusions are any components outside of items. Not all components were checked. If a component was checked it will be stated in the report. An acute OE level in lieu of an elite level review is available at extra cost.</p> | | | | |
| 3 | Item | Discovery | | |
| | Body and Paint | No issues observed. Good condition. The exterior has been repainted painted. It may actually have clear applied in areas of the body. Material density reading range 4.0 – 17.0 | | |
| | Chassis/ Frame / Floor Pans | No issues observed. Good condition. | | |
| | Front Suspension | No issues observed. Good condition. Many original parts | | |
| | Rear Suspension | No issues observed. Good condition. | | |
| | Grille and Tail Panel | No issues observed. Good condition. | | |
| | Glass and bright work | No issues observed. Good condition. Dates 109,129,10 | | |
| | Interior | No issues observed. Good condition. Mostly original. Carpet was replaced, belts American standard 1970-2, Heater box #2936602 dated 1170 | | |
| | Engine | No issues observed. See engine section this report | | |
| | Transmission | No issues observed. See transmission section of this report | | |
| | Axle | No issues observed. See engine section of this report | | |
| | Trunk | No issues observed. Good condition. | | |
| | Engine compartment | No issues observed. Good condition. The paint was toughed up in many places | | |
| | Trunk Compartment | No issues observed. Good condition. Original trunk floor, mat (#3415648), spare tire and jack hardware . Label #2962995 | | |
| | Wheels / Tires | No issues observed. Good condition. | | |
| | Exhaust system | No issues observed. Good condition. Aftermarket system | | |
| | Function check | Out of the scope for this review by MMC Detroit. | | |
| Driving check | Out of the scope for this review by MMC Detroit. | | | |

Wise Report Page # 5: Vehicle Provenance Overview

| Item | Original/ Available | | | Comments |
|------------------------------------|---------------------|---|-----|---|
| | Y | N | N/A | |
| Production build sheet | ✓ | | | Digital image presented at the time of the review. The original document was never physically inspected |
| Window sticker (MSPR label) | | ✓ | | Note presented at the time of the review |
| Vehicle titles | | ✓ | | Not Presented at the time of the review |
| Owner history | ✓ | | | Some information presented at the time of the review. First owner, Bill Reardon, Marvin Dillon, John Arruzza. |
| Vehicle traveler | | ✓ | | Not presented at the time of the review |
| Consumer Braking Document | | ✓ | | Not presented at the time of the review |
| Warranty Documents | | ✓ | | Not presented at the time of the review |
| Owner's manual | | ✓ | | Not presented at the time of the review |
| IBM Card (s) | | ✓ | | Not presented at the time of the review |
| Original purchase contract | | ✓ | | Not presented at the time of the review |
| Advance dealer invoice | | ✓ | | Not presented at the time of the review |
| Hemi Factory Build card (Warranty) | | ✓ | | Presented at the time of the review |
| Original Selling Dealer | ✓ | | | Shreve's Plymouth Dodge West Virginia Unconfirmed at this time |



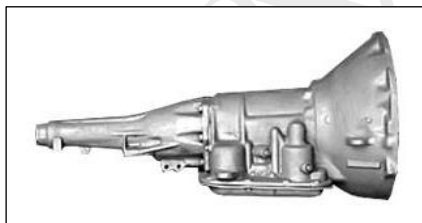
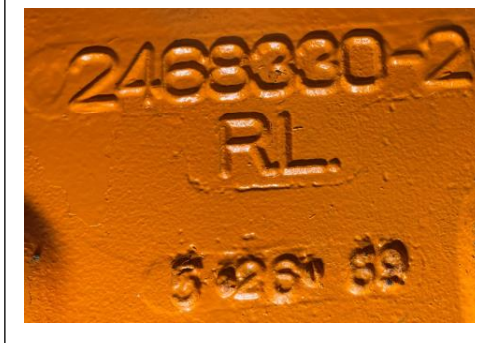
Wise Report Page #6: Vehicle Numbers Summary



Powertrain



Graphite images tracing lifted to verify font



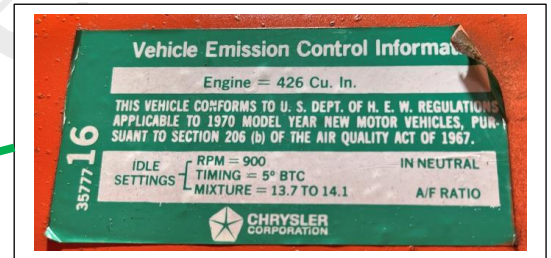
Wise Report Page #8: Vehicle Numbers Summary Location



VIN tag on dash



OEM original Secondary VIN on upper cowl

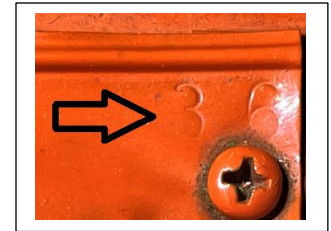


Trim tag



OEM original primary VIN on radiator core support

Vehicle Options Trim Tag Information Reference

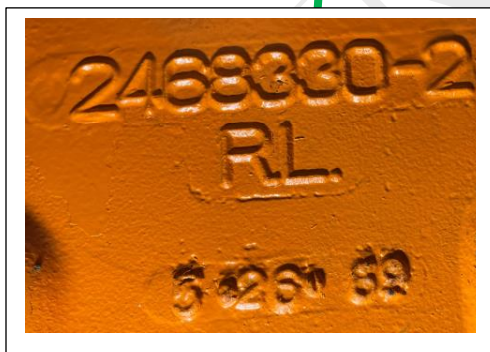
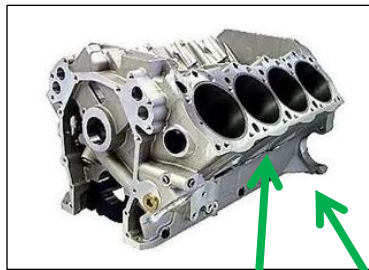
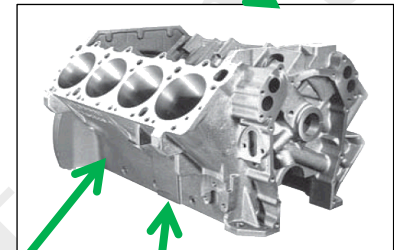


| Code Ref | Description | Code Ref | Description |
|----------|--------------------------------------|----------|-------------------------------------|
| E74 | Engine 426 2 x 4 BBL Hemi | J45 | Hood Pins |
| D32 | Transmission: | J54 | Performance hood |
| BS | Car line: Plymouth Cuda \$3,164.00 | L34 | Fog lights |
| 23 | Body Type: 2 door | M21 | Molding: drip rail |
| R | Engine 426 2 x 4 BBL Hemi | M25 | Molding: Wide rockers |
| 0 | 1970 Model year (F series) | M31 | Molding: Belt line |
| B | Assembly plant: Hamtramck, Mi | | |
| 349214 | Assembly plant sequence number | M88 | Molding: Rear deck treatment |
| EV2 | Exterior color: Tor Red Hi impact | N41 | Dual exhaust |
| H | Trim grade: High | N42 | Chrome tips |
| 6 | Front seat: Vinyl | N96 | Shaker Hood |
| X9 | Color: Black | | |
| 000 | Upper door frame colors: None | Y05 | Built to US specifications |
| 525 | Scheduled build date: May 25, 1970 . | 26 | Radiator diameter |
| 144170 | Vehicle order number | EN1 | End of tag codes Designation line 1 |
| EV2 | Top/ Roof color: Tor Red Hi impact | | Body shop inspector # 36 |
| C16 | Console | | Second Trim Tag |
| C55 | Bucket seats | | HEMI FENDER |



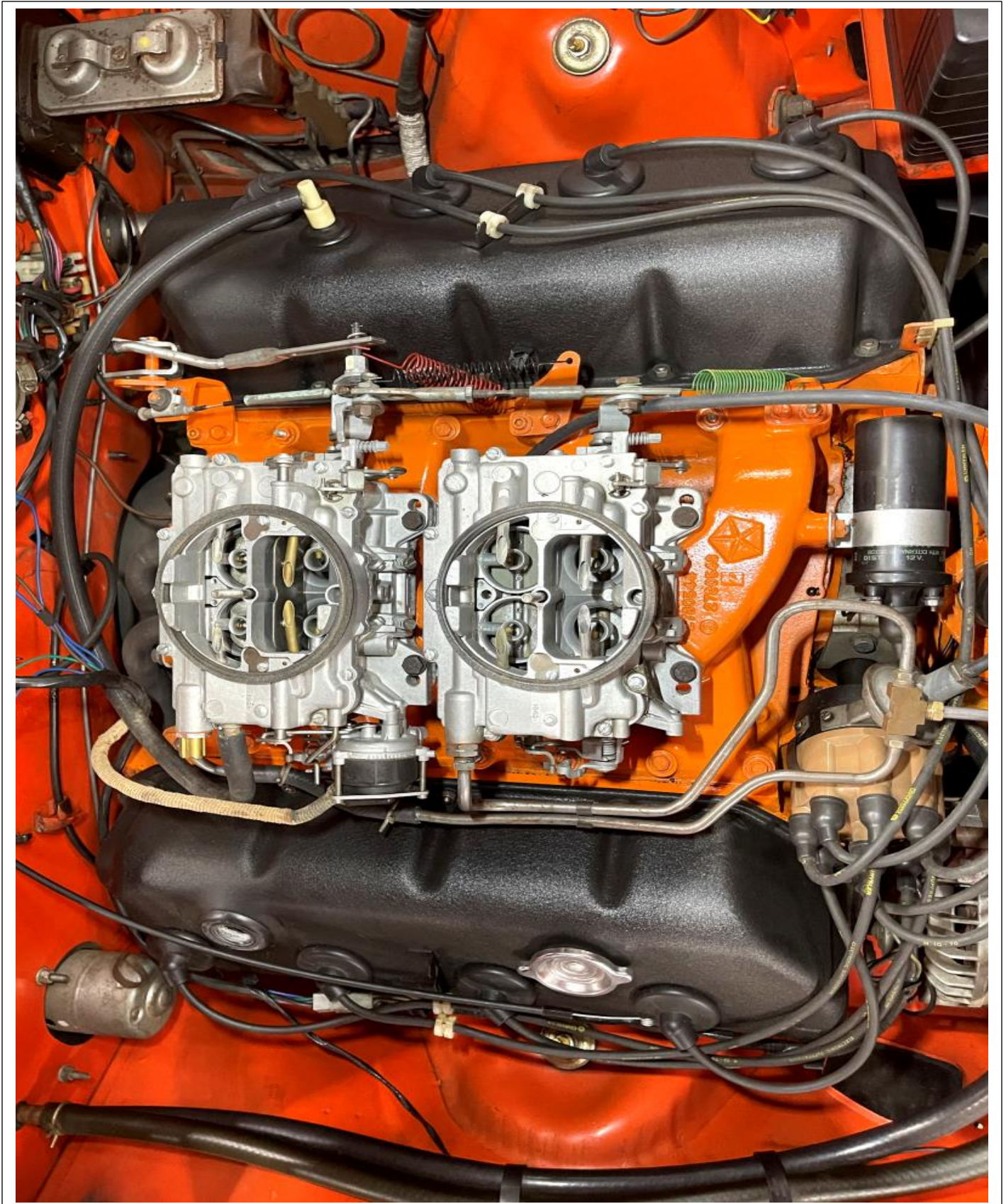
Powertrain Review: Engine 426 Hemi 2x 4 bbl Numbers matching Code #111

| Checked | Component | Comments |
|---------|-----------------------|--|
| ✓ | Block casting | 2468330 -2 |
| ✓ | Block casting date | 5/26/1969 |
| ✓ | Engine build date | MN426 3210 84670 F 2-18-70 2 |
| ✓ | Ex manifold | Correct |
| ✓ | Distributor | Correct 2875989 IBS 4014F 379 |
| ✓ | Alternator | Correct rare Hemi 3433176 ft case cast 10/69 |
| ✓ | Carburetor Carter AFB | F: 4742S dated 216 9 code #23 Red tag R:4746S dated 218 9 code #25 Black tag |
| ✓ | Intake Manifold | Correct 2780544 2780543 |
| ✓ | Valve covers | Correct |
| ✓ | Water pump hsg | Correct dated 09229 (9103/9105) |
| ✓ | Oil pump | Correct |
| ✓ | Shaker Assy | Correct Bubble #3418657 |
| ✓ | Starter | Incorrect and missing heat shield |
| ✓ | Upper Rad Hose | Correct #3462184 |
| ✓ | Lower rad hose | Correct #3402119 |
| ✓ | Fan 7 blade | Correct |
| ✓ | Fuel pump | Correct |
| ✓ | Balancer | Correct |









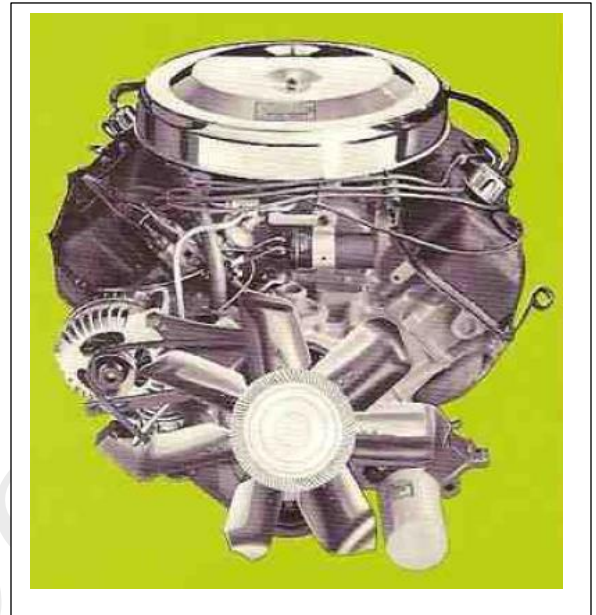


1970 426 Hemi Engine Package: (F series/ Production code #E74 / Code 111)

Stage III : (Option MSRP \$778.75)

Warranty: 12 months/ 12,000 miles limited and only applies to the original owner.

- Engine Identification
 - MN 426 F series
 - Color: Orange
- Bore and stroke: 4.25" x 3.75"
- Firing order : 1-8-4-3-6-5-7-2
- Compression ratio: 10.25:1
- Horsepower: 425 @ 5000 RPM
- Torque Lbs. Ft.: 490 @ 4000 RPM
- Recommended spark plugs: Champion N10 Y
- Recommended fuel: Premium
- Hydraulic lifters
- Oil pa (6 quart) with windage tray
- Dual point distributor
- Carburetors: Carter AFB series code # 00
 - Front # 4742 S (black ID tag)
 - Rear #4746 S for auto trans. (blue ID tag)
 - Rear : #4745 S for manual trans (red Id tag)

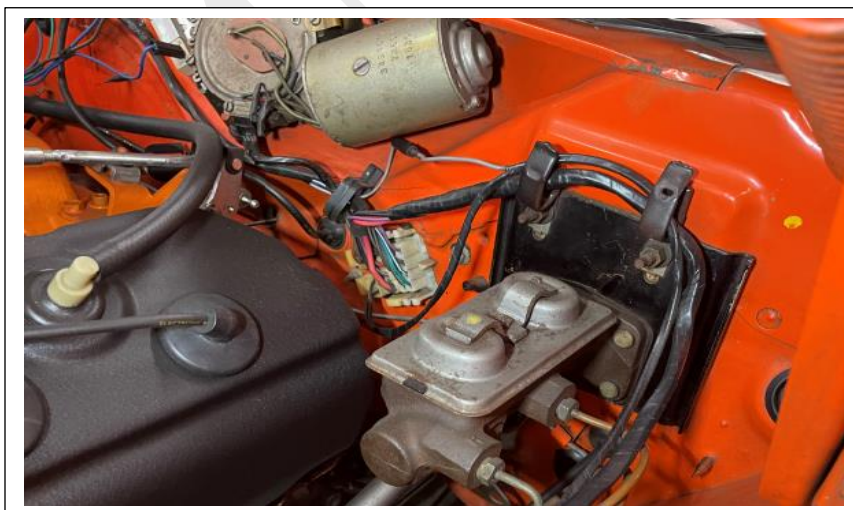
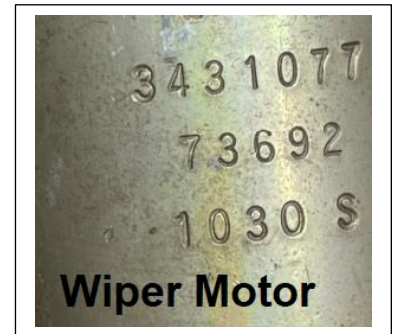


Addition Hemi Package Items:

- Larger fuel supply (3/8") with vapor return line
- K frame with skid plate code Early #14 (# 2962014) and late # 76
- Hemi Suspension: Code S15
 - HD rear springs code S25 (std with axle package)
 - LH # 3400034 5 1/2 leaves
 - RH # 3400024 5 1/2 leaves
 - Hemi torsion bars: .92" diameter x .41 " lg
 - Left hand # 1857781 (paint id brown 2)
 - Right hand # 1857781 (paint id brown 1)
 - Firm ride shock absorbers : Front #3400556 and Rear #3400854
 - Front sway bar .88" dia (# 2835862).
- Dual exhaust system code N41
- Bright chrome exhaust tips code N42
- Maximum cooling package code N51
 - Radiator (# 2998956) 26" diameter
 - Fan shroud (#2998326)
 - Radiator inlet hose (#3412113)
 - Engine fan code N65 (#2863216) 7 blade/ 18.5" diameter
 - Fan spacer torque drive unit (#2806070)
 - Includes power steering cooler with power steering package.
- Variable 3 speed wipers w/ electric washer code # J25
- Alternator 37 amp dual pulley (#3438176)
- Battery 70 amp HD code F25 (#2642969)
- Starter heat shield

Engine Compartment

| Checked | Component | Comments |
|---------|-----------------------------------|--|
| ✓ | Fire wall, cowl and inner fenders | original |
| ✓ | Radiator: | Correct #2998956 dated 3449 |
| ✓ | Rad shroud | Correct 32998326 |
| ✓ | Voltage regulator | Correct #3438150 dated 230 |
| ✓ | Starter relay | Correct |
| ✓ | Horns Lo/Hi w/ harness | Correct |
| ✓ | Forward engine wire harness | Correct |
| ✓ | Head light harness | Correct |
| ✓ | Battery | Aftermarket |
| ✓ | Negative cable | Correct #2983778 |
| ✓ | Positive cable | Correct |
| ✓ | Windshield wiper motor | Correct 3421077/73692 dated 1030S |
| ✓ | Wiper arms Trico | Correct LH:16" and RH 15" |
| ✓ | Hood Hinge | RH: EM51870 EMF 12R / LH: EMF 12 L LM 3247 |
| ✓ | Latch mounting bracket | OD 49 1 |
| ✓ | Hood safety | Dated 228 9 |
| ✓ | Hood release | 8MF 46 |
| ✓ | Hood outer skin | SS 49 -1 |
| ✓ | Master cyl #2660809 | Base cast 1249, assemble 2389 |
| ✓ | Shaker hole grommit | 2216552 - FK90 |

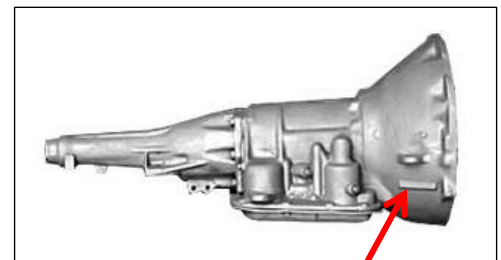
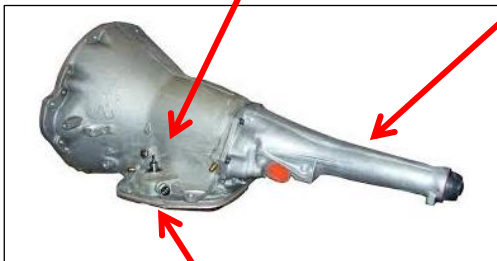


Transmission: TorqueFlite A727 Numbers matching Code # 671

| Checked | Component | Comments |
|---------|-------------------------|-----------------------|
| ✓ | Main case Part Number | 3410176-10 |
| ✓ | Assembly Number | PK3410671L |
| | Assembly date | 3022 |
| ✓ | Tail shaft part number | 2466901-9 KCP |
| ✓ | Tail shaft casting date | Appears to be 10/1968 |
| ✓ | U joints | Original style |
| ✓ | Drive shaft | Original |

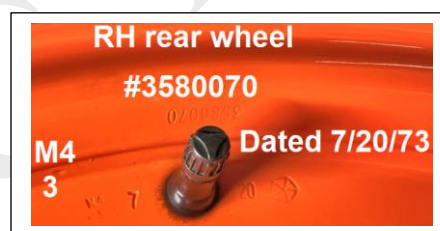
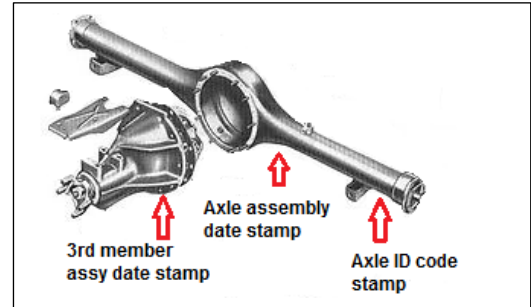
3-Speed TorqueFlite Automatic

Three forward gears combine with an efficient torque converter and automatic hydraulic shifting to make TorqueFlite perhaps the best all-around automatic transmission ever designed. Upshifts occur so smoothly and quickly they are barely perceptible. Power transmission is so efficient, TorqueFlite is preferred by many experienced drivers over manual transmission for maximum acceleration in competition events.



Axle Assembly (Code # 239) / Rear Suspension

| Checked | Component | Comments |
|---------|------------------------|------------------|
| ✓ | Assembly date code | 10/23 |
| ✓ | Carrier type | Chrysler 8 3/4" |
| ✓ | Axle U bolttoe plates | 1856347 |
| ✓ | 3 rd member | 2881488 |
| ✓ | Pinion snubber | Correct original |
| ✓ | U joint strap date | Not dated |
| ✓ | U joint | Correct |
| ✓ | Leaf springs LH /RH | 2539965/ 2539795 |



3-03-0 REAR AXLE DIFFERENTIAL AND CARRIER

NOTE: Differential with Carrier and Tubes and Differential, with Carrier are shown below in Chart Form by Ratio. The chart also includes other information such as Gear size and Stem size.

NOTE: The Differential with Carrier and Housing does not include axle shafts.

NOTE: Component parts for Cone and Spring type Carriers are not serviced separately. For replacement refer to Code 3-03-2 Differential, Partial.

NOTE: Cone and Spring type Carriers can be identified by orange paint around the filler plug. Also, by removing the filler plug and looking inside.

3-03-1 DIFFERENTIAL, w/CARRIER AND HOUSING

| RATIO | GEAR DIA. | STEM DIA. | WITH OR W/O | | MODEL | REMARKS | SERVICE NO. |
|-------------------------------------|-----------|-----------|-------------|--|----------------------------------|--|-------------|
| | | | SURE GRIP | | | | |
| 2.76 To 1 | 7 1/4" | 1 3/8" | w/o | | V, L | See Note 5 | 3432 440 |
| 2.76 to 1 | 7 1/4" | 1 3/8" | w/o | | V1, L1 | 71 See Note 6 | = 3507 725 |
| 2.76 To 1 | 7 1/4" | 1 3/8" | w/o | | B, J | 70 | 3507 223 |
| 2.76 to 1 | 7 1/4" | 1 3/8" | w/o | | B, J | 71 UP TO approx. June 1971, See Note 5 | 3507 516 |
| 2.76 to 1 | 7 1/4" | 1 3/8" | w/o | | B, J | 71 AFTER approx. June 1971, See Note 6 | = 3507 721 |
| 2.76 To 1 | 7 1/4" | 1 3/8" | With | | V1, L1 | See Note 5 | 3432 448 |
| 2.76 to 1 | 7 1/4" | 1 3/8" | with | | V1, L1 | 71 See Note 6 | = 3507 726 |
| 2.93 To 1 | 7 1/4" | 1 3/8" | w/o | | R1, W1 | 70 | 3507 221 |
| 2.93 to 1 | 7 1/4" | 1 3/8" | w/o | | R1, W1 | 71 | 3507 519 |
| 3.23 to 1 | 7 1/4" | 1 3/8" | w/o | | V1, L1 | See Note 5 | 3432 441 |
| 3.23 to 1 | 7 1/4" | 1 3/8" | w/o | | V1, L1 | 71 See Note 6 | = 3507 727 |
| 3.23 To 1 | 7 1/4" | 1 3/8" | w/o | | R1, W1 | 70 | 3507 222 |
| 3.23 to 1 | 7 1/4" | 1 3/8" | w/o | | R1, W1 | 71 | 3507 520 |
| 3.23 To 1 | 7 1/4" | 1 3/8" | w/o | | B1, J1 | 70 | 3507 224 |
| 3.23 to 1 | 7 1/4" | 1 3/8" | w/o | | B, J | 71 | 3507 517 |
| 3.23 To 1 | 7 1/4" | 1 3/8" | With | | B1, J1 | 70 | 3507 225 |
| 3.55 To 1 | 7 1/4" | 1 3/8" | w/o | | V1, L1 | See Note 5 | 3432 443 |
| 3.55 to 1 | 7 1/4" | 1 3/8" | w/o | | V1, L1 | 71 See Note 6 | = 3507 728 |
| 3.91 To 1 | 7 1/4" | 1 3/8" | w/o | | V1, L1 | 70 | 3432 442 |
| 2.45 To 1 | 8 1/4" | 1 5/8" | w/o | | R2, W2 | 70 | 3432 613 |
| 2.45 to 1 | 8 1/4" | 1 5/8" | w/o | | R2, W2 | 71 See Note 3 | 3507 521 |
| 2.45 to 1 | 8 1/4" | 1 5/8" | w/o | | R2, W2 | 71 See Note 4 | = 3507 169 |
| 2.71 To 1 | 8 1/4" | 1 5/8" | w/o | | R2, W2 | 70 | 3432 614 |
| 2.71 to 1 | 8 1/4" | 1 5/8" | w/o | | R2, W2 | 71 See Note 3 | 3507 522 |
| 2.71 to 1 | 8 1/4" | 1 5/8" | w/o | | R2, W2 | 71 See Note 4 | = 3507 170 |
| 2.71 to 1 | 8 1/4" | 1 5/8" | w/o | | P2 | | 3432 842 |
| 2.71 to 1 | 8 1/4" | 1 5/8" | w/o | | D2 | 71 | 3507 568 |
| 3.21 to 1 | 8 1/4" | 1 5/8" | w/o | | R, W | 71 See Note 3 | 3507 524 |
| 3.21 to 1 | 8 1/4" | 1 5/8" | w/o | | R2, W2 | 71 See Note 4 | = 3507 171 |
| 3.21 to 1 | 8 1/4" | 1 5/8" | w/o | | D1, P | | 3507 390 |
| 3.54 To 1 | 9 3/4" | --- | With | | B2, J2 | 70 | 3432 213 |
| 3.54 To 1 | 9 3/4" | --- | With | | B2, J2 | 71 | 3507 550 |
| 3.54 To 1 | 9 3/4" | --- | With | | R2, W2 | 70 | 3432 556 |
| 3.54 To 1 | 9 3/4" | --- | With | | R2, W2 | 71 | 3507 552 |
| 4.10 To 1 | 9 3/4" | --- | With | | B2, J2 | 70 | 3432 214 |
| 4.10 To 1 | 9 3/4" | --- | With | | R2, W2 | 70 | 3432 557 |
| 4.10 To 1 | 9 3/4" | --- | With | | R, W | 71 | 3507 553 |
| DIFFERENTIAL w/CARRIER, w/o HOUSING | | | | | | | |
| 2.76 To 1 | 8 3/4" | --- | w/o | | B2, J2, R, W, P2, D2, C1 | 70 See Note 1 | 2881 375 |
| 2.76 To 1 | 8 3/4" | --- | With | | R, W, P2, D2, C | 70 See Note 1 | 2881 379 |
| 2.94 To 1 | 8 3/4" | --- | With | | R, W, Y | 70 See Note 1 | 2881 494 |
| 2.94 To 1 | 8 3/4" | --- | w/o | | R, W, P, D, Y | 70 See Note 1 | 2881 492 |
| 2.94 to 1 | 8 3/4" | 1 3/8" | w/o | | R, W, P, D | 71 See Note 1 | 2881 372 |
| 3.23 To 1 | 8 3/4" | With | | | V, L, B2, J2, R, W, P, D C | 70 See Note 1 | 2881 382 |
| 3.23 To 1 | 8 3/4" | --- | w/o | | V, L, B2, J2, R, W, P, D, C | 70 See Note 1 | 2881 381 |
| 3.23 to 1 | 8 3/4" | 1 3/8" | w/o | | V, L, B2, J2, R, | | |

CARLINES J - Challenger V - Valiant R - Belvedere - Satellite P - Plymouth C - Chrysler
 B - Barracuda L - Dart W - Coronet - Charger D - Dodge Y - Imperial

AR Indicates use as required. Numerals in parentheses () refer to notes. Printed in U.S.A.
 # Indicates parts not listed in any previous parts book. * Indicates change or addition. January 1972



SPRING

1970-71 PASSENGER CAR PARTS CATALOG

Text Page 17-1

| CODE | PART NAME | ENG. TYPE OR CU.IN. | V | B | L | R | W | P | D | C | C | C | Y | PART NUMBER |
|----------------------------|--|---------------------|---|---|---|---|---|---|---|---|---|---|---|-------------|
| | | | | | | | | | | | | | | |
| 17-11-0 REAR SPRING | | | | | | | | | | | | | | |
| STANDARD | | | | | | | | | | | | | | |
| 17-11-3 | SPRING, w/BUSHING, 4D. | | | | | | | | | | | | | |
| | 2 D.H.T., Fast-Back | 70 | 6 | — | 2 | — | — | — | — | — | — | — | — | 3420 173 |
| | 2 D.H.T. | 71 | 6 | — | 2 | — | — | — | — | — | — | — | — | 3579 296 |
| | CV. CP. | 70 | 6 | — | 2 | — | — | — | — | — | — | — | — | 3420 174 |
| | Cv. Cp. | 71 | 6 | — | 2 | — | — | — | — | — | — | — | — | 3579 297 |
| | 2 D.H.T., Fast-Back, 318 Eng., and 383 Eng., w/o H/Perf. | 70 | 8 | — | 2 | — | — | — | — | — | — | — | — | 3420 174 |
| | 2 D.H.T., 318 Eng. and 383 Eng., w/2 Bbl. Carb. | 71 | 8 | — | 2 | — | — | — | — | — | — | — | — | 3579 297 |
| | CV. CP., 318 Eng., and 383 Eng., w/o H/Perf. | 70 | 8 | — | 2 | — | — | — | — | — | — | — | — | 3420 175 |
| | Cv. Cp., 318 Eng. and 383 Eng., 2 Bbl. Carb. | 71 | 8 | — | 2 | — | — | — | — | — | — | — | — | 3579 298 |
| | 2 D.H.T., Fast-Back, 340 Eng. and 383 Eng., w/H/Perf. | 70 | 8 | — | 2 | — | — | — | — | — | — | — | — | 3420 179 |
| | 2 D.H.T., 340 Eng. and 383 Eng., 4 Bbl. Carb. | 71 | 8 | — | 2 | — | — | — | — | — | — | — | — | 3420 180 |
| | CV. CP., 340 Eng. and 383 Eng., w/H/Perf. | 70 | 8 | — | 2 | — | — | — | — | — | — | — | — | 3420 180 |
| | 340 Eng., 3-2 Bbl. Carb. | | | — | 2 | — | — | — | — | — | — | — | — | 3579 511 |
| | CV, CP. 340, 383 4 Bbl., Carb. | 71 | 8 | — | 2 | — | — | — | — | — | — | — | — | 3514 244 |
| | 426, 440 Eng. | 70 | 8 | — | 1 | — | — | — | — | — | — | — | — | 3420 176-7 |
| | 426, 440 Eng. | 71 | 8 | — | 2 | — | — | — | — | — | — | — | — | 3549 059 |
| HEAVY DUTY | | | | | | | | | | | | | | |
| | CV. CP. | 70 | 6 | — | 2 | — | — | — | — | — | — | — | — | 3420 179 |
| | Cv. Cp. | 71 | 6 | — | 2 | — | — | — | — | — | — | — | — | 3420 180 |
| | 2 D.H.T., Fast-Back | 70 | 6 | — | 2 | — | — | — | — | — | — | — | — | 3420 178 |
| | 2 D.H.T. | 71 | 6 | — | 2 | — | — | — | — | — | — | — | — | 3420 180 |
| | 2 D.H.T., Fast-Back, 318 Eng., and 383 Eng. 2 Bbl. Carb. | 70 | 8 | — | 2 | — | — | — | — | — | — | — | — | 3420 179 |
| | 2 D.H.T., 318 Eng. and 383 Eng., 2 Bbl. Carb. | 71 | 8 | — | 2 | — | — | — | — | — | — | — | — | 3420 180 |
| | CV. CP., 318 Eng. and 383 Eng., 2 Bbl. Carb. | 70 | 8 | — | 2 | — | — | — | — | — | — | — | — | 3420 180 |
| | Cv. Cp., 318 Eng. and 383 Eng., 2 Bbl. Carb. | 71 | 8 | — | 2 | — | — | — | — | — | — | — | — | 3514 244 |
| | 340 Eng. and 383 Eng., w/H/Perf., Extreme Duty | | 8 | — | 1 | — | — | — | — | — | — | — | — | 3420 176-7 |

CARLINES J - Challenger B - Barracuda V - Valiant L - Dart R - Belvedere - Satellite W - Coronet - Charger P - Plymouth D - Dodge C - Chrysler Y - Imperial

AR Indicates use as required.

Indicates parts not listed in any previous parts book.

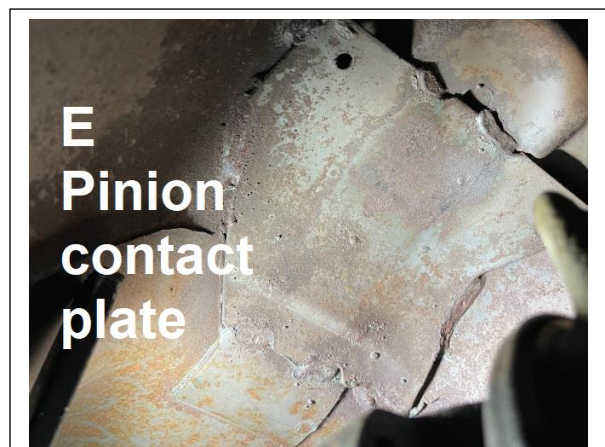
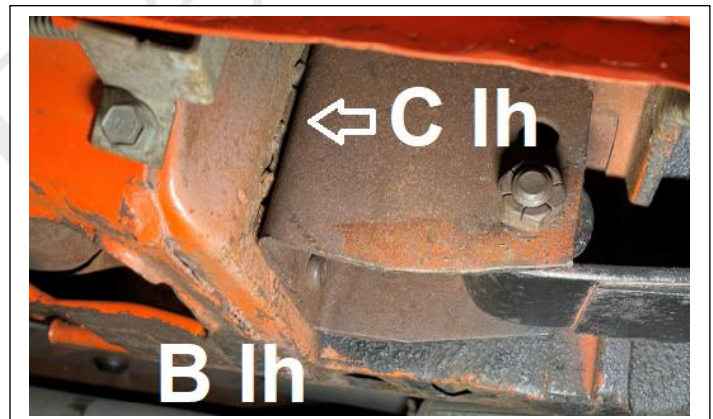
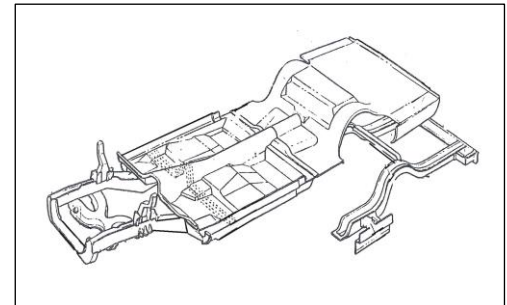
Numerals in parentheses () refer to notes.

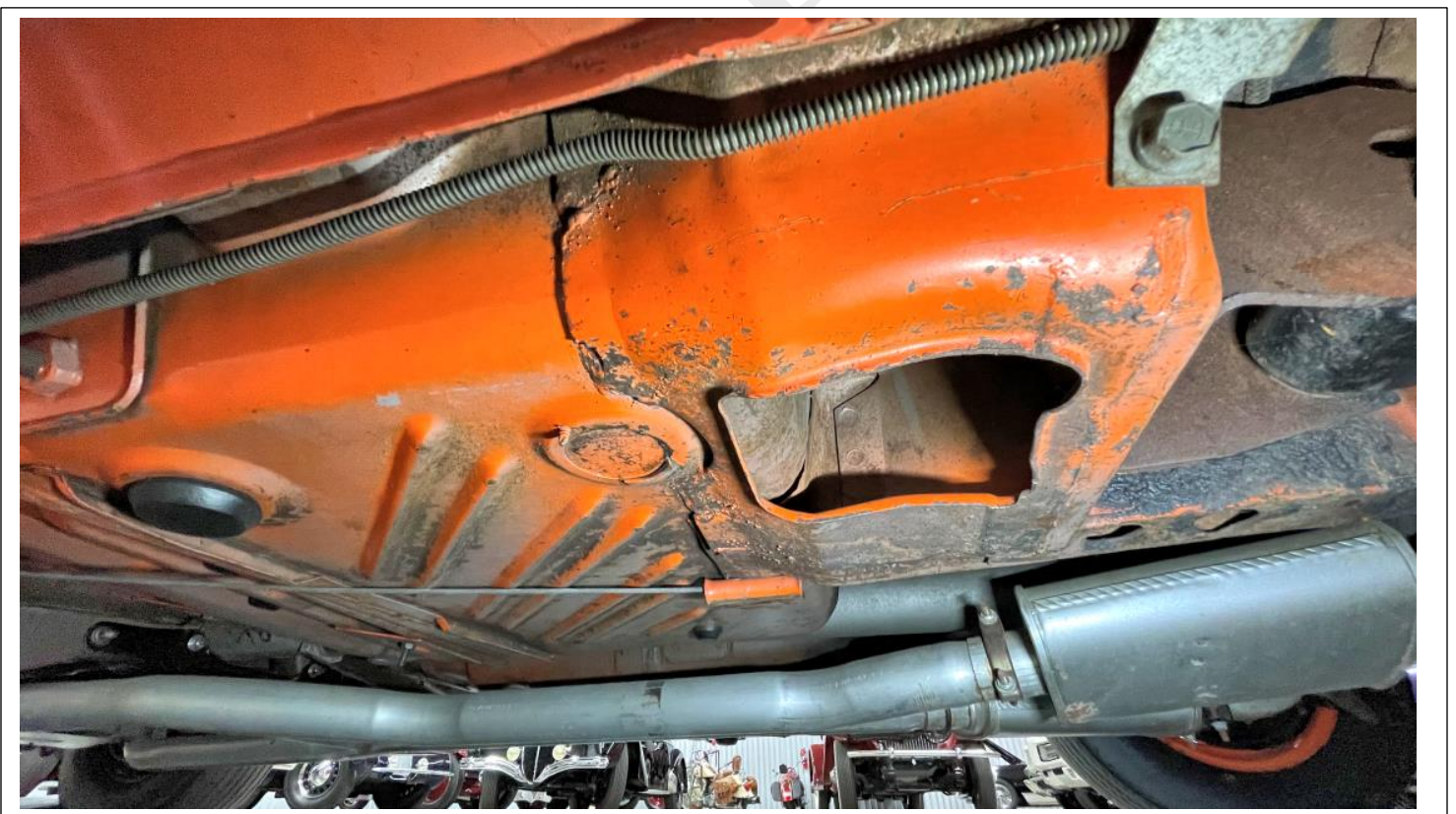
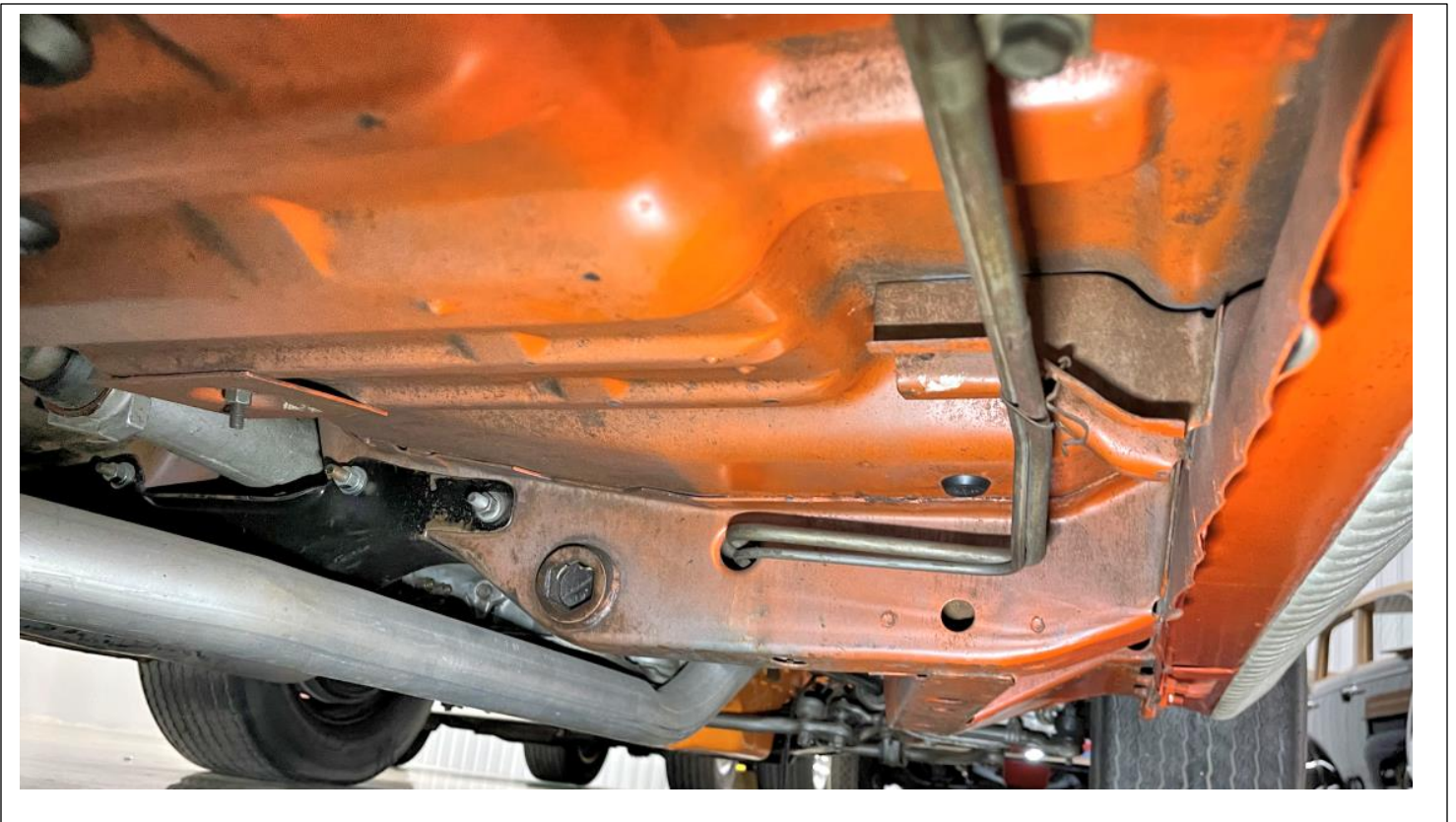
★ Indicates change or addition.

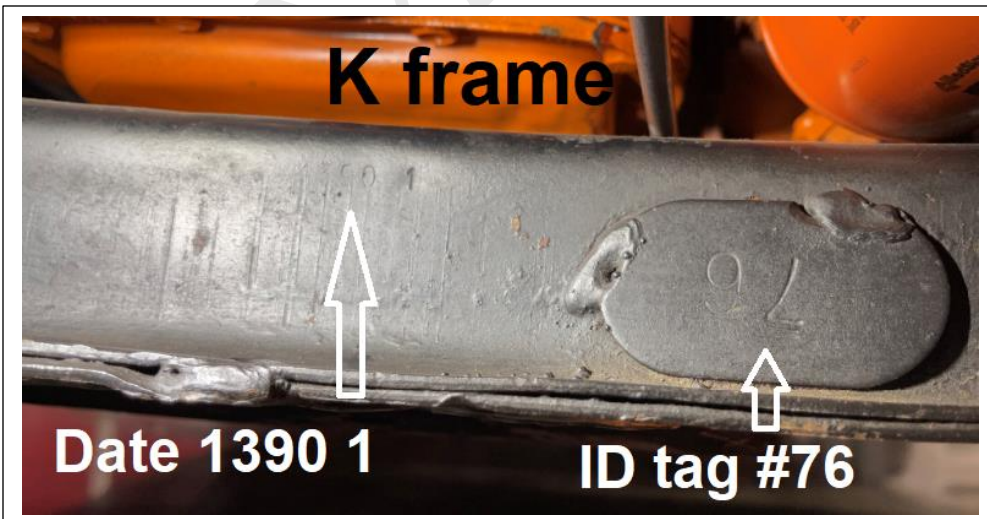
Printed in U.S.A. January 1972

Chassis, Frame and Ft Suspension

| Checked | Component | Comments |
|---------|---------------------------------------|------------------------|
| ✓ | Torque boxes with supports for a 426 | Original |
| ✓ | A Front support to rocker | Original |
| ✓ | B Rear box at leaf spring/ rear frame | Original |
| ✓ | C Outer plate | Original |
| ✓ | D Inner plate | Original |
| ✓ | E Pinion snubber reinforcement | Original |
| ✓ | Correct fuel line | Original |
| ✓ | Radiator core support | Original |
| ✓ | Front frame – RH/LH | Original |
| ✓ | Rear Frame – RH/LH RT | Original |
| ✓ | Torsion bar RH .92 x 41" brown | 1857780 |
| ✓ | Torsion bar LH .92 x 41" brown | 1857781 |
| ✓ | K frame with skid plate #76 late | Correct dated 139 0 |
| ✓ | Front sway bar | No issue found |
| ✓ | Suspension components | Original |
| ✓ | UCA | Original |
| ✓ | Tie rod ends | Original |
| ✓ | LCA RH 011/098 & LH 087/022 | Original |







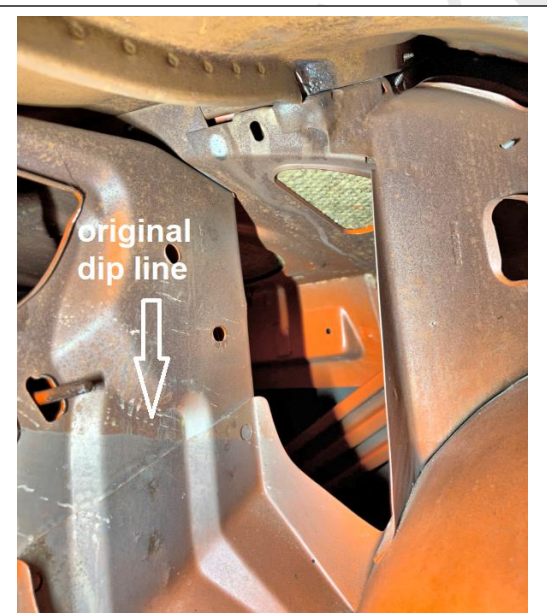
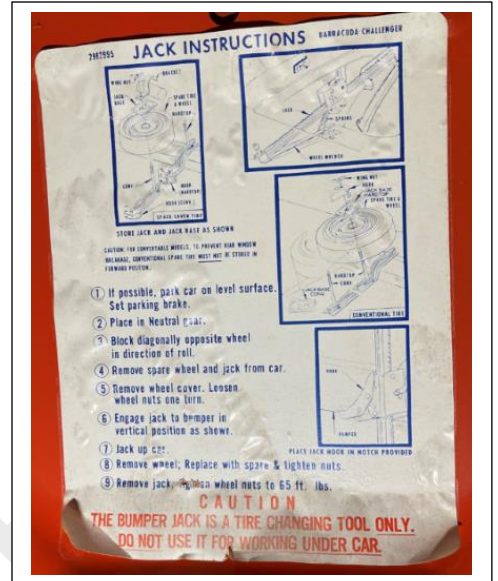
Interior



RH front floor pan



Trunk



| TIRE PRESSURES PSI (COLD) | | | |
|---|-------------|-----------------|-----------------|
| MAX. VEHICLE CAP. OR LESS | | 3 PASS. OR LESS | |
| FRONT | REAR | FRONT | REAR |
| 28 | 32 | 24 | 28 |
| VEHICLE CAPACITY 4 PASSENGERS + 200 LBS. | | | |
| MAXIMUM VEHICLE CAPACITY | | | 3 PASS. OR LESS |
| 2 PASS. | 1ST SEAT | 2 PASS. | |
| 2 PASS. | 2ND SEAT | 1 PASS. | |
| 200 LBS. | LUGG. COMP. | O | |
| 800 LBS. | TOTAL | 450 LBS. | |
| MINIMUM TIRE SIZE | | | |
| P60 X 15 LOAD RANGE B | | | |
| SEE OWNER'S MANUAL FOR ADD. DATA. | | | |
| PRINTED IN U.S.A. 34020 64 | | | |

This is just a partial report on this vehicle due

to the file size to be displayed on our web site.

Page 2 of about 17 results (0.35 seconds)

<https://bid.sonicbids.com/lot-details/index.html>
 83 1970 Plymouth Barracuda Classic Cars for Sale Auction
 Jan 2, 2021 - VIN# BS23R0B349214, Mileage 66, Exterior: 1 Star, Poor 2 Stars, Fair 3 Stars, Good 4 Stars: Excellent 5 Stars: Concours. Interior:

<https://classics.autotrader.com/classic-cars-for-sale>
 1970 Plymouth Barracuda Classic Cars for Sale
 Seized vehicle will sell at a public auction on Saturday, June 25th.

<https://classics.autotrader.com/classic-cars-for-sale/pl>
 Plymouth Barracuda Classic Cars for Sale
 Results 25 of 39 VIN# BS23R0B349214, Mileage 66, Exterior: 1 Star, Poor 2 Stars, Fair 3 Stars, Good 4 Stars: Excellent 5 Stars: Concours. Interior:
 Seized vehicle will sell at a public auction on Saturday, June 25th.

https://twitter.com/thehemi_com
 #HEMI (@TheHEMI_com) / Twitter
 VIN# BS23R0B349214, More Info and Photos Coming Soon, This Bank Seized vehicle will sell at a public auction on Saturday, June 25th.



<https://twitter.com/hashtag/hemi>
 #hemi - Twitter Search / Twitter
 VIN# BS23R0B349214, More Info and Photos Coming Soon, This Bank Seized vehicle will sell at


Sponsored

Featured Seller

Henderson Auctions
 Livingston, LA 70754 (663 miles away)

[Click for Phone](#) [View Inventory](#) [View Dealer Website](#)

For Auction 
 1970 Plymouth Barracuda