

Engine type	Engine family	Displacement and name	Code	Carburetor	Exhaust	Compression ratio	Years	Power hp (kW)	Notes
	Chrysler Hemi	426 cu in (7.0 L) Hemi	R	2× 4-barrel	Dual	10.25:1	1970	425 (317) SAE gross	Challenger R/T only
						10.2:1	1971	425 (317) SAE gross, 350 (261) SAE net	

Production numbers

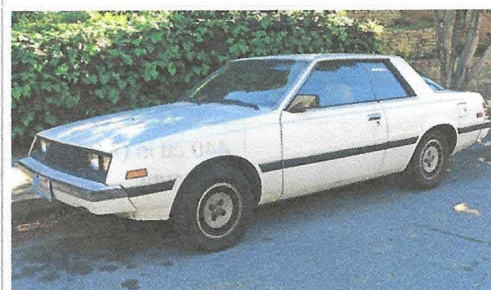
Year	Variant	Model	Production	Total
1970	I6	Hardtop	9,929	76,935
		Special Edition	350	
		Convertible	378	
	V8	Hardtop	36,951	
		Special Edition	5,873	
		Convertible	2,543	
		R/T Hardtop	13,796	
		R/T Special Edition	3,753	
		R/T Convertible	963	
		T/A	2,539	
1971	I6	Hardtop	1,672	26,299
		Convertible	83	
	V8	Hardtop	18,956	
		Convertible	1,774	
		R/T	3,814	
1972	I6	Hardtop	842	22,919
	V8		15,175	
		Rallye	6,902	
1973	V8	Hardtop	27,930	27,930
1974	V8	Hardtop	11,354	11,354

Second generation (1978–1983)

Beginning with the 1978 model year, Dodge marketed a rebadged variant of the early Mitsubishi Galant Lambda coupe, as the Dodge Challenger — through Dodge dealers as a captive import, originally as the "Dodge Colt Challenger".^[24] Chrysler's Plymouth brand marketed its own rebadged variant as the Plymouth Sapporo, and a rebadged variant was marketed overseas as the Mitsubishi Sapporo/Scorpion and sold.

Both the Sapporo and Challenger were redesigned in 1981 with revised bodywork and increased foot room, head room, trunk capacity and sound-proofing.^[25] Both cars were marketed until 1983, when they were replaced by the Conquest using the same rear-wheel-drive platform through 1989, and in 1984 by the front-wheel-drive Laser and Daytona.

Second generation



1981 Challenger X

Overview