Needing a small, sporty car to compete with the likes of the wildly successful Ford Mustang, Plymouth® added a fastback roofline to their compact Valiant model and named it the Barracuda. While it had Chrysler's® small 273 cubic inch V8 engine, it was really still an economy car and posed no threat to competitor’s sales figures.

Subsequent restyling in 1967 made both the Valiant and the Barracuda more attractive but it wasn’t until 1970 that the Barracuda really became a player in the then red hot Pony Car wars.

The 1970 ‘Cuda, as the performance oriented models were now called, and its sister car for the Dodge division, the Challenger, were re-engineered to be longer and wider. This provided both a wider track for better handling and straight line traction and a larger engine compartment. This last feature was especially important as Plymouth had some monster motors it wanted to shove into the car.

The most fabled and feared of the Mopar powerplants was the 426 Hemi. Nicknamed for its hemispherical combustion chambers, the Hemi engine option were low compared to the other engine choices available. Typically, the Hemi would be ordered in a car intended for racing. That meant the least expensive two door hard-top or sedan with as few options as possible, all in the pursuit of weight reduction, the key to speed. Convertible models, which were heavier by nature than their steel roofed counterparts, were ordered with the Hemi far less frequently.

With impending regulations from both the government and insurance companies looming, the viability of monster motors like the 426 Hemi was fading. 1971 was the last year Chrysler installed the engine in street vehicles and less than 10 Hemi ‘Cuda ragtops were built the entire model year. In fact, the yellow and white example used as the prototype for this Revell kit was the very last car of this body type and engine combination Chrysler would ever build.
EXHAUST HEADERS CONNECT TO PIPES UNDER FRAME
5

INTERIOR ASSEMBLY CONTINUED

E

20
SEAT FRONT
SATIN WHITE

21
SEAT BACK
SATIN WHITE

F

COMPLETED INTERIOR ASSEMBLY TO BODY

6

FRAME ASSEMBLY

A

67
BOOT
SATIN WHITE

B

CLEAN OUT HOLES FOR SPOILER

C

★
38
TAILLIGHT
CHROME
TRANSPARENT RED

★
39
BUMPER
CHROME

D

★
67
REAR PAN
BODY COLOR

E

FRAME TO BODY
12 MIRROR HOUSING
BODY COLOR
★42 MIRROR
CHROME

11 MIRROR HOUSING
BODY COLOR
★42 MIRROR
CHROME

48 TOP AIR SCOOP
SEMIGLOSS BLACK

47 BOTTOM AIR SCOOP
SEMIGLOSS BLACK

APPLY DECAL 13A TO THE UNDERSIDE OF THE HOOD

SEMIGLOSS BLACK (UNDER HOOD)

SEMIGLOSS BLACK

11 MIRROR HOUSING
BODY COLOR

10 SPOILER

9 SPOILER

12 MIRROR HOUSING
BODY COLOR

★42 MIRROR
CHROME

13A

SEMIGLOSS BLACK

13B

SEMIGLOSS BLACK

SILVER

2 HOOD

SEMIGLOSS BLACK

SEMIGLOSS BLACK

APPLY DECAL 13A TO THE UNDERSIDE OF THE HOOD

SILVER