

1968 AMC Javelin



The Javelin was a production version of one of the AMC AMX prototypes shown during the 1966 AMX project nationwide tour. Intended to rival other pony cars such as the Ford Mustang and Chevrolet Camaro, it debuted in 1968. Available engines were a 232 cu in (3.8 L) straight-six and three V8s.

With its standard engine, the Javelin cruised at 80 miles per hour (129 km/h), while the 290 cu in (4.8 L) V8 boosted top speed to 100 miles per hour (161 km/h).

The optional "Go Package" included a four-barrel carbureted 343 cu in (5.6 L) V8, power front disc brakes, dual exhausts, and wide tires, that delivered the 60 miles per hour (97 km/h) dash in eight seconds and a top speed approaching 120 miles per hour (193 km/h). Also available was the SST trim level that provided a greater degree of luxury.

In mid-1968 the AMX 390 cu in (6.4 L) engine was offered as a Javelin option. Its impressive 315 hp (235 kW; 319 PS) and 425 lb·ft (576 N·m) of torque could send the Javelin from zero-to-sixty (60 miles per hour (97 km/h). in the seven-second range. American Motors supported the AMX and Javelin with a "Group 19" range of dealer-installed performance accessories. These included a dual four-barrel cross-ram intake manifold, a high performance camshaft kit, needle-bearing roller rocker arms and dual-point ignition.

Road & Track compared the Javelin favorably to its competitors on its introduction in 1968, describing the "big, heavy, super-powerful engine" as "an asset in such a small vehicle", and the styling as "pleasant." The car was longer and roomier than its competition (Ford Mustang, Chevrolet Camaro, and Plymouth Barracuda), and the Javelin's styling was arguably the cleanest of the lot. With its exciting and beautiful shape, the Javelin sold like "hotcakes" with production of over 56,000 in 1968. However, the disc/drum brakes and the non-power-assisted "quick-steering" option were criticized, and journalists also complained about AMC's safety-style interior, saying it was dull or bland.

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