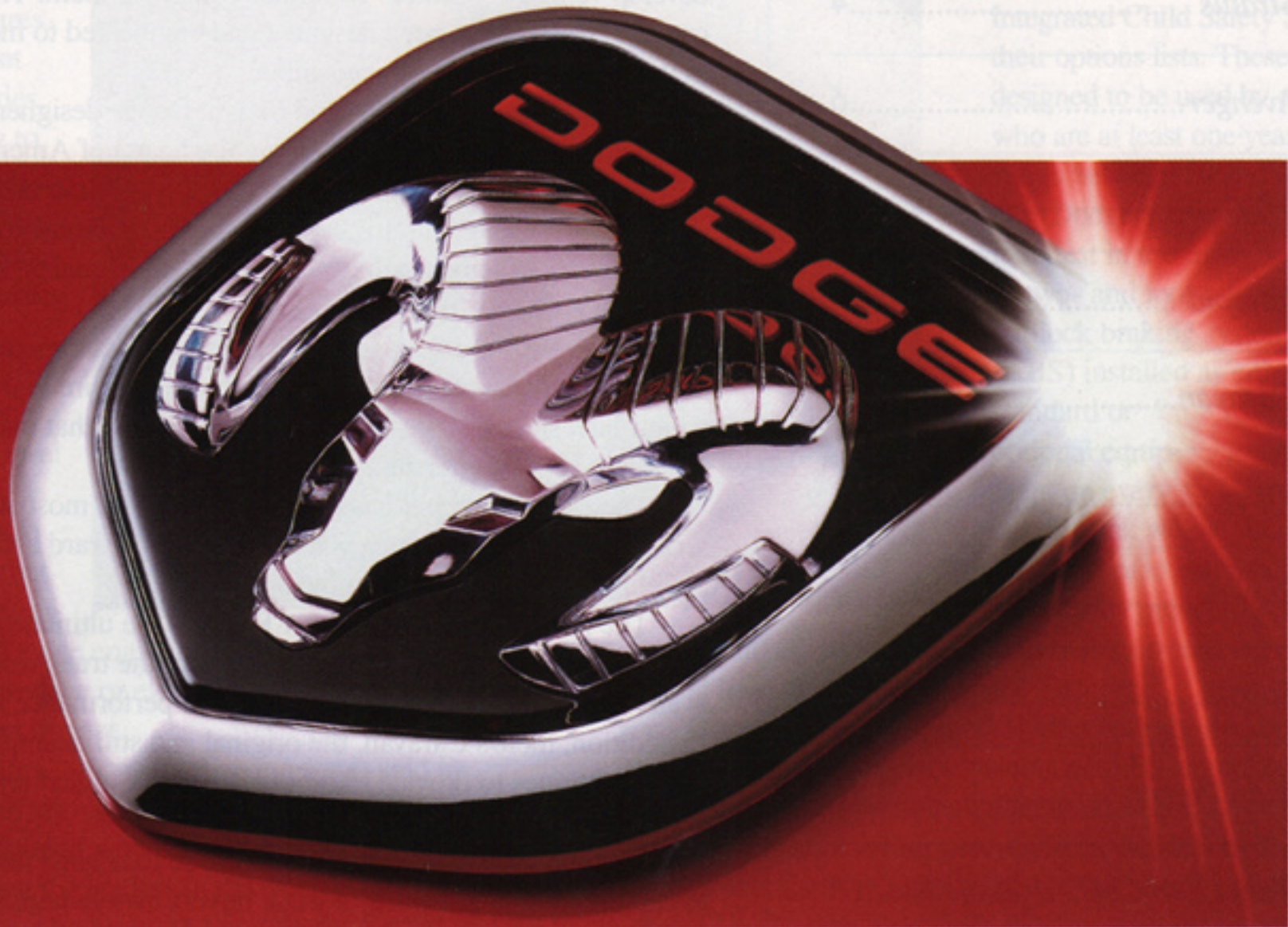




THE NEW DODGE

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CARS & TRUCKS



STRATUS



AVENGER



NEON



INTREPID

CARAVAN



STEALTH



VIPER



RAM PICKUP



DAKOTA • RAM VAN/WAGON



SAFETY

WARRANTY

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The New Dodge

In less than three years, Dodge engineers have produced six brand new vehicles — an almost complete revamping of the Dodge lineup. It is this intense dedication to excellence and a “dare to be different” attitude that has made Dodge one of the hottest divisions in the automobile industry, winning numerous awards along the way.

The Dodge platform team approach has established a new way to develop vehicles — and to continually improve them. These new Dodge cars and trucks have been designed and engineered to meet customer needs in unique ways, based on *your* input.

In creating Neon Coupe and Sedan, Dodge designers succeeded in producing a small car that is winning the hearts of American drivers who previously preferred imports. Buyers of all ages have taken Neon to heart.

The new Dodge Stratus issues a similar challenge to imported sedans, with its smooth aerodynamic shape, unexcelled quality, sporty performance and great sticker price.

The new Dodge Avenger presents an intelligent mixture of contemporary design and engineering to make it a unique pleasure to drive and own. It's a high-tech sport coupe with an array of features that make it a pleasure over the long haul of ownership.

The Dodge Intrepid has quickly become the most acclaimed family sedan of the '90s, with its revolutionary cab-forward architecture, superb handling and surprising roominess.

The remarkable Dodge Viper RT/10 is the ultimate ultra-high-performance two-seater, serving notice that the true American sports car is alive and well. Stealth offers unbeatable performance in its price range. In addition, there's Caravan, the original and still champion minivan. And Spirit continues to provide traditional style, room and proven engineering very affordably.

Magnum-powered Ram Pickups dared to change the rules and managed to capture the imaginations of truck buyers everywhere with new styling, a higher level of comfort and an ability to get the job done under all conditions. Dakota is the first and only pickup to offer full-size truck performance at a compact truck price. Ram Vans and Wagons, deliver maximum power, roominess and load-carrying ability to meet a wide variety of work-related and leisure-time needs.

But Dodge vehicles themselves represent only part of the story. After taking a long look at the way cars and trucks are delivered to customers, we created Customer One, the most extensive educational initiative in automotive history. This ongoing program has already reached more than 100,000 Chrysler Corporation and dealership personnel throughout the country.

More is involved than learning about common courtesy and respect. Product knowledge is another essential — encompassing both Chrysler and competitive products. Everyone at the dealership gains a greater understanding through self-educating materials, which supplement formal product training and driving sessions. They learn not just to provide the technical answer to a concern, but to respond personally to every owner.

That's the new Dodge culture; new ways to research, create, test and build world-class trucks, minivans and cars — and improved ways to provide world-class treatment for the people, like you, who buy and own them.

Your safety is our first commitment.

Dodge is among the leaders in safety. The envelope is composed of passive and active safety measures, and built-in accident avoidance capabilities — the latter having to do with the way that Dodge engineers are determined to produce agile, responsive vehicles capable of evading crisis situations as they occur, depending of course on the skill level of the driver.

So, in addition to providing the gear that can help a driver outmaneuver a collision, Dodge engineers have also provided features which can reduce or even eliminate the likelihood of injuries sustained on impact.

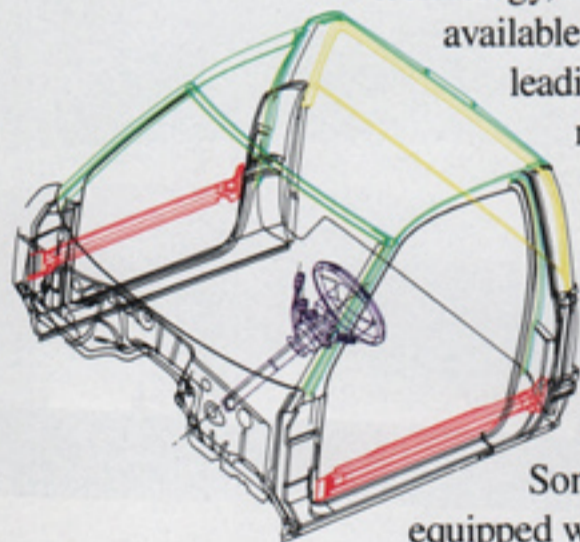
Every Dodge model (cars, trucks and vans) sold in America is equipped with a driver-side air bag.*† Many models are also equipped with a passenger-side air bag.* We were not only among the leaders in developing this life-saving technology, and among the first to make it available to the public, but we are also leading the way in continuing to refine it — witness the more sensitive and reliable gold tip collision sensors in the air bag mechanisms of our cars and trucks.

That's passive safety, but Dodge doesn't stop there.

Some of our models are equipped with height-adjustable shoulder harnesses integral to the seat belts — the hope being that even more people might buckle up if seat belts and shoulder harnesses are more comfortable.

Dodge makes use of the most sophisticated computer modeling to create an interior that will minimize the impact of a crash on the driver and all passengers. Finite Element Computer Analysis is used to simulate crashes, allowing engineers to study structural changes and create systems for channeling crash energy away from vehicle occupants.

Safety comes from visibility, too — design aspects of seat position, glass area and ease of outward viewing help drivers anticipate trouble. At Dodge, we strive for something we term "command-of-the-road" seating to make visibility the best it can be in both cars and trucks.



lockup and allowing the driver to maintain steering control during hard braking on slippery surfaces.

Other passenger car models offer optional microprocessor-controlled traction control systems on ABS-equipped models, which limit wheel spinning under acceleration at speeds below 25 miles per hour on slippery surfaces. Models as diverse as Stealth and Caravan make available the benefits of all-wheel drive (AWD), which provides superior traction and cornering capability on wet or slippery roads, as well as improved straight-line acceleration and all-weather maneuverability.

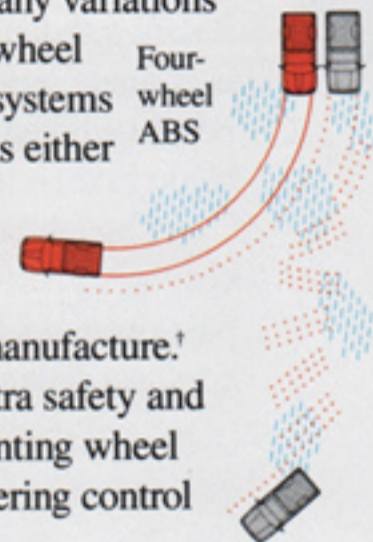
Intrepid, Caravan and our newest introduction, the 1995 Stratus, meet 1997 federal safety mandates‡ years before they are required to do so.

When you're thinking Dodge, you're looking at the kind of affordable performance that encompasses not only the engine bay but all other aspects that affect your complete enjoyment of your new car or truck investment throughout your ownership experience.



Simply because Dodge builds cars and trucks worthy of full respect by knowledgeable enthusiast drivers doesn't mean that family safety is ignored. Our four most acclaimed family vehicles, Intrepid, Caravan, Stratus, and Neon have available Integrated Child Safety Seats on their options lists. These are designed to be used by children who are at least one year old and weigh between 20 and 66 pounds.

Dodge active safety is manifest in the many variations of two- and four-wheel antilock braking systems (ABS) installed as either standard or optional equipment on every car or truck we manufacture.† ABS provides extra safety and security by preventing wheel



* Always wear your seat belt for a fully effective air bag.

† Excludes Viper.

‡ On Caravan, it excludes sunscreen glass and Caravan C/V models.

We questioned everything about Stratus. That's why it's full of answers.

Long before we introduced Stratus this year, our Platform Team designers and engineers asked all the questions they might be expected to. Then they asked some more — questions other car makers should've been asking years ago:

- Does anybody have anything good to say about rear seats?
- Is there a way for a car's frame to act as a sound deadener?
- Is it possible for a windshield to assist an air conditioner?
- Can't we make the trunk bigger?

If you ask enough questions, you get the answer. Presenting the all-new Dodge Stratus for 1995.

Here is an agile, incredibly rigid, strong, safe and swift sedan; a sedan whose style, comfort, and all-around usefulness reflect the intelligence of its designers — the same people who have brought you Intrepid, Ram Pickup, and Neon in their three most recent vehicle introduction seasons.

Though Stratus will compete with import automobiles costing somewhat more than its own sticker price, Dodge's passionate goal was to make ownership of ultra-expensive compact sedans unnecessary. Stratus is the purest expression

of Chrysler Corporation's imaginative cab-forward and wheels-to-the-corners packaging concepts. Its roomy, five-passenger interior contains 95.9 cubic feet of volume. The rear seat that will have people saying good things about it accommodates three adults, with exceptional shoulder room. The answer to yet another question makes it clear that Stratus'

trunk (with 15.7 cubic feet) is immense.

With Stratus, great effort has been put into the little things so often ignored in smaller sedan design — things like minimizing "buzz, squeak, and rattle," and "noise, vibration, and harshness" — areas of deep concern in Dodge Engineering circles. Those efforts have been

combined to make Stratus one of the most solid and quiet Dodges ever built.

You may safely presume that Stratus is an exciting car over the road — that it more than exceeds your performance expectations. We invite you to drive Stratus and experience that quality for yourself. And ask your local Dodge dealer whatever questions you may need satisfactory answers to. Like, "How much does Stratus cost?" We think you'll be amazed. And delighted.



Dodge Stratus shown above in Light Iris.



Stratus ES shown below in Light Silver Fern.



Power Trains			
Engine	Transaxle	Stratus	Stratus ES
2.0-Liter SOHC 16-Valve SMPI 4-Cylinder Horsepower: 132 @ 6,000 rpm Torque (lb-ft): 129 @ 5,000 rpm	5-Speed Manual with Overdrive	S	O
2.4-Liter DOHC 16-Valve SMPI 4-Cylinder Horsepower: 147 @ 5,200 rpm Torque (lb-ft): 161 @ 4,400 rpm	4-Speed Electronically Controlled Automatic with Overdrive	O	NA
2.5-Liter SOHC 24-Valve SMPI V6 Horsepower: 164 @ 5,900 rpm Torque (lb-ft): 163 @ 4,350 rpm	4-Speed Electronically Controlled Automatic with Overdrive	NA	S

S=Standard. O=Optional. NA=Not Available.
 ** Built by Mitsubishi Motors Corporation.

Here's an intelligent new kind of sport coupe emphasizing room and style.

Presenting the all-new Dodge Avenger sport coupe. Superbly engineered, it's a street-smart design from the pavement up — with a shape that flows *naturally* from substance. What it's all about is balance.

Avenger combines an intelligent mixture of contemporary technology that makes it a unique pleasure to drive and own. This is a genuine 2+2, with a "plus" all its own — an emphasis on style, comfort, and roominess.

But be assured that Avenger amply fulfills the traditional requirement of a sport coupe, which is expediting two people (and the occasional two or three others) from Point A to anywhere. Silky finesse over the road is mandatory. As are supportive seating and seductive appointments. A sensual silhouette goes without saying.

The intelligence of Avenger's engineering is most apparent in the point of view it exerts.

Before Avenger, sport coupes too often extracted a severe comfort and convenience penalty with their tilt toward performance. Avenger's emphasis is on the brighter side of sportiness, with a smooth mixture of style, luxury, roadability and usefulness. Here, the focus is on a Dodge design triumph of interior volume over exterior dimension.

Both Avenger models, ES and Highline, share an abundant 104.2-cubic foot interior where everything is very ergonomic. This means that we are obsessive about complementing the interface between people and machine. Avenger carries four or five passengers, plus a lot of luggage (13.1 cubic feet) in a lockable trunk, with a folding rear seatback provision for awkwardly shaped items.

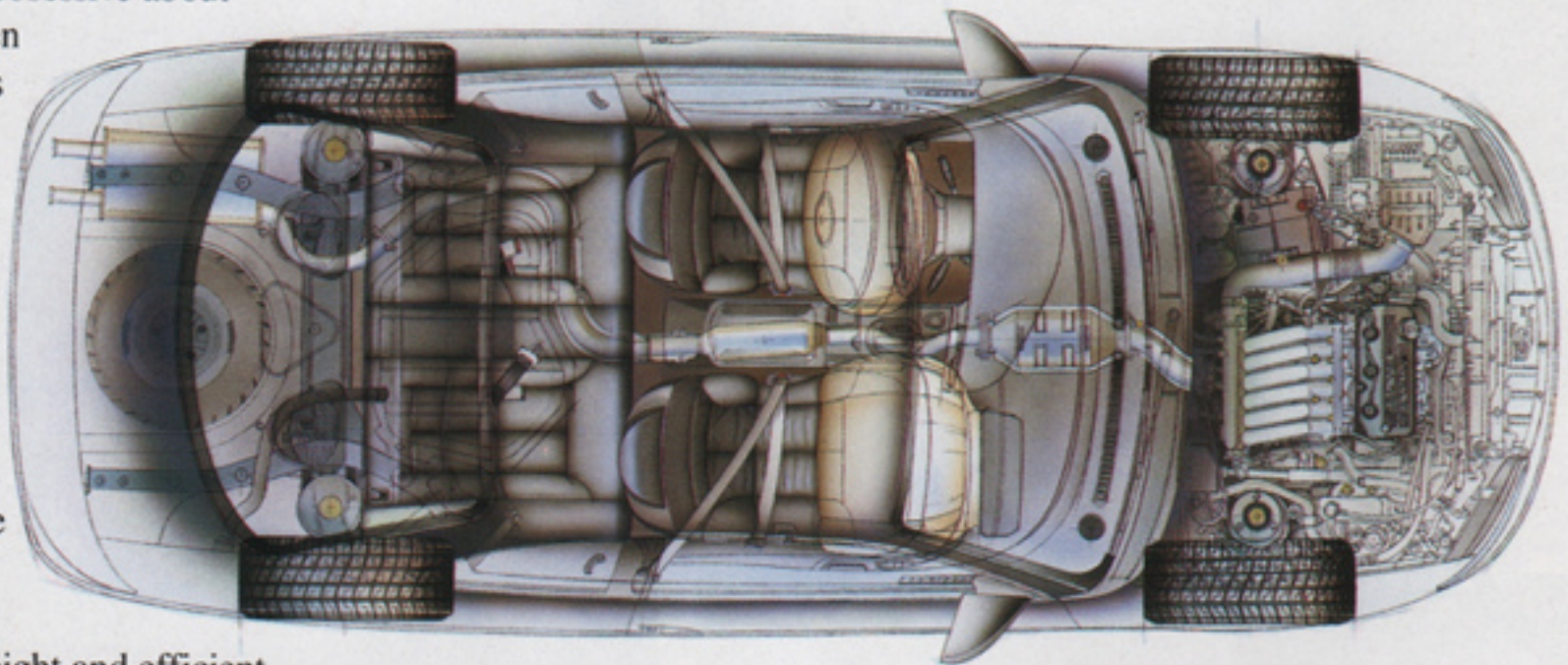
Standard on Avenger is a new series of front seats that easily adjust to conform to you.

Avenger's more powerful engine is exclusive and standard on the top-of-the-line ES model. This 2.5-liter overhead cam V6 is modern, lightweight and efficient. It develops a responsive 155 horsepower at 5,500 rpm and a strong 161 pound-feet of torque at 4,400 rpm.

An all-new and fully contemporary 2.0-liter double overhead cam four-cylinder engine with 16 valves is standard on Avenger Highline models — backed by a standard five-speed manual transaxle designed for short, smooth, precise shifting.

Avenger's fully independent front and rear suspensions are surprising in such an affordable sport coupe. All four wheels feature a double-wishbone suspension with a high-mounted upper control arm, lower arm, and trailing arm that forms a highly desirable, virtual kingpin axis. The result is generous wheel travel, European-like on-center steering and "bite" in the turns for flat cornering, superior traction, low noise and minimal road vibration.

Avenger's surprising level of standard equipment is augmented by all the options that make possible the personalization of any sport coupe — a range of sound systems that includes a six-disc CD changer, a variety of cellular telephones, a sunroof, and a notably tasteful palette of exterior colors and interior fabrics.



Power Trains

Engine	Transaxle	Avenger Highline	Avenger ES
2.0-Liter DOHC 16-Valve 4-Cylinder Horsepower: 140 @ 6,000 rpm Torque (lb-ft): 130 @ 4,800 rpm	5-Speed Manual	S	NA
	4-Speed Automatic	O	NA
2.5-Liter SOHC 24-Valve V6 ¹⁾ Horsepower: 155 @ 5,500 rpm Torque (lb-ft): 161 @ 4,400 rpm	4-Speed Automatic	NA	S

S=Standard. O=Optional. NA=Not Available.
¹⁾ Built by Mitsubishi Motors Corporation.

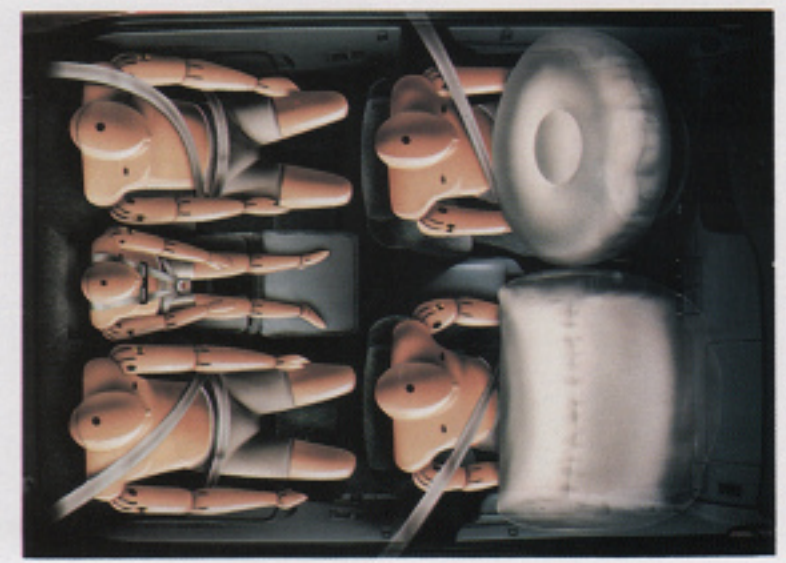
Planned and designed by Dodge...a division of Chrysler Corporation. Engineered by Dodge and Mitsubishi Motors Corporation. Manufactured by Diamond-Star Motors in Normal, Illinois, U.S.A.



Avenger ES shown in Black.

Hi.

You're entering an entirely new automotive zone — how can this much fun be so affordable?



Dodge Neon is full of surprises. Whether you choose the surprising performance of Neon Sport Coupe or Sport Sedan, the full-featured freedom of Neon Highline Coupe or Highline Sedan, or the economy and versatility of base Neon Sedan, you'll find yourself wondering how all this goodness can fit into such a tidy package.



We direct your attention to Neon's radical cab-forward architecture that provides so much interior room you'll glance at the outside again to make sure this really is a subcompact. Neon's naturally rounded organic contours not only cheat the wind, but they'll put a smile on your face every time you look at Neon's face.

Driving Neon is something else — something you'd never expect of a small sedan. Acceleration, even with the base engine — a 2.0-liter SOHC 16-valve four-cylinder that delivers a best-in-class 132 horsepower* — is a real surge, providing the security of sure power for blending seamlessly into the flow of expressway traffic or passing on the highway.

Neon Sport Coupe takes the responsiveness quotient to a higher level. Its 2.0-liter, dual overhead cam, 16-valve, sequential multipoint fuel-injected four-cylinder engine[†] develops 150 peak horsepower at 6,500 rpm, and quicker acceleration times than many fabled sports cars of yesteryear.

Neon stops as well as it starts. Power-assisted four-wheel disc antilock brakes are standard on Neon Sport, and a front disc/rear drum antilock brake system is available on Neon Sedan, Highline Sedan, and Highline Coupe.

But Neon is more than a clever, aerodynamic shape with a strong engine and sturdy brakes. You'll marvel at the way its wide stance and rigid body structure create a solid platform for its fully independent suspension. Neon Sport's superb handling gains additional agility through specially tuned coil springs with front and



Dodge Neon Sport Coupe shown in Black.

rear antisway bars for added stability in the turns.

It all comes together behind the wheel. Neon's wraparound cockpit is comfortable and ergonomically correct. It's also devoid of clutter. You'll notice the sensible positioning of gauges and switches, the precise feel of their operation. Neon's remarkably spacious interior results from a cab-forward design which positions the base of the windshield far forward, lengthens the front-to-rear distance between the wheels, and positions all four wheels out to the corners. The result is more than enough room for you, and even four friends, not to mention unsurpassed panoramic visibility.

That visibility is only one aspect of Neon's impressive lineup of safety features. We've already mentioned the available antilock brakes. Driver and front passenger air bags[‡] are standard on all models. Child-protection rear door locks are standard on

Neon Sedans, and an Integrated Child Safety Seat is available. Neon's Impact Energy Management System utilizes ultra-high-strength side-guard door beams, energy-absorbing foam and reinforced body structure components to help minimize passenger compartment intrusion in case of a side impact.

Neon's standard equipment is complete and useful. Items like an AM/FM stereo with many features and a circulation system that moves the air 17 different ways through nine outlets are just a preview. So ask your dealer for a detailed "walkaround" before you drive Neon around the block, and then take one home.

*This 2.0-liter SOHC engine is also available converted to meet TLEV emission standards with a horsepower rating of 129 at 6,000 rpm and generating 127 pound-feet of torque at 4,800 rpm.
[†]Late availability.
[‡]Always wear your seat belt.

Engine	Transaxle	Neon Highline Coupe & Sedan		Neon Sport	
		Sedan	Coupe	Sedan	Coupe
2.0-Liter ^{††} SOHC 16-Valve SMPI 4-Cylinder	5-Speed Manual	S	S	S	O
Horsepower: 132 @ 6,000 Torque (lb-ft): 129 @ 5,000	3-Speed Automatic	O	O	O	O
2.0-Liter DOHC ^{‡‡} 16-Valve SMPI 4-Cylinder	5-Speed Manual ^{§§}	NA	NA	S	S
Horsepower: 150 ^{§§} @ 6,500 Torque (lb-ft): 133 @ 5,500	3-Speed Automatic	NA	NA	O	O

S=Standard, O=Optional, NA=Not Available.
^{††}This 2.0-liter SOHC is also available converted to meet TLEV emission standards with a horsepower rating of 129 at 6,000 rpm and generating 127 lb-ft of torque at 4,800 rpm.
^{‡‡}Late availability.
^{§§}Achieved with premium unleaded fuel. However, engine does not require premium unleaded fuel.
^{§§§}Performance 5-speed manual.

The most acclaimed sedan of the '90s serenely forges on.



Dodge Intrepid ES shown in Metallic Red.

With the introduction of Intrepid a couple of years ago, our goal was to deliver a totally new kind of sedan; a roomy, comfortable, and stylish driver's car. What we created, of course, was a type of success reflected in both sales and road test raves from the enthusiast magazines.

Intrepid convincingly captured a series of prestigious awards from the most respected enthusiast and consumer publications.

Intrepid's success begins with more interior space — more sheer room — than any midsized sedan. It continues with masterful ergonomic design of all the things that make

Intrepid ES interior in Medium Quartz leather.



driving a car instinctive and thoroughly enjoyable. Instantaneous systems assessment is made possible by clean, beautifully designed analog instrumentation that reads as easily at night as it does in daytime. Standard front bucket seats* envelope and support you laterally in the g forces which can be generated by Intrepid's fully independent suspension. Controls are easy to reach and satisfyingly precise in their operation.

The ES model, shown above, has an impressive level of standard equipment, including steering wheel electronic speed control, AM/FM stereo cassette, air conditioning, floor console with cup holders, door map storage pockets and, of course, driver and front passenger air bags.[†] After taking care of your comfort and security, Intrepid then knocks the kinks out of a winding road with the sureness and stability of its response to your driver control input.

Intrepid goes as well as it looks, because it was designed and engineered (not "styled") to fulfill a clearly defined purpose — that of confidently and quickly moving one to five people over the road comfortably and securely. (Available front bench seat on Intrepid seats three, for six-passenger seating.)

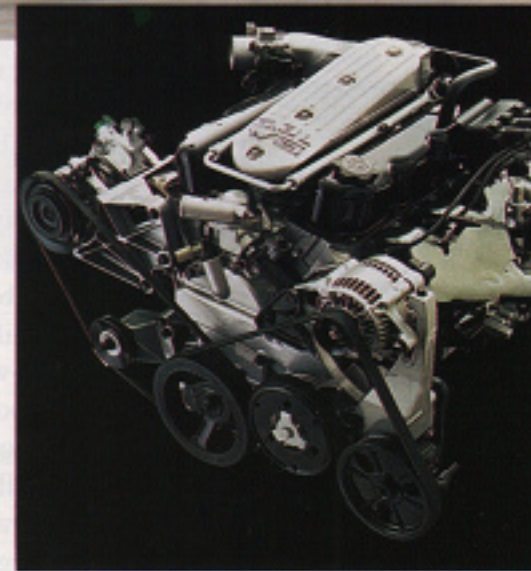
Intrepid has two available engines, the standard 3.3-liter V6 with 161 horsepower, and the optional 24-valve, 3.5-liter that dispenses 214 horsepower. With either one, smooth, precise shifting is provided by an automatic overdrive transaxle utilizing electronic controls to optimize shift points for all four forward gears. There is a precision feel to the variable-assist speed-sensitive rack-and-pinion power steering unit that is backed up by the superior stopping power of the four-wheel disc antilock braking system, both standard on the ES model and optional on Intrepid.

Intrepid established new standards for quietness and lack of harsh, over-the-road vibration, as well as roadability.

To fully enhance the fundamental virtues of Intrepid, Dodge provides a satisfyingly complete array of optional accessories.

*Six-passenger seating is available when 50/50 front bench seat is ordered as a no-charge option.

[†] Always wear your seat belts.



Power Trains

Engine	Transaxle	Intrepid	Intrepid ES
3.3-Liter V6 SMPI [®] Horsepower: 161 @ 5,300 rpm Torque (lb-ft): 181 @ 3,200 rpm	4-Speed Electronically Controlled	S	S
3.5-Liter OHC V6 SMPI Horsepower: 214 @ 5,850 rpm Torque (lb-ft): 221 @ 3,100 rpm	4-Speed Electronically Controlled	O	O

S=Standard, O=Optional, NA=Not Available.
^{††} Available with a flexible fuel option except in California.

The minivan that started the revolution in American family driving is still the leader.

After a decade of invention, leadership, and refinement, Dodge Caravan is still the best-selling minivan ever. With good reason. As *Motor Trend* put it after comparing Caravan to its competitors, "... there is not one individual minivan among them that offers the intense level of mix-and-match equipment the Dodge people-movers deliver."

Today, Caravan is still setting the world-class "Gold Standard" by which other minivans are being judged in the '90s.

Of all the features that have made Caravan and Grand Caravan so popular, two of the most important are interior comfort and versatility. Caravan's spacious aisles allow an adult to easily move back and forth between the seats, no matter which of the many possible seating configurations you choose in the world's most versatile minivan. On most Caravan and Grand Caravan models, seven-passenger seating is standard. The low step-up is another feature which eases entry and exit for people of all ages.



No other minivan has ever received as many safety and engineering awards as Caravan. That's because, from the very beginning, Caravan was conceived as a safe family vehicle. Its full array of safety features includes driver and front passenger air bags,* available dual Integrated Child Safety Seats, available automatic all-wheel-drive system, steel side-guard door beams, a standard child-protection lock on the sliding side door, and available four-wheel ABS. The 1995 Caravan complies with all federal passenger car safety standards for 1997.[†]

Compare Caravan yourself. Ask members of your family for their opinions. You'll come to the family agreement that millions of others have — Caravan's the minivan for you and yours.

- **Grand Caravan ES** (above left) shown in monochromatic Bright White Clear Coat represents the ultimate in minivan luxury and convenience, adding the ES Decor Group, power driver's seat, Infinity sound system, Sport Handling Package and other features to all the standard features of the Grand Caravan LE described next.
- **Grand Caravan LE** (top right) shown in Light Driftwood Satin Glow is an outstanding demonstration of what a minivan can be when it comes from the people who invented the



concept. Its many standard features include air conditioning, electronic speed control, tilt steering, electric rear window defroster, power front and side door locks, power rear quarter vent windows, dual remote control heated outside mirrors, power liftgate release, keyless entry system, styled 15-inch Triad wheel covers, aerodynamic front fascia and accent-colored lower bodyside cladding.

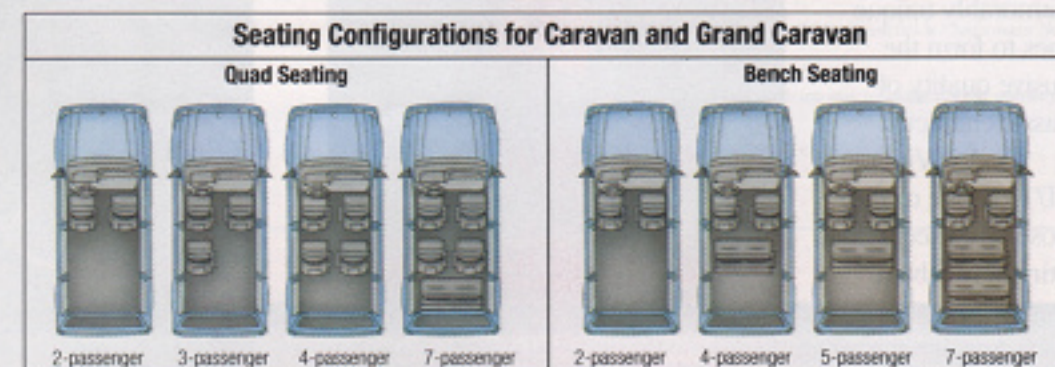
- **Caravan SE with new Sport Decor Group** (above right) shown in Flame Red Clear Coat includes the Sport Handling Package, as well as sunscreen glass, luggage rack, blackout paint treatment around bodyside windows, 15-inch x 6-inch White cast aluminum five-spoke road wheels and Sport decals. The Sport Group is available on Caravan SE and Grand Caravan SE models equipped with the Family Value Package.

Grand Caravan LE interior shown in Slate Blue.



- **Grand Caravan SE with new Decor Package** (top left) shown in Emerald Green Pearl Coat complementing Caravan's aerodynamic lines with SE decals, lower body two-tone paint, and 15-inch cast aluminum road wheels, plus sunscreen glass. Fifteen-inch brakes and P205/70R15 BSW tires are also included for extra traction and stopping adhesion.

* Always wear your seat belts.
[†] Excludes sunscreen glass and Caravan C/V models.



Engine	Transaxle	Caravan			Grand Caravan			
		Base	SE	LE	Base	SE	LE	AWD SE/LE
2.5-Liter EFI 4-Cylinder Horsepower: 100 @ 4,800 rpm Torque (lb-ft): 135 @ 2,800 rpm	3-Speed Automatic	S						
3.0-Liter SMPI V6² Horsepower: 142 @ 5,200 rpm Torque (lb-ft): 171 @ 2,400 rpm	3-Speed Automatic	O	S					
	4-Speed Automatic	O	O	S	S	C		
3.3-Liter SMPI V6 Horsepower: 162 @ 4,800 rpm Torque (lb-ft): 194 @ 3,600 rpm	4-Speed Automatic	O	O	O		S	S	S
3.3-Liter SMPI CNG Horsepower: 135 @ 5,000 rpm Torque (lb-ft): 156 @ 3,900 rpm	4-Speed Automatic	O	O					
3.8-Liter SMPI V6 Horsepower: 162 @ 4,400 rpm Torque (lb-ft): 213 @ 3,600 rpm	4-Speed Automatic						O	O ³

S=Standard, O=Optional, C=Credit Option.
¹ Emissions controls and testing required at extra cost on all vehicles registered in California or Massachusetts. Not available otherwise.
² Built by Mitsubishi Motors Corporation.
³ LE model only.
 CNG=Compressed Natural Gas.

The car that captured the imagination of an entire generation of enthusiasts.

For every generation, there is one automobile that with its sheer, unfettered boldness completely encapsulates the desires of a generation of people for whom driving is everything.

Marques like Allard, Cunningham, Cobra, and Lamborghini come to mind — cars that combine stunning performance with memorably unique lines to form the elusive quality of classic character.

Dodge Viper RT/10 is one of the those few exceptional, ultimately fabled, single-purpose machines. Its magnificent, and massive, aluminum V10 power plant displaces eight full liters, or almost 500 cubic inches.

Through a six-speed manual transmission, it produces 400 horsepower, and the brute force of 480 pound-feet of torque — sufficient to launch it from a standing start to 100 miles per hour and back to zero in 17.2 seconds, during carefully controlled track testing as reported in the April issue of *Road & Track* magazine.

Viper isn't, however, a one-note song. It's fully independent front and rear suspensions feature unequal length upper and lower control arms and coil-over shocks made of strong, yet lightweight, micro-grain alloy steel to take Viper to a handling plateau where it attains 1.0 g in lateral acceleration on a skid pad with a 300-foot circle.

Huge rotors and four-piston calipers (used on LeMans-type endurance race cars) on the front two discs of its four-corner disc braking system bring it to a stop from 100 mph, according to *Road & Track's* same road test, in 380 feet — better than Corvette ZR-1, Ferrari 512TR, Lotus Esprit S4, Acura NSX ... and a well-maintained 427 Shelby Cobra S/C.

Viper's highly functional cockpit perfectly reflects the exuberant personality of this car. The broad and supportive



Viper RT/10 shown in Black.



leather-faced driver's seat is manually adjustable to position you in a more upright posture than many other cars. There's plenty of leg room, and plenty of foot room, too.

Sheathe yourself in a legend. Drive Viper.

Power Train	
Engine	Transmission
8.0-Liter V10 Horsepower: 400 @ 4,600 rpm Torque (lb-ft): 480 @ 3,600 rpm Bore & Stroke: 4.00" x 3.88" Compression Ratio: 9.1:1	Six-Speed Manual Fully Synchronized with Aluminum Housing
0-60 mph acceleration.....	4.4 seconds
0-100-0 acceleration/stopping.....	17.2 seconds
Top speed	165 mph
Lateral g's in a 300-foot circle	1.0
Redline	6,000 rpm (6,200 rpm fuel shut-off)

High-tech electronic wizardry leading to a higher performance.

Dodge again presents enthusiasts of highly sophisticated sporting machinery with three levels of Stealth* excitement. In addition to the ultimate high-performance, all-wheel-drive R/T Turbo, there is an R/T model, and the affordably road-wise base Stealth.

All have standard driver and front passenger air bags.†

Visually, the entire Stealth lineup exudes a sleek exterior, with aero-integrated headlights and smooth hood contours with integral strut covers on all three models.

The top-of-the-line Stealth R/T Turbo provides one of the more impressive arrays of high-performance technology available anywhere, including a 3.0-liter, twin intercooled, twin turbocharged 24-valve dual overhead cam (DOHC) multipoint fuel-injected (MPI) V6, a six-speed manual transaxle, and full-time all-wheel drive. This is a ride to remember.

If Stealth R/T Turbo's blazing performance is perhaps too much temptation for you, just kick back a notch with Stealth R/T. The standard 3.0-liter, DOHC MPI V6 engine delivers 222 horsepower at 6,000 rpm, making it more than enough car for most people.

And, because it's a Stealth, even the base model is anything but basic, with a 3.0-liter, 12-valve, SOHC MPI V6 churning out 164 horsepower.

So if you like your high performance to be high-tech, with the very latest in sophisticated horsepower production, you'll want to drive a Stealth, and push the tach needle up to the point where all that wizardry comes into play.



Stealth R/T Turbo shown in Yellow.

* Planned and designed by Dodge . . . a division of Chrysler Corporation. Engineered and manufactured by Mitsubishi Motors Corporation.

† Always wear your seat belts.

Power Trains ⁽¹⁾				
Engines ^(2,3)	Transaxle	Stealth ⁽³⁾	Stealth R/T ⁽³⁾	Stealth R/T Turbo ⁽³⁾
3.0-Liter SOHC 12-Valve V6 MPI Horsepower: 164 @ 5,500 rpm Torque (lb-ft): 185 @ 4,000 rpm	5-Speed Manual Overdrive	S	NA	NA
	4-Speed Automatic Overdrive	O	NA	NA
3.0-Liter DOHC 24-Valve V6 MPI ⁽⁴⁾ Horsepower: 222 @ 6,000 rpm Torque (lb-ft): 205 @ 4,500 rpm	5-Speed Manual Overdrive	NA	S	NA
	4-Speed Automatic Overdrive	NA	O	NA
3.0-Liter Turbo 24-Valve V6 MPI ⁽⁴⁾ Horsepower: 320 @ 6,000 rpm Torque (lb-ft): 315 @ 2,500 rpm	High-Capacity 6-Speed Manual Overdrive	NA	NA	S

S=Standard. O=Optional. NA=Not Available.

⁽¹⁾ Emissions controls and testing required at extra cost on all vehicles registered in California or New York. Not available otherwise.

⁽²⁾ Built by Mitsubishi Motors Corporation. Imported for Dodge.

⁽³⁾ This vehicle is not recommended for trailer towing and such use may invalidate limited warranty. See your dealer for details.

⁽⁴⁾ Premium unleaded fuel is recommended.

Outstanding value in a family car.

Although it's one of today's lowest-priced six-passenger cars sold in America, the 1995 Dodge Spirit has standard features

for which you'd expect to pay extra: an automatic transaxle (front-wheel drive), air conditioning, electric rear window defroster, tilt steering column, electronic speed control, and a four-speaker AM/FM stereo cassette radio.

Spirit's standard safety features include a driver-side air bag,* front passenger motorized seat belt,† child-protection rear door locks, front side-guard door beams and more.

An economy-minded 2.5-liter SOHC EFI engine is standard and the extra performance of a 3.0-liter, SOHC SMPI V6‡ is available.

Add the Spirit Gold Appearance and you'll get 14-inch gold-accented aluminum road wheels, all-season tires, rear chrome deck luggage rack and gold-accented bodyside and fascia moldings. Dodge Spirit is the right choice for value in a family car!



Spirit shown in Emerald Green with Gold Appearance Package.

Power Trains ⁽¹⁾		
Engine	Transaxle	Spirit
2.5-Liter SOHC EFI 4-Cylinder Horsepower: 100 @ 4,800 rpm Torque (lb-ft): 135 @ 2,800 rpm	3-Speed Automatic	S
3.0-Liter SOHC MPI V6 ⁽²⁾ Horsepower: 141 @ 5,200 rpm Torque (lb-ft): 171 @ 2,400 rpm	3-Speed Automatic	O

S=Standard. O=Optional.

⁽¹⁾ Emissions controls and testing required at extra cost on all vehicles registered in California or Massachusetts. Not available otherwise. Automatic transaxles include a safety ignition interlock.

⁽²⁾ Built by Mitsubishi Motors Corporation.

* Always wear your seat belt.

† Always wear your lap belt.

‡ Built by Mitsubishi Motors Corporation.

The truck that changed the rules.

The new Dodge Ram was born to be different. Because it began life with you, the customer, at the wheel. If Dodge was going to win your business, you told us, we had to deliver a truck that works harder, is more comfortable, and has more safety features than any other truck on the road.

We set out to break the rules and delivered on all that. Then we wrapped it in a style all its own.

At the heart of the Ram is a wide range of five of the most powerful Magnum engines you can find in a pickup. Add more payload and towing capacity and the Ram has soul that'll live up to the toughest of jobs.

This is a Ram that hauls heavy loads, tows large trailers, and tames off-road trails with ride, handling, safety, and cab comforts that are simply unsurpassed.

The bold styling of the Ram is aerodynamically clean and purposeful. Airflow through the engine compartment is maximized for cool engine operation. The drop fenders make underhood access easier. And the large windshield provides superior visibility.

Ram has the most interior room and lockable storage of any standard cab pickup. That's because we set out to make the cab of this Ram the largest, most comfortable, most convenient — and safest — of any pickup.



Laramie SLT interior shown in Slate Blue.

Ram is the pickup with a regular cab that's four inches longer than its nearest competitor — and for 1995 there's a Ram Club Cab Pickup, with seating for three additional passengers, hunting pals or coworkers. (More about that on page 18.) Whichever cab you choose, the result is more shoulder and hip room than *any other full-size pickup*.

Ram's available 40/20/40 split-bench seat provides separate leg room adjustments for driver and passenger, as well as comfortable seating for three. There's also a "business storage" center armrest/console and an ingenious behind-the-seat storage system that you won't find on any other standard cab pickup. And how about reclining seatbacks in a standard cab pickup, a first in the industry.

The instrument panel is designed to be easily understood and comfortable to use, with a full complement of large, instantly readable analog gauges, with readily accessible controls and switches positioned in clear view for ease of operation — even with a work-gloved hand.

And Dodge changed the rules again by giving you the industry's first full-size pickup with a driver-side air bag* standard on every model, plus the added security of optional four-wheel antilock brakes for directional stability and control during hard braking. (Rear-wheel antilock brakes are standard.)



Ram 1500 Laramie SLT long bed shown in Flame Red and Silver Star Metallic.

And every Ram features a collapsible steering column, side-guard door beams, a rigid, boxed front frame, and a center high-mounted stop-light above the back window. No other pickup has more available safety features.



The Dodge Ram ST and Laramie SLT regular cab models have an exclusive behind-the-seat storage system which includes a cab-width floor tray, plus height-adjustable bins and cargo net.

But we didn't stop there. The Ram Pickup first helps you avoid danger with engineering features such as standard, quick-ratio, variable-assist power steering for fast response handling and control.

After the Ram Pickup was conceived, designed, and assembled, it was put to the test.

Months and even years before prototype vehicles were subjected to the rigors of the real world, load and stress tests, crash tests, parts fit-and-finish analyses, and other computer simulation studies were conducted. Testing in the lab assure quality, but only the real world could assure durability. So we loaded trucks to maximum payload and headed for the worst conditions we could find — extremes of road

conditions, altitudes and weather. Only after the Ram survived four million miles was it deemed ready for you.

The Dodge Ram Pickup: Its contents conceived by you, its design and engineering submitted to grueling testing, its debut greeted with unparalleled approval.

This is the year for you to climb on board.

* Always wear your seat belt for a fully effective air bag.

The mighty Dodge Ram 3500 Dually tows up to 13,200 pounds; shown in Black and Flame Red.



THE RULES
HAVE CHANGED

Ram Pickup first changed the rules, and now the new Ram Club Cab stretches them.

Introducing the new Ram Club Cab, the roomiest way to put the many advantages of Ram Pickup to work. Here's the kind of stretch-out, take-the-crew-along spaciousness truck users have been asking for for years. As Ram Pickups are already the biggest, toughest, full-size trucks you can buy, this Club Cab model is also the most comfortable and convenient of all. And Club Cabs are available across the three levels of the Ram lineup:

- 1500, the half-ton that is GVW-rated at 6,400 pounds, tows up to 8,100-pound trailers with Gross Combined Weights (GCW) of up to 12,500 pounds.
- 2500, with a 8,800-pound GVW rating, and tow ratings up to 13,600 pounds and 19,000 pounds GCW.

- 3500, the mighty one-ton Dually with a 10,500-pound GVWR and towing capacities up to 13,200 pounds.

The Ram is also available in Chassis Cab models which, with the addition of a job-specific body or bed, can take on the many applications needed for the widest range of jobs imaginable.

Chassis Cabs are available in three wheel-bases — 135, 139, and 163 inches, for eight-, nine-, and 12-foot body installations. Your Dodge truck dealer is prepared to not only "spec" out a truck for your work needs, but also to finish the job by arranging for complete installation of all the commercial truck equipment needed to meet specific applications.



Ram 1500 Laramie SLT short bed Club Cab shown in Flame Red and Silver Star Metallic.



Laramie SLT Club Cab interior shown in Quartz.

Chassis Cabs extend Ram leadership to any job site or application.

Ram Chassis Cab's versatility is illustrated at right by a 2½-cubic-yard dump and a flatbed stake body below installed atop the 3500 Dually.



Left: Ram Pickup cargo beds are adjustable to function for your convenience. Box sides accommodate 2x8 lumber to create two-tier loading. Vertical stakes can be used for tall loads. Integrated vertical beads support wood bulkheads that divide the bed into three compartments to prevent load shifting. Tie down catches are provided to securely lash down loads.

RAM PICKUP MODEL LINEUP

Availability	1500	2500	2500 HD	3500	WS ⁽¹⁾	LT	ST	SPORT	Laramie SLT
Regular Cab Short Bed	●				●	●	●	●	●
Regular Cab Long Bed	●	●	●	●	●	●	●		●
Club Cab Short Bed	●		●	●			●		●
Club Cab Long Bed	●		●	●			●		●
3.9L Magnum V6	●								
5.2L Magnum V8	●	●							
5.9L Magnum V8	●	●	●	●					
Cummins Turbo Diesel			● ⁽²⁾	●					
8.0L Magnum V10			● ⁽²⁾	●					

⁽¹⁾WS on 1500 4x2 models only. ⁽²⁾Not available on short bed Club Cab models.



Snow Plow Prep Groups equip Ram 4x4 models with all the heavy-duty components needed to meet demanding plowing conditions.

A little bigger, a lot better.

Sport styling, midsize room and advanced safety. Dakota is unique in the world of trucking—A Little Bigger, A Lot Better. More cab room for more comfort. More Magnum power for more towing and hauling confidence. Plus the safety of a driver-side air bag.

Its two bed sizes are longer, wider, and deeper than compact pickups. Its massive frame and heavier suspension support bigger payloads — all the way up to 2,600 pounds, equal to full-size pickup performance. And Dakota's true three-person cabs offer from three to four inches more real hip room than the compacts.

Now you can add even more passenger capacity with the Dakota Club Cab. Pack up the family for a weekend escape — or carry three more workers to the job site. Club Cab's sports car-like interior has individually adjustable 60/40 split seats and reclining seatbacks. Behind the front seat is 32.6 cubic feet of interior passenger room, more room than any extended cab compact pickup.

Go ahead, hook up your boat or RV for a trip with Dakota and discover the advantages of Magnum power and a midsize pickup. No compact pickup comes close to matching Dakota's wide range of three engine sizes. From an economical 2.5-liter four-cylinder, to more powerful Magnum 3.9-liter V6 and 5.2-liter V8 engines, Dakota offers a power plant ideally suited to your specific needs — including the only V8 available in a downsize pickup.

But Dakota is built with oversized components to take full advantage of all that Magnum power. Dakota's Magnum power provides higher payloads, from 1,250 to 2,600 pounds, and superior towing capabilities, up to 7,100 pounds.

Dakota features a wider track than its compact competitors for better driving and carrying stability. Dakota provides a comfortable ride empty, and responds predictably loaded.

Dodge feels the same way about trucking safety. Make it as safe as possible. Make it standard. A driver-side air bag,* steel side-guard door beams in both front doors, a center high-mounted stoplight, and rear-wheel antilock brakes are standard, and four-wheel ABS is available.

Dakota carries more because it's bigger than all the compacts, but not so much so that the advantages of its midsize dimensions are lost when it comes to getting through traffic — or into an awkwardly located loading dock.

And talk about build-strength. Dodge trucks' (both Dakota and Ram) rock-solid frames are hot-rolled from high-tensile,



Dakota Super SLT Club Cab 4x4 shown above in Emerald Green Metallic and Medium Driftwood.

DAKOTA MODEL LINEUP

Availability	WS	Base	Sport	SLT	Super SLT
Reg Cab Short Bed	●	●	●	●	
Reg Cab Long Bed	●	●	●	●	
Club Cab Short Bed		●	●		●
2.5L I-4 ⁽¹⁾	● ⁽²⁾	● ⁽²⁾	●		
3.9L Magnum V6	●	●	●	●	●
5.2L Magnum V8	●		●	●	●

⁽¹⁾Regular cab 4x2 model only. ⁽²⁾Short bed model only.

carbon steel with load ratings of 36,000 pounds per square inch. Their frameworks are ladder-type for extra structural rigidity.

Strength like that is a reflection of the Dodge Truck philosophy that says there isn't a testing procedure in the world that can predict the stresses of a real-world job site — so we take pride in over-engineering durability.

Dakota 4x4s have an independent torsion bar front suspension adapted from Dodge's many years of experience; and they shift on the fly, of course.

The midsize Dakota: Built powerful for play or work. Built big for comfort. Built tough to last. Built safe to protect. Now try one on for size.

*Always wear your seat belt.



Dodge offers a complete lineup of Magnum-powered Ram Vans and Wagons.

Want a reliable work van? Factory-custom recreational vehicle? Luxury conversion van? People mover for up to 15? Dodge's lineup of Ram



Dodge Ram 2500 shown in Bright White with tape graphics.

Vans and Wagons can meet your needs with reliability, comfort, best-in-class Magnum power and advanced safety features.

Full-size Ram Vans and Wagons are available in two wheelbases — 109.6 and 127.6 inches — and offer a larger, optional body on the 127.6-inch wheelbase to create the huge



All Ram Vans and Wagons have a standard driver-side air bag.*

Ram Maxivan or Ram Maxiwagon.

Built with traditional Dodge toughness for a long life, Ram Vans and Wagons feature Unibody construction that's stronger and lighter than body-on-frame designs for more payload capacity per pound.

Because you want a smooth ride, standard features include gas-charged shock absorbers, a front stabilizer bar and the straight-ahead tracking of Dodge's wishbone-type front suspension.

Because you want a smooth ride, standard features include gas-charged shock absorbers, a front

Power for passing and towing is more than ample, because it's all Magnum. Depending on the model, a Magnum 3.9-liter V6 (175 horsepower) or a Magnum 5.2-liter V8 (220 horsepower) is standard. For extra-heavy-duty muscle, an optional Magnum 5.9-liter V8 (230 horsepower) delivers a whopping 330 pound-feet of torque.

For safety's sake, all conversion-ready Ram Vans and people-carrying Ram Wagons include a driver-side air bag,* four-wheel antilock brakes, side-guard door beams and more.

See your Dodge dealer and make the smart choice to meet your biggest needs in transportation: a 1995 Dodge Ram Van or Ram Wagon.

*Always wear your seat belt for a fully effective air bag.



Model Lineup			
	Work Ready Van	Conversion Ready Van	Base Wagon
1500—109" —127"	● ●		●
2500—109" —127" —127" Maxi	● ● ●	● ●	● ●
3500—127" —127" Maxi	● ●		● ●
Magnum Engines ⁽¹⁾			
3.9L V6	●	●	●
5.2L V8	●	●	●
	(Std on 3500)		(Std on 3500)
5.9L V8	●	●	●
	(NA on 1500)		(NA on 1500)

⁽¹⁾ Consult your dealer for specific engine and/or driveline combination availability.

15-passenger Dodge Ram Maxiwagon shown in Navy Blue Metallic and Light Gray.



The most powerful lineup of truck engines.

There are five powerful, reliable Magnum truck engines, developed for maximum horsepower, torque and all-around performance. There's a Magnum engine just right for your truck's power requirements, from a 175-horsepower, 239-cubic-inch V6, up to the 300 horsepower of the massive 488-cubic-inch V10.

Gasoline-powered Magnums feature state-of-the-art technology that includes: multipoint fuel injection; cast aluminum intake manifolds with huge runners, fist-sized valves with narrow stems for maximum airflow and efficient combustion, and a host of other advanced features.

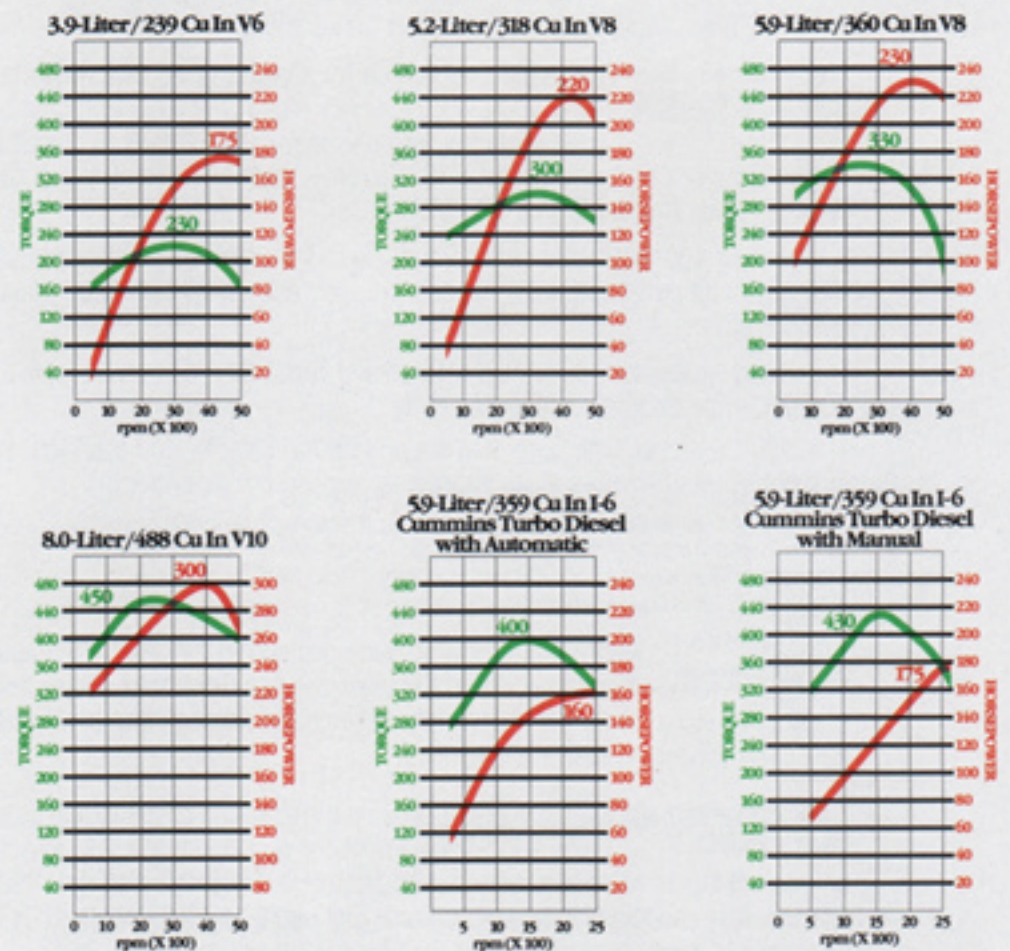
You won't find any dead spots on the power curve and there's plenty of low-end torque to launch off the line and maintain speed under heavy loads on the grades. Dodge Magnum engines have been continually improved, torture-tested and durability-engineered to stand tall. In fact, *no other comparable gas truck engines can match the pulling and hauling performance of a Magnum.*

For example, the optional 8.0-liter Magnum V10 is simply the most powerful gasoline engine in any American pickup truck. Running on unleaded regular gas, it produces 450 pound-feet of torque at a low 2,400 rpm. It's more powerful and, with multipoint fuel injection, more fuel efficient than the Ford 460 or Chevy 454 V8s. From its cast iron, deep "Y" block to its distributorless ignition, every component of the Magnum V10 is designed to withstand the demands of big block, big load performance.

For diesel power, there's the best-in-class performance and fuel economy of the 359-cubic-inch (5.9-liter) Cummins Intercooled Turbo Diesel that adds up to a bundle of dependability and power.

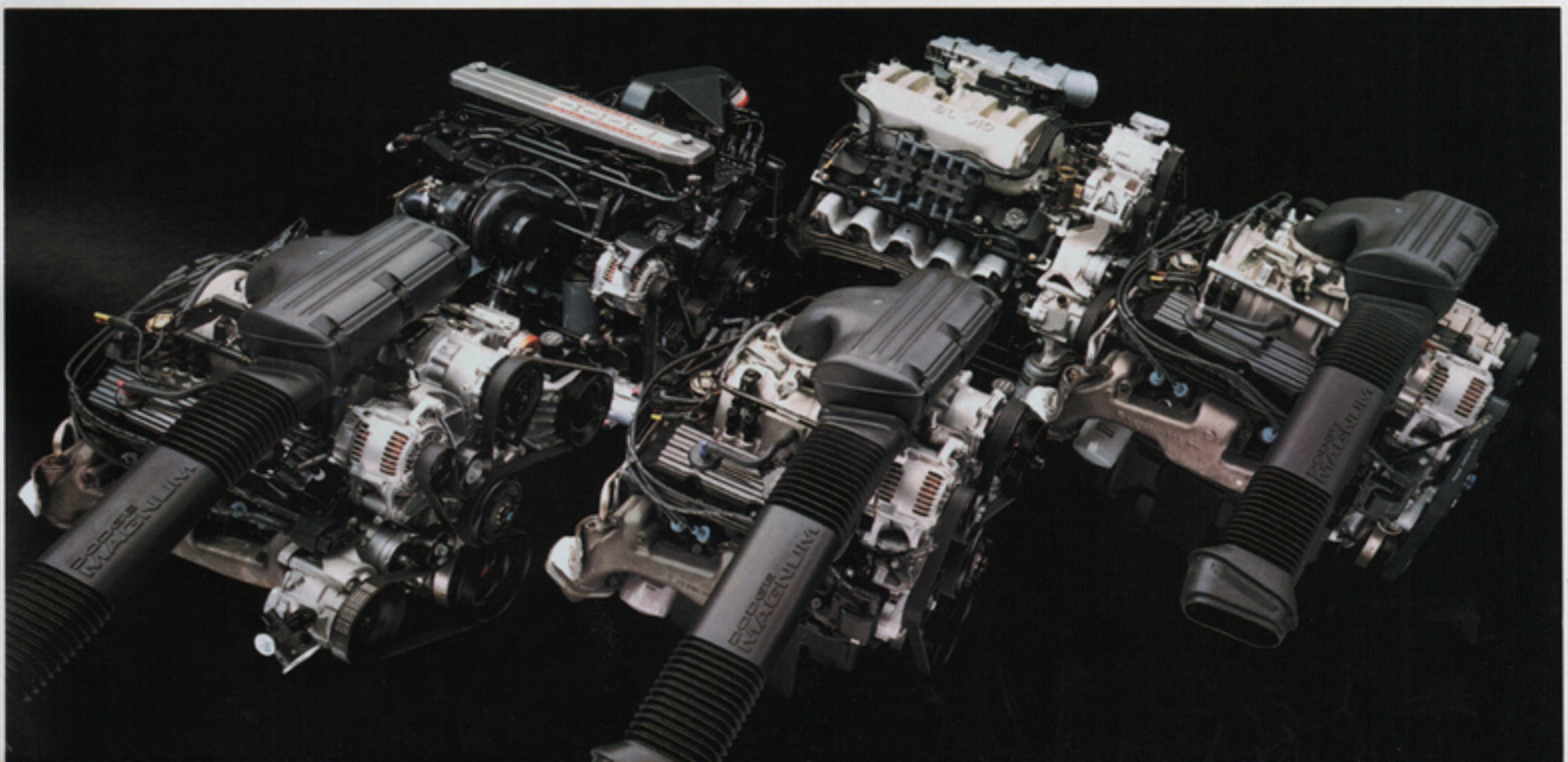
Cummins-powered Dodge Ram Pickups and Chassis Cabs will perform your heaviest hauling with a maximum 430 pound-feet of torque at just 1,600 rpm with the manual transmission. Many Cummins diesel engines go more than 250,000 miles without an overhaul. Designed for 35,000-to-65,000-pound GVW applications, its level of over-design makes the Cummins-powered Ram the hardest-working pickup in America — with more big rig features than any competitive diesel.

So, when it comes to sheer work power, performance, and versatility, the Magnum engine lineup is job-rated from the bottom end up — for many years and many miles of satisfying trucking.



Power Trains			
Engine/Transmission	Displacement	Horsepower	Torque (lb-ft)
Magnum 8.0L V10 • 5-Speed Manual HD OD • 4-Speed Automatic HD OD	488-cubic-inch	300 @ 4,000 rpm	450 @ 2,400 rpm
5.9L Cummins Intercooled Turbo Diesel • 5-Speed Manual HD OD • 4-Speed Automatic HD OD	359-cubic-inch	175 @ 2,500 rpm 160 @ 2,500 rpm	430 @ 1,600 rpm 400 @ 1,500 rpm
Magnum 5.9L V8 • 5-Speed Manual OD • 4-Speed Automatic OD	360-cubic-inch	230 @ 4,000 rpm	330 @ 3,200 rpm (LD) 330 @ 2,800 rpm (HD)
Magnum 5.2L V8 • 5-Speed Manual OD • 4-Speed Automatic OD	318-cubic-inch	220 @ 4,400 rpm	300 @ 3,200 rpm 295 @ 3,200 rpm ⁽¹⁾
Magnum 3.9L V6 • 5-Speed Manual OD • 4-Speed Automatic OD	239-cubic-inch	175 @ 4,800 rpm	230 @ 3,200 rpm 225 @ 3,200 rpm ⁽¹⁾

⁽¹⁾Ram Van, Wagon and Dakota models.



All Dodge vehicles are covered by the 3/36 Customer One Care plan,* which includes
Customer One Care **A 3-year or 36,000-mile** (whichever comes first) Bumper-to-Bumper Limited Warranty which covers the complete vehicle against defects in factory-supplied materials and workmanship. (This 3/36 warranty excludes tires, wiper blades, clutch and brake linings, and normal maintenance items.)

Customer One Care **Roadside Assistance for 3 years or 36,000 miles** providing 24-hour, 7-day-a-week Emergency Road Service, contacted by a 24-hour nationwide toll-free phone number. Roadside Assistance covers many items not included in the 3/36 warranty, such as lockout, jump start, out of gas, flat tire repair and towing.[†]

A 7-year or 100,000-mile Outer-Panel Rust-Through Limited Warranty which covers the cost of all parts and labor needed to repair exterior sheet-metal panels perforated by corrosion.

Trucks equipped with Cummins Intercooled Turbo Diesel Engines have a 5-year or 100,000-mile Engine Limited Warranty.

The 336 Customer One Care plan stays with the vehicle, and transfers automatically to any subsequent owners at no charge during the warranty period.

*See your dealer for additional details and a copy of this limited warranty.
[†]Tires and optional cellular phones are covered by their respective manufacturer's warranties.
[‡]Roadside Assistance services provided by Cross Country Motor Club, Inc. (In California, Cross Country Motor Club of California, Inc.)

Service Contracts Additional peace-of-mind protection for vehicle owners is available through optional Chrysler Service Contracts. These services are available in a variety of time and mileage combinations to meet your particular driving needs.

CHRYSLER CREDIT Chrysler Credit offers a broad range of traditional automotive financing plans and flexible terms for qualified buyers. Many of these plans can be customized to fit your particular budget and lifestyle. Our College Graduate Plans, for example, are especially attractive to those just beginning their careers. Or to make your new vehicle even more affordable, you may want to consider Gold Key Lease and Gold Key Plus short term financing.

WHAT ABOUT LEASING?

Leasing continues to grow in popularity — last year one out of every five new vehicles delivered was leased rather than purchased or traditionally financed.

Leasing as an alternative to financing provides a number of benefits. There's no down payment, just a security deposit and the first month's lease payment at delivery. Lower monthly payments are realized because you only pay for the time you actually use your vehicle. Since you choose the terms, leasing can also let you drive a new car more often. And you could move up to a higher-priced vehicle with extra options as well.

Your Dodge dealer can show you what a lease tailored to your own specifications can do for you. Please ask about Chrysler Corporation's own Gold Key Plans.

Mopar Mopar parts are engineered by Chrysler Corporation for use in your new Dodge vehicle. When replacement is necessary, be sure to specify Mopar parts. Used by professional automotive technicians worldwide.

MOPAR ACCESSORIES

Here is a partial list of popular Mopar accessories for Dodge vehicles. See your dealer for a complete list. • Car Cover • Adjustable Cargo Tray • Molded Cargo Tray • Six-Disc Compact Disc Changer • Door Edge Guards • Removable Roof Rack with Ski Carrier • Removable Roof Rack with Bike Carrier • Vinyl Hood Cover • Wheel Locks • Light Bars • Tow Hooks • Brush Guards • Winches

CHRYSLER CELLULAR SYSTEMS **BUY YOUR CAR PHONE WHERE YOU BUY YOUR CAR** For 1995, Chrysler will be offering a selection of dealer-installed/supplied cellular phones in several models to enhance the available optional equipment list. OKI® and Chrysler Cellular Systems warrant and service these products. Restrictions apply. Ask your dealer for details and a copy of these limited warranties.

AUTOMOBILITY PROGRAM (formerly P-CAP) Cash reimbursement is available for qualified adaptive driving devices on all 1995 Dodge vehicles. Ask your dealer to provide you with more information or call the Automobility Headquarters at 1-800-255-9877.

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10-94 (1500M)

Litho in U.S.A.



Stratus



Avenger



Neon



Intrepid



Caravan



Stealth



Viper



Ram Pickup



Dakota



Ram Vans and Wagons



THE NEW DODGE