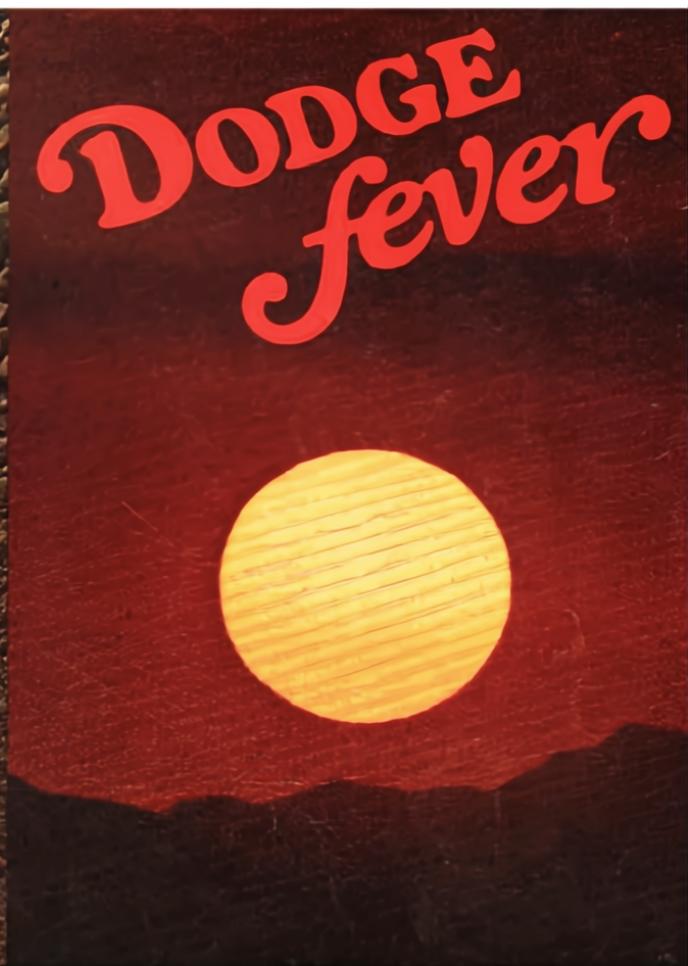


CHARGER R/T CORONET R/T DART GT Sport

Three quick ways to catch



CHARGER R/T



Charger R/T The Clean Machine

There are cars you buy because of one look. A piece of sculpture. Shaped like a Mach 2 jet on wheels. And from the long, low-hung, clean snout rolling inquisitively along the ground to the impudent flip of the spoiler on the rear deck, you wouldn't change a line of it if you could.

There are cars you buy because of a throaty rumble deep down inside them that makes you vaguely uneasy to be standing still.

There are cars you buy because the suspension treats an angled grade crossing in the rain with studied insolence. Because the gear box changes cogs with the crispness of a sharp ax striking soft pine.

Charger R/T is such a car. With a 440-Magnum 4-bbl. V8 as standard equipment. Along with a three-speed automatic transmission. Wide-treads. A special Handling Package. And bumblebee stripes in back or clean—without stripes—if you prefer.

Inside, the comfort runs from dash to rear deck and from wall to wall. Front buckets and carpeting are standard. An optional cushion-plus-fold-down armrest between the buckets if you like extra company up front. Or an optional center console with gear selector lever.

The view over the down-sloping hood is exceptional. The steering wheel (simulated wood-grained, optional) large enough to get a grip on. The dash—matt black, with readably round dials and an optional clock/tach.

Charger R/T. People who don't understand cars might say, "It's kind of cute." It is your duty to make sure they are all sold before that kind of person gets his hands on one. To help you, we've kept the price nice and low.



Coronet R/T The Muscled Motorcar

The great-looking example of just how easy it can be to own the whole show. What's the whole show? 440-Magnum V8. Heavy-duty suspension, bumblebee stripes, wide-treads. All standard. So is a reassuring list of many safety items. And the fact that Coronet R/T is also easy on the eyes, strong as a brick, and priced in a very encouraging manner shouldn't hold you back, either.

Coronet R/T offers a wide choice of outside trims. A bold bumblebee stripe encircling the rear deck. Or an elegant fine line running down the flank. Or perhaps no stripe at all. The choice is yours, at no extra cost.

Once inside, meet the interior superior. And it's all standard on R/T. Including deep foam padding, carpets on the floor, and that easy-to-keep-great-looking set of buckets that come with every R/T. The center console and head restraints are optional.



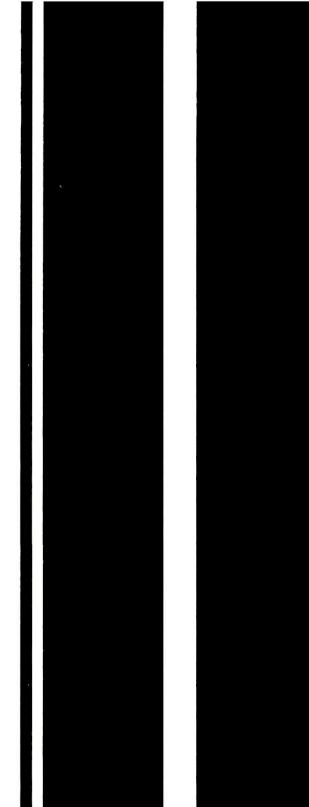
Run with the *Scat Pack*

So is the nifty Charger dash, which you can order for your Coronet R/T at extra cost. Complete with readably round dials, matt black finish, white numbers and even the clock/tach.

When it comes to handling, Coronet R/T has you cornered. What makes it happen? Plenty. Heavy-duty shocks, springs, and a sway bar Charles Atlas couldn't bend. Wide-treads on the pavement.

An extra leaf in the right rear spring controls torque. Heavy-duty brakes have drums as big as buckets. Front discs are optional for those in a hurry to go nowhere.

Coronet R/T. Hardtop or convertible. If you're still not convinced, order it with the optional 426 Hemi. It makes a believer out of everyone.



Dart GT Sport The Scat Pack Compact

There was a time when all the great American cars were either as big as a house or strictly two up. No more. GTS is a new breed. Different in the way it feels, looks, handles.

GTS offers the new medium-sized 340-cube, 4-barrel V8. (This is the mill that doesn't know that it's classed "medium-sized" and goes around acting like a heavyweight.)

This is a car that puts the traction where it counts—that changes direction like the tip of a whip. You don't need a mint to afford it nor your own private mechanic to keep it running.

You also get more than enough room for two couples on the town, a look inside and out that makes you feel like the last of the big spenders. Plus wide-treads, a new dual nacelle hood design, and your choice of Rallye stripes.



Run with the Scat Pack

Some people think Dart GT Sport looks best with the bold bumblebee stripes running across the back. Others prefer the conventional Rallye stripes down the side. Still others want no stripes at all. Who are we to tell you what to do? Any one of the three optional at no extra cost. Bucket seats are standard on the GTS hardtop model (optional, at extra cost, on the

convertible). So are all-vinyl seat trim and carpets on the floors. The nicest standard thing about the accommodations, however, is the extra room they're in.

Dart GT Sport. Nice, the way it gives you the things you want most without shredding the old bankroll. Leaves you with enough left over to live a little. So why don't you?



What makes a great performance car?

Balance. That delicate process of putting the right things together in the right way. Of matching engines—broad-shouldered, deep-breathing, with electronically balanced components—to the right transmission, to a suspension system that holds fast on tight turns with wide-tread tires that stick to the road.

Taste. The avoidance of the overdone. The insistence on satisfying comfort as a matter of course. Thick, foam-padded bucket seats* up front. Carpeting on all floors. And in an era when dashboards are taking on a jukebox flavor, we give you one that is simple and readable.

Individuality. In size. And style. Accomplished by adding such touches as bumblebee stripes across the back or racing stripes down the side—or adding no stripes at all. (No extra cost on Charger R/T, Coronet R/T or Dart GT Sport.) By selecting from a wide choice of options to suit the highly varied tastes of the men to whom a car is a lot more than basic transportation.

On the following pages, you will find many ways to exercise your preference with these options. From a simulated wood-grained steering wheel to a tachometer. Front wheel disc brakes to a low restriction air cleaner. Custom head restraints to air conditioning.

No matter how many or few you choose, you know that the basic job has been well-conceived and thoroughly executed.

Because that's the only kind of performance car Dodge builds.

*Optional, at extra cost. GTS convertible.



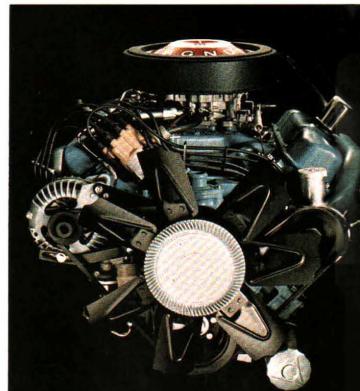
Run with the *Scat Pack*

440-Magnum V8.

Turns out 375 horsepower at 4600 rpm. 480 pounds-feet of torque at 3200 rpm. 10.1-to-1 compression ratio. Bore and stroke: 4.32 x 3.75. 4-barrel carburetor. Dual exhausts. (Standard on Charger R/T and Coronet R/T, but not available on Dart GTS.)

426 Hemi.

Turns out 425 horsepower at 5000 rpm. 490 pounds-feet of torque at 4000 rpm. 10.25-to-1 compression ratio. Bore and stroke: 4.25 x 3.75. Dual 4-barrel carburetors. Dual exhausts. (Optional on Charger R/T and Coronet R/T, but not available on Dart GTS. Available, on Special Order, for all other Coronet models, except wagons.)

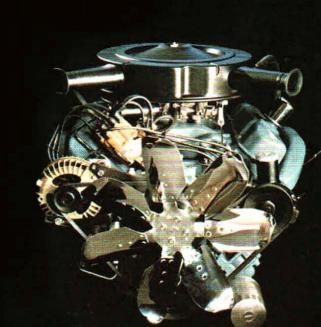


340-cu.-in. V8.

Turns out 275 horsepower at 5000 rpm. 340 pounds-feet of torque at 3200 rpm. 10.5-to-1 compression ratio. Bore and stroke: 4.04 x 3.31. 4-barrel carburetor. Dual exposed exhaust tips. (Standard on Dart GTS, not available on Charger R/T or Coronet R/T.)

383-cu.-in. V8.

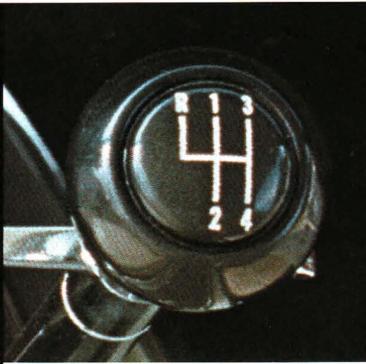
- Turns out 300 horsepower at 4400 rpm. 400 pounds-feet of torque at 2400 rpm. 10.0-to-1 compression ratio. Bore and stroke: 4.25 x 3.38. 4-barrel carburetor. Dual exhausts. (Optional on Dart GTS only.)



Transmissions.

Column-mounted TorqueFlite is standard on all three models. Years of experience in engineering and testing have given this three-speed automatic unsurpassed smoothness, performance, ruggedness and ease of control. Floor-mounted TorqueFlite is optional.

You can also order a four-speed manual synchromesh on the floor. Optional as an alternate transmission in all Dodge Scat Pack models.



Suspension.

Heavy-duty suspension is standard on all three models. This includes HD torsion bars, HD rear springs, HD shock absorbers, and a HD sway bar to control the curves. Torque and wheel hop are taken care of by an extra leaf in the right rear spring.

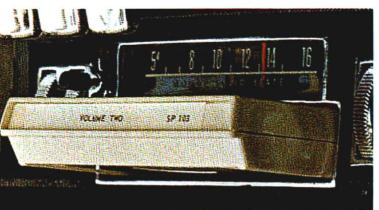


These won't make you go
any quicker, but they do make the
trip shorter.



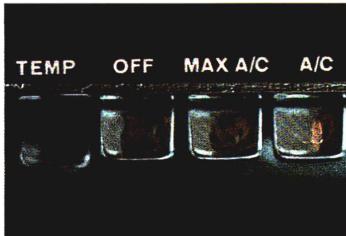
Custom Head Restraints.

Color-keyed, foam-padded vinyl models for both the driver and passenger seats are available on Charger R/T, Coronet R/T and Dart GTS. They're adjustable and blend handsomely with whatever interior you choose.



8-Track Stereo-Tape Player.

Listen to the kind of music you want when you want. Three instrument-panel-mounted speakers give you "orchestra shelf" fidelity. Individual tapes can play for over an hour.



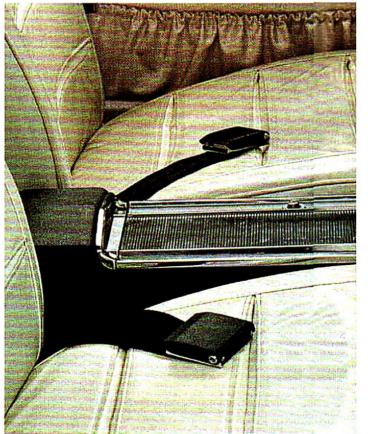
Air Conditioning.

Fully integrated with heater. Positive push buttons offer a choice of closed-circuit cooling, fresh-air cooling, heat, defrosting (n.a. on GTS w/383 engine, R/Ts w/Hemi).



Simulated Wood-Grained Wheel.

A comfortably textured steering wheel with a man-sized feel. Cut-out stainless steel spokes with a recessed, deeply padded hub that is color-keyed to match the interior.



Drivers at Daytona Wear Seat Belts.

You should, too. You're a pro; drive like one. Safely. And that includes buckling your front retractable seat belts and shoulder belts.* Tell the passengers in the back to buckle their seat belts also.

*Optional, at extra cost.

All Dodge models include these items as standard safety equipment.

- Dual Braking System • turn signals • padded instrument panel (upper and lower pads) • master cylinder/parking brake warning light
- windshield washers • Safety-Action inside door handles • left, outside, rearview mirror • retractable, front seat belts • break-away ashtray on instrument panel (Dart GTS only) • side marker lights
- soft knobs on window cranks • Cleaner Air System • energy-absorbing steering column and wheel • backup lights • padded sun visors
- windshield wipers, 2-speed, electric; parallel action, with glare-reducing lenses • front and rear parking lights
- prismatic, day/night, inside rearview mirror with double-ball-joint mount • rear seat belts • manual latch on front seatbacks (2-door models only) • padded front seatback • nonoverride door locks
- head restraint, tape player, air conditioning and simulated wood-grained wheel are extra-cost options.

Scat Pack Options/Accessories List

Air conditioning (n.a. 383 or Hemi V8s)

Auto Pilot Speed Control (n.a. GTS, Hemi V8)

Brakes, front disc

Bumper guards, front and rear

(std., Charger R/T)

Center cushion/fold-down armrest (n.a. GTS)

Clock (std., Charger R/T; n.a. GTS)

Console

Defogger, rear window (n.a. conv.)

Differential, Sure Grip

Fender-mounted turn signal indicators (hood-mounted in Charger)

4-speed manual transmission (no-extra-charge option)

Glass, tinted—all windows or windshield only

Head restraints, custom color-keyed, vinyl

Hood insulation with undercoating

Instrument panel (Charger-type) for Coronet R/T

Light Package

Mirror, outside, left (remote-control)

Mirror, outside, right (manual)

Power brakes

Power steering

Power windows (n.a. GTS)

Radio

Radio with stereo-tape player (n.a. GTS)

Rear seat speaker (n.a. GTS, R/T conv.)

Road wheels, chromed (n.a. GTS)

Seat belts, center, front (n.a. GTS hardtop)

Seat belts, center, rear

Shoulder belts (left & right) front/rear (rear shoulder belts, n.a. convertibles)

Silver Metallic exterior enamel

16:1 fast manual steering (GTS only)

Steering wheel, simulated wood-grain

Tachometer

Trailer-Towing Package (n.a. GTS, Hemi V8)

Two-tone paint (n.a. conv., Charger R/T)

Vinyl roof covering (n.a. conv.)

Wheel covers (several types)

Windshield wiper (variable-speed),

electric/w/electric washer (GTS)

Windshield wiper (3-speed), electric (R/T)

(2-speed is standard, all models)

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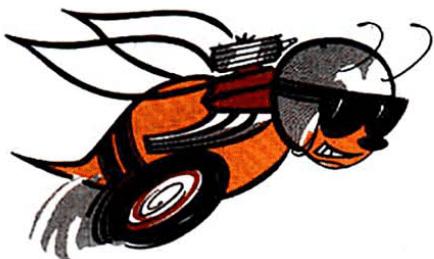
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Rim with the *Scat Pack*

Run with the *Scat Pack*



Charger R/T

Standard Equipment

440-cu.-in. (4-bbl.) Magnum V8
3-speed TorqueFlite automatic
all-vinyl bucket seats (front)
deep-pile carpeting
3-spoke steering wheel, with padded hub and
partial horn ring
heater/defroster
electric clock
full instrumentation
cigarette lighter
ashtray light
glove box lock
foot-operated parking brake
choice of 16 standard exterior colors
front and rear bumper guards
wheel-lip mouldings
concealed headlights
quick-fill gas cap
20-gallon fuel tank

Specifications

Dimensions

Wheelbase . . . 117"
Track, front/rear . . . 59.5"/59.2"
Overall length . . . 208"
Overall width . . . 76.6"
Overall height . . . 53.2"

Brakes

Hydraulic, servo-contact, self-energizing, with bonded linings. Dual Braking System. Parking brake is foot-pedal-operated, with hand-released lever—mechanically actuating shoes on each rear wheel. Master cylinder/parking brake warning light is standard. Standard drum-type brakes for R/T models are HD-type, manually adjustable, 11"x3" in front, 11"x2½" in the rear.

Suspension

Special Handling Suspension Package includes HD torsion bars, HD shocks, XHD rear springs and sway bar.

Tires

Charger R/T with 440-Magnum V8 . . .
F70-14 wide-tread (5.5 JK wheels)
Charger R/T with 426 Hemi V8 . . .
F70-15 wide-tread (5.5 JK wheels)

Electrical System

Battery: 12-volt, 6-cell, 70-amp-hr.
Alternator: 37-amp is standard. 46-amp is optional,
at extra cost.

Coronet R/T

Standard Equipment

440-cu.-in. (4-bbl.) Magnum V8
3-speed TorqueFlite automatic
all-vinyl bucket seats (front)
deep-pile carpeting
3-spoke steering wheel, with padded hub and
partial horn ring
heater/defroster
cigarette lighter
ashtray light
glove box lock
power top (convertibles)
foot-operated parking brake
choice of 16 standard exterior colors
20-gallon fuel tank

Specifications

Dimensions

Wheelbase . . . 117"
Track, front/rear . . . 59.5"/59.2"
Overall length . . . 206.6"
Overall width . . . 76.7"
Overall height . . . 52.9"

Brakes

Hydraulic, servo-contact, self-energizing, with bonded linings. Dual Braking System. Parking brake is foot-pedal-operated, with hand-released lever—mechanically actuating shoes on each rear wheel. Master cylinder/parking brake warning light is standard. Standard drum-type brakes for R/T models are HD-type, manually adjustable, 11"x3" in front, 11"x2½" in the rear.

Suspension

Special Handling Suspension Package includes HD torsion bars, HD shocks, XHD rear springs and sway bar.

Tires

R/T with 440-Magnum V8 . . .
F70-14 wide-tread (5.5 JK wheels)
R/T with 426 Hemi V8 . . .
F70-15 wide-tread (5.5 JK wheels)

Electrical System

Battery: 12-volt, 6-cell, 70-amp-hr.
Alternator: 37-amp is standard. 46-amp is optional,
at extra cost.

Dart GT Sport

Standard Equipment

340-cu.-in. (4-bbl.) V8
3-speed TorqueFlite automatic
all-vinyl bucket seats (HT)
all-vinyl bench seat (convertible)
deep-pile carpeting
3-spoke steering wheel, with padded hub and
partial horn ring
heater/defroster
cigarette lighter
glove box lock (convertible)
power top (convertible)
map and courtesy light (convertible)
hand-operated parking brake
choice of 16 standard exterior colors
engine dress-up components
pedal dress-up
18-gallon fuel tank

Specifications

Dimensions

Wheelbase . . . 111"
Track, front/rear . . . 58.1"/56.3"
Overall length . . . 195.4"
Overall width . . . 69.7"
Overall height . . . 53.9"

Brakes

Hydraulic, servo-contact, self-energizing, with bonded linings. Dual Braking System. Parking brake is hand-operated, hand-released—mechanically actuating shoes on each rear wheel. Master cylinder/parking brake warning light is standard. Standard drum-type brakes for GTS models are self-adjusting, 10"x2¼" in front, 10"x1¾" in the rear.

Suspension

Dart Rallye Suspension includes HD torsion bars, HD ball joints, HD rear springs (6 leaves) and sway bar.

Tires

All Dart GTS models . . . E70-14 wide-tread (5.5 J wheels)

Electrical System

Battery: 12-volt, 6-cell, 48-amp-hr.

Alternator: 37-amp is standard. 46-amp is optional,
at extra cost.

Dodge


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**customer
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