



PLYMOUTH

Prowler

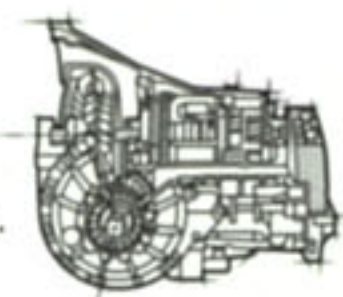


PERFORMANCE WITH AN ALL-AMERICAN MIND-SET—

Here is searing heat on blinding white salt flats, slicks-smokin' quarter miles, and small town Saturday night cruises. Only Plymouth could summon the swagger to produce a two-seat suntanner with scoot that snaps off a sincere **SALUTE TO HOT RODDING**. And Prowler is also a fully loaded, go-anywhere roadster that renews the Plymouth commitment to making youthful, affordable cars that are a blast to drive. The street-savvy Prowler Platform Team was determined that it would do a few things better than most homebuilt hot rods: handle better, brake better, and make better provision for a luxurious, weather-tight cockpit; and a folding top that disappears beneath the deck lid. That meant taking a long, hard look at some of the time-honored hot rodding holdovers—stuff like in-da-weeds no-travel suspensions and monster engines perilously perched atop spindly, flexing frames. A few minutes with our **DASSAULT CATIA* COMPUTER** programs forecast the obvious— instant understeer straight out of the shade tree mechanic's shot rod songbook. Those (and other items) made the decision to go hi-tech unanimous.

*The same computer-aided engineering that has helped develop Israeli fighter jets, among other truly world-class performance machines.

REAR-DRIVE
TRANSAXLE
AIDS WEIGHT
DISTRIBUTION.



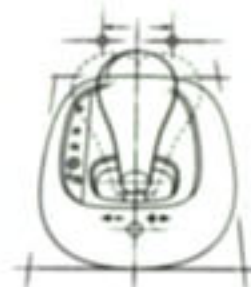
REAR-WHEEL
DISCS HAVE
COMPOSITE
ROTORS.



NODE AND CLEVIS
COMPONENTS
ARE MIG AND
TIG WELDED.



AUTOSTICK®
STAYS IN
GEAR UNTIL
YOU SHIFT.



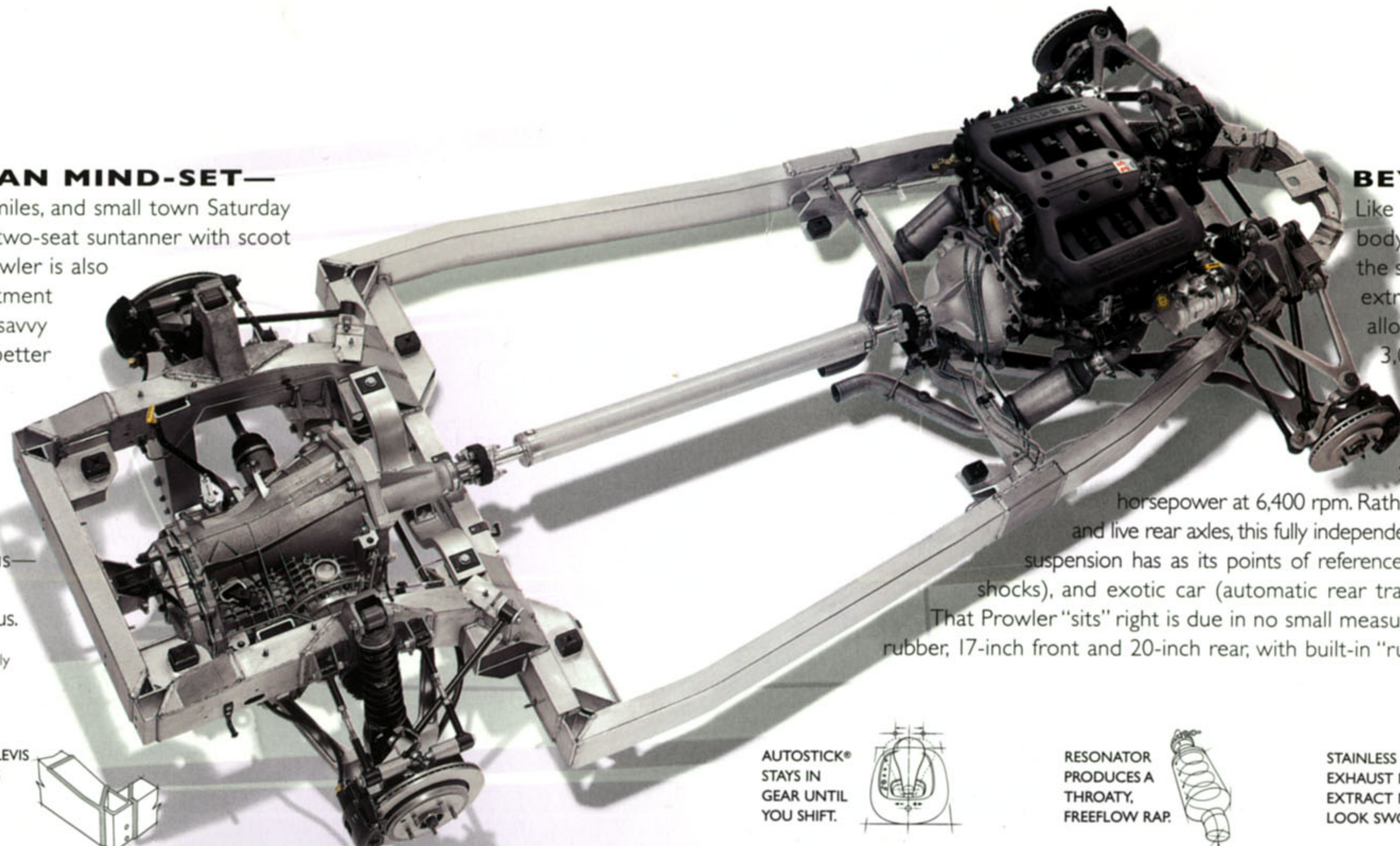
RESONATOR
PRODUCES A
THROATY,
FREEFLOW RAP.



STAINLESS STEEL
EXHAUST MANIFOLDS
EXTRACT NICELY,
LOOK SWOOPY.



NEW TECHNOLOGY
EXTENDS EVEN
TO NON-THROUGH-
PIERCING RIVETS.



BEYOND BUGGY-SPRUNG.

Like any proper "highboy" roadster, Prowler's body sits atop a frame, but that's where the similarities end. Here's a set of rails that are extruded from 6061 and 6063 all-aluminum alloys in T6 temper. (Of its well-under 3,000-pound weight, nearly a third is aluminum.) Nestled up front is an all-new, all-aluminum rev-happy, single **OVERHEAD CAM, 24-VALVE V6** that puts out 253

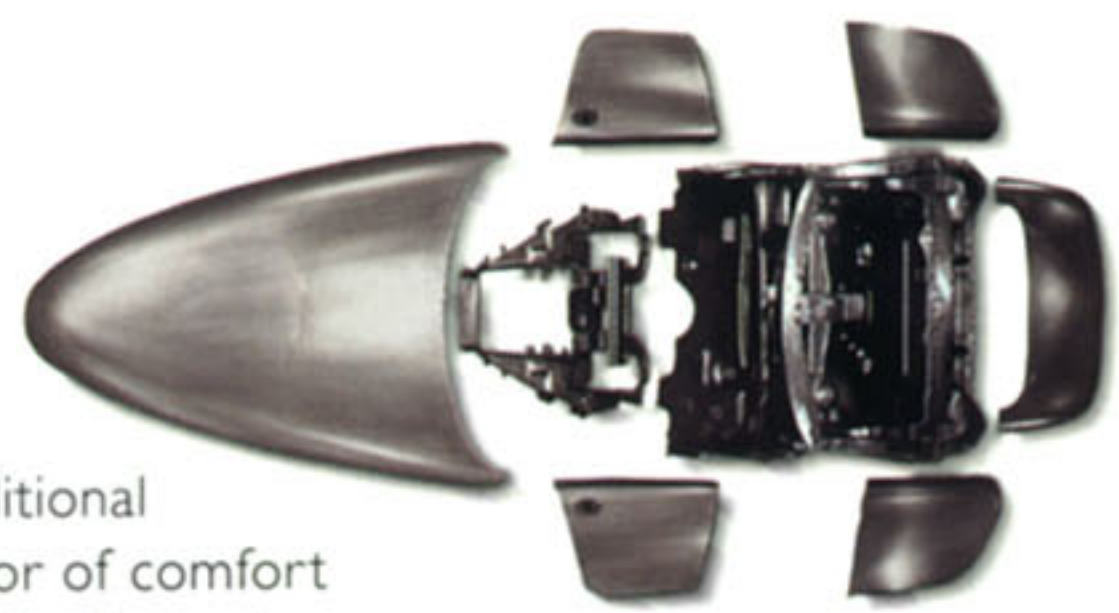
horsepower at 6,400 rpm. Rather than time-honored dropped front and live rear axles, this fully independent and impeccably crafted aluminum alloy suspension has as its points of reference both Indy Car (inboard-mounted front shocks), and exotic car (automatic rear transaxle, like the newest Ferrari 456 GTA).

That Prowler "sits" right is due in no small measure to its huge Goodyear extended-mobility rubber, 17-inch front and 20-inch rear, with built-in "run-flat" capability.





A ROLLING CELEBRATION of new materials and technology. Prowler's body is concocted from a heady brew: 5454 and 6022 aluminum alloys, sheet-molding compound, reaction-injected molded urethane, and a polymer in its sensually retro grille imposingly called "acrylonitrile butadiene styrene." Traditional (and slippery) vinyl tuck-and-roll interiors were eighty-sixed in favor of comfort and control accessibility. Leather-trimmed multiposition buckets with all-aluminum frames confront a **MAGNESIUM INSTRUMENT PANEL CROSSMEMBER** that combines more than 20 conventional stamping and plastic components in a single, lighter casting. Gauges are traditional—circular, backlit, analog and complete. Tach is steering column-mounted, because hot rodders and road racers have been right about that all along. The seven-speaker, AM/FM/cassette/six-disc CD sonic system by Infinity® produces a total of 320 kickin' watts through a parametrically equalized 40-watt per each of eight channels amplifier—so top-down, legal limit cruisin' doesn't blow the sounds away.



AVAILABLE TRAILER ADDS MUCH CARGO CAPACITY.



Instrument panel surround painted to match body color. Prowler Yellow available at extra cost later in the model year.



PLYMOUTH
Prowler

That's Plymouth.





PROWLER: TRIBUTE TO THE HOT ROD. So, here's to the inextinguishable, blue-burning flame that motivates a select few artisans to construct achingly beautiful and awesomely competent machines from an assemblage of vintage tin, hammer-formed aluminum, and contemporary components. Like country music, Cajun food, and the remote ribbon of road called Route 66 that wraps the Southwest into a pastel package, hot rods are woven into all that is original, worthwhile and enduring about America.

Standard Equipment:

Air Bags*—Next Generation, driver-side, integral with steering wheel; with a passenger air bag on/off switch—located in instrument panel **Air Conditioning**—CFC-free refrigerant with outlets located in instrument panel **Antenna**—Windshield **Brakes**—Four-wheel vented disc **Bumpers**—Contrasting, front and rear **Console**—Center with armrest, cassette storage and cup holder **Convertible Top**—Manual, cloth (black) **Deck Lid Release**—Remote **Defroster**—Rear window electric **Door Locks**—Power, auto with time delay **Dynamic Side-Impact Protection Engine**—3.5L 24-valve sequential multipoint electronic fuel injection 60-degree OHC V6—includes easy-to-identify yellow service points **Floor Mats with Prowler Insignia** **Fuel Tank Capacity**—12-gallon **Grille**—Body-color **Headlamps**—Composite aerodynamic quad projector beam; front side marker **Hood Release**—Remote **Instrument Cluster**—with speedometer, fuel temp, volts and oil pressure **Lighting**—Interior: dual front courtesy, floor, glove box **Mirror**—Exterior, dual power, body-color

AM/FM Radio, Cassette and Six-Disc CD Changer with Remote Amplifier and Seven Speakers **Remote Keyless Entry System**—with vehicle theft alarm **Seat Belts**—Color-keyed 3-point Unibelt **Seats**—Leather-trimmed bucket seats with halo head restraints and seatback map pocket, manual six-way driver's seat height adjuster **Shift Knob**—Leather-wrapped **Speed Control**—Electronic **Power**—Windows, locks **Steering Wheel**—Leather-wrapped with center horn blow, speed control switches and radio control switches **Suspension**—Front: Double "A" arm suspension. Spring/shock assembly mounted inboard and actuated by a push-rod mechanism—Rear: Four-link independent suspension consisting of two adjustable upper lateral links, one upper trailing link and a lower control arm. Spring shock assembly mounted to lower control arm **Tilt Steering Column with Tachometer** **Tires**—Extended-mobility tires (run-flat capability) (P225/45R17 front, P295/40R20 rear) with low tire pressure sensor system with cluster warning lamp **Wheels**—Cast aluminum (17" front, 20" rear) **Windshield Wipers**—Wet-arm intermittent

Exterior Dimensions:

Wheelbase 113"
Overall Length 165"
Overall Width 76"
Overall Height (top up) 51"
Track (front/rear) 62"/63"
Turning Diameter 39'

Interior Dimensions:

Head Room 37"
Leg Room 43"
Shoulder Room 52"
(passenger compartment 48 cu ft, interior space, 8.4 cu ft larger than Viper roadster)

Plymouth Prowler Key Facts:

(Purpose Modified) Engine:

3.5L 24-valve SOHC V6 Aluminum Block

Engine Breathing: Dual throttle bodies induction, special exhaust

Transaxle: Rear-wheel four-speed fully adaptive, electronically controlled automatic with AutoStick®

Curb Weight: 2,838 lb

*Certified to the new Federal Regulations that allow less forceful air bags. Always use seat belts. Rearward-facing child seats can be used only with passenger air bag turned off. Prowler is a trademark of Chrysler Corporation. Infinity is a registered trademark of Infinity Systems, Inc.

For more information:
1-800-PLYMOUTH
www.plymouthcars.com

That's Plymouth.



Since the time of printing, some of the information you'll find in this brochure may have been updated. Ask your dealer for details.