

1975 PLYMOUTH TRAIL DUSTER





Trail Duster with optional soft top, two-tone body, wheel covers, bumper guards, bright low-mount mirrors, whitewall tires and radio.

**PLYMOUTH TRAIL DUSTER...
GO WHERE YOU WANT TO GO.
DO WHAT YOU WANT TO DO.**

Plymouth 4-wheel drive Trail Duster. It's Plymouth's version of what this country's all about: Freedom to go places you couldn't drive to before. And take the things you want with you. That's what an off-road vehicle's all about, too. And this

is what every 1975 Trail Duster's got for it.

You've got 4-wheel drive working for you full-time on Trail Duster. For mud, snow, hills and those who-knows-what situations you'll find off the road. You don't have to get out to lock or unlock the front hubs when moving on or off the highway. Traction, plus stability and convenience. In addition, full-time 4-wheel drive compensates for speed variations between the front and rear axles, while

still providing a constant driving force to both.

For 1975, there's also a tough new Trail Duster. A 2-wheel drive model with independent front suspension for those whose travel needs aren't quite so demanding. This new Trail Duster offers a 2½" lower profile than the 4-wheel drive version. Along with its sportier looks, you get a new instrument panel, door panel trim, and optional "Sno-fiter" package,

as well as the carrying capacity provided on all Trail Dusters.

Can a Trail Duster haul? The 4-wheel drive model with 225 Six will handle a 150-pound driver and 1,875 pounds. The 2-wheel drive with the same setup will haul 2,390 pounds. And if you want to carry people, Trail Duster can be equipped to carry five, comfortably.

With Plymouth Trail Duster, you've got a lot of country coming your way.



Above: Four-wheel drive Trail Duster Sport with optional steel roof, bumper guards, flotation tires and radio.



New two-wheel drive Trail Duster Sport with optional steel roof and bumper guards.

WHEN THE GOING GETS TOUGH . . . SO DOES CHRYSLER ENGINEERING.

Inner and outer, double-walled steel roof. Enjoy the strength, security and convenience of an all-steel roof. Helps keep you warm, dry and dust-free. Optional. **Electronic Ignition System.** Points and condenser are eliminated. Spark plug life is extended up to 18,000 miles with leaded fuel—30,000 miles with

no-lead fuel. Standard. **Power front disc brakes.** Fade-resistant discs in front. Rear brakes are large-sweep 11 x 2.5 drum type. Standard. **Heavy-duty 9¼ rear axle.** Has straight roller wheel bearings with high-capacity differential bearings and threaded adjusters. Standard. **Engine choice.** A standard 225 Six or a standard 318 V-8 is available. Optional engines include 360 or 440 V-8 with four-barrel carburetion—the biggest engine in the sport/utility field. **Springs & suspension.** Individual leaf springs

(independent front suspension on 2-wheel drive) on front and rear wheels for precise control on-and-off the highway. **Under-the-hood storage.** Just raise the hood and the jack, jack handle, and lug wrench are immediately accessible. Standard. **Transfer Case.** Five transfer case shift positions are available on the 4-wheel drive: (1) Low lock—for use only on low-traction surfaces such as deep snow, mud or soft sand. (2) Low—for normal operation when additional power is needed on high-traction sur-

faces. (3) Neutral—with vehicle stopped, both axles are disengaged for power takeoff operation. (4) High—for all normal operation in direct drive on paved or unpaved surfaces. (5) High lock—for use only on low-traction surfaces such as snow, mud or soft sand. Standard. **Turning Radius.** A tight 36.9 feet turning radius allows for quick maneuverability on the 4x4; 37.3 feet on the 4x2. Standard. **Fuse box.** Located conveniently under the glove box door for easy servicing. Standard.

THE TRAIL DUSTER'S DRIVELINE COMPONENTS.



Automatic transmission.

TorqueFlite: One of the most dependable, convenient and important options you could want on a Trail Duster. Makes rough terrain going a smoother, easier task.



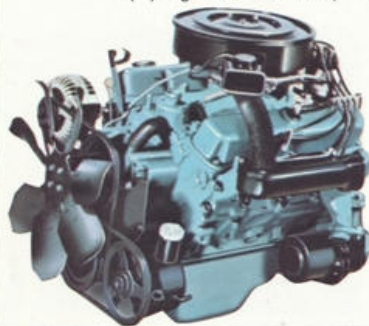
Electronic Ignition System.

Standard Trail Duster equipment, the system eliminates points and condenser, helps quick starts, means fewer tune-ups and longer spark plug life.

Transfer Case.

Standard five shift positions available.

- (1.) Low lock for deep snow, mud, sand.
- (2.) Low—for normal operation.
- (3.) Neutral—for power takeoff.
- (4.) High—for paved surfaces.
- (5.) High lock—for snow, mud, sand, also.



Engines.

Standard engine for Trail Duster is the standard 225 cu. in. Six or the standard 318 cu. in. V-8. Optional engines include 360 and 440 cu. in. V-8's, the latter available on 4x4 models only. Power train combinations, highly important to sport/utility owners, are equally varied.

Roll-up side windows.

Order the optional soft vinyl roof top and you also get special side windows that can be rolled up. Result? You get fresh air, plus protection from the elements... in all, a true sports car feeling in a car that's ready for more than just sport.



Automatic Speed Control.

Set the speed you want, then forget it. Speed will be maintained until brakes are applied. More even throttle application is a fuel-saver with most drivers.

Fuses.

Trail Duster fuses are mounted in the glove box, on top, for easy accessibility. Particularly helpful when you're a long way from a service source.



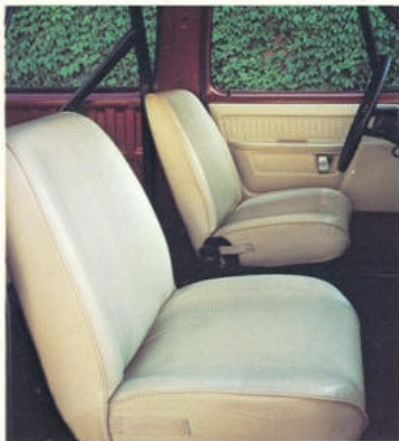
Lift Gate.

Order the optional steel roof, and you also get the lift gate with stationary glass window and gas operated cylinders for easy opening.



Roll Bar.

An option specially designed for safety and protection. Something well worth considering when you get into unfamiliar terrain.



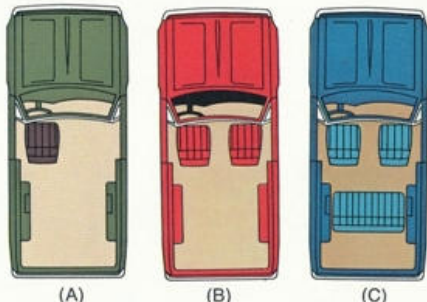
Standard Interior.
Start with the standard driver's seat, upholstered with thick foam padding, covered with tough vinyl.



Optional Interior.
The Sport interior option has deluxe bucket seats covered in handsome vinyl upholstery.

Seat one, two or five.

Trail Duster offers three seating arrangements: (A) Standard driver's seat. (B) Optional front passenger's seat. (C) Optional three passenger rear seat. (Only available in combination with front passenger seat.)



(A)

(B)

(C)

TRAIL DUSTER FEATURES.

What's standard:

Standard seat for the Trail Duster is a durable full-foam, all-vinyl bucket seat with seat belt and retractor. There are also armrest pads and a color-keyed padded instrument panel, bright front and rear bumpers and a fuse box conveniently located under the glove box door.

If you want to move up to the Trail Duster Sport, you can make your adventuring even more comfortable and con-

venient... with plenty of eye-appeal.

On the outside, there are bright front and rear bumpers and windshield molding, plus many other bright accents along with unique body side and tailgate trim.

On the inside, there are deluxe, full-foam all-vinyl driver and passenger bucket seats. The color-keyed door trim panels have map pockets. And there are many other extra features in the interior.

A Trail Duster Sport lets you have the outdoors in style.



New Instrument Panel. Features tach, clock, oil, amp and temperature gauges.



Inside Hood Release.
It protects against the hood being opened from the outside.



AM/FM Radio.
All the music you could want, at your fingertips.



Air conditioning.
This option cleans, cools and dehumidifies the air all year 'round.



Console Beverage Chest.
Insulated storage chest. Also useful for other travel items.



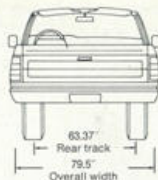
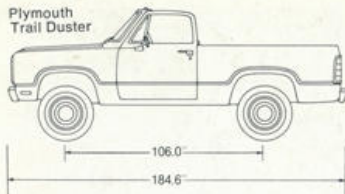
New Door Trim.
Door trim is color-coordinated fiberglass, with handy map pockets. (Sport only.)

What's optional:

TorqueFlite Automatic Transmission • Air conditioning • Power steering • Automatic Speed Control • Tachometer • Wheel covers (bright) • Trailer-Towing package • Oil pressure gauge • Passenger seat—non-adjustable and forward-tilting (includes sun visor and seat belt) • Deluxe seats including console, sun visors and seat belts (standard on Sport) • Bench seat (rear) • Skid plates (fuel tank shield and transfer case shield) • Tinted glass

(windshield or all glass) • Heater (high output) • Increased cooling • Engine block heater • Hand throttle (not available with TorqueFlite automatic transmission) • Rear bumper—step type • Bumper guards—front • Steel roof (available in body color or vinyl textured white or black) • Two-tone body (includes moldings and bright taillamp bezels) • Dual horn • Hub caps (bright) • AM or AM/FM radio • Soft top (dealer installed).

Plymouth Trail Duster



SPECIFICATIONS AND DIMENSIONS

G.V.W. Ratings (lbs.)—Max.	4900-6100
Wheelbase	106"
Overall Length	184.6"
Overall Width	79.5"
Overall Height (with roof)	72.0"
Ground Clearance at	
Front Axle 6-Cyl. PW 100	8.07"
8-Cyl. PW 100	7.32"
Rear Axle	7.0"
Turning Diameter (curb to curb) PW 100	36.9'
PD 100	37.3'

Axle, Front	
3000 Lbs. Capacity	PD 100
3500 Lbs. Capacity	PW 100

Axle, Rear	
3600 Lbs. Capacity	PD 100
3600 Lbs. Capacity	PW 100

Brakes, Front	
Disc Type, 11.75"x1.25"	PD 100
Disc Type, 11.75"x1.25"	PW 100

Brakes, Rear	
Drum Type, 11.00"x2.50"	PD 100
Drum Type, 11.00"x2.50"	PW 100

Clutch, Standard	11"
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Electrical	
Alternator	48 Amp
Alternator—Opt.	55,72
Battery—Volts & Amp/Hr.—Std.	12-48
Battery—Amp/Hr.—Opt.	59,70

Fuel Tank Capacity (Refill)	
Standard	24 Gal.
Optional	35 Gal.

Springs, Front	
1340 Lbs. w/8-Cyl.	
Models	PD 100 & PW 100
1440 Lbs. w/6-Cyl. Models	PD 100
1640 Lbs. w/6-Cyl. Models	PW 100

Stabilizer Bar (Front)	1" dia.
Standard	PW 100
Optional	PD 100

Springs, Rear	
1520 Lbs. w/8-Cyl.	
Models	PD 100 & PW 100
1820 Lbs. w/6-Cyl.	
Models	PD 100
1970 Lbs. w/6-Cyl.	
Models	PW 100

Shock Absorbers (Front & Rear)	
Standard	1" dia.
Optional	1.375 dia.

Steering Gear	
Type	Recirculating, Ball

Transmission	
Std. 3-Spd., Man., PD 100 & PW 100	
Opt. 4-Spd., Man., PW 100	
Opt. 3-Spd., TorqueFlite Automatic, PD 100 & PW 100	

Transfer Case	
Model	NP203
No. Speeds	Full Time-2 PW 100

Tires	Size
Std. 6-Cyl. (Tubeless)	H78-15/B
Std. 8-Cyl. (Tubeless)	E78-15/B
Optional (Tubeless)	F78-15/B
Optional (Tubeless)	G78-15/B
Optional (Tubeless)	G78-15/D
Optional (Tubeless)	H78-15/B
Optional (Tubeless)	HR78-15/B
Optional (Tubeless)	LR78-15/B
Opt. (T/less) PW 100 only	10-15 Lt/B
Optional (Tube Type)	7.00-15/C
Optional (Tube Type)	7.00-15/D
Optional (Tube Type)	6.50-16/C
Optional (Tubeless)	6.50-16/C

Wheels and Rims	
Standard	15 x 5.5
Optional	15 x 6.5
Optional	15 x 8.0
Optional	16 x 5.0



*Extra cost. Two-tone paint also offered as extra-cost option.

Power teams available

PW100

PD100

Engine	Transmission	Rear Axle Ratio		Rear Axle Ratio	
		Standard	Optional	Standard	Optional
225 Six ⁽¹⁾	All	3.55	3.2, 3.90 ⁽¹⁾	3.55	3.2, 3.90
318 V-8 & 360 V-8 ⁽¹⁾	All	3.55	3.2, 3.90 ⁽¹⁾	3.2	3.55, 3.90*
440 V-8 ⁽¹⁾	3-speed Automatic, LoadFlite	3.2	3.55	—	—

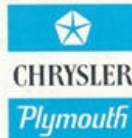
⁽¹⁾ Available with 6100 pound G.V.W. package only. *Available with 318 with 6100 GVW only. Not available with 360.

Engine specifications

Engine	Six ⁽¹⁾	Standard V-8	Optional V-8 ⁽¹⁾	Optional V-8 ⁽¹⁾
Displacement, cubic inches	225	318	360	440
Carburetor	1-barrel	2-barrel	2-barrel	4-barrel
SAE Net H.P. @ R.P.M.	105/3600	150/4000*	175/4000	235/4000

⁽¹⁾ Available with 6100-pound G.V.W. package only. *California 155/4000.

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