



PLYMOUTH
Prowler

PERFORMANCE WITH AN ALL-AMERICAN MINDSET—

Here is searing heat on blinding white salt flats, slick-smokin' quarter miles, and small town Saturday night cruises. Only Plymouth could summon the swagger to produce a two-seat sunrunner 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 "incidentals" like an inhabitable 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 DRIVETRAK
TRANSAXLE
AIDS HEIGHT
DISTRIBUTION



REAR WHEEL
DISCS HAVE
COMPOSITE
ROTORS.



NODE AND CLIPS
COMPONENTS
ARE MIG AND
TIG WELDED.



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GEAR UNTIL
YOU SHIFT.



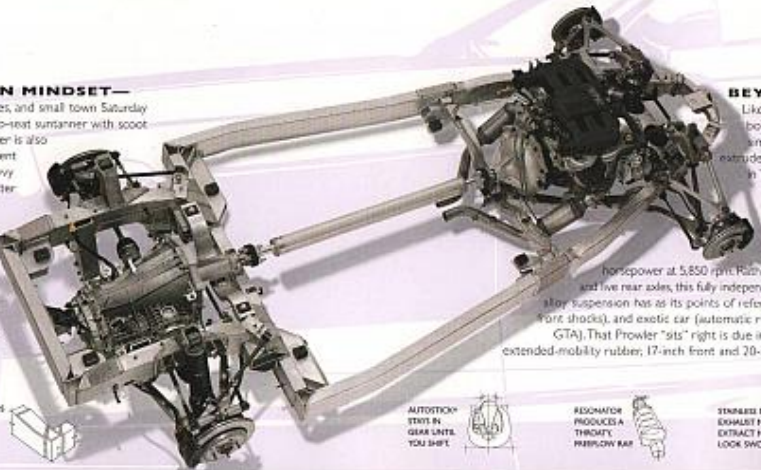
RESONATOR
PRODUCES A
THROATY
HIEPLOW BAR.



STAINLESS STEEL
EXHAUST MANIFOLDS
EXTRACT NICELY.
LOOK SWOOPY.



NEW TECHNOLOGY
EXTENDS EYE
TO NON-THREATENING EYE.



BEYOND BUGGY-SPRUNG

Like any proper "highboy" roadster, Prowler body sits atop a frame, but that's where similarities end. Here's a set of rails that extruded from 6061 and 6063 all-aluminum all in T6 temper. (Of its well-under 3,000-pound weight, nearly a third is aluminum.)

Nestled up front is an ultra-contemporary, rev-happy single **OVERHEAD CAM, 24-VALVE V6** that puts out 214

horsepower at 5,850 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 GTA). That Prowler "sits" right is due in no small measure to its huge Goody extended-mobility rubber, 17-inch front and 20-inch rear, with built-in "run flat" capabi-



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/ix-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.





One clever idea after another. 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 little more than rusted tin, a handful of junkyard parts, some raw stock and a rat tail file. 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*—Driver-side, integral with steering wheel; passenger side—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 OHV V6—includes easy-to-identify yellow service points **Floor Mats with Prowler Insignia** **Fuel Tank Capacity**—12-gallon **Grille**—Body-color **Headlights**—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 51" (top up)
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 same as 1996 Corvette roadster; 9 cu ft larger than Viper)

Plymouth Prowler Key Facts:

(Purpose Modified) Engine:

3.5L 24-valve SOHC V6

Engine Breathing: Dual throttle bodies induction, special exhaust

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

Curb Weight: 2,800-2,900 lb

*Always wear your seat belts. Rearward-facing child seats may not be used in this vehicle.

For more information:
1-800-PLYMOUTH
<http://www.plymouthcars.com>

One clever idea after another. 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.

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