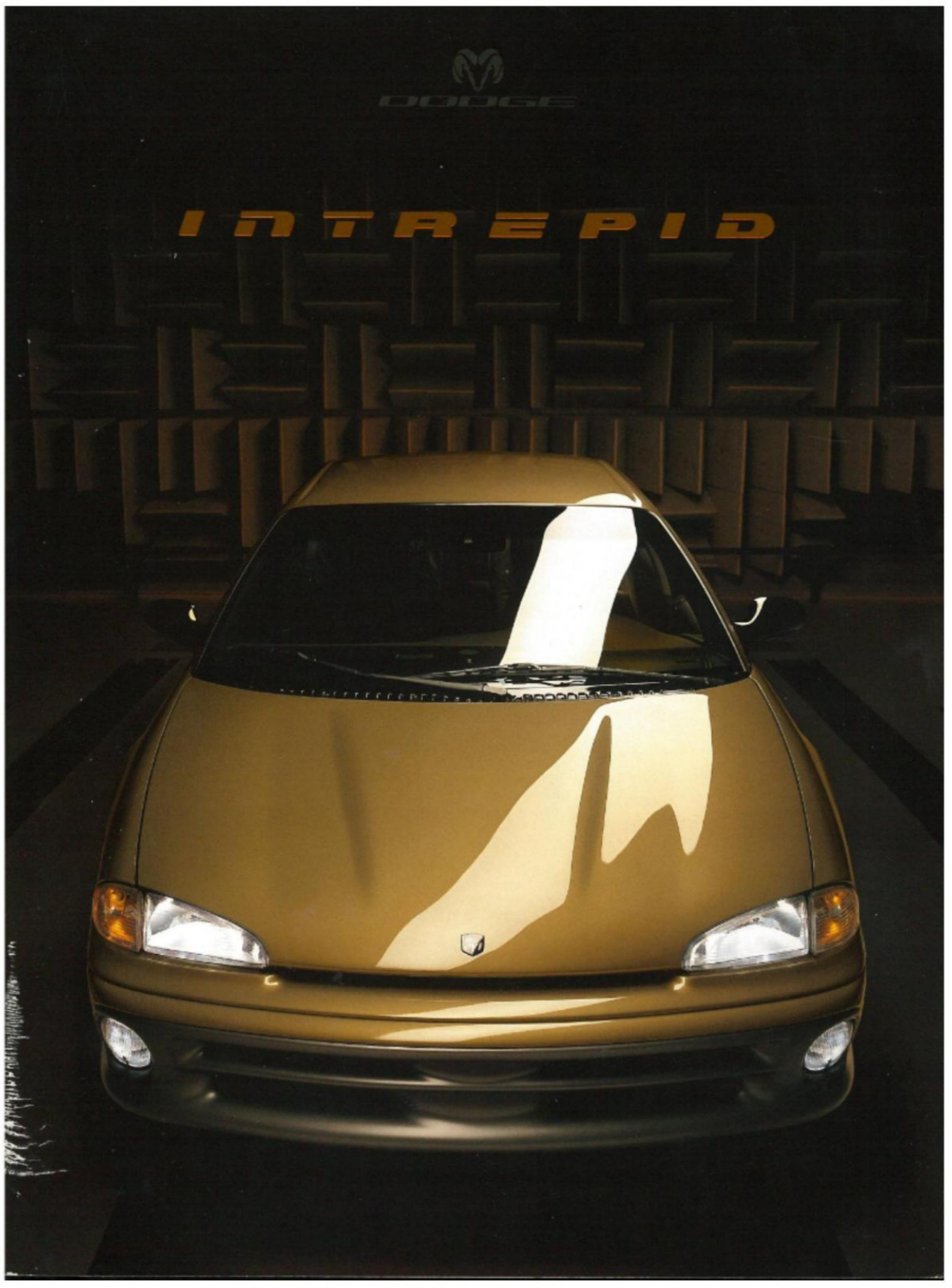

DODGE
INTREPID

The Chrysler Technology Center's 1.8-mile evaluation road allows engineers to test components and theories within sight of their offices and labs. This allows fine-tuning and calibration adjustments to be made quickly without having to interrupt long-term product testing at Chrysler's full-scale proving grounds near Chelsea, Michigan and Phoenix, Arizona.



Cover: The CTC's anechoic test chamber enables engineers to build quieter cars like the all-new Dodge Intrepid ES.



Ever since the first automobiles captured the imagination of people the world over, their creators have been admonished to "not reinvent the wheel." Instead, their efforts have focused on the continuing evolution and refinement of the automobile.

When Chrysler Corporation began planning for a totally new kind of car, it realized that the time had come to set new standards of design, engineering, quality and environmental concern.

First, they reinvented the way vehicles were developed and produced. To that end, they organized the people responsible for the creation of tomorrow's cars and trucks into interdisciplinary platform teams. Designers, engineers, representatives from manufacturing and even outside suppliers would work closely together from the very beginning.

Next, the Corporation invested one billion dollars to create the Chrysler Technology Center, the world's newest and most advanced automotive engineering facility. There, all of the disciplines of vehicle development would be interconnected under one massive roof to streamline communications and foster a new team spirit.

Finally, the platform team responsible for the creation of the all-new Dodge Intrepid identified scores of individual "Product Excellence" objectives to be met in all areas of vehicle design.

In the final analysis, the Intrepid design team broke with automotive tradition and reinvented, not the wheel, but rather the location of the wheels.

How and why they did this and the many benefits they achieved are all detailed in this book. When you have read it, you will understand why automobiles will never again be the same.

Dodge Intrepid. This changes everything.

Some of the equipment shown or described throughout this catalog is available at extra cost.
About this catalog. *Since the time of printing, some of the information you'll find in this catalog may have been updated. Ask your dealer for details.*

A New Design Principle

In their quest for a dramatic new aerodynamic shape, Chrysler Corporation's advanced design studio discovered something else. It's called "cab forward." By moving the base of the windshield forward and, at the same time moving all four wheels toward the "corners" of the vehicle, a chain reaction of good things occurs.

Not only does the vehicle look sleek and enjoy the considerable benefits of improved aerodynamics, it also gains interior volume and increased roadability. Here's why.

Lengthening the distance between the wheels increases the wheelbase which, in turn, improves ride characteristics. It also allows wider doors for easier entry and exit as well as more rear seat leg room.

Moving the wheels further apart makes the vehicle wider, thus increasing hip and shoulder room. A wider track also results in more stable handling.

Together, these benefits, which are a direct result of the cab-forward configuration, make the all-new Dodge Intrepid unlike any other automobile you have ever driven...a car *Automobile Magazine* called "Right on the money."

The luggage compartment features a 16.7-cubic-foot capacity, a low-liftover design and a spare tire well capable of holding the conventional full-size spare tire which is available as an option. See page 27.

Rear impact protection includes an ultra-high-strength steel bumper and a Unitibody "crumple zone" engineered to dissipate the energy generated by a collision well before it reaches the passenger compartment. See page 18.

Fully independent multilink rear suspension features gas-charged Chapman struts and a stabilizer bar for excellent ride and handling characteristics. See pages 16 and 37.

Available four-wheel disc antilock brakes help prevent wheel locking for safe, straight confidence-building stops. See pages 16 and 37.

Wide rear seat can accommodate three adult passengers in full comfort or two adults when the available Built-in Child Seat is in use. See page 27.

Large rear doors open wide for easy entry and exit, since cab-forward design moved the rear wheels back to minimize wheel well intrusion. See page 27.

A long 113-inch wheelbase enhances ride characteristics while providing exceptional rear leg room. See pages 16, 27 and 37.

An ergonomically refined cockpit design features easy-to-reach-and-see controls, full analog instrumentation, precisely adjustable seats, a standard tilt steering column and a "command of the road" seating position. See pages 12 and 13.

Standard dual air bags supplement the restraint system to help prevent serious injury in the unlikely event of a frontal collision. See pages 18 and 19.

Front impact protection includes an ultra-high-strength steel bumper and a "crumple zone" engineered into the Unibody to help dissipate the energy generated by a collision well before it reaches the passenger compartment. See page 18.

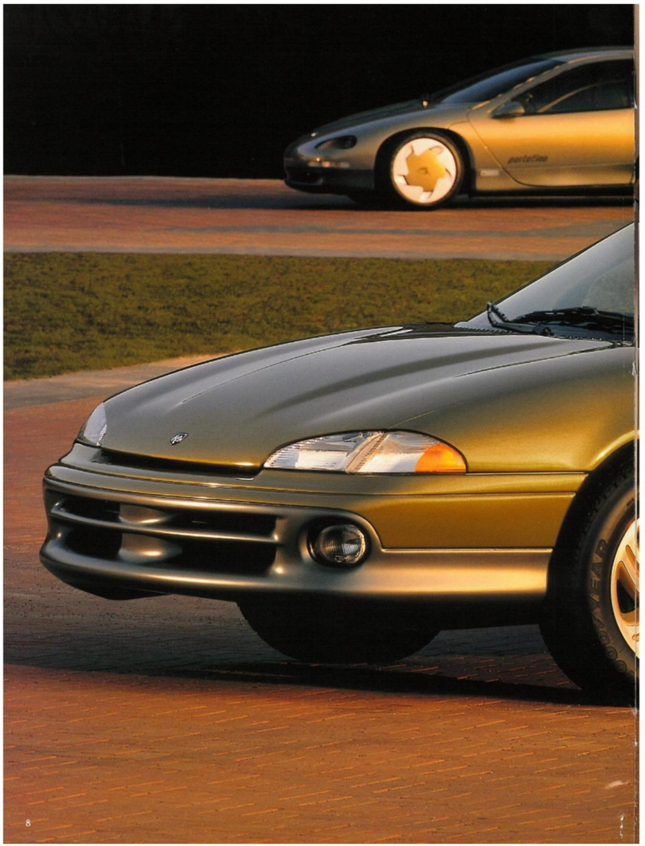
The front suspension features compact gas-charged MacPherson struts and a double ball joint stabilizer bar for excellent handling characteristics. See pages 16 and 37.

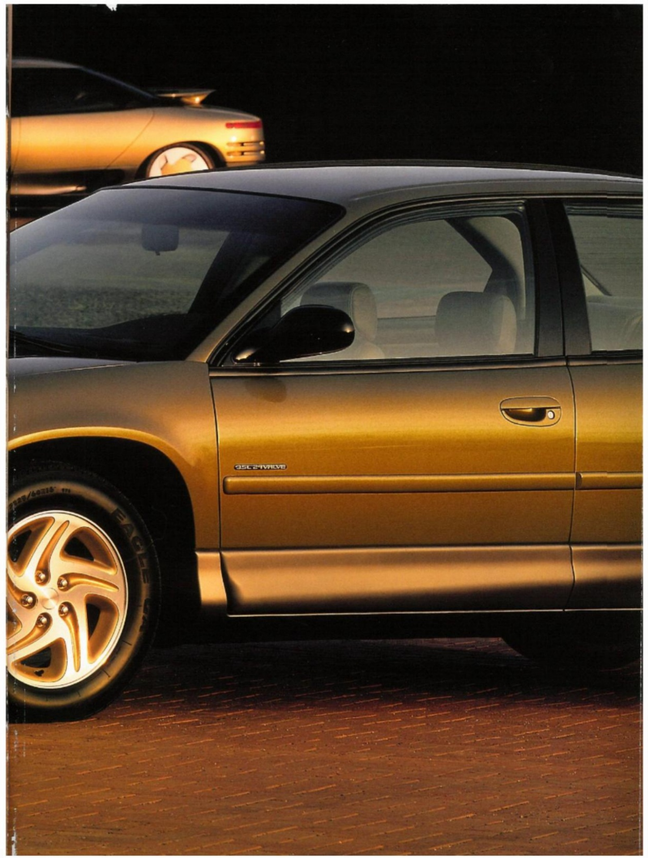
A standard four-speed automatic transaxle features electronic controls for smooth, precise shifts. See page 33.

An all-new available 3.5-liter V6 engine features an overhead cam design, 24-valves, sequential multipoint fuel injection and an active tuned intake manifold for smooth, responsive performance. See pages 32 and 33.

Available computerized traction control gives Intrepid's front-wheel drive even better grip on slick or slippery surfaces during low-speed acceleration. See pages 16 and 37.

The Chrysler Technology Center features a 150,000-square-foot pilot manufacturing operation. Its assignment? To ensure that all vehicle parts fit properly and that all assembly processes work as designed months before actual full-scale manufacturing begins.





"Dodge didn't just target what was out there when it began work on Intrepid, it anticipated where the world would be when its cars came out and aimed beyond that mark. And hit where it aimed."

—*AutoWeek*



The Product Design group, which is responsible for the interior and exterior design of all Chrysler Corporation vehicles, is located at the Chrysler Technology Center. Among their special facilities is the Design Courtyard pictured here. It enables designers to carefully examine their work in full scale and in a natural setting to make sure their designs are attractive from all angles under natural lighting.

Shown in the background is the Chrysler Portofino concept car, the early interpretation for Dodge Intrepid's cab-forward design. Intrepid ESS shown here in Clear-Gold Satin Glow.



Clearly A Driver's Car

Too often in the past, an automobile's exterior design made promises that its interior could not keep. Not so with Intrepid. Even a cursory examination of the interior should dispel any doubts as to the designers' intent.

Clearly, it was to establish Intrepid's reputation as a driver's car well before the ignition key is turned. This seemingly formidable task was accomplished quite simply by putting the driver at the center of things.

Taking advantage of the exceptional sightlines provided by Intrepid's low hoodline and cab-forward configuration, the interior design team has provided the driver with a seating position which is best described as "command of the road." That means enhanced visibility in all directions, not just ahead, over the hood and fenders.

Instead of sinking down into a too soft seat, the Intrepid driver is treated to the firm and supportive shape of a standard individual sport seat whose contours and firmness levels are based on anthropometric (body measurement) data and exhaustive competitive analysis. The result, according to *Automobile Magazine* is: "... cushion and backrest proportions well suited to American bodies."

By making even the standard driver's seatback recliner infinitely adjustable and providing extended nine-inch front seat tracks, the Intrepid interior design team has made securing an optimal seating position a near certainty for most drivers. This is especially true when Intrepid's standard tilt steering column is factored into the equation.

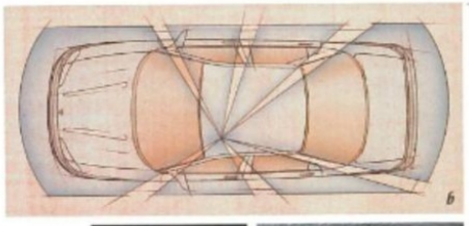
Further ergonomic fine-tuning is available in the form of a four-position adjustable lumbar support that's standard with Intrepid's premium seating (which can be ordered with optional eight-way power driver's seat controls).

A vehicle's controls must be within easy reach and the instrumentation easily read. With that in mind, Intrepid's primary and secondary controls were carefully studied for positioning as well as shape, feel and visual recognition.

Power window, mirror and door lock controls are all located on the driver's door for ease of operation. They are shaped for fingertip activation and highlighted at night by unique LED indicators. Available electronic speed control switches are located on the steering wheel spokes and can be accessed without moving one's hands from the wheel.

The large, highly readable, black-on-white full analog instrumentation is clearly visible through the steering wheel and can be supplemented by an available message center and an overhead console with a five-function trip computer, compass and outside temperature readouts.



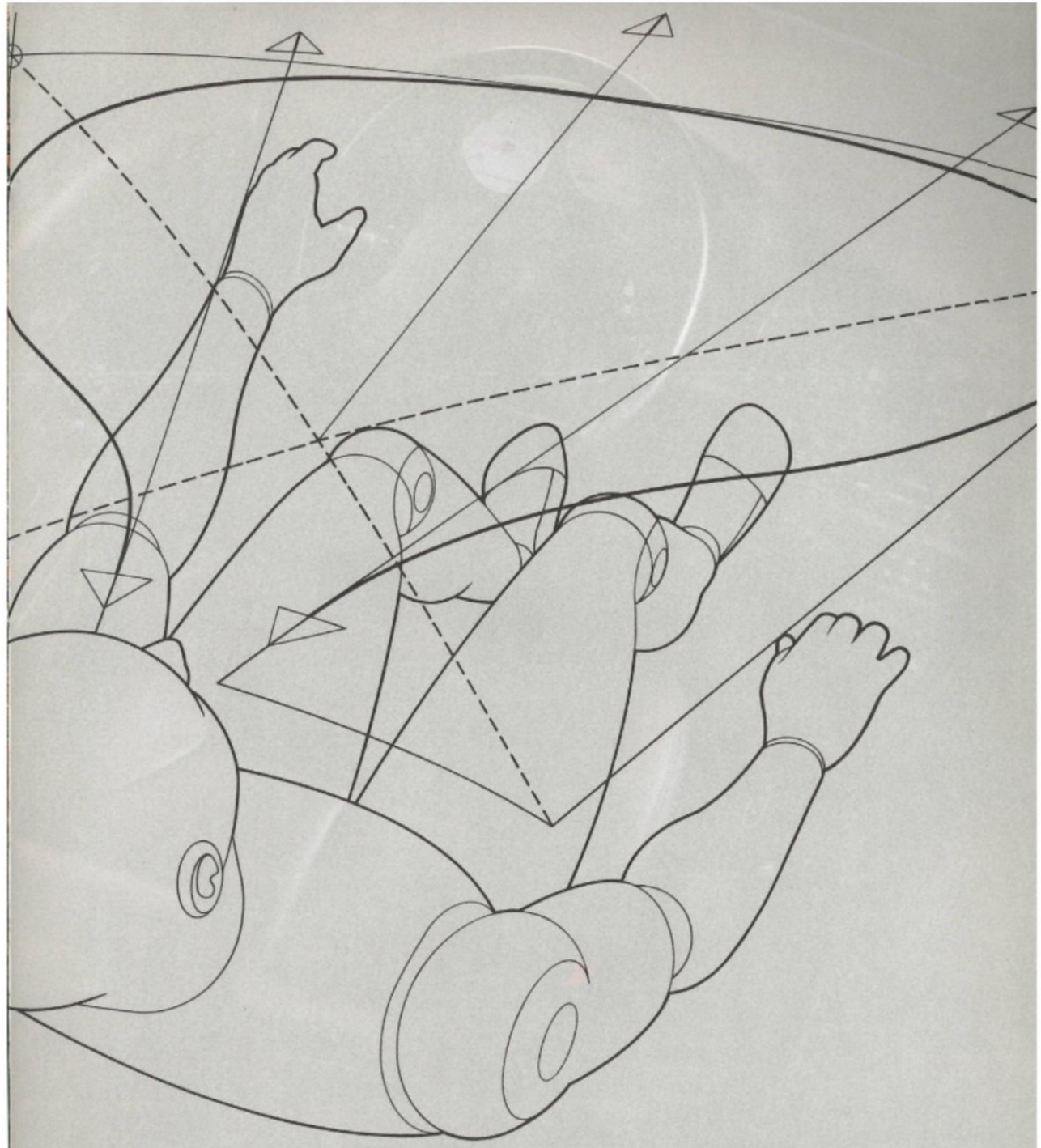




a) The optional full overhead console includes reading lights and a trip computer, plus storage for sunglasses and a garage door opener.

b) Intrepid's cab-forward design greatly enhances driver visibility.

c) Location, shape, feel and visual recognition were all important factors in the design of Intrepid's primary and secondary controls such as the rotary headlight switch (left) and the dual heated power mirror switch (right) shown here.



***The driver's seat** has been designed to provide outstanding comfort and support on long trips and during hard cornering. The seat bottom is a full-foam design for controlled pressure distribution. Standard manual and optional eight-way power seat controls are easy to reach and use.*

***Driver controls** have been ergonomically designed and positioned so that the Intrepid driver can reach them without having to lean forward. Many feature unique LED lighting so they can be easily identified at night. Control buttons feature fingertip depressions for sure activation.*

***The gear selector** for Intrepid's standard four-speed automatic transaxle is mounted on the center console when front bucket seats are ordered. The selector is set at a 12-degree tilt toward the driver for easier use.*

***Driver's visibility** is maximized by a high, "command of the road" seating position, large glass areas and slender roof pillars. Inside, the instrument cluster is clearly visible through Intrepid's two-spoke steering wheel which is mounted on a standard tilt steering column.*

Technologically Refined Performance

Intrepid was designed to be a comfortable and secure five- or six-passenger automobile. Still, even a brief road test might convince you that Intrepid has all the ingredients needed to make it a high-performance sport sedan.

In fact, every facet of Intrepid's performance has been "tuned" to achieve a near-perfect balance between these two seemingly opposite roles. It's something the automotive engineering community and auto journalists call "active safety." Rather than performance based on a primal desire to go faster and farther than all others, this definition of performance focuses on the very real need to avoid accidents in a wide variety of everyday driving situations.

To that end, Intrepid is available with a choice of two V6 engines, a standard 12-valve, 3.3-liter and the optional 24-valve, 3.5-liter. Both engines feature sophisticated sequential multipoint fuel injection and a distributorless ignition system for enhanced driveability.

Smooth, precise shifting is provided by an all-new automatic overdrive transaxle which utilizes electronic controls to optimize shift points for all four forward gears. Intrepid's precision feel extends to its steering system which features a rack-and-pinion design for crisp, direct steering response and is power-assisted for greater steering ease.

To provide an excellent grip of the road, particularly in inclement weather, antilock braking (ABS) and electronic low-speed traction control are available.

Intrepid also features remarkable ride and handling characteristics due to its extended, 113-inch wheelbase, and four-wheel fully independent suspension design, with its substantial 7.48-inch front- and 8.5-inch rear-wheel travel.

Three levels of suspension tuning are available on Intrepid. Depending on the driver's particular desire for firmness and control, he or she may order a Touring Suspension or a Performance Suspension in place of Intrepid's standard Ride-Tuned Suspension. All three feature gas-charged struts and shocks as well as front and rear stabilizer bars to help provide what the editors of *AutoWeek* described as "world-class handling."

The already exceptional "down the road" visibility provided by Intrepid's cab-forward design and command of the road seating position is further enhanced by such standard features as unique intermittent speed-sensitive windshield wipers and high-output halogen headlights which feature complex surface reflector technology for a brighter, broader and deeper beam. In addition, Intrepid ES features standard Dodge Viper-like integrated fog lights to better illuminate low-visibility driving situations.

a) Intrepid's optional 3.5-liter, 24-valve, overhead cam V6 engine produces 214 horsepower.

b) A four-wheel, fully independent suspension optimizes both ride and handling characteristics.

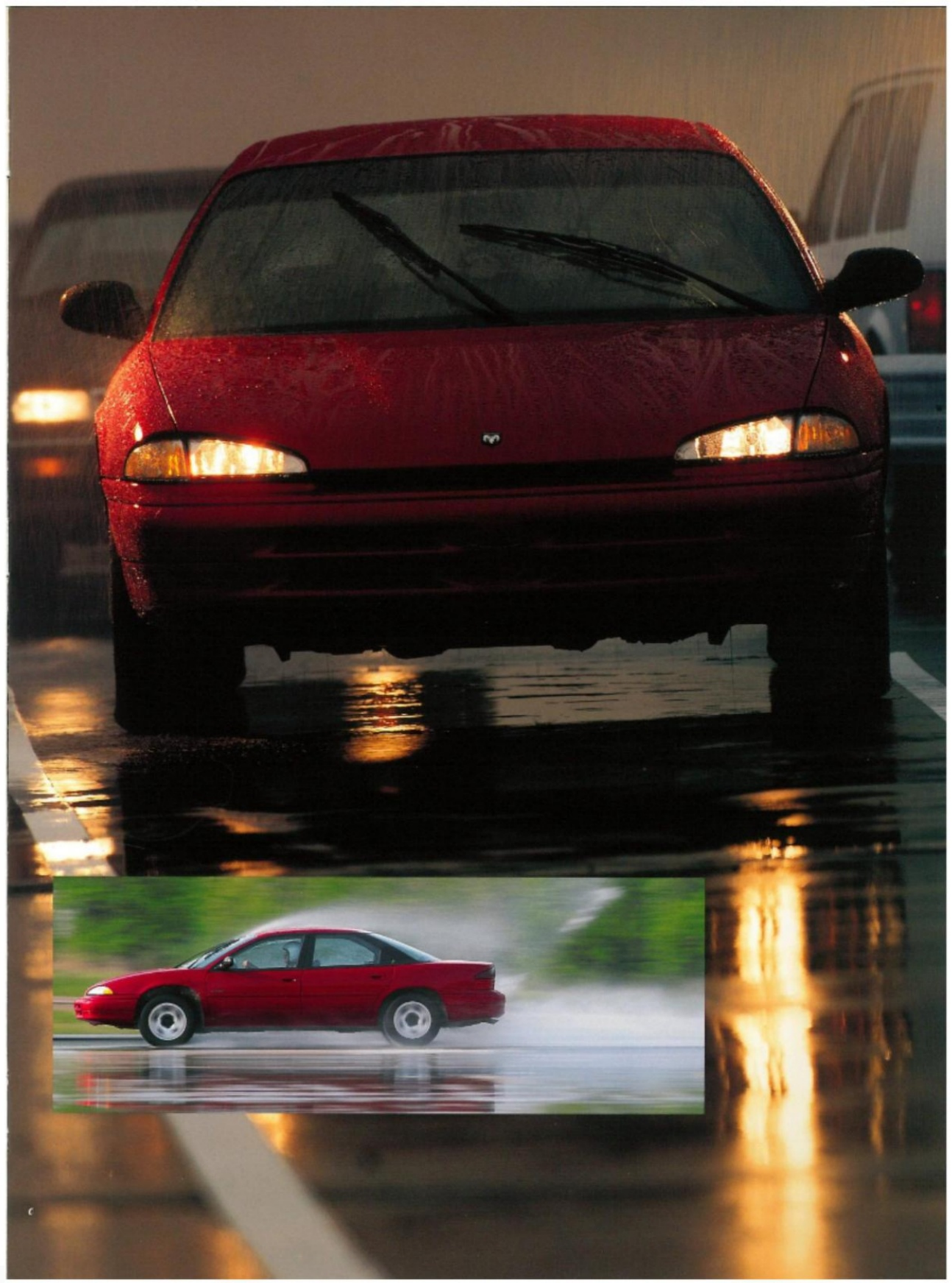
c) Standard halogen headlights, unique intermittent speed-sensitive windshield wipers and the road-gripping traction of front-wheel drive make Intrepid an excellent vehicle choice for less-than-ideal driving conditions.



a



b



c

A Total Safety Package

Try as a driver might, it is not always possible to avoid an accident. The people who engineered Dodge Intrepid realize this. So, in addition to providing features that can help a driver skillfully outmaneuver a collision, they also have provided features which can eliminate or reduce the possibility of injuries sustained upon impact.

It's not surprising that Intrepid engineers, in their quest for maximum occupant protection, chose to outfit the vehicle with standard dual supplemental restraint system air bags. Their ingenious installation of the passenger-side air bag enabled them to leave a fully usable glove box intact... an item often missing in other vehicles equipped with dual air bags.

Equally ingenious is the award-winning optional Built-in Child Seat. It folds down and out of the middle of the rear seat and offers a five-point seat belt system for use with children weighing from 20 to 66 pounds. Extra security for older children is provided by standard child-protection rear door locks and a driver-activated lockout feature for Intrepid's optional power windows.

All standard three-point seat belts for outboard seating positions feature locking retractors designed to eliminate slack and hold occupants more securely in their seats during an accident. To keep the belts from slipping, there are cinching latchplates.

To make front seat belts easier and more comfortable to use, Intrepid incorporates easily adjustable turning loops which position the shoulder strap comfortably across your chest. Seat belts are anchored to the seat frame and move with it to stay conveniently within reach when seating adjustments are made.

The front seats themselves were designed to better support and hold their occupants during a collision and to position them at an angle which maximizes the effectiveness of the safety "knee blocker" design of Intrepid's instrument panel.

As impressive as all these safety features are, they can only prevent serious injury if the vehicle itself absorbs and properly channels the force of an impact away from the passenger compartment. To ensure the optimal efficiency of such a design, the Intrepid design team employed the latest computer modeling technology to create a stronger, more solid Unibody and to simulate vehicle crashes long before actual vehicle crash testing began.

The result is that, in addition to the bumpers and side door beams (both constructed from ultra-high-strength steel), Intrepid offers front and rear "crumple zones" which systematically accordion upon impact to absorb the energy of a collision and minimize its effects upon the vehicle's occupants.



a) A dealer-installed Mopar Antitheft Security Alarm System is available.



b) An optional Built-in Child Seat provides added safety, convenience and seating flexibility for the family with small children.



c) Ultra-high-strength steel side door beams are shaped to assist in repelling the impact generated by a collision.



d) Vehicle crash testing clearly demonstrated the viability of both Intrepid's structural design and its supplemental restraint systems.



The Chrysler Technology Center features noise, vibration and harshness chambers, an aerodynamic wind tunnel, an environmental test center and a powertrain test center among its laboratory facilities. The CTC's corridors were designed so that vehicles could be driven to any of these labs or virtually anywhere else in the complex. A sophisticated ventilation system was engineered to quickly and completely filter vehicle emissions. The Bright White Clear Coat Dodge Intrepid ES is shown here just outside the CTC's road test garage.

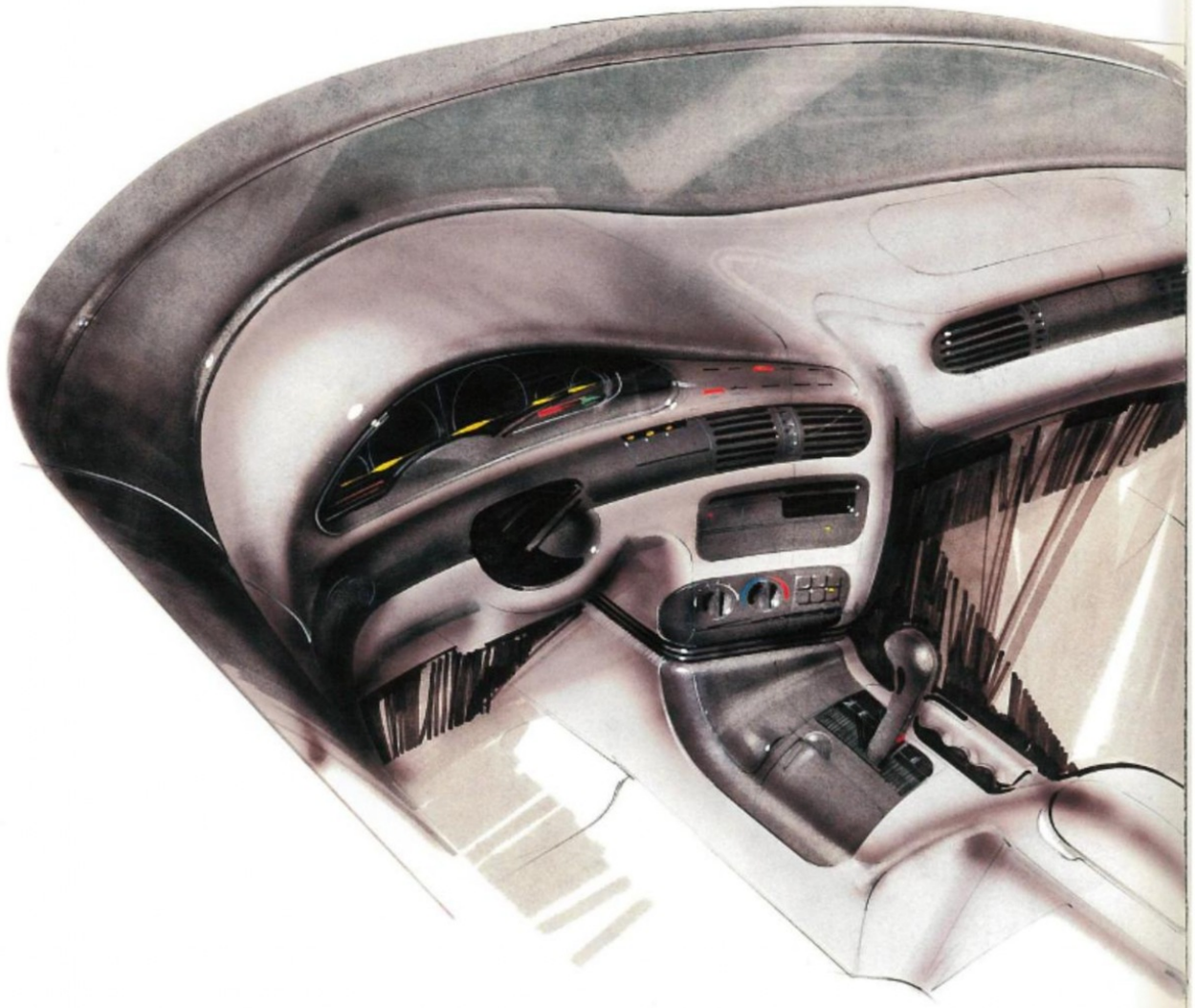
"Walking through the halls of the new Chrysler Technology Center stirs you in the same way that driving the Dodge Intrepid does."

—Automobile Magazine

Early Development

As far back as 1985, Chrysler Corporation designers were laying the groundwork for today's Dodge Intrepid. That's when the initial design sketches for the cab-forward concept were created for management review.

From those sketches came the cab-forward, four-door Portofino concept car, which first appeared at the 1988 Frankfurt Auto Show in Germany. The singularly sleek Portofino began a series of cab-forward concept cars from the fertile minds (and pens) of Chrysler's California and Michigan design centers... all evolving the cab-forward concept to near-production reality.



Although preliminary work on a new four-door sedan had been going on for some time, it wasn't until February, 1989, that upper management decided to commit to the cab-forward configuration for Intrepid.

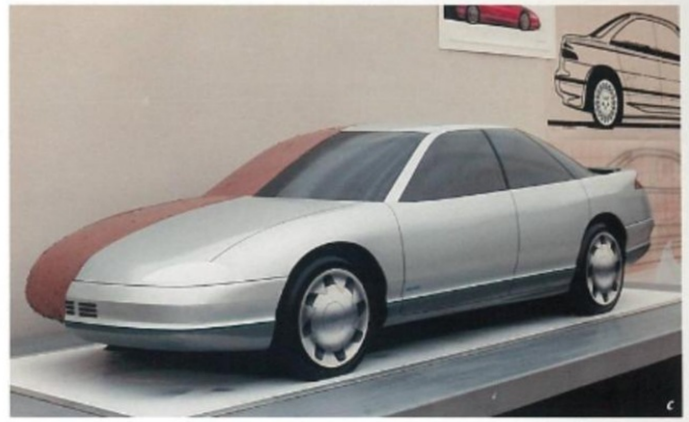
The cross-functional platform team which had been formed to create the new car eagerly accepted the challenge. All 800-plus platform team members knew they had just three and a half years to bring the all-new Intrepid to production on schedule.

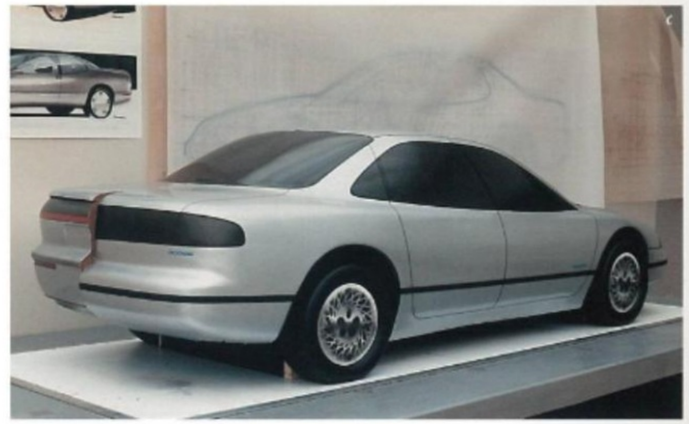






Fortunately, the Intrepid team also had the tools and the power they needed to do their job efficiently. Among their "tools" was an advanced computer system which allowed them the luxury of simultaneous engineering, in which computer-aided design (CAD) and computer-aided manufacturing (CAM) programs work together to save time and improve overall quality.





This, combined with the responsibilty the team was given over the entire project, shaved months from the $1.6-billion program to bring exceptional quality and innovation to a whole new class of automobiles. The immensity of this feat did not escape the notice of the editors of *AutoWeek* who wrote: **"Offering refinement, looks, space, poise, performance, and price in every competitive package, these handsome new big cars might just be enough to herald Chrysler's second coming."**

a) An attractive, user-friendly interior was the goal of Intrepid's design team.

b) A spacious interior was a prime factor in the development of Intrepid.

c) The many advantages of the cab-forward configuration were evident in early Intrepid design studies.

"Once you are seated, your eyes wander appreciatively over an interior filled with tasteful colors, attractive shapes and subtle textures."

—Automobile Magazine

Intrepid ES's optional leather with vinyl trim interior shown in Medium Quartz.



Forward-Thinking Rear Seating

When an automobile is designed with four doors, there are certain expectations to be met. To begin with, you expect the rear seating area to be more than a mere afterthought. In Dodge Intrepid, it is a primary consideration. So much so, in fact, that *Automobile Magazine* noted "passenger space that feels like it's in the Lexus LS400 league."

The Intrepid interior design team took advantage of every opportunity offered by the revolutionary cab-forward configuration. For instance, the long wheelbase allowed them to create a rear seat compartment with an impressive amount of leg room and big, wide-opening doors which permit easy entry and exit.

With the rear wheels moved back and set wider apart, they were also able to provide such a remarkable degree of hip room and shoulder room that three adults can comfortably occupy the rear seat. Even with the optional Built-in Child Seat in use, there's plenty of room for two adults.

That room is filled with a comfortable rear seat which features extended leg support. An extra-wide fold-down center armrest is standard on Intrepid ES, as are high-back, contoured rear seats which feature a seatback angled at a generous 27 degrees from vertical to provide extra comfort and back support on long trips.



Even short trips in an Intrepid are refreshingly soothing because numerous factors make it a remarkably quiet car inside. For instance, Intrepid's cab-forward design and careful attention to aerodynamic detailing have greatly reduced wind noise. Among the many other features contributing to the quiet are triple door seals, door inner panel seals, floor silencers and mastic sound insulation.

That means all Intrepid occupants can more fully enjoy the standard four-speaker AM/FM electronically tuned stereo radio or one of several sound system options available, such as the 120-watt Chrysler Infinity Spatial Imaging™ Sound System and the dealer-installed Mopar six-disc compact disc changer.







a) A low-liftover design makes filling Intrepid's 16.7-cubic-foot trunk easy.

b) Ergonomically designed rear seat courtesy light, swing-out grab handle and pop-out coat hook modules are available as an option on Intrepid and Intrepid ES.

c) Rear seat heat/air conditioning ducts are standard on Intrepid for the added comfort of rear seat passengers.

d) Intrepid's high-output air conditioning system features 11 outlets, enough power to cool a typical 1,500-square-foot house and a new, more environmentally friendly refrigerant which will not harm the earth's ozone layer.

e) Cloth-covered 50/50 split-bench seating is available as an option on Intrepid.

f) Intrepid is available with a wide range of sound systems including the compact disc player unit shown here.

g) Intrepid's optional dealer-installed Mopar six-disc compact disc changer.

"There's an elegant simplicity in this design, and the powertrain architecture in particular does an excellent job of balancing today's needs against tomorrow's opportunities."

—Motor Trend

Interior design studios are a vital part of the Chrysler Technology Center's facilities. Here designers and engineers use computers and real people to determine how to most effectively design comfort and convenience into new automobiles like the Dodge Intrepid shown here in Metallic Red Clear Coat.

INSIDE INTREPID

3.3-liter and 3.5-liter V6 engines are mounted longitudinally for more efficient packaging and improved overall dynamic balance.

Solar Control glass windshield reduces the effects of the sun's ultraviolet rays by two to four percent and infrared energy by 15 percent to help keep Intrepid's interior comfortable.

Composite front fenders are strong, yet lightweight, as well as highly dent- and corrosion-resistant.

Electromechanical analog gauges provide precise readouts and include an LED electronic shift indicator.

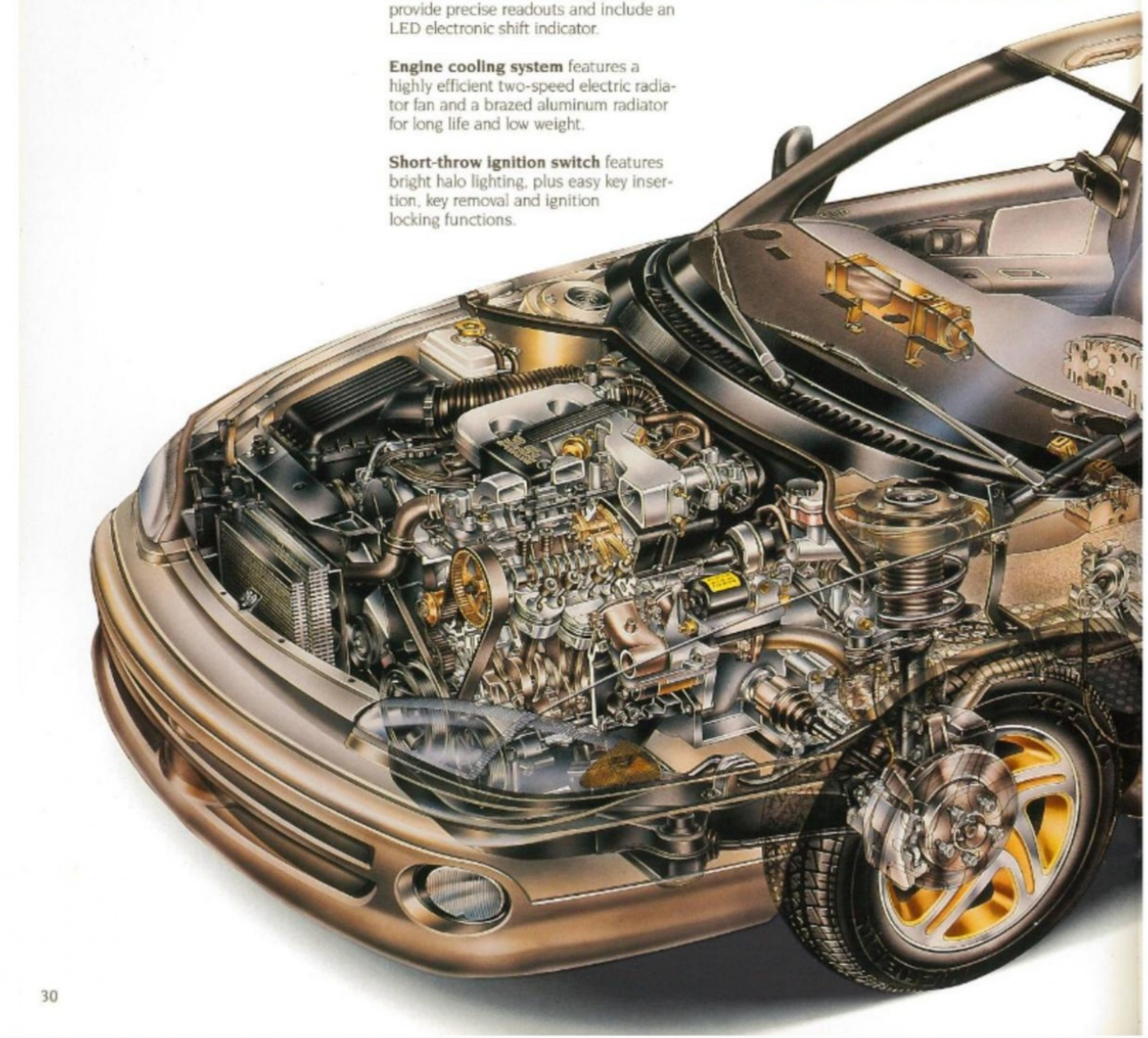
Engine cooling system features a highly efficient two-speed electric radiator fan and a brazed aluminum radiator for long life and low weight.

Short-throw ignition switch features bright halo lighting, plus easy key insertion, key removal and ignition locking functions.

Intermittent speed-sensitive wipers feature a new fluidic washer and a powerful pump to provide greater water pressure and water flow for better cleaning and reduced chance of cold weather freeze-up. The washer fluid reservoir has a one-gallon capacity.

Tamper-resistant odometer is supplemented by a computer memory system which stores mileage information should the odometer become disabled.

Large aerodynamic door mirrors provide a greater field of vision than conventional mirrors for safer lane changes.



Acoustic silencers are used extensively to help keep Intrepid's interior quiet.

Interior roof liner is made of flexible, recycled plastic material.

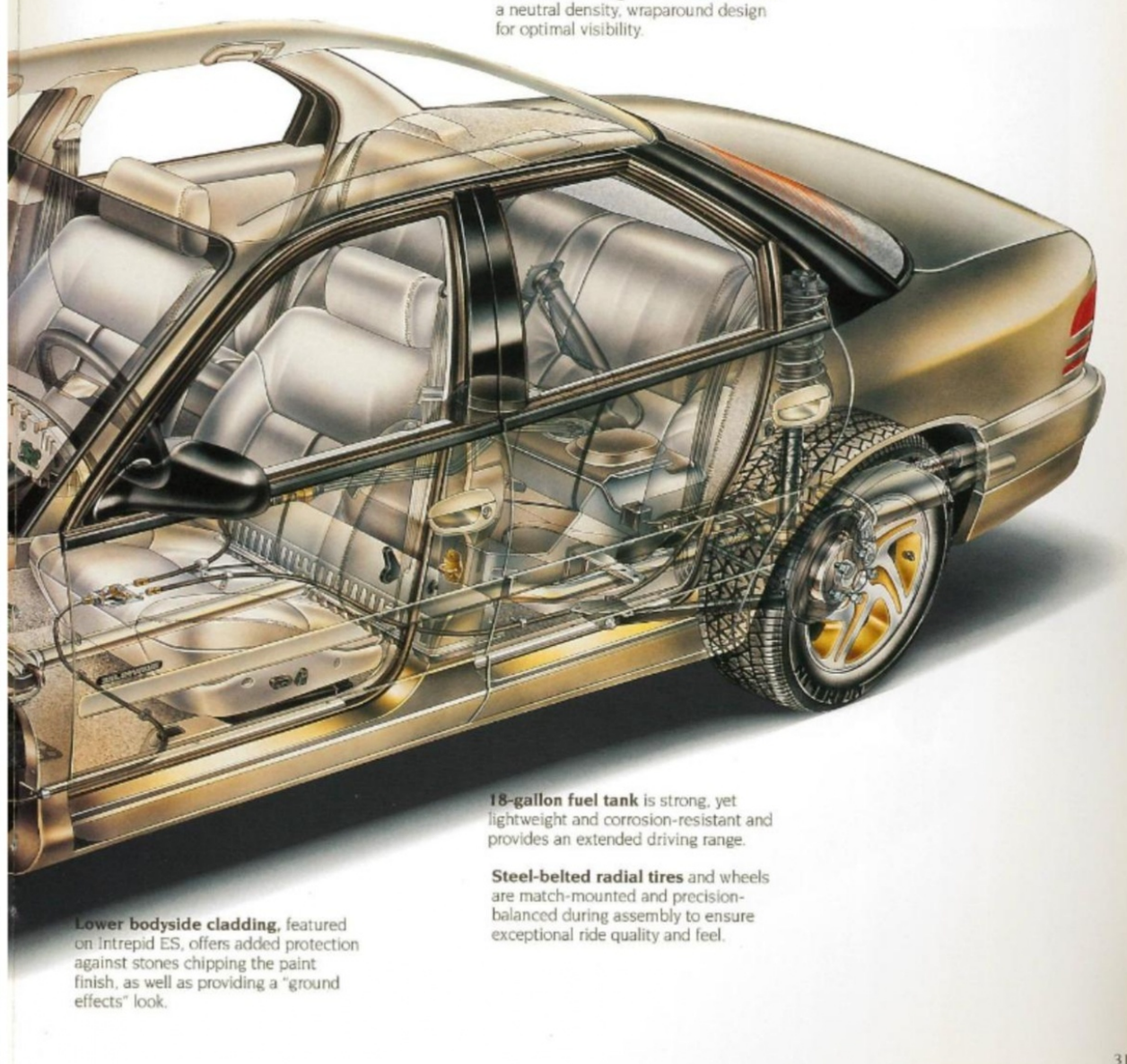
Standard bodyside moldings are properly positioned to protect against door dings and other parking lot damage.

Standard bucket seat interior features a center console which offers fold-away dual cup holders, a coin holder, ashtray and lighter, plus bins for cassette or compact disc storage.

Interior lighting system incorporates a unique "fade-to-off" feature.

Towing capability of up to 2,000 pounds with no special equipment needed.

Full-width taillight/reflector features a neutral density, wraparound design for optimal visibility.



Lower bodyside cladding, featured on Intrepid ES, offers added protection against stones chipping the paint finish, as well as providing a "ground effects" look.

18-gallon fuel tank is strong, yet lightweight and corrosion-resistant and provides an extended driving range.

Steel-belted radial tires and wheels are match-mounted and precision-balanced during assembly to ensure exceptional ride quality and feel.

Its Power Is In The Details

It's altogether fitting that an automobile as fresh in its design philosophy as the all-new Intrepid should be the beneficiary of a sophisticated new drivetrain. And since the vehicle in question just happens to be a Dodge, it should come as no surprise that there is an optional performance engine available as well.

The standard Intrepid engine is a 3.3-liter, 12-valve V6 which produces 153 horsepower and 177 pound-feet of torque for brisk acceleration while operating on regular unleaded fuel (87 octane). It features sequential multipoint fuel injection for optimal fuel delivery and a distributorless ignition system for reduced maintenance.

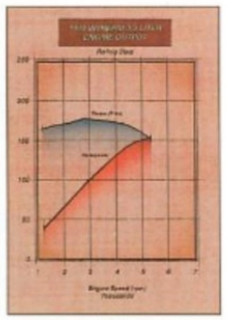
Intrepid's optional performance engine, detailed here in cutaway form, is an all-new 3.5-liter V6 designed specifically for the Intrepid platform. It features four valves per cylinder for maximum performance efficiency and generates 214 horsepower and 221 pound-feet of torque.

Chrysler Corporation power train engineers analyzed the best features of competitive engines from around the world and then set even more stringent targets for the creation of the 3.5-liter. Little wonder then that the editors of *AutoWeek* wrote: **"It's not just a world-class car, in some ways it's a world beater."**

The competitive analysis procedure, known as "bench-marking," has resulted in a strong, durable engine capable of delivering power at both low and high engine speeds. That power is delivered smoothly and quietly, too, thanks to a hydromount power train cradle which reduces power train noise and vibration.



Intrepid's standard 3.3-liter overhead cam V6 engine produces 153 horsepower.



The 3.5-liter engine has been outfitted with many high-performance features usually found in racing engines. Among these features are a forged crankshaft and cross-bolted main bearings for increased durability, a water pump with curved blades for reduced horsepower loss, and a windage tray for improved crankshaft lubrication.

Other important features include dual knock sensors, which allow the engine to run on mid-range unleaded fuel (89 to 91 octane), computer-designed, weight-balanced connecting rods for improved performance, and floating piston pins for smooth operation and long life.

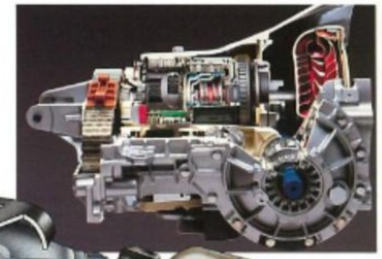


The optional 24-valve 3.5-liter V6 features racing technology such as a forged crankshaft and a windage tray.

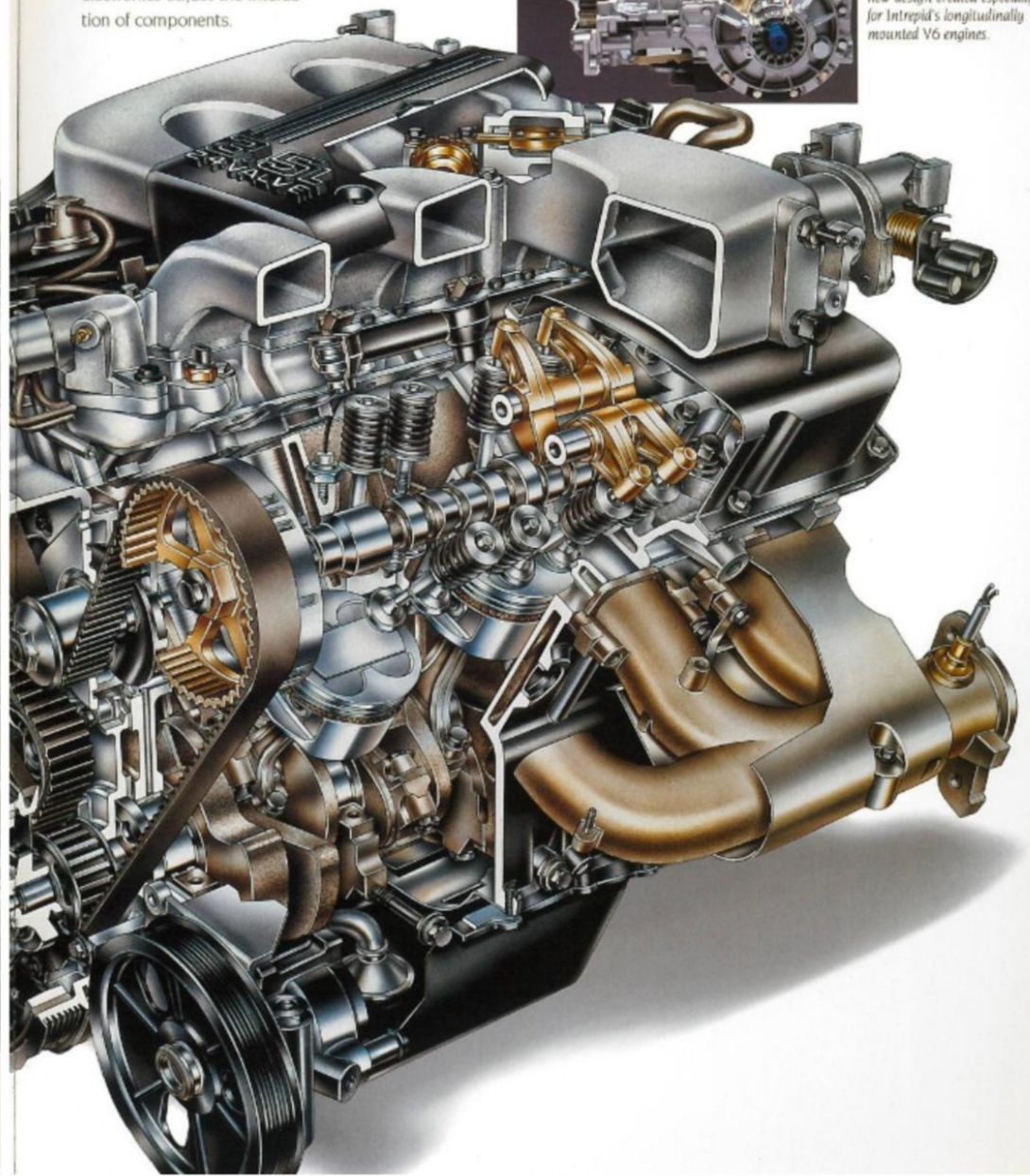
Like the standard 3.3-liter V6, the 3.5-liter features sequential multipoint fuel injection and a distributorless ignition. Both engines are mated to an all-new electronically controlled four-speed automatic transaxle which features exceptionally smooth, precise shifts.

New software programming optimizes shift points, while fully adaptive electronics adjust the interaction of components.

In fact, Intrepid's all-new transaxle actually "learns" about how an individual driver drives and then adjusts its shift points accordingly.



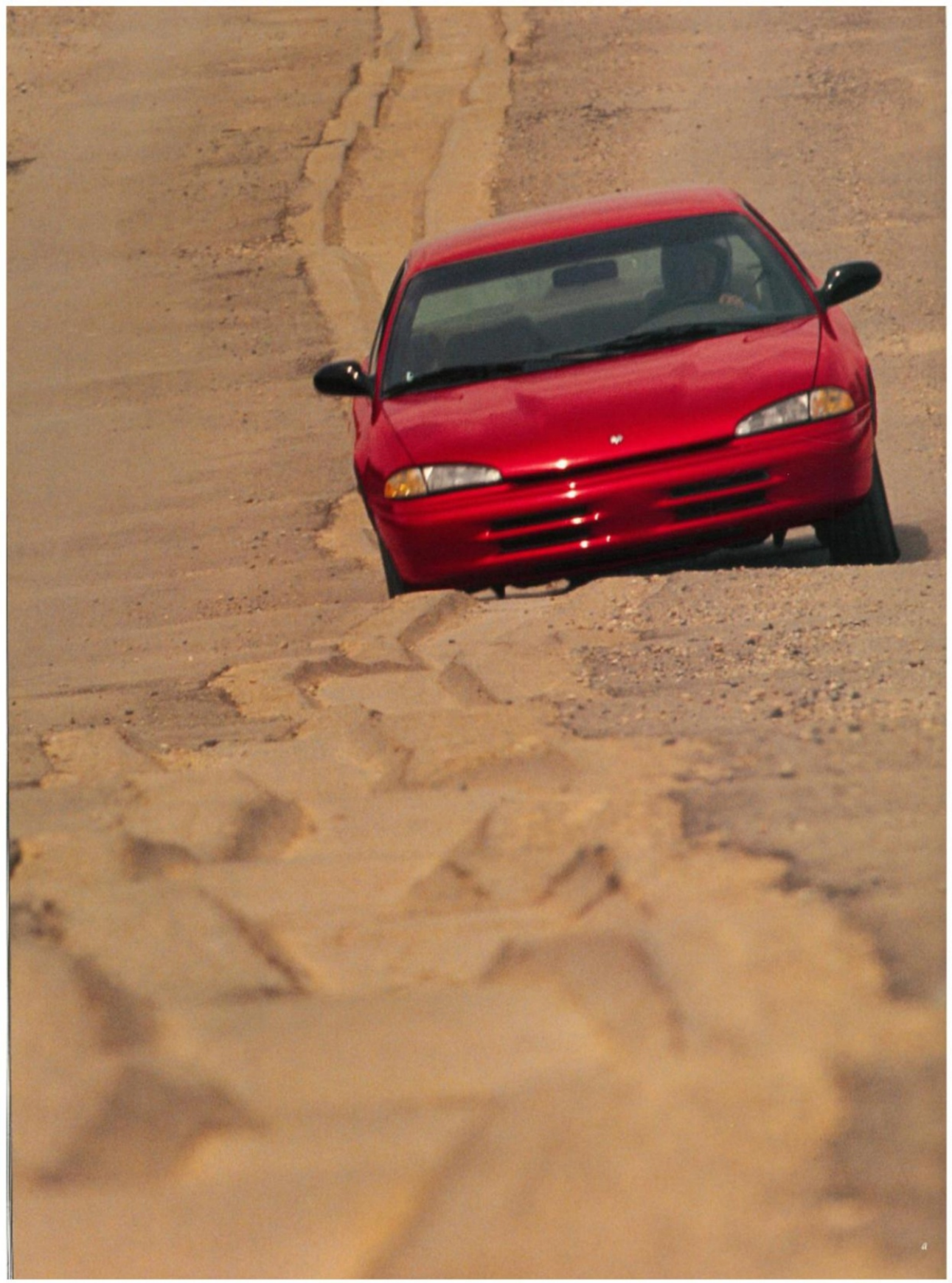
The standard electronically controlled four-speed overdrive automatic transaxle is an all-new design created especially for Intrepid's longitudinally mounted V6 engines.



"Intrepid offers a combination of ready horsepower reserves, peaceful interior character, the ride quality of a luxury car, and the balanced handling of a sport sedan."

—*Motor Trend*

All through its development, from full-size clay models to pilot production vehicles, the Dodge Intrepid was carefully scrutinized by a sophisticated, computer-controlled dimensional analysis system (like the one shown here at Chrysler's Technology Center) to ensure that its body panels maintain their proper alignment. Dodge Intrepid ES is shown here in Emerald Green Clear Coat.



a

Proven On Road And Track

Great driver's cars don't just happen. They're created, piece by piece, on computers and drawing boards and in labs and test cells. But they only begin to come together in real driving situations on both public roads and test tracks.

Such is the case with the Dodge Intrepid. It took months upon months of continual testing to fine-tune all components and subsystems and make certain that every performance goal established for Intrepid was met or exceeded long before the first owner took delivery. It's no surprise that *AutoWeek* stated: **"(these) cars really are terrific handling machines, simply leagues beyond our high expectations."**

To that end, the Intrepid engineering team and Chrysler Corporation test-drivers drove thousands of miles in heavily disguised prototypes, known as "mules" in the auto industry. They drove on city streets, over broken pavement and railroad tracks, through potholes and across rutted country roads. They logged countless laps on the high-speed ovals and twisting road courses of Chrysler's Chelsea, Michigan and Phoenix, Arizona proving grounds.

They enlisted the performance expertise of such automotive luminaries as European auto journalist and former race car driver Paul Frère, as well as Chrysler's special consultant, two-time Formula 1 champion and 1989 Indy 500 winner, Emerson Fittipaldi.

What did the Intrepid team discover? To begin with, they realized that they had achieved the structural rigidity necessary to make the long-wheelbase, wheels-toward-the-corner characteristics of the cab-forward design a "solid" reality.

They also proved the ability of Intrepid's fully independent, long-wheel-travel suspension to provide a smoothly controlled ride without a loss of handling crispness and response.

They clearly demonstrated the durability and power of Intrepid's V6 engines and all-new automatic transaxle; the effectiveness of its optional four-wheel disc antilock brake system and computerized traction control; and the responsiveness of its power-assisted rack-and-pinion steering.

On-track testing of early preproduction models also enabled the design and engineering teams to determine the success of the 400-plus hours spent in the wind tunnel honing the new Dodge's aerodynamic lines. Not only was Intrepid quiet and stable at speed, it was, unlike many vehicles, relatively unaffected by crosswinds.

The cumulative take-away from the testing experience, which encompassed a total of three million miles driven before the first Intrepid rolled off the end of the assembly line? As Emerson Fittipaldi so succinctly put it after a test-drive: **"You feel like you're part of the car. You feel safe."**



b



c



d

a) Intrepid's four-wheel independent suspension met the challenge of sustained high-impact road surfaces.

b) Two-time Formula 1 champion and 1989 Indy 500 winner Emerson Fittipaldi is a special Chrysler Corporation consultant who helped "tune" Intrepid for maximum driving pleasure.

c) Intrepid's power-assisted rack-and-pinion steering was tested for precise response and low effort.

d) Intrepid's optional antilock brakes (ABS) were tested to ensure optimal steering control during hard braking.

Tested To Withstand Time And Nature

To survive in the real world of everyday driving, vehicles must contend with the ravages that miles of driving and years of extreme weather bring. To understand how well the Dodge Intrepid would hold up under conditions ranging from typical to terrible, a rigorous test program was conceived to simulate these conditions during an accelerated time frame.

For instance, extensive salt spray tests simulated long-term exposure to corrosion-inducing factors. Intrepid prototypes were run through a "corrosion cycle" at a special corrosion facility located in the Chelsea, Michigan proving grounds.

In this cycle, the vehicle is continually soaked in a salt water spray booth. It is removed from the booth periodically, driven behind a special gravel spray truck and then returned to the salt spray chamber. This routine forms one cycle.

By punishing a vehicle in this manner, running two cycles per week, the testing can duplicate a vehicle's 10-year corrosion cycle in just 18 months.

Other tests took Intrepid into the mountains, the scorching desert and the frigid north to ensure its ability to withstand the rigors of high-altitude, summer and winter driving at their very worst.


b


c

Customer "ride-and-drive" clinics enabled Chrysler engineers to fine-tune Intrepid's quiet interior by determining which sound isolation characteristics are most important to owners.

A total of more than three million miles were driven during the Intrepid development program to ensure that the platform team's objectives for durability, endurance and environmental considerations were met.

Additionally, a quality verification fleet was created. Comprised of some 1,250 early production cars put into daily rental fleets, this program helped engineers accumulate millions of miles of early customer feedback on the new cars.

What these tests did was allow engineers to modify or fine-tune components to deal with the extremes encountered, so that production vehicles could pass their own, real world "tests" with flying colors.


d

a) Intrepid's four-wheel, fully independent suspension was extensively track-tested to ensure that it would withstand the rigors of real world driving.

b) Intrepid's disc brakes were water-tested to ensure their effectiveness in foul weather driving conditions and feature environmentally friendly asbestos-free linings.

c) Intrepid's four-wheel independent suspension produces a smooth ride as well as superb handling.

d) Intrepid's optional antilock brake system prevents brake lockup and allows the driver to steer even during hard braking.

"These sedans, in refinement and smoothness…
may surpass everything else in the mid-size class."
—*Car and Driver*

The power train and brake performance of every Intrepid is verified on a special computerized roller system before the vehicle leaves the Bramalea assembly facility.

A Quality Manufacturing Process

The Bramalea assembly facility is located approximately 250 miles from the suburban Detroit-based design and engineering center responsible for the creation of the Dodge Intrepid. Bramalea is more than just one of the newest and most technologically advanced manufacturing facilities in the world.

While cab forward represents a fresh new approach to automotive design, Bramalea demonstrates a whole new quality methodology for building automobiles. It is also powerful proof that people are still the heart and soul of product quality.

The leaders of the Intrepid platform team realized that the only way to ensure new standards of quality for the vehicle they were creating was to bring representatives from the manufacturing process into the earliest planning stages.

As part of the cross-functional platform team, 15 Bramalea assembly plant employees worked full time on the development of the Intrepid. Quality improvements resulting from easier assembly were directly attributable to design refinements recommended by these production workers during the simultaneous engineering development phase.

Over 70 Intrepid prototypes were built at a special pilot plant in Detroit in order to verify processes and tooling. By the summer of 1991, as many as 80 Bramalea employees were involved in the assembly of these prototypes.

Among the new assembly procedures introduced for the Intrepid was modular construction. Each Intrepid includes over 70 preassembled modules built by Chrysler divisions as well as a small group of select suppliers who also worked with the Intrepid team from the very beginning to ensure the highest quality components possible.

Another innovation is the assembly of vehicles with their doors off to improve worker ergonomics and prevent scratches and dents. Worker ergonomics are also facilitated by the use of pallets on which chassis subassemblies, or modules, are built.

To maximize worker safety and vehicle quality, all welding and painting is done by sophisticated robotics, as is windshield and back window installation.

Intrepid's electrical components are tested right on the assembly line using a six-stage sequential testing procedure developed by a team of Bramalea employees and Chrysler engineers.

Three and a half years after Intrepid's initial commitment to quality began, the spirit of teamwork continues to make its mark on every example of the automobile *Car and Driver* referred to as "The next American hero."



a) Every Intrepid undergoes high-pressure water testing to detect possible leaks before final sign-off.

b) Chassis modules are built on pallets for ease of assembly and improved worker ergonomics.

c) Intrepid's lustrous finish is the result of a 21-step process which features extensive body sealing and comprehensive inspections.

d) Automated installation ensures a precise fit and sealing for windshields and backlites.

e) Automated spray brazing of metal joints eliminates potential imperfections visible through the paint finish.

f) One hundred percent of Intrepid's welds are precision-made by robots.

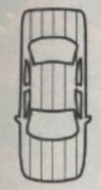




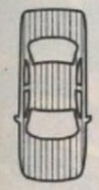




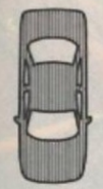
INTREPID'S 21-STEP PAINT AND FINISHING PROCESS



PREPARATION
1 *Pre-cleaning*
2 *Main cleaning*
3 *Surface conditioning*
4 *Phosphating*
5 *Recycled rinse*
6 *Fresh deionized rinse*
7 *Quality review*



ELECTROCOATING
8 *Electrocoating*
9 *Recycled rinse*
10 *Quality review*
11 *Curing*



SEALING/ANTICHIP PRIMER SURFACER
12 *Sealing of joints*
13 *Chip-resistant primer*
14 *Curing*
15 *Quality review*



PAINTING
16 *Cleaning*
17 *First color coat*
18 *Second color coat*
19 *Quality review*
20 *Clear Coat*
21 *Curing*



QUALITY INSPECTION

INTREPID ANTICORROSION AND PAINT PROCESSES

Intrepid's corrosion-resistant galvanized steel body panels are treated to a 21-step process designed to protect both the vehicle's finish and the panels themselves from the ravages of the road and the environment.

Each body is thoroughly cleaned then submerged in phosphate dip tanks prior to painting. This improves paint adherence.

After rinsing, bodies are submerged in an electrocoat bath for complete coverage, thereby promoting optimal corrosion protection.

After rinsing, curing and sealing, the bodies are coated automatically with a chip-resistant primer surfacer. Areas which are more prone to chipping, such as the lower bodyside and the leading edge of the hood, receive extra coverage.

Each Intrepid then receives a coat of high-luster paint in one of ten color choices, which include two new titanium dioxides that feature subtle color shifts with lighting variances.

Finally, all vehicles receive an acid rain-resistant protective Clear Coat that gives Intrepid a gleaming "wet look" which will last for years.



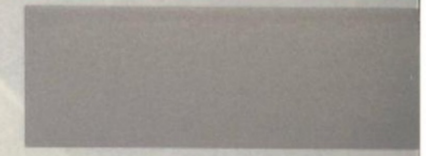
Black Cherry Pearl Coat



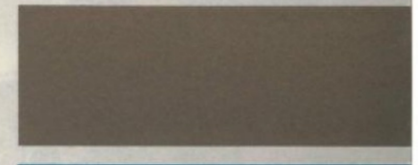
Metallic Red Clear Coat



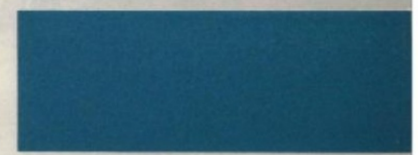
Indy Red Clear Coat



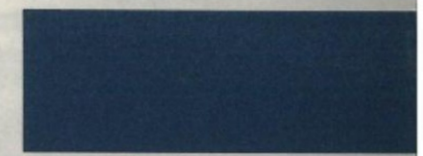
Light Driftwood Satin Glow



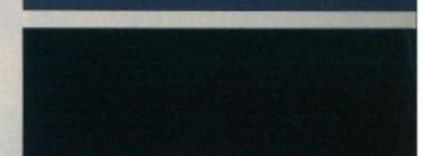
Char-Gold Satin Glow



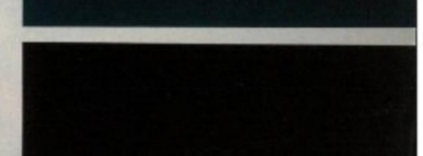
Teal Pearl Coat



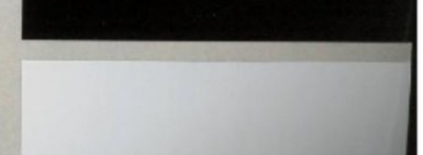
Nighthawk Blue Metallic Clear Coat



Emerald Green Pearl Coat



Black Clear Coat



Bright White Clear Coat







Dodge dealerships are equipped with sophisticated computer systems to assist in the servicing of Intrepid.

CustomerOne®

PRODUCING AN OWNERSHIP EXPERIENCE AS SPECIAL AS INTREPID

Dodge believes that you shouldn't have to buy an expensive luxury car or an exotic sports car to receive special treatment from your dealer. You just have to buy a new Dodge.

To make its point, Chrysler Corporation is spending millions of dollars on Customer One, an intensive, all-encompassing training program designed to educate everyone, from dealership employees to corporate managers, in the new corporate culture taking root at Chrysler. The most tangible example of that new culture has been the Dodge Intrepid. Now, that culture will extend to how you're looked after by every employee at every Dodge dealership.

Dodge realizes that a new attitude alone won't make maintenance and repairs faster and easier. That's why extra care has been taken to equip Intrepid with new diagnostics and to equip Dodge dealers with the tools and the training their service departments need to use them.

In the end, all this training, some of which is conducted right in the Chrysler Technology Center, will ensure that no one will be able to serve you better in the selection and maintenance of your next new vehicle than your Dodge dealer.

Owner's Choice Protection Plan*

Warranty coverage is a big part of the ownership experience. That's why Dodge offers the Owner's Choice Protection Plan. It's an industry exclusive that offers Dodge owners a choice of:

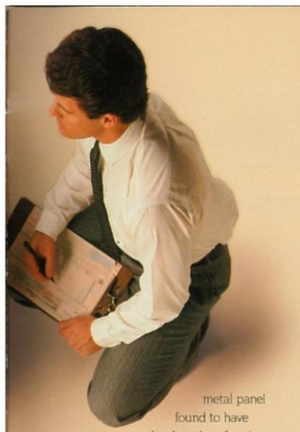
- A 12-month or 12,000-mile (12/12) Basic Limited Warranty with a seven-year or 70,000-mile (7/70) Power Train Limited warranty.
- Or a three-year or 36,000-mile Basic Bumper-to-Bumper Limited Warranty.

Ask your dealer for a copy of these warranties and any restrictions which may apply.

36-month/Unlimited Mileage Corrosion Warranty*

Chrysler Corporation will repair or replace, at no charge, any body sheet metal panel found to have developed perforation (rust-through) in normal use for up to 36 months with unlimited mileage.

* See copy of limited warranty at dealer. Restrictions apply.



Chrysler Service Contracts

Additional peace-of-mind protection for Intrepid 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.

Mopar Customer Care

There's only one way to keep your Dodge Intrepid performing at its optimum mile after mile. Just make sure it's serviced regularly at your nearby Dodge dealer. That's where you'll find first-rate mechanics specially trained and equipped to maintain and repair your new Dodge Intrepid.

They've been provided with all the tools and diagnostic equipment needed to fix your Intrepid quickly and correctly. And they have immediate access to a complete stock of genuine Mopar replacement parts which can make the difference between trouble-free driving and the unacceptable alternative.

Mopar Parts

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

Mopar Accessories

Here is a partial list of some popular Mopar accessories available for Dodge Intrepids (see your dealer for a complete list and availability):

- Ski carrier
- Security alarm system
- Remote Keyless Entry System
- Compact disc changer

PURCHASE ALTERNATIVES & ASSISTANCE

Leasing

Of course, you may prefer to lease your new Dodge Intrepid instead of purchasing it. For many new car prospects, leasing is a wise alternative to buying. Leasing a new Intrepid will usually involve a small security deposit and the first month's lease payment. Monthly payments are usually less than financing a new car purchase.

Chrysler Credit Financing

Chrysler Credit offers a variety of finance programs that can help make your new Dodge Intrepid even more affordable. These flexible finance programs can be tailored to suit your budget and your lifestyle. They include Gold Key Plus, College Graduate Plans, Gold Key Lease, Retail Financing and other special payment plans. Ask your salesperson for details.

Physically Challenged Assistance Program

Cash reimbursements of up to $500 for purchase and installation of adaptive driving aids or passenger equipment on new 1993 Dodge Intrepids. For further information, contact your dealer or the Physically Challenged Resource Center at 1-800-255-9877.

All Dodge dealership employees have received extensive Customer One classroom training in order to provide customers with the best possible service.





DODGE INTREPID

INTREPID FEATURES & SPECIFICATIONS

Power Train Features	Intrepid	Intrepid ES
3.3-liter V6 engine	S	S
3.5-liter, 24-valve, single overhead cam V6 engine	O	O
Sequential multipoint fuel injection	S	S
Distributorless ignition system	S	S
Four-speed automatic transaxle, computer controlled with lockup torque converter	S	S
Chassis Features		
Unibody construction	S	S
Four-wheel independent Ride-Tuned Suspension	S	NA
Four-wheel independent Touring Suspension	O	S
Four-wheel independent Performance Suspension	NA	O
Power-assisted front disc/rear drum brake system	S	NA
Power-assisted four-wheel disc brake system	P	S
P205/70R15 all-season steel-belted radial tires mounted on 15-inch steel wheels with wheel covers	S	NA
P225/60R16 all-season touring steel-belted radial tires mounted on 16-inch Polycast* wheels	O	S
P225/60R16 all-season touring steel-belted radial tires mounted on 16-inch aluminum wheels	NA	O
P225/60R16 all-season performance steel-belted radial tires mounted on 16-inch aluminum wheels	NA	O
T115/80D15 compact spare tire	S	S
Power-assisted rack-and-pinion steering (17.0:1 steering ratio)	S	S
Composite 18-gallon fuel tank	S	S
Exterior Features		
Antichip protective coating on lower body panels	S	S
Dent-resistant composite front fenders	S	S
Composite halogen headlights	S	S
Integrated, fascia-mounted fog lights	NA	S
Neutral density, full-width taillights	S	S
Body-color bodyside molding	S	S
Ground effects bodyside cladding	NA	S
Intermittent speed-sensitive windshield wipers	S	S
Tinted glass (all windows, includes Solar Control glass windshield and rear window)	S	S
Clear Coat paint	S	S
Safety Features		
Driver and front passenger air bag supplemental restraint systems	S	S
Built-in Child Seat (rear)	O	O
Three-point active seat belts at all outboard seating positions	S	S
Front and rear "crumple zones"	S	S
High-strength steel side-impact door beams	S	S
Front disc, rear drum brakes	S	NA
Four-wheel disc brakes	P	S
Four-wheel disc brakes with antilock system (ABS)	O	O
Antilock brake system (ABS) with integral electronic low-speed traction control	NA	O
Electric rear window defroster	S	S
Child-protection rear door locks	S	S
Center high-mounted supplemental stoplight	S	S
Oversize dual manual remote control outside mirrors	S	S
Security Features		
Remote/Illuminated Entry System	O	O
Antitheft Security System (Mopar)	O	O
Locking gas cap (Mopar)	O	O
Wheel locks (Mopar)	O	O

Interior Features	Intrepid	Intrepid ES
Cloth-upholstered front bucket seats with infinitely adjustable reclining seatbacks and two-way adjustable head restraints	S	NA
Premium cloth-upholstered front bucket seats with driver-side manually adjustable lumbar support, infinitely adjustable reclining seatbacks, two-way adjustable head restraints and seatback map pockets	NA	S
50/50 split front bench seat	O	NA
Contoured, three-passenger rear seat with folding center armrest	NA	S
Full rear bench seat without armrest	S	NA
Floor console with dual cup holders in armrest, cassette or compact disc storage and rear heater/air conditioning outlets[1]	S	S
Three-point seat belts at all outboard seating positions, front belts feature adjustable turning loops and traveling inboard buckles for added comfort	S	S
Tilt steering column	S	S
Electromechanical instrument cluster, including tachometer	S	S
Graphic display message center	P	S
AM/FM electrically tuned stereo radio with four speakers	S	S
Reminder chimes for key in ignition, seat belts, headlights on, turn signal on and door ajar	S	S
Dual covered visor vanity mirrors	S	S
Driver and passenger visors with secondary "sun-blocker" design	O	O
Front door map pockets	S	S
Luggage compartment cargo net	NA	S

S=Standard O=Optional NA=Not Available P=Package
[1] Requires bucket seats.

Customer-Preferred℠ Package Group Codes

Power Train Availability										
Engines	**Transaxle**	**Intrepid**					**Intrepid ES**			
3.3-liter 12v V6	4-spd auto.	22A	22B	22C	22D		22J	22K	22L	
3.5-liter 24v V6	4-spd auto.				26D	26E		26K	26L	26M
Package Content										
Manual air conditioning			•	•	•	•		•	•	
Floor mats, front and rear			•	•	•	•	S	S	S	S
Speed control			•	•	•	•		•	•	•
AM/FM stereo cassette				•	•	•		•	•	
Power door locks				•	•	•			•	•
Power windows				•	•	•			•	•
Power heated outside mirrors					•	•			•	•
Power deck lid release					•	•	S	S	S	S
8-way power driver's seat					•	•			•	•
Message center					•	•	S	S	S	S
Leather-wrapped steering wheel						•			•	•
Four-wheel disc brakes					•	•	S	S	S	S
16" aluminum wheels									•	•
16" Wheel and Touring Group						•	S	S	S	
Performance Handling Group										•
Remote entry						•				•
Illuminated entry						•				•
Full overhead console						•				•
Automatic temperature control A/C										▲
Premium sound cassette										▲
ABS/traction control										▲
Conventional spare tire										▲



DODGE INTREPID ES

Available Options

	Intrepid					Intrepid ES			
	A	B	C	D	E	J	K	L	M
Manual air conditioning						•	P	P	
50/50 split bench seat	•	•	•	•	•				
Conventional spare tire	•	•	•	•	•	•	•	•	P
AM/FM stereo cassette		•	P	P	P	•	P	P	
Power door locks		•	P	P	P	•	•	P	P
Power deck lid release		•	•	P	P	S	S	S	S
Built-in Child Seat[1]	•	•	•	•	•	•	•	•	•
Power windows							•	P	P
ABS/4-wheel disc brakes		•	•	•	•				
ABS/traction control							•	•	P
Remote/Illuminated Entry Package				•				•	P
Premium sound cassette				•	•			•	P
Premium sound compact disc				•	•			•	•
Automatic temperature control A/C								•	P
Full overhead console				•	P			•	P
Leather Interior Package								•	•
16" aluminum wheels							•	P	P
16" Wheel and Touring Group		•	•	•	P				
Performance Handling Group								•	P
Mini-overhead console				•	P				

Power Train Availability

Standard 3.3-Liter Engine Specifications	
Engine type	Overhead valve, 60-degree V6
Horsepower	153 @ 5,300 rpm
Torque	177 @ 2,800 rpm
Fuel system	Sequential multipoint electronic fuel injection
Bore and stroke	3.66" x 3.19"
Compression ratio	8.9:1
Optional 3.5-Liter Engine Specifications	
Engine type	Single overhead cam, 24-valve, 60-degree V6
Horsepower	214 @ 5,800 rpm
Torque	221 @ 2,800 rpm
Fuel system	Sequential multipoint electronic fuel injection featuring dual throttle bodies
Bore and stroke	3.78" x 3.19"
Compression ratio	10.4:1

Exterior Dimensions	
Wheelbase	113.0"
Overall length	201.7"
Overall width	74.4"
Overall height	56.3"
Track (front/rear)	62.0"/62.0"

Interior Dimensions	
Head room (front/rear)	38.4"/37.2"
Leg room (front/rear)	42.3"/38.7"
Hip room (front/rear)	56.2"/58.1"
Shoulder room (front/rear)	59.0"/58.9"
EPA interior volume	104.5 cu ft
Truck volume	16.7 cu ft

Specifications	
Curb weight	3,335 lb[1]
Turning diameter	37.6 ft
Maximum towing capacity	2,000 lb
Coefficient of drag	.31[2]

[1] Estimated.
[2] Intrepid, Intrepid ES is .33.

Interior Trim



Standard on Intrepid — all-cloth front bucket seats with reclining seatbacks and adjustable head restraints. The rear seat is a contoured bench.



Optional on Intrepid— Cloth-with-vinyl-trim 50/50 individually adjustable front seats. Both seats feature a folding center armrest, two-way adjustable head restraint and seatback recliner with infinite adjustment. The rear bench seat is available with an optional Built-in Child Seat.



Standard on Intrepid ES — Premium cloth front bucket seats with driver-side manually adjustable lumbar support, infinitely adjustable reclining seatbacks, two-way adjustable head restraints and seatback map pockets. The rear bench seat is available with an optional Built-in Child Seat.



Optional on Intrepid ES — leather-trimmed front bucket seats with 8-way power adjustments for both driver and passenger, two-way manually adjustable head restraints, driver-side manual lumbar adjustment, seatback map pockets.

Color Combinations

Exterior Paint Color	Interior Color	Intrepid	Intrepid ES
Black Cherry Pearl Coat	Quartz, Driftwood	X	X
Metallic Red[1]	Quartz, Driftwood	X	X
Indy Red	Quartz, Driftwood	X	X
Light Driftwood Satin Glow[1]	Quartz, Driftwood	X	X
Char-Gold Satin Glow[1]	Quartz, Driftwood	X	X
Teal Pearl Coat	Quartz, Driftwood	X	X
Nighthawk Blue Metallic[1]	Quartz, Driftwood or Blue	X	X
Emerald Green	Quartz, Driftwood	X	X
Black	Quartz, Driftwood	X	X
Bright White	Quartz, Driftwood or Blue	X	X

[1] Available at extra cost.
Clear Coat finish is standard on every 1993 passenger car built by Chrysler Corporation.

Certain models, packages, and options are subject to specific restrictions, requirements or late availability. See your dealer for the latest ordering information.

All product illustrations are based on current information at the time of publication approval. Although descriptions are believed correct, accuracy cannot be guaranteed. Chrysler Corporation reserves the right to make changes from time to time, without notice or obligation, in prices, specifications, colors and materials, and to change or discontinue models. See your dealer for the latest information.

Buckle up for safety.

Form No. 74-583-9301 8/92 (500M) Litho in U.S.A.

INTREPID



THE NEW DODGE