



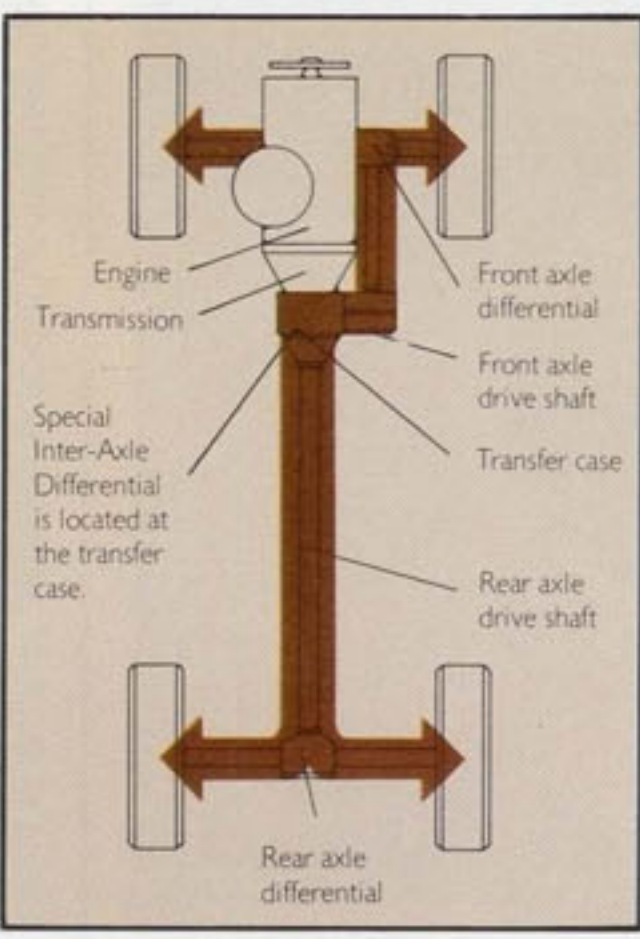
**1977 PLYMOUTH
TRAIL DUSTER**



The Powerful Reasons for Trail Duster's Full-Time 4-Wheel Drive.

There are two basic types of 4-wheel drive systems. One is conventional 4-wheel drive, the other is Trail Duster's *full-time* 4-wheel drive. The variations are based in the drive train. In all cases, the engine provides the power. The transmission regulates this power. A transfer case transmits this power to front and rear axles.

Conventional 4-wheel drive operates much the same as 2-wheel drive, the difference being a transfer case that directs equal power to both front and rear axles. There is no compensation between the front and rear axles. So that on high-traction surfaces tire wear can be excessive. And stress builds up in the drive train, making it necessary to disengage the front axle when driving on normal roads, thus converting the vehicle to 2-wheel drive.



With Trail Duster's unique full-time 4-wheel drive system, you have an Inter-Axle Differential. It delivers equalized driving power to both the front and rear axles. It allows the wheels on one axle to travel at a different rate of speed from the wheels on the other axle. It's a big advantage when cornering or traversing uneven terrain. And it cuts down on tire wear and stress through the entire drive train. You don't have to get in and out of your vehicle to lock or unlock the front hubs. No stopping to shift from 2-wheel drive to 4-wheel drive. With Trail Duster's full-time 4-wheel drive, the driving power of four wheels is always there. Handling and stability are consistent—on or off the road—wherever you go with your Trail Duster.



Some items pictured on vehicles on this and other pages of this catalog are extra cost options or dealer installed.

Heading into Trail Duster territory for the first time, you'll want to know exactly what you're getting into.

Trail Duster's full-time 4-wheel drive system is designed to get you from somewhere to nowhere. To the mountains, the deserts, the boondocks. And just as important, to get you back where you started from.



Transfer case. The heart of Trail Duster's 4-wheel drive system is its transfer case with Inter-Axle Differential. This differential equalizes the driving power to both the front and rear wheels. This allows the respective wheels to travel at different speeds which, in turn, provides added performance under varying road conditions. For example, the rear axle—and along with it, the rear wheels—can

go slower than their front counterparts around a curve. Four-wheel traction becomes possible on pavement without added tire wear and without any undue buildup of stresses in the drive train.

And though your Trail Duster works hard, it doesn't make you work any more than you have to. Trail Duster springs and suspension tune in on the terrain. So you have a ride that's comfortable but still keeps you in firm touch.

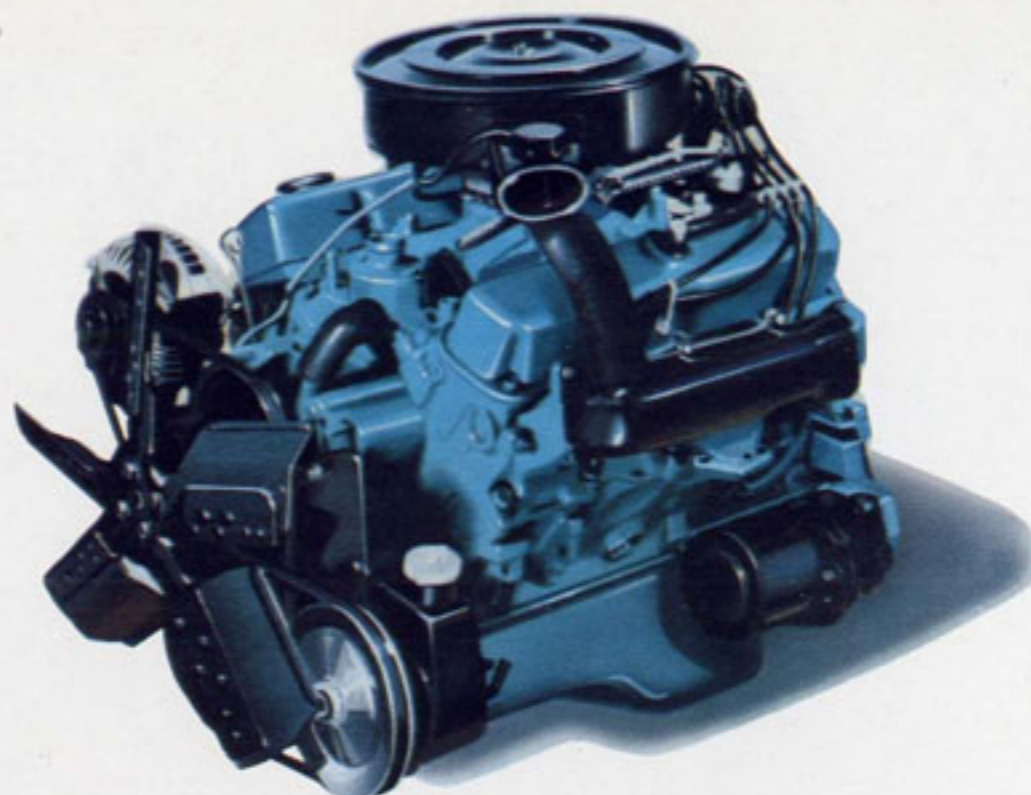


Geared for anything. When road conditions vary, different transfer case shift positions are needed.

1. "HI" is for normal driving—on or off the road.
2. "LO" is for driving or towing in extreme mountainous or hilly terrain.
3. "HI-LOC" and "LO-LOC" are both used in extreme off-road mud, sand, and snow conditions.



Nice going: 2-wheel drive Trail Duster with optional steel roof.



Standard power: the 225 1-bbl. Slant Six or 318 V-8.

Trail Duster power teams. Trail Duster engines have proved they can go the distance. Your standard choices are the efficient 225 Slant Six and the rugged 318 V-8. Moving on up the power range, you come to the optional 360 4-bbl. V-8, and arrive at the king of the mountain, the 400 V-8*. Also available as an option on PW100 is the powerful 440 V-8.

*Not available in California or at altitudes over 4000 feet.

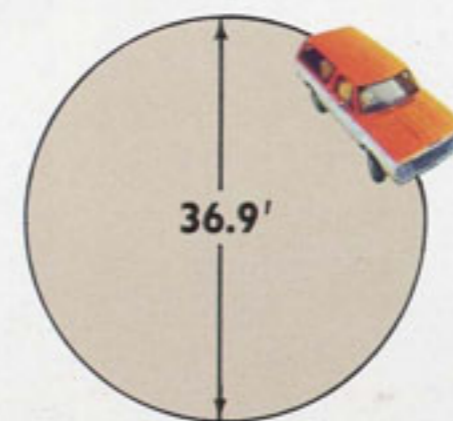


Optional Automatic Transmission. In a word, LoadFlite. Rugged. Dependable. Smooth-shifting. Trail Duster equipped with LoadFlite automatic transmission is a team that can make any kind of travel a whole lot easier.



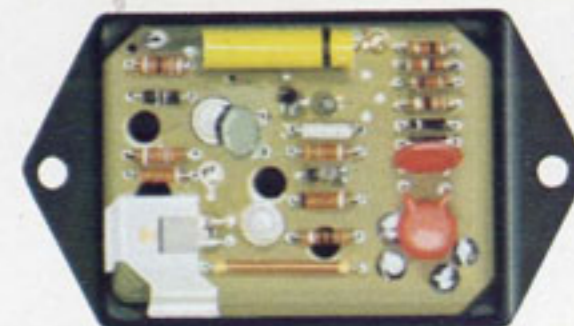
Standard power disc brakes.

Stopping power is just as important on the trail as going power. So Trail Duster has power front disc brakes. Fade-resistant discs in front and large 11x2.5" drums in rear. This standard part of your Trail Duster can only be fully appreciated when a fallen tree looms up like a big green wall.



Taking the turns. Your tight turning diameter of 36.9 feet gets you out of tight spots. (With the 2-wheel drive Trail Duster, 37.3 feet diameter.) But

even when all you are trying to do is get out of a crowded parking lot, Trail Duster's quick maneuverability gives you a big assist.



Electronic Ignition System. This is where it all starts. Trail Duster's standard Electronic Ignition System has no points or condenser to replace—eliminating a major cause of engine tune-ups. This solid-state system also helps provide up to 18,000-mile spark plug life using unleaded gas under normal driving conditions.



Optional Long-Life Battery. One of the most dependable batteries you can buy. This 500-amp powerhouse requires only that you keep water at the proper level. A thermally insulated shield protects against excessive engine heat. This is one piece of optional equipment that's more than worth the investment.



No more confusion. Trail Duster puts its fuse panel in the glove box on top of the dash. Easy to get at and particularly helpful when you're a long, long way from the next service source.

The long, long trail.

Wherever you are in a Trail Duster, you don't have to rough it when it comes down to comfort and good looks.

Beginning with a new front end design that's as strong and bold as Trail Duster itself. Bright front and rear bumpers, dual 5"x7" mirrors, painted hubcaps, handsome die-cast name on tailgate and fender. Nifty new two-tone paint options and super new colors. And in the Trail Duster Sport (with hardtop roof), you have bright moldings on windshield, drip rail, tailgate rear window and taillights, and bright body-side wide molding and wheel-lip molding. Plus bright door edge moldings and front bumper guards with rubber inserts.



Standard low-back vinyl bucket seats.



Optional high-back Command Seat interior in luxurious cloth- and-vinyl.

Taking it easy. Because the backwoods probably don't begin in your backyard, Trail Duster is equipped with station wagon comfort and styling along with 4-wheel drive ruggedness.

The **Standard Trail Duster interior** starts with low-back bucket seats in soft, sturdy vinyl. Color it blue, green, black or parchment with matching door trim, armrests, dual sun visors and new windshield-mounted rearview mirror. Thick foam padding goes under the nice tailored looks.

The **Trail Duster Sport** interior package has deluxe vinyl bucket seats. A console beverage chest with removable insulated liner to cool your thirst between watering holes. And the good looks of matching padded door trim with armrest.

If you want to go all-out for style, order the optional **Sport high-back Command Seats** in decorator-stripped cloth-and-vinyl with matching padded door trim with pull-handles and carpeted lower panels, lockable console, inboard fold-down armrests, front and rear color-keyed carpeting. It's a beauty.

After all, unless you already live in the wilds, you're going to spend a lot of on-the-road time in your Trail Duster. Or just around-town driving time. So you might as well be comfortable and look good, too.



Lockable console with removable insulated liner so you can use it as a beverage chest or a storage area. A nice convenience feature of the optional Trail Duster Sport and high-back Command Seat interior.

You can top it two ways. With the optional steel roof that unbolts, leaving nothing between you and the bright blue sky. (Unless it's the optional roll bar.) With the roof off, your Trail Duster opens up a lot of new routes to sport and utility.



Trail Duster Sport optional interior with deluxe vinyl bucket seats and console.

The soft vinyl roof with roll-up side windows is a dealer-installed option that lets the great outdoors in. But gives you protection from the elements when the

weather closes in. A natural for a camera expedition. Or for open-air thrills and safari-style traveling.



Soft vinyl roof with roll-up windows, for fresh air as well as protection from the elements.



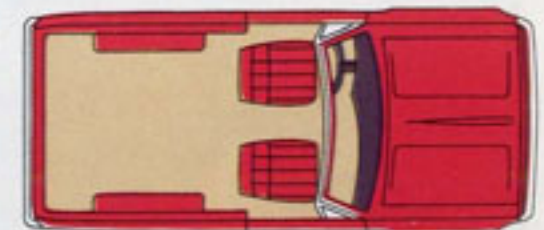
Optional 3-passenger rear bench seat with dual armrests and ashtrays.

Have it your way with seating.

Trail Duster seating plans let you include two to five people in your plans.

Plan A: Standard driver and front passenger seats.

Plan B: Standard driver and front passenger seats, with optional 3-passenger rear seat.





Trail Duster Instrumentation.

Trail Duster's impressive new instrument panel styling is color-keyed in black two-tone treatment with bright trim. Your standard instrument cluster includes oil pressure warning light, alternator, fuel and temperature gauges.

The optional Sport instrument panel is fully padded, with rosewood-grain applique and panel trim molding. Shown above, optional AM/FM radio, air conditioning, oil pressure gauge and tachometer.

Looking ahead to hot deserts, cold ski hills and all the conditions in between, you will want to consider carefully Trail Duster's range of optional equipment.

Many roads to take with options.



Automatic speed control lets you relax without lifting a foot while you cruise the superhighways.

A high-output heater and engine block heater, 35-gallon gas tank, power steering, tinted glass, tachometer, electric clock, vacuum and voltmeter gauges are reassuring to have along.



Liftgate. Order the optional steel roof, and you also get the liftgate with stationary glass window and gas-operated cylinders for easy one-handed opening.



CB Radio. And wherever you are, you never have to be out of touch with civilization when you have a dealer-installed CB radio. Conversation, information or just a friendly voice in the wilderness.



AM/FM Radio. More good listening goes with the AM or AM/FM radio.



Air conditioning is one of those choices that, depending on your location, is almost a necessity at high noon. And a cool comfort any time.

Custom features:

This is where the fun begins in your Plymouth Trail Duster.

Start here. With the custom features that can make your Trail Duster a real original.

Optional sport road wheels, in either the chrome slotted-disc style or eight-spoke white-painted road wheels, and tires with raised white lettering.

Bright-finish or premium wheel covers are some more ways to get a shine on.

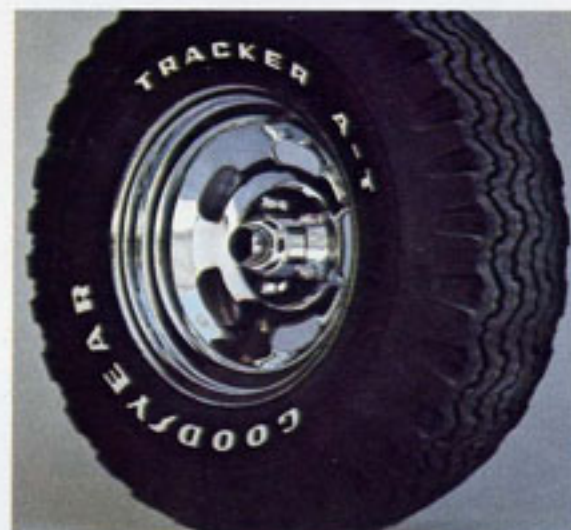
The outside spare tire carrier swings out of the way, for easy access to the interior.



Optional **outside spare tire carrier** swings aside.



Eight-spoke white-painted **road wheels** with raised white lettering on wide tires.



Optional chrome-styled **slotted road wheels** with raised white lettering on wide all-terrain 10.00-15 LT tires.



Optional Sno-Plow package plows through the drifts to quickly clear your driveway or roadway. (Available with 4-wheel drive Trail Dusters only.)

Trail Duster's optional front stabilizer bar (std. on PW100), skid plates, heavy-duty shock absorbers and low-mount mirrors give you even more reasons to



Optional **roll bar** for added protection.

go after the real thrills of 4-wheel driving.

An optional roll bar is designed for safety and protection, especially worthwhile when you don't know what's over the next ridge.

Trailer-Assist Package. Trail Duster is a natural for trailer-towing, too. You can order a complete package, designed to handle the type of towing you plan to do with your new Trail Duster. See your Plymouth dealer, where the road to driving adventure begins.

Check your 1977 Chrysler-Plymouth Trailer-Towing Guide for all the facts on light-duty and heavy-duty trailer-assist packages and their contents. And build your travel plans around this unique full-time 4-wheel drive vehicle. Join the Plymouth Convoy in a 1977 Trail Duster.

Standard Features And Options

Standard Equipment

- Full-foam all-vinyl bucket seats, driver and front passenger, with seat belts and retractors
- Armrest pads
- Color-keyed padded instrument panel
- Dual 5" x 7" bright mirrors
- Bright front and rear bumpers
- Fuse box located on top of glove box

Trail Duster Sport standards

give it extra flair, convenience and comfort with deluxe full-foam tilting all-vinyl bucket seats for driver and passenger. Color-keyed door trim panels. Lockable center console has a

removable styrofoam beverage chest. Windshield moldings plus unique body side, tailgate and interior trim make this Sport model a stand-out in styling.

Optional High-Back Command

Seat Interior includes tilting driver and passenger bucket seats in decorator cloth-and-vinyl, matching door trim, inboard fold-down armrest, color-keyed sun visors and color-keyed front and rear carpeting, lockable console with removable insulated beverage chest.

Optional Equipment

- Easy-Order Package
- Luxury Package

- LoadFlite Automatic Transmission
- Air conditioning
- Power steering
- Automatic Speed Control
- Tachometer (N/A with electric clock)
- Wheel covers, Bright-finish or Premium
- Chrome slotted road wheels, or eight-spoke white-painted road wheels and 10-15 LT-B (4PR) tires with raised white lettering
- Trailer-assist package for boat and cargo trailers. Includes 63 amp alternator, 70-amp-hour battery (with 225, 318, 360 and 400* engines), wiring harness, heavy-duty variable load flasher and increased engine

cooling system.

- Low-mount mirrors
- Sno-Plow package (4WD only)
- Convenience package (std. on Sport)
- Oil pressure gauge
- Electric clock (N/A with Tach)
- 3-passenger rear seat with dual armrests and ashtrays
- 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 LoadFlite automatic transmission)

- Rear bumper-step type
- Protection package (includes front bumper guards and door edge protectors) Std. on Sport
- Steel roof (available in body color or vinyl textured white or black)
- Two-tone body (includes moldings)
- Dual electric horn (std. on Sport)
- Bright hub caps (std. on Sport)
- AM or AM/FM radio
- Soft top (dealer installed)
- 35-gallon fuel tank
- Heavy-duty shock absorbers
- Roll bar
- Cigar lighter
- Stabilizer bar, heavy-duty (front only)

*N/A in California and at altitudes over 4000 feet.

Specifications and Dimensions

G.V.W. Ratings (Lbs.)—4900-6100 Max.	
Wheelbase	106"
Overall Length	184.6"
Overall Width	79.5"
Overall Height (with roof) PW 100	72.2" **
Ground Clearance at	
Front Axle 6- or 8-Cyl. PW 100	7.1" **
Rear Axle	7.2" **
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" x 1.25"	PD 100
Disc Type, 11.75" x 1.25"	PW 100
Brakes, Rear	
Drum Type, 11.00" x 2.50"	PD 100
Drum Type, 11.00" x 2.50"	PW 100
Clutch, Standard	
	11"
Electrical	
Alternator	48 Amp.
Alternator—Opt.	63, 117
Battery—Volts & Amp/Hr.—Std.	12-48
Battery—Amp/Hr.—Opt.	59, 70, 500 amp. (Long-Life)
Fuel Tank Capacity (Refill)	
Standard	24 Gal.
Optional	35 Gal.
Shock Absorbers (Front & Rear)	
Standard	1" dia.
Optional	1.375" dia.

Springs, Front	
Standard, 1340 Lbs.	PW 100 & PD 100
Optional, 1640 Lbs.	PW 100
Optional, 1440 Lbs.	PD 100
Springs, Rear	
Standard, 1520 Lbs.	PD 100 & PW 100
Optional, 1820 Lbs.	PD 100 & PW 100
Stabilizer Bar (Front)	
Standard	1" dia.
Optional	PW 100
	PD 100
Steering Gear	
Type	Recirculating, Ball
Transmission	
Std. 3-Spd., Man., PD 100 & PW 100	
Opt. 4-Spd., Man., PW 100	Wide Space Ratio
	Close Space Ratio
Opt. 3-Spd., LoadFlite Auto., PD 100 & PW 100	
Transfer Case	
Model	NP203
No. Speeds	Full Time-2 PW 100
Tires	
Std. (Tubeless) BSW	E78-15/B
Optional (Tubeless)	F78-15/B
Optional (Tubeless)	G78-15/B
Optional (Tubeless)	G78-15/D
Optional (Tubeless)	H70-15/B
Optional (Tubeless)	H78-15/B
Optional (Tubeless)	HR78-15/B
Optional (Tubeless)	L78-15/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, Sno-Plow only
Wheels and Rims	
Standard	15 x 5.5
Optional	15 x 6.5 or 15 x 8.0

**With E78 tires

BSW—Black sidewall

Power teams available

The higher the axle ratio number, the better the performance. The lower the number, the better the economy. Ask salesman for details.

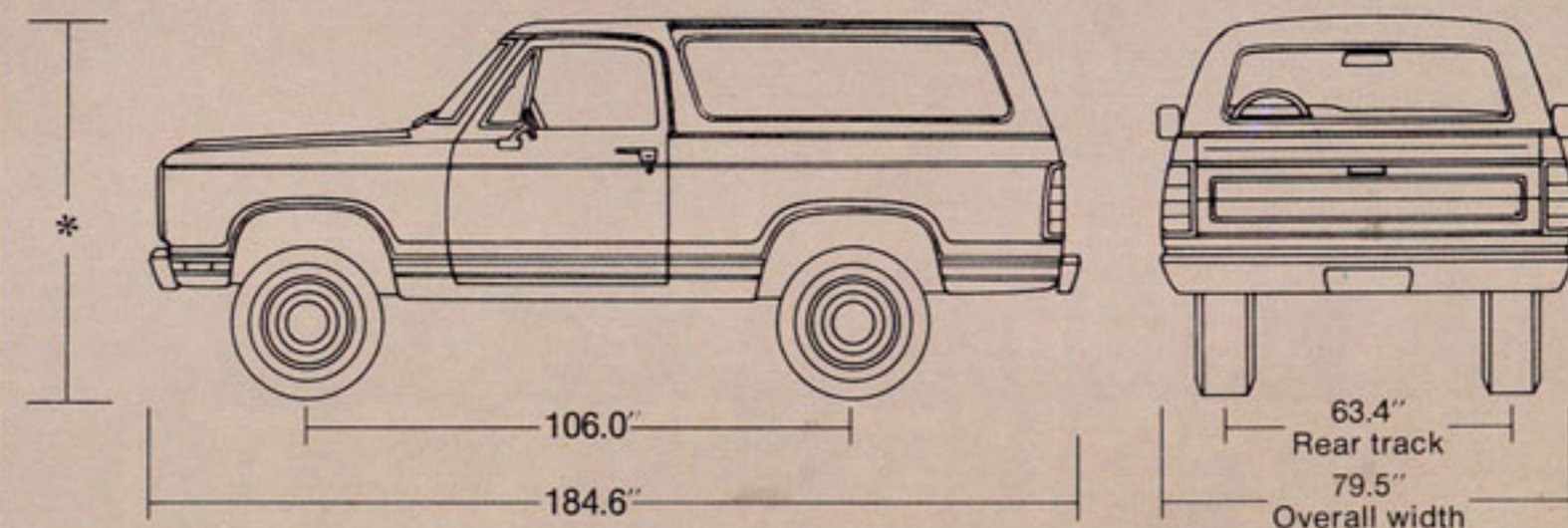
Engine	Transmission	PW 100 (4-wheel drive)		PD 100 (2-wheel drive)	
		Rear Axle Ratio		Rear Axle Ratio	
		Standard	Optional	Standard	Optional
225 Six ³	All	3.55	3.2 ⁶ , 3.90 ¹	3.55	3.2, 3.90 ¹
318 V-8 & 360 V-8 ²	All	3.55 ⁸	3.2, 3.90	3.2	3.55
400 V-8 ^{4,9}	4-speed Manual 3-speed Automatic, LoadFlite	3.55 ⁸	3.2, 3.90	3.2	3.55
440 V-8 ⁵	3-speed Automatic, LoadFlite	3.2	3.55	—	—

Engine specifications

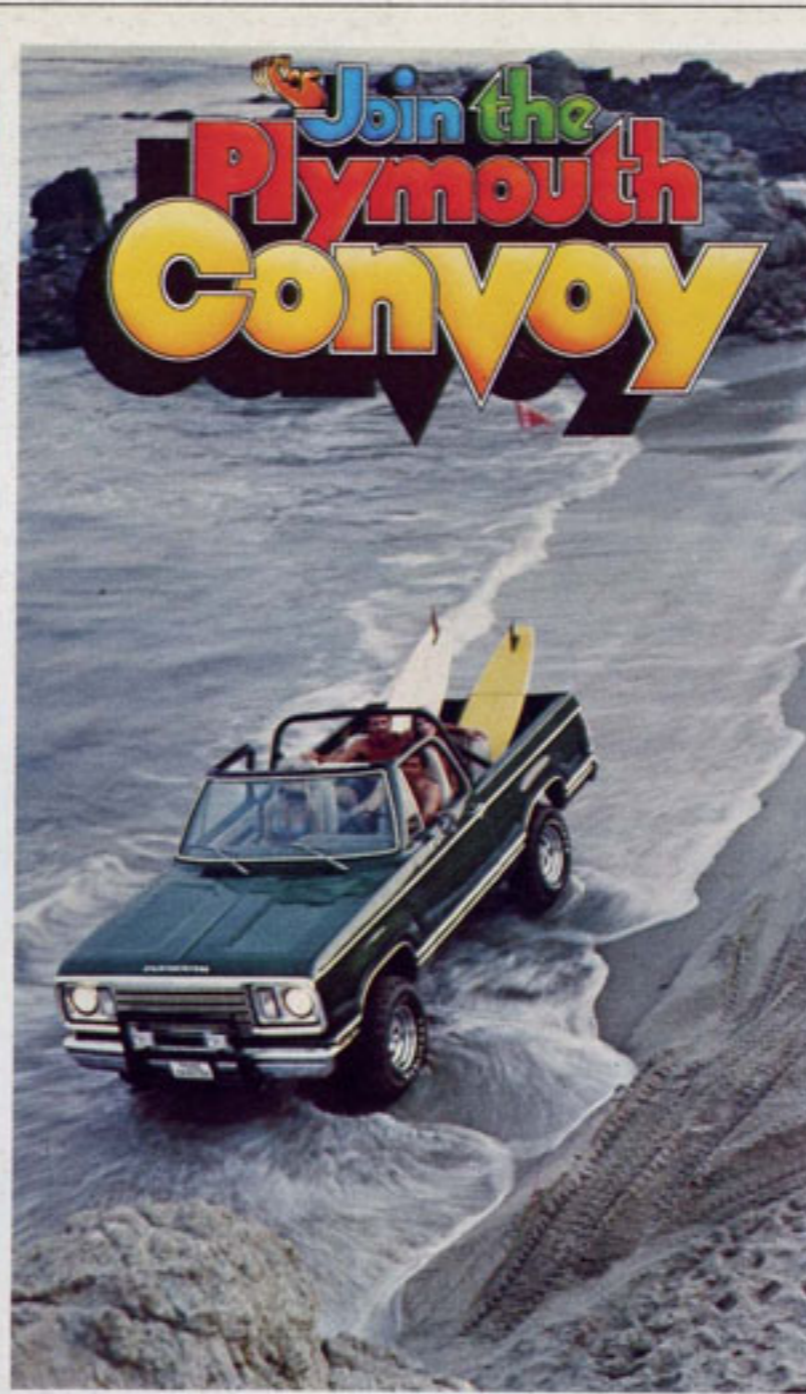
Engine	Six ^{1,7}	Std. V-8	Opt. V-8	Opt. V-8 ⁴	Opt. V-8 ⁵
Displacement, cu. in.	225	318	360	400	440
Carburetor	1-barrel	2-barrel	2-barrel	2-barrel	4-barrel

¹Available with 6100 pound GVW package only. ²360 V-8 available with 6100 pound GVW package only for PW 100 (all States); PD-100 (California), and all GVW packages PD 100 (all States except California). ³225 6-cyl. not available on PW 100 in California. ⁴Available with 6100 pound GVW package only. Not available in California. ⁵440 V-8 available on PW 100 only with 6100 pounds GVW. ⁶Available with E78-15, F78-15 or G78-15 tires only. ⁷2-barrel engine with 6100 pound GVW package, code YW4 or YW5 H.P. 115 @ 3600. ⁸3.2 standard on 360 in Calif. ⁹N/A in California and at altitudes over 4000 feet.

Plymouth Trail Duster Dimensions



*PD100 Overall Height with E78x15 tires: 70".
*PW100 Overall Height with E78x15 tires: 72".



Harvest Gold



Yellow



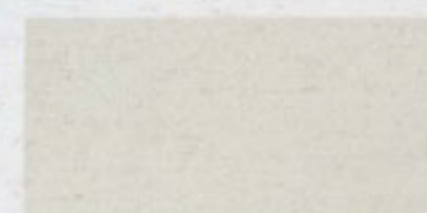
Bright Red



Russet Sunfire Metallic



Light Tan



White



Black Sunfire Metallic



Russet



Light Green Metallic



Medium Green Sunfire Metallic



Bright Tan Metallic



Silver Cloud Metallic



Light Blue



Medium Blue Metallic

NOTE: Due to occasional printing irregularities, the colors shown may vary from actual hues. See your Plymouth Dealer for accurate color chips.

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Chrysler Corporation's Limited Warranty Basic Coverage

For the first 12 months or 12,000 miles of use, whichever occurs first, any part of this vehicle supplied by Chrysler, except tires, which proves defective in normal use will be repaired or replaced by the Selling Dealer using new or remanufactured parts. The Selling Dealer will perform any adjustment service required as a result of a manufacturing deficiency during the first 90 days of normal use. The owner is responsible for normal maintenance. See Selling Dealer for more details.

Brush-and-grille guard, pictured above is not manufacturer's original equipment.



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