

1978 Plymouth Trail Duster



Trail Duster-ing... It's a way of life.

Talk about versatile. We've got a vehicle that will suit you to a T. And that T stands for Trail Duster. On and off the road, Trail Duster is the king of quick-change artists. Play horse — plow horse. Race horse — work horse. Pack horse — horse of many different colors. Dress it up and a Trail Duster will grace the fanciest boulevard. Gear it up for action, and Trail Duster is a real torque-winding, stump-pulling, stick-with-it machine.



Available for '78, Trail Duster offers a lot of good new stuff to go with. New seats. New sunscreen glass. New, tough-looking Hurst transfer case gear selector. New Tuff steering wheel and tilt steering column. New trailer-towing packages. New CB radios.

But it's not what's new that makes Trail Duster. It's how what's new goes with what's tested and true. Like the full-time 4-wheel drive model. Optional hardtops and dealer installed soft tops. Optional four-speed stick shift. Even an optional snow plow package (4 WD only). Wide choice of standard and optional engines. And a host

of other options that make things easier and more fun.

Whether you want it as a truck, or an optional five- or six- passenger station wagon, an open vehicle or you name it, you've got it in Trail Duster.

For the love of life, join the Plymouth Convoy . . . take off in a new '78, Trail Duster.



Trail Duster with such options as: steel roof with liftgate and white sidewall tires on chrome-styled road wheels.



Some items pictured on vehicles in this catalog are extra cost options. See chart on page 7 for engine availability restrictions in California.

Trail Duster with such options as: Sport Package, steel roof, command seat, and wide chrome-styled road wheels with raised white lettering Tracker tires.

It's full-time 4-wheel drive that makes Trail Duster so different.

There's a big difference between conventional 4-wheel drive and Trail Duster's full-time 4-wheel drive.

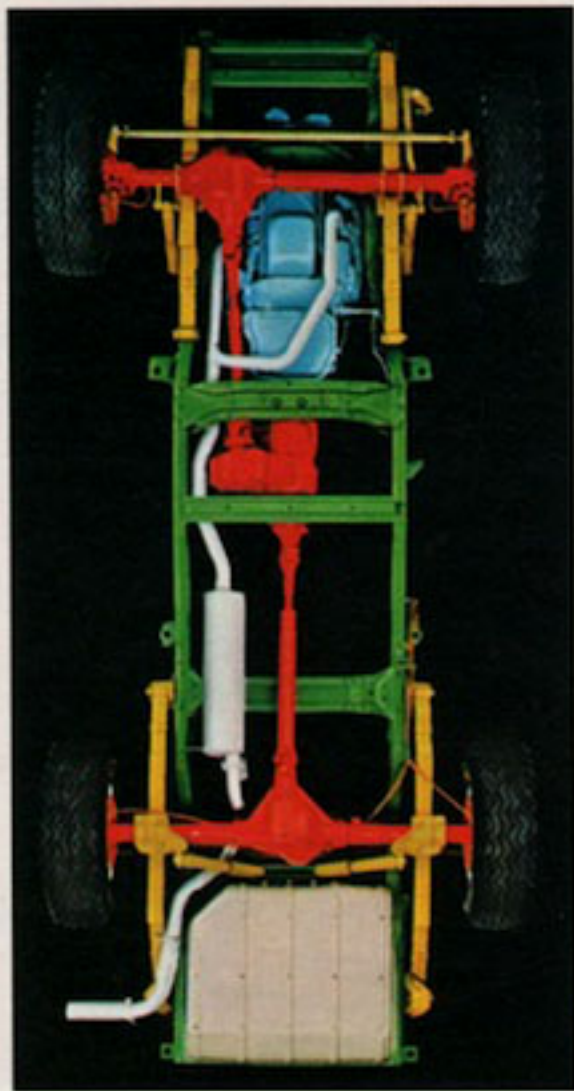
The conventional 4-wheel drive transfer case locks the front and rear shafts together, thus, equal power is directed to the front and rear axles, and there's no speed compensation between them — they move at the same rate. So with ordinary 4-wheel drive on a high-traction surface your tire wear can



be excessive . . . stress can build up in the drive train, and that makes it necessary to manually disengage the front axle on hard-surface roads.

But Trail Duster has an Inter-Axle Differential. It proportions power to both the front and rear axles. That 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 in cornering; the rear wheels can go slower than their front counterparts around a curve. It's also a big advantage for traversing uneven terrain. It cuts down on tire wear, and stress and strain throughout the entire drive train is reduced.

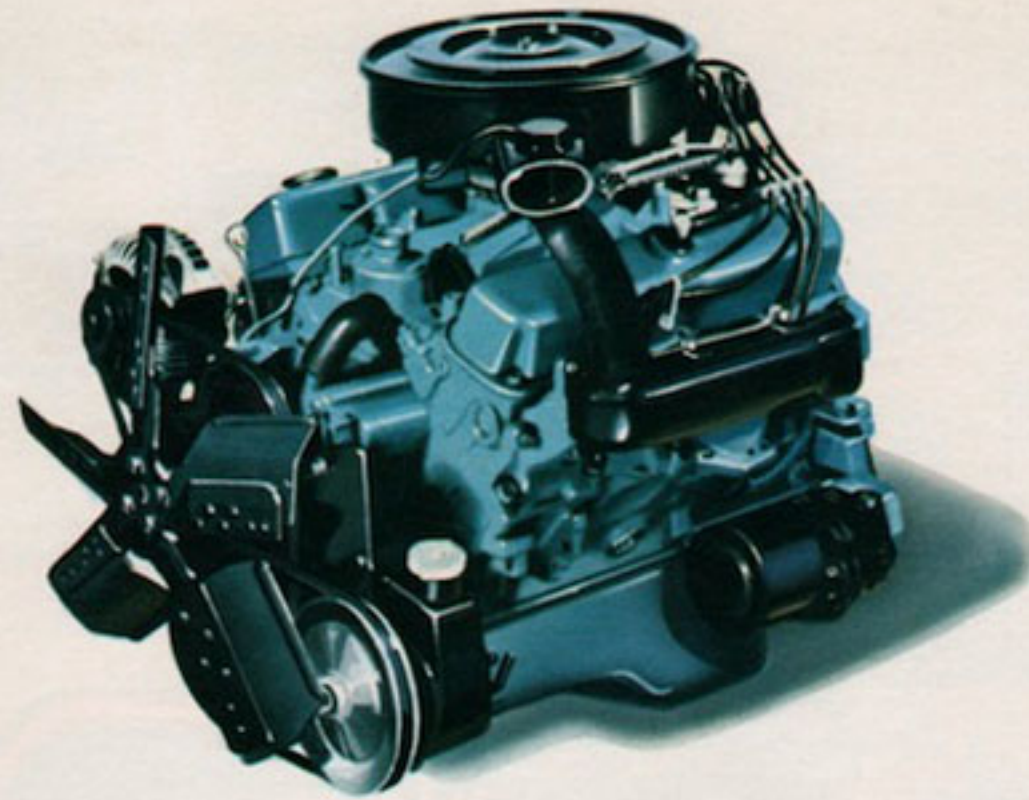
When you have a fine, rugged vehicle like Trail Duster, it's good to know that the drive train elements are up to the demands of the driver.



That's what we think an off-the-road vehicle should offer. Full-time. So if you're one of those unlucky persons who have to get out of your vehicle to lock or unlock the front hubs, try changing your luck — in a Trail Duster.



New Hurst transfer case gear selector. In '78, Trail Duster offers you this rugged looking Hurst transfer case shift selector. It has four drive positions: "Hi" for normal driving, on or off the road; "Lo" for driving or towing in extreme mountainous or hilly terrain; "Hi-Loc" and "Lo-Loc" for extreme off-the-road mud, sand and snow conditions.



Chrysler's tough time-tested V-8.

Chrysler's famous 225 Slant Six — the 2-bbl. version — is Trail Duster's standard engine. Or if V-8 power is what you're looking for, you can choose Chrysler's equally famous 318 V-8, an option. Up the range you'll find the optional 360 2-bbl. V-8; farther up the optional 400 V-8. And at the top is the super-powerful 440 V-8 (option with 4-wheel drive only).



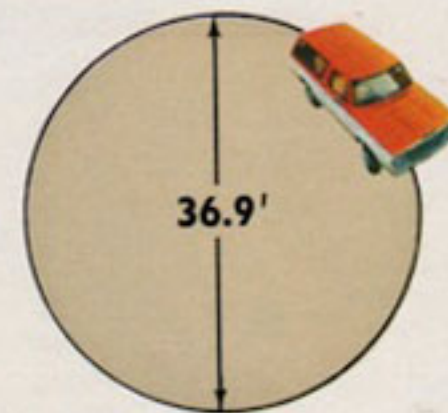
LoadFlite Automatic Transmission.

The optional automatic transmission for Trail Duster is the rugged LoadFlite transmission. Teamed with any engine, LoadFlite makes the going easier in any travel mode.

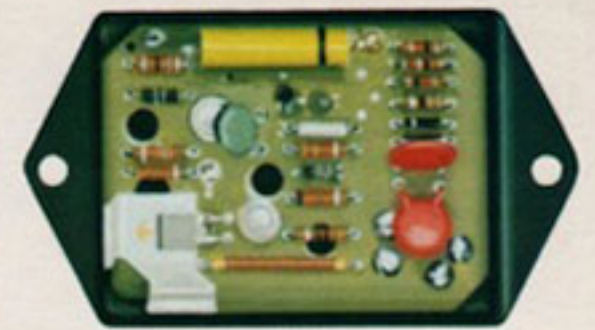
If you're used to an automatic shift on your passenger car, you'll find LoadFlite a pleasure to drive . . . smooth, responsive. It's designed for the demands of the Trail Duster.



Power disc brakes, standard. If you've ever encountered a fallen tree like a great green wall or a boulder where it oughtn't to be, you'll be glad you've got Trail Duster's standard power disc brakes. Fade resisting discs in front, big 11" x 2.5" drums in the rear. Go or stop, Trail Duster's the top.



Tight turns. 4-wheel drive Trail Duster gives you a tight turning diameter of only 36.9 ft. In a dense forest or crowded parking lot, you'll welcome the maneuverability. (With 2-wheel drive 37.3 feet diameter.)



Electronic Ignition System. It's standard . . . and has no points or condenser to replace, thus reducing the need for costly tune-ups.



Long-Life battery. The best battery you can buy is this one — Chrysler's 500 amp optional powerhouse. It's backed by a 5 year or 50,000 mile (whichever comes first) non-prorated limited warranty. All you have to do is keep the water at the proper level — and that's it.

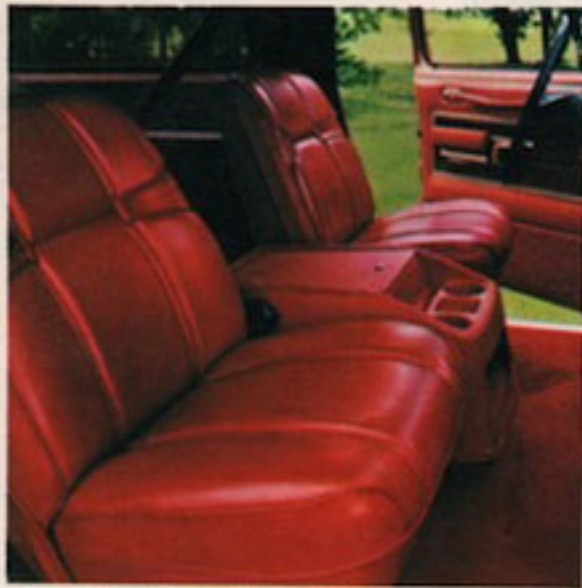


Handy dandy. Trail Duster's fuse box is located in the glove box. It's easy to get at — and that can be mighty helpful when you're a long way from the next service stop. You can quickly check: 1. Horns and back-up lights. 2. Ignition accessories. 3. Radio. 4. Heater/Air conditioning. 5. Turn signals, gauges, brake & parking lights. 6. Tail, park, side marker lights, license lamp, cigar lighter. 7. Battery accessories. 8. Dome and stop lamps. 9. Hazard flashers. 10. Instrument panel lights.

Roughing it in style.

When you're in a Trail Duster, you've got a lot of style and comfort going for you. After all, it's the rough country you want, not a rough ride.

The good looks speak for them-



Standard low-back bucket seats.

selves. Rugged. Gutsy. Handsome. And comfort? Full foam luxury with the support you need and expect.

The standard Trail Duster interior starts with new deluxe, low-back bucket seats in soft, sturdy Vanguard vinyl. Color it blue, green, saddle, or red with matching door trim, armrests, dual sun visors and wind-



New optional high-back Command Seat interior in luxurious cloth-and-vinyl. Sport Package only.

shield-mounted rearview mirror. Luxury features at a standard price!

The Trail Duster Sport interior. If you order your Trail Duster *without* a hardtop roof, then the standard Sport interior includes deluxe bucket seats trimmed in vinyl. But if you order your Trail Duster *with* an optional steel roof, you get deluxe low-backed bucket seats trimmed in stylish cloth-and-vinyl with Trombley-striped cloth inserts and front carpeting. Whichever seat you get, the Trail Duster Sport interior also includes a console beverage chest with removable insulated liner to cool refreshments between watering holes (buckets only). And there's a matching padded door trim with armrest and grab handle to enhance the comfort, good-looks, and convenience.

Sport high-back Command Seats with inboard armrests are an available option with Sport interior — includes 3-passenger rear bench seat. These seats feature Trombley striped cloth-and-vinyl with style that is up to tomorrow.

New for Trail Duster is the optional front 3-passenger split-bench seat, trimmed in textured Titan vinyl, and the matching rear bench seat.

So, you see, you've got a lot to choose from . . . and it's comfort for 2, 3, 5 or even 6 people.



Optional **lockable console** — standard on Sport — has removable insulated liner so you can use it as a beverage chest or a storage area. See your Plymouth representative for availabilities.

You can top Trail Duster two ways. Top it with the optional steel roof that bolts on to give you good cover, unbolts to bring nothing between you and the bright blue sky. (Unless, of course, it's the optional roll bar.)

You can also top it with an op-



The Trail Duster new optional front bench seat shown with Sport Package.

tional soft vinyl roof with roll-up side windows that your dealer can install. It lets in the great outdoors, but pro-

fects you from the elements when the weather moves in. It's great for open-air thrills and safari-style traveling.

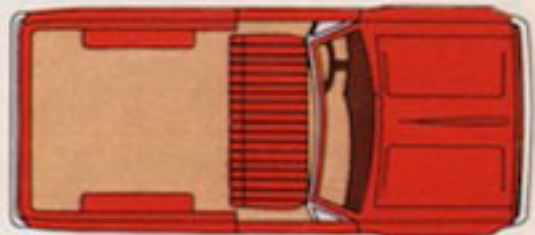


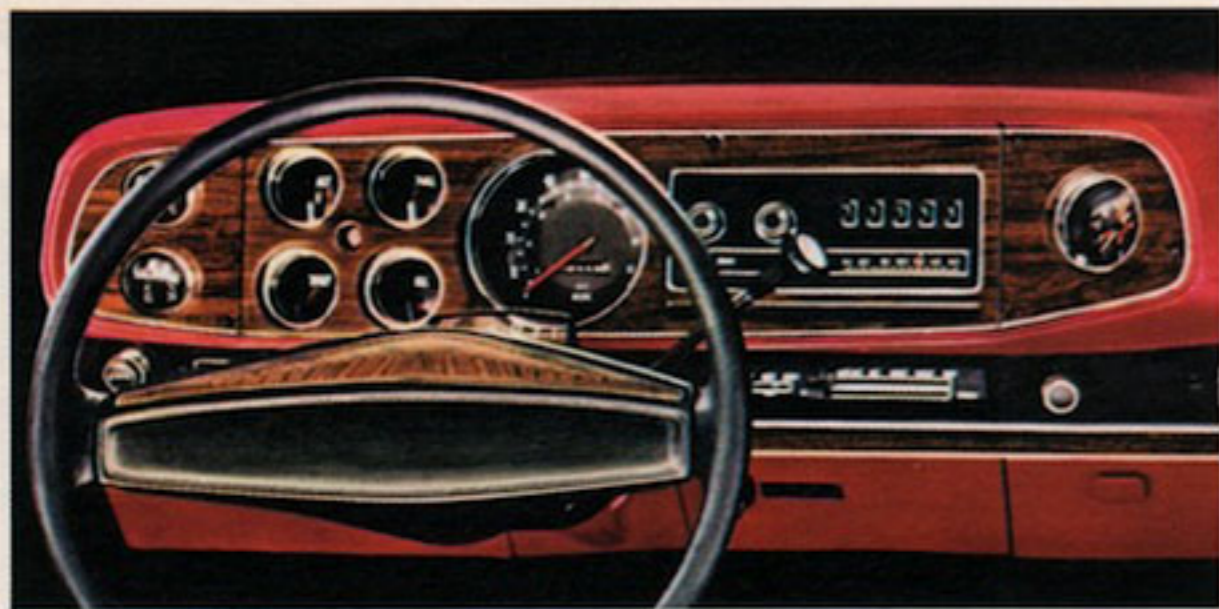
Soft vinyl roof with roll-up windows. For fresh air as well as protection from the elements.



Three-passenger rear bench seat. A Trail Duster option, shown here with optional Sport package.

Choice seating awaits you. Trail Duster offers four seating plans, with two shown. Includes from two to six people. **1** Standard driver and front passenger seats. **2** Standard driver and front passenger seats, with optional three-passenger rear seat. **3** Optional three-passenger front bench seat and optional three-passenger rear seat. **4** Optional three-passenger front bench seat and no rear seat.





Trail Duster options and custom features.

Whether you're for the hot deserts, cold ski hills or all the conditions in between, you'll want to give careful consideration to Trail Duster's range of optional equipment.

Trail Duster's instrument approach is smart and sensible. The instrument panel styling is color-keyed in black two-tone with bright trim. The standard instrument cluster includes oil pressure warning light, alternator, fuel and temperature gauges. And for 1978 there's a new soft touch vinyl steering wheel.

The optional Sport instrument

panel includes rosewood grain cluster applique, panel trim molding, and steering wheel horn bar insert. (Shown above with optional AM/FM radio, air conditioning, oil pressure gauge and tach.)

You can also order a tilt steering column, optional, which adjusts up and down in seven positions for individual driving comfort and for greater ease in entering or leaving.



Automatic speed control lets you relax without lifting a foot as you

cruise the super-highways. Great for long trips. Other good options to have along: A high-output heater, 35-gallon gas tank, power steering, tinted glass, tachometer or electric clock, vacuum and voltmeter gauges and sunscreen glass.



New CB radio integrated with Chrysler's advanced AM/FM stereo is factory-installed in-the-dash! Now let 'em try to rip you off! A tri-band antenna with no visible loading coil is part of the package.



Tuff! This sporty, three-spoke Tuff wheel is available as an option with power steering.

Where the fun begins: custom features.



Optional **spare carrier** swings away for access to the interior.



Optional eight-spoke white-painted sport **road wheels** with optional raised white lettering on wide tires.



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

Trail Duster's optional front stabilizer bar (standard on 4-wheel drive), skid plates, heavy-duty shock absorbers and low-mount mirrors are more ways to add to the enjoyment of Trail Dustering.



Skylight sun roof. This exciting option provides an open air feeling. The skylight pops up to let the fresh air in. The sun roof is sunscreen glass that reduces glare and heat. The skylight can be easily removed from the inside to let in even more fresh air, and it stores in a vinyl pouch.

Trailer-towing package. Trail Duster is a natural for trailer-towing. Order a complete optional package, designed to handle the type of towing you want to do. See your Plymouth sales representative for all the facts on light-duty and heavy-duty trailer-towing packages.



Liftgate. Order the optional steel roof and you get the liftgate with stationery window and gas-operated cylinders for easy opening.



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

Standard Features and Options

Standard Equipment

• Full-foam deluxe-vinyl bucket seats, driver and front passenger, with seat belts and retractors • Armrest pads • Padded instrument panel • 10" day/night inside mirror • Dual 5" x 7" bright mirrors • Bright front and rear bumpers.

Optional Equipment

• Convenience package • Easy order package • Luxury pack-

age • Protection package • Sno-Plow package • Sound control package • Trailer-towing package (light- or heavy-duty) • Air conditioning • Tinted glass • Sunscreen glass for quarter and rear windows • Rear bumper-step type • Cigar lighter • Clock — electric • Fuel tank — 35 gallon • Oil pressure gauge • Deluxe heater • Horn — dual electric • Increased cooling • Low

mount mirrors (with or without extended arm) • Power steering • Radios: AM; AM/FM; AM/FM stereo; AM/FM stereo with 8-track; AM with CB transceiver; AM/FM stereo with CB transceiver • Roll bar • Removable hardtop steel roof • Soft top roof (dealer installed) • Skylite sun roof • Seat — 3-passenger rear bench • Shock absorber — heavy-duty • Skid plate (fuel tank shield, and transfer case shield on 4WD) • Speed control — automatic • Stabilizer bar,

heavy-duty (front only) • Tuff steering wheel • Tilt steering column • Tachometer • Transmission — LoadFlite automatic • Hand throttle • Two-tone body (includes moldings) • Bright hub caps • Wheel covers, bright finish or premium • Chrome-slotted or eight-spoke white painted wide sport road wheels. **Trail Duster Sport Package** • Deluxe all-vinyl bucket seats for driver & passenger or cloth-and-vinyl bucket seats with optional hardtop roof • Color-

keyed door trim panels • Lockable console with removable styrofoam beverage chest • Convenience package • Oil pressure gauge • Cigar lighter • Dual horns • Simulated wood-grain instrument panel faceplate • Bright exterior moldings: windshield, drip rail, wide body side with black paint fill, and partial front and rear wheel lip • Protection package • Bright hub caps • Sport medallion on front fender . . . and more.

Specifications and Dimensions

GVW Ratings (lbs.)	6100
Wheelbase	106"
Overall Length	184.6"
Overall Width	79.5"
Overall Height (w/ roof) (4 WD)	74.2"
Ground Clearance at	
Front Axle (4 WD)	7.8"
Rear Axle (4 WD)	7.4"
Turning Diameter (curb to curb)	
4 WD	36.9'
2 WD	37.3'
Axle, Front	
3000 Lbs. Capacity	2 WD
3500 Lbs. Capacity	4 WD
Axle, Rear	
3600 Lbs. Capacity	
Brakes, Front	
Disc Type, 11.75" x 1.25"	2 & 4 WD
Brakes, Rear	
Disc Type, 11.00" x 2.50"	2 & 4 WD
Clutch, Standard	
	11"
Electrical	
Alternator	48 amp.
Alternator-Opt.	63, 117
Battery-Std.	48 amp./hr.
Battery-Opt.	59 amp./hr. 70 amp./hr. 500 amp./hr. - 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, 1440 lbs.	2 WD
Standard, 1640 lbs.	4 WD

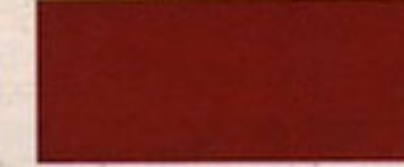
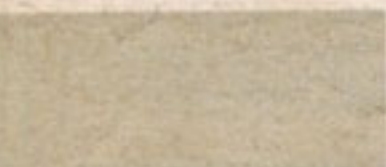
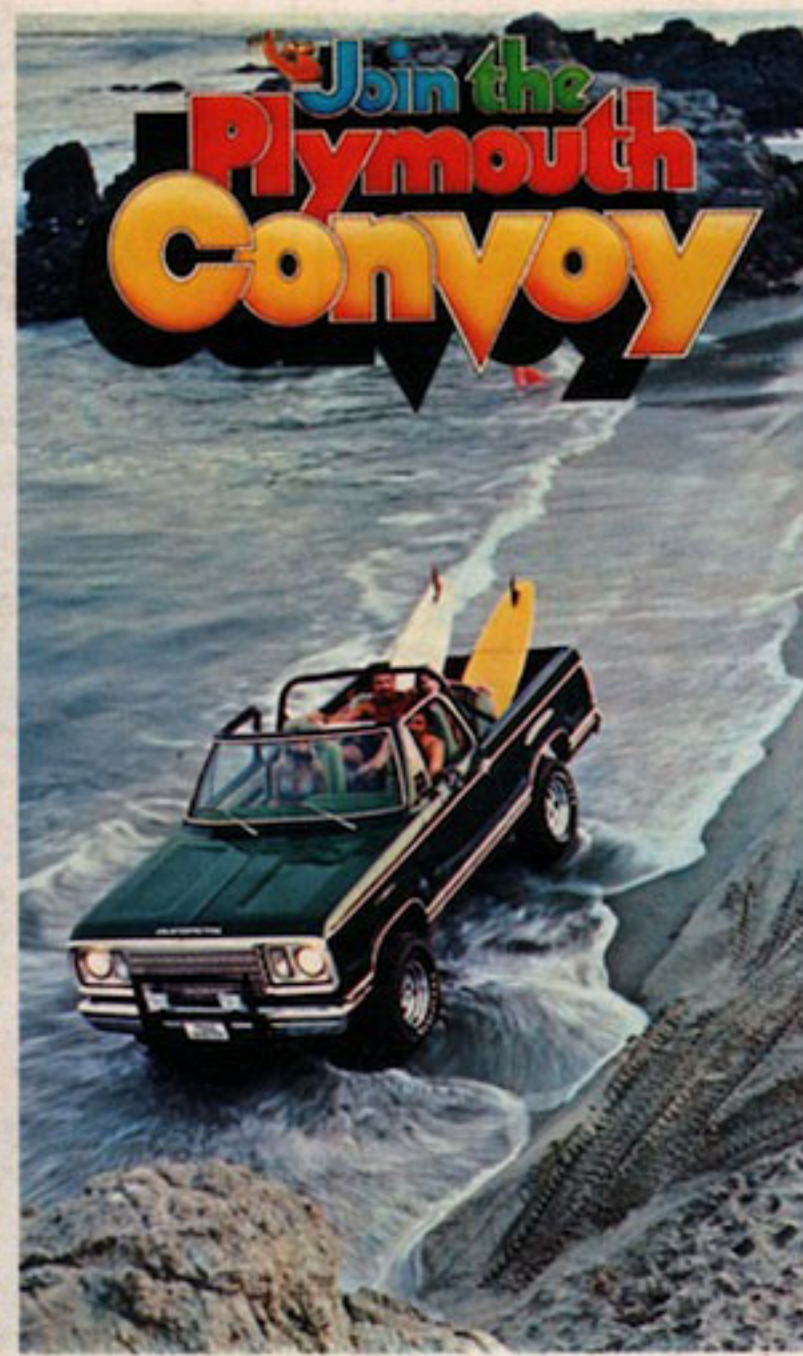
Springs, Rear	
Standard, 1820 lbs.	2 & 4 WD
Stabilizer Bar (Front)	
Standard	1" dia. 4 WD
Optional	2 WD
Stabilizer Bar (Front) Heavy-Duty	
Optional	4 WD
Steering Gear	
Type	Recirculating, ball
Transmission	
Std. 3-Spd., Man., 2 & 4 WD	
Opt. 4-Spd., Man., 4 WD (Close Space Ratio)	
Opt. 4-Spd., Man., 4 WD (Wide Space Ratio)	
LoadFlite Auto., 2 & 4 WD	
Transfer Case (4 WD)	
Model	NP203
No. Speeds	2 — Full Time
Tires	
H78 — 15/B (Bias Polyester) BSW	Std.
H78 — 15/B (Bias Polyester) WSW	Opt.
G78 — 15/D (Bias Polyester) BSW	Opt.
L78 — 15/B (Bias Polyester) BSW	Opt.
L78 — 15/B (Bias Polyester) WSW	Opt.
HR78 — 15/B (Steel-Belted Radial) WSW	Opt.
LR78 — 15/B (Steel-Belted Radial) WSW	Opt.
7.00 — 15/C (Tubed Nylon) BSW	Opt.
7.00 — 15/D (Tubed Nylon) BSW	Opt.
H70 — 15/B (Bias Polyester) RWL	Opt.
	(2 WD only)
10-15 LT/B (Bias Polyester) RWL	Opt.
	(4 WD only)
Wheels and Rims	
15 x 5.5"	Std.
15 x 6.0" (chrome styled)	Opt.
15 x 6.5"	Opt.
15 x 8.0" (plain or wide sport)	Opt.

BSW — black sidewall
WSW — white sidewall RWL — raised white letters
WD — wheel drive

Power teams available.

Engine	Transmission	4-Wheel Drive Rear Axle Ratio		2-Wheel Drive Rear Axle Ratio	
		Standard	Optional	Standard	Optional
All states except California					
225 2-bbl. (std. 6-cyl.)	3-spd. manual	3.5	3.2, 3.9	3.5	3.2, 3.9
	4-spd. manual ¹	3.5	3.2, 3.9	—	—
	3-spd. automatic	3.5	3.2, 3.9	3.5	3.2, 3.9
318 2-bbl. (opt. 8-cyl.)	3-spd. manual	3.5	3.2, 3.9	3.2	3.5
	4-spd. manual ¹	3.5	3.2, 3.9	—	—
	3-spd. automatic	3.5	3.2, 3.9	3.2	3.5
360 2-bbl. (opt. 8-cyl.)	3-spd. manual	—	—	3.2	3.5
	4-spd. manual ¹	3.5	3.2, 3.9	—	—
	3-spd. automatic	3.5	3.2, 3.9	3.2	3.5
400 2-bbl. (opt. 8-cyl.)	4-spd. manual ¹	3.5	3.2, 3.9	—	—
	3-spd. automatic	3.5	3.2, 3.9	3.2	3.5
440 4-bbl. (opt. 8-cyl.)	3-spd. automatic	3.2	3.5	—	—
Mandatory — California					
225 2-bbl. (std. 6-cyl.)	3-spd. automatic	—	—	3.5	—
318 4-bbl. (opt. 8-cyl.)	3-spd. manual	3.5	—	3.5	—
	4-spd. manual ¹	3.5	—	—	—
	3-spd. automatic	3.2	—	3.2	—
360 4-bbl. (opt. 8-cyl.)	3-spd. manual	3.5	—	3.5	—
	4-spd. manual ¹	3.5	—	—	—
440 4-bbl. (opt. 8-cyl.)	3-spd. automatic	3.2	3.5	3.2	3.5

¹ Wide and closed — space gear ratios available.
NOTE: 3-spd. manual transmission is standard. Other transmissions are optional.



White

Light Blue

Light Tan

Bright Yellow

*Sunrise Orange

*Bright Canyon Red

Medium Blue Metallic

Bright Tan Metallic

*Mint Green Metallic

*Light Silver Metallic

*Citron Green Metallic

Medium Green Sunfire
Metallic

Black

*Canyon Red Sunfire

*New for 1978

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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