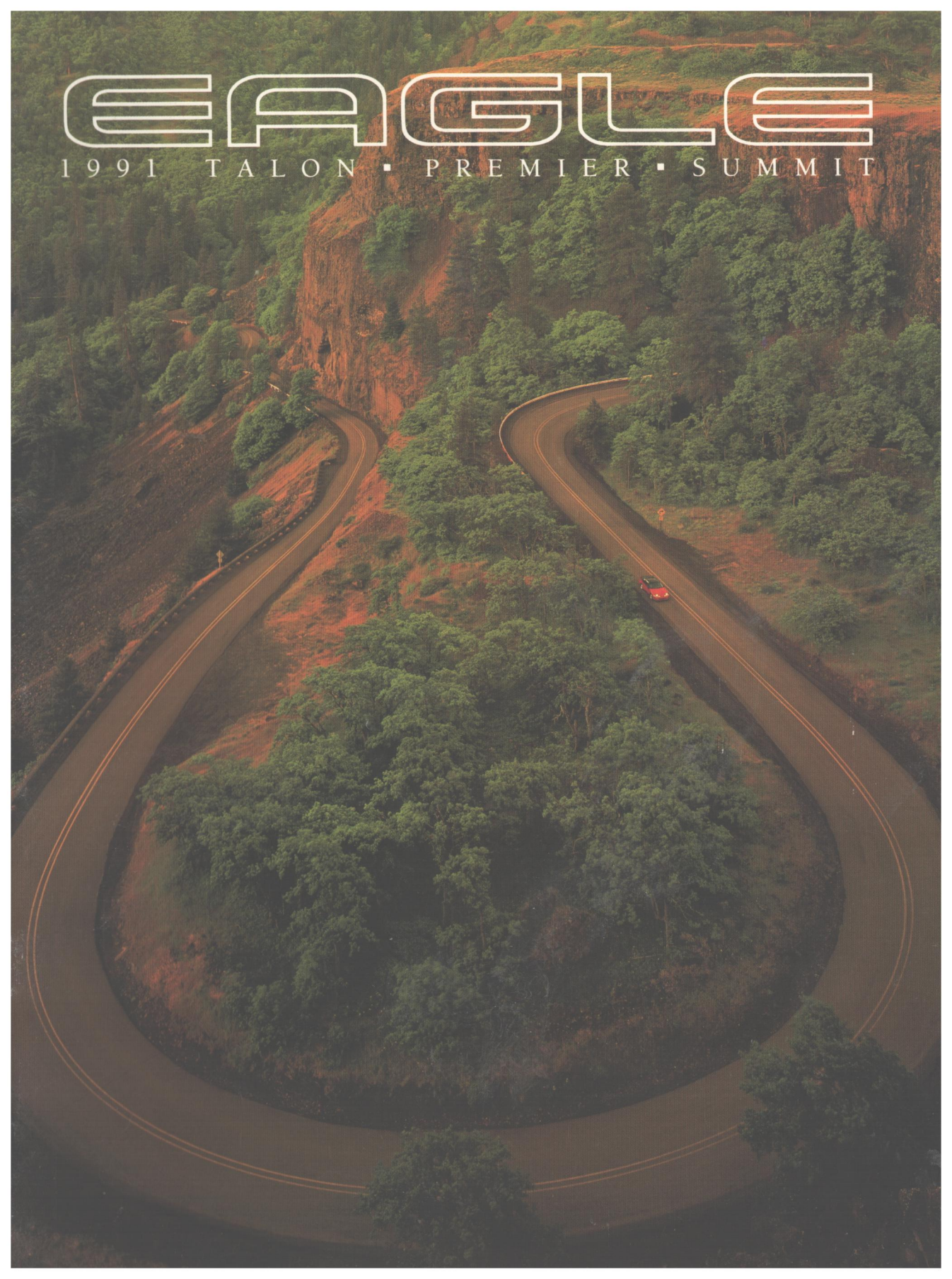


EAGLE

1991 TALON ■ PREMIER ■ SUMMIT





The shape of the emerging new order of world automotive technologies.

Automakers today can ill afford to rest on their laurels. What is praised as innovative today becomes yesterday's technology overnight in the ever-changing global automotive markets.

Three short years ago, Chrysler responded to this challenge by introducing an entirely new internationally inspired line of automobiles. Cars designed and engineered to be aerodynamic. Ergonomically sound. Technically proficient. A brand of automobiles intended for those individuals whose personal aspirations match their enthusiasm for the cars they operate.

By choosing to become an active player in the new order, Chrysler anticipated the emerging new technologies, bringing them together under the wing of a single automotive source.

That source is Eagle.

Eagle has taken this ambitious idea forward to bring you a sophisticated line of exceptional cars: Eagle Talon, Eagle Premier, and Eagle Summit.

In its year of introduction, the all-wheel drive Talon was selected by *Car and Driver* magazine for its prestigious 1990 "Ten Best" list, as well as being named the *Car and Driver* 1990 "Best Buy" for sport GTs under \$20,000. In addition, Talon was named to *Automobile Magazine's* "All-Star" list.

Talon also took home awards weekend after weekend, winning the SCCA Escort Endurance Series Manufacturers Championship and the Series Driving Championship for brothers Tommy and Bobby Archer.

Eagle is winning awards of a different kind as well. In a recent survey in 15 major U.S. cities, automotive journalists were asked to compare



Eagle, as a brand, to other brands with products that compete with Talon, Premier, and Summit. Three out of four respondents selected Eagle over the competition. World-class competitors like Mazda,

Toyota, and Nissan. Even Ford and Pontiac. Talon was preferred by 9 out of 10, including a 92 percent rating over Honda Prelude—and 100 percent over Toyota Celica All-Trac.

It's not only the cars, but the way they're built that shows Eagle's innovative path. Both the Bramalea (home of Premier) and Diamond-Star (Talon) plants stand as examples of state-of-the-art manufacturing in North America. This year, 1991 Eagle Summit four-door will begin production at Diamond-Star in Normal, Illinois.

Safety stands as a fundamental Eagle commitment. With driving security supported by Talon TSi AWD's all-wheel drive; and anti-lock brake systems, optional on Talon and Premier. And special safety measures like automatic front passive restraints on all Eagles.

Eagle embraces the notion that you either improve or you lose ground—there's no standing still. That's one reason why our experimental Eagle concept car was named *AutoWeek* magazine's "Best In Show" at the 1990 North American International Auto Show. It represents the aggressive international design direction that Eagle envisions for the future.

At Eagle, we're pleased with the results. We think you'll agree. We offer this brochure to help you arrive at your

own well-informed decision. We hope you'll join us, as we together shape the new automotive landscape.

Meanwhile, our mission continues...

Advantage: Eagle 
Chrysler's Newest Division

Left to right: Eagle Summit ES four-door, Eagle Premier ES Limited, Eagle Talon TSi AWD.

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 here may have been updated. See your dealer for details.

1991 EAGLE



Left to right: Eagle Summit ES four-door, Eagle Talon TSi AWD, Eagle Premier ES Limited.

EAGLE
1991 TALON • PREMIER • SUMMIT

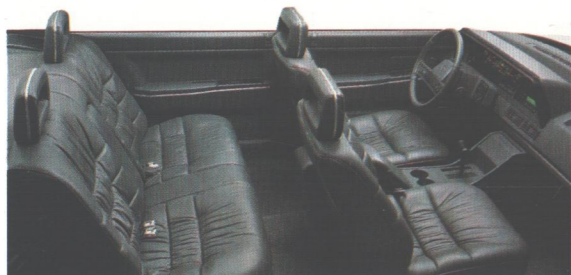
Putting the worry of what's up ahead behind you.

Driving confidence. Eagle Premier is one touring sedan that grasps not only that concept, but the road as well. One reason: the genius of its suspension system that allows each wheel to handle road shock without the loss of vehicle interior room.

Premier's front independent suspension features MacPherson struts, coil springs, stabilizer bar, and an anti-dive geometry to help maintain vehicle attitude. Its unique rear trailing-arm suspension incorporates two transverse-mounted torsion bars that, unlike coil springs, do not intrude into the interior. That's how a car as nimble as Premier is also capable of being the roomiest in its class.*

Premier's road orientation includes standard power center-mounted rack-and-pinion steering, power four-wheel disc brakes, and a firmer Touring Suspension System (on Premier ES and ES Limited). Optional anti-lock brakes also provide an extra measure of control by helping to prevent wheel lockup (something Nissan Maxima GXE, Oldsmobile Ciera, Pontiac 6000, or even

Premier ES Limited interior includes genuine leather seats with vinyl trim as standard.



Eagle Premier LX

Volvo 240 don't offer**).

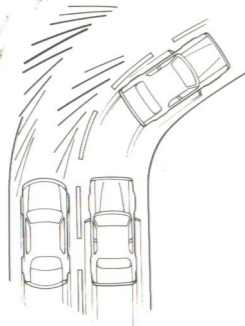
Premier is powered by a 3.0 litre, aluminum-alloy overhead cam, multi-point fuel-injected V6 engine. Delivering 150 horsepower @ 5000 rpm and 171 foot-pounds of torque @ 3600 rpm, its confidence-inspiring performance surpasses that of Ford

Taurus, Audi 100, and Honda Accord EX.**

Matched to this engineering marvel is a responsive 4-speed automatic overdrive transmission geared to deliver impressive low-end torque. So impressive, *Car and Driver* recently clocked Premier ES Limited 0 to 60 in 9.5 seconds, beating Audi 80 Quattro, Chevrolet Lumina Euro, Ford Taurus L, Honda Accord EX, and Pontiac Bonneville SSE.**

As we said, people space is part of the genius that is Premier, and with a total EPA interior volume of 122 cubic feet, Premier offers more front

Eagle Premier ES Limited



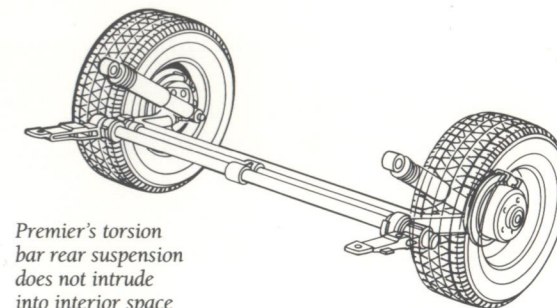
Optional anti-lock brake system (ABS) helps Premier maintain steering and braking control for an extra measure of safety.

and rear legroom than Acura Legend, BMW 535i, Ford Taurus, Honda Accord, Mazda 929, and Nissan Maxima.**

Premier's sophisticated surroundings are also confidence-inspiring, with standards such as air conditioning, full-pile 16-ounce carpeting, heated dual power mirrors (available late 1990), and options like six-way power front seats (standard on ES Limited), genuine leather seating with vinyl trim (standard on ES Limited) and audio systems up to an AM/FM electronically tuned stereo compact disc player with six-speaker sound.



Eagle Premier ES



Premier's torsion bar rear suspension does not intrude into interior space like conventional coil springs.

Premier LX, ES, and ES Limited are all protected by Chrysler's 7/70 Protection Plan, covering powertrain components for 7 years or 70,000 miles and against outer-body rust-through for 7 years or 100,000 miles.

*Based on EPA Passenger Volume Index as applied to Ward's Mid-Size Class.

**Based on available data at time of printing.

Advantage: Eagle 
Chrysler's Newest Division



Even your rear seat passengers won't take a backseat to anyone.

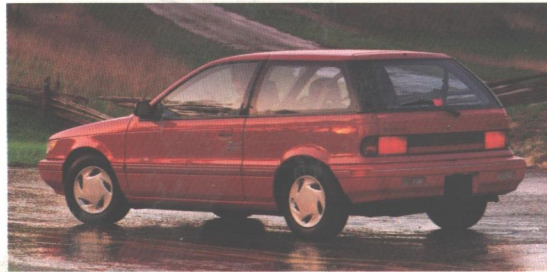
Eagle understands space. Specifically, how it's best apportioned for the kinds of driving you do. Subcompact owners say they're often crowded and require the flexibility to convert people space into cargo space. Summit answers "yes" on both counts.

First, Summit is one of the roomiest cars in its class, with more interior volume than Honda Civic and Toyota Corolla.* It is rated among the class leaders in all rear seating dimensions, holding three rear passengers comfortably.

Then Summit ES four-door offers the convenience of a split-folding rear seat that permits pass-through stowage of longer items, while still carrying two rear passengers. This flexible design also allows the other seatback to be folded for wider loads.

Cargo loading is accommodated by the new Summit three-door (available late 1990) with convenient rear hatch, and by the low lift-over rear deck design of Summit four-door models.

This year, we've added four more valves to play with. That is, Summit's revised 1.5 litre multi-point fuel-injected 4-cylinder engine employs a multi-valve design that combines both



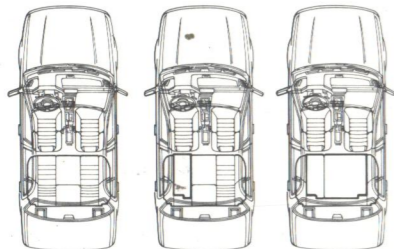
New Eagle Summit ES three-door (available late 1990)

power and efficiency. Teamed with this new power source on Summit ES three-door hatchback and all four-door sedans is a standard 5-speed manual overdrive transmission (4-speed manual on Base three-door

hatchback) precisely geared to the new engine's increased output. Or on the four-door sedan you can select an optional 4-speed automatic transmission with shift points set to maintain spirited performance, and a driver-selected fourth-gear overdrive button for highway cruising efficiency. The three-door hatchback offers an optional 3-speed automatic with electronically engaged lockup in third gear.

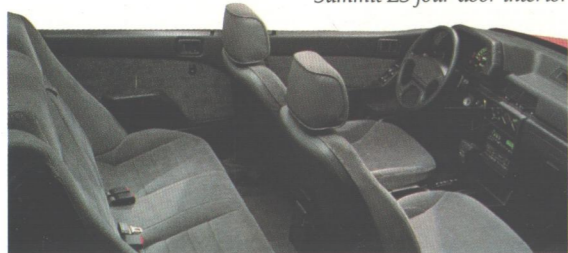
Of course, Summit's power to move you isn't limited to its power. Front-wheel drive, independent front suspension, rack-and-pinion steering, power brakes, 13-inch steel wheels, and all-season radial tires. All standard for road-gripping performance.

Eagle Summit ES four-door



Summit ES four-door's standard split-folding rear seat offers plenty of choices.

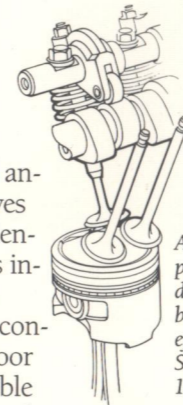
Summit ES four-door interior



Summit's standard analog instrumentation gives you a proper driver's orientation. Standard features include full carpeting and European-type rotation controls. Summit ES four-door offers a two-way adjustable steering wheel with tilt and telescoping feature. Other options include power windows and door locks, speed control/variable intermittent wipers, and two audio systems with six-speaker sound.

Eagle Summit Base and ES, three- and four-door models, are all covered by 3-year/36,000-mile bumper-to-bumper coverage on the

(Left) Eagle Summit Base four-door and (right) new Eagle Summit Base three-door.



A three-valves-per-cylinder design promotes both power and efficiency for Summit's new 1.5 litre engine.

All product illustrations and specifications are based upon 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, specification, color, and materials and to change or discontinue models. See your dealer for details.

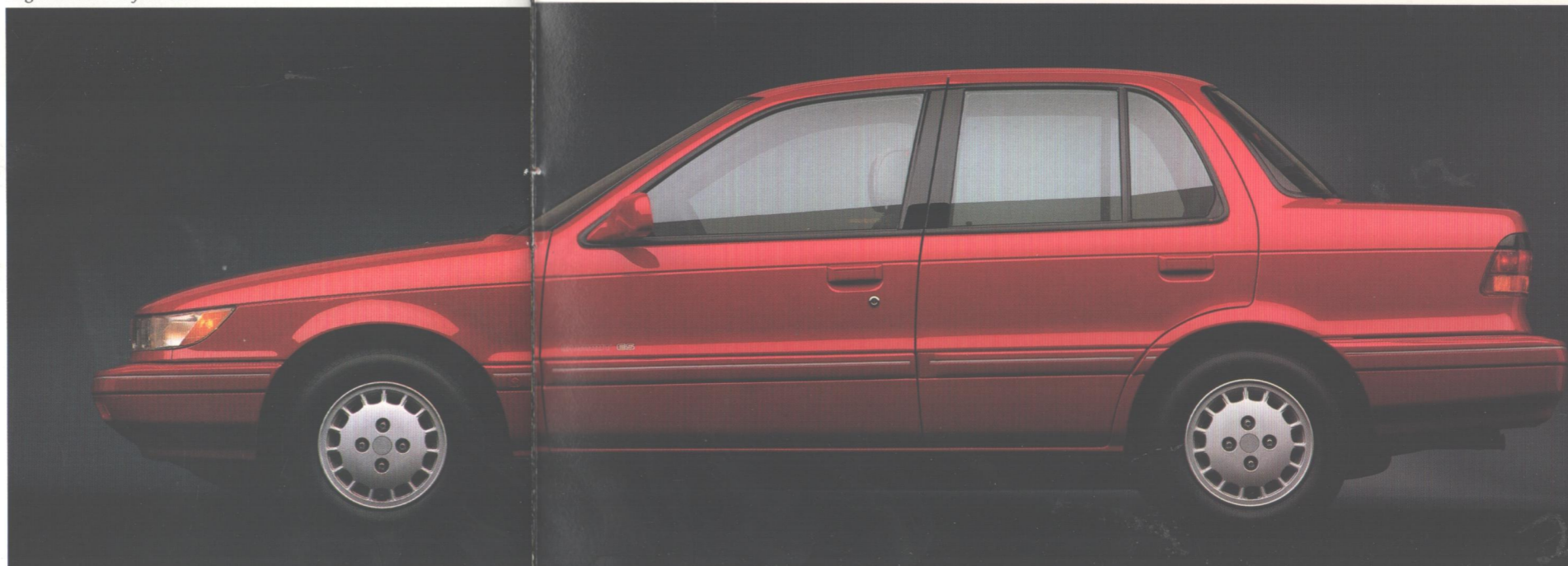
entire vehicle,** plus a 5-year/60,000-mile extended limited warranty on the powertrain. See your dealer for warranty and details.

3/36

*Based on available data at time of printing.
**Excludes adjustments, tires, wear items, and maintenance.

Advantage: Eagle 
Chrysler's Newest Division

Jeep is a registered trademark of Chrysler Corporation. Buckle up for safety.



0004



Advantage: Eagle
Chrysler's Newest Division

