

WE'RE  
CHANGING  
EVERYTHING.



**WE PUSHED THE  
WHEELS OUT,  
MOVED THE  
WINDSHIELD  
FORWARD,  
AND GOT A LOT  
MORE THAN JUST  
MORE ROOM.**

When we designed the new Intrepid, we started with a clean slate. We ended up with a car like no other sedan on the road.

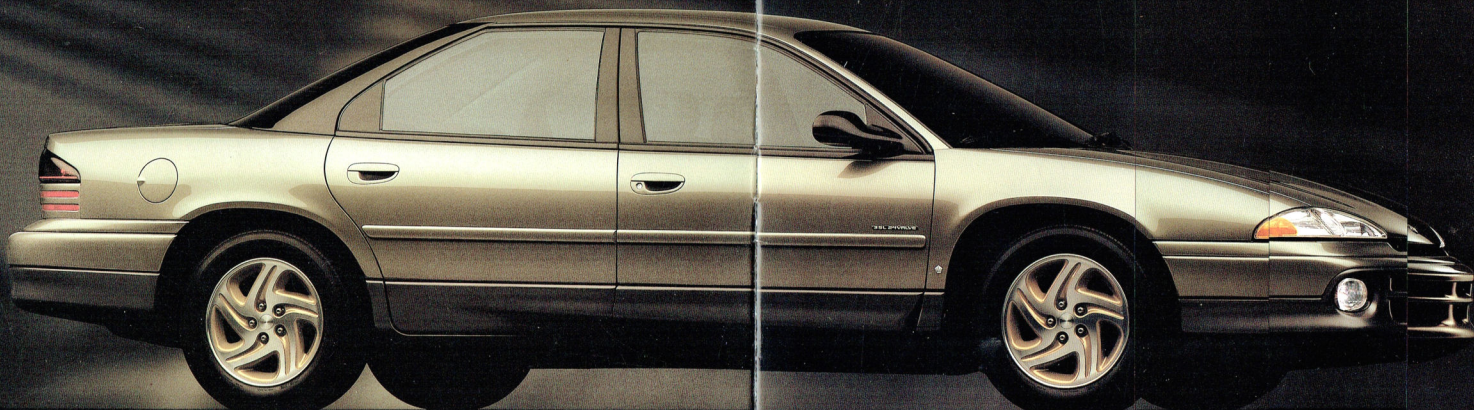
And a revolutionary cab-forward design that could very well change the fundamental architecture of cars from this day on.

Beginning with the wheels. We pushed them out toward the corners. Which enhanced stability and handling. And enabled us to make the doors wider and the rear seating roomier.

The windshield is not in the same place, either. The leading edge has been moved six inches forward and three inches lower. Which significantly improved aerodynamics. Reduced wind noise. And also increased visibility.

There's less room required for machinery, there's more room available for people. This allowed us to make the new Intrepid feel big on the inside, without looking big on the outside. And sleek, without compromising roominess.

Now that we've seen what's possible in a four-door sedan, we can't see building one any other way.



**WE REDUCED  
ROAD NOISE,  
IMPROVED  
ENGINE NOISE,  
AND GAVE IT  
133 MUFFLERS.**

We employed microphones, tape recorders, computers, even stethoscopes, to isolate noises.

We mounted the engine on liquid-filled hydromounts to contain engine noise and vibrations.

And routed the gear shift cable to reduce transmitted noise inside the passenger compartment.

We put silencers on the heating and air ducts.

Sound-proofed the engine fan with high-tech rubber isolators.

And made the exhaust system bigger, to absorb more sound.

We installed sound deadening materials in the floor and roof.

Triple-sealed the doors with three body- and door-mounted weather strips.

And to help eliminate squeaks and rattles, we changed our assembly process for a more precise fit and finish.

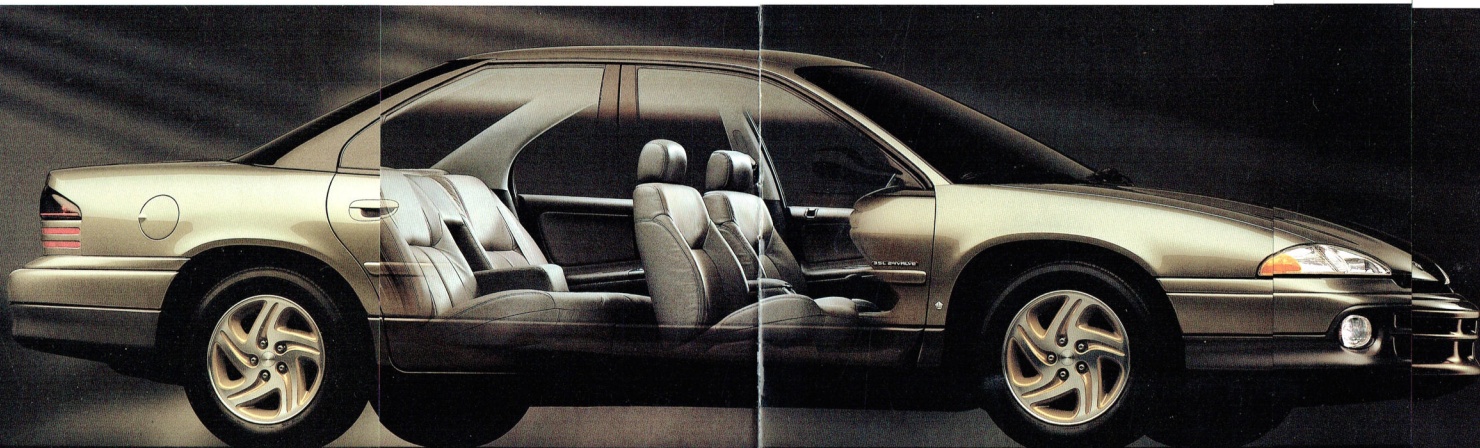
Even the tires

act as mufflers.

Specially developed to improve handling and reduce road noise.

You said you wanted a quiet car. And we really listened.

The proof is in the sound of a finely calibrated engine. A well-tuned exhaust. And the pleasure of a quiet conversation.



## WE GAVE IT TWO AIRBAGS, NEW SEAT BELTS, AND A BUILT-IN CHILD SEAT.

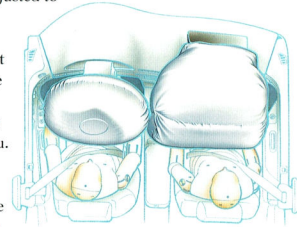
Before it ever hit the road, Intrepid had been crashed nearly a hundred times on a Cray supercomputer. So we could study how it would perform in an accident.

We gave it driver- and passenger-side airbags. And made them both standard equipment.

The seats are contoured to help hold you securely in place in an accident. In back, there's an available built-in child seat. An innovation of such significance that its designers were given an award by the National Highway Traffic Safety Administration.

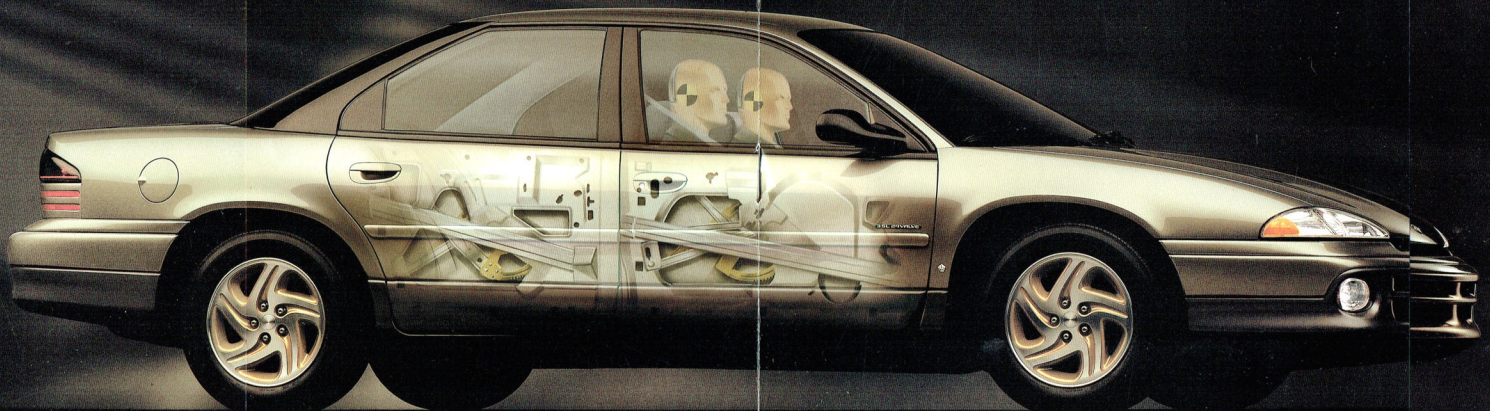


We've made safety more comfortable, too. With front shoulder belts that can be adjusted to your height. And seat belts that are anchored to the seat frame instead of the floor. When you move your seat, the belt moves with you. So buckle up. For safety's sake.



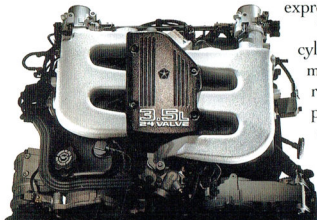
We've also done some things to help you avoid accidents. Like adding available traction control, to improve acceleration on slippery roads. And available anti-lock brakes to help you steer without locking the wheels.

You'll never see most of the safety improvements we've built into this car. But, rest assured, they're there when you need them.



**WE EQUIPPED IT  
WITH A 214 HP V-6,  
SPECIALLY  
DESIGNED TIRES,  
AND THREE  
SUSPENSION  
SYSTEMS.**

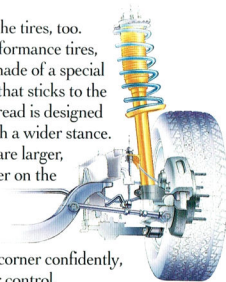
The new Intrepid comes with an available 3.5L overhead cam V-6. A brand new engine we designed expressly for this sedan.



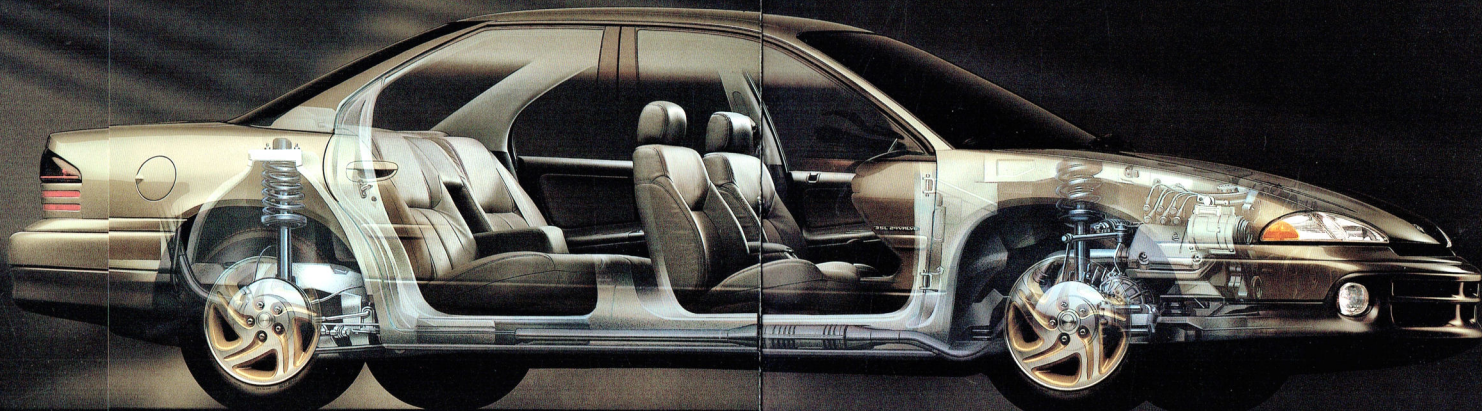
We gave it four valves per cylinder and an active intake manifold for quicker response and better overall performance. Along with dual knock sensors for finer tuning.

It's the kind of high-tech engine engineers would develop if they were building it to their personal specifications. Which is exactly what they were encouraged to do.

We changed the tires, too. Our available performance tires, for instance, are made of a special grade compound that sticks to the road better. The tread is designed to grip better. With a wider stance. Because the tires are larger, there's more rubber on the road. And because there's more rubber on the road, you can corner confidently, predictably, under control.



In addition to giving Intrepid a four-wheel independent suspension, we've made it available in three different tuning packages. Giving you a choice of a very firm performance suspension. An outstanding mid-range touring suspension. Or a supple road suspension. So you can buy your new Intrepid with a ride that really fits the way you drive.





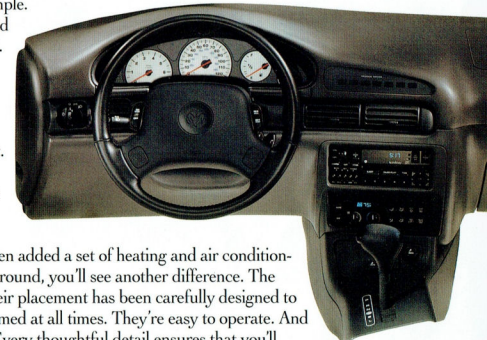
## WE MADE ITS FENDERS DENT-RESISTANT, ITS PAINT CHIP-RESISTANT, AND THE WHOLE THING EASIER TO CARE FOR.



You know things have changed when even the paint is a work of art. The new Intrepid's paint surface resists salt and even birds. When scratched, one of its protective coatings actually seals itself. And, remarkably, its new clear coat finish may never need waxing. The fenders are made of special composites that resist chips from rocks and stones. And the doors are protected with wide moldings for added insurance against the occasional grocery cart. The engine was made to be easily serviced. And the Intrepid's brazed aluminum radiator was designed to last twice as long as normal copper-and-brass radiators. Frankly, if common sense were all that common, there'd be a lot more cars like this.

## WE ADDED 52% MORE GLASS AND INCREASED VISIBILITY, YET KEPT IT COOL INSIDE.

Note the instrument panel. Simple. Straightforward. And clean. We did the same for your view of the road. There's considerably more glass than normal. And the windshield has a built-in cooling system – specially formulated solar-control glass that reduces transmitted heat. As for the air conditioning, it's the highest performance system we've ever used in a passenger car. And one of many available features we developed just for Intrepid. We even added a set of heating and air conditioning ducts for the back seat. Look around, you'll see another difference. The gauges and dials and switches. Their placement has been carefully designed to keep you in control and fully informed at all times. They're easy to operate. And clearly visible, too, even at night. Every thoughtful detail ensures that you'll never be in the dark.



## WE'VE CREATED ONE OF THE FEW CARS ON THE PLANET THAT ACTUALLY THOUGHT ABOUT THE PLANET.



The air conditioning refrigerant, for instance, is a non-fluorocarbon gas that cools without harming the ozone. The exhaust system uses three catalytic converters to control emissions. We've made extensive use of recycled materials to absorb sound and reduce vibrations. And when its time on this earth is through, 90% of this car is designed to be recycled one day down the road. That's something we can all be comfortable with.



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# WE'RE EVEN CHANGING THE MINDS OF THE EXPERTS.

*"They anticipated where the world would be and aimed beyond. And hit where they aimed."*

AutoWeek

*"Intrepid represents a profound rethinking of car design."*

Popular Science

*"The cabin is immense, with room that shames Taurus, Camry and Accord."*

Car and Driver

*"Intrepid ES performs rapid lane changes almost as if it had four-wheel steering."*

Automobile Magazine



- Standard driver- and passenger-side airbags • Available anti-lock brakes and traction control
- Available built-in child seat • Standard rear seat heating and air ducts • Available automatic temperature control system • Standard 4-wheel independent suspension • Choice of warranties: 7/70 powertrain or 3/56 bumper-to-bumper. See limited warranties at dealer. Exclusions & restrictions apply
- For still more information, call 1-800-4-A-DODGE

## INTREPID



### THE NEW DODGE

A DIVISION OF THE CHRYSLER CORPORATION