

1977 Dodge Ramchargers.

They've got it where it counts.





With full-time four-wheel drive, Ramcharger's full-time fun.

Ramcharger really makes it. It makes it whether you're an off-roader in need of some mighty powerful four-wheelin'. Or a city person who likes to take to the country, yet needs the versatility of a station wagon around town. Whichever you are, Ramcharger will make getting there a whole lot easier. And a whole lot more comfortable. One of the reasons that makes Ramcharger the fun that it is: full-time four-wheel drive.

Here's versatile performance from a modern four-wheel-drive system...extra four-by-four traction that works for you all the time, both off and on the road.

It's the latest in four-wheel drive, designed to add to performance in virtually any driving situation. First, it offers tough, deep-biting traction to pull you through off-road gullies of mud and snow and up towering hillsides—not to mention a quieter ride and more convenient operation. And you get special advantages from this new four-wheel-drive system on the road, too—where conventional systems are usually in two-wheel drive. Advantages like better traction that adds to safety on slippery streets. And improved vehicle stability that increases driver control.

And it's easier to use. You don't have to shift in or out of four-wheel drive because you've got it, all the time. And there's no more getting out of the truck to lock or unlock front freewheeling hubs when moving on or off the highway. All the controls you need are right in the driver compartment and easy to use.

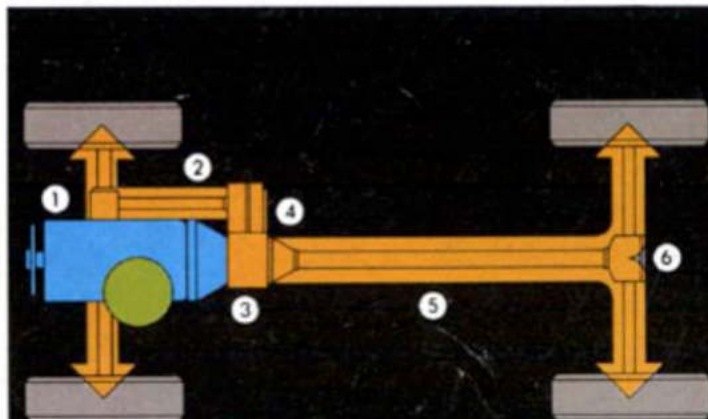
Here's where it differs from conventional four-wheel drive: Interaxle differential in the transfer case.

For special four-by-four performance, an interaxle differential delivers constant, equalized driving power to both the front and rear axles. And permits the wheels on one axle to travel at a different rate of speed than the wheels on the other axle. This design not only produces new versatility in four-by-four use, it also assures minimum strain on drive train components, less vibration and noise, better tire wear, and a more comfortable ride.

Control lever shifts into five positions...for the performance you want in any driving situation.

- Shift into **LOW LOC** for extreme low-traction terrain (snow, mud, sand) which allows wheel slippage. You get maximum drive power, with the interaxle differential locked out. Front and rear axles are connected, with equal torque to both axles, at 2.0:1 gear reduction.
- Shift into **LOW** for maximum drive power for driving or towing in mountains or on hilly terrain. Interaxle differential is engaged, providing power to both axles at 2.0:1 gear reduction.
- Shift into **NEUTRAL** for operation of power takeoff. Vehicle is stationary; transfer case is disengaged from both front and rear axles.
- Shift into **HIGH** for normal driving, either on or off the road. The engaged interaxle differential provides equalized power to front and rear axles in direct drive.
- Shift into **HIGH LOC** for added off-road traction and drive power where wheel slippage occurs. Interaxle differential is locked out, connecting front and rear axles. Equal torque is delivered to both axles in direct drive.

Right at your fingertips...a new brand of versatile, go-anywhere, do-anything truck performance...with Dodge's advanced full-time four-wheel drive!



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

- 1 The front end differential varies the amount of the power to each front wheel to prevent wheel drag and tire wear.
- 2 The front axle drive shaft carries the power from the interaxle differential to the front axle.
- 3 The transfer case directs power to both front and rear axles for better traction.
- 4 The interaxle differential equalizes the driving power to both axles, allowing their respective wheels to travel at different speeds.
- 5 The rear axle drive shaft carries the power from the interaxle differential to the rear axle.
- 6 The rear axle differential varies the amount of power to each rear wheel to prevent drag and tire wear.



Standard equipment and engineering features.

Power front disc brakes and drum-type rear brakes make for sure, quick stops.



Short turning diameter makes Ramcharger easy to handle when the going gets tight. As low as 36.9' on four-wheel-drive models.



Easy-to-change fuses are in the dash, so you'll never have any hassles replacing a fuse.

Transmissions. Standard is a three-speed synchro-shift transmission. Order from a choice of two four-speeds (AW models only) and a three-speed automatic.



The power of Ramcharger is up to you. Choose either the 225 Six (N/A Calif. on AW models) or the 318 V8 as your standard engine. Optional V8s include the 360, 400 (N/A Calif.), and 440 (AW100 models only).



Dodge four-by-four transfer case has five settings: High, High Loc, Low, Low Loc, and Neutral.



Console beverage chest keeps all good things hot or cold. Standard on the SE model.



Other Standard Equipment

- Electronic Ignition
- Side marker lights
- Color-keyed interior
- Armrests
- Sun visors
- Ashtray
- Door-operated courtesy light switches
- Fuses in glove box
- Seat belts
- Inside spare tire mounting
- Heater/defroster



FOUR-WHEEL DRIVE.

Tough Dodge Ramcharger makes towing easy.

Ramcharger makes towing a breeze. Dodge's factory-engineered trailer-assist packages include a 63-amp alternator, 70-amp-hr battery, heavy-duty variable flasher, wiring harness, and increased cooling capacity. And if you're doing some heavy-duty towing, go with the heavy-duty package. It includes all the above, plus heavy-duty front and rear shock absorbers. Equipped to its fullest, a Ramcharger can tow up to 6,000 pounds. So, whatever the load, Ramcharger has the muscle to pull it. See your Dodge Dealer for a complete 1977 Dodge trailer-assist and recreational vehicle catalog.



Dodge Ramcharger offers you unexp

Ramcharger SE.

Maybe your idea of roughing it is a bit more extravagant than other folks'. Then you'll really appreciate these handsome high-back Command bucket seats. They're upholstered in rich-looking Boca Raton cloth and vinyl and are available with the Ramcharger SE hardtop option. They come exclusively in parchment with moveable armrests and include a matching rear seat. Also available are low-back buckets.

Deluxe bucket seats.

If you're going to be driving your Ramcharger over hill and dale or around town a lot, you'll be happy to know that we've made these good-looking deluxe bucket seats available. They come upholstered in durable vinyl in a wide choice of colors including black, parchment, green, or blue.





TWO-WHEEL DRIVE.

Ramcharger's an all-purpose vehicle, in town or out.

Even in the city, Ramcharger serves its purpose well. The back loads up with just about anything from groceries to lumber. And if you add the optional rear seat, there's room for five to sit comfortably. Take off the optional steel top, and you've got a convertible. Ramcharger's short turning diameter (only 37 feet) makes it easy to handle in the driveway or the parking lot. And you can order the options you'd expect to find in most station wagons. Like air conditioning, automatic transmission, power steering, AM/FM, and much more. Easy to handle, easy to drive, smooth-riding, roomy, and comfortable. All that makes a very versatile machine. Whether you're just cruising around town or pounding around off the beaten track, it's Ramcharger.

ected comfort in handsome interiors.



Standard seats.

Ramcharger's standard driver and passenger seats are covered in durable, easy-to-care-for vinyl and are foam-padded for your comfort. And you can order them in black, blue, green, or parchment, with color-coordinated door trim. It's just another way that Ramcharger makes the rough-going easy to take.

Optional rear seat.

Ramcharger's so much fun you'll want to share it with a lot of people at the same time. All you have to do is order an optional three-passenger rear bench seat. It matches those buckets in front. And can be removed to make room for extra cargo. It's available on all Ramcharger models in all trim levels in a variety of colors.

Optional equipment for comfort and ease.

Easy-lifting tailgate. It is assisted by

pneumatic cylinders that let you open and close it with one hand. Available with optional hardtop roof.



Sport road wheels.

Take your pick. Either the chrome slotted-disc (top) or the eight-spoke white painted road wheel (bottom).



LoadLife automatic transmission, just

so you can keep both hands on the wheel when the going gets tricky.



Vinyl softtop

with roll-up side windows lets the fresh air in. A Dealer - installed option.

Automatic speed control keeps the speed

you want without your keeping your foot on the gas pedal. And shuts off when you step on the brakes. Available on 8-cyl. and automatic only.



Instrument panel. Ramcharger offers you a good-looking, functional instrument panel that includes a speedometer; oil warning light; and temperature, ammeter, and fuel gauges. Add optional clock or tach; oil pressure, vacuum, and voltmeter gauges.

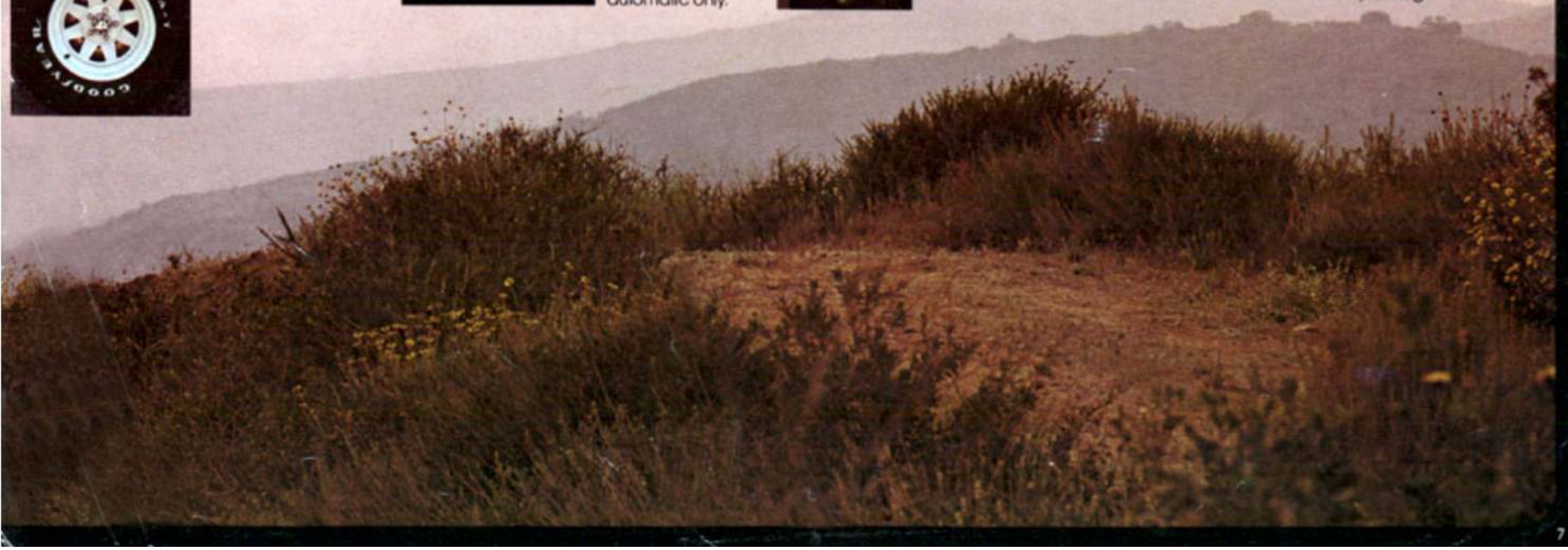


Inside hood release

helps you protect your engine from unwanted intrusion.

Other Popular Options

- Tinted glass
- Engine block heater
- Step-type rear bumper
- Power steering
- Tachometer or clock
- AM or AM/FM radio
- Air conditioning
- Low-mount sideview mirrors
- Bright hubcaps
- Wheel covers
- Protection package
- Body moulding package
- Inside hood release
- Steel hardtop roof
- Fuel Pacer System
- Roll bar
- Skid plates
- 63-and 117-amp alternators
- SE package
- Luxury package
- Easy order package
- Convenience package



SPECIFICATIONS

	AD 100 (2-WHEEL DRIVE)	AW 100 (4-WHEEL DRIVE)
ENGINES	225, 218, 300, 400 (4) WITH ELECTRONIC IGNITION	225(4), 218, 300, 400(4), 410 WITH ELECTRONIC IGNITION
CLUTCH—DIAMETER —AREA	11" 123.7 SQ. IN.	11" 123.7 SQ. IN.
TRANSMISSIONS	3-SPEED (FULLY SYNCHRONIZED) 3-SPEED AUTOMATIC (A227)	3-SPEED (FULLY SYNCHRONIZED) (W) NP435 4-SPEED (V) NP435 5-SPEED (L) 3-SPEED AUTOMATIC (A227)
TRANSFER CASE	—	NP200 (FULL TIME) 2-SPEED
AXLE, FRONT—TYPE —CAPACITY	3000 LBS.	SPICER 44F-B-J 3000 LBS.
AXLE, REAR—TYPE —CAPACITY —RATIOS	CHRYSLER 9¼" 3000 LBS. 3.25 (V), 3.56 (L), 3.9 (W)	CHRYSLER 9¼" 3000 LBS. 3.55, 3.23, 3.9
SPRINGS, FRONT—LENGTH, WIDTH —CAPACITY @ GRND. 6-CYL. —CAPACITY @ GRND. 8-CYL.	IFS 1380 LBS., 1440 LBS. 1380 LBS., 1440 LBS.	1380 LBS., 1440 LBS. 1380 LBS., 1440 LBS.
STABILIZER BAR, FRONT—DIA. SPRINGS, REAR—LENGTH, WIDTH —CAPACITY @ GRND. 6-CYL. —CAPACITY @ GRND. 8-CYL.	1.6" 52" x 2.5" LEAF TYPE 1520 LBS., 1620 LBS. 1520 LBS., 1620 LBS.	1.6" 52" x 2.5" LEAF TYPE 1520 LBS., 1620 LBS. 1520 LBS., 1620 LBS.
SHOCK ABSORBERS, FRONT & REAR—DIA. STEERING—TYPE —TURNING DIA.	1.0", 1.375" RECIRCULATING BALL 37.2"	1.0", 1.375" RECIRCULATING BALL 36.9"
TIRES, FRONT AND REAR—STD. —OPTIONAL SIZES	F78-15-B, G78-15-B G78-15-D, L78-15-B, W78-15-B L79-15-B, H78-15-B 7.00-15-C, 800-15-B	F78-15-B F78-15-D, G78-15-B, G78-15-D L78-15-B, L78-15-D, W78-15-B, W78-15-D 7.00-15-C, 7.00-15-D 80-15.7-B
WHEELS, FRONT AND REAR	15" x 5.5" 15" x 6.0", 15" x 6.50"	15" x 5.5" 15" x 6.0", 15" x 6.50", 15" x 8.00"
(5)-STUD STEEL SPOKE, PRINTED WHITE (5)-STUD SLOT, DISC, CHROME STYLED	15" x 8.00" 15" x 8.00"	15" x 5.5" 15" x 6.50" 15" x 8.00"
BRAKES, SERVICE—TYPE —FRONT —REAR	HYDRAULIC DUAL BRAKING SYSTEM WITH POWER ASSIST DISC—11.75" DIA. ROTOR DRUM—11" x 2.5"	HYDRAULIC DUAL BRAKING SYSTEM WITH POWER ASSIST DISC—11.75" DIA. ROTOR DRUM—11" x 2.5"
BRAKES, PARKING—TYPE —CONTROL —AREA	REAR WHEEL, INTERNAL EXPANDING FOOT PEDAL 106.4 SQ. IN.	REAR WHEEL, INTERNAL EXPANDING FOOT PEDAL 106.4 SQ. IN.
FRAME—TYPE AND SECTION MOD.	DROP CENTER 2.86	DROP CENTER 2.86
ELECTRICAL—ALTERNATOR —BATTERY	40-AMP, 63-AMP, 117-AMP 12-VOLT 40-AMP-HR, 50-AMP-HR, 20-AMP-HR 500-AMP LONG LIFE	40-AMP, 63-AMP, 117-AMP 12-VOLT 40-AMP-HR, 50-AMP-HR, 20-AMP-HR 500-AMP LONG LIFE

ALL FIGURES SHOWN IN RED ARE OPTIONAL EQUIPMENT

- (4) NOT AVAILABLE IN CALIFORNIA
- (5) STANDARD WITH 6-CYLINDER ENGINE
- (6) NOT AVAILABLE ON 440; NOT AVAILABLE ON CALIFORNIA WITH 360 ENGINE
- (7) STANDARD WITH 8-CYLINDER ENGINE
- (8) NOT AVAILABLE WITH 300, 400, 440 ENGINES



Standard Dimensions and Capacities for Dodge Ramcharger

GWV	4,900 lbs. (std.) 5,800 lbs. (max.)
Wheelbase	106.0"
Overall length	184.6"
Overall width	79.5"
Rear overhang	33.4"

Rear overhang	45.2"
Fuel tank capacity	24 gal. (std.) 35 gal. (opt.)
Front track	65.1"
Rear track	65.2"
Axis ratios	3.9, 3.55, 3.23

**YOUR SIGNS FOR
MOTORING SATISFACTION**

Chrysler Corporation 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.

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