



DODGE OMNI

**TOTES THE TOTS, HITS NIGHT SPOTS,
CARRIES PLANTS, VISITS AUNTS, LIKES ANTIQUES,
CLIMBS THE PEAKS, PLAYS BALL,
DOES IT ALL.**

THE VERSATILE NEW OMNI.

IT WAS DESIGNED FOR DOING THINGS... AND IT'S READY TO PROVE IT.

It's beautifully equipped to handle the elements.

Snow or rain-slicked roads offer far less challenge to the Omni driver. In snow, for example, Omni moves with confidence. Smooth. Poised. That's because Omni's front wheels are doing the driving. It's this "pull" effect versus the "push" of rear-wheel-driven cars that makes this new Dodge remain so stable in a variety of weather conditions. And it also helps that Omni's engine is mounted ahead of the drive wheels to give you the kind of "bite" you need for effective control. Something else you'll like: Omni's rack-and-pinion steering for its precision feel.

It welcomes American-sized people.

You'll like, and learn to appreciate, the kind of room Omni provides for the folks who get inside. There are four doors for four-people entry. Plenty of glass area adds a feeling of airiness. Omni's front wheel drive and transverse engine location also mean there's adequate space and footroom, front and rear. Broad shoulders are free to move. Bucket seats hold the Omni driver and front seat passenger comfortably in place. Cut-pile carpeting caresses the feet. Carpeting is available for the luggage area. And Omni's ride, thanks to carefully calculated spring rates in its all-coil-spring suspension, provides outstanding comfort. Obviously, its efficient use of space and its extraordinary ride characteristics are best understood by driving it. So, why not try Omni for yourself—as soon as you can!



Even the long hauls turn into fun.

That's because you feel very much at ease in Omni. With its 99.2-inch (2520 mm) wheelbase and coil spring suspension at all four wheels, Omni sits astride a road quietly—and with considerable aplomb. Its ride capability is especially noticeable when you are confronted with the side drafts from that occasional cross-country van, or encounter crosswinds, or find yourself on secondary roads. You'll be pleased at how competently its 104.7-cubic-inch (1.7 litre) overhead cam engine and four-speed transmission can perform in both city and country. And because of its efficient size, crisp handling, and stable ride, you'll discover almost immediately what a lot of fun you've been missing.

If you can lift it, chances are, it'll fit.

A spinning wheel, or a rocker, or a lawn mower. How about a complete NFL backfield? Omni's built to handle a lot of things. The key to its roominess, of course, is the basic Omni floor plan. Front wheel drive and crosswise engine placement remove the drive shaft and transmission tunnel that upset space-saving arrangements in some small cars. With only a small hump, Omni's floor is less obstructed than in a conventional rear-wheel-drive car. Because there's no drive shaft to the rear wheels, the spare tire can be placed in a recessed well back where the differential is located in rear-wheel-drive cars. In addition to this, the luggage compartment floor is lower than in most cars. Thanks to this design, you get a helpful 35.8 cubic feet (1014 dm³) of space (with rear seat folded) to house the items you lift through the counterbalanced liftgate.

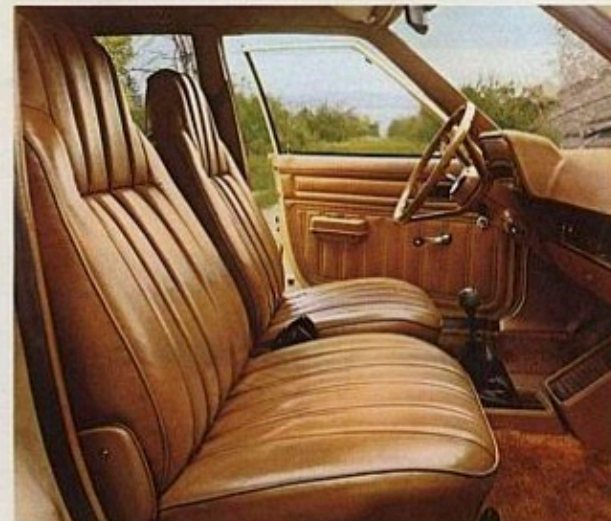




OMNI
IT DOES IT ALL



Omni lets you stretch out and relax.



Omni's concern for people of all sizes becomes quite evident when you take a look at the interior seating and stowage arrangements. In fact, a review of its wide range of seating options is your most obvious clue to Omni's travel-worthiness. Four doors open wide to welcome four adults into a choice of six distinctive seat designs.



The standard design is a handsome vinyl bucket seat with high back in blue, tan, red, and black, to complement your own favorite exterior color. An attractive option is a cloth-and-vinyl design in red or black.

If you order the optional Custom Interior Package, two choices can be made: an all-vinyl high-back style in blue, green, tan, or red; or if you prefer, two-tone combinations of white seats with black, blue, green, tan, or red interior accents. The optional cloth-and-vinyl alternate in the comfortable Custom Interior is offered in blue, red, or green, and provides a very rich and luxurious appearance. Consult your Dealer about other items included in this package.

And if your tastes run to even more luxurious trims, there's an optional Premium Interior Package in two modes: an all-vinyl with dual reclining seatbacks featuring an embossed vinyl; or as an option, a very rich suedelike cloth with vinyl trim that features reclining seatbacks as well. Each seat comes with adjustable head restraints and is available in blue, tan, and red. You see, Omni designers made sure their comfortable interiors look as good as they feel.

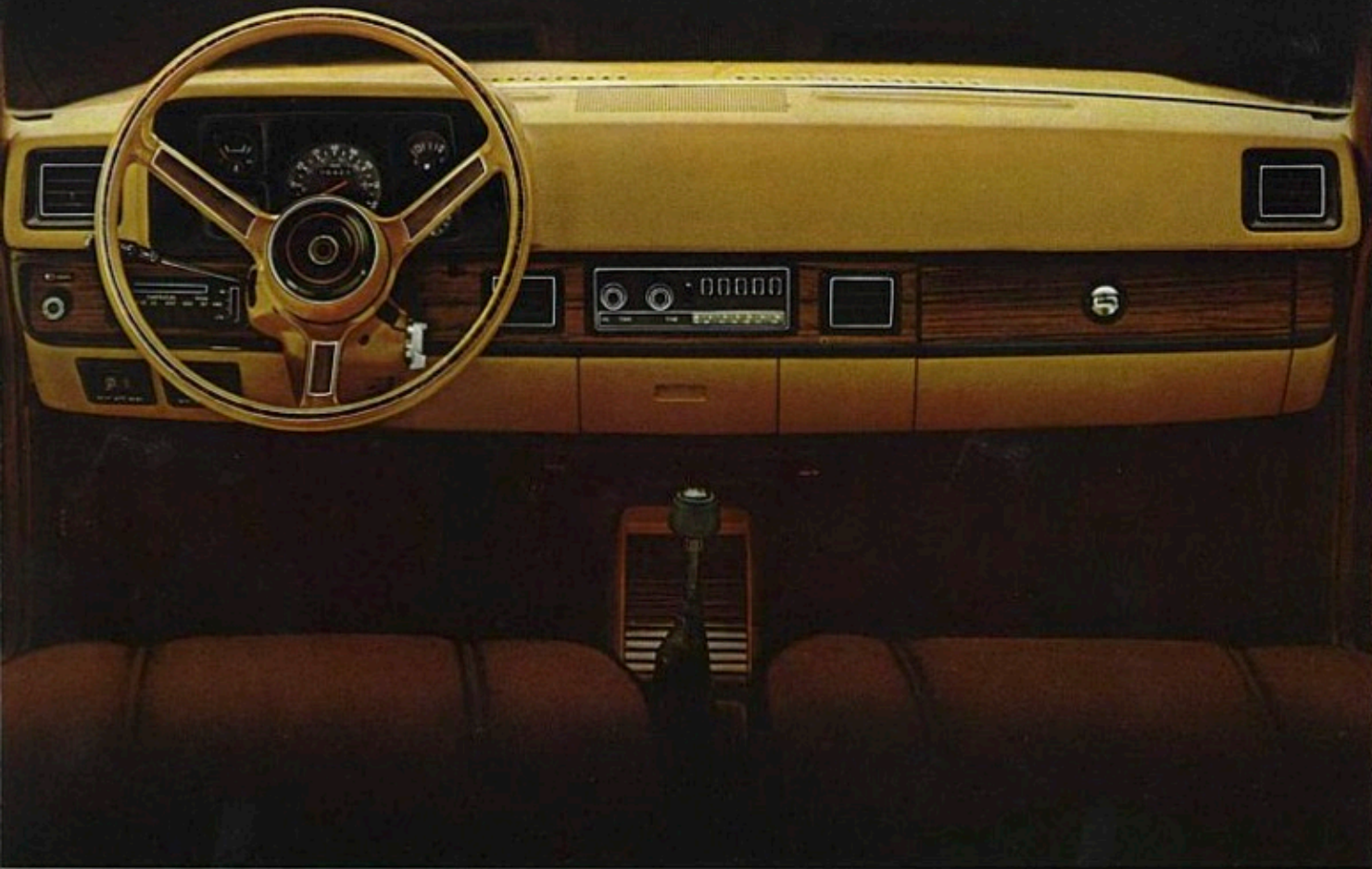
A major ingredient in the Omni interior story, of course, is its luggage and cargo-carrying capability. The rear seat is a real two-seat accommodation, to start with, not just a simple padded bench. The "seat-up" luggage space provides 10.2 cubic feet (289 dm³) for local or long distance travel needs.

The standard security

shelf panel conceals valuable luggage or equipment from the overly curious and cannot be moved until the liftgate is raised. The panel is hinged at the upper edge of the back seat and folds down to form the back-of-the-seat floor in the "seat-down" cargo mode.

Loading is aided by two gas-pressurized struts which hold the liftgate in place. Omni has a very obliging way of handling a lot of what cars are supposed to carry . . . from plants to tots.





Omni makes sure all the directions are easy to read.

As soon as you get behind the wheel, you establish an easy relationship with the dials and gauges that tell you what Omni's doing for you. Omni's speedometer (calibrated in both miles and kilometers per hour), ammeter, engine temperature, and fuel information is all imparted on simple, readable gauges. Numerals are white on a black background and are easy to read at night, as well as during the day. Flanking these gauges are

reminder or warning lights for high beam, restraint system fastening, brakes, and oil pressure. An AM radio is standard. So are the cigarette lighter and the convenient inside hood release. An optional clock and trip odometer are also available.

First-time Omni drivers are always intrigued by the multipurpose control stalk on the steering column. It controls the turn signals, the head-lamp beam selector, and

the windshield wiper and washer with its standard "pulse-wipe" feature. You'll marvel at how so much can be accomplished in so little space—all of it right at your finger tips.

The gear shift lever with shift pattern diagrammed on the lever knob is located near at hand for quick decisive changes. It won't take you long to discover that, in Omni, everything seems to be nicely under control.

Here are ways to make Omni even more versatile.

Omni offers an unusual list of optional accessories and equipment.

1 The roof rack, a multipurpose carryall available as a factory-installed option. With appropriate attachments, it'll handle (a) skis, (b) bikes, (c) baggage, or other cargo up to 150 pounds (68 kg). The rack is easily demounted.

2 An AM/FM stereo radio is the finest of two optional radios you can choose and offers excellent tone.

3 Remote-control outside rearview mirrors are welcome in just about every driving situation.

4 Yes, you can have air conditioning. Its rotary compressor is designed specifically for Omni. It is also lightweight, compact, and smooth-running.

5 A rear window defroster and

wiper/washer is available and can be most helpful in fog or winter frost conditions.

6 Road wheel trim rings add extra dash to Omni's clean lines.

7 You can order the added convenience of power braking on Omni.

8 A console is available for the floor area around the manual or automatic shift lever. A forward-mounted, roll-top storage module console, shown in (a) open and (b) closed positions, is also available.

INDIVIDUAL OPTIONS.

Air conditioning • Bumper guards, front and rear • Cargo compartment carpet and sound insulation • Front roll-top storage module console • Shift lever console with rear ashtray and simulated wood-grained ac-

cents (included with Premium Interior Package) • Clock and trip odometer • Rear electric defroster (includes 65-amp alternator and tinted rear window) • Locking gas cap • Tinted glass: All windows or windshield only • Dual horns (included with Popular Equipment Group) • Glove box lock (included with Custom and Premium Interior Packages) • Light Package: Map/courtesy, glove box, ash receiver, ignition and luggage compartment lights; fender turn signals; and headlight-on buzzer • Luggage rack, roof • Accessory floor mats—color-keyed • Mirrors: Day/night, inside; Remote-control, left-hand (included with Popular Equipment Group); Remote-control, left- and right-hand • Power steering (included with Popular Equipment Group) • Power

front disc brakes • Radios: AM/FM, AM/FM stereo (two front door speakers) • Rear window wiper/washer • Deluxe three-spoke steering wheel (included with Premium Interior Package) • Multicolored "Sport" stripes (three-tone tape striping) • Sport suspension • Automatic transmission • Undercoating • Vinyl roof (red, tan, green, blue, silver, black, white) • Tires: P165/75R13, glass-belted radial-ply whitewall minimum size (with air conditioning) • P165/75R13, steel-belted radial-ply whitewall • Wheel trim rings (included with Popular Equipment Group) • Rallye wheel (with bright hubs, lug nuts, and trim rings) • Bright rallye hubs (bright lug nuts without trim rings included with Premium and Premium Wood-grained Exterior Packages).



Omni proves great basic design can always be improved.



STEP 1.

The Basic Omni is a great distance removed from what used to be called a "stripped model." A bright grille, bright front and rear bumpers with rub strips, bright windshield, liftgate window moldings, head-lamp and tail-lamp accents, plus black vinyl side moldings and white sidewalls provide quietly tasteful ornamentation for a basically distinctive body shape. The Basic Omni by no means

Optional vinyl roof shown.

slides into the background. It'll be admired simply because it's a sound modern shape, honestly produced and valued.

The large, single, rectangular head lamps, tricolor tail-lamp assembly, generous use of glass, and the simple, convenient liftgate with folding rear shelf panel are features common to every Omni. Inside, remarkably comfortable high-back vinyl bucket seats are

provided, along with smart-looking door trim panels and cut-pile carpet in the passenger compartment. The convenient folding rear seat and the "limited use" spare tire location are also basic ingredients. Dodge has not cut corners with the Basic Omni. As proof, look at how much distinction you can achieve with the addition of the optional vinyl roof, shown at left.



STEP 2.

The Omni Custom Package permits further expression of your decorative talent. Both Custom Interior and Exterior Packages are yours to order. The exterior consists of bright trim accents for the hood, fender, wheel lip, door sill, and roof drip rail. On the inside, you've

Optional "Sport" tape shown.

got a choice of two high-back seat designs (one standard with the Custom Package; one optional) finished in attractive all-vinyl or the optional cloth seating with vinyl trim, and attractive door trim panels. Additionally, the Omni Custom fancier receives a glove box

lock and smart simulated wood-grained appliques on the instrument panel. Obviously, there are individual options or interior trim color selections that can also be ordered with this package. But we think you'll agree the Omni Custom makes a very handsome appearance.



STEP 3.

A step up to the Omni Premium Package is a step in a highly stylish direction. Outside, the Premium version provides all the bright trim moldings you find on the Custom plus added bright accents on the door frames, belt, and center pillars. Full-length body side and liftgate moldings and Rallye

Optional two-tone combination shown.

wheel hubs with bright acorn nuts are also included. This same, more personal touch extends to the Premium interior. Comfortable low-back all-vinyl bucket seats with recliners are in this package.

Stylish suedelike cloth-covered seats with recliners and adjustable head restraints can be opted. But there's

more. Like a luxury three-spoke "wood-grained" steering wheel, color-keyed shift lever console, visor vanity mirror on the passenger's side and premium door trim panels with uniquely shaped armrests . . . in addition to the equipment you find on the Custom Omni Package.



STEP 4.

The Ultimate Omni . . . an appropriate name for the Omni with Premium Wood-Grained Package treatment. This decor option consists of the bright trim moldings and accents on body sides, liftgate, and center pillar, you get with the "non-woody" Premium Exterior Package plus the uniquely

styled simulated wood-grained vinyl applique on the sides and lower portion of the liftgate area. The result is a most distinctive automobile, one that's sure to be admired as much for its style as its utility.

It also should be remembered that the beauty and utility of these Omnis

can be further enhanced by a wide range of individual options. Color is one of its strong points. Fourteen single colors are yours to choose from. Or you may choose such useful features as Omni's multipurpose roof rack. In any case, you'll discover it's a lot of fun turning a good idea into a better one.

Omni is uncommonly well-equipped.

Look how much is standard:

Alternator—60-amp • AM radio • Battery—325-amp • Segmented bright grille with bright single rectangular head-lamp bezel accents • Bright liftgate window accents • Body side moldings with black vinyl insert • 104.7-cubic-inch (1.7 litre) overhead cam four-cylinder engine with Electronic Lean Burn System and staged two-barrel carburetor • Floor-mounted four-speed manual transmission • All-vinyl bucket seats

• Door armrests • Cigarette lighter • Unibody construction • Color-keyed sun visors • Two coat hooks • Color-keyed perforated hardboard headlining • Counterbalanced liftgate • Precision electric choke • Dome lamp switch on front doors • Upper level ventilation system • Full coil suspension with antisway feature front and rear • Folding rear shelf security panel • Tricolor tail lamps • Built-in electronic diagnostic connector to facilitate servicing • Convenient column-mounted

single-lever master control for turn signals (with lane change feature), head-lamp dimmer, and windshield wiper and washer with "pulse wipe" feature • Rack-and-pinion steering • Anodized, bright aluminum front and rear bumper face bars with rub strips • Cut-pile carpeting in passenger compartment • Three-spoke steering wheel • Manual front disc/rear drum brake system • 13-gallon (49.2 litres) fuel tank • Coolant recovery system • Inside hood release • White-sidewall radial-ply tires.

SINGLE COLORS:



OPTIONAL TWO-TONE PAINT AND ACCENT TAPE:



*Due to occasional printing irregularities, the colors shown may vary slightly from actual hues. See your Dodge Dealer for accurate color chips.

Omni thinks about your safety and security.

SAFETY.

Lap and shoulder Unibelt restraint system for driver and right front passenger. The total belt system includes: Seat belt reminder signal, shoulder belt tension reliever, automatic webbing retraction, and lap belts for the two rear occupants • Hazard warning flasher • Turn signals with lane change feature • Side marker lights and reflectors • Instrument panel control identification and illumination • Backup lights • Front disc brakes • Dual diagonal braking system with warning light • Dual throttle return springs • Circuit breakers with automatic reset in windshield wiper and head-lamp circuit to protect against extended

power loss • Fusible link in main wiring harness to protect wiring against short circuits • Electric multispeed windshield wipers and electric windshield washers • Energy-absorbing steering wheel • High penetration resistant windshield • Rotary release glove box latch for impact protection • Padded instrument panel • Padded sun visors • Double-ball-joint-mounted rearview mirror with soft rim • Side door guard beams • Resilient window crank knobs • Flush design inside door handles • Folding seatback latches • Interlocking door latches • Dual hood latch system • Front seat head restraints • Lock buttons override inside door release lever (all except

driver's door) • Padded top on front seatback • Fire-retardant interior trim materials • Left outside rearview mirror • Recessed lift-type exterior door handles • Safety-Rim wheels • Visual check system for radiator coolant level • Decals affixed to various parts of the vehicle to alert driver to certain safety precautions (example is tire pressure decals).

SECURITY.

Visible vehicle identification number • Steering column lock • Ignition key reminder buzzer • Liftgate lock with break-in resistance and separate key • Tamper-resistant odometer with telltale features.

Just in case you'd like to know how Omni measures up.

Omni specifications reveal a lot you won't discern with the naked eye.

ENGINE

Type: Overhead cam four in-line with Electronic Lean Burn System and staged two-barrel carburetor.

Bore and stroke: 3.13 inches (79.5 mm) x 3.40 inches (86.4 mm).

Displacement: 104.7 cubic inches (1.7 litres).

Compression ratio: 8.2:1.

Fuel: Nonleaded regular.

Horsepower: 70 at 5600 RPM.

ENGINE DESIGN FEATURES

Overhead camshaft • Five main bearings • Cast aluminum pistons • Cast aluminum intake manifold • Aluminum cylinder head • Liquid cross flow cooling system, with electric fan.

ELECTRICAL SYSTEM

Battery: 325-amp. Alternator: 60-amp. Voltage: 12V (electronic voltage regulator).

CHASSIS AND SUSPENSION

Unitized body and chassis.

Front suspension: Iso-strut independent coil with antisway bar.

Rear suspension: Trailing-arm independent coil with integral antisway feature.

Brakes: Manual . . . 9.0-inch (228.6 mm) disc front. 7.9-inch (200 mm) x 1.2-inch (30.48 mm) drum rear.

Wheels: 13-inch x 4.5-inch J argent painted steel.

Tires: P155/80Rx13 glass-belted radial white sidewall (standard). Optional P165/75Rx13 available as glass-belted radial.

Whitewall or steel-belted whitewall.

Steering: Rack and pinion. Manual ratio: 22.00:1. With optional power assist: 18.00:1.

DRIVE TRAIN

Drive: Front wheel in unit with front-mounted four-speed transmission trans-axle. Drive shafts employ constant velocity universal joints.

Transmission types: Four-speed manual, standard. Three-speed automatic, optional.

Transaxle ratios: Federal: Manual, 3.3; automatic, 3.4. California: Manual, 3.5; automatic, 3.7.

CAPACITIES

Fuel tank: 13 gallons (49.2 litres).

Engine crankcase: 4 quarts (3.8 litres).

Cargo volume: 10.2 cubic feet (289 dm³) (with rear seat in place). 35.8 cubic feet (1014 dm³) (with rear seat folded).

Curb weight: 2137 lbs. 969 (kg).

BROWN'S DODGE, INC.

PHONE 386-8498

RUSSELL ROAD

CANTON, N. Y. 13617



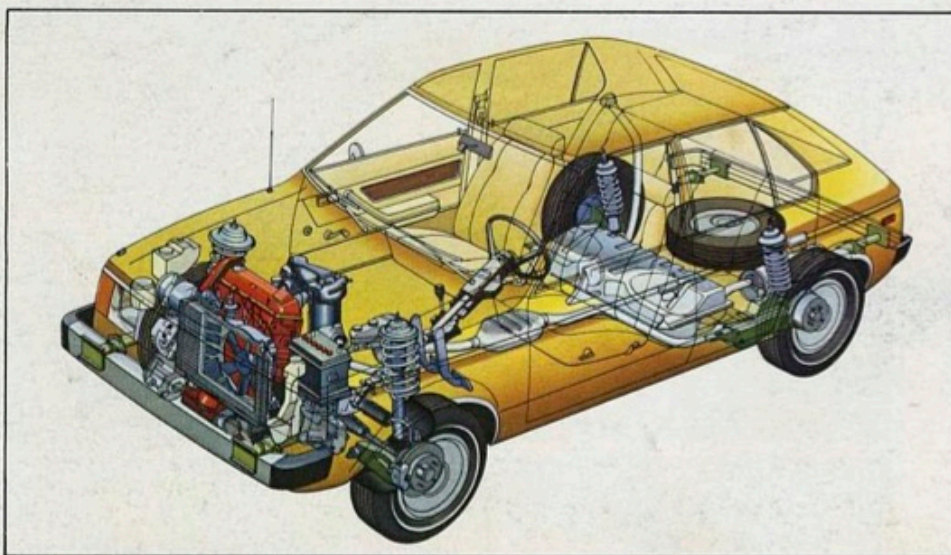
Dodge

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DIMENSIONS CAN TELL YOU A LOT ABOUT OMNI.

EXTERIOR		INTERIOR	
WHEELBASE	99.2 (inches) 2520 (mm)	HEADROOM	Front 38.3 (inches) 973 (mm) Rear 37.4 (inches) 950 (mm)
LENGTH	163.2 (inches) 4146 (mm)	LEGGROOM	Front 41.8 (inches) 1062 (mm) Rear 33.0 (inches) 838 (mm)
HEIGHT	53.4 (inches) 1356 (mm)	HIPROOM	Front 52.6 (inches) 1336 (mm) Rear 52.4 (inches) 1330 (mm)
WIDTH	66.2 (inches) 1681 (mm)	SHOULDER ROOM	Front 51.7 (inches) 1314 (mm) Rear 51.5 (inches) 1309 (mm)
WEIGHT	2137 (lbs.) 969 (kg)	LUGGAGE SPACE	With rear seat folded, 35.8 (cu. ft.) 1014 (dm ³) With rear seat raised, 10.2 (cu. ft.) 289 (dm ³)



Engineering features make Omni a rewarding new experience.

1. **Omni** is the first high production front-wheel-drive car with transverse-mounted engine ever assembled in America.

2. **Omni** is a "metric" car designed to metric dimensions. Most fasteners (nuts, bolts, etc.) are in metric sizes.

3. **Omni** passengers will enjoy a ride that is smooth, quiet, and well-controlled. **Omni** offers four-wheel independent suspension using low-rate coil springs, shock absorbing front strut units, rear trailing arms, and antisway features, front and rear. The suspension is wonderfully supple, with full jounce travel of over 3½ inches (885 mm) at front and rear.

4. **Omni** provides a diagnostic plug in the engine compartment. Makes electrical system tests quick and efficient.

5. **Omni** serviceability, in the many areas noted below, is refreshingly simple. So simple, we have published a special service manual "The Weekend Mechanic," for the do-it-yourselfer.

- Components like the distributor, spark plugs, and engine dipstick are forward facing, easy to see and reach.
- Electronic Ignition System eliminates need for distributor contact points or a condenser.
- The cooling system has a single easy-to-reach drain plug.
- Clutch adjustments can be made without tools or measuring instruments.
- The cooling system thermostat is easily removable. It's located at the front of the engine.
- The engine oil pan is easy to remove and install.
- You don't have to pull the air cleaner housing to set the carburetor idle speed.
- Electrically driven fan (no belt to adjust or replace) runs only when engine temperature reaches 195-205°F (76-82°C).
- Headlights are easily replaced simply by removing the head-lamp frame. You can align the lights without

removing any trim. • Changing tires is remarkably easy . . . the tire/wheel weighs less than on larger cars—jacking points are readily available at four body-sill locations. • If a radio antenna is damaged, it is easily replaced without removing the antenna mount or disturbing the lead-in wire.

6. **Omni** makes liberal use of corrosion-resistant galvanized steel in body panels in areas exposed to corrosion.

7. **Omni** oil changes are needed only at 7500 miles (12,068 km)/six month intervals in normal conditions.

8. **Omni** enjoys use of Chrysler Corporation's exclusive Electronic Lean Burn System which promotes smooth warm-up and performance.

9. **Omni** features rack-and-pinion steering, a system commonly used in sports/racing cars.

10. **Omni** provides excellent directional and cross-wind stability.

- Front wheels drive and steer.
- Engine/transmission weight located over the driving wheels.