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-soaked roads offer far less challenge to the Omni driver. In snow, for example, Omni moves with confidence. Smooth. Pivotal. 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 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.

If you can lift it, chances are, it'll fit. A spinning wheel, a car, a rafter, 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 is lower than in most cars. Thanks to this design, you get a helpful 13.3 cubic feet (1044 dm³) of space (with rear seat folded) to house the items you lift through the counterbalanced liftgate.

Even the long hauls turn into fun. That's because you feel very much at ease in Omni. With its 99.5-inch (2529 mm) wheelbase and coil spring suspension at all four wheels, Omni also provides a quiet ride — 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 competitively its 104.7-cubic-inch (1.7 l) 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.
Omni lets you stretch out and relax.

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 suede-like 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 toots.
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/FM 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 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) skis, (c) baggage, or other cargo up to 150 pounds (81 kg). The rack is easily demounted.

2. An AM/FM stereo radio is the latest 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 compressor is designed specifically for Omni. It is also lightweight, compact, and smooth-running.

5. A rear window defroster and *Cleaner maintenance. Available as option. Model 7B.

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, 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 seat tray 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 doors, windshield only, dual horns (in-
cluded with Popular Equipment Group), glove box lock (included with Custom and Premium Interior Packages), Light Package: Map courtesy, glove box, ash receiver, igni-
tion and luggage compartment lights, fender turn signals, and headlight-on-buzzer, luggage rack, roof accessory floor mats—color-keyed mirrors: Daylight, 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 (in-
cluded with Popular Equipment Group), whitewall tire wheel (with bright lug nuts, lug nuts, and trim rings), bright trim wheels (bright lug nuts without trim rings included with Pre-
mium and Premium Wood-grained Exterior Packages).
Omini proves great basic design can always be improved.

STEP 1.
The Basic Omini is a great distance removed from what used to be called a "blank canvas." Light grille, bright front and rear bumpers with rub strips, bright windshield, illiglow window moldings, head-lamp and tail-lamp accents, plus black vinyl side moldings and white sidewall tires on ommation for a basically distinctive body shape. It's no mystery—:

Optional vinyl roof shown.

STEP 2.
The Omini Custom Package permits full 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 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 Omini Custom finisher receives a glove box provided, along with smart-looking door trim panels and cut-pile carpeting 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 Omini. As proof, look at how much distinction you can achieve with the addition of the optional vinyl roof, shown at left.

STEP 3.
All up to the Omini 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 wheel trim, belt, and center pillars. Full-length body side and illiglow moldings and Rallye are. Optional two-tone combination shown.

STEP 4.
The Ultimate Omini . . . an appropriate name for the Omini with Premium Wood-Grained Exterior Package treatment. This decor option consists of the bright trim moldings and accents on body sides, illetage, and center pillar, you get with the "non-stylish" Premium Exterior Package plus the uniquely styled simulated wood-grained vinyl applique on the sides and lower portion of the illiglow 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 Omini's multipurpose roof rack. In any case, you'll discover it's a lot fun turning a good idea into a better one.

Omni is uncommonly well-equipped.

Look how much is standard:

Alternator—80-amp AM radio
Battery—325-amp
Segmented bright grille with bright rectangular head-lamp bezel accents
Biglawn window accents
Body side moldings with black inlay for a contemporary look
Overhead carry-four-cylinder engine
Electronic Lean-Burn System
Traction and Stab-i-matic control and stabilizer bar
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 illiglow
Precison electric choke
Cone lamp switch on front door
Upper level ventilation system
Full coil suspension with over-the-fender feature front and rear
Rear wheel security panel
Traction latches
Built-in electronic diagnostic system
Convenient column-mounted single-lever master control for turn signals (with lane change feature), head-lamp dimmer, and windshield wiper and washer with "outside wipe" feature. 
White-Capital radial tire ply.
Just in case you’d like to know how Omni measures up.

Omni specifications reveal a lot you wouldn’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 (80 mm) x 3.40 inches (86 mm).
Displacement: 104.7 cubic inches (1.7 litres).
Compression ratio: 8.2:1.
Fuel: Nonlead 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
Voltage: 12V (electronic voltage regulator).

CHASSIS AND SUSPENSION
Unitized body and suspension.
Front suspension: ISO-strut independent coil with anti-sway bar.
Rear suspension: Trailing-arm independent coil with integral anti-sway feature.
Brakes: Manual . . . 9.0-inch (229 mm) disc front. 7.9-inch (200 mm) x 1.2-inch (30 mm) drum rear.
Wheels: 13-inch x 4.5-inch J argent painted steel.

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


CAPACITIES
Fuel tank: 13 gallons (49 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).

DIMENSIONS CAN TELL YOU A LOT ABOUT OMNI.

<table>
<thead>
<tr>
<th>EXTERIOR</th>
<th>INTERIOR</th>
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</thead>
<tbody>
<tr>
<td>WHEELBASE</td>
<td>99.2 (inches) 2520 (mm)</td>
</tr>
<tr>
<td></td>
<td>HEADROOM</td>
</tr>
<tr>
<td>FRONT</td>
<td>38.3 (inches) 972 (mm)</td>
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<td></td>
<td>REAR</td>
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<tr>
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<td></td>
<td>HIPROOM</td>
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<td>SHOULDER ROOM</td>
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<td>51.7 (inches) 1314 (mm)</td>
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<td>REAR</td>
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<tr>
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<tr>
<td></td>
<td>LUGGAGE SPACE</td>
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<tr>
<td>With rear seat folded</td>
<td>35.8 (cu. ft.) 1014 (dm³)</td>
</tr>
<tr>
<td>With rear seat raised</td>
<td>10.2 (cu. ft.) 289 (dm³)</td>
</tr>
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</table>

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 (91-96°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.


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

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