

'76 DODGE  
*Charger*

Four Distinctive Hardtops





# Charger Special Edition. Beneath that classic styling lurks a sport machine.

Looking at the Charger Special Edition, you get the impression it's a distinctive around-town car with all the expected quality details. True, Charger has an air of elegance about it with opera windows, plush interiors, and a full complement of personal comfort items. But don't befooled by luxury alone. Charger Special Edition is a performer... by name and by reputation. It's a solid car and a spirited car. And it gets you there with control and quiet comfort.

The good things that come standard tell you Charger is a sport machine: a 318 CID V8 power plant with TorqueFlite automatic transmission front sway bar, power steering, power front disc brakes, a superefficient sound insulation system, and, of course, bucket seats.

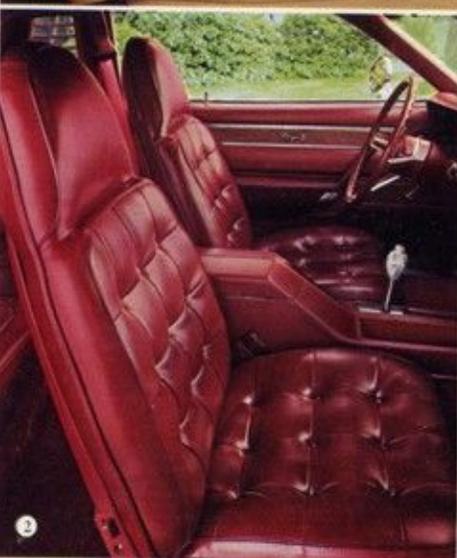
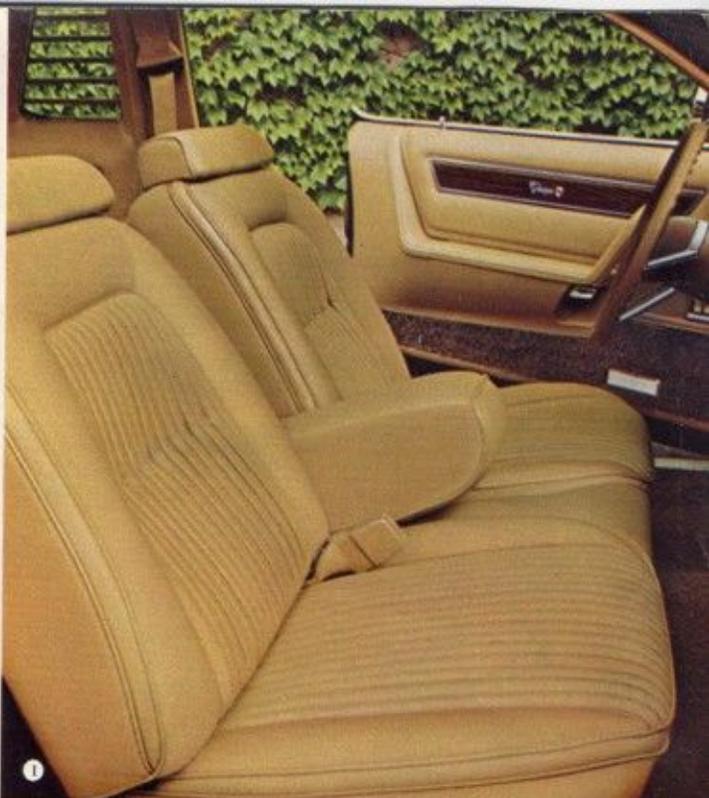
So, if you orier Charger Special Edition because it's handsome and plush, be prepared for the fun o a sport machine as well.

1. A popular option is the cashmerelike cloth-and-vinyl bench seat with fold-down center armrest, available in black, blue, green, gold, red, and tan. And you can opt for power windows, digital chronometer, AM/FM radio, luxury steering wheel, and an elegant 60/40 velour-and-vinyl seat.

2. Choose the standard bucket seats and relax in Oxford all-vinyl upholstery in your choice of seven colors: black, blue, green, gold, red, tan, and white. The driver's seat is available with a six-way power assist.

3. Roll sporty Special wheel covers that give Charger Special Edition that custom look are standard.

4. Behind the wheel. All accessory controls are located within easy reach of the driver's hand. The optional tachometer indicates engine revs. Order the optional air conditioning and stay cool. All highlighted by the functional instrument panel with simulated rosewood trim.





# Charger Daytona. Just plain looks like a real mover.

The Daytona version abounds with those decorative trim items that say "sporty car." Paint treatments are two-tone colors with special body taping. The dual sport mirrors and body side mouldings are color-keyed. Charger Daytona decals are on the doors, fenders, and deck lid. Black textured grille has brightwork accents. Steel-belted radials have white sidewalls. The standard rear sway bar helps minimize body roll on curves and winding roads. But don't let those sporty looks and road handling features give you the wrong impression about Charger Daytona. It's an economical performer. Thanks to a proven 318 CID V8.

Of course, you can order performance options that give Charger Daytona the "go" to go with the looks. Specify an optional 360 or 400 CID V8. The optional floor-mounted TorqueFlite automatic with console. Optional heavy-duty suspension and Urethane-styled road wheels. For the finishing touch, add the optional "Tuff" steering wheel. It'll make you feel as if you're grabbing hold of a real road machine.

And for comfort to complement the performance, consider optional air conditioning, AM/FM stereo, and the 60/40 split seat in crushed velour and vinyl with fold-down center armrest and recliners.

Go ahead. Grab the wheel of the new Dodge Charger Daytona. You won't be able to let it go.

1. Standard interior for Charger Daytona is the all-vinyl front bucket seats with color-keyed carpeting and matching vinyl door-panel inserts. Color choices include red, black, blue, and white.

2. Black-out grille treatment with brightwork accents.

3. Optional Urethane-styled road wheels.

4. Charger Daytona with two-tone paint and special body striping.





# Charger Sport. The sporty styling only hints at the comfort and agility.

Poised. Willing. And ready to go. Charger Sport seems to beckon you to get behind the wheel and escape in a world that is uniquely Charger. As soon as you open the door, you'll know Charger Sport has much more than good looks. The standard seats are real velour. With the extra convenience of a fold-down center armrest. They're soft. Plush. And nothing but comfortable. That quality is carried out all around, too. With deluxe trim on the instrument panel and door panels. Why, even the floor sports rich, thick 24-ounce shag carpeting.

Charger Sport is every bit as handsome outside as it is in. With stylish, color-keyed vinyl insert body side mouldings, deluxe wheel covers, and black grille accents. And under it all, there beats the heart of a Charger. A spirited, yet thrifty, 225 Six or 318 CID V8 is standard. As is the front sway bar. Which helps control roll and lean on curves and winding roads. Charger Sport's 115-inch wheelbase gives it a trim size for maneuverability in traffic, too.

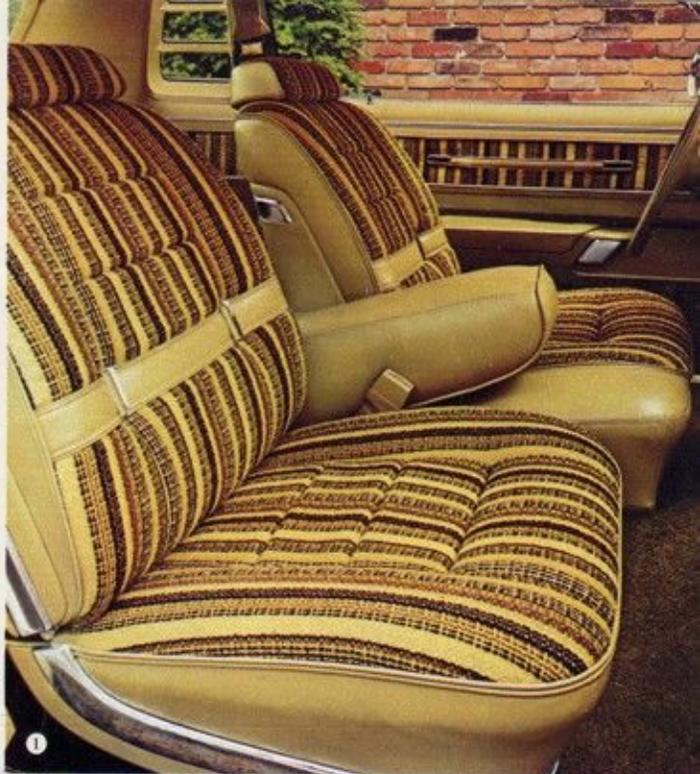
To make your Charger Sport even more personal, just add a few of your favorite options. You can get bucket seats with a fold-down center armrest at no extra cost. Or choose the canopy vinyl roof with the distinctive louvered rear quarter windows (shown at left).

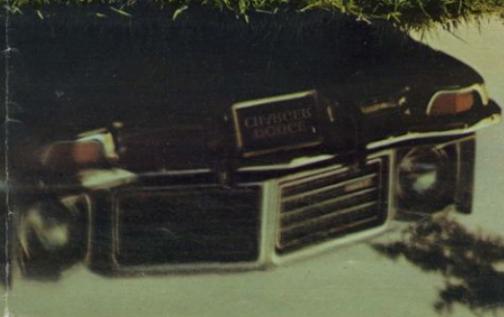
There's a '76 Charger Sport poised...willing...and ready to go at your Dodge Dealer's now. Turn it on. It'll do the same for you.

1. The 60/40 divided bench seat, shown at right, is upholstered in rich Boca Raton cloth and vinyl, available in black, blue, green, gold, parchment, and red. It's optional on the Charger Sport and features a convenient fold-down center armrest and reclining seat backs. The seat shown has an optional six-way power control.

2. The framed instrument panel clusters all controls neatly in front of the driver. Instrumentation includes fuel, temperature, and alternator gauges, and an oil pressure light.

3. This halo vinyl roof is optional on Charger Sport.







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**STANDARD SPECIFICATIONS—CHARGER SE AND DAYTONA**

ENGINE:	318 V8
TRANSMISSION:	TorqueFlite automatic
SUSPENSION:	Front: Torsion bars Rear: Asymmetrical leaf springs Front and rear sway bars (rear sway bar std. on Daytona and with radial tires)
TIRES:	G78 x 15 BSW glass-belted GR78 x 15 WSW radials (std. Daytona)
WHEELS:	15 x 5.5
BRAKES:	Front: Power disc Rear: 11" x 2½" drum
ELECTRICAL SYSTEM:	Battery: 440-amp Alternator: 50-amp Electronic Ignition System Transistorized voltage regulator
FUEL TANK:	25.5 gallons
TRUNK:	14.7-cu.-ft. capacity

**REAR AXLE AVAILABILITY**

ENGINE	TRANSMISSION	STANDARD	OPTIONAL
318, 360 2V <sup>1</sup> & 4V, 400 2V <sup>1</sup> & 4V	TorqueFlite automatic	2.71	2.45 <sup>2</sup> , 3.21, 2.94 (2.71, 3.21 Sure Grip)

1. N/A California.

2. N/A California with 318 V8.

**STANDARD SPECIFICATIONS—CHARGER AND CHARGER SPORT**

ENGINES:	225 Six, 318 V8
TRANSMISSION:	3-speed manual
SUSPENSIONS:	Front: Torsion bars with sway bar Rear: Asymmetrical leaf springs
TIRES:	F78 x 14 BSW bias-belted
WHEELS:	14 x 5.0
BRAKES:	Front: Manual disc Rear: 10" x 2½" drum
ELECTRICAL SYSTEM:	Battery: 305-amp; Alternator: 50-amp Electronic Ignition System Transistorized voltage regulator
FUEL TANK:	20.5 gallons; 25.5 gallons (V8)
TRUNK:	14.7-cu.-ft. capacity

**REAR AXLE AVAILABILITY**

ENGINE	TRANSMISSION	STANDARD	OPTIONAL
225 Six <sup>1</sup>	3-speed manual	3.21	(3.21 Sure Grip)
	TorqueFlite automatic	2.94	3.21 (3.21 Sure Grip)
318 V8	3-speed manual <sup>1</sup>	2.94	3.21 (3.21 Sure Grip) <sup>2</sup>
	TorqueFlite automatic	2.71	2.45 <sup>2</sup> , 2.94, 3.21 (2.71, 3.21 Sure Grip)
360 or 400 V8 2-bbl <sup>1</sup> or 4-bbl.	TorqueFlite automatic	2.71	2.45, 3.21 (2.71, 3.21 Sure Grip)
400 4-bbl. V8 Dual Exhaust <sup>1</sup>	TorqueFlite automatic	3.21	(3.21 Sure Grip)

<sup>1</sup>N/A in California.

Charger Special Edition 2-door hardtop



Charger Daytona 2-door hardtop



Charger Sport 2-door hardtop



Charger 2-door hardtop

are believed correct at publication approval, accuracy cannot be guaranteed. Some of the equipment shown on product to time, without notice or obligation, in prices, specifications, colors, and materials, and to change or discontinue models.