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Modern Architecture Creates a Driver's Versatile and Fun Sports Wagon

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- All-new 2005 Dodge Magnum will be offered in both rear-wheel drive and all-wheel drive
- Rear-wheel drive delivers vehicle balance and handling
- All-wheel drive offers owners four season traction

REAR-WHEEL-DRIVE SYSTEM

Rear-wheel drive is standard on all 2005 Dodge Magnum vehicles. Using rear-wheel-drive architecture allowed designers to create a taller vehicle with more utility. It also made it possible to have a longer wheelbase, giving the Dodge Magnum a more balanced ride and greater interior room.

"Rear-wheel drive offers the best vehicle balance and handling, and a performance-car experience without any compromises in performance or luxury," said Eric Ridenour, Executive Vice President – Product Development, Chrysler Group. "It separates the steering and acceleration duties. This eliminates compromises and enables enhanced performance and handling."

Advancements in technology in the last five years enable a rear-wheel drive large car to perform with all-season capability. Electronic Stability Program (ESP), All-Speed Traction Control, and advanced anti-lock brake systems and tire technologies have reached new levels of performance.

The rear-wheel drive system mounts the engine and transmission in a North/South configuration in the vehicle. It includes a two-piece drive shaft that incorporates a unique Chrysler Group collapsing feature to enhance passenger protection during frontal and offset frontal impacts. The remainder of the system consists of a cradle-mounted rear differential and two half shafts. The rear differential is double isolated and precision machining ensures significantly reduced noise, vibration and harshness.

ALL-WHEEL-DRIVE SYSTEM

All-wheel-drive provides the solution to those who require the best in passenger-car four-season traction. It is available on Dodge Magnum SXT and Magnum RT.

The all-wheel-drive system adds a front differential and a transfer case compared to the rear-wheel drive configuration. The power is divided between the front and rear differentials and is transmitted to both axles at all times. The transfer case is a planetary center differential that delivers 62 percent of the engine torque to the rear axle and 38 percent to the front.

By driving continuously through all four wheels, the all-wheel-drive system provides excellent cornering balance under all driving conditions, and better traction in snow and wet-weather conditions. Combined with All-Speed Traction Control and ESP, performance and stability are outstanding under all traction conditions.

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