

2000 dodge plymouth





sedan. Back for is basically the same 2. Torque peak occurs at rpm, but 90 percent of that is on tap at a mere revs. This engine can be mated with either a three-speed auto a noticeable deficit against some competitors' four-speed automatics or a five-speed manual. Corporate types argue that, with this engine's grunt, the extra cog isn't really required. It saves money, too. They're largely correct, save for high-speed freeway cruising when engine speeds do get a bit busy. In terms of fun, this gutsy engine is an overachiever, but in order to reduce its former buzziness, engineers have fitted a new flexible exhaust coupling, redesigned exhaust manifold, more sophisticated motor-mount system, new round catalyst, and larger muffler for less back pressure. The Neon powertrain is also less likely to blow its cool, thanks to increased cooling capacity for the engine, transaxle, and power steering. Unfortunately for driving enthusiasts like us, the engine, transaxle, and power steering. Unfortunately for driving enthusiasts like new Neon's suspension has been tweaked for some additional travel so that it will no longer bottom out in moderate dips. To accomplish that, engineers put 30 percent more jounce travel in the rear and 15 percent in the front. This should also improve the car's ride when laden with passengers and cargo. With these changes, we'd give the ride-smoothness and body-control edge to competitors like the Honda Civic and Toyota Corolla, though there's definitely marked progress here. And the Neon's suspens

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ion does get top grades for wheel control. The steering rack is slightly reduced, which allowed the team to more accurately tune it for a crisper turn-in response. And the rack itself was further isolated to attenuate the transmission of noise and vibration from the road and from the hydraulic system. Small items of change, yes, but noticeable when you're behind the wheel. The brake system's pedal feel and overall quiet are enhanced with a larger master cylinder, thicker rotors, and low-expansion brake lines. The standard arrangement is front discs and rear drums. Optional are four-wheel discs with an anti-lock system and even traction control. Chrysler 's engineers brag that the Neon has best-in-class brakes. The Neon will be targeted, again, at tough competitors like the Honda Civic, Toyota Corolla, Ford Escort, and Chevrolet Cavalier in a small-car segment that accounts for about 2. Close Ad. Watch Originals. Join MotorTrend. Jack Keebler writer. Share on Facebook Share on Twitter.