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2006 Dodge Viper SRT10: The Ultimate American Sports Car Continues to Define Outstanding Performance — With or Without a Hardtop

- Dodge Viper SRT10 Coupe “tops off” Viper lineup
- 500/500/500: cu. in., horsepower and torque on tap
- SRT Performance: 0-60 mph in less than 4 seconds, 60-0 mph braking in less than 100 feet, 0-100-0 mph in mid-12-second range

August 31, 2005, Auburn Hills, Mich. -

From the moment of its introduction in 2003, the Dodge Viper SRT10 Convertible has upheld its heritage as the ultimate American sports car and icon of the Dodge brand. In short, the Dodge Viper SRT10 is in a class by itself.

And for 2006, the Dodge Viper SRT10 Convertible gets a classmate, with the introduction of the all-new 2006 Dodge Viper SRT10 Coupe.

“The Dodge Viper SRT10 Coupe builds on an incredible heritage,” said Darryl Jackson, Vice President — Dodge Marketing, Chrysler Group. “Both the Dodge Viper SRT10 Coupe and Convertible set the standard for uncompromising performance, stunning looks and subtle refinement—qualities that define the Viper’s character,” Jackson added.

With an 8.3-liter 510-horsepower (380 kW) V-10 engine contributing to blistering acceleration (0-60 mph in less than 4 seconds, 0-100-0 mph in the mid-12-second range), and a bold appearance marked by Dodge’s signature crosshair grille design, deep-cut side scallops, swept-back fenders and lowered hood lines, the Dodge Viper SRT10 Coupe and Convertible offer outrageous performance in two stunning packages.

“Dodge Viper enthusiasts have always loved the idea of a Dodge Viper Coupe,” said Dan Knott, Director — Street and Racing Technology (SRT), Chrysler Group. “Many owners go racing, and a coupe is required under some racing-series rules. With the introduction of the 2006 Dodge Viper SRT10 Coupe, we are giving them everything they’re looking for: outrageous power, stunning performance, awesome looks — and a hardtop.”

Bold Looks, No-Nonsense Appearance

Dodge Viper SRT10 styling builds on cues from the original Viper R/T 10, with the signature crosshair grille design, deep-cut side scallops, swept-back fenders and lowered hood lines. Advanced materials such as resin injection molded (RIM) and sheet-molded composite (SMC) panels are used extensively in the front and rear fascia, deck lid, rear quarter panels, doors, hood, front fenders, cowl panel and windshield frame.

For 2006, Viper SRT10 Convertible is available in Viper Red and Viper Black. Later in the year, a special “Blue Mamba” edition will be available with a special interior package that includes black leather upholstery with contrasting stitching and shift knob accents.

The exterior design of the all-new 2006 Dodge Viper SRT10 Coupe, with its “double-bubble” roof and dramatic rear styling with wraparound taillamps reminiscent of the Viper GTS Coupe, is what sets it apart from its Convertible sibling — and connects it to the Viper heritage.

Another connection is the inaugural color scheme: The 2006 Viper SRT10 Coupe will be launched with a Viper Blue exterior accented with Stone White stripes, a nod to the blue-with-white-stripes motif of the original Dodge Viper GTS Coupe.

“It is important for us to sustain heart-pounding emotion in Viper design,” said Trevor Creed, Senior Vice

President – Design, Chrysler Group. “The 2006 Dodge Viper SRT10 Coupe design includes a nod to the original Viper GTS Coupe, but in a contemporary way.

“The Dodge Viper SRT10 Coupe owner is often a racer, and the car has to scream that, even when it’s idling at the stoplight,” Creed added. “The bottom line is that the new Dodge Viper SRT10 Coupe’s design says a lot about its unique character, and the car’s performance is the payoff.”

In many cases, a convertible is derived from a coupe. After the coupe’s top is removed, structural reinforcements must be added to regain torsional stiffness lost with the deletion of the roof structure.

In the case of the 2006 Dodge Viper SRT10 Coupe, the starting point was the Dodge Viper SRT10 Convertible, which has a stout structure to begin with. With the addition of the roof structure, the Viper SRT10 Coupe becomes even more torsionally rigid than the Convertible.

From an aerodynamic standpoint, the all-new 2006 Dodge Viper SRT10 Coupe is designed for increased downforce and high-speed stability, with a sloping roofline and decklid spoiler.

The only bodywork that the Dodge Viper SRT10 Coupe shares with the Convertible is the front fascia and fenders, hood and doors. In addition to the new canopy and decklid, the 2006 Dodge Viper SRT10 Coupe has a special windshield surround, door side glass, rear fascia, quarter panels and taillights.

The decklid for the Dodge Viper SRT10 Coupe was designed for customer convenience as well as structural integrity. The decklid opening is deeply integrated into the rear fascia, which offers a low lift-over height for stowing cargo. Gas struts hold the decklid in place when open; when closed, the decklid is secured with a lock that meets federal regulations for latch safety.

The Dodge Viper SRT10’s cockpit is notable for the race car-themed red pushbutton starter to get things going under the hood. Other race-inspired characteristics are evident throughout the cockpit, which features a performance-oriented, highly functional instrument panel with center-mounted tachometer and 220-mph speedometer.

Another functional interior feature for owners who will take their 2006 Dodge Viper SRT10 Coupe racing is the roof and headliner structure that offers room to help accommodate a safety cage, while maintaining as much headroom as possible.

“For helmet clearance, we brought back the ‘double-bubble’ roofline from the original Dodge Viper GTS,” said Creed. “In fact, we began the process by utilizing a mannequin with a helmet to determine the height and shape of the roof.”

A result of the 2006 Dodge Viper SRT10 Coupe’s configuration is more usable trunk space: 4 cu. ft. more than the Viper SRT10 Convertible, for a total of 6.25 cu. ft.

The 2006 Dodge Viper SRT10 Coupe will initially feature a black interior color scheme with blue accents throughout.

Race-Inspired Performance

An aluminum-block 8.3-liter (505 cu. in.) V-10 engine powers the Dodge Viper SRT10, generating 510 horsepower and 535 lb.-ft. (725 N•m) of torque — 90 percent of the torque available in the 1,500-to-5,600 rpm range. And with all that power comes certification as a Low Emissions Vehicle (LEV). Transferring the Dodge Viper’s power to the rear wheels is a heavy-duty six-speed manual transmission.

Stopping power is another carefully developed part of the Viper SRT10 equation, with 14-inch brake rotors gripped by Brembo 44/40 dual opposing piston calipers in the front and Brembo 42/38 dual opposing calipers in the rear. This system results in a world-class braking performance of 60 mph-to-zero in less than 100 feet.

Dodge Viper SRT10 performance is further defined by a race-bred aluminum, four-wheel independent suspension featuring lightweight, high-performance aluminum control arms and knuckles, damped by lightweight coil-over shock absorbers. Power is delivered to the pavement via a Dana 44-4 Hydra-Lok speed-sensing limited-slip differential.

Where the rubber meets the road, Dodge Viper SRT10 rides on forged aluminum, polished 18-in. x 10-in. front and 19-in. x 13-in. rear wheels, clad in Michelin zero-pressure run-flat tires. Each tire includes low-pressure sensors in the valve stems.

New for 2006 are two options in wheels: a forged aluminum five-spoke wheel and an “H-spoke” forged aluminum wheel.

Altogether, the Dodge Viper SRT10 is capable of amazing performance figures: estimated 0-60 mph time of less than four seconds, top speed of 190 mph, and completion of the signature SRT 0-100-0 mph test in the mid-12-second range.

Dodge Viper SRT10 is built at DaimlerChrysler’s [Conner Avenue Assembly Plant](#) in Detroit.

Dodge Viper Competition Coupe

Following the adage that “racing improves the breed,” motorsports competition has long been part of Dodge Viper heritage. Beginning in 1996, Dodge began campaigning the Viper GTS-R, a “factory” racing Viper, which won several FIA GT championships, as well as class wins at the 24 Hours of LeMans. But, in 2003, the newest generation of racing Viper was unveiled — the Viper Competition Coupe.

“The Dodge Viper Competition Coupe came about as a result of demands from our Viper community,” said John Fernandez, Director — Dodge Motorsports Operations. “People who had Vipers were taking them to the Viper Racing League, which runs about 12 events at different race tracks throughout the country. These owners were spending a lot of time and energy making their Vipers even more competitive, and they came to us and asked if we could develop a race car for them.

“The result is the Dodge Viper Competition Coupe — a true racing version of America’s ultimate sports car,” Fernandez added.

Making extensive use of Dodge Viper SRT10 production pieces to keep the retail price at slightly more than \$130,000, the Dodge Viper Competition Coupe also makes use of race-bred technologies, including a carbon fiber-Kevlar coupe body inspired by the Dodge Viper GTS-R concept unveiled at the 2000 North American International Auto Show.

Other enhancements for competition include a safety cage, window net, six-point driver restraints, fire-suppression system, differential cooler, ducted brakes and racing slicks. A track-ready chassis based on the Dodge Viper SRT10 Convertible is also key to the Viper Competition Coupe’s readiness for serious racing action.

Beneath the hood is a V-10 engine tuned for 520 horsepower (387 kW) and 540 lb.-ft. (732 N•m) of torque — serious power for a serious race car.

True to its racing DNA, the Dodge Viper Competition Coupe cannot be registered for the street. But, it is eligible to compete in GT-class racing in venues such as the Sports Car Club of America (SCCA) SPEED World Challenge and the Viper Racing League.

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