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## **The All-new 2007 Dodge Nitro: Engineered for Performance, Power and Handling**

- Two V-6 engine offerings — 4.0-Liter and 3.7-Liter
- All-new independent front, five-link rear, and performance suspensions
- Excellent acceleration, braking, handling and towing

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In a world of mostly bland SUVs, the 2007 Dodge Nitro has the engineering and performance needed to ignite the mid-size SUV market. The new mid-size SUV boasts excellent acceleration, braking, handling and towing (5,000 lbs.).

There are three models — Dodge Nitro, Dodge Nitro SLT and Dodge Nitro R/T. Three transmissions — one manual and two automatic — will be offered. The Dodge Nitro comes with a standard six-speed manual or optional four-speed automatic. The Dodge Nitro SLT has a standard four-speed automatic. The Dodge Nitro R/T has a standard five-speed automatic. All three U.S. models offer 4x2 and 4x4 capability. And, for those looking for sportier handling, a new performance suspension is standard on the Dodge Nitro R/T and is an available option on the Nitro SLT.

"The Dodge Nitro R/T with the 4.0-liter SOHC V-6 engine, performance suspension and 20-inch tires and wheels redefines the mid-size SUV driving experience," said Craig Love, Vice President – Rear-wheel-drive Product Team and RWD Core Team Leader. "Whether customers are looking for sporty performance or dynamic ride and handling, the all-new 2007 Dodge Nitro delivers."

### **TWO POWER-PACKED ENGINES**

#### **4.0-LITER SOHC V-6**

The performance-oriented 4.0-liter SOHC V-6 engine is designed to provide the power and torque required to make the Dodge Nitro a leader in the mid-size SUV segment. The 4.0-liter SOHC V-6 engine delivers 255 hp (190 kW) @ 5,800 rpm and 275 lb.-ft. torque (360 N•m) @ 4,000 rpm. It is an enhanced version of the 3.5-liter engine used in prior Chrysler Group vehicles. The engine provides more power and torque than the prior 3.5-liter with emphasis on low- and mid-range operation to meet the needs of the day-to-day driver. It also incorporates a number of refinement features to make it one of the quietest engines of its size in the market.

The 4.0-liter engine is standard on the Dodge Nitro R/T model.

#### **3.7-LITER SOHC V-6**

The 3.7-liter SOHC V-6 engine provides the 2007 Dodge Nitro with a standard engine that is efficient, durable and smooth. It produces 210 hp (157 kW) @ 5,200 rpm and 235 lb.-ft. (319 N•m) @ 4,000 rpm. Refinements in the valve train and combustion chamber, working together as a system, enhance low-speed torque while providing a smooth idle and minimal engine noise. A sophisticated Electronic Throttle Control (ETC) system tailors throttle response to pedal movement based on operating conditions, and maintains a consistent vehicle speed on rolling grades when cruise control is active.

The 3.7-liter V-6 is standard on the Dodge Nitro and Dodge Nitro SLT models.

For key diesel markets outside North America, the Dodge Nitro will be offered with a diesel engine in 2007.

### **ALL-NEW SUSPENSION SYSTEM DELIVERS SPORTY PERFORMANCE AND DYNAMIC HANDLING**

The Dodge Nitro features an all-new independent front suspension and an all-new five-link rear suspension. The independent front suspension gives the driver an optimum combination of ride, handling and steering, providing a greater sense of control and precision. The solid five-link rear suspension, including upper and lower trailing links and

track bar, provides higher lateral stiffness for vehicle responsiveness and outstanding handling. Ample suspension wheel travel is provided to maintain consistent ride quality, especially when the vehicle is loaded or towing a trailer.

Performance-oriented drivers will want the new performance suspension offered on the Dodge Nitro R/T and SLT models. Here the emphasis is on responsive, fun-to-drive handling accompanied by a firm ride. This system features a revised sway bar, springs, shocks, bushings and 20-inch tires and wheels for improved cornering and increased traction.

Effort, feel and response on the Nitro's rack-and-pinion steering system is tuned to give the driver precise control and positive feedback from the steering force exerted by the tires. The steering linkage design allows for a tighter turning circle.

#### **TRANSMISSIONS OFFER QUIETNESS AND HIGH QUALITY**

Three transmissions are offered on the Dodge Nitro: a six-speed manual transmission, a four-speed automatic and a five-speed automatic.

The six-speed manual transmission is standard on the Dodge Nitro 4x2 and 4x4 models with the 3.7-liter V-6 engine. It provides optimal shift quality, improved quietness and high quality. For smooth operation, first and second gears have triple-cone synchronization, the third and fourth gears feature double-cone and the fifth and sixth gears single-cone synchronization. Hard-finished gears allow for quiet operation. A multi-rail, steel-construction shift system delivers high strength and precision. The two-piece aluminum case with integrated clutch housing assures powertrain stiffness and low weight. The new first-gear ratios combined with six-speed step spread allows optimization of axle ratios for fuel economy and performance.

Transmission ratios for the six-speed manual are:

**1st:** 4.46  
**2nd:** 2.61  
**3rd:** 1.72  
**4th:** 1.25  
**5th:** 1.0  
**6th:** 0.84  
**Reverse:** 4.06

The four-speed automatic transmission is optional on the Dodge Nitro and standard on the Dodge Nitro SLT. Line pressure within the transmission is based on demand for improved fuel efficiency.

Transmission ratios for the four-speed automatic are:

**1st:** 2.84  
**2nd:** 1.57  
**3rd:** 1.0  
**4th:** 0.69  
**Reverse:** 2.21

The five-speed automatic transmission is mated to the 4.0-liter V-6 engine. The five-speed transmission features Electronic Range Select (ERS) driver interactive shift control. The shifter provides fully-automated shifting when in the Drive position, or the driver can manually select each gear by simply moving the shifter left and right from the Drive position. This gives the driver control to precisely match any on-road driving requirement.

Transmission ratios for the five-speed automatic are:

**1st:** 3.59  
**2nd:** 2.19  
**3rd:** 1.41  
**4th:** 1.0  
**5th:** 0.83  
**Reverse:** 3.16

#### **PART-TIME AND FULL-TIME FOUR-WHEEL DRIVE SYSTEMS**

The Dodge Nitro 4x4 features a standard part-time four-wheel drive system with the manual transmission and a full-time all-wheel drive system with automatic transmissions.

Two-wheel drive and all-wheel drive modes are electronically controlled by a switch in the center console which can be selected at any time with the part-time four-wheel drive system. The full-time all-wheel drive system does not have a 2WD mode and has no console switch.

#### **EXCELLENT BRAKING CAPABILITY**

Four-wheel disc anti-lock brakes are standard on the Dodge Nitro. The vehicle's larger rotors contribute to its excellent stopping and handling capability. Front rotors have inverted hat construction (vent openings are on the outboard side of the rotor) to improve cooling compared to conventional inboard venting. This also helps to minimize high-temperature deformation for long-term smooth operation.

A Brake Traction Control System (BTCS) is standard on the Dodge Nitro. BTCS transfers torque from one wheel to another on the same axle when wheel slip conditions are detected.

Also standard on the Dodge Nitro is the Electronic Stability Program (ESP) which aids the driver in maintaining vehicle directional stability in severe driving maneuvers on any type of surface. Using signals from sensors throughout the vehicle, ESP determines the appropriate brake and throttle adjustments for directional stability of the vehicle.

The Dodge Nitro also includes many standard safety features, including Anti-lock Brake System, Electronic Roll Mitigation and side-curtain air bags.

The 2007 Dodge Nitro will be produced at the Toledo (Ohio) North Assembly Plant.

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