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Dodge Challenger: 45 Years of a Dodge Muscle-car Legend

April 17, 2014, Auburn Hills, Mich. - When the Dodge Challenger first entered in the muscle car ranks of Detroit's Big Three, it arrived with something its competitors didn't have: the greatest range of powertrain choices in the industry, from the small but durable 225-cubic-inch "Slant Six" to the fearsome "Elephant Motor"—the 426 HEMI®. With the best muscle-car powertrains in the business, Dodge Challenger has added, and continues to add, to its rich legacy, creating one of the most storied nameplates in automotive history.

Dodge Challenger's 45-year legacy includes:

1970

The Dodge Challenger made its debut in the fall of 1969 as a 1970 model. While it shared Chrysler's "E-body" short-deck, long-hood platform with the third-generation Plymouth Barracuda, Dodge Challenger's wheelbase was 2 inches longer, creating more interior space.

The Dodge Challenger was originally offered as a two-door hardtop or convertible, in base, SE (Special Edition), R/T (Road/Track) and T/A (Trans-Am) trim. But it was the range of powertrain choices that was truly remarkable:

- 225-cubic-inch I-6; 145 horsepower
- 318-cubic-inch V-8; 230 horsepower
- 340-cubic-inch V-8; 275 horsepower (290 horsepower in the T/A)
- 383-cubic-inch V-8; 290 horsepower
- 383-cubic-inch V-8; 330 horsepower
- 383-cubic-inch V-8; 335 horsepower
- 426-cubic-inch HEMI V-8; 425 horsepower
- 440-cubic-inch V-8; 375 horsepower
- 440-cubic-inch V-8; 390 horsepower

Driveline choices for various engines included Chrysler's TorqueFlite automatic transmission and a three- or four-speed manual transmission, which could be equipped with a Hurst "pistol-grip" shifter. Big-block Challengers could be ordered with a heavy-duty Dana 60 differential equipped with a limited-slip differential.

Even the paint schemes said "performance," with colors, including Plum Crazy and HEMI Orange, accented with "bumblebee" stripes. Customers could further customize their cars with twin-scooped hoods, "shaker" hoods and deck-lid wings.

Befitting the brand's performance heritage, Dodge raced the Challenger in its first year on the market. For the street, it was offered in the limited-edition T/A model to meet homologation requirements for Sports Car Club of America (SCCA) Trans-Am racing. The T/A was one of the first production vehicles to offer staggered size tires in the front and back; E60 x 15-inch front and G60 x 15-inch rear.

In 1970, Sam Posey drove the lone Trans-Am racing Challenger, prepared and run by Ray Caldwell's Autodynamics Race Shop. While he didn't win a race in the No. 77 car, Posey finished fourth overall in points.

Drag racers, including Dick Landy and Ted Spehar, also campaigned Challengers in the National Hot Rod Association's new Pro Stock class. In 1970 and 1971, the HEMI-powered Challengers (and Plymouth 'Cudas) virtually ruled the class.

On the big screen, a 1970 Challenger R/T starred in the film *Vanishing Point*, a high-speed pursuit movie that has

become a cult favorite with muscle-car fans. The movie was remade for television in 1997.

Other 1970 Dodge Challengers have been seen in films, including *Used Cars*, *Natural Born Killers* and *Phantasm I and II*; and in television shows, including *Mod Squad*.

For the 1970 model year, more than 83,000 Dodge Challengers were sold.

1971

In 1971, designers made subtle styling changes to the Dodge Challenger, providing new treatments to the taillamps and grille. The single-taillamp design from 1970 became two distinct lights for 1971, and a new-for-1971 twin-inlet Challenger grille was painted silver on standard models and black on R/Ts.

Challenger R/T models also received a set of fiberglass quarter-panel louvers. An additional coupe model with fixed quarter windows was added to the lineup.

As in 1970, a wide range of trim levels, exterior colors and striping options made the Dodge Challenger easy for customers to create a special car. However, for 1971, Dodge dropped the T/A (it was no longer racing in Trans-Am), SE models and R/T convertible.

New EPA emission standards led to some powertrain changes; the optional 375 horsepower 440-cubic-inch was eliminated, as was the Six Pack-equipped 340-cubic-inch powerplant. The 383-cubic-inch Magnum engine was detuned to 300 horsepower by lowering the compression ratio for improved emissions. However, a 390 horsepower six-pack 440 V-8 was available, and the 425 horsepower 426-cubic-inch HEMI still topped the vast engine offerings.

A Dodge Challenger paced the Indianapolis 500 race in 1971. Dodge produced 50 Challenger convertible pace car replicas—all painted HEMI Orange with white tops and interiors.

1972

With escalating insurance rates and new EPA emissions mandates, more changes came to the Dodge Challenger in 1972. Also, the Society of Automotive Engineers (SAE) revised the torque and horsepower rating test from a “gross” to a “net” as installed in the cars. This reduced all ratings 20 to 30 percent, making them non-comparable to previous ratings.

Only three engines were available in the 1972 Dodge Challenger: the 225-cubic-inch Slant Six with 110 horsepower, the 318-cubic-inch V-8 with 150 horsepower and the 340-cubic-inch V-8 with 240 horsepower. All were equipped to use the then-new unleaded fuel.

With convertible sales in steady decline over several years, the 1972 Dodge Challenger was offered in hardtop form only. The sun roof had become a more popular alternative and was offered as an option for more than \$400.

New front-end styling in 1972 featured a larger “egg-crate” grille. It was painted argent for standard Challengers and black on the Challenger Rallye performance model, which replaced the R/T. The Challenger’s taillamp design included twin lights on each side, with the center panel painted the same color as the grille. The Rallye model also was equipped with four small scoops on the front fenders.

1973

Beginning in 1973, the federal government mandated new bumper-impact standards that resulted in the only changes to the Dodge Challenger exterior—five-miles-per-hour bumpers equipped with large rubber guards that extended out from the bodywork.

Inside, grained vinyl was the only available seating material, but a new instrument-cluster design was part of the Rallye option package. The Rallye was eliminated as a separate model, although customers could create one with options.

Under the hood, the six-cylinder engine was no longer available; the 150 horsepower 318-cubic-inch V-8 was

standard, with the 240-horsepower 340-cubic-inch V-8 as the only option.

1974

With performance car insurance rates skyrocketing, more safety equipment led the short list of changes for the 1974 model-year Dodge Challengers.

Inside, lap and shoulder belts were equipped with an inertia reel. In addition, there was a federally mandated seat belt-ignition interlock, which prevented the car from being started if the driver or passenger didn't buckle up.

The Dodge Challenger offered a different engine option for 1974. With the 318-cubic-inch V-8 still standard, a 360-cubic-inch V-8 producing 245 horsepower replaced the 340-cubic-inch V-8 as the only engine option.

In April 1974, Challenger production ceased. During a five-year span, approximately 188,600 Dodge Challengers were sold.

1978-1984

Beginning in 1978—the year the U.S. Corporate Average Fuel Economy (CAFE) standard took effect—Dodge offered a new Challenger two-door coupe imported from Mitsubishi. It was offered with a standard 1.6-liter, 77-horsepower I-4 engine, with a 2.6-liter, 105-horsepower four-cylinder as an option.

Slightly restyled in 1981, the Dodge Challenger soldiered on until 1984, replaced by the growing stable of Chrysler Corporation's K-platform compacts and a new import from Mitsubishi: the Dodge/Plymouth Conquest.

During its six-year run, sales of the imported Dodge Challenger averaged between 12,000 and 14,000 units per year.

2006

At the North American International Auto Show in Detroit in January 2006, Dodge unveiled the Challenger concept to immediate acclaim. Based on the Dodge Charger's advanced rear-wheel-drive platform and legendary HEMI V-8 engine, the Dodge Challenger concept featured the long hood, short deck, wide stance and two-door coupe body style that resembled the iconic Challengers of the 1970s. Over the next several months, the company received repeated pleas from consumers and the media to build the car.

2008

The Dodge Challenger returned with the all-new 2008 Dodge Challenger SRT8® at the Chicago Auto Show. The 2008 Dodge Challenger SRT8 offered all that pony-car fanatics crave: ground-shaking performance, unmistakable design cues reminiscent of the original Challenger, world-class ride and handling characteristics and benchmark braking.

The Dodge Challenger SRT8's 425-horsepower (317 kW) and 420 lb.-ft. of torque (569 N•m) were the result of SRT's exclusive, proven 6.1-liter HEMI V-8 engine. Its 69.8-horsepower-per-liter rating exceeds even that of the legendary 1966 "Street HEMI."

Dodge Challenger SRT8 sports a five-link independent rear suspension allowing for independent tuning of ride-and-handling characteristics. The Challenger SRT8 featured SRT-exclusive 20-inch fully-forged Alcoa aluminum wheels with four-season Goodyear Eagle RS-A or optional three-season Goodyear F1 Supercar tires. All four wheels were equipped with red-painted Brembo calipers that feature four opposing pistons on a fixed caliper for even clamping performance.

The 6,400 Dodge Challenger SRT8 models built for the 2008 model year were available in HEMI Orange, Bright Silver Metallic and Brilliant Black Crystal Pearl exterior paint colors. Interior highlights included race-inspired leather seats with added bolstering and an exclusive red accent stripe, exclusive stitched accents on the seats and steering wheel, four-bomb gauges with tachometer and 180-mph speedometer in the center. An SRT-exclusive Reconfigurable Display (RCD) with Performance Pages provided drivers instant feedback on zero to 60 mph time, 60 to zero mph braking, g-forces and 1/4-mile time, and limited-edition numbered dash plaque.

The first production 2008 Dodge Challenger SRT8 was sold at the 37th annual Barrett-Jackson Collector Car Auction with a winning bid placed by Craig Jackson, Chairman/CEO of the Barrett-Jackson Auction Company of \$400,000. All of the proceeds went to charity.

2009

The introduction of the all-new 2009 Dodge Challenger SE and R/T models at the New York International Auto Show delivered the full lineup of Dodge Challengers to the marketplace. From the maximum Dodge Challenger SRT8, to the performance of the Challenger R/T with its 5.7-liter HEMI V-8, to the cutting-edge technology of Challenger SE with the efficient 3.5-liter V-6 engine, the 2009 Dodge Challenger offered a full menu of options for every customer.

Adding even more capability than the 2008 model, the 2009 Dodge Challenger SRT8 with its powerful 6.1-liter HEMI V-8 offered a six-speed manual transmission, in addition to the proven five-speed automatic with Auto Stick. The six-speed—the Tremec TR-6060—was matched with a race-inspired dual-disc clutch that was first offered on the 2008 Dodge Viper SRT10.

The new 2009 Dodge Challenger R/T tucked its legendary 5.7-liter HEMI V-8 engine under a long, raised performance hood with functional hood scoops to increase engine cooling. The newest-generation 5.7-liter HEMI® V-8 engine featured dual Variable-cam Timing (VCT) and dual ignition (two spark plugs per cylinder) to increase power and torque, while improving refinement and efficiency.

When paired with the automatic transmission, the new-generation 5.7-liter HEMI® V-8 included the fuel-saving Multi-displacement System (MDS) allowing Dodge Challenger R/T Classic to operate economically on four cylinders, or produce 372 horsepower (277 kW) and 401 lb.-ft. of torque (544 N•m) when all eight cylinders are needed.

With its “pistol grip” shifter, the six-speed manual transmission Dodge Challenger R/T featured a performance-tuned dual exhaust with optimized engine back pressure and two low-restriction bottle resonators for maximum “throatiness.” The result, even more power at tap with 376 horsepower (280 kW) and 410 lb.-ft. of torque (556 N•m) ready to accelerate the Dodge Challenger R/T from zero to 60 mph in less than 6 seconds.

The new 2009 Dodge Challenger SE powered by the 3.5-liter High Output V-6 with a four-speed automatic transmission produced 250 horsepower (186 kW) and 250 lb.-ft. of torque (339 N•m).

Halfway through the 2009 model year, the Dodge Challenger R/T Classic offered menacing looks and, combined with the 5.7-liter V-8 engine, an unforgettable punch. Based on the Challenger R/T, the Challenger R/T Classic featured dual throwback A-line body-side R/T stripes in matte black, ‘Challenger’ fender badging in classic script, large 20-inch polished-chrome heritage wheels, classic egg-crate grille with heritage ‘R/T’ badge, body-color rear spoiler and bright racing style fuel filler door.

The 2009 Dodge Challenger SE Rallye added even more pony-car excitement with a more responsive five-speed automatic transmission (implemented as standard equipment on all mid-year Challenger SEs), throw-back hood and deck-lid dual stripes with accent color outer stripes, bright racing style fuel filler door, 18-inch rallye wheels with all-season performance tires, body-color deck-lid spoiler and Micro Carbon interior accents.

Original B5 Blue returned from the Dodge paint code archive for a limited-edition run of Challenger R/T Classic and Challenger SRT8 models.

Based on the production Dodge Challenger SRT8, Mopar® offered a modern factory-prepped Challenger Drag Race Package Car (as a special body-in-white). To reduce vehicle weight, major production component and systems were eliminated, including windshield wiper assembly, complete HVAC system, all airbag components, rear seats, power steering system, exhaust system and underbody heat shields, cross-car and side-impact door beams, rear-bumper beam and rear deck-lid spoiler. The drag racer offered three engine options—6.1-liter or 5.7-liter HEMI or 5.9-liter Magnum® Wedge—as well as manual or automatic transmission options.

2010

The 2010 Dodge Challenger R/T and Challenger R/T Classic add even more performance and excitement with the

Super Track Pack for the 2010 model years. This handling package includes 20-inch Goodyear Eagle F1 Super Car tires, front and rear Nivomat self-leveling shock-absorbers, a larger rear stabilizer bar, a 3.06 rear-axle ratio, performance brake linings and enthusiast-desired “ESC-off” stability calibration.

Even more exclusive, and true to Challenger’s high-performance history are the 2010 Dodge Challenger R/T Classic and SRT8 Detonator Yellow and Plum Crazy editions. The Dodge Challenger R/T Classic in Plum Crazy Pearl Coat is the first limited-edition to offer dual throwback A-line body-side R/T stripes in matte black or new bright white, while the SRT8 editions feature unique SRT-designed appointments and unique SRT performance seats with accented stripe.

Two of the wildest and rarest 2010 Dodge Challenger special editions will soon be available to Dodge fans and collectors to celebrate 40 years of Dodge Challenger performance: the 2010 Dodge Challenger R/T Classic and Challenger SRT8 Furious Fuchsia editions. With Furious Fuchsia Pearl Coat exterior paint and all-new Pearl White leather performance seats, these limited-edition Dodge Challengers deliver the best of modern American muscle-car characteristics—now in one of the most significant hues.

2011

The 2011 Dodge Challenger was one of 16 all-new or significantly improved vehicles the Chrysler Group introduced for 2011, one of six from the Dodge brand alone. The new 2011 Challenger combined world-class ride, refinement and braking performance with more power and new track-tuned suspensions, which delivered a thrilling driving experience. Updated to handle the new 3.6-liter Pentastar V-6 engine’s 305 horsepower — 55 more horsepower than the previous V-6 engine — and a responsive 268 lb.-ft. of torque, the 2011 Dodge Challenger SE featured a new road-gripping touring-tuned suspension with wider 18-inch wheels and tires and delivered 27 miles per gallon (mpg) on the highway. For the performance enthusiast, the 2011 Dodge Challenger R/T had the legendary 5.7-liter HEMI® V-8 engine with four-cylinder Fuel Saver mode delivering up to 376 horsepower and 410 lb.-ft. of torque and got up to 25 mpg with the Tremec six-speed manual transmission.

With the introduction of the legendary 392-cubic inch HEMI V-8, the 2011 Dodge Challenger SRT8 392 built on its original mantra of a rear-wheel-drive coupe that promised a balanced approach between form and function. The 2011 Dodge Challenger SRT8 pumped out 470 horsepower and 470 lb.-ft. of torque, a 45 horsepower and 50 lb.-ft. of torque increase compared with the previous generation’s 6.1-liter HEMI engine. However, impressive straight-line acceleration was just part of the performance story, as world-class ride and handling, high-performance braking and the latest technology that delivered improved fuel efficiency, resulted in the newest version of the quickest coupe in the Dodge product lineup.

The second-generation E-segment architecture represented one of the largest updates for the 2011 Dodge Challenger models, featuring redesigned front- and rear-suspension geometries with premium suspension hardware with isolated, lightweight front- and rear-suspension cradles that created a rigid assembly needed for precise performance. At the front cradle, new monotube front-shock absorbers, springs and a repositioned lower-front shock-to-suspension-link bushing delivered improved control, ride and comfort. At the rear, the Challenger’s five-link rear-suspension design featured new roll-steer geometry, allowing independent control of camber and toe suspension movement.

Performance-driven exterior enhancements included a restyled trapezoidal front air dam with a larger opening that increased engine cooling. Additional downforce was provided with a larger “duck bill” front spoiler. For a touch of nostalgia, Challenger’s iconic bright racing-style fuel-filler door and dual-chromed exhaust tips also became standard.

The interior of the 2011 Dodge Challenger was significantly upgraded as well. A new thick-rimmed three-spoke leather-wrapped steering wheel featured silver metallic painted spokes, and back-lit Electronic Vehicle Information Center (EVIC) and available Uconnect Voice Command controls. Dodge Challenger’s trapezoidal race-inspired instrument panel featured a new four-bomb gauge cluster with chromed accent rings, new sport-themed graphics, and a new four-line display EVIC. Redesigned seat structures with improved cushioning and more comfortable contours, and Dodge Challenger’s new Nappa leather seating surfaces provided a premium look and feel.

Limited-edition paint colors for 2011 Challenger models included the eye-catching Green With Envy available on Challenger R/T Classic and SRT8 models in limited numbers. Additionally, Dodge built 1,492 inaugural edition models of the Challenger SRT8 392, all with exclusive content and color schemes: Deep Water Blue with standard Stone White stripes or Bright White Clear Coat with standard Viper Blue stripes.

2012

For 2012, the Challenger lineup was renamed to give the Dodge brand an even more consistent product portfolio focused on performance and value. The Dodge Challenger SXT model and Challenger SXT Plus featured the lightweight aluminum 3.6-liter Pentastar V-6 engine, while the 5.7-liter HEMI V-8 engine was still found under the hood of the Challenger R/T models. Dodge Challenger SXT Plus and R/T models with the five-speed Auto Stick transmission were now available with die-cast zinc steering-wheel-mounted paddle shifters for even more control.

The Dodge Challenger SRT8 received significant upgrades to its suspension and braking hardware. An adaptive damping suspension (ADS) system was new for 2012 and tuned specifically for the Dodge Challenger SRT8 392. Set in "Auto" mode, the suspension automatically adjusted for specific driving conditions. In "Sport" mode, the damping system rebound and compression was locked at a higher damping rate for more spirited driving. Sitting a half-inch lower than non-SRT models, the 2012 Challenger SRT8 392 rode on either the standard five-spoke, 20-inch fully forged aluminum wheels or available seven-spoke, 20-inch lightweight forged aluminum wheels with Satin Black painted pockets.

A standard SRT performance brake package featured 14.2 inch (front) and 13.8 inch (rear) vented/slotted rotors with four-piston Brembo fixed calipers painted red. The three-mode electronic stability control (ESC) system included four-wheel anti-lock braking system, all-speed traction control, electronic brake-force distribution, Brake Assist and Hill-start Assist (HSA).

Limited-edition paint colors for 2012 Challenger models included the Stinger Yellow on Challenger R/T Classic and SRT8 Yellow Jacket models.

Based on the 2012 Dodge Challenger SRT8 392, an exclusive production run of limited-edition Challenger SRT8 Yellow Jacket models featured a Stinger Yellow body-color and black grille surround to match the standard black body-side stripes that highlighted the Yellow Jacket logo on the rear fender. Unique 20-by-9-inch, five-spoke cast-aluminum wheels with black painted pockets provided a performance look. Inside, the standard leather seats featured an exclusive Stinger Yellow accent band with embroidered Yellow Jacket logo and silver accent stitching. The driver's seat also featured a fully adjustable lumbar position with seatback tilt, memory and an easy-to-reach release handle, while the front-passenger seat added tilt and slide with memory, which made it even easier for passengers to get in and out of the back seat.

2013

The 2013 Dodge Challenger lineup consisted of the SXT and SXT Plus models with the standard 3.6-liter Pentastar V-6 engine, and the 2013 Dodge Challenger R/T, R/T Plus and R/T Classic models featured the 5.7-liter HEMI V-8. The Dodge Challenger SRT8 model carried over from the previous year.

The 2013 model year saw the introduction of an iconic design element to Dodge Challenger - the Rallye Redline model that was based on the Challenger SXT Plus model. Flanking the center of the Dodge Challenger Rallye Redline's performance hood scoops, roof and deck lid was its signature Redline Red stripe with two thin side stripes for added detail. A body-color deck-lid spoiler added to the performance look, while continuing the Redline Red triple stripe pattern at the center. Filling the wheel wells, the Dodge Challenger Rallye Redline featured unique 20-inch black chrome wheels with a Redline Red lip and inner backbone for a one-of-a-kind look. In addition, all-season performance tires provided greater contact with the road.

Also new for 2013 was the addition of the 2013 Dodge Challenger R/T Blacktop model featuring black chrome 20-inch wheels with performance tires, a black grille and the Super Track Pak with high-performance-steering gear and brake linings, Goodyear Eagle F1 three-season tires and a three-mode ESC with "full off" mode.

An improved adaptive damping suspension (ADS) system expanded to three modes on 2013 Dodge Challenger

SRT8 models. ADS “Auto” and “Sport” modes carried over, but a new “Track” mode provided higher damping rates combined with a performance shifting and gear holding feature that allowed the driver full shift control when using the steering-wheel-mounted paddle controls or Auto Stick. The addition of launch control was also new for 2013 Dodge Challenger SRT8 and worked on both manual transmission and automatic transmission equipped models for optimal straight-line acceleration.

Limited-edition paint colors included head-turning HEMI Orange and highly nostalgic Plum Crazy paint colors on all HEMI-powered Dodge Challenger models.

2014

There is no vehicle more iconic than the head-turning Challenger, which served as the perfect foundation to celebrate 100 years of Dodge style and performance. Based on the 2014 Dodge Challenger SXT Plus and R/T Plus models, the 100th Anniversary Edition Challenger paid tribute to the brand's history in contemporary Dodge style.

Pitch Black, Bright White, Billet Silver, Granite Crystal, Ivory Tri-Coat, Phantom Black Tri-Coat, Header Orange and an exclusive High Octane Red Pearl Coat paint were available. For added detail, commemorative bar style “Dodge Est. 1914” front-fender badges and Dodge “100” wheel center caps marked this special edition.

The interior had exclusive Molten Red or Foundry Black heated Nappa leather sport seats featuring a custom cloud overprint. Brass colored accent stitching and die-cast “Dodge Est. 1914” circular badges provided the 2014 Dodge Challenger 100th Anniversary Editions with an exclusive, high-end appearance that also draws inspiration from the machinist heritage of John and Horace Dodge.

Injecting a fresh shot of heritage into the Challenger lineup, the 2014 R/T Shaker model featured unique throwback muscle-car cues that link directly to Dodge brand's performance legacy. As the model name suggested, the legendary “cold-air grabbing” Shaker not only looked good with its Satin Black center-mounted hood scoop, snorkeling up from the engine compartment, it also directed cooler air back into the HEMI V-8 engine. And like the original 1970 Challenger R/T with the Shaker hood, the 2014 model continued the Dodge tradition of an engine-mounted hood scoop that “shakes” with the powertrain's movement.

Taking the new Dodge Challenger R/T Shaker one step further, the Mopar brand offered the Mopar '14 Challenger – the rarest limited-production Challenger model with only 100 to be made – each with a distinct “Moparized” look which included Bright White or Gloss Black exterior paint highlighted by the Shaker style stripe in Mopar Blue. For an even more customized look, two additional Mopar Blue stripe options were available, including a rocker panel bodyside triple stripe with “MOPAR” across the doors and a unique A-line bodyside stripe that wraps over the deck lid and included the Mopar Omega M logo on the rear-quarter. Other unique design elements included 20-by-8-inch Gloss Black aluminum wheels with Mopar center caps to match its blacked-out look, while a Dark Slate interior embellished with unique Mopar appointments and Mopar Blue accent thread and Mopar Omega M logos embroidered on the seat backs. Additionally, Mopar Blue thread made the Mopar '14 even more distinctive.

For customers preferring contemporary Dodge style and attitude, the Challenger R/T Redline package added even more attitude and style with a right-from-the-factory custom look to the brand's iconic coupe on R/T or R/T Plus models. Following Dodge Challenger's signature A-line bodyside character line, a two-color Redline Red and Graphite stripe ran from behind the front wheel arches to the tail. For a distinctive look, the rear-quarter section of the stripe featured the Redline name in red over graphite color scheme. The R/T Redline also features a body-color grille surround and unique 20-inch Black Chrome wheels with a Redline Red lip and inner backbone.

Additionally, Dodge Challenger SXT Plus, Rallye Redline and R/T models now offered projector-beam high-intensity discharge (HID) headlamps.

The 2014 model year also continued the tradition of classic colors by bringing TorRed and Plum Crazy heritage paint hues back into production. In addition, Header Orange and Redline 3 Coat returned and joined Jazz Blue, and Ivory Tri-coat and Phantom Black Tri-coat Pearl.

For 2014, the 8 was dropped from the name and the highest-performing model in the lineup was now called Dodge

Challenger SRT. This was to align the naming of all SRT models in the Chrysler Group.

Big news for the Dodge Challenger SRT was the addition of the Core model. With standard premium Ballistic cloth interior from the new SRT Viper, SRT-tuned sport suspension and distinctive exterior accents, the Core models were designed and built with the back-to-basics performance-driving enthusiast in mind.

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