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Even More Venom: Dodge Unleashes New 600-horsepower 2008 Viper SRT10

- Additional 90 horsepower on tap from new 8.4-liter Viper SRT10 V-10 engine
- Dramatic new hood features restyled, functional air extractors
- 0-60 mph in under four seconds, 0-100-0 mph in just over 12 seconds, braking in under 100 feet
- New exterior, interior colors provide customers with increased customization options

January 8, 2007, Detroit - The new 2008 Dodge Viper SRT10 boasts more of what performance aficionados crave: kick-in-the-pants, throw-back-in-the-seat power, combined with benchmark braking, world-class ride and handling, a race-inspired interior and bold exterior styling.

While every SRT vehicle offers balanced, overall performance, the heart and soul of the new 2008 Dodge Viper SRT10 is its standout powertrain. For 2008, SRT ups the ante with a new, 8.4-liter aluminum V-10 engine that produces an astounding 600 horsepower and 560 lb.-ft. of torque.

“A legendary big-game hunter once said, ‘Bring enough gun!’ – and with the new 2008 Dodge Viper SRT10, we’ve created some very powerful artillery for sports-car enthusiasts,” said Kipp Owen, Director – Street and Racing Technology (SRT) Engineering, Chrysler Group. “With 600 horsepower – 90 more than before - and 0-to-60 performance in less than four seconds, the 2008 Dodge Viper SRT10 sets a new benchmark for the ultimate American sports car.”

The new 2008 Dodge Viper SRT10 will arrive in Dodge showrooms in North America this summer with a new level of customization options, including five new exterior colors, four new interior color combinations and a new wheel design.

Standout Powertrain

When SRT powertrain engineers set out to get more venom from the 2008 Dodge Viper SRT10’s powerplant, their objectives included not only increasing performance, but also complying with stringent regulatory requirements, such as federal Tier 2, Bin 5 and California’s Low Emissions Vehicle (LEV) 2 mandates.

Working with specialists from McLaren Performance Technologies and Ricardo, Inc., SRT engineers began by following the racer’s basic formula for more power: bigger displacement, more efficient breathing and higher engine speed.

The new Dodge Viper SRT10’s deep-skirted V-10 aluminum engine block was revised for a 1-millimeter larger bore, raising the displacement to 8.4 liters from 8.3 liters. With strengthened bulkheads and improved water jackets for better cooling, the block includes pressed-in iron cylinder liners and cross-bolted main bearing caps for strength and durability.

The Viper SRT10’s 8.4-liter engine breathes through new cylinder heads equipped with Computer Numerically Controlled (CNC)-shaped combustion chambers, larger valves and Variable Valve Timing (VVT). VVT electronically adjusts when the exhaust valves are open and closed according to engine speed and load, allowing the engine to “breathe” cleaner and more efficiently.

The 2008 Dodge Viper SRT10 V-10’s two-piece intake manifold combines a cast aluminum lower with smooth runners for better air flow, bolted to a die-cast aluminum upper plenum. A revised air-cleaner box with a low-restriction filter sends air through a dual electronic throttle control into the intake module.

The air-fuel mixture in the cylinders is ignited by platinum-tip spark plugs fired by new individual plug coils mounted on the cylinder-head covers.

Within the cylinders, pistons are equipped with larger-diameter floating pins with bronze bushings for high-load capability. Forged powder-metal connecting rods are secured with aircraft-quality fasteners for increased fatigue strength.

Engine lubrication is managed by a larger oil pump and a swinging oil pickup adapted from Viper competition engines, to improve oil pressure in high-rpm and hard-cornering conditions.

Spent gases exit through tubular air-gap headers, which not only improve exhaust flow, but also ensure quick catalyst light-off for improved emission control. The headers' stamped stainless-steel outer shell acts as a thermal heat shield for the individual stainless-steel runners that contribute to better flow separation and exhaust tuning.

SRT engineers didn't stop there. Upgrades were developed to handle the 8.4-liter V-10's increased horsepower and torque levels, while improving traction, driveability – and durability.

The 2008 Dodge Viper SRT10's V-10 channels its power through a new, smaller-diameter, twin-disc clutch (a change from the previous larger-diameter, single-disc setup). The new clutch reduces rotating inertia by 18 percent, resulting in reduced clutch-pedal effort and improved engagement feel.

The transmission is the latest evolution of the Tremec T56 six-speed manual, known as the TR6060. It features 10 percent wider gears for higher torque capacity and a new synchronizer package. A new shifter system results in reduced shifter travel. Club racers will applaud a new provision for adding an external transmission cooler.

Benchmark Braking

Stopping power is another key attribute of the Dodge Viper SRT10 formula, 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. An anti-lock braking system (ABS) prevents lockup during hard braking. This system results in a benchmark braking performance of 60-to-0 mph in less than 100 feet.

World-class Ride and Handling

The ride and handling of the 2008 Dodge Viper SRT10 is defined by a race-bred, fully independent, four-wheel suspension featuring lightweight, high-performance aluminum control arms and knuckles, damped by lightweight coil-over shock absorbers.

Where the power goes right to the road, SRT engineers retained the tried-and-true Dana M44-4 rear axle and outfitted it with a new GKN Visco-Lok speed-sensing limited-slip differential for improved traction.

The Dodge Viper SRT10 rides on polished, forged aluminum, 18 x 10-inch front and 19 x 13-inch rear wheels now available in three styles: the five-spoke, the H-spoke and the all-new Razor wheel with five U-shaped spokes. The wheels are clad in Michelin® Pilot® Sport PS2 tires. The four-groove tread-design tires provide maximum grip, reduced road noise and superior handling in both wet and dry conditions.

Bold Exterior Styling

The 2008 Dodge Viper SRT10 remains available in two body styles – Roadster and Coupe. Both feature a dramatic new hood with a larger, more efficient hood scoop for air induction and larger, functional hood louvers to facilitate a greater cooling effect for the more powerful 8.4-liter, 600-horsepower V-10 engine underneath.

Eight exterior colors will be introduced throughout the model year – five of which are all-new including Venom Red, Snakeskin Green, Viper Violet, Viper Orange and Bright Blue. Racing stripes continue to be an option with five dual painted stripe colors available: white, black, silver, graphite and red.

Several exterior differences exist between the 2008 Dodge Viper SRT10 Roadster and Coupe. In fact, the only body panels they share are front fascia and fenders, hood and doors. However, all of the iconic Viper SRT10 design cues have been maintained including the signature crosshair grille, deep-cut side scallops, swept-back fenders and lowered hood lines.

The Dodge Viper SRT10 Coupe's hard top with its "double bubble" styling makes it even more torsionally stiff than the Roadster. The 2008 Dodge Viper SRT10 Coupe offers increased downforce and high-speed stability with its sloping roofline and deck-lid spoiler. Plus, the Dodge Viper SRT10 Coupe has an additional 6.25 cubic feet of trunk space than the Viper SRT10 Roadster, for a total of 14.65 cubic feet. The roof and headliner structure offer more room to accommodate a safety cage, while maintaining as much headroom as possible.

Race-inspired Interior Design
The 2008 Dodge Viper SRT10 Roadster and Coupe cockpit retains its characteristic red push-button starter and performance-oriented, highly functional instrument panel with center-mounted tachometer and 220-mph speedometer.

Five interior colors will be available in 2008: black, and four new color combinations in black/red, black/blue, black/slate or black/natural tan. A choice of bezel finishes on the center instrument panel and console adds to the increased level of customization.

“The 2008 Dodge Viper SRT10 delivers die-hard performance enthusiasts a perfect combination of outrageous power, exceptional performance and stunning good looks,” said Mike Accavitti, Director – Dodge Motorsports and SRT Marketing and Product Planning, Chrysler Group. “And now with a whole new range of interior and exterior colors and options to choose from, the 2008 Dodge Viper SRT10 redefines how a customer can personalize their Viper.”

2008 Dodge Viper SRT10 Safety and Security
The following safety and security technologies are featured on the 2008 Dodge Viper SRT10:

- **Adjustable Pedals:** Allow brake and accelerator pedals to move toward or away from the driver to help driver achieve a safe and comfortable seating position for improved control
- **Advanced Multistage Front Air Bags with Occupant Classification System (OCS):** Inflates with a force appropriate to the severity of the impact. The OCS measures the conditions for activation or deactivation of the passenger side front air bag based upon the weight of the occupant
- **Anti-lock Brake System (ABS):** Senses and prevents wheel lockup, offering improved steering control under extreme braking or slippery conditions
- **BeltAlert:** Periodically activates a chime and illuminates an icon in the instrument cluster to remind the driver and front passenger to buckle up if a vehicle is driven without the driver being properly belted
- **Center High-mounted Stop Lamp (CHMSL):** The shelf-mounted center high mounted stop lamp uses light emitting diodes (LEDs) for longer life
- **Constant Force Retractors (CFR):** Distribute force or load exerted on a seat belt, and then gradually release the seat belt webbing in a controlled manner
- **Crumple Zones:** Designed to compress during an accident to absorb energy, decreasing transfer of that energy to the occupants
- **Energy-absorbing Steering Column:** The manual-adjust steering column uses two hydroformed coaxial tubes that can move relative to each other to allow the column to move forward for enhanced energy absorption during a crash. The power-adjust steering column employs a calibrated bending element that deforms during column stroke for optimal energy management
- **Interior Head-impact Protection:** Interior pillars above the beltline and instrument panel – including areas around windshield and rear window headers, roof and side rail structures, and shoulder-belt turning loops – specifically designed to limit head-impact force
- **Knee Bolsters:** The lower instrument panel and the glove-box door are designed to properly position the occupant, enabling the air bags to work effectively
- **Remote Keyless Entry (RKE):** System enhances personal security by locking and unlocking doors and turning on interior lamps. The system also arms and disarms the Vehicle Theft Security Alarm
- **Three-point Seat Belts with Pretensioners:** Three-point lap and shoulder belt retractors incorporate a pretensioning feature to enhance occupant protection in an impact by managing occupant energy
- **Tire-pressure Monitoring (TPM):** Pressure-sensor modules within the valve stems of all four wheels send continuous radio-frequency signals to a receiver, and the system informs occupants when the pressure is too low

Manufacturing
The 2008 Dodge Viper SRT10 will be hand-built at the Conner Avenue Assembly Plant in Detroit.

Street and Racing Technology
SRT creates some of the Chrysler Group’s boldest, most distinctive products by single-mindedly following its core vision: Deliver benchmark performance at the lowest price, and deliver it with absolute integrity and credibility.

Every SRT vehicle showcases five key aspects: Exterior styling that resonates with the brand image; race-inspired interiors; world-class ride and handling characteristics across a dynamic range; benchmark braking; and standout powertrain.

Dodge Barrage Continues

With 1.4 million vehicles sold globally in 2006, Dodge, the Chrysler Group's best-selling brand, continues its product offensive for the 2008 model year with the all-new Dodge Avenger, and the new Dodge Viper SRT10, Dodge Magnum and Dodge Magnum SRT8.

Dodge is the No. 5 nameplate in the U. S. automotive market. Overall, Dodge has a 7 percent market share in the United States. In the minivan market, Dodge has a 19 percent market share; in the truck market, 16 percent; and 4 percent of the car market.

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