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At Home on the Race Track or the Street

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OVERVIEW

AT HOME ON THE RACE TRACK OR THE STREET

If “there’s a little bit of Viper in every Dodge,” the SRT-4 has it in spades: the attitude, the outrageousness—and a lot of the performance.

“We’re continuing to develop the Dodge SRT-4 in ways that resonate with customers,” said Dan Knott, Director—Street and Racing Technology, DaimlerChrysler Corp. “We know from the tuner market and our grassroots efforts that our buyers want the performance, the sound, the colors. And we’ll continue to provide these ingredients in the SRT-4.”

Still second only to the Viper in quickness among the Dodge car lineup (0-60 mph in an estimated 5.8 seconds), SRT-4 continues to benefit from the engineers at the Chrysler Group’s Street and Racing Technology (SRT), who bring hard-earned knowledge from motorsports and their own personal street and racing experiences to build on the SRT-4 formula.

What is the SRT-4 formula?

PERFORMANCE IN A SMALL PACKAGE

It starts with a 2.4-liter turbocharged, intercooled, 16-valve double-overhead-cam four-cylinder engine, kicking out 230 horsepower (172 kW) at 5,300 rpm and 250 lb.-ft. (339 N•m) of torque in the 2,200-to-4,400 rpm range. That driver-friendly power band is the result of high-flow fuel injectors and a specially calibrated engine controller that delivers optimum torque throughout a wider rpm range, cutting down on the need for shifting under most normal driving conditions.

The formula continues with a T850 five-speed transaxle, putting power to the pavement through a specially designed torque-sensing limited-slip differential developed in conjunction with Quaife, which is well-known in the automotive industry for its driveline components. This factory-installed unit provides more linear power delivery and better traction to the Dodge SRT-4’s drive wheels during straight-line and corner-exit acceleration.

High-performance suspension refined by SRT engineers from their experiences on the track and street add to the overall formula. Developed to work with that suspension are BF Goodrich KDW2 three-season tires, which provide optimum grip for accelerating, braking and cornering, while still delivering civilized ride characteristics for everyday driving.

For 2005, a new body color—Orange Blast—is available in addition to Flame Red, Black and Bright Silver Metallic.

For dedicated audiophiles who want a performance sound system with their performance car, a new-for-2005 optional Kicker/SRT Livin’ Loud audio system that incorporates a six-disc CD changer is also available. This system kicks out the sounds with two 1-inch high-performance Neodymium tweeters, two 75-watt, 5.5-inch full-range speakers, two 90-watt, 6-inch x 9-inch coaxials and a 10-inch, 100-watt SVC amplified subwoofer. The subwoofer design tucks neatly into the side of the trunk area so package space isn’t compromised. Plus, the head unit-equalizer is specially tuned to provide crisp high-frequency response and thumpin’ bass.

“We know that sound systems are important to the Dodge SRT-4 buyer, so we wanted to give them a system with outstanding performance—right from the factory,” Knott explained.

Side air bags and power sun roof continue to be available as options on the Dodge SRT-4, providing more choices for customers who want to customize their cars right from the factory.

The Dodge SRT-4 is built at the Belvidere Assembly Plant in Belvidere, Ill.

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