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2006 Dodge Magnum SRT8: With 6.1 Liters of SRT HEMI® Muscle, It's the "Magnum on Steroids"

- SRT-tuned 425-horsepower 6.1-liter HEMI® gives Dodge Magnum 85 additional horses, a 25-percent increase in power
- "Dodge Magnum on steroids" hauls in more ways than one
- SRT Performance: 0-60 mph in low-5-second range, 0-100-0 mph in mid-16-second range, 60-0 mph in approximately 110 feet

August 31, 2005, Auburn Hills, Mich. - Until now, the terms "cargo capacity" and "high-performance" were almost mutually exclusive. Until the debut of the all-new 2006 Dodge Magnum SRT8, that is.

"Dodge Magnum combines utility and performance in a head-turning package," said Darryl Jackson, Vice President-Dodge Marketing, Chrysler Group. "With a 425-horsepower, 6.1-liter HEMI engine up front and 71.6 cu. ft. of cargo space in the rear, the 2006 Dodge Magnum SRT8 hauls in more ways than one."

Street and Racing Technology (SRT) engineers began with a solid foundation-the 2006 Dodge Magnum -and successfully injected SRT DNA in order to produce a vehicle that can cover a quarter-mile in the mid-13-second range and haul home a brand-new 27-inch TV.

"There are many definitions of high performance," said Dan Knott, Director-Street and Racing Technology, Chrysler Group. "With the 2006 Dodge Magnum SRT8, we offer the most complete definition: world-class ride and handling across a dynamic range, benchmark braking, race-inspired interior appointments and exterior styling, as well as the raw performance of SRT's big-bore version of the HEMI engine."

Performance numbers for the all-new 2006 Dodge Magnum SRT8 include a 0-60 mph time in the low-5-second range and 60-0 mph braking in approximately 110 feet. Capable of covering a quarter-mile in the mid-13-second range, the Dodge Magnum SRT8 can accomplish SRT's signature performance test of 0-100-0 mph in the mid-16-second range.

Powertrain

The new 6.1-liter SRT version of the legendary HEMI engine was inspired by the original family of HEMI engines, particularly the namesake hemispherical combustion chambers that provide power and efficiency and select visual cues including the classic orange-painted cylinder block and black valve covers.

The new engine also matches the legendary "Street HEMI" of the 1960s and 1970s with its 425-horsepower rating. But it does so with less displacement. The 6.1-liter HEMI's 69.8 horsepower-per-liter rating exceeds that of the Street HEMI.

Today's SRT HEMI is subject to many requirements that older engines didn't have to meet-requirements for emissions and fuel efficiency.

SRT engineers who developed the Dodge Magnum SRT8's engine achieved more horsepower by adding more cubic inches, increasing the compression ratio, and redesigning the cylinder head, intake and exhaust systems for better flow and increased engine speed.

For more displacement, SRT engineers bored out the diameter of the cylinders in the HEMI by 3.5 millimeters each in order to increase the total displacement to 6.1 liters from 5.7 liters.

Compression ratio was also increased to 10.3:1 from 9.6:1, increasing engine efficiency and power.

Engine breathing was increased with new higher-flow cylinder heads, a specially designed intake manifold, and exhaust headers with individual tubes encased in a stainless steel shell, all unique to the 6.1-liter HEMI engine. Larger-diameter valves and reshaped ports in the heads allow for maximized air flow. The intake manifold was designed with larger-diameter and shorter runners for higher-speed tuning. Exhaust is routed through a large-diameter (2.75-inch vs. 2.5-inch) exhaust system with 3.5-inch chrome tips.

To further increase horsepower, performance-oriented camshaft profiles were developed to allow more air in and out of the cylinders, as well as manage a higher engine speed. SRT engineers increased the HEMI's peak power output engine speed nearly 20 percent to 6,000 revolutions per minute (rpm) from 5,000 rpm. Intake and exhaust valve stems are hollow, and the exhaust valve stems are filled with sodium to help dissipate heat more efficiently.

The high-performance SRT 6.1-liter HEMI is strengthened with redesigned components, including a reinforced engine block, forged steel crankshaft, high-strength powdered-metal connecting rods, floating-pin pistons (cooled by oil squirters), and an oil pan modified to manage oil return to the pan sump at high engine speeds.

Power for the SRT 6.1-liter HEMI is channeled through a five-speed automatic transmission with specially calibrated driver-selectable AutoStick®, which offers fully automatic or manual shifting selection. A heavy-duty four-flange prop shaft sends the torque from the transmission to an upgraded differential and axles.

Ride and Handling

Chassis setup for the Dodge Magnum SRT8 is aimed at all-around performance with SRT-tuned dampers, specially tailored spring rates and suspension bushings, and large-diameter anti-sway bars. For added stability and aerodynamic benefit, the ride height of the Magnum SRT8 is one-half inch lower than the Dodge Magnum, while the Electronic Stability Program (ESP) has been specially tuned for the 2006 Dodge Magnum SRT8's performance handling characteristics.

The all-new 2006 Dodge Magnum SRT8 will meet the road with a new wheel and tire assembly consisting of unique 20-inch forged-aluminum wheels shod with high-performance Goodyear F1 three-season tires with asymmetrical tread (four-season tires are an available option). Tire dimensions are a formidable 245/45/20 in the front and 255/45/20 in the rear.

Braking

The braking system of the 2006 Dodge Magnum SRT8 was designed to provide benchmark braking performance, setting a new standard for vehicles in its class.

All four wheels feature performance brake calipers developed by Brembo and are finished in the red color characteristic of all Dodge SRT vehicles. Each is equipped with four pistons for even clamping performance.

The Dodge Magnum SRT8 has 360 x 32 mm vented rotors up front, with 350 x 28 mm vented rotors in the rear.

Exterior

Dodge Magnum is striking with its raised beltline and roofline pulled down tautly around the windows. SRT stylists made functional improvements that resonate with the Dodge brand's character and contribute to performance.

For example, an all-new front fascia helps increase cooling through integrated ducts that help direct air to cool the brakes. A front air dam reduces lift, while in the rear, an all-new fascia with an integrated wake modifier and aggressive cutouts accommodate dual 3.5-inch exhaust tips.

Dodge Magnum SRT8 styling is also unique with a mesh grille insert with chrome trim, satin-finish front and rear bumper inserts, body-color mirrors and door handles, and unique SRT badging.

Three exterior colors are available: Bright Silver, Brilliant Black and Inferno Red Crystal Pearl Coat.

Interior

Inside, the 2006 Dodge Magnum SRT8 features power-adjustable, deeply sculpted and highly bolstered sport seats in the front complete with performance suede inserts to hold occupants during maneuvering. All seats have contrasting red stitching.

Other amenities include "carbon fiber" leather trim for better grip on the steering wheel, and special Satin Silver finishing on the center stack.

Full instrumentation, including a 180-mph (300-kph) speedometer, tachometer and temperature gauges, befits the performance-oriented character of the 2006 Dodge Magnum SRT8's interior.

Standard features of the 2006 Dodge Magnum SRT8 include AM/FM radio with six-disc CD changer, steering wheel-mounted audio controls, power adjustable pedal cluster and rear cargo net.

Options available on the 2006 Dodge Magnum SRT8 include a power sun roof, heated seats and supplemental side air bags.

Also available are SIRIUS Satellite Radio and a UConnect™ hands-free communications system with Bluetooth™ technology. This system recognizes up to seven different Bluetooth-equipped cellular phones and responds to voice commands, utilizing a microphone in the rearview mirror and the stereo system's speakers for hands-free conversations.

The 2006 Dodge Magnum SRT8 interior is offered in Dark Slate Gray/Slate Gray.

The 2006 Dodge Magnum SRT8 is built at the Brampton Assembly Plant in Brampton, Ontario, Canada.

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