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2007 Chrysler 300C SRT8: Engineering

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Kipp Owen, Director – Street and Racing Technology, Chrysler Group: *“The 2007 Chrysler 300C SRT8 exemplifies the SRT formula. It was engineered as a total package: functional, performance-oriented styling; world-class ride and handling across a dynamic range; race-inspired interior appointments; benchmark braking; and an SRT-engineered, 425-horsepower, 6.1-liter SRT HEMI engine.”*

The Chrysler 300C SRT8’s 425-horsepower (317-kW), normally aspirated, 6.1-liter HEMI produces 420 lb.-ft. (569 N•m) of torque, achieved by adding cubic inches, increasing the compression ratio, and redesigning the cylinder head, intake and exhaust systems for better flow and increased engine speed.

Power for the SRT 6.1-liter HEMI is channeled through a five-speed automatic transmission with specially calibrated driver-selectable Auto Stick, which offers fully automatic or manual shifting selection.

Chassis setup for the 2007 Chrysler 300C SRT8 is aimed at all-around performance with a number of enhancements, including tuned dampers, specially tailored spring rates and suspension bushings, and large-diameter anti-sway bars. Revised front and rear suspension knuckles contribute to a ride height that’s lowered one-half inch from the Chrysler 300C. In addition, the Electronic Stability Program (ESP) has been tuned for the Chrysler 300C SRT8’s performance-handling characteristics.

The stopping performance results from a four-wheel, disc-brake system featuring performance calipers developed by Brembo, each equipped with four pistons for even clamping. Up front, the Chrysler 300C SRT8 has 360 mm x 32 mm vented rotors, with 350 mm x 28 mm vented rotors in the rear.

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