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2009 Dodge Viper SRT10®: Still the Ultimate American Sports Coupe, 25,000 Hand-built Vehicles Later

August 31, 2008, Auburn Hills, Mich. - The 2009 Dodge Viper SRT10® is the ultimate American sports car and the icon of the Dodge brand.

For 2009, the Dodge Viper SRT10 offers the outrageous power expected, with an 8.4-liter 600-horsepower (450 kW) V-10 engine contributing to blistering acceleration (0-60 mph in less than four seconds, 0-100-0 mph in the low 12-second range), setting an American sports car benchmark.

A dramatic hood featuring a larger, more efficient hood scoop for air induction and functional hood louvers to facilitate a greater cooling effect enhance Viper's bold, aggressive looks. Viper design hallmarks, including deep-cut side scallops, swept-back fenders, lowered hood lines and the signature Dodge crosshair grille remain.

The 2009 Dodge Viper SRT10 will be available in four new exterior colors: Anaconda Green Pearl Coat, Graphite Metallic Clear Coat, Diamond Black Pearl Coat and Viper Bright White Clear Coat.

"With the 2009 Dodge Viper SRT10, we're carrying on the proud tradition of very powerful artillery for sports-car enthusiasts," said Kipp Owen, Director – Street and Racing Technology (SRT) Engineering, Chrysler LLC. "With 600 horsepower, 560 lb.-ft. of torque and 0-to-60 performance in less than four seconds, the 2009 Dodge Viper SRT10 remains the benchmark for the ultimate American sports car."

WHAT'S NEW FOR 2009

EXTERIOR

- Four new exterior colors: Anaconda Green Pearl Coat, Graphite Metallic Clear Coat, Diamond Black Pearl Coat and Viper Bright White Clear Coat
- New optional six-spoke forged aluminum wheel (replaces H spoke wheel)

INTERIOR

- Revised center console bezel houses recessed window switches

POWERTRAIN/CHASSIS

- Modified steel frame
- Modified fuel tank and filler

DESIGN

The 2009 Dodge Viper SRT10 remains available in two body styles — Roadster and Coupe. Both feature a dramatic hood with a more efficient hood scoop for air induction and functional hood louvers to facilitate a greater cooling effect for the powerful 8.4-liter 600-horsepower V-10 engine underneath.

Four new exterior colors will be introduced throughout the 2009 model year — Anaconda Green Pearl Coat, Graphite Metallic Clear Coat, Diamond Black Pearl Coat and Viper Bright White Clear Coat. Dual, painted hood stripes continue to be an option with seven stripe colors available. With a total of eight exterior colors, seven stripe colors and five interior choices, customers have more than 30 exterior/interior combinations to choose from.

Several exterior differences exist between the 2009 Dodge Viper SRT10 Roadster and Coupe. In fact, the only body

panels the Roadster and Coupe share are front fascia and fenders, hood and doors. However, all of the iconic Viper SRT10 design cues are consistent in both models, including the signature Dodge crosshair grille, deep-cut side scallops, swept-back fenders and lowered hood lines.

The Dodge Viper SRT10 Coupe's hardtop with its "double bubble" styling makes it even more torsionally stiff than the Roadster. The 2009 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 head room as possible.

The 2009 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 2009: black, black/red, black/blue, black/medium slate or black/natural tan. A choice of bezel finishes on the center instrument panel and console adds to the increased level of customization.

ENGINEERING

The 2009 Dodge Viper SRT10's deep-skirted V-10 aluminum block features 8.4 liters (510 cubic inches) and generates 600 horsepower (450 kW) and 560 lb.-ft. (760 N•m) of torque. And all the power is compliant with stringent regulatory requirements, such as federal Tier 2, Bin 5 and California's Low Emission Vehicle (LEV II) mandates.

The 2009 Viper SRT10 engine features cylinder heads equipped with Computer Numerically Controlled (CNC)-shaped combustion chambers, larger valves and Variable Valve Timing (VVT) featuring award-winning CamInCam® technology. The VVT application used in the 2009 Dodge Viper SRT10 electronically adjusts when the exhaust valves are opened and closed according to engine speed and load, allowing the engine to "breathe" more cleanly and efficiently.

The 2009 Dodge Viper SRT10 V-10's two-piece intake manifold combines a cast-aluminum lower plenum with smooth runners for better air flow, bolted to a die-cast aluminum upper plenum. The air-cleaner box with a low-restriction filter sends air through dual electronic throttle control modules into the intake plenum.

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

Within the cylinders, pistons are equipped with large-diameter floating pins in bronze bushed rods for high-load capability. The forged powder-metal connecting rods are secured with aircraft-quality fasteners for increased fatigue strength.

Engine lubrication is managed by an oil pump and a swinging oil pickup adapted from the Viper Competition Coupe 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.

The 2009 Dodge Viper SRT10's V-10 channels its power through a twin-disc clutch. The ZF Sachs clutch reduces rotating inertia by 18 percent, reduces clutch-pedal effort and improves engagement feel.

Transferring the Dodge Viper SRT10's power to the rear wheels is a heavy-duty six-speed manual transmission.

Stopping power is another carefully developed part of the Viper SRT10 equation, 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. This system results in a world-class braking performance of 60-0 mph in less than 100 feet.

Dodge Viper SRT10 performance is further defined by a race-bred aluminum, fully independent, four-wheel

suspension featuring lightweight, high-performance aluminum control arms and knuckles, damped by lightweight coil-over shock absorbers. Power is delivered to the pavement via a Dana M44-4 rear axle and a new 4-pinion GKN ViscoLok speed-sensing limited-slip differential for higher torque capacity and improved traction.

The 2009 Dodge Viper SRT10 rides on polished forged aluminum 18 x 10-inch front and 19 x 13-inch rear wheels, clad in Michelin Pilot Sport PS2 non-run-flat tires. Each tire includes low-pressure sensors in the valve stem.

PRODUCT HIGHLIGHTS

- The 2009 Dodge Viper SRT10 generates 600 horsepower (450 kW) and 560 lb.-ft. (760 N•m) of torque from its 8.4-liter (510-cubic-inch) V-10 engine
- SRT performance: 0-60 mph in under four seconds, quarter-mile time in the low 12-second range, 0-100-0 mph in the low 12-second range and 60-0 mph braking in under 100 feet
- Dodge Viper SRT10 continues the Viper tradition of setting the definition of extreme, while delivering performance enthusiasts a refined, yet outrageous and powerful American sports car
- Dodge Viper SRT10 features Viper's long-held, back-to-basics sports car approach, including a traditional front-engine, rear-wheel-drive layout with six-speed transmission; race-bred, fully independent four-wheel suspension; massive tires and wheels for maximum grip; and world-class brakes for benchmark stopping power
- The 2009 Dodge Viper SRT10 features a hood with functional air intake and extractors that contributes to its aggressive appearance
- Dodge Viper SRT10 is part of a broad lineup of Street and Racing Technology (SRT) vehicles developed under the credo: "Race inspired, street legal"
- Offering SRT's signature "bang for the buck," the Dodge Viper SRT10 outperforms sports cars costing more than twice as much
- Dodge delivers the ultimate purpose-built, street-legal track car with the 2009 Viper SRT10 ACR (American Club Racer)
 - o 2009 Dodge Viper SRT10 ACR offers reduced weight compared to the Dodge Viper SRT10, race-ready hardware and competition tuning for optimal on-track performance
 - o Aerodynamic improvements, racing suspension and weight savings equal unmatched performance for under \$100,000

SAFETY AND SECURITY

Please refer to the Safety and Security Glossary in the Safety and Technology section for descriptions of the following available features:

- Adjustable Pedals
- Advanced Multi-stage Front Air Bags with Occupant Classification System (OCS)
- Anti-lock Brake System (ABS)
- BeltAlert
- Center High-mounted Stop Lamp (CHMSL)
- Constant Force Retractors (CFR)
- Energy-absorbing Steering Column
- Interior Head-impact Protection
- Knee Bolsters
- Occupant Classification System (OCS)
- Remote Keyless Entry
- Three-point Seat Belts with Pretensioners
- Tire Pressure Monitoring (TPM)

COLOR AVAILABILITY

- Anaconda Green Pearl Coat
- Graphite Metallic Clear Coat

- Diamond Black Pearl Coat
- Viper Bright White Clear Coat
- Viper Red Clear Coat
- Venom Red Metallic Clear Coat
- Viper Bright Blue Pearl Coat
- Viper Bright Orange Pearl Coat

DUAL, PAINTED HOOD STRIPE COLOR AVAILABILITY

- Stone White
- Viper Black
- Viper Bright Silver Metallic
- Graphite Metallic
- Viper Bright Blue Pearl Coat
- Viper Red Clear Coat
- Viper Bright Orange Pearl Coat

MANUFACTURING INFORMATION

- 2009 model year production start: Fall 2008
- Production location: Conner Avenue Assembly Plant in Detroit
- 8.4-liter V-10 engine: Conner Avenue Assembly Plant in Detroit
- 6-speed manual transmission: Tremec transmission plant, Queretaro, Mexico

MARKET POSITION

Simply put, there is nothing else like the Dodge Viper SRT10. Offered in Roadster and Coupe versions, Dodge Viper SRT10 delivers serious, race-inspired performance without apology. With its dramatic styling, 600 horsepower (450 kW) and outrageous attitude, the Dodge Viper SRT10 is the ultimate American sports car *f*{ and the essence of the Dodge brand's unwavering commitment to extreme performance.

DEMOGRAPHICS

- Gender: 96 percent male/four percent female
- Median Age: 45 years old
- Annual Household Income: \$173,000
- Education: 44 percent college graduate
- Household: 62 percent married
- Occupation: Primarily executive/entrepreneurial

MARKET ADVANTAGES

- Continues to set the definition of extreme performance in a powerful, yet refined American sports car
- Powered by a 8.4L, V-10 engine producing 600 horsepower (450 kW) and 560 lb.-ft. (760 N•m) of torque
- SRT performance: 0-60 mph in less than four seconds, 60-0 mph braking in less than 100 feet, and 0-100-0 mph in the low 12-second range
- Outrageous design in a low-slung shell with lowered hood lines, large hood scoop, functional hood louvers, swept-back fenders and deep-cut side scallops
- Back-to-basics sports car approach: traditional front-engine, rear-wheel-drive layout
- Race-bred, fully independent four-wheel suspension
- Massive tires and wheels
- World-class brakes

PRODUCT CHRONOLOGY

2008 MODEL YEAR

- Dramatic new hood with a larger, more efficient hood scoop and functional hood louvers
- Five new exterior colors: Venom Red, Snakeskin Green, Viper Violet, Viper Orange and Bright Blue
- Four new interior color combinations: black/red, black/blue, black/medium slate and black/natural tan
- Choice of bezel finishes
- New advanced multi-stage driver and passenger air bags with Occupant Classification System (OCS)
- New 8.4-liter Viper SRT10 V-10 engine, delivering 600 hp (450 kW) and 560 lb.-ft. (760 N•m) of torque
- Compliant with federal Tier 2, Bin 5 and California's Low Emission Vehicle (LEV II) mandates
- Improved Tremec TR6060 six-speed manual transmission
- Variable Valve Timing featuring new CamInCam® technology
- Electronic throttle control
- Larger oil pump and new swinging oil pickup
- GKN ViscoLok speed-sensing limited-slip differential
- Choice of three different 18 x 10-inch front/19 x 13-inch rear polished, forged aluminum wheels: standard five-spoke wheel; optional H-spoke wheel; and all-new optional Razor wheel with five U-shaped spokes
- Michelin® Pilot® Sport PS2 non-run-flat tires

2006 MODEL YEAR

SRT10 Coupe introduced. Like the Roadster, the Coupe has:

- 8.3-liter 500-horsepower V-10 engine
- Signature crosshair grille design
- Deep-cut side scallops
- Swept-back fenders and lowered hood

Coupe distinguished by:

- "Double Bubble" roof
- Unique rear styling with wraparound taillamps
- New canopy and deck lid
- Deck-lid spoiler
- New windshield surround, door side glass, rear fascia and quarter panels
- Unique weatherstrip pieces, headliner, carpet and trim panels

Other new features:

- Two wheel options
- Polished forged aluminum five-spoke wheel
- H-spoke polished forged aluminum wheels
- Available SIRIUS Satellite Radio

2005 MODEL YEAR

- New Viper Race Yellow body color
- New Copperhead Orange body color
- New Copperhead Orange interior package featuring black leather interior with contrasting stitching on seats and shift knob accents

2004 MODEL YEAR

- New Viper White body color
- Standard red brake calipers
- Standard folding tonneau cover
- New trunk carpet

2003 MODEL YEAR

- Introduction of the all-new SRT10 two-seat convertible with all-new 8.3-liter V-10—500-horsepower (372-kW) engine
- Lower hood with larger grille opening and integrated louvers
- 2.6-inch longer wheelbase (than 2002 RT/10)

- High-intensity discharge headlamps
- New HVAC system for improved performance and air flow
- New windshield wiper blade design with low-profile flat (beam-style) blades
- 1.1-inch shorter overall length than 2002 RT/10
- Power adjustable clutch, throttle and brake pedals (4-inch total pedal travel)
- New driver footrest (adjustable)
- Next-generation, multi-stage driver and front passenger air bags(a)
- New four-wheel disc Anti-lock Brake System (ABS)
- Exterior colors: Viper Red, Viper Black, Viper Bright Silver Metallic

2002 MODEL YEAR

- GTS Final Edition—Last 360 Viper Coupes red with white stripes, special badging
- Graphite Metallic (RT/10 and GTS) and Graphite Metallic with silver stripe (GTS only) color schemes

2001 MODEL YEAR

- Viper Race Yellow and Deep Sapphire Blue Pearl Coat exterior colors
- Optional Black center stripes with Viper Race Yellow on GTS
- Standard four-wheel disc Anti-lock Brake System (ABS)

2000 MODEL YEAR

- Viper Steel Gray exterior color
- Child seat tether anchorage
- Revised ACR (American Club Racer) Group—Performance oil pan, Dynamic Suspensions adjustable monotube shock absorbers and new nameplate

1999 MODEL YEAR

- 18-inch aluminum wheels with Viper logo center caps and Michelin Pilot Sport™ tires
- Cognac Connolly® leather interior group
- Black exterior color with or without silver stripe
- GTS ACR Group homologated for club racing

(spring 1999 introduction)

(a) Certified to federal regulations that allow less forceful air bags. Always use seat belts. Remember, a back seat is the safest place for children. Rearward-facing child seats may be used in the front seat only with the passenger air bag turned off.

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