

Contact: Amy Knight

Todd Goyer

## **All-new 2006 Dodge Magnum SRT8: Beefed-up American Muscle**

January 4, 2005, Los Angeles -

- SRT-tuned 425-horsepower 6.1-liter HEMI<sup>®</sup> 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 five-second range, 0-100-0 mph in mid 16-second range, 60-0 mph in approximately 110 feet

There is no rule that says you have to give up utility for high performance. But if there were such a rule, the all-new 2006 Dodge Magnum SRT8 would break it.

“Dodge Magnum is bold, powerful, street-smart and full of life,” said Darryl Jackson, Vice President, Dodge Marketing – Chrysler Group. “With a 425-horsepower 6.1-liter HEMI<sup>®</sup> engine up front, and 71.6 square feet of cargo space in the rear, the 2006 Dodge Magnum SRT8 hauls in more ways than one.

“At Dodge, the HEMI continues to resonate with our customers,” added Jackson. “The current take-rate for HEMI in the Dodge Magnum is 43 percent. The new SRT 6.1-liter HEMI quenches the thirst for even more power.”

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 high 13-second range and haul home a brand-new 27-inch TV.

“From the day it was introduced, the Dodge Magnum screamed performance,” said Dan Knott, Director, Street and Racing Technology, Chrysler Group. “Now, SRT engineering and the 6.1-liter HEMI will take Magnum to the next level.”

The 2006 Dodge Magnum SRT8 offers key SRT attributes in ride and handling across a dynamic range, benchmark braking, performance-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 five-second range and 60-0 mph braking in approximately 110 feet. Capable of covering a quarter-mile in the high 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.

### **2006 Dodge Magnum SRT8 Powertrain**

The new 6.1-liter SRT version of the legendary HEMI engine was inspired by the original family of HEMIs – 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.

With the Chrysler Group’s clean and efficient all-new 5.7-liter HEMI as a starting point, SRT powertrain engineers

developed 85 more horsepower by adding more cubic inches, increasing the compression ratio, redesigning the cylinder head, intake and exhaust systems for increased flow, and increasing 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 an A580 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.

#### **2006 Dodge Magnum SRT8 Ride and Handling**

The all-new 2006 Dodge Magnum SRT8 is set up for outstanding ride and handling across a dynamic range.

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. 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.

#### **2006 Dodge Magnum SRT8 Braking**

One of the most significant dimensions of well-balanced performance is the ability to slow and stop as safely and predictably as possible. The braking system of the 2006 Dodge Magnum SRT8 was designed to provide benchmark braking performance, setting a new standard for cars in its class.

All four wheels feature performance brake calipers developed by Brembo and finished in Dodge SRT red. Each is equipped with four pistons for even clamping performance. The Dodge Magnum SRT8 has 360 x 32mm vented rotors up front, with 350 x 26mm vented rotors in the rear.

#### **2006 Dodge Magnum SRT8 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, there is an all-new fascia with an integrated wake modifier and aggressive cutouts to accommodate the dual 3.5-inch exhaust tips.

Dodge Magnum SRT8 styling is also unique with a body-color 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 Pearlcoat.

### **2006 Dodge Magnum SRT8 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 the 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 carbon fiber 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 power sunroof, heated seats, supplemental side air bags, and the Trailer Tow Group which offers load leveling and height control.

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 rear-view mirror and the stereo system's speakers for hands-free conversations.

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

### **2006 Dodge Magnum SRT8 Safety and Security Features**

- **Auto-reverse Windows:** An advanced sensing system automatically reverses window direction when it senses resistance
- **Advanced Multi-stage Air Bag System:** Inflates with a force appropriate to the severity of impact. Includes occupant classification system (OCS)
- **Anti-lock Brake System:** Equipped with electronic sensors that help prevent wheel lockup. The optional ABS system offers improved steering control under extreme braking and/or slippery conditions
- **Body Structure:** Crush zones and stiffeners engineered into the vehicle body help absorb energy, while preserving the integrity of the vehicle compartment. These reinforcements provide additional protection in an offset-type impact
- **Child Seat Anchor System:** The Lower Anchors and Tethers for CHildren (LATCH) system eases installation of compatible aftermarket child seats
- **Constant Force Retractors (CFR):** Front seat belts include a mechanical device that distributes the force of a seat belt according to the load or force exerted on it. CFRs are engineered to force-limit the belt system, and gradually release the seat belt webbing in a controlled manner during a crash
- **Electronic Stability Program (ESP):** This available feature aids the driver in maintaining vehicle directional stability, providing oversteer and understeer control to maintain vehicle behavior on road surfaces
- **Energy-absorbing Steering Column:** Manual-adjust steering column includes two hydroformed coaxial tubes that move relative to each other, which allows the column to move forward and provide more energy absorption during a crash. The power-adjust steering column uses a calibrated bending element that deforms during column stroke for optimal energy management
- **Occupant Classification System (OCS):** The OCS measures conditions for activation or deactivation of the passenger side front air bag based upon the weight of the occupant

- **Pretensioners:** During a collision, impact sensors initiate front seat belt pretensioners to immediately remove slack from seat belts, which reduces forward movement of the occupant's head and torso
- **Supplemental Side-curtain Air Bags:** The side-curtain extends protection to front and rear outboard passengers

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

-###-

Additional information and news from Stellantis are available at: <https://media.stellantisnorthamerica.com>