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FCA Canada: 2019 Dodge Challenger and Challenger SRT Fact Sheet

New Dodge Challenger SRT Hellcat Redeye and Its 797-horsepower Supercharged HEMI® High-output Engine Drive 2019 Challenger Lineup

- Dodge launches most powerful SRT Hellcat lineup ever
- The new 2019 Dodge Challenger SRT Hellcat Redeye is the most powerful, quickest and fastest production muscle car
- Most powerful production V-8 engine with 797 horsepower (hp) and 707 lb-ft of torque
- Quickest production muscle car with 0-96 kilometres per hour (km/h) (0-60 miles per hour) acceleration of 3.4 seconds
- Fastest grand touring (GT) production car with a ¼-mile elapsed time (E.T.) of 10.8 seconds at 210 km/h; and reaches a new top speed of 326 km/h
- 2019 Dodge Challenger SRT Hellcat boasts new rating of 717 hp and 656 lb-ft of torque
- A new dual snorkel hood on all Hellcat models pays homage to the distinctive Dodge design themes from some of its most famous muscle cars, including the 1970 Dart Swinger and 1971 Demon
- Challenger Scat Pack Widebody features the same fender flares from SRT Hellcat Widebody, which adds 8.8 centimetres (3.5 inches) to the overall width
- Scat Pack Widebody rides on sticky 305/35ZR20 Pirelli tires mounted to 20 x 11-inch forged “Devil’s Rim” aluminum wheels
- All 2019 Scat Pack models feature the power-bulge aluminum hood with heat extractors formerly featured on the Challenger SRT Hellcat
- Challenger R/T and GT RWD models get standard high-performance suspension

August 21, 2018, Windsor, Ontario - No rest for the wicked, indeed.

Dodge continues to push the performance envelope in 2019, using its high-performance engine street credibility to elevate its entire Challenger lineup, introducing the most powerful supercharged SRT Hellcat lineup ever with horsepower output now starting at 717.

And that’s just the beginning.

Following a record-setting year with the introduction of the limited-production Dodge Challenger SRT Demon — the quickest, fastest and most powerful muscle car ever — Dodge//SRT is going back to its muscle car roots by taking its most powerful engine — the supercharged HEMI® Demon V-8 — and leveraging its enormous power output to boost the performance of the Hellcat. The result: the 797 hp 2019 Dodge Challenger SRT Hellcat Redeye.

“With 840 horsepower, a 9.65 quarter-mile time and Guinness World Record certification that it’s the first production car to lift the wheels at launch, the Dodge Challenger SRT Demon earned its place in the record books,” said Steve Beahm – Head of Passenger Cars, Dodge//SRT, Chrysler and FIAT, FCA North America. “The Dodge Brothers would be proud that we’re leveraging the power and performance of this proven engine to bring a Demon-possessed Challenger SRT Hellcat Redeye to an even wider high-performance enthusiast audience.”

Also new for 2019, Dodge offers the Widebody Package on the Challenger Scat Pack 392 model, which adds 8.8

centimetres (3.5 inches) to the overall width, improving handling and braking to the naturally aspirated muscle car. At the track, larger six-piston Brembo front brakes, wider wheels and tires, and suspension upgrades featured on the Scat Pack Widebody equate to two-second faster lap times or approximately 12 car lengths at a 3.3-kilometre road course, compared with the non-Widebody Challenger Scat Pack 392.

Production of the 2019 Dodge Challenger lineup starts at the [Brampton Assembly Plant](#) in Ontario in the fall of 2018, with vehicles starting to arrive in dealerships in the fourth quarter.

Demon engine drives most powerful Hellcat lineup ever

Designed and engineered with more power to appeal to an even broader muscle car enthusiast audience, the heart of the new 2019 Dodge Challenger SRT Hellcat Redeye comes from its limited-production big brother – the Dodge Challenger SRT Demon. The supercharged 6.2-litre HEMI high-output V-8 engine is rated at 797 hp and 707 lb-ft of torque and is mated to a TorqueFlite 8HP90 eight-speed automatic transmission.

Like its Demon brethren, it has 25 major component upgrades, including a larger supercharger, strengthened connecting rods and pistons, high-speed valve train, fuel injection system and improved lubrication system.

Compared with the standard SRT Hellcat engine, the Redeye's supercharged high-output engine features:

- Largest factory supercharger of any production car - 2.7 litres versus 2.4 litres
- Increased boost pressure: 14.5 psi versus 11.6 psi
- Higher rpm limit: 6,500 rpm versus 6,200 rpm
- Fuel: Two dual-stage fuel pumps versus one
- Larger induction air box with three sources of intake air:
 - New dual-snorkel hood
 - Driver-side Air Catcher headlamp
 - Inlet near the wheel liner

Additional features from the SRT Demon that help the Challenger SRT Hellcat Redeye achieve its status as the most powerful, quickest and fastest muscle car:

- Torque Reserve delivers up to 3.9 psi of boost at launch and up to 55 per cent more engine torque
- Only factory production car with both SRT Power Chiller™ and After-Run Chiller
- High-strength steel prop shafts provide a 15 per cent increase in torque capacity
- 41-spline half shafts provide a 20 per cent increase in torque capacity

New for 2019, SRT Hellcat Redeye offers two final drive ratios, a standard 2.62:1 or available 3.09:1 for enhanced launch capability.

The 2019 Challenger SRT Hellcat lineup delivers improved performance numbers, including a new top speed of 326 km/h, making the Challenger SRT Hellcat Redeye the most powerful, quickest and fastest muscle car.

Challenger SRT Models	1/4-mile elapsed time/speed	Top Speed
Redeye Widebody	10.8 seconds @ 210 km/h	326 km/h
Hellcat Widebody	10.9 seconds @ 204 km/h	313 km/h
Redeye	11.1 seconds @ 210 km/h	326 km/h
Hellcat	11.2 seconds @ 201 km/h	320 km/h

Functional and intimidating exterior design

The newly designed, fully functional dual-snorkel hood provides maximum air intake to the supercharged powerplant and pays homage to the distinctive design themes from some of the most famous mid-1960's and early-1970's Dodge muscle cars, like the 1970 Dart Swinger and 1971 Demon.

"We designed the Challenger SRT Hellcat's new dual-snorkel hood to focus on another key historical Mopar design element and pay homage to our past with a modern interpretation that looks even more sinister," said Mark Trostle – Head of Performance, Passenger and Utility Vehicle Exterior Design, FCA US LLC. "Whenever we design a new

exterior element, we work hand-in-hand with the SRT engineering team to ensure that everything we create resonates with SRT DNA, is functional and meets their performance goals."

Even the dual carbon or gunmetal stripe packages have been skillfully tailored to enhance the new dual-snorkel hood design.

In addition to the new dual-snorkel hood, the exterior of Challenger SRT Hellcat Redeye receives enhanced badging showing a sinister red jewel-like eye design on the Hellcat that jumps off the Midnight Grey Metallic finish fender badge. A new die-cast SRT emblem on the supercharger housing also features the new Redeye logo.

Available on Challenger SRT Hellcat and Scat Pack 392 models for 2019 is the Widebody Package first seen on the 2018 Challenger SRT Hellcat. Wider fender flares add 8.8 centimetres to the overall width of the vehicle resulting in a more muscular, planted stance. The new flares are expertly integrated into the body design with concealed attachments to amplify the Challenger SRT Hellcat's width. The front side marker lights are styled to flow with the shape of the fender flares.

An available new Satin Black spoiler on both SRT Hellcat and Scat Pack 392 models is both wider and longer, offering a more expressive look while meeting all SRT performance objectives.

Standard on 2019 SRT Hellcat models are 20 x 9.5-inch SRT Low Gloss Black lightweight performance wheels while new 20 x 9.5-inch split five-spoke wheels with Brass Monkey (Dark Bronze) finish are available.

Customers opting for the Widebody Package will get available split-five spoke, 20 x 11-inch "Devil's Rim" forged aluminum wheels, riding on sticky 305/35ZR20 Pirelli P-Zero tires for improved performance while accentuating the menacing look.

Beating the heat

Heat is the enemy of any high-performance powertrain, so Dodge//SRT engineers looked for more ways to keep the intake air as close to the optimum temperature as possible.

One key to the engine's imposing power output is air — and plenty of it. The new, low-restriction, dual-snorkel hood is fully functional and sealed to the air box.

When combined with the Air Catcher headlamp and an inlet near the wheel liner, these three sources give the SRT Hellcat Redeye's high-output engine an 18 per cent greater air-flow rate than last year's SRT Hellcat engine (32,111 litres per minute).

The revised air inlet path on the new dual-snorkel hood results in an intake air temperature reduction of 4 degrees Fahrenheit.

The innovative, award-winning SRT Power Chiller™, standard on the Challenger SRT Hellcat Redeye only, diverts the air-conditioning refrigerant from the interior cabin to a chiller unit mounted by the low-temperature circuit coolant pump. Charge air coolant, after being cooled by ambient air passing through a low-temperature radiator at the front of the vehicle, flows through the chiller unit, where it is further cooled. The chilled coolant then flows to the heat exchangers in the supercharger.

The SRT Power Chiller™ lowers the intake air temperature further on the Challenger SRT Hellcat Redeye, resulting in improved performance.

The After-Run Chiller, also an industry first, minimizes any heat soak effects, allowing the engine to stay in optimum operating temperature. When the engine shuts down, the After-Run Chiller, now standard across the Challenger SRT Hellcat model lineup in 2019, keeps the engine's cooling fan and low-temperature circuit coolant pump running to lower the supercharger/charge air cooler temperature. The driver can track the supercharger coolant temperature on the SRT Performance Pages in the 8.4-inch Uconnect touchscreen and know in real time when the supercharger is at the optimum temperature for another run.

2019 Challenger SRT Hellcat lineup: more horses, expanded technologies and more features

From 717 to 797 hp, Dodge is delivering the most powerful Challenger SRT Hellcat lineup ever. The available SRT Hellcat transmissions are built to handle the immense horsepower and torque output.

The Challenger SRT Hellcat receives the standard TorqueFlite 8HP90 eight-speed automatic transmission, while a Tremec six-speed manual transmission is available.

The Challenger SRT Hellcat Redeye's supercharged high-output engine is paired to the TorqueFlite 8HP90 eight-speed automatic transmission. Internal changes to the transmission include an upgraded torque converter that delivers an 18 per cent increase in torque multiplication when compared with the standard Challenger SRT Hellcat.

All 2019 Challenger SRT Hellcat models are loaded with standard performance features, including:

- **Adaptive Damping Suspension** — SRT-tuned Bilstein three-mode Adaptive Damping Suspension system includes: Auto Mode = sporty but compliant ride; Sport Mode = firm, maximum handling; Track Mode = firm, maximum handling plus performance shifting and gear-holding feature
- **Braking system** — braking power comes from the standard Brembo brake system with two-piece, 39-centimetre (15.4-inch) front rotors and six-piston front calipers for outstanding heat management, thermal capacity and longevity
- **Electric power steering (EPS)** — electric power steering delivers better steering feel and ease of turning efforts at parking lot speeds. It can be calibrated to optimize steering effort for a variety of driving situations via settings in the SRT Performance Pages
- **Launch Assist** — launched on the Challenger SRT Demon as a factory-production car first, Launch Assist helps resolve one of the biggest challenges to clean launches and driveline integrity – wheel hop, which happens when tires quickly slip and regain traction at launch, rapidly storing up and releasing energy in the driveline. These high torque spikes can quickly and severely damage driveline components, and up until now, the only solution was to back out of the throttle. The 2019 Challenger SRT Hellcat models use the wheel speed sensors to watch for signs that the tires are slipping/sticking. If hop is detected, the engine control module momentarily reduces torque to maximize traction almost instantly – without the driver having to lift the throttle. Launch Assist reduces loads in the driveline from wheel hop by up to 20 per cent
- **Torque Reserve** — becomes active once the engine speed passes 950 rpm. The system closes the bypass valve, “prefilling” the intake with boost, manages fuel flow to cylinders and manages spark timing to balance engine rpm and torque
- **Launch Control** — holds the engine at optimal launch RPM and waits for the driver to release the brake. Launch Control then uses engine torque management to optimize wheel slip for maximum acceleration. All 2019 Challenger models with Launch Control receive an improved system that increases hold time from five to 10 seconds for optimal launch and consistent straight-line acceleration
- **Line Lock** — engages the front brakes to hold the Challenger stationary but leaves the rear wheels free for a burnout to heat up and clean the rear tires. The system will also let the driver perform a controlled rolling burnout and can engage for up to 200 rear wheel revolutions
- **Larger induction air box** — with three sources of intake air: new dual-snorkel hood, driver-side Air Catcher headlamp and inlet near the wheel liner
- **SRT Drive Modes** — accessed via the 8.4-inch Uconnect touchscreen, drivers can tailor their experience by adjusting horsepower, transmission shift speeds, steering effort, paddle shifters, traction and suspension settings. SRT Drive Modes offer selectable settings for Street (Auto), Sport and Track. There is also a Custom setting for the driver to select individual preferences
- **SRT Performance Pages** — bring critical vehicle performance data to the driver's fingertips, including a real-time dyno graph, g-force heat map and much more

Also available on Challenger SRT Hellcat and Scat Pack 392 is the Rear Seat Delete Group, which allows customers to delete the rear seats, rear seat belts and add a rear cargo net.

Race-inspired, high-performance interior

Refocusing the Hellcat on its performance roots, the 2019 Challenger SRT Hellcat lineup features standard

Houndstooth cloth performance seats.

Three other seat options are available:

- Nappa leather/Alcantara with embroidered SRT Hellcat logo (available with Plus Package)
- Laguna leather with embossed SRT Hellcat logo (available with Laguna Leather Package)
- Laguna leather/Alcantara with embossed SRT Hellcat logo (available with Alcantara Appearance Package)

The SRT Hellcat interior features a signature leather-wrapped, flat-bottom steering wheel with a backlit SRT logo and paddle shifters. Red gauges with a 340 km/h speedometer flank the 7-inch display screen, which features performance timers and a Hellcat logo splash screen at start-up.

Complementing the race-inspired cockpit are silver seat and console stitching, Light Black Chrome accents and a Gunmetal SRT Hellcat instrument panel badge.

The 2019 Challenger SRT Hellcat Redeye has several unique interior features, including:

- SRT Hellcat Redeye logo splash screen
- Light Black Chrome instrument panel badge with SRT Hellcat Redeye logo
- SRT Hellcat Redeye logo on the key fobs

Dodge Challenger Scat Pack 392 offers new standard hood; Widebody exterior available

The Dodge Challenger Scat Pack 392 continues to offer the most muscle for the dollar with proven naturally aspirated, 392-cubic-inch (6.4L) HEMI V-8 engine that delivers 485 horsepower and 475 lb-ft of torque.

New for 2019, all Challenger Scat Pack 392 models get a new look, courtesy of the 2018 Challenger SRT Hellcat. The power-bulge aluminum hood features a dedicated air intake flanked by dual-air extractors to ensure effective removal of heat and reduced air turbulence in the engine compartment. Standard illuminated Air Catcher headlamps feed additional air directly into the engine bay.

Also new for 2019, Scat Pack 392 buyers can leverage the on-track performance capabilities of the SRT Hellcat Widebody.

Featuring the same fender flares from SRT Hellcat Widebody, which add 8.8 centimetres to the overall width, the new Scat Pack 392 Widebody rides on sticky 305/35ZR20 Pirelli tires mounted to 20 x 11-inch forged "Devil's Rim" aluminum wheels.

Many high-performance features are now standard on all a Challenger Scat Pack 392 models, including:

- Launch Control
- Launch Assist
- Line Lock
- SRT Drive Modes
- SRT Performance Pages

The Challenger Scat Pack 392 Widebody adds:

- SRT-tuned chassis, featuring stiffer front springs, retuned shock absorbers and larger sway bars in both front and rear
- SRT-tuned high-performance adaptive damping suspension
- Front fascia with integrated splitter optimizes airflow to the cooling modules without compromising vehicle balance
- Rear spoiler from the Hellcat helps to deliver responsive and balanced handling

As a result, the Scat Pack 392 Widebody delivers its best on-road and on-track performance ever, with an improvement of close to 2 seconds per lap or 12 car lengths compared with the Scat Pack 392. In a quarter mile comparison, the new Challenger Scat Pack 392 Widebody gained .2 seconds — running 12.1 E.T. at 180 km/h.

The Challenger Scat Pack 392's superb stopping power comes from the SRT-engineered Brembo brake system with six-piston front and four-piston rear calipers, resulting in braking (96-0 km/h) performance improving to 32 metres (108 feet) (from 33 metres or 111 feet).

Exterior badging on the Scat Pack 392 includes new Scat Pack Bee badges that face forward on both fenders. Challenger script and R/T logos flank both sides of the front grille.

Inside the performance interior are front seats that feature the Scat Pack Bee logo embroidered into seat backs; new Dark Dub Plate finish on instrument panel and console and new Liquid Titanium accents on the steering wheel, shifter and cluster bezels.

Challenger R/T and GT RWD Models Gain More Performance

For 2019, FCA Canada introduces a new lower cost cloth interior Challenger R/T and new GT rear-wheel-drive (RWD) model that both extend their performance capabilities with standard Super Track Pak features, including:

- Performance suspension
- Enhanced steering
- 20-inch Granite Crystal painted wheels
- Steering wheel mounted paddle shifters (with automatic transmission)
- Performance hood and front splitter
- Performance bolstered cloth Houndstooth seats

Available on Challenger R/T for 2019 is the Performance Handling Group, which brings enhanced braking and handling capabilities with four-piston Brembo brakes (front and rear), wider 20 x 9-inch Black Noise wheels and a larger rear sway bar for improved driving experience and reduced understeer. The Performance Handling Group also adds upgraded springs, sway bars, Bilstein shocks, bushings and mounts, helping to improve performance and response during spirited driving. For the driver looking to get even more out of the Challenger R/T model, the new Performance Plus Package adds track ready 20 x 9.5-inch forged wheels riding on 275/40ZR20 Pirelli P-Zero tires, limited-slip differential and enhanced handling balance for improved cornering performance.

Fourteen different distinct Dodge/SRT colours available across Challenger lineup

Dodge Challenger customers have a wide array of exterior colours and stripes from which they can choose to customize their muscle car. Fourteen different exterior colours and a wide variety of interior trim selections, including:

- B5 Blue
- Destroyer Grey
- F8 Green
- Go Mango
- Granite Crystal
- Indigo Blue
- Maximum Steel
- Octane Red
- Pitch Black
- Plum Crazy
- TorRed
- Triple Nickel (NEW)
- White Knuckle
- Yellow Jacket

Available Interior Colours:

- Black
- Black/Caramel
- Black/Ruby Red
- Demonic Red
- Sepia

More Information

Please visit the [FCA Canada Dodge newsroom](#) for the latest Dodge Challenger product information, photography and videography, plus access to specification and feature availability documents.

FCA Canada

Founded as the Chrysler Corporation in 1925, FCA Canada Inc. is based in Windsor, Ontario, and celebrates its 97th anniversary in 2022. FCA Canada is a wholly owned subsidiary of FCA, a North American automaker based in Auburn Hills, Michigan and member of the Fiat Chrysler Automobiles N.V. (FCA) family of companies. FCA Canada has approximately 440 dealers that sell Chrysler, Dodge, Jeep®, Ram, FIAT and Alfa Romeo products, as well as SRT performance products. The company also distributes Mopar and Alfa Romeo parts and accessories. In addition to its assembly facilities, which produce the Chrysler Pacifica, Chrysler Pacifica Hybrid, Chrysler Voyager and Chrysler Grand Caravan (Windsor) and Chrysler 300, Dodge Charger and Dodge Challenger (Brampton), FCA Canada operates an aluminum casting plant in Etobicoke, a research and development centre in Windsor, and has sales offices and parts distribution centers throughout the country.

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