

Contact: Daniela Ferro  
LouAnn Gosselin

## **2021 Challenger SRT Super Stock is the Newest Dodge Drag Racing Machine**

807-horsepower Dodge Challenger SRT Super Stock Is The World's Quickest and Most Powerful Muscle Car

- The 2021 Dodge Challenger SRT Super Stock is powered by the same supercharged 6.2-litre HEMI® high-output V-8 that powers the SRT Hellcat Redeye, but features a revised powertrain calibration that increases power output to 807 horsepower
- The Challenger SRT Super Stock is on track to be the world's quickest and most powerful muscle car
  - 0-60 miles per hour (mph) acceleration of 3.25 seconds
  - ¼-mile elapsed time of 10.5 seconds at 210 kilometres per hour (km/h) (131 mph)
  - 270 km/h (168 mph) top speed (tire-limited)
- Widebody comes standard on the Challenger SRT Super Stock making room for the bigger wheels and standard drag radials, adding 3.5 inches of overall width to the vehicle
- Challenger SRT Super Stock is equipped with standard lightweight 18-inch-by-11-inch wheels in Low Gloss Granite finish, riding on sticky 315/40R18 Nitto NT05R drag radials at all four corners
- Challenger SRT Super Stock features lightweight all-aluminum Brembo four-piston brake calipers and 14.2-inch vented rotors
- Performance-tuned asymmetrical limited-slip differential has a 3.09 final drive
- Track mode within the SRT Drive modes on the SRT Super Stock activates a revised shock tuning for the drag radials

July 2, 2020, Windsor, Ontario - Dodge//SRT is flexing its muscle and doubling down on its commitment to drag racing, introducing the new 2021 Dodge Challenger SRT Super Stock, the world's quickest and most powerful muscle car.

"I swore that we'd never build another Demon, and we won't," said Tim Kuniskis, Global Head of Alfa Romeo and Head of Passenger Cars – Dodge, SRT, Chrysler and FIAT, FCA – North America. "But I also said that every Challenger Hellcat and Redeye comes with an unspoken commitment to uphold the brand, and the new Challenger SRT Super Stock is engineered to do just that."

The drag-racing, quarter-mile-crushing spirit of the limited-production 2018 Dodge Challenger SRT Demon spirit lives on through the 2021 Challenger SRT Super Stock, which is powered by the same supercharged 6.2-litre HEMI high-output V-8 engine that also currently powers the Challenger SRT Hellcat Redeye, paired with the TorqueFlite 8HP90 eight-speed automatic transmission.

Featuring a revised powertrain calibration that increases the shift point from 6,300 rpm to 6,400 rpm, the Challenger SRT Super Stock delivers a power output of 807 horsepower on pump gas – a 10 horsepower boost over the standard SRT Hellcat Redeye – and 707 lb.-ft. of torque.

In addition to the new powertrain calibration, the Challenger SRT Super Stock is built on a standard widebody and features a new suspension, standard Brembo brakes, and a wheel and drag radial combination designed to give customers better hook off the line.

Standard SRT Super Stock features include:

- Lightweight 18-inch-by-11-inch wheels in Low Gloss Granite finish, riding on sticky 315/40R18 Nitto NT05R drag radials at all four corners
- Lightweight all-aluminum Brembo four-piston brake calipers and 14.2-inch vented rotors
- Performance-tuned asymmetrical limited-slip differential with a 3.09 final drive ratio

“Ask anyone who has ever driven a street car on low-profile performance tires and then back-to-back on drag radials with increased sidewall, and they will tell you the difference is game changing,” Kuniskis added. “The SRT Super Stock package allows the Challenge Redeye to launch harder and pick-up three car lengths in the quarter mile.”

The results:

- 0-60 mph acceleration of 3.25 seconds
- ¼-mile elapsed time of 10.5 seconds at 210 km/h (131 mph)
- 270 km/h (168 mph) top speed (tire-limited)

Dealer orders open for 2021 Dodge Challenger models this fall, including the new SRT Super Stock; vehicles are scheduled to start arriving in dealers in early 2021.

### **SRT Super Stock goes stealth**

The Challenger SRT Super Stock gets its name from the “Super Stock” class of vehicle in drag racing. It’s defined by vehicles that may look like ordinary passenger vehicles, but they are highly modified race cars.

The same can be said for the Challenger SRT Super Stock. While it may look like an ordinary Challenger with no special “Super Stock” badging, it packs the most powerful punch of the Challenger lineup – falling back on the Dodge motto, “if you know, you know.” The giveaway to identifying the SRT Super Stock: the 18-inch-by-11-inch wheels with a Low Gloss Granite finish, riding on massive, sticky 315/40R18 Nitto NT05R drag radials at all four corners.

### **Drag-focused Drive Modes**

The Dodge Challenger SRT Super Stock gives the driver the ability to set up maximum drag strip performance and precision to cover the quarter-mile as quickly as possible. To do this, it combines the best of both mechanical and electronic tuning to deliver maximum launch grip while still maintaining precision directional control.

The Challenger SRT Super Stock’s uniquely tuned Bilstein adaptive-damping high-performance suspension helps to shift as much weight as possible to the rear tires at launch for maximum traction.

The Drive Mode settings on the Challenger SRT Super Stock include Auto (Street) mode, which sets the Bilstein Adaptive Damping Suspension (ADS) for comfortable ride with compliant handling, Sport mode, Track mode and Custom mode, which lets the driver select between Auto, Sport and Track mode configurations for the transmission, paddle shifters, traction, suspension and steering.

When Track mode is activated on the Challenger SRT Super Stock, the front Bilstein shocks are set for firm compression and soft rebound damping, while the rear Bilstein shocks are set for firm compression and firm rebound damping. That configuration is maintained as long as the car runs at wide open throttle. When the driver backs off the gas pedal, the system switches to soft compression and firm rebound, front and rear, for improved handling.

During Track mode, the traction control system is disabled to enable the rear wheels to spin for a burnout, but the electronic stability control system remains engaged to help the driver with straight-line performance.

Track mode options:

- TorqueFlite eight-speed transmission runs a calibration optimized for acceleration
- Electronic stability control is optimized for straight-line acceleration
- Suspension calibration changes to full firm in rear and firm compression and soft rebound in front
- Paddle shifters are turned on

- Steering is set to Drag mode for high-speed stability
- Cabin cooling diverted to SRT Power Chiller™
- Torque converter lockup point is raised in Drag mode

Auto (Street) mode options:

- Engine output level is set based on which key (red or black) is in the Challenger
  - If red key is present, the power level can be set per customer preference
- Transmission, suspension and steering default to Auto (Street) mode
- Customers can set suspension and steering preference
- Electronic stability control defaults to full on
- Paddle shifters can be turned on or off per customer preference
- Eco mode is available only in Auto mode

Custom mode options:

- Nearly every combination of options available in Auto (Street) or Track can be configured in the Custom mode. For example, a driver could select the elements of Track mode related to engine and transmission performance, but could select Sport mode for the suspension and steering

### **Drag technology standard on all Challenger SRT Super Stock models**

The Challenger SRT Super Stock is loaded with standard drag specific components and technologies to deliver quick launches when the Christmas tree goes green. Features include:

- **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. Wheel speed sensors 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
- **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
- **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
- **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
- **Race Cooldown** — Also an industry first, minimizes any heat soak effects, allowing the engine to stay in optimum operating temperature. When the engine shuts down, the Race Cooldown feature 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. Race Cooldown was first featured on the Challenger SRT Demon in 2018 and became standard on Challenger SRT Hellcat models in 2019
- **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
- **SRT Power Chiller™**— This innovative, award-winning feature comes standard on both the Challenger SRT Super Stock and SRT Hellcat Redeye, diverts the air-conditioning refrigerant from the interior cabin to a chiller unit mounted by the low-temperature circuit coolant pump. Charged 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. By lowering the intake air temperature further the results equal an improvement in performance.

### **Thirteen 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. Thirteen different exterior colours and a wide variety of interior trim selections, including:

- F8 Green
- Frostbite
- Go Mango
- Granite
- Hellraisin
- IndiGo Blue
- Octane Red
- Pitch Black
- Sinamon Stick
- Smoke Show
- TorRed
- Triple Nickel
- White Knuckle

### **Available Interior Colours:**

- Black
- Black/Caramel (not available on SRT Super Stock)
- Black/Ruby Red (not available on SRT Super Stock)
- Demonic Red
- Sepia

### **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.

-###-

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