Contact: Todd Goyer

More Fuel-efficient, More Powerful Chrysler Group 4.7-liter V-8 Engine Debuts in New 2008 Dodge Dakota

- Significant improvement in fuel economy
- More than 25-percent horsepower increase
- More than 10-percent torque increase

February 6, 2007, Chicago - Chrysler Group's new 4.7-liter V-8 is engineered to deliver significantly enhanced customer experience and value, increasing fuel economy while simultaneously improving performance by 60 horses to 290 horsepower. Peak torque is up over 10 percent, to 320 lb.-ft. These efficiency and performance gains are not at the expense of refinement, however, as noise, vibration and harshness have been minimized.

"The Chrysler Group continues to push the boundaries of engine technology, substantially increasing fuel-efficiency, performance and refinement," said Bob Lee, Vice President - Powertrain Product Engineering Team, Chrysler Group. "Chrysler Group knows that while pickup customers always want more torque and power, fuel economy is becoming more important as fuel prices trend upward. Like our industry-leading HEMI®, this new engine represents a win-win for our customers."

The new 4.7-liter V-8 follows the HEMI® lead in using two spark plugs per cylinder, and leverages increased compression ratio, improved cylinder head port flow and a new slant/squish combustion system design to substantially increase fuel economy, power and torque.

Refinement improvements result from careful system engineering, including significant revisions to the induction system, reduced reciprocating mass via a lightweight piston/rod assembly, and reduced accessory drive noise through lower accessory drive speed. A new normally open valve lash adjuster system enables improvement in engine smoothness at idle. Additionally, electronic throttle control smoothes the driving experience.

The new 4.7-liter V-8 engine will be manufactured at the Mack Avenue Engine Complex in Detroit. Dodge Dakota will be manufactured at Warren Truck Assembly in Warren, Mich. Both will be available this summer.

New 4.7-liter MAGNUM®, SOHC, 16-Valve SMPI V-8

Type and Description: V-type, liquid-cooled
Displacement: 287 cu. in. (4701 cu. cm)
Bore x Stroke: 3.66 x 3.40 (93.0 x 86.5)
Valve System: Chain driven, SOHC, 16 valves, hydraulic end-pivot roller rockers
Fuel Injection: Sequential, multi-port, electronic, returnless
Construction: Compacted Graphite Iron bedplate, cast-iron block, aluminum alloy heads
Compression Ratio: 9.8:1
Max Engine Speed: 6,000 rpm
Fuel Requirement: E85 (Ethanol) or Unleaded regular, 87 octane (R+M)/2
Oil Capacity: 6 qt. (5.7L)
Emission Controls: Dual three-way catalytic converters, heated oxygen sensors, and internal engine features (a)

(a) Meets federal Bin 8A emission standards and California ULEV standards

-###-