

Contact: Amy Delcamp

Todd Goyer

Chrysler's Street and Racing Technology Sets a New Standard for the Modern American Muscle Coupe

- 2008 Dodge Challenger SRT8® is the ultimate factory-built performance muscle coupe
- Boasts a 6.1-liter HEMI® V-8 engine that produces 425 horsepower and 420 lb.-ft. of torque
- Derived from successful Dodge Charger platform
- World-class ride and handling characteristics make the all-new Dodge Challenger potent on the track and a pleasure on the street
- Benchmark braking performance from 60–0 mph in approximately 110 feet

February 5, 2008, Chicago - The all-new 2008 Dodge Challenger SRT8 is the ultimate performance muscle coupe. The two-door, rear-wheel drive coupe is based on the successful Dodge Charger sedan platform. Sporting a 116-inch wheelbase, the Challenger coupe is four inches shorter than the Charger sedan.

Consumers will enjoy outstanding performance on the street or on the track. With a low ride height, a brake-lock differential, SRT-tailored spring rates and shock rates, sway bars and a uniquely-tuned Electronic Stability Program (ESP), the 2008 Dodge Challenger SRT8 offers world-class ride and handling characteristics across a dynamic range.

"The 2008 Dodge Challenger SRT8 is the ultimate modern muscle car – built by gearheads for gearheads," said Kipp Owen – Director, Street and Racing Technology Engineering. "SRT understands what customers want in a performance car, and with the Challenger SRT8, we will exceed their expectations."

Suspension

Built on a unibody construction, the all-new 2008 Dodge Challenger SRT8 features a multilink short and long arm (SLA) front suspension. The front suspension cradle combines hydroformed steel tube side rails with a stamped box section lateral member to provide the appropriate level of stiffness. The stiffness is tuned to avoid the transmission of noise, vibration and harshness (NVH) into the passenger compartment. The multilink SLA suspension also provided SRT engineers the opportunity to tune bushing compliances for reduction in road noise, while maintaining vehicle dynamic handling performance.

The 2008 Dodge Challenger SRT8 sports a five-link Independent Rear Suspension (IRS). IRS offers a better ride by allowing for independent tuning of the ride and handling characteristics. Multiple links maintain independent control of camber and toe during suspension movement. Lower unsprung mass offers a better ride and the decoupling of left and right wheels over road imperfections maintains better tire contact with the ground and results in better ride comfort. Multiple bushings in the IRS offer the flexibility to tune for ride and comfort. In addition, stabilizer bar attachments to the knuckles provide maximum response to vehicle lean.

"The original Dodge Challenger was best known for its straight-line prowess at the drag strip," said Owen. "The 2008 Dodge Challenger SRT8 not only lives up to that heritage, but was engineered to offer world-class ride and handling characteristics when on the street, at a drag strip or at a road course."

SRT-exclusive fully-forged 20-inch Alcoa aluminum wheels with 4-season Goodyear Eagle RS-A tires are standard for 2008. Three-season Goodyear F1 Supercar tires are available.

Powertrain

The 2008 Dodge Challenger SRT8's 425 horsepower and 420 lb.-ft. of torque is a result of SRT's exclusive, proven 6.1-liter HEMI® V-8 engine, mated to a five-speed automatic transmission with AutoStick®.

The normally aspirated 6.1-liter HEMI V-8 engine is the highest naturally aspirated specific-output V-8 engine ever offered by Chrysler. Its 69.8 horsepower-per-liter rating exceeds even that of the legendary 1966 "Street HEMI."

Challenger SRT8's transmission is an electronically controlled five-speed automatic, with a lock up torque converter and AutoStick.

Three sets of planetary gears provide the individual transmission ratios, while six friction clutches and two overrunning clutches select them. An aggressive first gear ratio provides outstanding launch performance. AutoStick gives the driver the ability to select a higher or lower gear while the transmission controller calibration prevents fuel shutoff during power shifts.

Fully adaptive electronic control of all shifting makes the powertrain feel responsive without harshness. Electronically controlled engine torque management provides smooth full-throttle launches, quick wide-open-throttle up shifts and quick two-step, kick-down shifts that are smoother. Extensive use of an electronically modulated converter clutch (EMCC) improves fuel economy while maintaining smooth operation.

Benchmark Braking

Benchmark braking, one of the pillars of SRT, is delivered via a specially designed system for the 2008 Dodge Challenger SRT8 that will slow and stop the car quickly, safely and predictably.

All four wheels are equipped with red, painted Brembo calipers that feature four pistons for even clamping performance. 360 x 32mm vented rotors are found up front and 350 x 26mm vented rotors are in the rear. With a 60–0 mph stopping distance of approximately 110 feet, the all-new Dodge Challenger SRT8 offers customers benchmark braking.

Performance Targets

0–60 MPH: LOW 5 SECONDS

0–100-0 MPH: UNDER 17 SECONDS

¼-MILE: UNDER 14 SECONDS

SKID PAD: 0.88 G

60–0 MPH: APPROXIMATELY 110 FEET

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