

Contact: Amy Delcamp

Todd Goyer

New 2009 Dodge Challenger SRT8®

The Ultimate Modern American Muscle Coupe

- New 2009 Dodge Challenger SRT8® to offer six-speed manual transmission — or five-speed automatic with Auto Stick — mated to a 425 horsepower 6.1-liter HEMI® V-8
- All-new limited-slip differential for 2009 delivers even better track performance
- New TorRed and B5 Blue (late availability) Dodge Challenger SRT8 colors
- Goes from zero to 60 mph in less than five seconds and 60 to zero mph in approximately 110 feet

March 18, 2008, New York - Even more Dodge Challenger performance: The new 2009 Dodge Challenger SRT8® builds on the performance of the 2008 Challenger SRT8 with the addition of a limited-slip differential and a six-speed manual transmission.

“The 2009 Dodge Challenger SRT8 builds on the enthusiasm that started with the 2008 model, thanks to a host of new features designed to delight pure driving enthusiasts,” said Mike Accavitti, Director – Dodge Brand and SRT Global Marketing, Chrysler LLC. “While staying true to the original Challenger formula, Dodge and SRT have added a six-speed manual transmission, a limited-slip differential, new colors, a new look for the hood stripes and a classic “pistol-grip” shifter. The result is a Dodge muscle car packed with modern amenities and features any enthusiast will love.”

Developed by Chrysler’s in-house performance engineering organization, Street and Racing Technology, the new 2009 Dodge Challenger SRT8 was engineered with a focus on the five pillars of every SRT vehicle: bold exterior design that resonates with the brand image, a race-inspired interior, world-class ride and handling across a dynamic range, a standout powertrain and benchmark braking.

“At SRT, we take pride in always engineering benchmark performance, and then building on it, never resting on our laurels,” said Kipp Owen, Director – SRT Engineering. “With a limited-slip differential and a new six-speed manual transmission in the 2009 Challenger SRT8, we’ve proven once again that SRT always raises the bar in the performance vehicle marketplace.”

Standout Powertrain

The 2009 Dodge Challenger SRT8’s 425 horsepower (317 kW) and 420 lb.-ft. of torque (569 N•m) are the result of SRT’s exclusive, proven 6.1-liter HEMI V-8 engine.

The normally aspirated 6.1-liter HEMI V-8 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.”

The Challenger SRT8’s powerful HEMI is mated to either an all-new six-speed manual transmission, or the proven five-speed automatic with Auto Stick. The all-new six-speed — the Tremec TR-6060 — is matched with a race-inspired dual-disc clutch and was first offered on the 2008 Dodge Viper SRT10.

The TR-6060 is the latest evolution of the Tremec T56 six-speed manual. The TR-6060 manual transmission is a six speed with dual overdrive. Fifth and sixth gears both feature overdrive ratios. First and second gears have triple synchronizing cones, while the remaining gears have double synchronizing cones. A remote shifter connects the transmission to a classic “pistol-grip” shifter.

Dodge Challenger SRT8’s five-speed automatic transmission features an aggressive first gear ratio providing outstanding launch performance. Auto Stick 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 smoother, quicker two-step, down-shifts. Extensive use of an electronically modulated converter clutch (EMCC) improves fuel economy while maintaining smooth operation.

All-new Limited-slip Differential

New for the 2009 Dodge Challenger SRT8 is a limited-slip differential, resulting in even more on-track performance for the ultimate American muscle coupe.

Carbon clutch packs are built into each side of the differential. When torque is transmitted through the differential, the clutch packs engage to prevent wheel slip. The greater the torque going to the wheels, the greater the "locking effect," sending torque to the side that is needed. The limited-slip differential is a more efficient transmittal of torque because it senses the torque and transfers it quicker, before wheel slip occurs. The result is a better handling vehicle on the track.

The limited-slip differential housing is a lightweight aluminum die casting offering improved thermal and weight savings advantages. The final drive ratio is 3.91.

World-class Ride and Handling

With a ride height one-half inch lower than the Challenger R/T and SE models, SRT-tailored spring and shock rates, sway bars and a uniquely tuned Electronic Stability Program (ESP), Dodge Challenger SRT8 delivers the ultimate in ride and handling for both the street and the race track.

Built on a unibody construction, the new 2009 Dodge Challenger SRT8 features a multi-link 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 new 2009 Dodge Challenger SRT8 sports a five-link Independent Rear Suspension (IRS). IRS offers a better ride by allowing for independent tuning of 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 2009 Challenger SRT8 rides on SRT-exclusive 20-inch fully-forged Alcoa aluminum wheels. They wear either standard four-season Goodyear Eagle RS-A tires or optional three-season Goodyear F1 Supercar tires.

For 2009, SRT engineers fine-tuned suspension settings for both performance tires.

"SRT took what we developed for the 2008 Dodge Challenger SRT8, and fine-tuned it even more for specific performance situations," said Owen. "Customers wanting a suspension that is tuned more aggressively for handling can now get the three-season performance tires in 2009."

Benchmark Braking

Benchmark braking, one of the pillars of SRT, is delivered via an SRT-engineered braking system for the 2009 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 opposing pistons on a fixed caliper 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 renowned SRT benchmark braking.

The SRT-exclusive braking system includes brake knockback mitigation software for even better track response. The system senses lateral acceleration and effectively primes the system in anticipation for the next brake application.

Bold Exterior Design

The new 2009 Dodge Challenger SRT8 offers exterior styling cues that are unmistakably Dodge. Exterior proportions evoke a bold, instantly recognizable vehicle that has a wide, stable stance on the road. A full-width grille and fog

lamps reminiscent of the original Challenger are married to the modern “Dodge attitude.” The result is an aggressive face that is unmistakably a muscle car. The hood — with a raised center, new-for-2009 black stripes and functional dual scoops — stays true to the Dodge Challenger heritage, as does the A-line and belt line.

The Challenger SRT8 front end incorporates numerous functional design features. A lower front fascia chin spoiler has integrated functional brake cooling ducts. The chin spoiler improves front stability of the vehicle by reducing front lift. The additional front wheel spats further improve aerodynamic performance of the Dodge Challenger SRT8. The Challenger SRT8 utilizes full bellypan closures under the engine compartment for improved aerodynamics and reduced engine box temperatures. Dual hood scoops allow engine bay venting for the 6.1-liter HEMI V-8.

A black rocker panel and rear valance amplify the Challenger SRT8’s classic aggressive look.

The rear spoiler is not only reminiscent of the original Dodge Challenger T/A model, but is a functional part of the Dodge Challenger SRT8, generating significant rear downforce.

New colors for the 2009 version of the Challenger SRT8 are classic B5 Blue (late availability) and TorRed — in addition to Brilliant Black Crystal Pearlcoat and Bright Silver Metallic.

Race-inspired Interior

The race-inspired interior of the 2009 Dodge Challenger SRT8 also utilizes the original Dodge Challenger — and the more recent Challenger concept car — for inspiration, while offering consumers a wide array of modern amenities and interior finishes.

New for the 2009 Dodge Challenger SRT8 is a classic “pistol-grip” shifter. Reminiscent of the original Dodge Challenger shifter, the new “pistol-grip” shifter is the finishing touch for the modern interior in the Dodge Challenger SRT8.

Other interior 2009 Challenger SRT8 highlights include race-inspired leather seats with added bolstering and an exclusive red accent stripe, exclusive stitched accents on the seats and steering wheel, four-bomb gauges with tachometer and 180-mph speedometer in the center, and an SRT-exclusive Reconfigurable Display (RCD) with Performance Pages that provide drivers instant feedback on zero to 60 mph time, 60 to zero mph braking, g-forces and 1/4-mile time.

The trapezoidal theme of the door and gauge cluster, the dark headliner and the slanted shifter console are all based directly on the original Dodge Challenger.

2009 Dodge Challenger SRT8 Performance Targets

0–60 mph 4.9 seconds

0–100–0 mph 16.5 seconds

1/4-mile 13.3 seconds

Skid pad 0.88g

60–0 mph Approximately 110 feet

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