Chrysler adds a 300C high-performance version to its international lineup

Press Information

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- **25 percent more power — builds more momentum for Chrysler 300C and HEMI® engine**
- **415-horsepower Chrysler 300C SRT8, powered by new 6.1-litre HEMI V-8**
- **Available in markets outside of North America starting in 2006**

Geneva — With 85 more horses under the hood, the momentum continues for the Chrysler 300C and its legendary HEMI® engine. Today at the 75th Salon de l'Automobile in Geneva, the Chrysler Group introduced the 415-horsepower Chrysler 300C SRT8 for Europe and other markets outside of North America.

The new high-performance version of the already popular Chrysler 300C will begin to arrive in international showrooms in 2006 and will be available in both left- and right-hand drive.

"The HEMI is a critical ingredient to the success of the Chrysler 300C," said Dan Knott, Director — Street and Racing Technology (SRT), Chrysler Group. "With the new Chrysler 300C SRT8, we are now adding even more horsepower to the HEMI and even more performance to the Chrysler 300C."

Preliminary performance targets for the Chrysler 300C SRT8 are 0-100km/h in around 5-seconds, quarter-mile time (0.4 km) in the high 13-second range, and 0-100-0 mph (0-160-0 kph) in the mid 16-second range. Top speed is electronically limited to 274 kph (170 mph).

"With the Chrysler 300C SRT8, we're delivering the ultimate performance sedan," said Thomas Hausch, International Sales and Marketing. "With its world-class handling, benchmark braking, functional exterior enhancements, race-inspired interior appointments and a jaw-dropping 415 horsepower, we're sure the 300C SRT8 will capture driving enthusiasts in Europe and other international markets when it goes on sale in 2006."

The 415-horsepower SAE net, normally aspirated 6.1-litre HEMI engine is the highest specific-output engine ever offered by the Chrysler Group. Its 69.8 horsepower-per-litre rating exceeds even that of the legendary 1966 “Street HEMI.” Torque is rated at 410 lb.-ft.

Although the Chrysler HEMI was born in the 1950s and entered into legend in the 1960s and ’70s, today’s version took much of its inspiration from the original – particularly the namesake hemispherical combustion chambers that provide power and efficiency.

When Chrysler Group’s Street and Racing Team (SRT) set out to develop a more powerful HEMI for the Chrysler 300C SRT8, they were mindful of the engine’s heritage, which led to adopting traditional HEMI engine cues such as an orange-painted cylinder block and black valve covers.

The SRT powertrain engineers who developed the Chrysler 300C SRT8’s engine achieved more horsepower by adding more cubic inches, increasing the compression ratio, redesigning the cylinder head intake and exhaust systems for increased flow, and increasing engine speed.

To get more displacement, SRT engineers bored out the diameter of the cylinders in the Chrysler 300C SRT8’s HEMI by 3.5 millimetres each, to increase the total displacement to 6.1 litres from 5.7 litres. Compression ratio was also increased to 10.3:1 from 9.6:1, unleashing more energy in the combustion process.

Engine breathing was increased with new high-flow cylinder heads, a specially designed intake manifold, and exhaust “headers” with individual tubes encased in a stainless steel shell, all unique to the new Chrysler 300C SRT8’s 6.1-litre HEMI engine. Larger diameter valves and reshaped cylinder ports in the heads allow for maximized air flow. The intake manifold was designed with larger diameter runners for higher-speed tuning. Exhaust is routed through a larger-diameter (70 mm/2.75-inch vs. 63.5 mm/2.5-inch) exhaust system with 90 mm (3.5-inch) chrome tips.

Performance-oriented camshaft profiles were developed to balance total vehicle requirements, simultaneously allowing more air in and out of cylinders. This increases performance and manages a higher engine speed, which is another method to increase horsepower. SRT engineers increased the HEMI's peak engine speed nearly 15 percent, to 6,200 revolutions per minute (rpm) from 5,400 rpm. Intake and exhaust valve stems are hollow, and the exhaust valve stems are filled with sodium to help dissipate heat more efficiently.

The high-performance 6.1-litre HEMI is further strengthened with a host of redesigned components, including a reinforced engine block with increased coolant flow, forged steel crankshaft, high-strength powdered-metal connecting rods, floating-pin pistons (cooled by oil squirters), and an oil pan modified for reduced oil foaming.

The 6.1-litre HEMI's power is channeled through an A580 five-speed automatic transmission with specially calibrated AutoStick® driver-selectable range control, which offers fully automatic or manual shifting selection. A heavy-duty four-flange prop shaft sends the torque from the transmission to an upgraded differential and axles.

Ride and handling

The Chrysler 300C SRT8 is conditioned for outstanding ride and handling across the dynamic range that customers are likely to experience.

Chassis setup for the Chrysler 300C SRT8 is aimed at all-round performance with a number of enhancements, including tuned Bilstein dampers, specially tailored spring rates and suspension bushings and larger-diameter anti-sway bars. New front and rear suspension knuckles contribute to a ride height lowered 13 mm (one-half inch) from the Chrysler 300C. And, the Electronic Stability Programme (ESP) has been specially tuned for the SRT8's performance handling characteristics.

The Chrysler 300C SRT8 connects with the road via a new wheel and tyre assembly consisting of 20-inch forged aluminium wheels shod with high-performance Goodyear F1 three-season tyres (four-season tyres are an available option) with

asymmetrical tread. Tyre dimensions are a beefy 245/45/20 in the front, and 255/45/20 in the rear.

Braking performance goes hand-in-hand with the new Chrysler 300C SRT8's outstanding accelerating and speed – and the braking system was specially designed to slow and stop the car safely and predictably. At the same time, this system was designed to provide benchmark braking performance, setting a new standard for sedans in its class.

All four wheels feature stout performance calipers developed by Brembo – well-known in racing and high-performance circles – equipped with four pistons for even comparing performance. Up front, the Chrysler 300C SRT8 has 360 x 32 mm vented rotors, with 350 x 28 mm vented rotors in the rear.

Design and amenities

Befitting its high-performance character, the new Chrysler 300C SRT8 exterior styling is a sophisticated treatment that resonates with the Chrysler brand's premium character.

Modified front and rear fascias help direct air flow, particularly through unique ducts that help cool the brakes. In addition, a specially designed rear deck spoiler, while refined in appearance, is also functional – increasing rear downforce by 39 percent without increasing drag.

Other unique touches to the Chrysler 300C SRT8's exterior include body-colour front and rear bumper inserts, body-colour grille insert with chrome collar, body-colour mirrors and door handles, and unique SRT badging.

Two exterior colours are available: Bright Silver and Brilliant Black. The interior is offered in a Light Graystone/Dark Slate combination.

Standard interior features of the Chrysler 300C SRT8 include front seats equipped with heat and memory functions, clad with performance suede inserts that secure occupants during spirited driving. Other features include an adjustable pedal

cluster; “technical” leather trim on the steering wheel, shifter and door pulls; and special finishing on interior trim such as on the centre stack. Full instrumentation includes a 290 kph (180 mph) speedometer, tachometer and temperature gauges.

Premium amenities include a standard AM/FM stereo radio with six-disc CD changer powering a seven-speaker Boston Acoustics speaker system, with steering wheel-mounted controls. Also available as a Mopar® aftermarket accessory is the UConnect™ hands-free communications system. The UConnect system uses Bluetooth® technology to provide wireless communication between the customer’s compatible mobile phone and the vehicle’s on-board audio receiver. Advanced voice recognition technology controls the UConnect operation, and incoming calls are broadcast through the vehicle’s audio speakers.

Safety and security features

Following are safety and security features available on the Chrysler 300C SRT8:

- **Advanced multi-stage air bag system:** Inflates with a force appropriate to the severity of the impact.

- **Anti-lock brake system:** Electronic sensors that help prevent wheel lockup. The optional ABS system offers improved steering control under extreme braking and/or slippery conditions.

- **Electronic Stability Programme (ESP):** This available feature aids the driver in maintaining vehicle directional stability, providing oversteer and understeer control to maintain vehicle behaviour on various road surfaces.

- **Energy-absorbing steering column:** Manual-adjust telescoping steering column includes two hydroformed coaxial tubes that move relative to each other, which allows the column to move forward and provide more energy absorption during an impact.

- **High Intensity Discharge (HID) lighting:** This available feature provides 70 percent more light to increase driver visibility, using XENON bulb technology.

- **Rear park assist:** This available ultrasonic rear obstacle detection system signals through an audible warning and a rear overhead display to avoid potential collisions

Street and Racing Technology

The Street and Racing Technology team creates some of Chrysler Group's most distinctive, performance-oriented products. SRT has developed seven vehicles, each of which is the performance leader in its class – the Dodge Viper SRT10 Coupe and Roadster, Dodge SRT4, Dodge Ram SRT10, Dodge Ram SRT10 Quad Cab and Chrysler Crossfire SRT6 Coupe and Roadster.

The Chrysler 300C SRT8 is built for North American markets at the Brampton Assembly Plant in Brampton, Ontario, Canada. Assembly for European markets will begin in 2006 at the Magna Steyr Manufacturing Facility in Graz, Austria.

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Chrysler 300C SRT8

Press Information

Technical specifications

The information shown is based on data available at the time of publication (February 14, 2005).

Body and chassis

Five-seater, four-door sedan, all-steel unitary body chassis. Longitudinally mounted front engine driving the rear wheels via a five-speed automatic transmission and a sub-frame mounted rear differential.

Engine

6.1L HEMI® V-8

Availability	Standard – 300C SRT8
Type	Petrol, eight-cylinder, 90-degree V-type, liquid-cooled
Capacity	6.1L (6059 cc/370 cu. in.)
Power (estimated SAE net)	415 bhp @ 6200 rpm (310 kW)
Torque (estimated SAE net)	410 lb.-ft. @ 4800 rpm (570 N • m)
Compression ratio	10.3:1
Bore and stroke	103.0 x 90.9 mm (4.06 x 3.58 in.)
Camshafts	Pushrod-operated overhead valves (OHV)
Valve system	16 valves, eight conventional hydraulic lifters, all with roller followers
Fuel system	Sequential, multi-port, electronic injection, returnless
Construction	Deep-skirt cast-iron block with cross-bolted main bearing caps, aluminium alloy heads with hemispherical combustion chambers
Maximum engine speed	6200 rpm (electronically limited)
Fuel recommendation	92 (R+M/2)
Emission controls	Dual close-coupled three-way catalytic converters, quad heated oxygen sensors and internal engine features
Emission class	Euro 4

Transmission

Five-speed automatic

Availability	Standard – 300C SRT8
Type	W5A580
Description	Adaptive electronic control, performance-tuned AutoStick® driver-interactive manual control and electronically modulated torque converter clutch
Gear ratios	
1st	3.59
2nd	2.19
3rd	1.41
4th	1.00
5th	0.83
Reverse	3.17
Final drive ratio	3.06
Overall top gear	2.54

Suspension

Front	Performance tuned, independent SLA with high upper “A” arm, lateral and diagonal lower links with dual ball joint front knuckle, coil spring over gas-charged shock absorbers and revised stabiliser bar lower “A” arm.
Rear	Performance tuned, five-link independent with coil springs, gas-charged shock absorbers and isolated suspension cradle. Revised rear stabiliser bar.

Steering

Type	Rack and pinion with hydraulic power assist
Overall ratio	16.1:1
Turning diameter	11.9 m (38.9 ft.) curb-to-curb
Steering turns	2.75 turns lock-to-lock

Brakes

Front

Rotors	360 x 32 mm (14.2 x 1.26 in.) vented
Calipers	44 mm (1.73 in.) Brembo four-piston fixed with aluminium housing
Swept area	2261 sq. cm (351 sq. in.)

Rear

Rotors	350 x 28 mm (13.8 x 1.10 in.) vented
Calipers	32 mm (1.26 in.) Brembo four-piston fixed with aluminium housing
Swept area	2036 sq. cm (316 sq. in.)

System

Four-wheel ABS	Standard
Traction control	Standard
ESP and brake assist	Standard
Power assist type	203 x 229 mm (8 x 9 in.) active tandem-diaphragm vacuum booster

Wheels and tyres

Standard

Wheel size and material	20 x 9 in. forged polished aluminium
Tyre size and type	P245/45R20 – front, P255/45R20 – rear
Manufacturer and model	3 Season Goodyear F1 Supercar
Revs per km (mile)	452 (729) front, 447 (720) rear

Optional

Wheel size and material	20 x 9 in. forged polished aluminium
Tyre size and type	245/45R20 – front, 245/45R20 – rear
Manufacturer and model	4 Season Goodyear RS-A
Revs per km (mile)	452 (729) front, 452 (729) rear

Dimensions **Press Information**

Dimensions are in millimetres (inches) unless otherwise noted.

Exterior

Overall length	4999 (196.8)
Overall width	1881 (74.1)
Overall height	1471 (57.9)
Wheelbase	3048 (120.0)
Track, front	1600 (63.0)
Track, rear	1603 (63.1)
Ground clearance	130 (5.1)
Frontal area	2.32 sq. m (25.8 sq. ft.)
Drag coefficient	0.355

All dimensions measured at curb weight with standard tyres.

Interior

Front

Head room	983 (38.7)
Leg room	1061 (41.8)
Shoulder room	1510 (59.4)
Hip room	1420 (55.9)
Seat travel	Driver – 270 (10.6), passenger – 220 (8.66)
Recliner angle range, degree	Driver – 70, passenger – 69
SAE volume	1.58 cu. m (55.6 cu. ft.)

Rear

Head room	965 (38.0)
Leg room	1020 (40.2)
Shoulder room	1466 (57.7)
Hip room	1421 (55.9)
Knee clearance	122 (4.8)
SAE volume	1.44 cu. m (51.0 cu. ft.)

Cargo

Aft of rear seats	504L (17.8 cu. ft.)
Rear seats folded	1602L (56.6 cu. ft.)

Note: Cargo capacity listed according to ISO standard.

Weights and capacities

Curb weight, estimated	1888 kg (4160 lbs.)
Weight distribution, front/rear	55/45 percent
Fuel tank capacity	72L (19 U.S. gal.)
Oil capacity	6.6L (7 qts.)
Coolant capacity	13.25L (14 qts.)

Performance

Top speed	274 kph (170 mph) – electronically limited

All specifications unless otherwise mentioned are based on U.S. spec vehicle.
Unique export vehicle specs will be published at a later date.