



Dodge Viper Legend continues in Geneva with SRT10 Coupe

Press Information

Date

March 1, 2005

- **500/500/500 in cubic inches, horsepower and torque on tap**
- **SRT performance: 0-100 kph in around 4 seconds**

The Dodge Viper legend began with the 1992 Dodge Viper RT/10 Convertible and grew with the introduction in 1996 of the Dodge Viper GTS Coupe.

At the 75th Salon de l'Automobile in Geneva, the legend continues.

When the third-generation Dodge Viper made its debut in 2003, it did so in the form of a roadster. For 2005, the Dodge Viper SRT10 debuts in all-new coupe form – to the acclaim of the community of die-hard Viper owners around the world.

“Demand for a Dodge Viper Coupe started the day we introduced the Dodge Viper SRT10 Roadster for 2003,” said Dan Knott, Director – Street and Racing Technology (SRT), Chrysler Group. “The all-new Dodge Viper SRT10 Coupe is a natural evolution of the heritage of the Dodge Viper, and gives enthusiasts exactly what they’re looking for in the ultimate American sports car.

“Dodge Viper SRT10 customers want to go beyond the level of the regular enthusiast, to the level of outrageous performance,” said Knott. “Our all-new Dodge Viper SRT10 Coupe gives our customers that performance in a stunning new package.”

Dodge Viper SRT10 is about uncompromising performance and stunning looks. With an 8.3-litre 500-horsepower SAE V-10 engine contributing to blistering acceleration (0-100 kph in around 4 seconds, 0-100-0 mph in the mid 12-second range), and appearance marked by Dodge’s signature crosshair grille design, deep-cut side scallops, swept-back fenders and lowered bonnet lines, the Dodge Viper SRT10 Roadster could not be matched, until now.

Dodge Viper SRT 10 Coupe exterior

Press Information

The exterior design of the all-new Dodge Viper SRT 10 Coupe is what sets it apart from its Roadster sibling – and connects it to the Viper heritage.

“It was important to sustain the emotion in the design,” said Trevor Creed, Senior Vice President – Design. “We wanted the Dodge Viper SRT 10 Coupe design to harken back to the original Viper GTS Coupe, but in a contemporary way.

“The Dodge Viper SRT 10 Coupe owner is often a racer, and the car has to embody that, even when it’s idling at a stoplight,” Creed added. “The bottom line is that the new Dodge Viper SRT 10 Coupe’s design says a lot about its unique character, and the car’s performance is the payoff.”

In many cases, a convertible is derived from a coupe. After the coupe’s top is removed, structural reinforcements must be added to regain torsional stiffness lost with the deletion of the roof structure.

In the case of the new Dodge Viper SRT 10 Coupe, the starting point was the Dodge Viper SRT 10 Roadster – which has a stout structure to begin with. With the addition of the roof structure, the Viper SRT 10 Coupe becomes even more torsionally rigid than the Roadster.

From an aerodynamic standpoint, the all-new Dodge Viper SRT 10 Coupe is designed for increased downforce and high-speed stability, with a sloping roofline and decklid spoiler.

The only bodywork that the Dodge Viper SRT 10 Coupe shares with the Roadster is the front fascia and fenders, bonnet and doors. Besides the new canopy and decklid, the new Dodge Viper SRT 10 Coupe has a special windscreen surround, door side glass, rear fascia, quarter panels and taillamps.

The decklid for the Dodge Viper SRT 10 Coupe was designed for customer convenience as well as structural integrity. The decklid opening is deeply integrated into the rear fascia, which offers a low lift-over height for stowing cargo. Gas struts

hold the decklid in place when open; when closed, the decklid is secured with a lock that meets all U.S. federal regulations for latch safety.

The new Dodge Viper SRT10 Coupe design also took some of its cues from Dodge Viper's heritage. For example, the centre high-mounted stop light on the decklid, although all-new for 2005, looks similar to the "snake-head" design on the Viper GTS of 1996 to 2002.

The Dodge Viper SRT10 Coupe will be available initially in Viper Blue with twin Stone White racing stripes, harkening back to one of the most popular Viper models ever, the 1996 Dodge Viper GTS.

Dodge Viper SRT10 Coupe interior

The form-follows-function strategy continues inside the new Dodge Viper SRT10 Coupe.

"For helmet clearance, we brought back the 'double-bubble' roofline from the original Dodge Viper GTS," said Creed. "In fact, we began the process by utilising a mannequin wearing a helmet to determine the height and shape of the roof."

Another functional interior feature for the many owners who will take their Dodge Viper SRT10 Coupe racing is the roof and headliner structure that offers room to accommodate a safety cage, while maintaining as much headroom as possible.

Dodge Viper SRT10 Coupe-unique interior pieces also include various weatherstrip pieces, headliner, carpet and trim panels.

A result of the new Dodge Viper SRT10 Coupe's configuration is more usable trunk space – 4 cu. ft. (0.11 cu. m) more than the Viper SRT10 Roadster, for a total of 6.25 cu. ft. (0.18 cu. m).

The Dodge Viper SRT10 Coupe also features a unique two-tone interior colour scheme.

Dodge Viper SRT 10 Coupe powertrain

Press Information

The magic numbers for the Dodge Viper SRT 10 are 500/500/500 – representing 500 horsepower, 525 lb.-ft. of torque and 505 cu. in. of displacement.

An aluminium-block 8.3-litre (505 cu. in.) V-10 engine powers the Viper SRT 10 Coupe, generating 500 horsepower SAE (373 kW) and 525 lb.-ft. (712 N • m) of torque. Ninety percent of the torque is available to the driver across a wide band – the 1,500-to-5,600 rpm range.

Transferring the Dodge Viper SRT 10's power to the rear wheels is a heavy-duty six-speed manual transmission.

Dodge Viper SRT 10 Coupe braking

Dodge Viper SRT 10 Coupe braking power is defined by Brembo 44/40 dual opposing piston calipers in the front and Brembo 42/38 dual opposing calipers in the rear, gripping four, 14-inch (355 mm) rotors. An anti-lock braking system (ABS) prevents lockup during hard braking.

This system results in a world-class braking performance of 60-0 mph (96-0 kph) in less than 100 feet (30.5 metres), and completion of SRT's signature 0-100-0 mph (0-160-0 kph) test in the mid 12-second range.

Dodge Viper SRT 10 Coupe ride and handling

Handling and ride characteristics for the new Dodge Viper SRT 10 Coupe derive from a race-bred, four-wheel independent suspension featuring lightweight, high-performance aluminium control arms and knuckles, damped by lightweight coil-over shock absorbers. Power is delivered to the pavement via a Dana 44-4 Hydra-Lok speed-sensing limited-slip differential.

The Dodge Viper SRT 10 Coupe rides on unique, forged aluminium wheels – 18" x 10" front and 19" x 13" in the rear. Each is clad with a Michelin zero-pressure run-flat tyre, and each tyre includes a low-pressure sensor in the valve stem.

Dodge Viper SRT10 Roadster

Press Information

The Dodge Viper SRT10 Roadster was introduced in selected international markets beginning in late 2004, as the first step toward the expansion of the Dodge brand outside of North America. The Viper SRT10 Roadster exhibits the bold, powerful values of the Dodge brand just like its new sibling, the Viper SRT10 Coupe.

The Dodge Viper SRT10 Roadster is fitted with an 8.3-litre V-10 engine, heavy-duty six-speed manual transmission and other high-performance treatments befitting an SRT vehicle. A true convertible, the Viper SRT10 Roadster offers a bi-fold clamshell top. This roof features a rigid cloth-covered front panel, glass rear window and a single centre latch on the windscreen header.

The Dodge Viper SRT10 Coupe and Roadster are built at the Conner Avenue Assembly Plant in Detroit, Michigan.

The Dodge brand goes global

Between 2003 and 2007, with the expansion of the Dodge brand, the Chrysler Group will more than double the number of Chrysler Group models available outside of North America. The number of right-hand drive and diesel-equipped models also will more than double during this same time period.

While the Dodge Viper SRT10 Roadster teases the brand, in 2006 the Dodge product portfolio for markets outside of North America will consist mainly of C- and D-segment vehicles, both left- and right-hand drive, offering powerful yet fuel-efficient petrol engines and state-of-the-art diesel engines.

The company plans to sell the portfolio of Dodge cars alongside Chrysler and Jeep® products in most of the existing Chrysler Group dealer outlets. A new corporate identity program for international Chrysler and Jeep dealers has been implemented with the arrival of Dodge in mind. The program calls for the exterior and interior of the showrooms to be designed with the flexibility to incorporate the third brand in a cost-effective and modular way.

Press Information

Consumer research among 20,000 participants in Germany, France, Italy and the UK identified a segment of potential buyers that align themselves with the core values of Dodge. Research also showed that there is not a single brand that leads this segment, creating opportunity for the Dodge brand to grow the Chrysler Group business internationally, while maintaining its unique brand identity.

“We have a clear brand identity for Dodge. The brand is all about attitude – it’s bold, confident and assertive,” said Joe Eberhardt, Executive Vice President – Global Sales, Marketing and Service, Chrysler Group. “And we have established a strong and distinct identity for our new Dodge products. That’s what allowed us to tease international markets with the introduction of the Dodge Viper SRT10 Roadster last year and hint at where we can go in the years to come with concepts such as the Dodge Caliber revealed here in Geneva.”

The international positioning for the brand and its future model lineup will be entirely consistent with the established Dodge bold, confident and assertive values.

The expansion into markets outside of North America comes as Dodge celebrates its 90-year heritage, placing the famous U.S. brand among the world’s most successful long-standing automotive nameplates.

Dodge sold more than 1.4 million vehicles worldwide in 2004, which is half of the Chrysler Group’s total sales. Dodge is the fifth-largest nameplate in the United States, with a 6.9 percent market share

ON THE INTERNET

For more information on the Dodge brand expansion into markets outside of North America, please visit **<http://www.media.discoverdodge.com>**.

Or visit DaimlerChrysler’s Media Services Web site at **<http://www.media.daimlerchrysler.com>** for additional DaimlerChrysler news.

###

Dodge Viper SRT10 Coupe

Press Information

Technical specifications

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

General information

Body style	Coupe
Assembly plant	Conner Avenue (Detroit)
EPA vehicle class	Two-seater

Engine

Type and description	10-cylinder, 90-degree V-type, liquid-cooled
Displacement	8.3L (505 cu. in./8275 cc)
Bore and stroke	4.03 x 3.96 in. (102.4 x 100.6 mm)
Valve system	OHV, 20 valves, roller-type hydraulic lifters
Fuel injection	Sequential, multi-port, electronic
Construction	Aluminium alloy block with cast-iron liners, aluminium alloy heads
Compression ratio	9.6:1
Power (SAE net)	500 bhp (373 kW) @ 5600 rpm (60.4 bhp/L)
Torque (SAE net)	525 lb.-ft. (712 N•m) @ 4200 rpm
Maximum engine speed	6000 rpm
Oil capacity	10.5 qt. (9.9L)
Coolant capacity	16 qt. (15.9L)
Emission controls	Four three-way catalytic converters, heated oxygen sensors, engine internal features

Electrical system

Alternator	136-amp high-speed
Battery	Leak-resistant, maintenance-free, 600 CCA
Radio	AM/FM/CD radio with internal six-disc changer, with 310-watt RMS audio amplifier and seven speakers

Transmission

Press Information

Manual six-speed overdrive with Hurst shifter mechanism and linkage

Description Synchronised in all gears, electronic 1-4 skip-shift and reverse lockout mechanisms

Gear ratios

1st 2.66

2nd 1.78

3rd 1.30

4th 1.00

5th 0.74

6th 0.50

Axle ratio 3.07

Overall top gear 1.54

Final drive description Frame-mounted hypoid bevel gear with Dana Hydra-Lok speed-sensing limited-slip differential

Dimensions and capacities

Dimensions are in inches (millimetres) unless otherwise noted.

Wheelbase 98.8 (2510)

Track, front 61.6 (1565)

Track, rear 60.6 (1539)

Overall length 175.6 (4459)

Overall width (at sills) 75.2 (1911)

Overall height 48.6 (1234)

Ground clearance 5.125 (130)

Curb weight (estimated) 3,410 lbs. (1546 kg)

Weight distribution F/R 49.4/50.6%

Frontal area 19.3 sq. ft. (1.79 sq. m)

Drag coefficient 0.39

Fuel tank capacity 18.5 gal. (70L)

Accommodations

Seating capacity	2
Head room	36.5 (926)
Leg room	42.4 (1077)
Shoulder room	54.1 (1375)
Seat travel	7.6 (192)
Recliner range	45°

Press Information

Body

Layout	Longitudinal front engine, rear-wheel drive
Construction	Backbone tubular space frame with separate cowl structure. SMC and RIM body panels, aluminium sills, RIM front and rear fascias with composite impact beams

Suspension

Front	Cast-aluminium unequal-length upper and lower “A” arms, coil springs, low-pressure gas-charged shock absorbers, stabiliser bar
Rear	Cast-aluminium unequal-length upper and lower “A” arms, toe-control links, coil springs, low-pressure gas-charged shock absorbers, stabiliser bar

Steering

Type	Power-assisted rack and pinion
Overall ratio	16.7:1
Turning diameter	40.5 ft. (12.34 m) curb-to-curb
Steering turns	2.4 lock-to-lock

Tyres

Size and type	P275/35 ZR18 – front P345/30 ZR19 – rear
Manufacturer and model	Michelin ZP with low-pressure sensors in valve stems
Revs per mile	Front – 805.42 rpm Rear – 756.97 rpm

Wheels

Type and material	Forged aluminium
Size	18 x 10 in. – front, 19 x 13 in. – rear

Press Information**Brakes**

Front

Size and type	14.0 x 1.26 in. (355 x 32 mm) vented disc, with four-piston fixed caliper ABS
---------------	---

Rear

Size and type	14.0 x 1.26 in. (355 x 32 mm) vented disc, with four-piston fixed caliper and ABS with single-piston sliding caliper parking brake
---------------	--

Power assist type	Tandem diaphragm vacuum with zero lost travel
-------------------	---