

**DODGE CHALLENGER SRT8 392***Overview***2013 Dodge Challenger SRT8[®] 392****OVERVIEW****Chrysler Canada: New and Improved High-tech Features Boost Performance on the 2013 Dodge Challenger SRT8[®] 392**

- Proven 6.4-litre 392 SRT[®] HEMI[®] V8 engine offers 470 horsepower and 470 lb.-ft. of torque across a wide rpm range while delivering 8.7 L /100 km (32 mpg) on the highway
- New for 2013, expanded Adaptive Damping Suspension (ADS) allows for three-mode selectable suspension tuning (late availability)
- New for 2013, standard launch control provides enhanced straight-line acceleration (late availability)
- Exclusive SRT heated steering wheel features mounted paddle shifters for hands on the wheel shifting both on road and at the racetrack
- Available 18-speaker Harman Kardon audio system, with innovative GreenEdge technology delivers 900 watts of power

The Dodge Challenger SRT8[®] 392 adds even more new and improved high-tech performance features to solidify its place as the brand's ultimate modern rear-wheel-drive muscle coupe. This 470 horsepower machine promises a balanced performance approach with outstanding straight-line acceleration, world-class ride and handling, high-performance braking and the most up-to-date technologies that deliver more driver excitement and control. And it still delivers up to 8.7 L/100 km (32 mpg) on the highway.

The Dodge Challenger SRT8 392 accelerates from 0-100 km/h in the high 4-second range; runs the 400 metre (quarter mile) in mid-12-second range, goes from 0-160-0 km/h in the less than 16s, reaches a top speed of 293 km/h (182 mph) with the manual transmission and 282 km/h (175 mph) with the automatic and stops from 100-0 km/h in just 36 metres (117 feet).

Awe-inspiring powertrain

The 392-cubic inch (6.4-litre) HEMI[®] V8 delivers 470 horsepower and 470 lb.-ft. of torque. The torque band is extremely flat allowing for strong standing starts and improved straight-line performance throughout the rpm range. An advanced active intake manifold along with high-lift cam with phasing provides maximum low-end torque and high-end power while still delivering 8.7 L/100 km (32 mpg) on the highway with the standard automatic transmission or available manual transmission. Performance-tuned engine mounts improve idle stability and ride control at all speeds.

The SRT logo is rendered in a stylized, italicized font with a metallic, three-dimensional appearance, set against a dark red background with a subtle grid pattern.

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Standard FuelSaver Technology (four-cylinder mode) in automatic transmission equipped models allows the engine to operate economically on four cylinders or use the power of all eight cylinders when needed. The EnerGuide fuel economy litres per 100 kilometres (miles per gallon) highway ratings for the Dodge Challenger SRT8 392 are 8.8 L/100 km (32 mpg) highway and 8.7 L/100 km (32 mpg) for manual or automatic transmission models respectively.

A look under the hood reveals unique valve covers with painted silver ribs and the “392 HEMI” logo, which gives the engine a unique, clean and aggressive look.

The Dodge Challenger SRT8 392 features a standard five-speed automatic transmission with standard steering wheel mounted paddle shifters and the centre console mounted Auto/Stick™, allowing for a choice of spirited shifting on both the road and the race track. Both methods give the driver the ability to manually select specific gears on the transmission. Also available is the Tremec six-speed manual transmission and a dual-disc high performance clutch – a proven performer that was first offered on the 2008 Dodge Viper SRT10®. Both methods give the driver the ability to manually select specific gears on the transmission.

In “Drive,” the transmission controller will automatically shift the vehicle. The aggressiveness of the shifting is defined by the mode chosen - either “Normal” or “Track.” Fully adaptive electronic control of all shifting makes the powertrain more responsive while minimizing harshness.

In “Manual,” the shift method is defined by the driver choosing to use either paddle shift or Auto/Stick. The “Track” mode adds a hold function to the calibration in all gears, allowing the driver full control of the shifting schedule.

Outstanding ride, handling and capability

New for 2013 is an improved Adaptive Damping Suspension (ADS) system that is expanded to three modes and tuned specifically for the Dodge Challenger SRT8 to provide an everyday performance ride or a much firmer race track-capable damping for more challenging driving situations.

In “Auto” mode, a wide range of on-road and driver inputs – such as vehicle speed, steering angle, steering speed, brake torque, throttle position and longitudinal/lateral/vertical accelerations – automatically tune the suspension for specific conditions.

In “Sport” mode, the damping system rebound and compression is locked to a higher damping rate. Drivers can easily choose between settings with a press of a button on the centre stack to quickly change the shock damping characteristics from “Auto” for everyday commuting to “Sport” for more spirited driving situations.

In “Track” mode, the higher damping rates combine with a performance shifting and gear holding feature that allows the driver full shift control when using the steering wheel mounted paddle controls or Auto/Stick™.

The ADS system on the Dodge Challenger SRT8 392 features the fastest turn-in and most nimble handling characteristics of any SRT product. In the “Sport” or “Track” settings, the system provides the highest damping rates, allowing the driver to push the handling envelope to the extreme.

New for 2013, a standard launch control system on both manual and automatic transmission equipped models helps maximize straight-line acceleration.

On the manual transmission model:

When the vehicle is at a complete stop, the driver engages the system by pressing the ESC button twice and then depresses the clutch and quickly applies full throttle. Launch control holds the engine at the desired rpm and waits for the driver to release the clutch. Through the SRT-exclusive, Electronic Vehicle Information Centre (EVIC) screen, the driver can adjust the launch rpm from 2500-4500 in 250 rpm increments, allowing for optimal launches in various conditions. Launch control then uses engine torque management to achieve controlled wheelslip for maximum acceleration up to 62 mph (100 km/h).

On the automatic transmission model:

When the vehicle is at a complete stop, the driver engages the system by pressing the ESC button twice and then with their foot securely on the brake, quickly applies full throttle. Launch control holds the engine at optimal launch rpm (1,825) and waits for the driver to release the brake. Launch control then uses engine torque management to achieve controlled wheelslip for maximum acceleration up to 62 mph (100 km/h).

The performance SRT-tuned, fully hydraulic steering system uses a heavy-duty pump and unique gearing to give drivers more direct feel and on-centre response.

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Sitting 13 mm (half-inch) lower than non-SRT models, the Dodge Challenger SRT8 392 rides on either the standard five-spoke, 20 x 9-inch lightweight polished forged aluminum wheels with black painted pockets or the new for 2013, available, split five-spoke, 20 x 9 inch lightweight forged aluminum wheels with the SRT-exclusive Black Vapor Chrome finish.

Standard Goodyear RSA All-Season tires or available Goodyear F1 Supercar Three-Season complement the performance design cues and deliver serious gripping performance and handling.

The handling result is .90g capability on the skid pad – the most of any production Challenger and on par with some of the world’s best-handling performance coupes.

Benchmark braking

The standard SRT performance brake package produces world-class stopping power of 100 to 0 km/h in just 36 metres (117 feet) from 14.2 inch (front) and 13.8 inch (rear) vented/slotted rotors with four-piston Brembo fixed calipers painted red. The three-mode Electronic Stability Control system with knockback mitigation also includes four-wheel Anti-lock Brake System (ABS), all-speed traction control, electronic brake-force distribution, Brake Assist and Hill-start Assist.

The Ready Alert Braking system anticipates when the driver quickly releases the accelerator pedal and may initiate an emergency brake stop, after which the Electronic Stability Control pump engages to set brake pads against rotors in order to decrease the time required for full brake application.

Improved brake cooling and fade performance comes courtesy of wind tunnel designed brake cooling ducts that direct airflow to the vented rotors for consistent stopping power.

Aggressive and functional exterior

The exterior styling of the Dodge Challenger SRT8 392 remains instantly recognizable with proportions that continue to evoke a bold, performance coupe that has a wide, stable stance on the road.

The large front splitter and integrated front fender spats and body-colour rear deck-lid spoiler provide stable high-speed aerodynamics and overall balance while the front fascia chin spoiler also improves aerodynamics and is accented in black for a more aggressive look. The front grille features a bright grille surround.



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For 2013, available exterior colours include: Billet Metallic, Bright White, Granite Crystal Pearl, Jazz Blue Pearl, Pitch Black, Phantom Black Tri-coat Pearl, Redline Tri-coat Pearl and TorRed.

Dual, centre stripes are available in black, grey metallic, red and silver metallic.

Unique “392 HEMI” badges flank both fenders touting the historically significant V8 engine that remains true to its high-performance roots and powers the highest rated Dodge Challenger in terms of horsepower and torque ratings. From the rear, the 102 mm (4-inch) rectangular exhaust tips deliver the 392’s performance exhaust note while adding the styling cue of a serious muscle car.

Race-inspired and high-performance interior

The race-inspired interior begins with a leather wrapped, heated, SRT-exclusive steering wheel that features a unique satin chrome rim section with a flattened bottom surface that showcases the SRT logo. Included are paddle shift controls on both sides of the contoured palm rests. All audio and EVIC controls are accessible from the horizontal spokes on the steering wheel.

The trapezoidal instrument panel features a four-bomb gauge cluster with chromed accent rings and unique SRT graphics. Inside the cluster, the EVIC with Performance Pages provides the driver with trip information, multimedia information from the Uconnect radio, along with instant feedback on 0-100 km/h time, 100-0 km/h braking, G-forces, 200 (one-eighth mile) and 400 metre (quarter-mile) times.

Power lumbar-equipped front seats are standard. The driver’s seat features seatback tilt with a memory feature and an easy to reach release handle; while the front-passenger seat adds tilt and slide with memory, which makes it even easier for passengers to get in and out of the back seat.

Interior colour combinations include: Dark Slate Grey and new Radar Red/Dark Slate Grey, which adds colour to the seats, door bolsters and rear seat armrest.

Safety and security

The Dodge Challenger SRT8 392 features more than 40 advanced safety and security features, including standard Keyless Enter `n Go and three-mode Electronic Stability Control with segment-exclusive Ready Alert Braking and Rain Brake Support safety features to improve overall vehicle handling and performance.

In addition, standard reactive front head restraints, standard full-length side-curtain air bags, and standard front-seat side air bags offer enhanced occupant protection to passengers in the event of a collision.

Connectivity and infotainment

For maximum convenience and to keep passengers connected, a wide array of connectivity, infotainment and mobile multimedia options are available on the 2013 Dodge Challenger SRT8.

The innovative Uconnect 430, 430N and 730N radios integrate a 6.5-inch touch-screen display, with a hard drive where music and photos can be stored. Uconnect radios also offer two navigation options, including: segment-leading Garmin Navigation guidance and mapping (Uconnect 430N), or enhanced GPS Navigation (Uconnect 730N).

The Dodge Challenger SRT8 features an available 900-watt, 18-speaker premium SRT performance audio surround-sound system from Harman Kardon. The system offers world premiere innovation, featuring a 32-volt TPS (Tracking Power Supply) 12-channel Class D amplifier that delivers outstanding acoustics and brings multi-dimensional, quality sound for all interior occupants.

The system uses GreenEdge speaker and amplifier technology to offer superior sound quality and high Sound Pressure Level outputs with minimum energy consumption. GreenEdge amplifiers alone outperform traditional amplifier efficiency by up to 55 per cent, representing a net efficiency of more than 90 per cent in some cases. The speakers are tuned for maximum efficiency and perfectly matched to the amplifier output.

The system's 18 GreenEdge ultra-lightweight, high-efficiency speakers include:

- Seven, 3.5-inch Unity coaxial mid-range speakers with seven integrated tweeters located in the front dash, rear doors and rear deck
- Two, 6 x 9-inch subwoofers located in the front doors
- Two, 10-inch subwoofers in a trunk mounted enclosure

Manufacturing

The Dodge Challenger SRT8 392 is built at the Brampton Assembly Plant in Ontario.

392's Storied History

The original 392 HEMI engine was introduced in the new 1957 model year Chrysler and Imperial products. It replaced the 354 cubic-inch version of the original HEMI launched in 1951. Compared with the 354 engine, the 392 was completely revised and improved, with larger valves and ports, a beefier block and crankshaft and improved bearings. In short, the 392 HEMI, often affectionately referred to simply as the "92," was perfect for drag racing.



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More than a few racers at that time immediately enhanced the performance of the newest HEMI by bolting on six or eight carburetors, installing new camshafts, etc., and went racing.

Racing legend Don ‘Big Daddy’ Garlits ran a 392 in his infamous Swamp Rat I dragster at record speeds of faster than 290 km/h nitro with no supercharger. Garlits also used a 392 HEMI to officially break the 320 km/h (200-mph) barrier when his Swamp Rat went 324 km/h (201.34 mph) at Atco, N.J., in 1964.

But the 392’s success went beyond the drag strip. It also set records at the Bonneville Salt Flats and in boat racing. Drag racing boats were no different than their land-based counterparts in the use of the 392. Famous HEMI engine builder Keith Black was better known on the water than on the land, until he teamed up with Tommy Greer and hired Don “The Snake” Prudhomme to dominate Top Fuel in California in the early 1960s using a 392 HEMI.

After 1958, the 392 HEMI was gone as a production engine, but it still remains a legend. Collectors are now preserving many historic 392-powered race cars and hot rods and proudly displaying them on show car circuits.

In 2007, Mopar – Chrysler Group LLC’s service, parts and customer-care brand – helped celebrate the 50th anniversary of the original 392 by launching a modern, crate engine version of the 392 HEMI.

In 2011, Dodge introduced the Challenger SRT8 392 for the street featuring the new 470 horsepower, 392-cubic inch HEMI V8; an engine with a famous name but engineered as a decidedly high-tech, modern masterpiece with active intake manifold, variable cam timing and Fuel Saver technology (four-cylinder mode). During the model year, only 1,492 Inaugural Edition models were built with exclusive interior and exterior appointments.

About SRT

The Chrysler Group’s Street and Racing Technology (SRT) brand uses a successful product development formula featuring five proven hallmarks: awe-inspiring powertrains; outstanding ride, handling and capability; benchmark braking; aggressive and functional exteriors and race-inspired and high-performance interiors to remain true to its performance roots.

The SRT lineup in the 2013 model year features five vehicles that are world-class performance contenders and bring the latest in safety technologies and creature comforts. The Chrysler 300 SRT8, Dodge Challenger SRT8 392, Dodge Charger SRT8 and Jeep Grand Cherokee SRT8 are joined by the SRT flagship Viper and Viper GTS models which are making their highly anticipated return to the high-performance sports car market.

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About Chrysler Canada Inc.

Founded as the Chrysler Corporation in 1925, Chrysler Canada Inc. is based in Windsor, Ontario, and celebrates its 87th anniversary in 2012. Chrysler Canada's product lineup features some of the world's most recognizable vehicles, including the Dodge Grand Caravan, Jeep® Wrangler, Chrysler 300 and Ram trucks.

Chrysler Canada is a wholly owned subsidiary of Chrysler Group LLC, one of the world's leading automotive companies. Chrysler Group LLC, formed in 2009 from a global strategic alliance with Fiat Group, produces Chrysler, Jeep®, Dodge, Ram Truck, SRT®, FIAT® and Mopar® vehicles and products. With the resources, technology and worldwide distribution network required to compete on a global scale, the alliance builds on Chrysler's culture of innovation – first established by Walter P. Chrysler in 1925 – and Fiat's complementary technology – from a company whose heritage dates back to 1899. Fiat will contribute world-class technology, platforms and powertrains for small- and medium-sized cars, allowing Chrysler Group to offer an expanded product line including environmentally friendly vehicles.

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