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Launching Off the Line: Dodge Challenger SRT8 392 Delivers New Levels of Performance With Loads More Torque, Horsepower and Maximum Handling

October 24, 2010, Auburn Hills, Mich. - Dodge's ultimate modern American muscle coupe, the Dodge Challenger SRT8 392, receives a big boost in horsepower and torque with the introduction of the legendary 392-cubic-inch HEMI® V-8 powertrain for the street.

And the product story goes beyond the power rumbling under the hood.

Dodge performance loyalists asked for more power off the line, and the 2011 Dodge Challenger SRT8 392 answers the call with 470 horsepower and 470 lb.-ft. of torque. That's 90 lb.-ft. more torque at 2,900 rpm compared with the previous 6.1-liter V-8 engine.

Building on its original mantra of a rear-drive coupe that delivers balance between form and function, the Dodge Challenger SRT8 392 also brings world-class ride and handling along with high-performance braking and the latest technology that delivers improved fuel efficiency.

New, highly damped shocks offer a firm ride that maintains the feel for everyday commuting while being fully capable for the more challenging situations. SRT engineers recalibrated the suspension geometry to improve Challenger's balance, corning ability and steering responsiveness. Quicker steering ratios and new negative camber settings all around dramatically improve Challengers appetite for cornering.

The performance SRT-tuned, fully hydraulic steering system also has been improved with a new, heavy-duty pump and revised gearing to give drivers more direct feel and on-center response.

The result: the 2011 Challenger SRT8 392 is now more nimble and playfully "tossable" while still capable of an incredible .93g of lateral acceleration on the skid pad - the most of any production Challenger.

To kick off 2011 model-year production, Dodge will build 1,492 Inaugural Edition models of the Challenger SRT8 392, all with exclusive content.

On the outside, Dodge is offering unique customization for those first 1,492 owners. Two colors and new full-body stripe combinations include Deep Water Blue with standard Stone White stripes or Bright White Clear Coat with standard Viper Blue stripes. All Inaugural Edition models will ride on standard 20-inch SRT-exclusive wheels that feature a polished face and satin black painted pockets.

Unique "392 HEMI" badges flank both fenders touting the historically significant V-8 engine. Mopar quad exhaust tips deliver the performance exhaust note while adding a serious muscle car styling cue. A larger front splitter and integrated front fender spats give this Challenger SRT8 392 better overall high-speed aerodynamics and balance.

A newly modified front fascia chin spoiler improves aerodynamics and is accent painted for a more aggressive look. The rear decklid spoiler also is completed in matching body color.

The race-inspired interior of the Challenger SRT8 392 Inaugural Edition features standard Smooth Pearl White leather-trimmed seats and dual blue stripes accented by unique blue stitching. Each of the front seats features an embroidered "392" just below the headrest. An exclusive, serialized "Inaugural Edition 392 HEMI" dash plaque, showing the sequential build number from 1 to 1,492, rounds out the exclusive interior content.

There's a lot of history attached to the iconic 392 HEMI name.

The original 392 HEMI engine was introduced in 1957 model year Chrysler and Imperial products, replacing the 354 cubic-inch version of the original HEMI launched in 1951. The new and improved HEMI V-8 engine was quickly

adopted by drag racers of all types, and following various historical speed runs on land and water, soon became affectionately referred to simply as the "92."

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.

The 2011 Dodge Challenger SRT8 392 is built at the Brampton Assembly Plant in Brampton, Ontario, Canada, and will arrive in U.S. dealerships in the fourth quarter of 2010.

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