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Built for Speed; the 2004 Dodge Ram SRT10 Dominates the Fast Lane

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n. 1. the act or process of burning 2. violent excitement; tumult

The 2004 Dodge Ram SRT10 is built for speed. With a top speed of 150 mph and the biggest engine in a performance pickup, the Dodge Ram SRT10 backs up its claim as the baddest truck on the block.

More than just a big engine, Ram SRT10 adds the largest standard wheels and tires, the largest brakes in its class and acceleration to match its macho looks. Unique in a world of look-alike trucks, the Ram SRT10 is a radical, custom-built performance truck, but straight from a manufacturer and with performance cues direct from the Dodge Viper SRT10, the ultimate sports car.

Absolute Power = Absolute Domination

From the beginning, the engineers at Performance Vehicle Operations knew the powertrain was in place. The 8.3-liter Viper V-10 was upgraded for 2003 with a new bored and stroked aluminum engine block that increased the Viper engine's displacement from 488 to 505 cubic inches, and pushed its V-10 power output to 500 horsepower and 525 lb.-ft. of torque.

Resting on unique engine mounts, the new V-10 engine delivers 90 percent of its whopping 525 lb.-ft. of torque from 1500 to 5600 rpm. The all-new cast aluminum cylinder block has interference-fit cast-iron liners and cross-bolted main caps. Both bore and stroke have been increased over previous Viper models. Block length, block height, bore spacing, firing order, rod length and compression ratio are unchanged.

The Viper V-10 includes a six main bearing crankshaft with increased stroke length and cross-bolted main bearing caps. All-new cast aluminum alloy pistons - weighing slightly less than prior years despite larger diameters - are included, as are all-new cracked-steel connecting rods that are lighter yet stronger.

Cylinder heads on the Viper V-10 are redesigned using semi-permanent mold (SPM) 356 T6 aluminum, with improved intake port, exhaust port and combustion chamber cooling. Lower-profile die-cast magnesium cylinder head covers with steel internal baffles and anti-slosh foam also are new for 2003.

A single-piece, central dual-plenum, cast aluminum intake manifold is also new. It boasts shorter runners and a single, non-staged two-barrel throttle body for higher peak horsepower RPM. The intake manifold is an all-inclusive Integrated Air and Fuel Module (IAFM) with tubular fuel rails, injectors, sensors, wiring and throttle body - delivered assembled and pre-tested.

A Ram Heavy Duty cooling system is modified to handle the needs of the new Viper engine. A custom dual exhaust system is mounted to new exhaust manifolds.

The 2004 Dodge Ram SRT10 focuses its power through a new Hurst shift linkage and a modified version of the Viper SRT-10's Tremec T56 six-speed manual transmission. The T56 is fully synchronized with electronic reverse lockout. A new driveshaft runs to the Viper-sourced transmission and a modified differential with a 4.10 rear axle delivers the torque to the road.

Suspension

The Ram SRT10 is more than just a big Viper motor in a bad-ass truck. The engineers at PVO modified the Ram Heavy Duty's rack-and-pinion steering and independent front suspension.

Working with the fully hydroformed Dodge Ram frame, one of the stiffest in the industry, PVO added a custom tuned

suspension, dropping the Ram SRT10 one inch at the front and two inches at the rear. New front and rear strut assemblies and a rear sway bar were added to handle the increased cornering loads.

Next came Bilstein shock absorbers, performance-tuned springs, unique aerodynamic aids to enhance the Ram SRT10's higher speed performance, and 22-inch custom "Viper-style" wheels and 305/40 Pirelli Scorpion Tires.

Big brakes, another Dodge Ram staple, are also part of the equation on the 2004 Ram SRT10. The standard ABS-equipped brakes are fitted with new 15-inch rotors on the front brakes. Rear brakes are modified Ram Heavy Duty 14-inch rotors. Front and rear brakes feature unique red calipers. The new front fascia features brake ducts to provide plenty of cooling for track sessions.

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