



DODGE
GRAB LIFE BY THE HORNS



2004 VIPER

EXHILARATION ON MAIN STREET

With 500 hp and 505 lb.-ft. of torque the Dodge Viper SRT-10 could melt the paint on the roads and turn Main Street into a blur.

Check out the bold look and powerful performance of Dodge Viper.

- Interior and Exterior Features
- Color Options
- Design & Technology

For more information, please visit www.dodge.com/viper

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Page 1 of 4



ENGINE

To get 500 horsepower, 525 lb.-ft. of torque and 505 cubic inches of displacement, the Viper's powerful V10 engine has a cast-aluminum block with a large bore and a crankshaft with a long stroke. It also features a heavy-duty clutch, pressure plate and flywheel for outstanding performance.



TRANSMISSION

The Tremec T56 six-speed manual transmission is controlled via a short-throw shifter. Plus, the side exhaust system runs across the car and exits the opposite side, allowing the use of a less restrictive resonator. Finally, the

intake manifold boasts shorter runners and a single, non-staged two-barrel throttle body for lower hoodline and higher peak horsepower.



EXTERIOR

Designing a modern American legend is a tall task. But the Dodge Viper SRT-10 engineers met the challenge head on and created a vehicle true to its heritage with cutting edge new design and technology.

- Full-convertible clamshell design top with new tonneau cover, glass rear window
- Easy operation single latch and smart-glass side windows for optimal sealing
- Reaction injection molded fenders provide lightweight strength
- Aerodynamic shape and underbody design for lower coefficient of drag



HANDLING

The Dodge Viper SRT-10 is the kind of car you dreamed about having as a kid. Its low-slung stature lends to some of the finest performance characteristics on the road and allows Viper to handle better than your wildest dreams.

- Outstanding structural rigidity contributes to outrageous handling.
- Suspension - lightweight aluminum upper and lower control arms, revised geometry, lightweight aluminum-bodied front and rear coil-over shocks and front and rear tubular stabilizer bars
- Brakes - huge 14" front and rear rotors with Brembo four-piston calipers painted "red" with "silver" accents and brake cooling ducts, a large reservoir, and optimized ABS tuning
- P275/35ZR18 front and P345/30ZR19 rear in Pilot Sport ZP tires with low-pressure sensors in the valve stems help get the power to the ground

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AVAILABLE EXTERIOR COLORS



Bright Silver Clear Coat Metallic

Black Clear Coat

Red Clear Coat



WHEEL OPTIONS

Massive 18" x 10" front and 19" x 13" rear polished forged aluminum wheels are standard on Viper.



SEATING

Aggressively-bolstered leather-trimmed seating with preferred-suede inserts standard.

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INSTRUMENT PANEL

The instrument panel has a 7,000 rpm center-mounted tachometer, a 220 mph analog speedometer, and a center stack with gauges for oil pressure, oil temperature, coolant temperature and voltage.



GEAR SHIFT

Viper's cockpit is covered with leather and great looking chrome accents. Satin chrome is featured on the gear shift lever and knob, gear shift boot trim ring, parking brake release handle, door handles and release levers.



COCKPIT

Viper SRT-10's cockpit features all the push-button controls and race-inspired sports car features you would expect. And then some. The push-button starter fires it up, the wraparound seats keep you in place around the fast corners and the adjustable pedals (including a dead pedal) ensure the clutch, brake and throttle are within easy reach.

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