The latest in a line of automotive legends launches from a cocoon called Conner Avenue Assembly. A plant familiar to those versed in Viper lore, Conner was mothballed and all but left as another entry in a decades-old list of Detroit car factories that have headed to the wayside. Almost. Not only did the latest Viper breathe new life into the plant, the new Chrysler Group brought an entirely new approach to the operation. Embracing FIAT® World Class Manufacturing mandates, the plant marries the latest forward technologies with the kind of handcrafted care that has made Conner a sacred place among the legions of Viper purists. Since 1995, this place has been home to a highly talented group of UAW craftspeople. Today, with a new lease on life and a new investment in its infrastructure, Conner is as great a resurrection as the product it builds. This plant and its product represents something that its workers, the surrounding Detroiters, Chrysler Group and America as a whole can be proud of.
This is Conner. This is 392,000 square feet of pure Detroit pride and exceptional American know-how. This is custom work: skilled hands labor over every detail, every adjustment. Finishes are hand-sanded, painted and buffed. Personalization is realized with close to 150,000 option combinations. From its tenuous future to its remarkable transformation, the rebirth of Viper is nothing short of miraculous.
BEHOLD, THE SRT® VIPER. The story goes that when the prototype for this newest generation Viper was first revealed to a select group of Chrysler executives, they were asked to stay silent, to take the car in, detail by detail. We suggest the same. Spend some quality time walking around it. Short of driving it, there’s no better way to understand and fully appreciate Viper.
COMPETITIVE ASSETS. World-class status takes more than just talent. It takes a team. No scientist found a cure, no athlete snagged a gold medal and no actor made the A-list all by themselves. In Viper’s case, every angle, every component was considered and reconsidered for 2013. Viper engineers strengthened and lightened the machine, part by part, with advanced materials. The result? Its raw power combined with extraordinarily disciplined engineering creates an elite, like-no-other standout that was born to push aside all who dare to challenge it.

**POWERTRAIN**

- **100 pounds estimated weight reduction** over previous model.
- **50% increase in torsional stiffness** of space frame.
- **40 lb-ft of torque and horsepower improvement**.
- **25 pound engine weight reduction** with advanced materials for best power-to-weight ratio to date.
- **11 pound reduction** with the new aluminum flywheel.
- **20% reduction** of overall rotating inertia with new flywheel and twin plate twin-disc clutch.
This machine was born with athletic advantages that have only evolved. At its core is the iconic Viper V10 engine, a menacing powerhouse made even more powerful for 2013 with innumerable design and material improvements that turn it into a dominant 640 horsepower — creating the best Viper power-to-weight ratio ever. With 600 lb-ft of torque[1] it also boasts the highest torque rating for any naturally aspirated automotive engine offered in the world.

Its 90-degree deep skirt block stands firm in the face of high rpm operating conditions—with increased block-stiffness thanks to precision-leaf high-strength 1350 aluminum construction, cast-iron bore liners and strengthened bulkheads. The V10 also gets its mettle from forged aluminum pistons, forged powder-metal connecting rods and six main journals with cross-bolted, four-bolt, main-bearing caps.

Leaner, meaner…for Viper, less is definitely more. The all-new aluminum flywheel reduces weight by 11 pounds. And a new lightweight composite intake manifold boasts better fuel/air distribution, thermal stabilization and reduced weight. Longer runners increase torque and the composite construction significantly lower air temperatures. Electronically controlled heat controlers ensure throttle response, cylinder heads are now made of high-strength 1350 aluminum and samarium-cobalt magnets have been replaced for improved life and range.

Clearly, this is not a game.

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[1] a note about this brush: all designers and disclosures can be found inside the back cover.
VX 10-cylinder 90-degree V10-engine hand-assembled all-aluminum engine block.

640 horsepower 8.4-liter V10 overhead-valve engine.

600 lb-ft of torque Most torque of any naturally aspirated automotive engine offered in the world.1
This is a kind of handshake you get at a groundbreaking or from a future father-in-law. This is all business with a dose of sentiment that runs deeper still. One touch of the proven TREMEC® six-speed manual transmission and you will know precisely where you stand. New for 2013, it features an entirely new gear set to provide optimal transfer of power from the engine to the rear wheels.

The leather-wrapped shifter assembly connects directly with the transmission, ensuring precise and practical shift feel. Shift throws are nearly 12.5 percent shorter—split seconds that can make a huge difference in track times and commute maneuvering.

A TRIGGER. A LAUNCH SEQUENCE. THE VIPER SHIFTER. THEY ALL PUT A LOT OF POWER IN YOUR HANDS.
HEIGHTENED SENSES. It’s a beast that just graduated from an expert obedience class. Impactful improvements for 2013 offer refinements that allow drivers to fully harness the extra horsepower that Viper brings to the table. It’s not about smoothing the race-feel out of the ride. It is offering a better feel of the road and keeping on the trajectory the driver sets for it. Like a seasoned race driver who is constantly surveying the course, anticipating and quickly making necessary corrections at very high speeds, Viper shares this expert foresight.

The confident stars don’t need riders about avoiding eye contact backstage. Viper is one of those. It all but dares you to lock a stare into its bright bi-xenon halogen lamps. These lamps have an almost unnerving razor focus with a rare intelligence that allows both high and low beams in halogen mode. Functional “blister” imbedded in the lenses, along with distinctive LED daytime running lamps, accentuate Viper’s inimitable glow.
Specifically designed for 2013, the new 7-inch, full-color-customizable instrument cluster draws from race history. It uses a center-located, full-time analog tachometer readout to quickly report vital information. The driver controls the display's configuration, choosing from easy-to-understand icons to digital readouts. All is accessed through a simple four-way steering wheel control.一旦 the Viper starts, the backlit LED screen comes to life with a tachometer front and center. When engine rpm approaches redline, the new “Stryker” emblem glows red, alerting the driver to shift gears. Warning and diagnostic messages are displayed when necessary. There are nine available main menus for cluster readouts. Fuel economy, outside temperature, compass direction and alternate gauges can be taken in with a glance. Exclusive SRT® Performance Page statistics are also viewed here, giving the driver feedback with respect to top speeds; 0–to–60 mph, 0–100–0 mph, 1/4-mile and 1/8-mile elapsed times; braking distances; and g-force measurements.

Power, combustion, sudden acceleration. Stepping on the accelerator in an SRT® Viper triggers a chain of reactions that, quite predictably, results in some serious g-forces. To make sure the experiment always delivers straight-line results, Launch Control, standard on all Viper models, aids in the achievement of zero to 60 in a controlled manner. A button on the steering wheel, when engaged at a full stop, activates the system which, after the driver applies full throttle, holds the engine at optimal launch rpm. When the clutch is released, Launch Control isolates engine throttle to achieve controlled wheelslip for maximum acceleration until you run out of guts and lift.
For 2013, Viper shortens the performance driving learning curve. Both Electronic Stability Control (ESC)\(^{2}\) and traction control are now standard. Two-mode (Viper) and four-mode (Viper GTS) ESC\(^{1}\) feature graduated levels of stability and traction control. So as drivers gain experience and confidence, they can opt to progressively reduce the amount of ESC\(^{2}\) assistance. “Full On” does what the name implies, along with the ability to take advantage of the road or course clues out with full cornering capability and max traction and stability control. “Sport” mode allows more longitudinal and lateral slip, while competition-ready traction mode puts your right foot in full control of the rear wheels while maintaining stability control. In Full Off mode, both control settings are disabled while the antilock brake system (ABS) stays in play. All these settings are on hand via steering wheel-mounted buttons. An easy-to-read graphic on the instrument cluster reminds the driver which mode the Viper is in.

Sport mode allows more longitudinal and lateral slip, while competition-ready traction mode puts your right foot in full control of the rear wheels while maintaining stability control. In Full Off mode, both control settings are disabled while the antilock brake system (ABS) stays in play. All these settings are on hand via steering wheel-mounted buttons. An easy-to-read graphic on the instrument cluster reminds the driver which mode the Viper is in.

The Handler. Keeping the driver constantly updated, this is central intelligence for Viper. It starts with weight ballasts inside the steering wheel, which are performance-optimized for precision feedback and feel. The standard 7-inch instrument cluster display is reconfigurable with numerous displays and settings, as well as cutting-edge visual performance-oriented stats. And steering wheel-mounted controls include audio, cruise, Bluetooth\textsuperscript{\textregistered} enabled phone, electronic stability and launch control.
The engine is set back behind the front wheel centerline, offset slightly to the right, taking driver placement into account for optimal weight distribution. While you can’t see these improvements, they will most likely be the first thing you notice when you get behind the wheel. This is where it counts. You put everything into the frame, and the rest follows.

And so for 2013, we did not merely tweak the quality. We went to the track. 24-hour endurance testing ensures that Viper is a race-ready track contender, like all SRT® products. High-strength steel and aluminum were combined to create this lightweight space frame. Composite impact beams at the front of Viper make for better weight distribution and reduction while proving its crash-worthiness.

The suspension story gets a new chapter in 2013. SRT Viper has a widened front track, fully retuned spring rates, and hollow front and rear stabilizer bars for an increase in weight savings. The fully independent front suspension has cast aluminum unequal length upper and lower A-arms that help to reduce unsprung mass while enhancing overall handling. The rear suspension has been re-engineered and includes cast aluminum unequal length upper and lower A-arms, toe-control links and coil springs. The rear suspension toe-link has been relocated from behind the rear-axle centerline to in front of the rear axle. The inner pivot of the link now uses a tuned bushing to manage rear-toe compliance with respect to lateral load and increased stability during high-g maneuvers.

All Vipers receive new aluminum-bodied Bilstein® monotube dampers and lightweight coilovers. The Viper GTS features a new Bilstein DampTronic Select system, with Street and Race modes that are driver-selectable through a two-position switch located on the center console.
THE PERFECT BALANCE OF BALANCE. They rarely get the attention of the horsepower-boasting engine or the aerodynamic exterior, but we put a great big magnifying glass on the entire Viper brake assembly for 2013. Drivers and engineers know that great performance is half output and half stopping power. These braking system improvements balance out the additional horsepower and torque produced by the 2013 Viper V10 engine.
A braking system specially engineered to have stopping power equal to that of the formidable power of the new SRT® V10 engine was a given. Shorter stopping distances, better modulation and extreme condition performance were non-negotiable. For that, Viper provides four-piston Brembo® brakes with fixed-aluminum calipers up front and in the rear.

The optional Track Package includes slotted two-piece lightweight rotors that feature curved vanes and aluminum top hats for improved cooling and heat dissipation. With its lightweight aluminum Sidewinder II wheels, unsprung weight is further reduced and 57 pounds of curb weight is removed. This is how you let Viper loose. Because you know you have the power to rein it in.
With lineage that includes three back-to-back GTS-R wins at Le Mans, SRT® Viper is destined to scream back into the winner’s circle, bringing with it pumped-up power, refined aerodynamics and the same take-no-prisoners attitude.
EVERY INCH MEANS BUSINESS. When you let those long straights, off-camber corners and tight esses of the world’s greatest racetracks act as your guide, you’re going to have a car that is designed with pure purpose. Aerodynamics, weight distribution, cooling technologies and accommodations for race gear — they’ve all played a part in sculpting the latest Viper. Of course, it doesn’t hurt that the beacon of pure function also leads to this: the most stunning of forms.
Forget data — there’s plenty of visual evidence of an evolutionary change here. The unmistakable silhouette of the iconic supercar is still there — the low stance, the classical long hood and the cab-rearward proportions immediately read “Viper.” The carbon fiber stretched roofline, dramatic fender gills, integrated B-pillar rear brake ducts and a cast aluminum sill-mounted exhaust all serve dual roles as improvements to performance and exterior design.

Innovative Superform® aluminum doors continue the hard work of delivering lightweight targets and aggressive looks. The rear diffuser is born of wind tunnel stats, for optimum rear downforce and drag reduction. Statistically and stylistically, you just can’t deny this SRT® its polish.

Drag Co-efficient 0.364
Taking an iconic styling cue from the 1996 Viper, the cold-air intake has been purposefully enlarged and incorporated into the hoods of both Viper models. It vacuums cooler air to bring engine temperatures down and performance rates up. The hood itself resurrects the popular clamshell design and, along with the roof and deck-lid, is designed with all-new carbon fiber construction for significant weight savings.
TRIPLE DIGIT MPH INSPIRATION. There’s a reason why race car interiors are on the spare side. Ultra-high speeds do not give the eye a lot of time to sort out complicated instrument panels. The Viper interior designers start with this racing point of view, taking into account the driver’s experience from every vantage point. Of course, we felt it was important to provide some appointments for those at-the-speed-limit moments between track days, too. Because high performance should extend beyond the engine compartment.
The g-forces come from every angle in SRT® Viper, and everything, including the seats, takes that into consideration. Sourced from Sabelt, the renowned Italian supplier of race-oriented interiors, these seats are built for Viper extremes. A fiberglass shell and Kevlar® cushion fully support the driver with thigh support and deep side bolsters designed to match the Viper’s lateral acceleration capabilities, while providing durability and comfort at the same time.

Seats accommodate 6-point harnesses for racing belts. Precise seating adjustments include lowering seats 20 millimeters (mm) for more room and better ergonomics. Seat travel has been extended 90 mm, and seat height adjusts up to 40 mm. The optional GTS Laguna interior package shown here features Premium Laguna leather in Sepia.
It’s no secret that car enthusiasts live for the little details—so we filled the Viper interior with them.

We’re confident intricacies like hand-stitched seams, premium leather skins, subtle embossing and the extra padding in leather-wrapped surfaces will all be fully noted and appreciated.
With an emphasis on control placement and a mindful nod to race-cockpit simplicity, this is the heart of SRT® Viper. Premium surfaces, performance-oriented technologies and extreme attention to detail combine to set a new standard of refinement. The most spacious model in the history of the nameplate, SRT Viper for 2013 efficiently makes more room for legs and storage. Wherein a.7-inch touch screen with pinch-and-zoom gesture control; on-board navigation system; and an all-speed, all-weather audio system control panel reside a 7.0-inch, fully-segmented, three-spoke steering wheel, conceived specifically for Viper, features a thick performance-rim grip, flat-bottom contour and the added dimension of the “Striker” emblem. Controls are placed within easy reach: audio system controls are located on the backside of the steering wheel center spokes; instrument cluster menu, voice-recognition system and hands-free phone controls are on the left front side; Electronic Stability Control (ESC) [now standard] and launch controls live on the right side of the steering wheel. USB, SD and auxiliary ports are located in a media hub in the center storage bin. Standard Keyless Enter ‘n Go means you’ll have keyless entry and remote start on a custom fob. There’s an oversized lighted glove box and a new storage compartment between driver and passenger seats. Integrated map pockets are built into both doors. Developed purely from the driver’s (often extreme) vantage point, these and many other fine points are the result of ruthless editing and the highest quality standards.
Chances are, you can pick out the sound of the Viper V10 engine from miles away. For ears that attuned, we provide high-performance audio options from the audiophile favorite, Harman Kardon. High-efficiency speakers are courtesy of GreenEdge.TM Standard on SRT® Viper is a 9-speaker system that includes a 7-channel, digital signal processor amplifier. Optional systems include the 12-speaker, Harman Kardon surround system with 5.2 speaker playback architecture (standard on SRT Viper GTS). An available 18-speaker Harman Kardon Audio system with Logic 7® and 5.4 speaker playback includes five surround channels and five subwoofers.

All Harman Kardon audio systems feature high-voltage, class D amplifiers with tracking power supply and use 3.5 channels of amplification, four each stage, powered by the GreenEdge high-efficiency, high-voltage amplifiers that enhance operation and extended performance. Operating on 32 volts, the audio systems double the acoustic power of previous offerings. In addition, Harman Kardon offers two new amplifiers of 800 watts and 1500 watts with incredible 11 channels. Rare earth magnets are used in the GreenEdge loudspeakers, ensuring efficient speaker operation and enhanced performance. Operating on 32 volts, the audio systems double the acoustic power of previous offerings. In addition, Harman Kardon offers two new amplifiers of 800 watts and 1500 watts with incredible 11 channels.
THE KIND OF LEATHER YOU'D EXPECT BEHIND GLASS. Craftsmanship, durability and a race car sensibility permeate the SRT® Viper interior for 2013. Choose from a variety of materials, applied colors and color combinations. For GTS, hand-cut, hand-sewn and hand-wrapped Nappa perforated leather covers seats and surfaces throughout. Seat inserts made of luxurious perforated Alcantara® Suede provide high grip for performance driving. Seats, storage bin, and door bolsters are enhanced with accent stitching.

SRT® VIPER INTERIOR FABRICS—STANDARD
Ballistic/Caprice in Black with matching accent stitching

SRT® VIPER INTERIOR FABRICS—AVAILABLE
Nappa leather trimmed in Caramel with Black accent stitching
Nappa leather trimmed in Black with matching accent stitching
Nappa leather trimmed in Header Red with Black accent stitching

VIPER GTS INTERIOR FABRICS—AVAILABLE
Nappa perforated/Alcantara® perforated/Nappa leather trimmed in Caramel with matching accent stitching
Nappa perforated/Alcantara® perforated/Nappa leather trimmed in Black with Silver accent stitching
Nappa perforated/Alcantara® perforated/Nappa leather trimmed in Header Red with matching accent stitching

VIPER GTS LAGUNA INTERIOR PACKAGE FABRICS—AVAILABLE
Laguna Diamond leather/Laguna leather in Sepia with Light Frost Beige accent stitching
Laguna Diamond leather/Laguna leather in Black with Silver accent stitching

All interiors feature embroidered 10-year life in headrest.
These stripes are earned.

Compared to most cars, the paint process gives a Viper a distinctly different look. Colors are hand-painted and meticulously applied by the hands of expert craftsmen. Perfect attention is paid to the "clear coat"—coating the car in the gloss layer finalized at the hand of automotive artistry. The result is a car that truly lives up to its name: a work of art. Viper’s clear coat raises the bar, creating a level of shine that elevates the car to a higher level of prestige and authenticity.

Viper’s stripes are a testament to the Viper’s heritage and its place in automotive history. They are painted directly on the car panels, not added after the fact. This ensures that the stripes are a permanent part of the car, not an afterthought. The result is a level of quality that sets Viper apart from the rest of the automotive world.

Available in two configurations and a variety of colors, stripes are painted directly on car panels but live under the topcoat with the rest of the paint application. The result is a custom look that ensures Viper fans the highest level of pride and ownership in their car.
WHAT BIG PAWS YOU HAVE. SRT® Viper wheels and tires gain even more traction with imposing radiuses, strengthened materials, and a weight savings of more than 16 pounds. 18-inch front and 19-inch rear wheels come in the five-spoke forged aluminum “Rattler” available for SRT Viper and SRT Viper GTS and the split six-spoke forged aluminum “Venom” for SRT Viper GTS, both in various finishes. Specially made Pirelli ® P Zero™ Z-rated performance compound tires are proven to help improve road feel, along with cool and wet weather performance. The SRT Track Package includes ultra lightweight “SIDEWINDER II” track wheels fitted with the Pirelli P Zero Corsa tires, to help improve track times and skid pad ratings.
2013 SRT® VIPER and SRT VIPER GTS SPECIFICATIONS

**FORWARD AND CHASSIS**

**VIPER GT**

- R/C 5.7L HEMI® V8, 390 bhp, 405 lb-ft, 11.4-sec, 196 mph
- FWD - 7-speed paddle-shift automatic transmission
- Traction control
- ABS with EBD (Electronic Brake-force Distribution)
- Hill-start assist
- Traction control
- Stability control
- Brake assist
- Anti-lock brake system
- Electronic brake-force distribution
- Power steering
- Front disc brake rotors with Brembo® calipers
- Rear disc brake rotors with Brembo® calipers
- Anti-lock brake system
- Stability control
- Brake assist
- Electronic brake-force distribution
- Power steering
- Front disc brake rotors with Brembo® calipers
- Rear disc brake rotors with Brembo® calipers

**VIPER (continued)**

- SRT® A-Spec performance exhaust system
- Racl™ AC conditioning system
- Standard analog center stack display
- SiriusXM® Satellite Radio
- Uconnect® 8.4AN with 8.4-inch touchscreen display
- Navigation-ready with downloadable applications
- Rear back-up camera
- Uconnect® 8.4AN with 8.4-inch touchscreen display
- Navigation-ready with downloadable applications
- Rear back-up camera

**INTERIOR (continued)**

- Electronic Stability Control (ESC) (2) — four mode (Full On, Sport, Track, Off)
- Uconnect 8.4AN with 8.4-inch touchscreen display
- Navigation-ready with downloadable applications
- Rear back-up camera
- Uconnect 8.4AN with 8.4-inch touchscreen display
- Navigation-ready with downloadable applications
- Rear back-up camera

**SRT® VIPER GTS**

- 430 bhp, 361 lb-ft, 10.9-sec, 198 mph
- FWD - 7-speed paddle-shift automatic transmission
- Traction control
- ABS with EBD (Electronic Brake-force Distribution)
- Hill-start assist
- Traction control
- Stability control
- Brake assist
- Anti-lock brake system
- Stability control
- Brake assist
- Electronic brake-force distribution
- Power steering
- Front disc brake rotors with Brembo® calipers
- Rear disc brake rotors with Brembo® calipers
- Anti-lock brake system
- Stability control
- Brake assist
- Electronic brake-force distribution
- Power steering
- Front disc brake rotors with Brembo® calipers
- Rear disc brake rotors with Brembo® calipers

**SRT® VIPER GTS (continued)**

- SRT® A-Spec performance exhaust system
- Racl™ AC conditioning system
- Standard analog center stack display
- SiriusXM® Satellite Radio
- Uconnect® 8.4AN with 8.4-inch touchscreen display
- Navigation-ready with downloadable applications
- Rear back-up camera
- Uconnect® 8.4AN with 8.4-inch touchscreen display
- Navigation-ready with downloadable applications
- Rear back-up camera

**INTERIOR (continued)**

- Electronic Stability Control (ESC) (2) — four mode (Full On, Sport, Track, Off)
- Uconnect 8.4AN with 8.4-inch touchscreen display
- Navigation-ready with downloadable applications
- Rear back-up camera
- Uconnect 8.4AN with 8.4-inch touchscreen display
- Navigation-ready with downloadable applications
- Rear back-up camera

**PACKAGES AND EQUIPMENT OPTIONS**

- PREMIUM MEDIA GROUP — includes center console, navigation, and streaming audio
- SiriusXM® Satellite Radio
- Uconnect® 8.4AN with 8.4-inch touchscreen display
- Navigation-ready with downloadable applications
- Rear back-up camera
- Uconnect® 8.4AN with 8.4-inch touchscreen display
- Navigation-ready with downloadable applications
- Rear back-up camera
- Uconnect® 8.4AN with 8.4-inch touchscreen display
- Navigation-ready with downloadable applications
- Rear back-up camera

**SRT® Viper GTS®**

- 430 bhp, 361 lb-ft, 10.9-sec, 198 mph
- FWD - 7-speed paddle-shift automatic transmission
- Traction control
- ABS with EBD (Electronic Brake-force Distribution)
- Hill-start assist
- Traction control
- Stability control
- Brake assist
- Anti-lock brake system
- Stability control
- Brake assist
- Electronic brake-force distribution
- Power steering
- Front disc brake rotors with Brembo® calipers
- Rear disc brake rotors with Brembo® calipers
- Anti-lock brake system
- Stability control
- Brake assist
- Electronic brake-force distribution
- Power steering
- Front disc brake rotors with Brembo® calipers
- Rear disc brake rotors with Brembo® calipers

**SRT® Viper GTS® (continued)**

- SRT® A-Spec performance exhaust system
- Racl™ AC conditioning system
- Standard analog center stack display
- SiriusXM® Satellite Radio
- Uconnect® 8.4AN with 8.4-inch touchscreen display
- Navigation-ready with downloadable applications
- Rear back-up camera
- Uconnect® 8.4AN with 8.4-inch touchscreen display
- Navigation-ready with downloadable applications
- Rear back-up camera

**PACKAGES AND EQUIPMENT OPTIONS**

- PREMIUM MEDIA GROUP — includes center console, navigation, and streaming audio
- SiriusXM® Satellite Radio
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- Rear back-up camera
- Uconnect® 8.4AN with 8.4-inch touchscreen display
- Navigation-ready with downloadable applications
- Rear back-up camera
- Uconnect® 8.4AN with 8.4-inch touchscreen display
- Navigation-ready with downloadable applications
- Rear back-up camera

**SRT® Viper®**

- 410 bhp, 325 lb-ft, 11.3-sec, 183 mph
- RWD - 7-speed sequential manual transmission
- Traction control
- ABS with EBD (Electronic Brake-force Distribution)
- Hill-start assist
- Traction control
- Stability control
- Brake assist
- Anti-lock brake system
- Stability control
- Brake assist
- Electronic brake-force distribution
- Power steering
- Front disc brake rotors with Brembo® calipers
- Rear disc brake rotors with Brembo® calipers
- Anti-lock brake system
- Stability control
- Brake assist
- Electronic brake-force distribution
- Power steering
- Front disc brake rotors with Brembo® calipers
- Rear disc brake rotors with Brembo® calipers

**SRT® Viper® (continued)**

- SRT® A-Spec performance exhaust system
- Racl™ AC conditioning system
- Standard analog center stack display
- SiriusXM® Satellite Radio
- Uconnect® 8.4AN with 8.4-inch touchscreen display
- Navigation-ready with downloadable applications
- Rear back-up camera
- Uconnect® 8.4AN with 8.4-inch touchscreen display
- Navigation-ready with downloadable applications
- Rear back-up camera

**PACKAGES AND EQUIPMENT OPTIONS**
A powerful union. With the rich heritage of Mopar and boundless energy of SRT, this is a marriage made in the fast lane. Together, they created things so far more of tomorrow, resulting in a vast portfolio of world-class products and solutions for your total到时候. While delivering the performance you want, there are still those who prefer the feel of every ride. Whether it’s SRT’s, a custom-built, high-performance street racer, or a race car, Mopar helps bring it all together.

STAGE 3 EVA-INNER SUSPENSION KIT — Shown with lightweight aluminum construction, this suspension system is three-way adjustable for compression, rebound, and ride height. It bridges the gap between street systems and full race systems (late availability). Find out more at mopar.com.

SRT TRACK EXPERIENCE. Our most important standard accessory. When you’re handed a set of Viper keys, you’re also given a complementary day of expert SRT driving instruction at one of many designated racetracks throughout the country. Schedule, at your convenience, a demonstration test run through the turns. Discover your limits and learn what it’s like to be an SRT driver out on the track. Then, it’s a one-day experience that will stay with you for a lifetime. All SRT owners and enthusiasts are eligible to participate. Please obey all road rules and regulations before and after completing your SRT Track Experience.
This is an icon that has, once again, defied and surprised the bean counters, the naysayers, and the race-world purists. With every minute improvement, every ingenious innovation, this Viper has every right to deliver the loudest and most powerful "I told you so" ever. But, of course, Viper wouldn't do that. This is a vehicle that prefers to take the high road.

And it shall be called Viper

Based on the latest competitive information available.

No system, no matter how sophisticated, can repeal the laws of physics or overcome careless driving actions. Performance is limited by available traction, which snow, ice and other conditions can affect. Always drive carefully, consistent with conditions. Always wear your seat belt.

Requires Uconnect Phone.

Sirius services require subscriptions, sold separately after the 12-month trial included with the new vehicle purchase. If you decide to continue your service at the end of your trial subscription, the plan you choose will automatically renew and bill at then-current rates until you call SiriusXM at 1-866-635-2349 to cancel. See SiriusXM Customer Agreement for complete terms at siriusxm.com. All fees and programming subject to change. Sirius satellite service is available only to those at least 18 and older in the 48 contiguous U.S., D.C., and Puerto Rico (with coverage limitations). Our Internet radio service is available throughout our satellite service area and in AK and HI. Traffic information not available in all markets. See siriusxm.com/traffic for details. © 2012 Sirius XM Radio Inc. Sirius, XM and all related marks and logos are trademarks of Sirius XM Radio Inc.

Always check entire surroundings before backing up.

Certified to federal regulations that allow less-forceful air bags. Always use seat belts. Rearward-facing child seats should never be used in front of an air bag.

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