



SRT® VIPER 2013



VIPER

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

in 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.

POWERHOUSE

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.

CONNER PLANT: DETROIT, MICHIGAN USA

SRT® Viper—High-Performance Supercar

ENGINEERING NOTE:

POWERTRAIN



SEPTEMBER 2012

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 mechanism made even more powerful for 2013 with innumerable design and material improvements that churn out a stomach-fluttering 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 rigidity thanks to precision-cast high-strength T356 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 capabilities and reduced weight. Longer runners increase torque and the composite construction significantly lower air temperatures. Electronically controlled twin throttles rev up throttle response, cylinder heads are now made of high-strength T356 aluminum and intake/exhaust combustion chambers have been machined for improved flow and charge motion. Clearly, this is not a game.

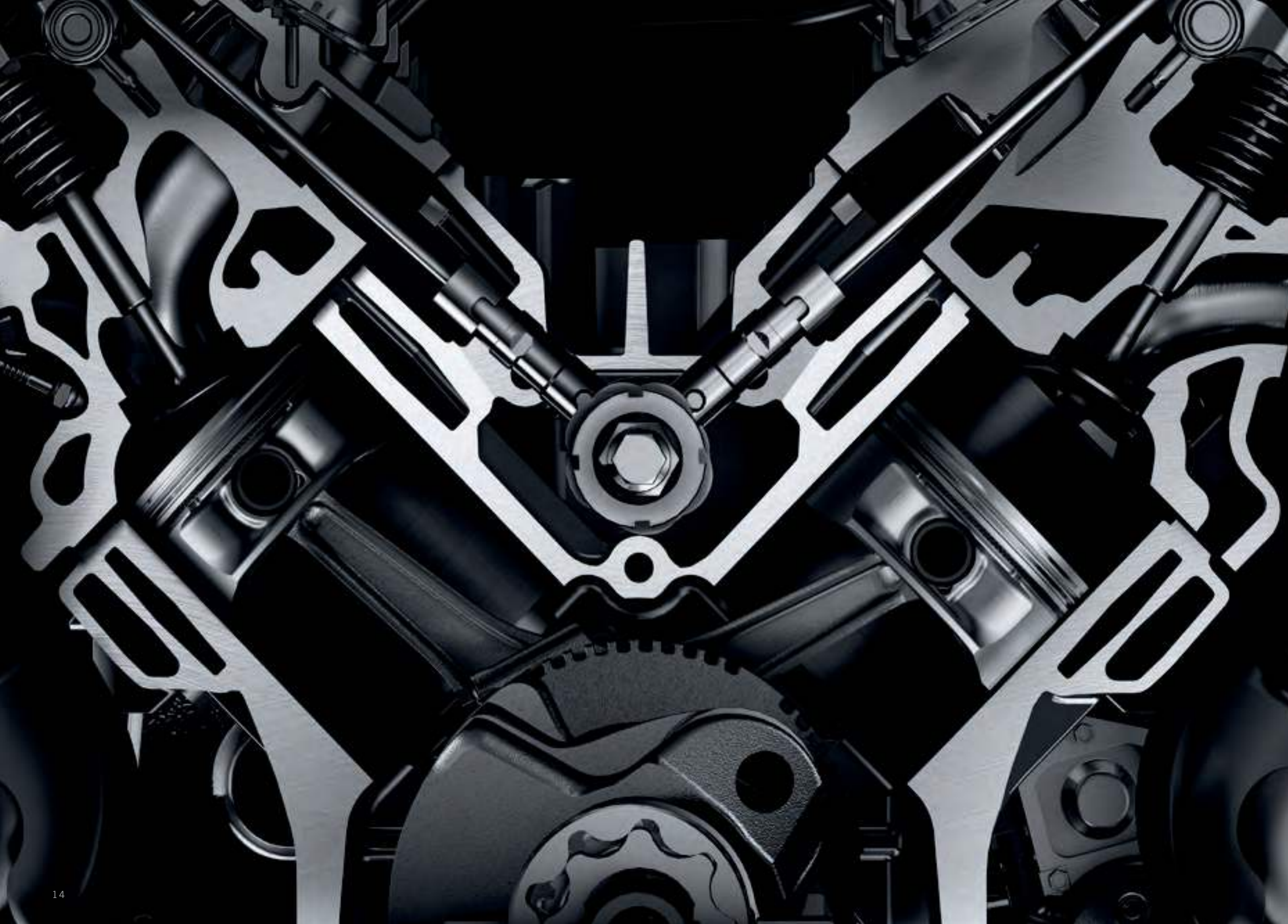
3.5
seconds
estimated
0–60
mph
time.

11.5
seconds
estimated
1/4-mile
time.

128
mph
estimated
1/4-mile
speed.

206
mph
estimated
top
speed.

*A NOTE ABOUT THIS BROCHURE: ALL DISCLAIMERS AND DISCLOSURES CAN BE FOUND INSIDE THE BACK COVER.



VX

10-cylinder

90-degree

V-type

liquid-cooled

all-aluminum

engine block.

640

horsepower

hand-assembled

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 the kind of handshake you get at a ground-breaking 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, providing a solid and precise 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.

CONNER PLANT: DETROIT, MICHIGAN USA

SRT® Viper—High-Performance Supercar	
ENGINEERING NOTE:	
HANDLING	

SEPTEMBER 2012

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 "blisters" imbedded in the lenses, along with distinctive LED daytime running lamps, accentuate Viper's namesake glower.





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. Once 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.

THREE...TWO...ONE...

Power, combustion, sudden acceleration. Stepping on the accelerator in an SRT® Viper creates a chain of reactions that, quite predictably, results in some serious g-forces. To make sure the experiment always delivers straight-line results, there's Launch Control, standard on all Viper models.

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.



CHOICE + POWER.

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^[2] 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, giving drivers the ability to take anything the road or course dishes out with full cornering capability and max traction and stability control.

Sport mode allows more longitudinal and lateral slip, while competition-ready Track mode puts your right foot in full control of the rear wheels while maintaining Sport mode's 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 a steering wheel-mounted button. 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® enabled phone, electronic stability and launch control.

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 in test after test.

The cast magnesium dash
assembly incorporates
significant advancements to
ensure good dimensional
integrity required for
world-class fit and finish.

THE TRUTH LIES WITHIN.

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.

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.

READ IT FRONT TO BACK.

All Vipers receive new
aluminum-bodied Bilstein®
monotube dampers and light-
weight 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.

CONNER PLANT: DETROIT, MICHIGAN USA

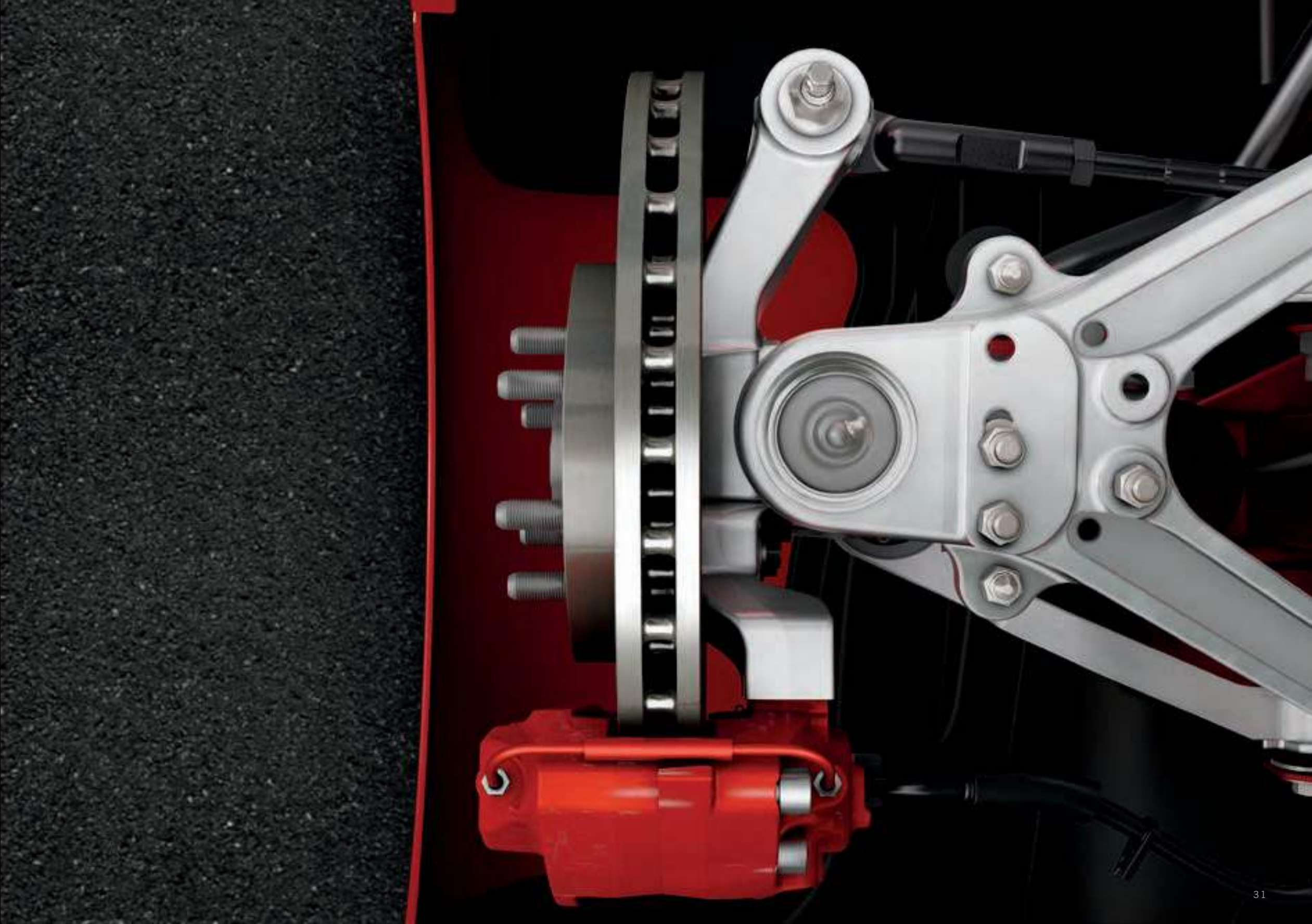
SRT® Viper—High-Performance Supercar

ENGINEERING NOTE:

BRAKING



SEPTEMBER 2012



KEEPS ITS COMPOSURE. LEAVES EVERYTHING BEHIND.



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.

CONNER PLANT: DETROIT, MICHIGAN USA

SRT® Viper—High-Performance Supercar

ENGINEERING NOTE:

EXTERIOR DESIGN



SEPTEMBER 2012



ITS AERODYNAMICS IMPRESS MORE THAN JUST WIND TUNNELS.



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.

D r a g C o - e f f i c i e n t 0 . 3 6 4

NECESSARY COOL.



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.

CONNER PLANT: DETROIT, MICHIGAN USA

SRT® Viper—High-Performance Supercar

ENGINEERING NOTE:

INTERIOR DESIGN



SEPTEMBER 2012



PROPER ATTIRE REQUIRED.



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.



THIS IS YOUR PILOT SPEAKING. 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. Attention is brought to fit and finish with triple-paint-finished Gunmetal on bezels and handles. A new fully leather-wrapped three-spoke steering wheel, designed specifically for Viper, features a thick performance-rim grip, flat-bottom contour and the added dimension of the “Stryker” 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),^[2] cruise (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 ignition starts via a custom fob. There's an oversize 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 Green Edge.[™] 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 four subwoofers.

All Harman Kardon audio systems include a high-voltage class D amplifier with tracking power supply and up to 11 channels of amplification. Rare earth magnets are used in the GreenEdge loudspeakers, ensuring efficient speaker operation and enhanced performance. Operating on 32 volts, the audio system has double the acoustic power of previous offerings. Its design allows it to dynamically adjust to provide extra power when the music playing inside the vehicle needs it.

harman/kardon
by HARMAN

HIGH DECIBELS.

OUTSIDE IN.

SRT[®] offers the latest in connectivity with Uconnect[®] and Uconnect Access. Two new 8.4-inch touch-screen displays will provide unprecedented connectivity choices. Uconnect 8.4A and 8.4AN are designed to keep you informed while you keep your eyes on the road. Various offerings include HD radio, navigation with voice recognition,^[3] enhanced 3-D graphics, a variety of options for integrating digital music and the security of emergency or roadside services with the touch of a rearview mirror-mounted button. Uconnect Access will offer integrated wireless technology. Find out more at DriveUconnect.com

uconnect[®]



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.



INTERIOR COLORS

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 embossed Viper logo in headrest.



EXTERIOR COLORS

Black Venom
Gunmetal Pearl
Shadow Blue Pearl
GTS Blue
Stryker Red Tinted Pearl
Adrenaline Red
Race Yellow
Bright White



THESE STRIPES ARE EARNED.

Compared to most cars, the paint process goes a little differently for SRT.® Deep, rich color is not robotically applied, but painted and extensively polished by the hands of expert craftsmen. Special attention is paid to the clear coat, raising the bar on the gloss level achieved. And while Viper has the kind of racetrack wins to make any stripe authentic, their application process makes it clear that stripes are much more than an afterthought.

Available in two configurations and a variety of colors, stripes are painted directly on car panels and live under the topcoat with the rest of the paint application. This is truly custom work that ensures Viper has the highest quality paint finish in the industry.



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 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.



POWERTRAIN AND CHASSIS	VIPER	GTS
8.4-liter, OHV, 20-valve, SFI, all-aluminum V10 engine	•	•
Transmission — TREMEC® six-speed manual	•	•
Brakes		
Antilock 4-wheel disc brake system (ABS)	•	•
Four-wheel Brembo® disc brakes with Gloss Black calipers	•	—
Four-wheel Brembo disc brakes with Gloss Red calipers	—	•
StopTech, [®] slotted, vented lightweight performance two-piece rotors (included in Track Package)	P	P
Differential — GKN Visco Lok [®] speed-sensing limited-slip — 3.55 ratio	•	•
Exhaust system — dual-side sport	•	•
Fuel tank — 16-gallon with capless filling system	•	•
Oil cooler — engine	•	•
Parking brake — manual, console-mounted	•	•
Steering — power rack-and-pinion	•	•
Suspension		
Single Sport mode four-wheel independent, lightweight performance, SLA-type with coil-over shocks, tubular stabilizer bars	•	—
Driver-selectable Touring/Sport dual mode adjustable — four-wheel independent, lightweight performance, SLA-type with coil-over, Bilstein [®] adjustable shocks, tubular stabilizer bars	—	•
Tires		
Pirelli [®] P Zero [™] non-run-flat		
Front: 295/30ZR18 BSW, Rear: 355/30ZR19 BSW	•	•
Pirelli P Zero Corsa non-run-flat		
Front: 295/30ZR18 BSW, Rear: 355/30ZR19 BSW (included in Track Package)	P	P
Roadside emergency tire service kit	•	•
Wheels — Forged-aluminum 18-inch x 10.5-inch front/19-inch x 13-inch rear		
Five-spoke “Rattler” polished aluminum	•	○
Five-spoke “Rattler” painted aluminum — Hyper Black	○	○
Five-spoke “Rattler” painted aluminum — Matte Black	○	○
Split six-spoke “Venom” polished-face aluminum — Hyper Black painted pockets	—	•
Split six-spoke “Venom” painted aluminum — Hyper Black	—	○
Split six-spoke “Venom” painted aluminum — Matte Black	—	○
Ultra lightweight Sidewinder II track wheel — Hyper Black (included in Track Package)	P	P

LEGEND: • = Standard, ○ = Optional, P = Package, — = Not available.

POWERTRAIN AND CHASSIS (continued)	VIPER	GTS
Wheels (continued)		
Ultra lightweight Sidewinder II track wheel — Matte Black (included in Track Package)	P	P
EXTERIOR		
Painted dual racing stripes — Black, Billet Silver, Gunmetal	○	—
Painted dual racing stripes: GTS exclusive design — Black, Billet Silver, Gunmetal	—	○
Composite ground effects for optimized aerodynamics	•	•
Car cover	○	○
Deck lid spoiler — integrated	•	•
Defroster — rear window, electric	•	•
Fascias — body-color	•	•
Rear appliqué — body-color (not available with stripe package on GTS or Exterior Carbon Fiber Package)	•	○
— Gloss Black		•
Front brake ducts — Piano Black	•	•
Front/rear brake ducts and rear appliqué — carbon fiber (included in Exterior Carbon Fiber Package)	P	P
Fuel cap — power release, anodized aluminum with Viper logo	•	•
Headlamps — automatic high-intensity discharge (HID) low and high beams with LED daytime running lamps	•	•
— Black	•	—
— Hyper Black	—	•
Hood — carbon fiber clamshell with 6 air extractors and center air intake	•	
— carbon fiber clamshell with two air extractors and center air intake, GTS model	—	•
Mirrors — dual outside power	•	•
Rear back-up camera ⁽³⁾ (included in Grand Touring Package)	P	•
Roof — carbon fiber Double Bubble for maximum head clearance	•	•
Taillamps — fully integrated with LEDs and integrated turn signal lamps	•	•
Windshield wipers — variable intermittent, two-speed with low-profile flat blades	•	•
X-brace — structural extruded aluminum for added torsional stiffness	•	•

INTERIOR	VIPER	GTS
Air bags ⁽⁶⁾ — advanced multistage front air bags with Occupant Classification System (OCS)	•	•
Air conditioning — single-zone automated controls with micron filter	•	•
Antenna — windshield	•	•
Antilock Brake System (ABS) — four-wheel	•	•
Ashtray — removable (dealer-installed)	○	○
Battery run-down protection system and vehicle storage mode	•	•
Bezel finish		
Piano Black, Gunmetal and Cross Tread pattern	•	•
Satin Silver — included in GTS Laguna interior package		P
Real carbon fiber (included in Carbon Fiber Interior Accents Group)	P	P
Carpet — floor covering, cut-pile construction — Black	•	•
Child seat anchoring system with passenger air bag switch	•	•
Console		
Full-length floor, with Black stitching, rear storage bin, and storage bag	•	—
Full-length floor, Nappa leather-wrapped, contrasting color stitching, contrasting leather color accents with rear storage bin, cup holder insert, and full Nappa leather-wrapped storage satchel with contrasting stitching	—	•
Full-length floor, SRT Laguna Premium leather-wrapped, contrasting color stitching, with rear storage bin, cup holder insert, and full premium leather-wrapped storage satchel with contrasting stitching (included in GTS Laguna Interior Package)	—	○
Door locks — speed-sensitive power	•	•
Door trim panels		
Black Protein vinyl-wrapped with Black stitching	•	—
Black Nappa leather-wrapped with contrasting stitching and color inserts	—	•
SRT Laguna Premium leather-wrapped with contrasting stitching (GTS Laguna Interior Package)	—	○
Driver touch points — Nappa leather shift knob, shift boot, parking-brake handle, parking-brake boot, and steering-wheel rim	•	•
Driver touch points — SRT Laguna Premium leather touch points with contrasting color stitching, shift knob, shift boot, parking-brake handle, parking-brake boot, and steering-wheel rim (included in GTS Laguna Interior Package)	—	P
Electronic launch control system	•	•
Electronic Stability Control (ESC) ⁽²⁾ — two mode (Full On, Full Off) with traction control and brake assist systems	•	•

INTERIOR (continued)	VIPER	GTS
Electronic Stability Control (ESC) ⁽²⁾ — four mode (Full On, Sport, Track, Full Off) with traction control and brake assist systems	—	•
Engine start and accessory switch button — Red	•	•
Floor mats	○	•
Garage door opener — integrated remote	•	•
Glove box — power locking and releasing	•	•
Headliner		
Black	•	•
Alcantara [®] (included in GTS Laguna Interior Package)	—	○/P
Individual Tire-Pressure Monitoring system (TPM)	•	•
Instrument Panel		
Black Nappa leather-wrapped with Black stitching	•	—
Black Nappa leather-wrapped with contrasting color stitching	—	•
SRT [®] Laguna Premium leather-wrapped with contrasting color stitching (included in GTS Laguna Interior Package)	—	P
Keyless Enter ’n Go with passive entry	•	•
Knee bolsters ⁽⁶⁾	•	•
Locks — power, speed-sensitive	•	•
Noise, vibration, harshness (NVH) reduction treatments and acoustic rear-wheel liners	—	•
Power outlet — auxiliary 12-volt	•	•
Power-lid release	•	•
Inside emergency release	•	•
Rearview mirror — auto-dimming	•	•
Seat belts		
Black three-point belts with pretensioners, load limiter, and traveling inboard buckles	•	•
Red three-point belts with pretensioners, load limiter, and traveling inboard buckles	○	○
Six-point restraint system provisions	•	•
BeltAlert	•	•
Constant-force retractors (CFR)	•	•
Seats		
Sabelt [®] ballistic nylon, and leather insert sport bucket seats — 6-way manual	•	—
Sabelt leather-surfaced sport bucket seats — 6-way manual	○	—

INTERIOR (continued)	VIPER	GTS
Seats (continued)		
Sabelt perforated leather-surfaced sport bucket seats — 6-way power	—	•
Sabelt SRT Laguna Premium leather sport bucket seats — 6-way power	—	○
Security alarm	•	•
Sport Pedals — power-adjustable cast aluminum	•	•
Steering column — tilt	•	•
Steering wheel — SRT design leather-wrapped with function controls for launch control, Uconnect [®] Voice Command, ⁽³⁾ rear-mounted audio controls, automatic speed control and digital information display controls	•	•
Sun visors with passenger vanity mirror	•	•
Trunk carpet	•	•
Windows — power, driver and passenger with one-touch feature	•	•
AUDIO / ENTERTAINMENT / DISPLAYS		
Audio		
9-speaker system with 7-channel DSP amplifier	•	—
12-speaker Harman Kardon [®] audio system including two subwoofers and surround sound	○	•
18-speaker, 32-volt Harman Kardon audio system with four subwoofers and Logic 7 [®] surround sound	○	○
Entertainment		
Uconnect 8.4A — 8.4-in touch-screen display, Bluetooth [®] phone compatibility and streaming audio, SiriusXM Satellite Radio, ⁽⁴⁾ navigation-ready with downloadable applications, rear back-up camera ⁽⁵⁾ display	•	—
Uconnect 8.4AN — 8.4-in touch-screen display, Bluetooth phone compatibility and streaming audio, SiriusXM Satellite Radio ⁽⁴⁾ with SiriusXM Traffic ⁽⁴⁾ and SiriusXM Travel Link, ⁽⁴⁾ HD radio tuner, full 3-D graphics navigation and one-step voice destination entry, downloadable applications, rear back-up camera ⁽⁵⁾ display (included in Grand Touring Package)	P	•
Media HUB — USB port, SD media card, auxiliary input	•	•
Displays		
SRT Performance Pages — reconfigurable performance telemetry information	•	•

AUDIO / ENTERTAINMENT / DISPLAYS (continued)	VIPER	GTS
7-inch customizable, full-color instrument cluster — 220-mph analog speedometer, trip odometer, 7,000-rpm peak hold tachometer, voltmeter, oil pressure, coolant temperature, fuel gauge, turn-by-turn directions, vehicle service information	•	•
Warning chimes — Key-in-ignition, seat belt, fuel, oil temperature, oil pressure, charging system, coolant temperature, low tire pressure, exterior and interior lights on	•	•
PACKAGES AND EQUIPMENT GROUPS		
ADVANCED AERODYNAMICS PACKAGE — includes carbon front side-splitter extensions and carbon rear spoiler	○	○
Premium Metallic Exterior Paint	○	○
GRAND TOURING PACKAGE — Includes interior cup holder insert, rear back-up camera, ⁽⁵⁾ Uconnect 8.4AN with 8.4-in touch-screen display, Bluetooth phone compatibility and streaming audio, SiriusXM Satellite Radio ⁽⁴⁾ with SiriusXM Traffic ⁽⁴⁾ and SiriusXM Travel Link, ⁽⁴⁾ HD radio tuner, full 3-D graphics navigation and one-step voice destination entry, and downloadable applications	○	
CARBON FIBER INTERIOR ACCENTS GROUP — Interior trim pieces and air ducts upgraded to carbon fiber	○	○
EXTERIOR CARBON FIBER PACKAGE — Carbon fiber exterior front/rear brake ducts, and rear taillamp appliqué	○	○
GTS LAGUNA INTERIOR PACKAGE — Alcantara headliner, SRT Laguna Premium leather upgrade on doors, seats, instrument panel, center console. Unique enhanced GTS Gunmetal trim and finishing.	—	○
TRACK PACKAGE — StopTech, [®] slotted vented lightweight two-piece rotors, ultra lightweight Sidewinder II track wheel, Pirelli P Zero [™] Corsa soft-compound non-run-flat tires, Front: 275/35ZR18 BSW, Rear: 355/30ZR19 BSW.	○	○



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 ratchet things up for core enthusiasts, fanning out a vast palette of track-to-street options and made-for-your-model parts, taking customization to a whole new level. Clearly, these are two brands devoted to pushing limits of every kind. Mopar and SRT. A double-edged approach to high-performance driving.

STAGE 3 COIL-OVER 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 new set of Viper keys, you also receive a complimentary day of expert SRT driving instruction at one of many designated racetracks located throughout the country.

Schedule, at your convenience, the opportunity to put Viper through its paces. Seasoned drivers will show you how to get the most out of all 640 horses, while you keep a firm hand on the reins. This is 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.



DRIVE **SRT**.COM

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.

A n d i t s h a l l b e c a l l e d V I P E R



^[1] Based on the latest competitive information available. ^[2] 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. When the ESC warning lamp flashes, the driver needs to use less throttle and adapt speed and driving behavior to prevailing road conditions. Always drive carefully, consistent with conditions. Always wear your seat belt. ^[3] Requires Uconnect Phone. ^[4] 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 P.R. (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. ^[5] Always check entire surroundings before backing up. ^[6] 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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