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2013 SRT Viper Lineup Offers Refined Evolution of SRT's Hallmark Aggressive and Functional Exterior Designs

- All-new, timeless exterior engineered for aerodynamic efficiency and high-speed balance
- New carbon-fiber hood, roof, decklid and aluminum door panels are firsts for SRT Viper models and offer significant weight reduction
- One-of-a-kind exclusivity provided by multiple combinations of exquisite colors, painted and buried stripes, forged wheels and functional exterior trim

November 20, 2012, Auburn Hills, Mich. - The all-new exterior designs of the 2013 SRT Viper and SRT Viper GTS models seamlessly blend contemporary execution with evolutionary refinements that incorporate new surfacing, world-class materials and technologies all geared to create a stunning example of a true driver's car.

Both new SRT Viper models continue to carry the timeless proportions of previous generation body styles of the iconic, two-seat, world-class supercar. From there the 2013 SRT Viper models sport refined visual and functional statements.

The redesigned Viper badge – aptly named “Stryker” by the Viper Club of America – is positioned in the center of a new, clamshell, all carbon-fiber hood. The forward-hinged hood, selected to satisfy Viper purists, offers significant weight savings and unobtrusive access to front suspension areas and the mid-front, SRT-engineered V-10 powerplant.

A newly designed, significantly larger and dedicated “cold-air” intake – a visual styling cue from the first Viper coupe built in 1996 – is integrated into the hood of both Viper models. The 9-inch (229 mm) by 2-inch (51 mm) scoop vacuums cooler air that flows directly into the engine and doesn't mix with air taken in for the radiator. As a result, the incoming air is only 10 degrees above ambient temperature on average, producing consistent power output.

Three air extractors are strategically positioned on both sides of the centerline of the power-bulge hood on the SRT Viper model to ensure effective removal of heat and reduced air turbulence in the engine compartment.

The hood on the SRT Viper GTS model features dual extractors to give a more refined and organic look. Both hood designs were developed in the Chrysler Group's full-scale wind tunnel in Auburn Hills, Mich. for maximum thermal and aerodynamic performance.

Dual-function, bi-xenon projector headlamps are tightly packaged with white light-emitting diode (LED) daytime running lamps and LED turn signals in a sinister “snake eye” configuration.

Functional “blisters” incorporated into the headlamp lenses create a three-dimensional view that gives Viper a distinctive glare, while visually reducing the front overhang appearance. The 70-mm projectors are surrounded with silver rings – the only “bright element” in the vehicle's face – and are set against semi-gloss black (Viper) or Dark Neutral Metallic Graphite (Viper GTS) bezels.

The lower front grille, purposefully designed as an evolution of the traditional Viper “bottom mouth” configuration, discretely carries a refined V-shape structure.

Finished gloss black front-brake cooling ducts are efficiently placed within the lower grille and provide a refined surface contrast to the rest of the lower intake's organic surface work. The ducts effectively channel air to the front

rotors and Brembo® calipers to help cool the brakes and contribute to the Viper's legendary performance.

Beautifully sculpted and functional air inlets are positioned at the lower outboard corners of the front fascia to efficiently channel incoming air to, through and out the front wheel wells to reduce lift and increase high-speed stability.

The side profiles of the 2013 SRT Viper models showcase the low-stance, classical long-hood and cab-forward proportions that have become the unmistakable silhouette of the iconic supercar.

The dramatic fender "gills" – another iconic and traditional Viper design cue that functionally removes air and heat from the engine compartment – carry the same mold-in-color black serpentine textures as applied on the grille extractors.

The 2013 Viper models feature the traditional "double-bubble" roof configuration that maximizes headroom for the driver and passenger while maintaining a low frontal area – even when helmets are needed during competitive driving.

The stretched roofline – constructed in carbon fiber for the first time – enables the performance coupe to appear like it's sitting more atop its rear wheel line.

The extended roof "widow's peak" also brings a distinctive clean, swept appearance as it flows into the back glass surface.

Rear brake ducts, painted in gloss black or available carbon fiber and integrated into the B-pillars, channel air downward to cool rear rotors and calipers while also helping to visually stretch the roof, window graphic and side-view profile.

The rear back glass is flatter, inset and carries a seal free exposed edge of glass – again the result of an extended canopy and overall refined exterior execution.

Dramatically shaped doors are constructed using an innovative superform aluminum process to achieve lightweight targets and aggressive styling.

New door-release handles are electronic-solenoid-switch (touch) activated and work in unison with SRT Viper's keyless system.

The exhaust system continues to exit forward of the rear wheels – another iconic Viper design cue – and now carries further refinement with cast aluminum, sill-mounted exhaust bezels.

A one-piece, anodized aluminum fuel door carries the "VIPER" font and brings another level of exterior design detail.

For the first time, the 2013 SRT Viper models carry LED taillamps that integrate stop and turn illumination in one element. Snakeskin texture in the lens carries the surface work seen in the gills and hood textures. With dark-masked lenses, the horizontal lamps appear dark until the LED elements fire. Each lamp carries 50 LEDs that provide a unified "crystallized" illumination effect.

The new, lightweight carbon-fiber decklid carries the vehicle's central high-mounted stoplight (CHMSL), which displays the new "Stryker" logo.

A new rear appliqué – painted in body color on the Viper model and gloss black (or available carbon fiber) on the Viper GTS – accentuates the rear width proportions and adds another level of detail.

Rear exhaust ports positioned beneath the taillamps extract air from beneath the car and out the rear wheelhouse to relieve pressure buildup for improved aerodynamics and enhanced stability.

The rear diffuser was designed in the wind tunnel for enhanced aerodynamic performance, optimum rear downforce and reduced drag.

The five-spoke, forged-aluminum “Rattler” wheel design on the 2013 Viper model is available with fully polished (standard), fully painted Hyper Black or fully painted Matte Black finishes.

The Viper GTS has a split six-spoke forged-aluminum “Venom” wheel design with three available finishes including polished face with graphite-painted pockets (standard), fully painted Hyper Black or fully painted Matte Black.

Wheel sizes are 18 inches by 10.5 inches in the front (0.5 inches wider than previous generation); and 19 inches by 13 inches in the rear.

For 2013, SRT Viper models ride on standard Pirelli P Zero, Z-rated tires with substantially improved performance. The Pirelli tire offerings – P295/30ZR18 on the front and P355/30ZR19 on the rear – feature silica and carbon-black enhanced tread compound molded into a subtle asymmetric, wide rib tread design to increase the rigidity of the tread to resist deformation, enhance grip and steering response on a variety of road surfaces, while also broadening the performance envelope.

Brembo brake calipers are painted black on the Viper while the Viper GTS model sports red calipers.

For 2013, the SRT Viper lineup will feature the deepest, richest, highest quality paint ever offered with optional painted stripes that are buried under a top-layer of clear coat. A mixture of classic Viper exterior paint shades have been reformulated while new colors are also being introduced with a multi-stage painting process that results in show-car like finishes. Six exterior colors are offered on the SRT Viper models, including: Adrenaline Red, Venom Black, Bright White, Gunmetal Pearl, Race Yellow, Shadow Blue Pearl. The SRT Viper GTS model receives an expanded exterior color palette with the availability of Stryker Red Tri-Coat Pearl and Viper GTS Blue.

Two distinguished body stripe configurations are offered. The SRT Viper is available with a pair of tapered stripes starting on the clamshell hood and making their way onto the roof and finishing on the rear hatch. The SRT Viper GTS model is available with a pair of wide stripes running the length of the coupe from front to rear fascia.

Both stripe configurations are expertly applied in the paint booth before the main body color. Only after the paint is cured, a final clear coat is used to ensure the stripes are an integral part of the finished product.

Exterior stripe color packages include: Black Venom, Billet Silver Metallic and Gunmetal Pearl. Bright White body-length stripes are being used exclusively on the 2013 SRT Viper GTS Launch Edition model.

About SRT

The Chrysler Group's Street and Racing Technology (SRT) brand uses a successful product development formula featuring five proven hallmarks: awe-inspiring powertrains; outstanding ride, handling and capability; benchmark braking; aggressive and functional exteriors and race-inspired and high-performance interiors to remain true to its performance roots.

The SRT lineup in the 2013 model year features five vehicles that are world-class performance contenders and bring the latest in safety technologies and creature comforts. The Chrysler 300 SRT8, Dodge Challenger SRT8 392, Dodge Charger SRT8 and Jeep Grand Cherokee SRT8 are joined by the SRT flagship Viper and Viper GTS models, which are making their highly anticipated return to the high-performance sports car market.

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